Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Littmann
Superintendent.

State: California

DESCRIPTIVE REPORT.

Locality:
Between Monterey
and Salinas River.

Supplementary
Survey

190

Chief of Party:
F. Westdall
No. 554. This sheet extends from △ Jack to Monterey Bay 3 and from the sea only an irregular series of sand dunes ranging from 100 to 150 feet high are visible. The country behind the dunes is simply a big cattle range owned by the Jacks corporation. It is covered with a little grass and short spreading bushes, which gives it a very arid look. The Monterey Branch of the S. P. follows the whole length of the sheet.

The high water line is rather indefinite owing to the movements of the sand in storms. Near the △ Jack a skeleton of a whale was found buried back in a sand dune, several feet above H. W. and just back of the present foot of the dunes.

The eroded dunes near the south end of the sheet have a bright yellow color and stand out very plainly.

Submitted by
P. P. Lukens, Aid
Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: Mass.

LOCALITY: Peabody to Newbury.

CHIEF OF PARTY: E.B. Hathaway
The revision of these sheets are shown on tracings. The new features are indicated in red, features to be omitted are indicated in blue, and the black lines are compiled from the original topographic sheet. Objects for the use of the navigator were determined from the triangulation, such as a seven inch theodolite. These objects and the triangulation, together with the original topographic sheets, are the content of the revision. The topography was compiled from the original sheets, modern town maps, surveys by local engineers, and sketches and constant angles.

The contours were in the main accepted. Elevations of the more prominent hills, visible from the shore line, were checked in elevation and position. Roads and other features in the interior were taken from the old sheets, being checked only, by drawing through them and noting their correctness. When the revision was opened for inspection the, were taken from the old sheets. New names were noted and placed on the sheet by staking, pacing, etc.
New roads were obtained either from survey by local men or located by angles and distance from points identified on the original topographic sheets. But little time was given to these lines and other topographic features, the disappearance of some was noted in driving or walking over the roads. The location of bluffs in some cases in general outline, and much later as would prove to identify a locality or be of use in navigation even determined and indicated. The original topographic sheets are much distorted from shrinkage. A projection was made on the angles observed plotted on the projection and the topography from the old sheets adjusted to these objects. The placing of all the information necessary for the draughtsman to use in reductions or on sheet, and in the field is believed to be derivable and then sheets are believed to satisfy this condition. The actual shore line has changed but little, at exposed points where the current impinges, there has been considerable change. So the entrance to Plum Island Sound and the Eastern and Western shore of Plum Island opposite (beach of Romley River) and north of Grape Islands.

There is no great change in the area shown, no new main roads than been opened. A few connecting roads and new streets have been opened as indicated. The roads are well kept and have been graded to earn Stoves.
All railroad crossings are either bridges or protected by flagmen. Similarly, all other bridges or box culverts.

There is a large summer colony at Siletz Neck and smaller summer colonies on Alum Island. There are numerous hotels and summer homes throughout the area. The Boston and Maine Railroad and Electric Car Line offered excellent communication. The raising of apples, and dairying, are the only viable agricultural pursuits.

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*E. Nathaniel*  
Architect  

*May 1912*