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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State: *Washington*

DESCRIPTIVE REPORT.

Topo Sheet No. *3154*

LOCALITY:

*West side of Hoquiam
to east side of Aberdeen*

1901

CHIEF OF PARTY:

G. T. Rude

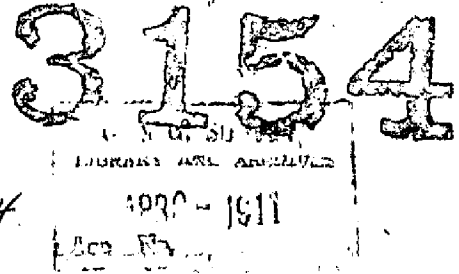
3154

Coast and Geodetic Survey.

O.H.Tittmann, Superintendent.

Topographic Sheet X. 3154.

Grays Harbor, Washington.



From west side of Hoquiam to east side of Aberdeen.

Latitude 46 56 to Latitude 47 00.

Longitude 123 47 to Longitude 123 58.

Plane table work and contours by

E.E.Smith, Aid.

January and February, 1911.

Houses sketched by W.S.Keyes, Mate, E.E.Smith, Aid, and D.X.Shubin.

W.S.Keyes, Mate, E.E.Smith, Aid, and D.X.Shubin.

Maps of Hoquiam and Aberdeen ~~and Hoquiam~~ reduced by

Gilbert T. Rude, Assistant.

Inked by E.E.Smith and D.X.Shubin.

Scale $\frac{1}{10,000}$

Str. McARTHUR.

Gilbert T. Rude., Asst., Comdg.

Chief of party.

Descriptive report to accompany topographic sheet No. *B*

From the west side of Hoquiam to the east side of Aberdeen,
Washington.

This work was done with plane table, generally oriented with three points, and supplemented by sextant locations. Plane table work began near signal Stack in South Aberdeen and ran along the shore of the Chehalis River to the bridge, then westward along the north shore of the harbor to triangulation station Flat in the western part of Hoquiam. The railroads, *and* those wharves, factories or other topographic features which lie between the railroad and the low water line were located with plane table as well as some prominent marks inshore. Jetties and booms about Rennies Island were located with sextant. The maps of Hoquiam and Aberdeen were reduced from published maps to a scale of 1 : 10,000 and transferred to the topographic sheet. While plane table work was in progress cuts were taken up streets and the reduced maps were oriented by means of these and other features common to both. A bromide of part of Hoquiam was furnished *by the office* us with which our work does not quite agree. As evidence that our sheet is the more nearly correct we submit that on the bromide triangulation station Hotel is on the line of the street, which is not the case. The house has burned down within the past year but the foundation of the house is back from the street about twenty metres. The signal was in the middle of the front of the hotel. The corner of the block on which the hotel stood was particularly well located, and is one of the points by which the town map was swung on. Then, too, the tower of the City Hall was located by theodolite

cuts. This tower, as shown, is in the middle of the front of the building. Sextant locations also agree with the other work.

Elevations of the more prominent hills were taken from the shore line. Other elevations were secured with sextant and hand level and plotted on the sheet. Houses were sketched upon published maps, which are sub-divided into lots, and transferred to the topographic sheet.

Beginning where work left off on topographic sheet No. *A*, the plane table work followed the shoreline to the Chehalis River bridge. There are a number of small shacks perched just above the high water mark here, besides three piers. The first pier is that of the Northern Pacific Ry., the second is the approaches of the Grays Harbor and Puget Sound R.R. to a draw bridge which is not yet completed, and third the wharf of the Burrows Lumber Co. The area back of this is flat and low, being only a few feet above high tide. The Chehalis River bridge, a draw bridge of the swinging type, crosses the river about a quarter of a mile east of the mouth of the Wishkah River. The shore line between the two is occupied chiefly by the West and Slade Lumber Co. The shore for a third of a mile west of the Wishkah River is occupied by the wharves of manufacturing companys, laundries, fish dealers, etc. Then for an equal distance between the plants of Anderson and Middleton Lumber Co. and the Western Cooperage Co. a bulkhead has been built about 50 metres off shore and the area back of it is now being filled in by a dredge. A boom extends outside of it to the wharf of the Western Cooperage Co. Just west of the cooperage company come the sheds and marine railway of the Lindstrom Ship Building Co. Then follow

the wharves of two lumber companies. For about 200 metres out from high water these two mills have built the point of sawdust and scraps of lumber. Then westward for a mile and a half the shore line is low and marshy and generally covered with bushes or trees. There are several small creeks and sloughs in this distance. Off shore there is a mud flat covered with drift wood and varying in width from 300 metres to half a mile. Between this and the Hoquiam River are two lumber mills with their log booms.

The railroad crosses the river on a draw bridge and reaches the station half a mile further on. Hoquiam City Dock No.1 is opposite the station. There is no No.2. There are log booms between the dock and Hoquiam River. Adjoining the dock on the west side is a lumber mill. 500 metres westward along the track from the railroad station a pier extends out on the mud flats. It is used as a Y for reversing trains.

From the west side of Hoquiam to the Wishkah River the hills stand back from the water front for about half a mile, leaving a low flat country between them and the shore line. Just east of the Wishkah River the contours approach close to the high water mark.

Rennies Island is a low sand bar covered with drift wood. Most of it is submerged at high tide. The booms and jetties shown follow close to the low water mark.

Approved
Gilbert J. Vande
Chief of Party.

E. C. Smith,
Topographer.

Plane table positions to accompany topographic sheet B.

	Latitude	D.M.	Longitude	D.P.	
Inn	46 58'	644	123 48'	809	Spire on tower of ho.
Church	46 58'	1218	123 49'	796	Spire, corner 1st and H Streets.
Hall	46 58'	1134	123 49'	813	Tower, City Hall.
Burner "D"	46 58'	1027	123 53'	340	Northwestern Lumber Co.
Burner "G"	46 58'	597	123 48'	1114	Burrows Lumber Co.
Power	46 58'	1359	123 51'	772	Ch. Electric Power ho.