U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic

Field No.: 2243
Office No.: 2244

LOCALITY

State: California
General locality: San Francisco
Locality: Bay

CHIEF OF PARTY

Aug. J. Rodgers

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DATE
Tahquitz is the largest and most important. It is the permanent residence place for a number of San Francisco business men, a summer resort, and also derives some importance from being the terminus of the North Pacific Coast RR. An efficient ferry service is kept up between Tahquitz and San Francisco.

Next in importance is Petroluma; this is purely a suburban residence town, and it has quite a number of picturesque and elegant residences scattered over its steep hill sides.

Pitman, as has already been mentioned, is the terminus of the S.P. & P. RR. The repair shops of the company are located here.
Descriptive Report to accompany the Topographic sheet entitled "2243."

"U.S. Coast Survey Survey"

"M.R. Duffield, Superintendent"

"Pacific Coast"

"County of San Francisco Bay"

"Pt. Carallon to Strawberry Pt."

"including"

"Angel Island, Sausalito"

"Belvedere and Tiburon"

"Topographic Survey in Nov. and Dec. 1875"

"Under the direction of"

"Assistant Aug. D. Rodgers"

"By Freeman Morse, Assistant"

"Scale: 1/1000"

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It is perhaps a trifle misleading that this is denoted as a survey; more precisely it is a supplementary survey. The aim during
The progress of the work was to renew the base line, locate all obstructions, roads, and railroads within the limits of the sheet, and also to indicate award lands where it occurs. The little creeks or sloughs in the marshes were cut away or laid out again, but their mouths were shown as they appeared on the original sheet. The survey was then made to re-contour the area.

In the town of Sausalito the water front was surveyed and a certain number of street intersections were located on the sheet, sufficient to serve as reference points for placing the reduced plot of the town in its proper position on the sheet. This reduced plot was made from the official town map.

The principal changes along the Sausalito shore are in the water front of the town, and the changed location of the North Pacific Coast R.R. tracks directly across from
Stronberg Pl. At the time of the last survey the road crossed the West arm of Richardson's Bay from the point just North of the RR shops to Stronberg Pl. on a long trelle. Now that route is abandoned and the trelle is no longer in existence except that the lower parts of the piles are still sticking in the mud and are visible at extreme low spring tides. The road now runs up along the West shore of Richardson Bay to its head.

At Belvedere only the shore line was surveyed, as the reduction of the town plot is already shown on the published chart, the data for it having been previously forwarded to the office by Assistant Rodgers.

On the Northeast shore of Richardson's Bay the San Francisco and North Pacific RR has been built since the date of th
On Angel Island the principal change is found in the northwest shore at Hospital Cove, where the National Quarantine Station is now located. The position of the fog signal on the south shore of the island near the military fort is shown on the chart. The military fort was not recovered, so the buildings are the same now as at the date of the former survey.

On the main shore twice to the northward of Raccoon Strait is the El Crops landing is the principal new feature. El Crops is merely a picnic ground, and the landing is only for the accommodation of excursionists during the excursion season.
Descriptive Report to accompany the Topographic sheet entitled:

"U.S. Coast and Geodetic Survey"

"W. M. Duffield, Superintendent"

"Pacific Coast"

"Resurvey of San Francisco Bay"

"Alameda, Oakland"

"Northward to Shellmound"

"Topographic Survey in Aug. & Sept. 1875."

"Under the direction of"

"Assistant, Aug. P. Rodgus"

"By Benjamin More, Assistant"

"Scale 1/2000"

The plan of operations for the field

work on this sheet did not contemplate a

complete resurvey, but only a resurvey of the

line line, and the location of each struc-
...intreescent as would suffice to properly fix
the ends of Oakland East Oakland and Alameda
upon the sheet. The limits of the marsh
land are also shown on the sheet.

The principal change has been made
in Oakland Harbor. A large area of the
marsh land on the Alameda side of the
harbor and some also on the East Oakland
side has been reclaimed by dredging the
mud and sand from the basin and depositing
it on the marsh. Dikes along the shore line
served to impound the soft material. By
this process the outline of the harbor has
been greatly changed. The marsh island that
formerly existed in the middle of the harbor
has thus been entirely removed.

