





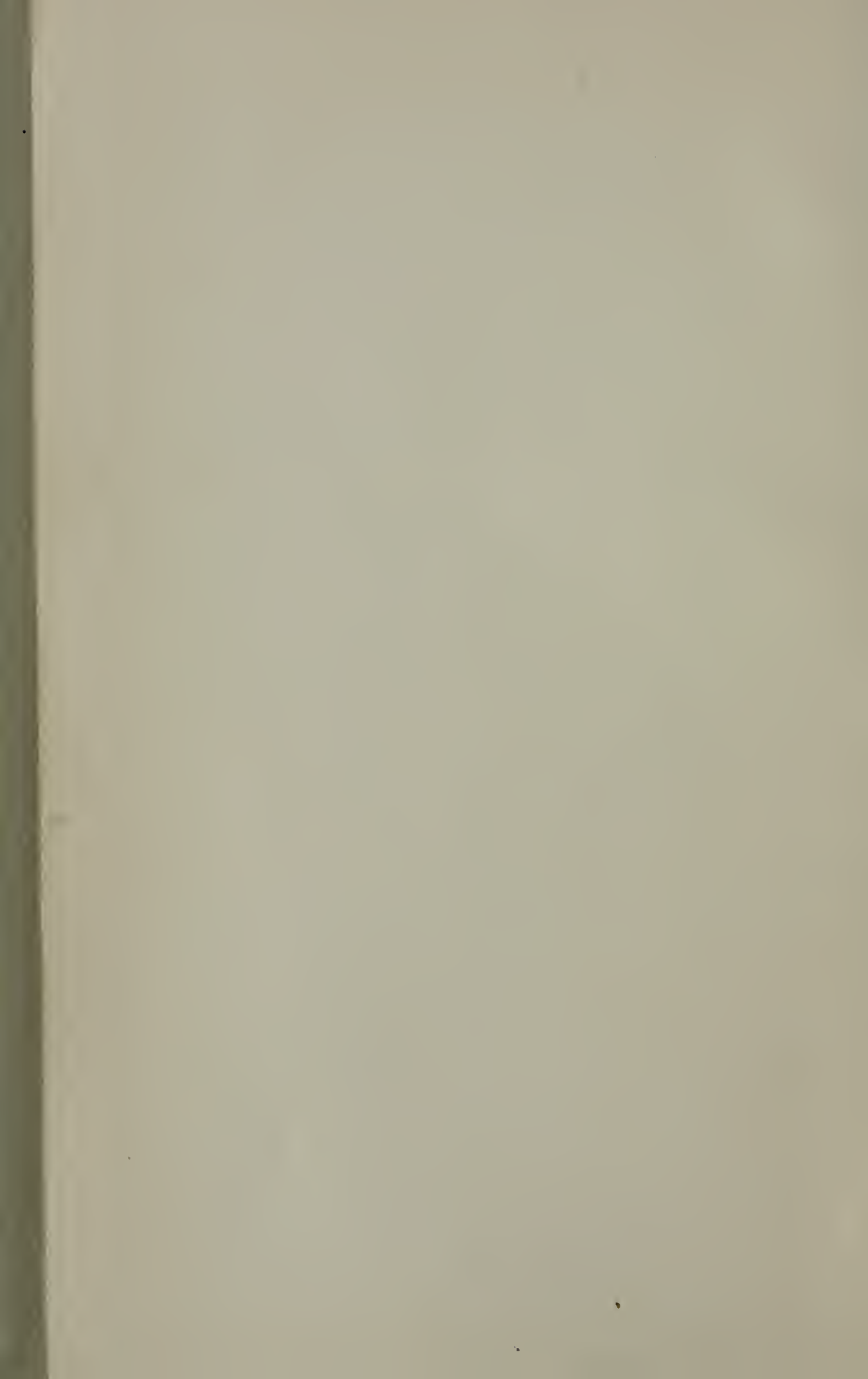
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PUBLICATIONS OF THE  
DIVISION OF WATER RESOURCES  
EDWARD HYATT, State Engineer

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Reports on State Water Plan Prepared Pursuant to  
Chapter 832, Statutes of 1929

