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

CHIEF OF PARTY
Aug. J. Rodgers

LIBRARY & ARCHIVES

DATE

91871-1 (1)
San Francisco is the largest and most important city in 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 Pacific Coast RR. An efficient ferry service is kept up between San Francisco and the city.

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

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

Remount Horse

Assistant
Descriptive Report to accompany the Topographic Sheet entitled "2243."

"U.S. Coast Geodetic Survey"

"M. D. Duffield, Superintendent Pacific Coast"

"County of San Francisco Bay"

"At Cavallet to Strawberry C.

"including"

"Angel Island, San Andreas, Belvedere and Tiburon."

"Topographic Survey in Nov. and Dec. 1875."

"Under the direction of"

"Assistant Aug. D. Rodgers"

"By Fremont Morse, Assistant"

"Scale: \( \frac{1}{1000} \)"

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 plan line, locate all schools, roads and railroads within the limits of the sheet and also to indicate marsh land where it occurs. The little creeks or sloughs in the marshes were put down and again, but their mouths were shown. No attempt was made to re-contour the area.

In the town of San Mateo 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. The reduced plot was made from the official town map.

The principal changes along the San Mateo tide line are in the water front of the town, and the changed location of the North Pacific Coast RR tracks directly across from
Strawberry Pt. At the time of the last
survey the area crossed the West arm of
Richardsons Bay from the point just North
of the RR. shops to Strawberry Pt. on a long
trestle. Now that point is abandoned and
the trestle is no longer in existence, except
that the lower parts of the piles are still
visible 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 plat
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 Richardsons
Bay the San Francisco and North Pacific
RR. has been built since the date of th
On Angel Island the principal changes are found on the Northwestern 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 post is shown on the chart. The military post was not recovered, so the buildings are the same now as at the date of the former survey.

On the main shore line to the Northward of Raccon Straits the El Campo landing is the principal new feature. El Campo is mainly a picnic ground, and the landing is only for the accommodation of steamer during the season.
Descriptive Report to accompany the Topographic sheet entitled:

"Ash 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"

"Assistant, Aug. P. Rodger"

"By Fremont 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 street.
...intervening as would suffice to properly fix
the fields of Oakland, East Oakland, and Alameda
upon the sheet. The limits of the swale
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 basins and depositing
it on the marsh. Dikes along the shore line
served to confine the soft material. By
this process the outline of the harbor has
been greatly changed. The swale island that
formerly existed in the middle of the harbor
has been entirely removed.

Lake Merrell, 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 Permit the escape as the tide falls. The modem04 are unsightly and make
seaward stretch of mud flats so these turned
into a safe and pleasant boating place. In
addition the lake also serves as a reservoird or a water storage which are used for flooding
extends. Westward from near the head of the
main arm of the lake across the city and
embraces into San Francisco Bay about a
quarter of a mile south of the twentieth st.
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 surveying
the North Pacific Coast R.R. has built its line
in trestle work along the South transecting and
of Oakland Creek, and established its terminus at a short distance outside the entrance of the Creek. More recently, in 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 in the space between this bulkhead and the towering 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 Millisound there stands a partly constructed wharf which extends nearly 500 meters out into the Bay. The piles are driven and capped but the...
Harford is not planted. This was intended to reach out to deep water and from 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 was the gable end of the small house that sheltered the derrick engine used for driving the piles of the wharf. The engine and house have been removed.

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

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

Oakland Creek Inner Beacon. This beacon...
Also gone is the flagstaff on which it stood, and the flag of the American nation is rapidly going to decay.

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

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

"W. Coast and Geodetic Survey"
"M. W. Duffield, Superintendant"
"Pacific Coast"
"Survey of San Francisco Bay"
"Shellmound to Pt. Richmond"

"including"
"Point of Berkeley"
"Topographic Survey in Sept. and Oct. 1875"

"Under the direction of"
"Assistant Capt. F. Rodgers"
"By Lieutenant Vance, Assistant"

"Scale 1:5000"

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 wharves, railroads, roads,
and the outline of the moral lands. The
endowing 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 place
table and these furnished the starting points
for plotting the town. The sheet lines shown
in black are those actually surveyed on
the field.

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

The prevailing westerly gusts 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 so much that with a fresh wind a
considerable sea runs in over the flats at
high tide. Hence the sands against which
The races 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 felling.

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

The town of Berkeley had its origin in the establishment of the University of California at its present site in 1870. 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 scatteringly 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
mile. The second, the California and Nevada, is a narrow gauge line poorly constructed and equipped, with its railroad sadly in need of repairs. It is a short line, some 30 or 40 miles long, and does a little local freight and passenger business. The freight is mostly farm produce. The Peoria local line is a branch of the Central Pacific and connects with the O’Fallon Ry.

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.

Centro Cielo (3). A reservoir now occupies the top of the hill where this station once located, and the station now
Destruction near New Market. Butcher's Mill, This mill no longer exists.

Dorcas More, Assistant