U.S. COAST AND GEODETIC SURVEY.

Henry S. Pitchez, Superintendent.

State: Cal

DESCRIPTIVE REPORT.

Topographic Sheet No. 2486

LOCALITY:

Pacific Coast Resurvey of San Francisco Bay, San Leandro Bay, to Roberts Landing

1906

CHIEF OF PARTY:

Fremont Morse
Descriptive Report to accompany the topographic sheet entitled:

Treasury Department

US Coast and Geodetic Survey

Henry A. Burchett, Superintendent

Pacific Coast...

Recovery of San Francisco Bay

San Leandro Bay & Roberts Landing

Surveyed Feb 2nd to April 24th, 1902.

By Fearnan Moore, Assistant

Scale 1/1600

The shore line and some of the principal roads, together with the several shows on this sheet were surveyed by the party of Assistant C. F. Rogers on 1st day of the present month of the year. At that time it was cut...
But later developments showed so many changes since the original survey that it was impracticable to connect with the old work, and accordingly I was directed to fill in the details on the sheet to conform with the work done on the adjoining sheet forth.

The shore line along the sheet is all low, and much merely running to the prevailing north west winds of summer and the long convex they have across the bay. the shore line is on general washing away. Inside of San Leandro Bay this holds good also in some parts, while in others, owing to recent artificial changes the contrary process is going on. The constriction of the East Pacific Coast Railroad has occasioned the greater part of the changes in this locality. As crossed the
The bay on a trestle, but once across the open waters, the road has been laid upon an embankment which runs directly across the entrance of the large sloughs that formerly drained the marsh, thus damming them and forcing the tide water to seek other outlets. Naturally, the currents on all the sloughs have been deflected along the west side of the RR embankment, and their constant sweeping has caused considerable trouble with the roadbed, necessitating it and causing it to sink. To obviate this danger, the RR company has recently built a system of mounds on the west side of their road. The effect of these dams is to deflect the current from the embankment and cause it in its efforts to find an outlet to cut up the marsh into great numbers of little
islands. It is the must cut up piece of march, and on that account, the most difficult to survey, that I have ever encountered.

Another effect of the changing of the old channels is seen on the opposite side of the RH shore, owing to the stopping of the flow of the current a long tongue of marsh has grown out into the bay. Its outer extremity is nearly a mile beyond the limits of the old shore line.

San Leandro Creek has done much to fill up and change the marshes near its mouth. Its course in the vicinity of the bay has been entirely changed. The old channel through which it formerly entered the bay is nearly obliterated, and it is only by a comparison with the map...
of the original survey that is formed
since can be traced. On the ground there
are no indications of it. Further
inland, the channel of the creek is
unchanged. It flows here between deep
banks, and except in flood times, during
the spring season carries but little water.

Along the road edge of the sheet
the main County Road from Oakland to
Raymonds has been made the limiting
line of the topography. Scattered along the
road are the little villages of Fruitvale,
Queens, Fielding and Glenwood, and the

term of San Leandro. Practically it is
really one continuous village from one
end of the sheet to the other. It will
be entirely to see the cause of a few
years.

San Leandro is the most important
of these places. It has a population of about 3000 and derives its principal support from the fertile farming district surrounding it. Probably no part of California is the land richer in more fertile soil than Sonoma or Marin counties. Bay on the eastern side, and on Leander Bay, southward, fruit and

berries of every description flourish well and the section about the town of Leander is mostly given over to cherry and apple orchards. In addition to its

agricultural resources, San Leandro is something of a manufacturing term. The "Best Agricultural Implement Works" are located here, occupying an area that

of land close to the RR depot. Recently two or three more blocks have been purchased for an extension of the works.
All sorts of agricultural machinery, including harvesters, reapers, and tractors, were constructed here.

A large fruit-canning establishment owns property on the south end of the land near the RR. and gives employment to many hands, men, women, boys, and girls during the fruit season.

On the north end of the sheet a portion of the City of Alameda is shown. This is one of the principal settlements around San Francisco Bay, and is the home of many San Francisco residents.

At present the RR is constructing a tidal canal to connect San Lorenzo Bay with Oakland Harbor. A portion of the channel that has already been excavated is shown on the sheet.
These landing, Robert, Mulford and Demers, are shown on the sheet. The first two are on the San Francisco Bay shore. A small steam-boat steamer plug between White landing and San Franciscos, during the fruit season carrying fruit and produce.

Opposite Mulford landing and about a mile off shore is the oyster house and establishment of the San Leander Oyster Co.

San Leander landing is on a small slough emptying on the Eastern side of San Leander Bay near Petaluma. The waters of the bay are shallow and the slough is pretty well filled up with silt and sediment so that the landing is accessible only small craft during high water at half tide the slough
It is dry at the landing. It is probably but a question of a few years when the landing will have to be abandoned.