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BULLETIN No. 27

VARIATION AND CONTROL

OF

SALINITY

IN

SACRAMENTO-SAN JOAQUIN DELTA

AND

UPPER SAN FRANCISCO BAY

1931



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## TABLE OF CONTENTS

|   | Page |
|---|------|
| ACKNOWLEDGMENT .....  | 8    |
| ORGANIZATION .....  | 9    |
| ENGINEERING ADVISORY COMMITTEE.....   | 10   |
| FEDERAL AGENCIES COOPERATING IN INVESTIGATION.....                                      | 11   |
| STATE AGENCIES COOPERATING IN INVESTIGATION.....  | 12   |
| CHAPTER 832, STATUTES OF 1929.....  | 13   |
| FOREWORD .....  | 14   |
| CHAPTER I   |      |
| INTRODUCTION, SUMMARY AND CONCLUSIONS.....  | 15   |
| Area of salinity investigations.....  | 16   |
| Sacramento-San Joaquin Delta.....   | 17   |
| Suisun Bay area.....  | 18   |
| Carquinez Strait area.....  | 19   |
| San Pablo Bay area.....   | 19   |
| Developments and interests affected by saline invasion.....                             | 20   |
| Previous investigations .....   | 22   |
| The Antioch suit.....   | 23   |
| Investigations during period 1921 to 1929.....  | 23   |
| Scope of 1929 investigation.....  | 24   |
| Salinity conditions .....   | 28   |
| Basic factors governing salinity conditions.....  | 30   |
| Stream flow .....   | 30   |
| Consumptive use of water in delta.....  | 32   |
| Tidal action .....  | 32   |
| Relation of stream flow into delta to salinity.....                                     | 35   |
| Relation of tidal action to salinity.....   | 38   |
| Tidal diffusion .....   | 38   |
| Control of salinity.....  | 40   |
| Control flow .....  | 40   |
| Required supplemental water supply for control.....                                     | 41   |
| Conclusions .....   | 42   |
| CHAPTER II  |      |
| SALINITY CONDITIONS IN SACRAMENTO-SAN JOAQUIN DELTA AND<br>UPPER SAN FRANCISCO BAY..... | 46   |
| Historical records of salinity conditions.....  | 46   |
| Records of salinity observations.....   | 50   |
| Extent of saline invasion.....  | 54   |
| Salinity of drainage water from delta islands.....                                      | 56   |
| Effect of salinity conditions on developments and interests.....                        | 59   |
| Basic factors governing salinity conditions.....  | 63   |
| Stream flow .....   | 64   |
| Variation of stream flow.....   | 65   |
| Consumptive use of water in delta.....  | 68   |
| Tides .....   | 75   |
| CHAPTER III   |      |
| RELATION OF STREAM FLOW INTO DELTA TO SALINITY.....                                     | 87   |
| Relation of total seasonal stream flow into delta to salinity.....                      | 87   |
| Maximum salinity during season.....   | 87   |
| Minimum salinity during season.....   | 91   |
| Advance of salinity.....  | 95   |
| Relation of summer stream flow into delta to salinity.....                              | 97   |
| Relation of rate of stream flow into delta to salinity.....                             | 102  |
| Relation of source and distribution of stream flow into delta to salinity.....          | 108  |
| Distribution of flow of Sacramento River in delta channels.....                         | 109  |
| Effect of distribution of Sacramento River flow on salinity.....                        | 120  |

TABLE OF CONTENTS—Continued

|  | Page |
|--|------|
| Effect of irrigation, storage and reclamation developments on stream flow into delta ..... | 124  |
| Growth of irrigation .....   | 124  |
| Growth of reservoir storage developments.....  | 136  |
| Effect of upstream reclamation development on stream flow into delta..                     | 140  |
| Estimated reduction in stream flow into delta.....   | 147  |
| CHAPTER IV   |      |
| RELATION OF TIDAL ACTION TO SALINITY.....  | 151  |
| San Francisco Bay tidal basin.....   | 151  |
| Historical limits .....  | 152  |
| Effect of hydraulic mining and silting.....  | 153  |
| Growth and effect of reclamation in delta .....  | 157  |
| Effect of recent changes in delta tidal basin.....   | 161  |
| Tidal action .....   | 163  |
| The tidal prism .....  | 164  |
| Advance of tides .....   | 165  |
| Tidal volumes in delta and Suisun Bay.....   | 170  |
| Tidal prism volumes in delta and Suisun Bay.....   | 172  |
| Tidal flow .....   | 174  |
| Effect of tidal action on salinity.....  | 179  |
| Tidal variations of salinity .....   | 182  |
| Variation of salinity with tidal stage.....  | 195  |
| Lateral and depth variations of salinity.....  | 198  |
| Variation of salinity with tidal velocity.....   | 202  |
| Variation of salinity with tidal flow.....   | 206  |
| Tidal diffusion .....  | 208  |
| Magnitude of tidal diffusion.....  | 210  |
| Variation of tidal diffusion with salinity.....  | 212  |
| Geographical variation of tidal diffusion.....   | 212  |
| Relation of tidal diffusion to tidal flow.....   | 212  |
| Effect of recent changes in delta tidal basin on saline invasion.....                      | 214  |
| Effect of Sacramento River channel enlargement.....  | 216  |
| Effect of flooding of previously reclaimed lands.....                                      | 217  |
| Effect on tidal diffusion .....  | 218  |
| Effect of Stockton ship canal.....   | 218  |
| CHAPTER V  |      |
| CONTROL OF SALINITY.....   | 219  |
| Stream flow required for control of salinity.....  | 220  |
| Net control flows.....   | 221  |
| Desired point and degree of control of salinity.....                                       | 221  |
| Proposed net control flow.....   | 224  |
| Gross stream flow into delta for control of salinity.....                                  | 226  |
| Supplemental water supply for control of salinity.....                                     | 232  |
| Works required for proposed control of salinity by stream flow.....                        | 235  |
| Results of proposed control of salinity.....   | 237  |
| APPENDIX A   |      |
| FIELD METHODS AND PROCEDURE IN SALINITY INVESTIGATION.....                                 | 245  |
| APPENDIX B   |      |
| LABORATORY METHODS FOR DETERMINATION OF SALINITY.....                                      | 261  |
| APPENDIX C   |      |
| RECORDS OF SALINITY OBSERVATIONS.....  | 267  |
| APPENDIX D   |      |
| STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA.....   | 293  |
| GLOSSARY   |      |
| DEFINITION OF TECHNICAL TERMS.....   | 433  |
| PUBLICATIONS OF THE DIVISION OF WATER RESOURCES.....                                       | 438  |



