The enclosed Field Inspection Report applies also to:
4686, 5000, 5001, 5002, 5003, 5004, 5005, 5006, 5007, 5008, 5009, 5010, 5011,
5012, 5013, 5014, 5015, 5016, 5017, 5018, 5019, 5020, 5026.
T4685

Applied to drawing of Chart 5527 - Apr. 16, 1935 - JFW.

T4685a: Applied to drawing of Chart 5527 - May 29, 1935 - JFW.
DESCRIPTIVE REPORT
AIR PHOTO FIELD INSPECTION
SACRAMENTO - SAN JOAQUIN DELTA
NORTH OF 37° 56'

AUTHORITY, LIMITS, DATES.

This report covers all territory north of Latitude 37° 56' of which five lens aerial photographs were taken in December 1931 and January 1932, with the exception of sheets T 4688, 4689 and 4690. Descriptive reports covering these sheets were furnished in connection with the revision work on them. These notes are a summary of the more amplified reports which were sent with the photographs, whenever a small section had been completed. The work was done between April 18, 1932 and about April 15, 1933.

METHODS, CONTROL.

Most of the inspection and control was done from trucks by the Chief of Party, and one hand from beginning of work until middle of November 1932. At that time two observer-hands were employed and as soon as they had become familiar and proficient in the work the field work was done by them. The Chief of Party is familiar with practically all of this country, however. The work from the trucks was supplemented by two days work with launch by hand-observer in the Mokelumne River above Ternimus, and two days inspection from a launch working in Cache, Lindsey, Prospect, Miner and Steamboat Sloughs, with Chief of Party in charge. The launches were small and from them it was impossible to get a view of the country over the levees. A trip to Rio Vista from Sacramento down the Sacramento River, on one of the river steamers plying between San Francisco and Sacramento on one Sunday in June 1932, gave an excellent opportunity to inspect that river, from the decks of the larger boats. Also advantage was taken of the trip made on one of the larger boats in the San Joaquin River, from Stockton through Three Mile Slough to Rio Vista, when the San Joaquin Channel was inspected by a Board from U. S. Engineers. From these larger steamers the view includes a large area of the Delta, and one realizes the immense size and the fact that it is all practically level. The landmarks which have been furnished you on Form 567 are visible for long distances and could be readily used for checking compass deviations as well as for the usual navigation purposes.

All the first and second order triangulation stations located by the party of J. Bowie Jr. in 1931 were spotted on the
photographs, directly or were located by measurements to identifiable detail. In addition, numerous power line poles and towers, were located as intersection stations with third order accuracy. Where possible these stations, were located with a check, and where they were located from only two triangulation stations, they were in many cases, used as a fourth object in a checked three point fix. This furnished a reasonable check of any gross errors.

In order to secure control as specified in the INSTRUCTIONS, it was necessary to locate other detail. In most cases this was done by three point fixes using as objects, the intersection stations of either the 1931 or 1932-1933 work, the angles being observed with 7 inch theodolite, method of directions, three positions of the circle. In all of the three-point fixes, a fourth object was sighted on for a check on the work. Some short uncheck ed traverses were run with the 300 ft. tape, and an 18 mile third order traverse was run along the Western Pacific Railroad, for control of the eastern end of several flights of photographs. The traverse last mentioned, started at Bennett, 1931 and checked in at Benson 1931. Several of the three point fixes were later marked, with the standard triangulation disk, and all computations connected with these stations as well as the intersection stations, were checked by some one other than the original computer. The computations of the unmarked triangulation stations were not checked, except that the side checks obtained, were thought sufficient to pick up any gross errors. All lists of directions were checked before using.

