Form 504

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 1895

CHIEF OF PARTY
Aug. J. Rodgers

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that Sanvallita 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 Sanvallita and San Francisco.

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

Petronia, as has already been mentioned, is the terminus of the S.F. & P.R.R. The repair shops of the company are located here.

Remon Price
Assistant
Descriptive Report to accompany the
Topographic sheet entitled 2243.

U.S. Coast Geodetic Survey
"M.W. Duffield, Superintendent
Pacific Coast
County of San Francisco Bay
"Pt. Carallon to Strawberry Pt.
including
"Angel Island, Sanovita
"Belvedere and Tiburon
"Topographic Survey in Nov. and Dec. 1875
"Under the direction of
"Assistant Aug. D. Rodgers
"By Fremont Morse, Assistant
"Scale: 1/1000"

It is perhaps a little misleading that this
is described as a survey; more precisely, it is
a supplementary survey. The aim during
The progress of the work was to renew the three lines, locate all villages, roads and railroads within the limits of the sheet, and also to indicate issued land where it occurs. The little creeks or sloughs near the marshes were cut out and again, but their mouths were shown. The attempt was 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
Strawberry Pt. At the time of the last survey the area crossed the West arm of Richardson's Bay from the point just north of the RR. Shops to Strawberry Pt. in a long treble. Now that route is abandoned and the treble is no longer in existence, except that the inner parts of the piles are still sticking out in the mud and are visible at extreme low spring tides. The road now runs up along the West shore of Richardson's 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 thi
On Angel Island the principal changes are found on the southwestern 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, but the buildings are the same now as at the date of the former resurvey.

On the main shore lines to the northward of Racoon Straits the El Camps landing is the principal new feature. El Camp is merely a picnic ground, and the landing is only for the accommodation of steamer during the excursion season.
Descriptive Report to accompany the Topographic sheet entitled:

"U.S. Coast and Geodetic Survey
W.W. Duffield, Superintendent
Pacific Coast
Resurvey of San Francisco Bay
Alameda, Oakland

" and

"Northward to Shellmound
"Topographic survey in Aug. Sept. 1875
"Under the direction of Assistants Aug. P. Rodger
By Norment More, Assistant
Scale 1/2,000

The plan of operations for the field work on this sheet did not contemplate a complete resurvey, but only a resurvey of the fire line, and the location of such structures
interstream as would suffice to properly fix the lines 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 support the soft material. By this process the outline of the harbor has been greatly changed. The swamp, island that formerly existed in the middle of the harbor has 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. That would otherwise be an unsightly and malodorous stretch of mud flats in those turned into a safe and pleasant boating place. In addition the lake also serves as a reservoir, the waters of which are used for furnishing one of the main fumers of the city which extends. Medford Power, near the head of the Mill arm of the lake across the city, and empties into San Francisco Bay about a quarter of a mile north of the thirtieth N. E. A. station. The location of a proposed tunnel 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 seeing the South Pacific Coast R.R. has built its line out in trestle work along the South Terrace and
of Oakland Creek, and established its terminus, depot and ferry by a short distance outside the entrance of the creek. More recently, owing to the expense of keeping pilings in repair, it 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 on the space between this bulkhead and the remaining malleable 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 Millinocket there stands a partly constructed wharf which extends nearly 600 feet 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 chart are lost:

Nevada Smith's Wharf House. This point may be the gable end of the small house that sheltered the donkey engine used for drawing the piles of the wharf. The engine and house have been removed.

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

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

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

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

Alamada Flagstaff on Cupola: This flagstaff was in place during the progress of the remeasuring, but since its completion the cupola on which the staff stood has been removed from the building.

Frederick Moree
Assistant
Descriptive report to accompany the Topographical sheet entitled:

"Al Coast and Geodetic Survey"
"M. R. Duffield, Superintendant"
"Pacific Coast"
"Survey of San Francisco Bay"
"Shellmouth to Pt. Richmond"

"including"

"Point of Berkeley"
"Topographic Survey in Sept. and Oct. 1875"
"under the direction of"
"Assistant Capt. P. Rodgers"
"By Fremont Price, Assistant"
"Scale 1/10000"

The design during the progress of the field work on this sheet was not to make a complete survey, but to preserve the shore line and show all relevant railways, roads,
and the outline of the marsh lands. 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 plaje
table and these furnished the starting points
for plotting the town. The street names shown
on 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 climate of the summer
season flows in through the Golden Gate, across
the Bay of San Francisco and directly on to
the Berkeley shore, and the mouth of the
Bay is such that with a fresh Wind a
considerable wave runs up over the flats at
high tide. Hence the Lunao against which
The scarce tract are being slowly eaten away.

In some places the Central Pacific R.R.
has been obliged to protect its tracts
from the encroachment of the Bay by
rock filling.

In the vicinity of Pt. Isabel 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
scantily built up.

Of the three lines of railroad shown
on this sheet the first is that of the
Central Pacific. This is the main overland
The railroad, the California and Nevada, is a narrow-gauge line partly constructed and equipped, and it is in a sad state of repair. It is a short line, some 20 to 30 miles long, and serves a little local freight and passengers between the two points. The freight is mainly farm produce. The Solano local line is a branch of the Central Pacific and connects with the Oakland Ferry.

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

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.

Central City (3). A reservoir now occupies the top of the hill where the station was located, and the station now...
Butterworth Windmill. This windmill no longer exists.

Percival More
Assistant