## LIST OF TABLES

| Table   | Page |
|---|------|
| 1 Consumptive use of water in Sacramento-San Joaquin delta-----   | 69   |
| 2 Total consumptive use of water in Sacramento-San Joaquin delta, 1929<br>season -----  | 70   |
| 3 Area and consumptive use of irrigated crops in Sacramento-San Joaquin<br>delta, 1924 to 1929-----   | 73   |
| 4 Location and period of record of automatic tide gages-----  | 76   |
| 5 Tidal data for San Francisco Bay and Sacramento-San Joaquin delta<br>channels -----   | 78   |
| 6 Relation of seasonal stream flow into delta to maximum salinity during<br>season, 1920-1929 -----   | 88   |
| 7 Relation of seasonal stream flow into delta to minimum salinity during<br>season, 1923-1929 -----   | 92   |
| 8 Relation of seasonal stream flow into delta to date of beginning of advance<br>of salinity, 1920-1929-----                                      | 96   |
| 9 Relation of summer stream flow into delta to maximum salinity during<br>season, 1920-1929 -----   | 100  |
| 10 Relation of rate of stream flow into delta at time of maximum salinity to<br>minimum salinity during season, 1920-1929-----                    | 105  |
| 11 Summary of tidal cycle stream flow measurements-----   | 116  |
| 12 Area irrigated by direct diversion from Sacramento and San Joaquin River<br>systems, exclusive of Sacramento-San Joaquin delta, 1879-1929----- | 126  |
| 13 Gross annual irrigation diversions from Sacramento and San Joaquin<br>River systems, exclusive of Sacramento-San Joaquin delta, 1879-1929__    | 128  |
| 14 Gross monthly irrigation diversions from Sacramento and San Joaquin<br>River systems, exclusive of Sacramento-San Joaquin Delta, 1912 to 1929  | 131  |
| 15 Reservoir storage capacity on Sacramento and San Joaquin River systems,<br>1850-1929 -----   | 137  |
| 16 Principal storage reservoirs on Sacramento and San Joaquin River systems_  | 138  |
| 17 Monthly gross diversions to storage on Sacramento and San Joaquin River<br>systems, 1912-1929 -----  | 141  |
| 18 Delayed outflow from Sacramento Valley flood basins in their natural state<br>before reclamation, 1907-1920-----                               | 147  |
| 19 Reduction in stream flow into delta resulting from upstream irrigation and<br>storage developments, 1911-1929-----                             | 149  |
| 20 Area and volume of tidal prism in San Francisco Bay tidal basin-----   | 151  |
| 21 Annual minimum and maximum river stages of Sacramento River at<br>Sacramento, 1849-1929 -----  | 157  |
| 22 Growth of reclamation in Sacramento-San Joaquin delta, 1860-1930-----  | 158  |
| 23 Time interval between occurrence of tidal phases at Presidio and at points<br>in San Francisco Bay and Sacramento-San Joaquin delta-----       | 166  |
| 24 Tidal prism volumes in tidal basin of Suisun Bay and of Sacramento-San<br>Joaquin delta -----  | 177  |
| 25 Summary of tidal cycle salinity surveys, 1929-----   | 180  |
| 26 Summary of river cross section salinity surveys, 1929-----   | 200  |