FERRIES

There are several public and three private ferries operating by means of a cable stretched from shore to shore, and gasoline motor for pulling the ferry along this cable. The public ferry which operates between Jersey Island, Bradford, Webb, and Frank tracts, is a ferry boat, which runs regularly on an hourly schedule throughout the day time, and does not use a cable but is propelled by semi-diesel engine and screw propeller. Most of the ferries operate during the daylight hours, free of charge, at any time the traffic warrants. Between certain of the night hours the ferry either does not operate or a toll is charged. Two ferries operate on the Sacramento River below the city of Sacramento, namely the Hood Ferry and the Courtland Ferry. During the flood season, two cables are used on each of these ferries. One of these cables is stretched from bank to bank between the ferry slips, and is used for pulling the ferry across the stream. A second cable, fastened well upstream to a deadman, while the other end is made fast to the ferry with a bridle. This cable takes most of the strain that would otherwise be exerted by the current on the cross cable. This upstream cable is buoyed by several small punts, painted white for visibility during the day time, and carrying a white light when operating at night.
While the ferries which use only one cross cable may be passed with safety, when the ferry boat is at either slip, the two ferried mentioned just previously should not be passed unless the ferry boat is on the same side of the stream as the anchor for the upstream cable. This can be noted by observing the location of the string of punts supporting this cable. The only other ferry using a second cable is the one across Seven Mile Slough from Brannan Island to Twitchell Island. This has a short second cable supported by oil drums, made fast to Twitchell Island to the west of the ferry. The drums are not lighted at night. The other ferries operating in this area are noted below. On Lindsey Slough, there is a private ferry operated by the California Packing Corporation from the south side of the slough to the northeast corner of the Hastings Tract. A public ferry across Cache Slough operates to serve Liberty Farms Unit No. 1, while another public ferry operates across this slough to serve Ryer Island. A public ferry was operating on the north side of Ryer Island across Miner Slough, but at the time the inspection was made January 1933, in that vicinity, a bridge to replace this ferry was under construction and probably now in operation. A private ferry is operated seasonally across Miner Slough to Prospect Island, for taking out crops. A public ferry across Steamboat Slough at Howard Landing is being operated. Two public ferries are operated from Terminus across the Mokelumne River, one to Bouldin Island and one to Staten Island. A private ferry across Little Connection Slough about a mile north of Venice School on the Empire tract is correctly located on sheet 4688. The ferry which shows on the pictures across Dutch Slough to Jersey Island, has been replaced by trestle and fill. A public ferry is operated across Honker Cut and is properly shown on sheet 4688. Public ferry across Turner Cut to McDonald Tract is correctly located on 4689. A public ferry operates across Middle River to Bacon Island and shows clearly on the photographs just downstream from the Santa Fe Railroad bridge.

BRIDGES and OVERHEAD POWER LINES

Data on bridges in this area were taken from War Department Publication "LIST OF BRIDGES OVER NAVIGABLE WATERS OF THE UNITED STATES," edition of 1927, supplemented by corrections made by the U. S. Engineer offices at Sacramento and Stockton, and notes on new bridges erected since the date of publication of the volume. These notes have been mailed you. An overhead power line is stretched between each pair or pairs of transmission poles or towers spotted on the photographs. A separate list giving clearances has been requested by the U. S. Engineer office at Sacramento and will be submitted as soon as complete. Submarine cable crossing were spotted on the photographs, wherever a sign indicated its position. It is probable that there are
many more crossings, data on which would have to be gotten at the
U. S. Engineer office, from whom a permit has to be obtained before
the cable is laid.

TULE AND TULE MARSHES.

The word "Tule" seems to be applied to the fresh water aquatic
growths consisting of bulrush and cattail, but more particularly in
this locality to a tall aquatic growth much like a rapier, with a
cluster of buds on the end during the summer season. The irrigation
ditches and canals are lined with the tule and cattail unless per-
iodically cleaned out. Most of the levees in the San Joaquin Delta
have a narrow growth of tule at the water's edge. In addition, the
tule appears as distinct islands, with usually a very definite edge
which should be shown at the MHW line, although it appears that the
elevation of the tule marsh varies somewhat from about MHW to
slightly above or below this plane. The best example of the tule
marsh in its original state is the large marsh just south and east of
Quimby Island, where in with the tule are scattered growths of low
willow, and other bushes are seen. These bushes are apparently grow-
ing on areas at or near MHW and appear to be periodically stunted by
flood waters. On T-4685 and T-4686 are some growths of tule so thin
that they should be shown as detached grass for the ground is much
lower than the dense growth. It is quite possible that these areas
of thin tule are marshes in the making and if left undisturbed will
raise the level of the ground supporting them to the level of the
other marshes. Except for the thin growths of tule, the edge of the
marshes is quite definite and should be shown as the high water line
for navigational purposes.

ISLANDS IN THE SAN JOAQUIN DELTA

Practically all of the islands in the San Joaquin Delta which come
in this area were originally tule marshes similar to the one men-
tioned near Quimby Island. The land has been reclaimed by levees
varying in height from five to fifteen feet above mean high water.
The ground inside the levees shrinks as it dries under cultivation
and its level is further lowered by the practice of burning the
ground periodically for the potash furnished by the ashes of the peat.
The ground level is from five to ten feet below MLIW, making it possible
to siphon the water from the adjacent sloughs for irrigation purposes.
Pumps at ends of canals are maintained for taking out surplus irrigation
water or that due to winter rains. These pumps can be used as large
siphons for irrigating water if it is found necessary. As mentioned
above, the peat land is quite easily ignited and burns when started
until the water table is reached unless sooner flooded. All of the
lands in the islands is cultivated or capable of being cultivated,
except in the drainage ditches and canals and some ponds, sloughs
or lakes. Due to the lack of tenants some of the land may grow up
to weeds or grass but it can all be cultivated and usually is.