Lake Merritt so called, has been
formed by constructing a dam and flood
gate across the North arm of the harbor.
The water is admitted at high tide and the gates prevent its escape as the tide falls. The incoming water is deep and wide, a marshy stretch of mud flats is thus turned into a safe and pleasant boating place. In addition, the lake also serves as a reservoir, the waters of which are used for filtering one of the main sources of the city, which extends. One hundred feet near the head of the main arm of the lake across the city and supplies into San Francisco Bay about a quarter of a mile north of the florist with 21. The location of a prosperous truck 4 is shown around the lake. On the East shore near the dam a portion of it has already been constructed.

Since the date of the previous season, the South Pacific Coast RR has built its line out in trestle work along the South transecting area.
of Oakland Creek, and established its terminal depot and ferry slip a short distance outside the entrance of the creek. More recently, in the expense of keeping pilings in repair, the Central Pacific Company has built a rock bulkhead along the south side of the trestle for a distance of more than a mile out from shore, and is now engaged in the space between this bulkhead and the streamlining wall with sand dredged up from the creek.

The Central Pacific Co long wharf has been changed by the addition of another arm on it. North side, and for the greater portion of its length out beyond the mole only a portion of its former width is kept up in repair. About half a mile south of Millmound pier stands a partly constructed wharf which extends nearly 800 yards out into the Bay. The piles are driven and capped but the
Shaft is not planked. This was intended to reach out to deep water and form the terminus of the California and Nevada RR with ferry connection with San Francisco, but the prospects are not bright for its early completion.

The following triangulation points within the limits of the sheet are lost:

Nevada Smith's Wharf House. This point was the gable end of the small house that sheltered the derelict engine used for driving the piles of the shaft. The engine and house have been removed.

San Antonio Pt. This point has been washed away by the waves.

Oakland Creek Outer Beacon. The beacon and the pilings on which it stood have been removed.

Oakland Creek Inner Beacon. This beacon.
... also gone. The pilings on which it stood are still in place.

**Alamedda Shaft**: The outer half of this shaft is no longer in existence; and the piles of the inner portion are rapidly going to decay.

**Alamedda Flagstaff on Cupola**: This flagstaff was in place during the progress of the excavation; but since its completion the cupola on which the staff stood has been removed from the building.

**Preston Moree**

Assistant
Descriptive report to accompany the Topographic sheet entitled:

"Alaska and Geodetic Survey"

"W.R. Duffield, Superintendent"

"Pacific Coast"

"Survey of San Francisco Bay"

"Shellmound to Pt. Richmond"

"including"

"Tom of Berkeley"

"Topographic Survey in Sept. and Oct. 1875"

"Under the direction of"

"Assistant Capt. T. Rodgers"

"By Jeremiah Price, Assistant"

"Scale 1:5000"

The design of the purpose of the field work on this sheet was not to make a complete survey, but to secure the shore line and show all wharves, railways, etc.
and the outline of the naval base. The
contouring of the area was not attempted.
In order to properly fix the town of
Berkeley on the sheet street intersections were
located on the field by means of the plane
table and these furnished the starting points
for plotting the town. The street names then
in black are those actually surveyed on
the field.

The principal changes on the sheet are
the erasure of the Berkeley shore line and
the extension of the town of Berkeley.

The prevailing NW winds of the summer
season blow in through the Golden Gate, across
the Bay of San Francisco and directly on to
the Berkeley shore, and the middle of the
Bay is such that with a fresh wind a
considerable force will push the boats at
high tide. Hence the breakwaters which
The bases that are being slowly eaten away in some places, the Central Pacific R.R. has been obliged to protect its tracks from the encroachment of the Bay by rock filling.

In the vicinity of Pt. Izabel a growth of salt grass outside the high-water line serves to protect the bank in a measure.

The town of Berkeley had its origin in the establishment of the University of California at its present site in 1877. It has made a rapid growth since the date of the last survey. Naturally it is most thickly settled in the vicinity of the University. Between here and West Berkeley the town is but sparsely built up.

Of the three lines of railroad shown on the chart, the first is that of the Central Pacific. This is the main Overland
mile. The second, the California and New Era, is a narrow gauge line partly constructed and equipped, and it is stated sadly no need of repairs. It is a short line, since 20 to 30 miles long, and does a little local freight and passengers traffic. The freight is mostly farm produce. The Soledad local line is a branch of the Central Pacific, and connects with the Outboard Pier.

The following triangulation points within the limits of this sheet are last:

- Rocky Island. This was dug up a few years ago by irresponsible parties at a time when hidden treasure was said to exist on the island.
- Cal frais Island. A Remove now occupies the top of the hill where the station was located, and the station was
Destroyed in a carbolic fire.

Butchers' Mill, Midvale. This mill no longer exists.

P. H. Morey
Assistant