LIST OF PLATES—Continued

| Plate   | Page |
|---|------|
| XXVI Distribution of flow of Sacramento River through branch channels below Sacramento -----  | 118  |
| XXVII Relation of tidal flow through Three Mile Slough to range and duration of tides at Three Mile Slough-----   | 121  |
| XXVIII Relation of tidal flow through Three Mile Slough to range and duration of tides at Presidio-----   | 122  |
| XXIX Growth in area irrigated by direct diversion from Sacramento and San Joaquin River systems, exclusive of delta of Sacramento and San Joaquin rivers-----   | 127  |
| XXX Growth of irrigation diversions from Sacramento and San Joaquin River systems -----   | 129  |
| XXXI Monthly diversions for irrigation and storage from Sacramento and San Joaquin River systems, exclusive of deltas of Sacramento and San Joaquin rivers-----   | 136  |
| XXXII Growth of reservoir storage capacity in Sacramento and San Joaquin River systems -----  | 139  |
| XXXIII Changes in flood channels and basins of Sacramento and San Joaquin rivers effected by flood control and reclamation development, and location of auriferous gravel areas-----                            | 140  |
| XXXIV Tidal basin of Sacramento-San Joaquin delta and upper San Francisco Bay region, showing progressive changes in reclamation developments, time of occurrence of tidal phases and tidal flow stations ----- | 152  |
| XXXV Changes in channel bed of Sacramento River, 1841 to 1929--   | 156  |
| XXXVI Growth in reclamation development in the Sacramento-San Joaquin delta -----   | 159  |
| XXXVII Rate of advance of tides in Sacramento-San Joaquin delta channels--  | 169  |
| XXXVIII Accumulated tidal volumes in Sacramento and San Joaquin delta channels -----  | 170  |
| XXXIX Accumulated tidal volumes in Suisun Bay-----  | 171  |
| XL Tidal prism volumes in Sacramento River channels (Aug. 27-28, 1929) -----  | 172  |
| XLI Tidal prism volumes in Sacramento River channels (Dec. 18-19, 1929) -----   | 172  |
| XLII Tidal prism volumes in San Joaquin River channels (Aug. 27-28, 1929) -----   | 172  |
| XLIII Tidal prism volumes in San Joaquin River channels (Dec. 18-19, 1929) -----  | 172  |
| XLIV Tidal prism volumes in Suisun Bay and delta channels (May 13-14, 1929) -----   | 172  |
| XLV Tidal prism volumes in Suisun Bay and delta channels (May 13-14, 1929) -----  | 172  |
| XLVI Relation of tidal prism volumes to tidal range (Antioch and Collinsville home sections)-----   | 175  |
| XLVII Relation of tidal prism volumes to tidal range (Suisun Bay home sections)-----  | 176  |
| XLVIII Tidal variation of salinity at Point Orient -----  | 183  |
| XLIX Tidal variation of salinity at Crockett (Surveys No. 1 and 6)-----   | 184  |
| L Tidal variation of salinity at Crockett (Survey No. 7)-----   | 185  |
| LI Tidal variation of salinity at Bulls Head Point-----   | 186  |
| LII Tidal variation of salinity at Avon and Nichols-----  | 187  |
| LIII Tidal variation of salinity at Bay Point -----   | 188  |



LIST OF PLATES—Continued

| Plate   | Page |
|---|------|
| LIV Tidal variation of salinity at Collinsville -----   | 189  |
| LV Tidal variation of salinity at Antioch -----   | 190  |
| LVI Tidal variation of salinity at Antioch Bridge -----   | 191  |
| LVII Tidal variation of salinity at Rio Vista -----   | 192  |
| LVIII Tidal variation of salinity at Central Landing and Curtis Landing--   | 193  |
| LIX Tidal variation of salinity at Sacramento I Street Bridge and Moss-<br>dale -----   | 194  |
| LX Variation of salinity with tidal stage----- <i>following</i>   | 194  |
| LXI Rate of variation of salinity with tidal range, in relation to mean<br>salinity -----   | 196  |
| LXII Relation of salinity to tidal stage----- <i>following</i>  | 196  |
| LXIII Variation of salinity with depth----- <i>following</i>  | 198  |
| LXIV Lateral variation of salinity ----- <i>following</i>   | 202  |
| LXV Variation of tidal velocity in San Joaquin River near Antioch-----<br>----- <i>following</i>  | 202  |
| LXVI Variation of tidal velocity in Sacramento River near Collinsville----<br>----- <i>following</i>  | 202  |
| LXVII Variation of salinity and tidal velocity in Sacramento River near<br>Collinsville -----   | 204  |
| LXVIII Variation of salinity and tidal velocity in San Joaquin River near<br>Antioch -----  | 205  |
| LXIX Variation of salinity and tidal velocity with depth----- <i>following</i>  | 206  |
| LXX Variation of salinity with tidal action and stream flow at Antioch,<br>1929 ----- <i>following</i>  | 206  |
| LXXI Channel volumes in Suisun Bay, Sacramento and San Joaquin rivers<br>----- <i>following</i>   | 210  |
| LXXII Estimated mean surface zone salinity (Bulls Head Point, Bay Point,<br>O and A Ferry and Collinsville)----- <i>following</i>   | 210  |
| LXXIII Estimated mean surface zone salinity (Mayberry, Emmaton, Three<br>Mile Slough, Rio Vista, Antioch, Curtis Landing, and Jersey)--<br>----- <i>following</i>                                   | 210  |
| LXXIV Tidal diffusion in the combined channels of the Sacramento and San<br>Joaquin rivers ----- <i>following</i>   | 212  |
| LXXV Tidal diffusion in Suisun Bay----- <i>following</i>  | 212  |
| LXXVI Geographical variation of tidal diffusion-----  | 213  |
| LXXVII Relation of tidal diffusion to tidal flow-----   | 215  |
| LXXVIII Net stream flow for control of salinity at points in Suisun Bay and<br>lower delta -----  | 222  |
| LXXIX Gross stream flow into delta for control of salinity 0.6 miles below<br>Antioch, with comparative stream flow and salinity records for<br>years 1920-24-26-27-29 -----                        | 227  |
| LXXX Gross stream flow into delta for control of salinity at Collinsville,<br>with comparative stream flow and salinity records for years<br>1920-24-26-27-29 -----                                 | 230  |
| LXXXI Gross stream flow into delta for control of salinity at O and A Ferry,<br>with comparative stream flow and salinity records for years<br>1920-24-26-27-29 -----                               | 231  |
| LXXXII Delta of Sacramento and San Joaquin rivers, showing limits of<br>salinity encroachment of 100 parts of chlorine per 100,000 parts<br>of water, 1920 to 1931, inclusive----- <i>following</i> | 260  |

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In carrying out the investigation of salinity in the Sacramento-San Joaquin Delta and San Francisco Bay, valuable assistance has been rendered by many individuals and public and private agencies.