LEVEES SAN JOAQUIN DELTA

The levees in the San Joaquin Delta, being built on a peat foundation,
are subject to settlement, and although they have been frequently
rebuilt by placing of additional soil, dredging work has still to
be done periodically to bring them to grade and cross-section. Reapairs are also made necessary in the lower part of the river because of the erosion caused by waves raised by the wind, particularly along the shore exposed to prevailing winds. The north side of the Webb Tract subject to the same action is protected by tule outside. The levees along the Sacramento River and its tributaries are built on a silt foundation and are not subject to settlement as noted above, but repairs are frequent on account of erosion due to wash from waves caused by steamers or wind or to swift currents in the bends at flood stages of the river. The height of the levees along the Sacramento River is from 25 to 30 feet. The land in back of the levees along this river is such that practically all the water for irrigation has to be gotten by pumping at most seasons of the year. The soil in the Sacramento Delta, although very rich and suitable for farming operations, has much less vegetable matter, is composed mostly of silt soils built up by deposition from the river and apparently will not burn like that of the San Joaquin Delta.

SALINITY

Due to the increased use of the water in the upper reaches of the Sacramento and San Joaquin valleys for irrigation and particularly during recent dry years with scanty rainfall, the tidal flow and possibly also the condition due to the deep channel has brought the saline waters further and further upstream in the dry season of the late summer and fall months. The water, in many places, has been so saline that its use for irrigation has been impossible during these months. This has become a serious problem on the study of which the State and California and the Federal Government have spent considerable sums. During the extremely dry season of 1930-31, the salinity of 100 parts of chloride to 100,000 parts of water extended as far as Courtland on the Sacramento River, above Stockton on the San Joaquin River, above Williams on the Middle River and above Clifton Court Ferry on the Old River. A salinity not due to tidal action is found just below Stockton, where discharge of saline water from twelve or fifteen natural gas wells has affected the Stockton Channel as far as McDonald Pump in years of low stream flow, according to the report of the State of California on the Variation and Control of Salinity in Sacramento-San Joaquin Delta.

DETAILED DESCRIPTION

From Antioch east to nearly one-half mile west of the Antioch Bridge, the south side of the San Joaquin River consists of sand cliffs rising vertically to about 100 feet in height. Several companies operate to take sand from these cliffs. Beyond the cliffs there is a lower and sometimes marshy area, until the Antioch Bridge is reached. East of the Bridge, a large area extending to Dutch Slough which had been previously reclaimed, was flooded in about 1927, due to failure of the levee and only a portion of the levee now remains. There are several openings in the levee that can be used by small boats, and several places for renting boats to fishing parties have sprung up on the shores of the flooded area. There is a shoal bare at low water on which a thin growth of tule has started to the
southeast of the Antioch Bridge span, and on which data were sent with the pictures. Jersey Island levees are subject to wave action caused by strong northwest winds and have to be strengthened byperiodical dredging and protected by brush mats on the San Joaquin River side. The entire island is cultivated, of peat formation, and is irrigated by siphons. In the southeast portion, there is at present a tule swamp with a heavy growth of trees. Just west and northwest of this swamp are several small mounds with heavy silt foundation. Landings are made at Jersey Landing No. 2 at the wharf just above the lighted beacon by that name. BRADFORD ISLAND levees are also subject to the effect of wave action and are protected by wooden or brush apron. On the north side of Bradford Island, the narrow tule marsh just outside of the dredged cut protects part of the levees greatly. The island is of peat soil formation with several high sandy spots. WEBB TRACT levees are well protected by the narrow tule berm just outside the cut dredged for building the levees. The soil is peat and is irrigated by siphons. VENICE ISLAND was flooded in the early summer of 1922 but the water was immediately pumped out. The ditches were changed since the pictures were taken but the canals are the same as before. MANDEVILLE ISLAND is of peat soil formation and is irrigated by siphons. SHERMAN ISLAND- The lower end of Sherman Island below Mayberry Slough, although once cultivated, has been flooded since 1925 and has a dense growth of tule and cattails. Part of it is used as spoil area for dredging operations in the Sacramento River. Upper Sherman Island is cultivated, being irrigated by siphons and floodgates in the head of Mayberry Slough where it has been dammed off from the rest of the slough. The portion just east of May has been used as a spoil area, the sand of which is being kept in place by the U. S. Engineers. The shore line immediately adjacent to the San Joaquin River is fronted by a growth of tule from five to ten meters wide. TWITCHELL ISLAND is low, of peat formation and is irrigated by siphons. Tule adjacent to the levee is of varying widths; landings are made along the bank by barges when necessary to pick up or deliver cargo. BOULDIN ISLAND is of peat formation and is irrigated with siphons. The lower end of this island at the junction of the Mokelumne with the San Joaquin has been changed when levees were rebuilt after a break, and Central Landing as shown on some of the older maps is now a very small distance away from the shore. BRANHAM AND ANDRUS ISLANDS have a larger amount of silt and, although in part irrigated by siphons, have to pump in water, particularly in the upper portions. As one goes up the Sacramento River, the use of siphons becomes less and less and irrigation is practically all by means of pumping. The land becomes more silt formation and less and less of peat formation. MONTEZUMA HILLS, which extend from Collinsville to Rio Vista on the right bank of the Sacramento River, are from 100 to 200 feet in height and are an old, well-eroded terrace. Grain has been grown on these hills for years by dry farming. The fields are sowed to grain every third year, one year lying fallow and run with sheep. The patchwork of white areas of stubble or grain interspersed with the dark plowed ground should make quite a noticeable landmark, particularly for air navigation. Some miles below Rio Vista are what remains of an attempt to establish a brickyard, an attempt that was given up because of the sliding of the hills in back of the plant just about the time the machinery was installed. By some the cause of the slide was said to be the dredging for deepening and the widening of the River below Rio Vista, to aid in flood control, which was then in
progress. Just northwest of Rio Vista a large area has been filled with
spill from the dredging, as well as an area at the southern tip of Grand
Island. The California Packing Corporation has a large area south of
Cache Slough extending from Ryer Island Ferry to well above the junction
of Cache Slough with Lindsey Slough and all of which is at present cul-
tivated with asparagus. This is irrigated by means of siphons and also
by floodgate at or near the lower end. RYER ISLAND, HASTINGS TRACT are
irrigated by siphons. PROSPECT ISLAND, Liberty Farms Unit No. 1, as well
as what is known as Little Holland and shown on Weather's Map as
Holland Bypass Company property are in the Yolo Bypass, and on this
account the height of the levees is limited to three or four feet by
estimation. They are subject to flood whenever the Bypass is in use
to take the overflow from the Sacramento River. All tenant farmers
operating there do so with the understanding that the land may be
flooded. The YOLO BIPASS from Sacramento Weir to this point is not cul-
tivated and is used only for grazing cattle and sheep. It has thick
grows of grass and in spots large growths of tule. In several instances,
duck clubs have been established in the Bypass. Running north from the
junction of Cache and Shag Sloughs along the west side of the Bypass,
a levee has been constructed to the grade of 25 feet, USED. The borrow
pit or canal from which this has been built has been dug to a depth of
12 feet according to reports. It is reported that a road is to be con-
structed on top of this levee when the final settlement has been com-
pleted and presumably when financial conditions are improved.

