Form 804
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Topographic
Field No.: 2256
Office No.: 2256

LOCALITY
State: Louisiana
General locality: Lake Pontchartrain
Locality: Chauvin

1897
194-

CHIEF OF PARTY
P. A. Welker

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DATE

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U. S. COAST AND GEODETIC SURVEY.

W. W. Duffield. Superintendent.

State: Louisiana.

DESCRIPTIVE REPORT.
Topographic Sheet No. 2256.

LOCALITY:
Lake Pontchartrain.
West shore from point one mile south of Bayou de Branch to North West Point.

1897.

CHIEF OF PARTY:
P. S. Walker, Assistant.
U. S. COAST AND GEODETIC SURVEY,  

Washington D. C.  

Nov. 17th, 1897

Gen. W. W. Duffield  
Superintendent U.S. Coast and Geod. Survey  
Washington D. C.

Sir:

In obedience to Instructions and Memoranda for Descriptive Reports, 1897. I beg leave to submit the following report of Topographic Sheet No. 2256; scale 1/10,000. This sheet includes that portion of the west and north shores of Lake Pontchartrain, extending from a point one mile N.W. of Bayou de Branch to North West Point; the limits being from East, 30° 04' to 30° 15' and from South, 90° 21' to 90° 27'. The shore in the southern part of the sheet is very soft and sticky, and the water is full of scum. There are a large number of small streams running into the lake, but no bayou of any size until Bayou de Sair is reached, which has its source in the swamp near Pudloak, and runs into Lake Manrepaz. From a point about one mile south of Frencie R. R. Station to
Ruddock, there are a great many truck farms, the principal crop being cabbage. This strip of country is known as Fenvice Ridge, and is all east of the Illinois Central Railroad, which runs along the shore at a distance of from 5 to 7½ miles from the lake. From a point one mile south of Ruddock, the railroad runs east of north in a tangent, and gradually leaves the lake. At Ruddock is situated one of the largest cypress saw-mills in the country. This mill is fast cutting the timber from the surrounding country, and in a few years the supply will be exhausted. A team line runs into the country from the mill for a distance of several miles, and is used for bringing in the logs. This team line also connects with a switch of the Illinois Central R.R. that runs from the main line to the mill, a distance of about 400 meters. From the railroad to the lake, a distance of 600 meters; there are two rows of houses built up from the swamp, and occupied by the employees of the mill. On the lake front there are a few buildings, including a colored church. There is also a small wharf at the foot of the board walk that extends from the railroad to the lake. This wharf is about 50 meters long, and in a very dilapidated condition.
It is difficult to make a landing here even in a pulling boat, as the water is full of snags and cypress stumps for two or three hundred meters from the shore. About 1 1/2 miles south of Risch A, or 4 miles south of Ruddock is a small Roman Catholic church, where the inhabitants of the surrounding country hold service. From Ruddock to Path West Point, a distance of 4 1/4 miles, there is only one dwelling house. The country is all cypress swamp, and flooded at high water. At the northern end of the sheet the shore line is not at all well defined, and the water of the lake for two or three hundred meters out is full of snags and stumps.

Very Respectfully Yours,

Fred. A. Young

Assistant C.B.S.