Many have cooperated in the work of obtaining water samples at salinity observation stations. The owners of lands in the delta have contributed the time of their employees for taking water samples without cost to the State. In addition they have cooperated in furnishing basic data as to crop acreages and yields and as to irrigation diversions and drainage pumping operations. Executives and engineers of industries and other agencies have furnished records of salinity.

Valuable cooperation has been received from several departments of the Federal Government, including the Water Resources and Topographic branches of the Geological Survey of the Department of the Interior, the Division of Agricultural Engineering of the Bureau of Public Roads of the Department of Agriculture, and the Coast and Geodetic Survey of the Department of Commerce. The State Division of Highways has cooperated in the testing of salinity samples.

Special commendation is due the engineers on the Advisory Committee of this investigation whose advice and assistance have contributed materially to the successful prosecution and completion of the studies and report presented herein.

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## FEDERAL AGENCIES COOPERATING IN INVESTIGATION

---

### DEPARTMENT OF THE INTERIOR

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Valuable cooperation was rendered by Mr. McGlashan in furnishing advance information on stream flow entering the delta, and in improving the installations of certain stream gaging stations maintained for this purpose.

*Geological Survey, Topographic Branch*

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Through cooperative agreement, precise level lines were run in the San Francisco Bay region and delta under the direction of Mr. Gerdine for the purpose of referring the automatic tide gages to a common precise level datum.

### DEPARTMENT OF AGRICULTURE

*Bureau of Public Roads, Division of Agricultural Engineering*

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Under cooperative agreement, the Division of Agricultural Engineering under the general direction of Mr. McLaughlin and immediate supervision of Major O. V. P. Stout, made detailed measurements of the consumptive use of water by crops and natural vegetation in the Sacramento-San Joaquin Delta, covering a period of over six years.

### DEPARTMENT OF COMMERCE

*Coast and Geodetic Survey*

THOS. J. MAHER, *Inspector, San Francisco Field Station*

Commander Maher of the Coast and Geodetic Survey furnished assistance and advice and loaned tide gage equipment in the work of obtaining tidal records in the San Francisco Bay and delta regions.

---

\* Since deceased.



## STATE AGENCIES COOPERATING IN INVESTIGATION

---

### DIVISION OF HIGHWAYS

C. H. PURCELL, *State Highway Engineer*

The testing laboratory of the Division of Highways under the direction of Thomas E. Stanton, Materials and Research Engineer, has rendered most valuable assistance in the testing of all water samples for salinity since 1923. Chemical Testing Engineer G. H. P. Lichthardt has been in general charge of the work assisted by Testing Engineer Aids H. M. Aaron and N. T. Austin and Assistant Testing Engineers W. J. Lentz and E. F. Pennock. The expeditious and efficient manner in which the testing of samples was handled has greatly aided the effective prosecution of the investigation. Appendix B contains a brief report prepared by Thomas E. Stanton on "Laboratory Methods for Determination of Salinity."

## CHAPTER 832, STATUTES OF 1929

---

*An act making an appropriation for work of exploration, investigation and preliminary plans in furtherance of a coordinated plan for the conservation, development and utilization of the water resources of California including the Santa Ana River, Mojave River and all water resources of southern California.*

(I object to the item of \$450,000 in section 1 and reduce the amount to \$390,000. With this reduction I approve the bill. Dated June 17, 1929. C. C. Young, Governor.)

*The people of the State of California do enact as follows:*

SECTION 1. Out of any money in the state treasury not otherwise appropriated, the sum of four hundred fifty thousand dollars, or so much thereof as may be necessary, is hereby appropriated to be expended by the state department of public works in accordance with law in conducting work of exploration, investigation and preliminary plans in furtherance of a coordinated plan for the conservation, development and utilization of the water resources of California including the Santa Ana River and its tributaries, the Mojave River and its tributaries, and all other water resources of southern California.

SEC. 2. The department of public works, subject to the other provisions of this act, is empowered to expend any portion of the appropriation herein provided for the purposes of this act, in cooperation with the government of the United States of America or in cooperation with political subdivisions of the State of California; and for the purpose of such cooperation is hereby authorized to draw its claim upon said appropriation in favor of the United States of America, or the appropriate agency thereof for the payment of the cost of such portion of said cooperative work as may be determined by the department of public works.

SEC. 3. Upon the sale of any bonds of this state hereafter authorized to be issued to be expended for any one or more of the purposes for which any part of the appropriation herein provided may have been expended, the amount so expended from the appropriation herein provided shall be returned into the general fund of the state treasury out of the proceeds first derived from the sale of said bonds.

## FOREWORD

---

This report is one of a series of bulletins on the State Water Plan issued by the Division of Water Resources pursuant to Chapter 832, Statutes of 1929, directing further investigations of the water resources of California. The series include Bulletin Nos. 25 to 36, inclusive. Bulletin No. 25, "Report to Legislature of 1931 on State Water Plan," is a summary report of the entire investigation.