SACRAMENTO RIVER WING DAMS, SAND PILES.

Numerous wing dams, being piles with lattice boards and ballasted with
rock, have been constructed by the U. S. Engineers for constricting the
channel and increasing the flow with the hope that this increased flow
would keep the channel or help keep the channel cleared to project depth.
These wing dams showed quite clearly on the photographs and the elevation
is approximately MHW. Usually the outer pile or piles are higher than the
others and serve to indicate the location of the dams when other parts
of the structure may be under water due to floods or extremely high tides.
On many of the photographs, particularly in the Sacramento River just
below Sacramento, piles of sand show up quite clearly. When the field
inspection was made, it was noted that most of these piles had disappeared.
The sand piles are the result of dredging in any locality where, in-
stead of buying or leasing spoil area, the sand is so placed that the
floods of the following year will carry the sand away and deposit it
presumably out to sea but at least in some other place further down the
river. ELKHORN SLough (or Elk Slough on some maps) was originally a
tributary to Sacramento River at Clarksburg and is now connected with
the Sacramento River by a 5 foot pipe running through the levee.

LANDMARKS

Several copies of form 567 have been sent to you with explanation of
landmarks. On small pleasure craft using these waters, one can see
very little but the adjacent levee banks, but most of the tall wooden
or steel power poles show up at times and should prove of no little
value in navigating the sloughs. From the decks of the larger steamers
and presumably from the pilothouse of the tugs and barges, an impressive panorama of the whole Delta can be seen on clear days. The various landmarks could be readily used by these boats for checking up on compass deviation as well as for the ordinary use of navigation.

AIDS TO NAVIGATION

The beacons constructed along the San Joaquin River above and including Mandeville Cut have already been located by triangulation or plane-table. They are well constructed four-pile structures, surmounted by platforms in the approximate center of which is the light. The rear ranges are steel structures of considerably greater height than the front ranges and with lights or light on the top of the platform. Both front and rear ranges have black triangle day markers. The lights along the Sacramento River are for the most part lanterns suspended from a single pile or from piles. Practically all of these were either spotted on the pictures, or measurements to detail for locating them were made. In addition, prints furnished by the U. S. Engineers were sent to you on which the lights had been located, together with a print prepared by the U. S. Lighthouse Service in the office of the Superintendent at San Francisco and which showed the approximate location of lights in the Sacramento River with their names.

NAMES

Lists of names that could be obtained, particularly of landings, were forwarded to you. It would be my suggestion that for the few exceptions of names well established by usage as noted in my reports and shown on USGS quadrangles, that no names of landings be placed on the maps. On the Sacramento River all landings had a number to which reference was made, and on many of the islands, landings or camps have a quite permanent number assigned to them. However in such cases, particularly where the land is owned by an individual, the name of the camp or landing changes with each change of ownership and the placing of a name just assigned temporarily perhaps, does not seem to serve any useful purpose.

AVIATION

The only landing fields shown on the pictures were Sacramento Airport, and the Orange Brothers' Airport about six miles north of Stockton. The description of these fields may be obtained. (I understand from the Bureau of Aeronautics of the Department of Commerce.) The aviation beacons falling within the limits of the flights were all located by the triangulation party. The aviation beacon at the Stockton airport cannot be located without the erection of towers, and it lies outside the area of the pictures. I note however, that it is shown on the Army Airway Strip Map over this area. The steel transmission tower lines should undoubtedly be shown on the maps as an aid to flying and also as a warning not to fly too low over them. The general run of towers is probably about 60 to 75 feet high but at stream crossings, they are from somewhere around 150 to 175 feet in height. The tall tower near the head of Mayberry Slough and Sacramento River must be at least 300 feet high.

Sutter, Cal
December 1, 1933

Respectfully submitted,

J. D. Ray

Chief Engineer

[Signature]
This sheet was compiled by the radial line method from fine lens aerial photographs taken by the Army Air Corps with a type T-3-A camera. The photographs used for this compilation were Nos. 632-650, extending from about latitude 36° 01' 30", longitude 121° 40' 30", to latitude 38° 01' 30", longitude 121° 48' 15", and to the northern extremities of the sheet.

Flight 755-772 extended from about latitude 36° 02' 00", longitude 121° 40' 30" to latitude 38° 02' 00", longitude 121° 48' 15", and to the southern extremities of the sheet. Flight 1328-1338 extended from about latitude 36° 02' 00", longitude 121° 43' 00" to latitude 38° 02' 00", longitude 121° 48' 15", and to the southern extremities of the sheet. Flight 632-650 was photographed at 1:15 P.M. December 12, 1931; flight 755-772 at 9:30 A.M. December 12, 1931, and flight 1328-1338 at 2:30 P.M. January 10, 1932.

Datum

The compilation was made on 1927 N. A. Datum.

Junction with Other Surveys

The sheet joins air photo sheet No. 4686 on the northeast.

Control

Control for this survey was furnished by previously established triangulation and by the following supplemental stations established in 1932: T.T. West 89. 1932, T.T. South of West 89. 1932, Light Blind Point 1932, were located by intersection, are recoverable and are shown on this sheet by a triangle. Tank 1932, W. Gable House 1932, two W. Gable Sheds 1932 are three point fixes and are shown by small black circles.

Topography

Buildings are shown in solid black or hatching where the size warrants it.

Streams

Irrigation ditches are shown by solid fine lines as they are fairly permanent. Canals and sloughs are shown to scale.

What is generally known as tule in this region is a tall aquatic growth shaped much like a reaper, with a cluster of buds on the end. The ditches and canals are usually thick with tule and cat-tail. The tule appears also as separate tule islands or as a growth just alongside the levee.
On this sheet, particularly on Sherman Island, the high water line was spotted inside the tule line and is shown with a heavy line while the edge of tule is shown by a very light line. In other places the tule is very thin and at these no boundary line is shown.

Names

The names on this sheet were taken from Chart Letter No. 698 (1932) written by Lieutenant Raynor, chief of the field inspection party.

Compilation

The compilation was made on a scale of 1:9804, which was the average scale of the photographs of flights 650-632 and 755-772 as determined by a preliminary spotting plot. As flight 1328-1338 covers the same territory as flight 755-772, but was off scale, it was used in locating objects but not in tracing, except the shoreline from Antioch eastward to the end of the bluffs. These bluffs threw a heavy shadow on the shoreline on flight 755-772.

The geographic position of W. Gable Shed 1932 on Jersey Island was found in error about 35 meters by the radial line method and the radial plot position was used. After the sheet was inked in, a corrected position was sent in by Lieutenant Raynor and found to be about 5 m. N.E. of the point used. The shoreline and detail in the immediate neighborhood were changed to coincide with the corrected position.

A lighted beacon was spotted by Lieutenant Raynor in the N.W. corner of the sheet on the north side of the Sacramento River. The name was not known at the time and the position is shown by a small circle, name to be added when information arrived. The position is probably correct within 5 meters. This error may be exceeded as this beacon is in the outer portion of the photographs and at the end of the sheet.

All hydrographic and topographic signals were located by radial line cuts. They are shown by small open circles, except "Twin Silos" close to an old levee north of Antioch which are shown by two small solid black circles.

The field inspection was not available for photographs 755-759 at the time of this compilation.

Comparison with Other Surveys

The sheet agrees fairly closely with sheet 1330 at its junction at Antioch. The differences are due to small changes in the shoreline and various building operations.