Prior to the studies carried out under this act, the water resources investigation had been in progress more or less continuously since 1921 under several statutory enactments. The results of the earlier work have been published as Bulletin Nos. 3, 4, 5, 6, 9, 11, 12, 13, 14, 19 and 20 of the former Division of Engineering and Irrigation, Nos. 5, 6 and 7 of the former Division of Water Rights and Nos. 22 and 24 of the Division of Water Resources.

The full series of water resources reports prepared under Chapter 832, twelve in number are:

Bulletin No. 25—"Report to Legislature of 1931 on State Water Plan."

Bulletin No. 26—"Sacramento River Basin."

Bulletin No. 27—"Variation and Control of Salinity in Sacramento-San Joaquin Delta and Upper San Francisco Bay."

Bulletin No. 28—"Economic Aspects of a Salt Water Barrier Below Confluence of Sacramento and San Joaquin Rivers."

Bulletin No. 29—"San Joaquin River Basin."

Bulletin No. 30—"Pacific Slope of Southern California."

Bulletin No. 31—"Santa Ana River Basin."

Bulletin No. 32—"South Coastal Basin."

Bulletin No. 33—"Rainfall Penetration and Consumptive Use of Water in Santa Ana River Valley and Coastal Plain."

Bulletin No. 34—"Permissible Annual Charges for Irrigation Water in Upper San Joaquin Valley."

Bulletin No. 35—"Permissible Economic Rate of Irrigation Development in California."

Bulletin No. 36—"Cost of Irrigation Water in California."

This bulletin presents the results of an intensive study of the occurrence and variation of salinity in the upper San Francisco Bay and Sacramento-San Joaquin Delta channels, and the basic factors of stream flow and tidal action affecting salinity and their relation to its variation. Finally, there is presented a proposed plan for the control of salinity by stream flow to prevent harmful saline invasion into the delta and maintain a dependable and adequate fresh-water supply in the delta channels for the full consumptive demands of the delta; and provide a dependable source for diversion of fresh-water supplies, now or hereafter made available in the delta, for the needs of industrial, municipal and agricultural developments in the upper bay region.



## CHAPTER I

### INTRODUCTION, SUMMARY AND CONCLUSIONS

The waters of San Francisco Bay are a combination of the salt water of the ocean which enters the bay through the Golden Gate, and the fresh water of the Sacramento and San Joaquin rivers and local streams of the San Francisco Bay Basin which discharge into the bay. The salinity of the water resulting from this combination is extremely variable both geographically and during different periods of the year, and depends upon the amount of fresh water discharged by the streams. The more saline waters are found in the lower bay nearest the ocean, the fresher waters in the upper bays and tidal estuaries and channels through which the fresh water enters, while in between are found gradations from salt to fresh water. When the streams are in flood, the upper bays and channels are often filled with fresh water and, during extreme floods, it is stated that fresh water has been found even as far down as the Golden Gate. When the flow of the streams is small during the summer and fall months, the water in the upper bays and tidal channels up to the lower reaches of the Sacramento and San Joaquin rivers generally becomes saline and remains so until the first floods of the succeeding winter season.

The invasion of saline water into the upper bay as far as the lower end of the Sacramento-San Joaquin Delta is a natural phenomenon which has occurred annually, at least as far back as historical records reveal. Under conditions of natural stream flow before upstream irrigation and storage developments occurred, the extent of saline invasion and the degree of salinity reached was much smaller than during the last ten to fifteen years. However, the evidence of all available information, as presented hereafter, points to the conclusion that saline water from the bay has advanced as far upstream as the vicinity of Collinsville and Antioch, causing a noticeable degree of salinity of ten parts or more of chlorine per 100,000 parts of water at some time each year during the period of low stream flow. In former years before extensive developments in agriculture and industry had been made in the upper bay and delta region, it was of small importance and received little, if any, attention. However, it was known by many of the early inhabitants of the Suisun Bay and lower delta region.

Beginning in 1917, there has been an almost unbroken succession of subnormal years of precipitation and stream flow which, in combination with increased irrigation and storage diversions from the upper Sacramento and San Joaquin River systems, has resulted in a degree and extent of saline invasion greater than has occurred ever before as far as known. These abnormal saline invasions not only have curtailed irrigation diversions and affected crop production and land values in the delta but also have reduced considerably the diversions of fresh-water supplies from the lower river and upper bay

channels by the industries in the upper Suisun Bay area, thus increasing the difficulties and cost of obtaining industrial fresh-water supplies. The seriousness of this situation resulted in the initiation of investigations of salinity by the State, leading to the present investigation and report.

#### Area of Salinity Investigations.

The area in which the investigations of salinity have been made embraces the Sacramento-San Joaquin Delta and Suisun and San Pablo bays. This is shown on Plate I, "Area of Salinity Investigations and Related Water Resources and Developments in California." The more extensive studies have been made within the delta area and Suisun Bay, where the invasion of saline water during recent years has assumed great importance because of the serious effect upon the adjacent industrial and agricultural developments. However, in order to obtain more complete data on variation of salinity and determine the factors controlling the same, the investigation has been extended into San Pablo Bay area. Thus, there is embraced within the area of investigation all of the waters of the upper bay and delta channels in which the cyclic variations of salinity annually occur. It is within this area that the natural phenomenon of annual invasion and retreat of salinity takes place.