Landmarks for Charts

A list of landmarks for the chart of the San Joaquin River was furnished by Lieutenant Raynor and is filed as Chart Letter No. 643 (1932).
There is appended a list of the objects recommended by him for hydrographic use and located by the photo plot. The list of geographic positions of the objects he located by theodolite three-point fixes and intersections for the control of the photographs are also attached to this report.

Areas Requiring Further Examination

The area north of Mayberry Slough on Sherman Island was being filled by dredging at the time of field inspection. The field inspection party expects to resurvey this area when work is completed.

The following is a list of permanent objects located by radial plot on this sheet:

<table>
<thead>
<tr>
<th>Name</th>
<th>Lat.</th>
<th>D.M. meters</th>
<th>Long.</th>
<th>D.P. meters</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tank and windmill</td>
<td>38°01'</td>
<td>1418.0</td>
<td>121°42'</td>
<td>621.3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>38°01'</td>
<td>1433.9</td>
<td>121°42'</td>
<td>582.0</td>
<td></td>
</tr>
<tr>
<td>Tree stump</td>
<td>38°01'</td>
<td>1031.2</td>
<td>121°42'</td>
<td>831.4</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>818.7</td>
<td></td>
<td>650.0</td>
<td></td>
</tr>
<tr>
<td>W. Gable House</td>
<td>38°01'</td>
<td>1275.4</td>
<td>121°42'</td>
<td>263.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>374.5</td>
<td></td>
<td>1200.2</td>
<td></td>
</tr>
<tr>
<td>W. Gable House</td>
<td>38°01'</td>
<td>858.8</td>
<td>121°43'</td>
<td>1390.4</td>
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<tr>
<td></td>
<td></td>
<td>991.1</td>
<td></td>
<td>73.0</td>
<td></td>
</tr>
<tr>
<td>W. Gable House</td>
<td>38°01'</td>
<td>909.7</td>
<td>121°43'</td>
<td>752.4</td>
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</tr>
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<td></td>
<td></td>
<td>940.2</td>
<td></td>
<td>711.0</td>
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<tr>
<td>Lone dead tree</td>
<td>38°01'</td>
<td>1557.2</td>
<td>121°44'</td>
<td>1002.4</td>
<td></td>
</tr>
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<td></td>
<td></td>
<td>292.7</td>
<td></td>
<td>460.8</td>
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<tr>
<td>Pile</td>
<td>38°01'</td>
<td>172.5</td>
<td>121°44'</td>
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<td></td>
<td></td>
<td>1677.4</td>
<td></td>
<td>569.4</td>
<td>Pile end of syphon</td>
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<td>Bridge Tower S.</td>
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<td>655.2</td>
<td>121°44'</td>
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<td></td>
<td>1194.7</td>
<td></td>
<td>1432.5</td>
<td></td>
</tr>
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Approved
O. Reading
Lieut. C. F. S.
REVIEW OF TOPOGRAPHIC SURVEY No. 4635

Title (Par. 56) Antioch to Newark Tp., San Joaquin River, California

Chief of Party—O. J. Bailey
Surveyed by W. H. Martin

Instructions dated—

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.)

2. The character and scope of the survey satisfy the instructions.

3. The control and closures of traverses were adequate. (Par. 12, 29.)

4. The amount of vertical control that the Manual specifies for contours-formlines—was accomplished. (Par. 18, 19, 20, 21, 22, 23.)

5. The delineation of contours-formlines—is satisfactory. (Par. 40, 50.)

6. There is sufficient control on maps from other sources that were transmitted by the field party to enable their application to the charts. (Par. 28.)

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 45, 44.)

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.)

9. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 35, 36, 27.) Comparison was made between this data and T-330 and T-407. The following long and small changes in line and chart were noted. Comparison with Chart 330 showed the chart line to be greater, shown on the chart line foot cards. In the chart line foot cards it is shown from all existing nautical photographs. 10. The span, draw and clearance of bridges are shown. (Par. 16a.)

11. Locations and elevations of summits are given. (Par. 10, 51.)

12. The tree line was shown on mountainous. (Par. 105.)

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.
Description of miscellaneous objects for the sheet will be submitted on Form 524 by E. P. Hagman during the hydrographic survey of this area. 12/23/33

Note: In the review of this sheet minor errors were discovered. These errors will be corrected and the corrected sheet substituted for the old copy Nov. 2, 1933. The old copy was destroyed. 12/23/33
13. The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, 67.)

14. The descriptive report also contains additional information required in aero-topography relative to type of photographs, method of compilation and type of ground control.

15. The descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 37, 67 except scaling of B's and D's - 60.) A list of prominent spots recommend by the field inspection are located on the section plot and noted in the field notes.

16. A list of landmarks for charts furnished on Form 557 and checked. (Par. 16d, e, 60.)

17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.)

18. The geographic datum of the sheet is M.A. 1927 and the reference station is correctly noted. (Par. 34.)

19. Junctions with contemporary surveys are adequate.

20. Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66k.)

21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46, 47, 48, 49, 50.)

22. No additional surveying is recommended, except as noted on page 3 of report.

23. The Chief of Party inspected and approved the sheet and the descriptive report after review by

24. Remarks: Sketches for sheets were requested after the sheet was compiled, they are as follows: 34. mile area - 21; mile of shoreline (more than 200 miles, to opposite side) 39; mile of river and river (less than 200 miles, wide), 4.

Reviewed in office by.

Examined and approved:

K.T. Adams
Chief, Section of Field Records

L.O. Smith
Chief, Division of Charts

F.B. Borden
Chief, Section of Field Work

G. F. Custer
Chief, Division of Hyd. and Top.
The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. ________________

REGISTER NO. 4685

State ____________ California ____________

General locality ____________ San Joaquin River Delta ____________

Locality ____________ Antioch to Diesen Landing ____________

Photographs

Scale 1:10,000 Date of Survey Dec. 12, 1931 192

Plane

Vessel ____________ Army Air Corps F-1A ____________

Chief of Party ____________ J. S. Reading ____________

Compiled

4444 by ____________ W. N. Martin ____________

Inked by ____________ W. N. Martin ____________

Heights in feet above ____________ to ground to tops of trees ____________

Contour, Approximate contour, Form line interval ____________ feet ____________

Instructions dated ____________ 192 ____________

Remarks: This sheet is a compilation by the "Radial Line" method of photographs Nos. 88 754 to 756 and 531 No. 651.

Reduced to scale and printed by photo-lithographic process by the Printing Section.

Projection by ____________ W. N. Martin ____________ Aug. 18, 1932

Projection verified by ____________ J. H. Walborn ____________ Aug. 18, 1932

Control plotted by ____________ W. N. M. ____________ Aug. 19, 1932

Control verified by ____________ J. H. W. ____________ Aug. 19, 1932

Photographs plotted by ____________ W. N. M. ____________ Sept. 13, 1932

Sheet inked by ____________ W. N. M. ____________ Oct. 18, 1932
Names approved April 16, 1935. Harlow Bacon

Approved by the Division of Geographic Names, Department of Interior. *

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

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*** Blueprints #25703 & 25703
** For other references consulted see references at end of this DR.
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*** Blueprint #25703

** For other maps used as authorities see list at end of this report.
November 27, 1934.

To: Capt. K. T. Adams,
Chief, Section of Field Records.

From: Helen M. Strong.

Subject: Spelling on Survey Sheets for San Joaquin Delta.

The following authorities are being used to verify spelling on above:

MAPS

From Coast and Geodetic Survey Library:

U.S.G.S. Quadrangles.
Topographical and Irrigation Map of the San Joaquin Valley,
California State Engineering Department, 1886.
Topographical Map of Central California together with a part
of Nevada, State Geological Survey of California, 1873.
Topographical and Irrigation Map of the Great Central Valley
of California, State Engineering Department, 1887.
Delta of the Sacramento and San Joaquin Rivers, California,
Weathers, 1928, Corrected to Oct. 1, 1931, C. & G. S.
Blue Print No. 25708.

From Library of Congress:

San Joaquin Delta, 1914, Henderson & Billwiller.
San Joaquin Valley, 1917, U. S. Engineering Dept., 11 Sheets
and Index.
Sacramento Valley, 1933, Standard Oil Company of California.
Central Sacramento Valley, 1922, E. A. Abell.
Sacramento Valley, 1914, Punnett Bros.
Sacramento and San Joaquin Valleys, 1921, Weathers.
Sacramento and San Joaquin Rivers Delta, 1928, Weathers.
Sacramento and San Joaquin Rivers, 1921, Punnett & Perez.
Sacramento and San Joaquin Rivers, 1898, Punnett Bros.
South San Joaquin Irrigation District (West Half), 1921, Jeffries.
Irrigation Map of Central California, 1922, Dept. of Agriculture,
Contra Costa County, 1914, Arnold and Glass.
Alameda County, 1915, Fraters.
San Joaquin County, 1931, California State A.A.A.
San Joaquin County, 1922, A. M. Barton, C.E.
San Joaquin County, 1916, Budd & Widdows.
San Joaquin County, 1895, Compton.
Complete Map of California, 1 inch to 1 mile, Rand, McNally & Co.

BULLETINS

332, 65th Congress, 1st Session (maps).
Sacramento-San Joaquin Flood Control, 1916-1930.
(A collection of House and other documents, Washington.)
California State-Wide Plan, 1930-1932.
California Public Works Bulletin No. 29, San Joaquin River
Basin, 1931.
California Public Works Bulletin No. 26, Sacramento River Basin,
1931.
California Public Works Bulletin No. 27, Variation and Control of
Salinity in the Sacramento-San Joaquin Delta and Upper San
Francisco Bay, 1931.