The geographical relation of the area of salinity investigations to the physiographical features of the State and, especially, the tributary stream systems is shown on Plate I. The magnitude of water resources naturally tributary to the delta and upper bay region is relatively large. Into this area drains the run-off from 32,000<sup>1</sup> square miles of mountain and foothill land or 39 per cent of the entire mountain and foothill catchment area of the State. The two great river systems, the Sacramento and San Joaquin, which drain most of this area, flow through a network of channels forming a common delta and finally combine to discharge through a common mouth into the upper or easterly end of Suisun Bay. It is the discharge of these streams that has the most profound effect upon the quality of the waters in upper San Francisco Bay. When these streams are in flood, Suisun Bay is usually made fresh and San Pablo Bay often becomes partly fresh. On the other hand, when these streams have reached their low stage in the summer and fall months each season, the salt waters from the lower bay gradually advance upstream and mix with the fresh-water inflow and there results the annually recurring phenomenon of saline invasion. It is evident that any irrigation or storage developments on these tributary stream systems above the delta, involving a change in regimen of stream flow and, especially, a reduction in flow, directly modify the natural interrelations of salinity and stream flow in the delta and upper bay channels. The existing major storage reservoirs as of 1929 are shown on Plate I. Present irrigation developments diverting water from the Sacramento and San Joaquin rivers are far too numerous and extensive to illustrate properly on this map, but a large area of lands in the Sacramento and San Joaquin valleys is irrigated from these streams, diverting most of the low water flow. Looking to the future development of water resources on these streams, it may be

<sup>1</sup> Does not include Kings River.

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channels by the industries in the upper Suisun Bay area, thus increasing the difficulties and cost of obtaining industrial fresh-water supplies. The seriousness of this situation resulted in the initiation of investigations of salinity by the State, leading to the present investigation and report.

#### Area of Salinity Investigations.

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STREAM GAGING STATIONS

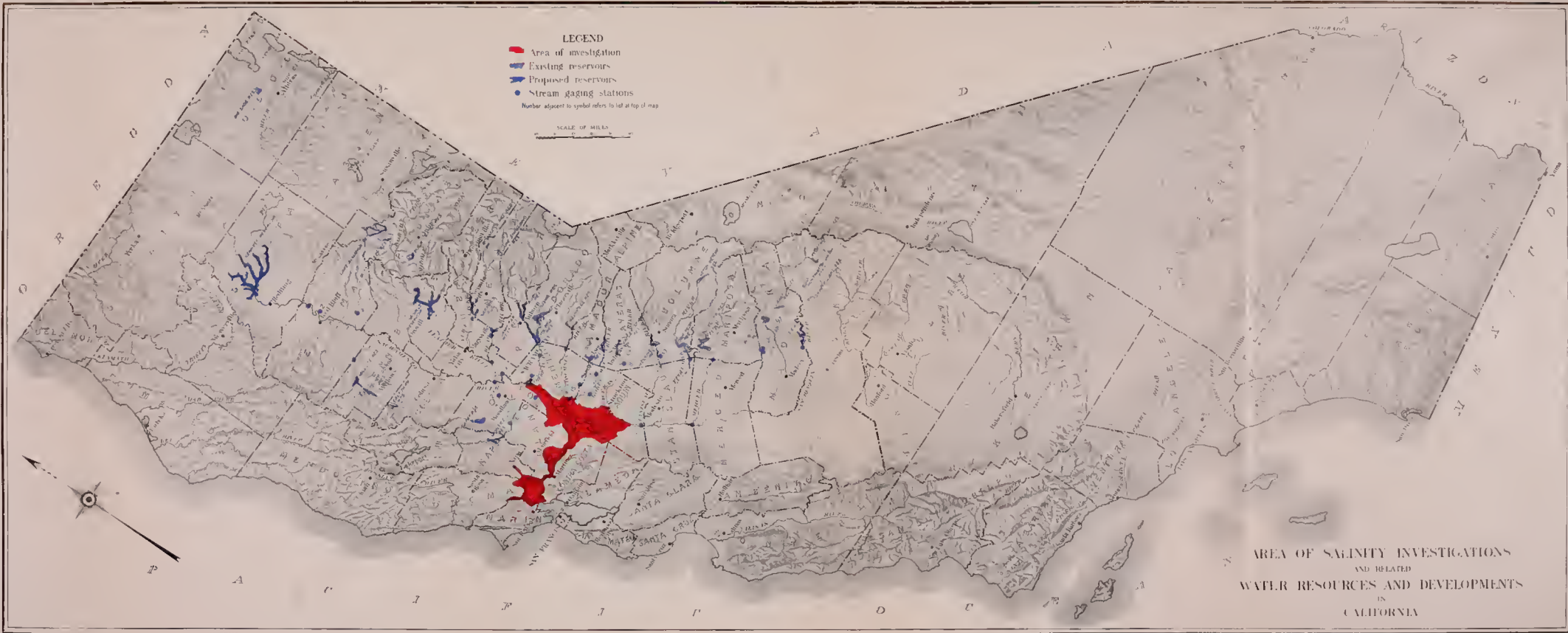
- |    |                   |    |                                  |
|----|-------------------|----|----------------------------------|
| 1  | Sacramento River  | 1  | Jolly Ferry                      |
| 2  | Sacramento River  | 2  | near Red Bluff                   |
| 3  | Creek             | 3  | near Vina                        |
| 4  | Yuba River        | 4  | at Oroville                      |
| 5  | Yuba River        | 5  | at Smartsville                   |
| 6  | Yuba River        | 6  | at Van Trent                     |
| 7  | Sacramento River  | 7  | at Nimbus                        |
| 8  | Sacramento River  | 8  | at Light Landing                 |
| 9  | Sacramento River  | 9  | at Verona                        |
| 10 | Sacramento River  | 10 | at Sacramento                    |
| 11 | Sacramento River  | 11 | at H. St. Brides near Sacramento |
| 12 | Sacramento River  | 12 | at Patrocks                      |
| 13 | Chico River       | 13 | at Michigan Bar                  |
| 14 | Chico River       | 14 | near Thornton                    |
| 15 | Chico River       | 15 | near Galt                        |
| 16 | Chico River       | 16 | at Woodbridge                    |
| 17 | Chico River       | 17 | near Clements                    |
| 18 | Chico River       | 18 | at Juniper Land                  |
| 19 | Chico River       | 19 | near Knights Ferry               |
| 20 | Chico River       | 20 | near La Grange                   |
| 21 | San Joaquin River | 21 | near Newman                      |
| 22 | Merced River      | 22 | near Merced Falls                |
| 23 | San Joaquin River | 23 | near Friant                      |
| 24 | San Joaquin River | 24 | near Verdola                     |
| 25 | Yuba Bypass       | 25 | at Lake 1                        |
| 26 | Pulch Creek       | 26 | at Winters                       |
| 27 | Yuba Creek        | 27 | at Yuba                          |
| 28 | Stony Creek       | 28 | near Orland                      |