Helen M. Strong

Also Blueprints 25702, 25703, 25704, 25705, 25706, 25707 which are
U.S.G.S. quadrangles Collinsville, Jersey, Bouldin; Headreach,
Holt, and Stockton, on which new names have been inked; U.S.G.S.
Letter 698-1932; and map of the San Joaquin and Sacramento Rivers
Delta by Weathers, ed. 1928, rev. 1931, which is blueprint no. 25706.

Map of the County of Sacramento, California, Drury Butler, County
Surveyor, 1923.
Official Map of the County of Solano, California, E.M. Eager, Ex-
County Surveyor, approved by the Board of Commissioners, 1925.
Official Map of Yolo County, California from official records by
A. G. Proctor, County Surveyor, 1915.
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

AIR PHOTO COMPILATION CORRECTION

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. T4685A

REGISTER NO.

State California

General locality San Joaquin River

Locality Antioch to False River

Scale 1:10,000 Date of survey July 1924

Vessel

Chief of Party E. G. Erskine

Surveyed by

Inked by

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated 192

Remarks


Descriptive Report to Accompany
Air Photo Topographic Sheet No. 4685 A
(to be included in report of T-4685)

Antioch to False River, San Joaquin River, California

This sheet contains corrections (shown in red) to the original survey of this area, T-4685.

Sources of Information:

Hydrographic survey No. 6014; plane table revision sheets Nos. 50a, 51a, and 56a, Air Photo Section files; letters Nos. 18 and 22, Air Photo Section files; descriptions of recoverable stations on form 524; blue prints Nos. 25703, 25708, and 26299; photos 756B and 763A; chart letters 738 (1933), 650 (1934) and 631 (1934).

Compilation:

Revision sheets 50a, 51a, and part of 56a were applied by D. H. Benson and checked by M. W. Fulton. Revision sheet No. 56a applies to T-5020 but the correction at Antioch also applies to this sheet. There was apparently some error in triangulation station Antioch. A geographic position was found for Antioch 1932 but none was found for Antioch 1931. The 1931 station was removed and the 1932 station shown on the A sheet. This station is ± 75 meters west and ± 10 meters north of the 1931 station shown on T-4685. The station was evidently not used in the plot of T-4685 as the correction at Antioch tied in well with all detail.

Overhead cable clearances were applied from chart letter 738 (1933) which gives the permit grant height. H-6014 gave observed clearances which were greater in each case than the heights stated in this chart letter. The permit grant heights were used in each
case except for the cable over Mayberry Slough just north of West Island, (38° 02', 121° 46 3/4'). In this case the wooden poles have been replaced with steel towers and the clearance given in H-6014 was used. A few of the transmission towers have been deleted and the position of a few others corrected by the hydrographic survey.

A tule patch is shown in the San Joaquin River in Lat. 38-01 3/4, Long. 121-44. Blue print No. 25708 (Capt. Weathers' Map) shows this as an island by the name "Mud Island". The photographs give very little evidence of it and blue print No. 25299, a 1933 Engineers survey, records it as a shoal spot. It was not changed on the A sheet.

There is a disagreement in the spelling of "Schad Landing". There are two of these landings on the north side of the San Joaquin River. The Geological Survey quadrangle Jersey has the name "Schad:;" opposite the mouth of False River at what is now Dierssen Landing. Blue print No. 25703 which is Jersey quadrangle with names supplied in the field spells the two landings "Shad". The triangulation station at 38-02 1/2, 121-43 spells it "Schadd". Blue print No. 25708, Capt. Weathers' Map and the apparent authority for names in the Sacramento-San Joaquin Delta, spells it "Schad". This latter name is used on the A sheet.

In the southeast corner of the sheet Dutch Slough was not run to a junction with T-5014 by about 150 meters. This section was shown on the original celluloid but was covered up by the title. It was applied to the A sheet and checked by photograph 756 B.
This sheet joins T-5020 at 121° 48'. About 500 meters of detail west of this meridian is shown on T-4685. Detail beyond 100 meters west of 121° 48' was deleted from T-4685 A.

The title of this sheet was changed from "Antioch to Dierssen Landing" to "Antioch to False River".

Respectfully submitted,

[Signature]

Frank G. Erskine

October 10, 1934.

[Signature]

C. K. Green
NAME:

There are no charts covering the area of this project except chart 5534 at the junction of the Sacramento and San Joaquin Rivers. The following maps filed on blueprints were furnished by the field party with corrections made from field examination to show the names in local use and have been used in making the corrections to compilations on this project.

Capt. Weathers Map (1931) -- Bp.-25708
U. S. G. S. quadrangles -- Bps.-25708 to 25707

(see also chart letter No. 598 (1932))

Name lists are now being prepared under Mr. Bacon's direction and will be attached at the back of the descriptive reports when completed. Any changes in names indicated by the name lists will be applied to the compilations at the next printing.

November 26, 1934.

[Signature]

[Approval]