**LEGEND**

- Area of investigation
- Existing reservoirs
- Proposed reservoirs
- Stream gaging stations

Number adjacent to symbol refers to list at top of map

SCALE OF MILES



AREA OF SALINITY INVESTIGATIONS  
AND RELATED  
WATER RESOURCES AND DEVELOPMENTS  
IN  
CALIFORNIA





expected that additional storage reservoirs and municipal water supply, irrigation and power systems will be constructed as the needs increase with the growth of the State. Plate I shows the major storage reservoirs on these streams as proposed in the State Water Plan.\* In addition, there doubtless will be numerous other reservoirs constructed by private and public agencies. The water resources developments in past years have affected salinity conditions in the delta and upper bay region and future developments may be expected to modify them still farther.

The developments and interests affected by saline invasion include the agricultural lands of the Sacramento-San Joaquin Delta and the industries, municipalities, and agricultural lands adjacent to Suisun and San Pablo Bays. The location and extent of these developments are shown on Plate II, "Agricultural and Industrial Developments in the Sacramento-San Joaquin Delta and Upper San Francisco Bay Regions and Related Water Resources and Developments of Northern California." Inasmuch as the investigations of the variation and control of salinity are particularly related to these developments, it is of interest to consider the character and magnitude of their operations and activities, and the physiographical features of the channels and bays adjacent thereto. These are briefly described in the following paragraphs, but a more detailed description of the developments and activities of the upper bay and delta regions is presented in another report.\*\*

*Sacramento-San Joaquin Delta*—The area known as the Sacramento-San Joaquin Delta is situated in the lowest part of the Great Central Basin of California, midway between the Sacramento and San Joaquin valleys. (See Plates I and II). In its original state of nature, it consisted of swamp and overflow lands gradually built up through the ages by accumulations of decayed vegetation and deposits of silt brought down by the Sacramento and San Joaquin rivers. These swamp lands were covered with various types of aquatic vegetation, trees and grasses. Sycamores, willows and cottonwoods lined the banks of the Sacramento River and its branch channels while the interior of the islands and lower-lying lands of the Sacramento Delta supported a dense growth of tules and other aquatic plants. In the San Joaquin Delta and lower Sacramento Delta where the peat lands are situated, willows occasionally lined the banks of the channels or occurred inland in clumps. Most of the islands in the San Joaquin Delta were covered largely with various grasses and occasional clumps of tules and similar aquatic plants. The Sacramento and San Joaquin rivers, upon reaching the delta, spread out into a network of channels separated by islands in a typical delta formation, and finally discharge their waters through a common mouth into Suisun Bay, which forms the north-easterly arm of San Francisco Bay.

The delta has a gross area of 487,500 acres, roughly 20 miles wide by 50 miles long. It extends up the Sacramento River as far north as the city of Sacramento and up the San Joaquin River as far south as the Mossdale Bridge on the Lincoln Highway near the town of Lathrop.

\* Bulletin No. 25, Report to Legislature of 1931 on State Water Plan, Division of Water Resources, 1930.

\*\* Bulletin No. 28, Economic Aspects of a Salt Water Barrier below Confluence of Sacramento and San Joaquin Rivers, Division of Water Resources, 1931.

Its easterly boundary skirts the city of Stockton and lies about seven miles west from Lodi and Galt. Its westerly end at the junction of the rivers is near Antioch and Collinsville. A large portion of the land lies at an elevation at or below mean sea level.

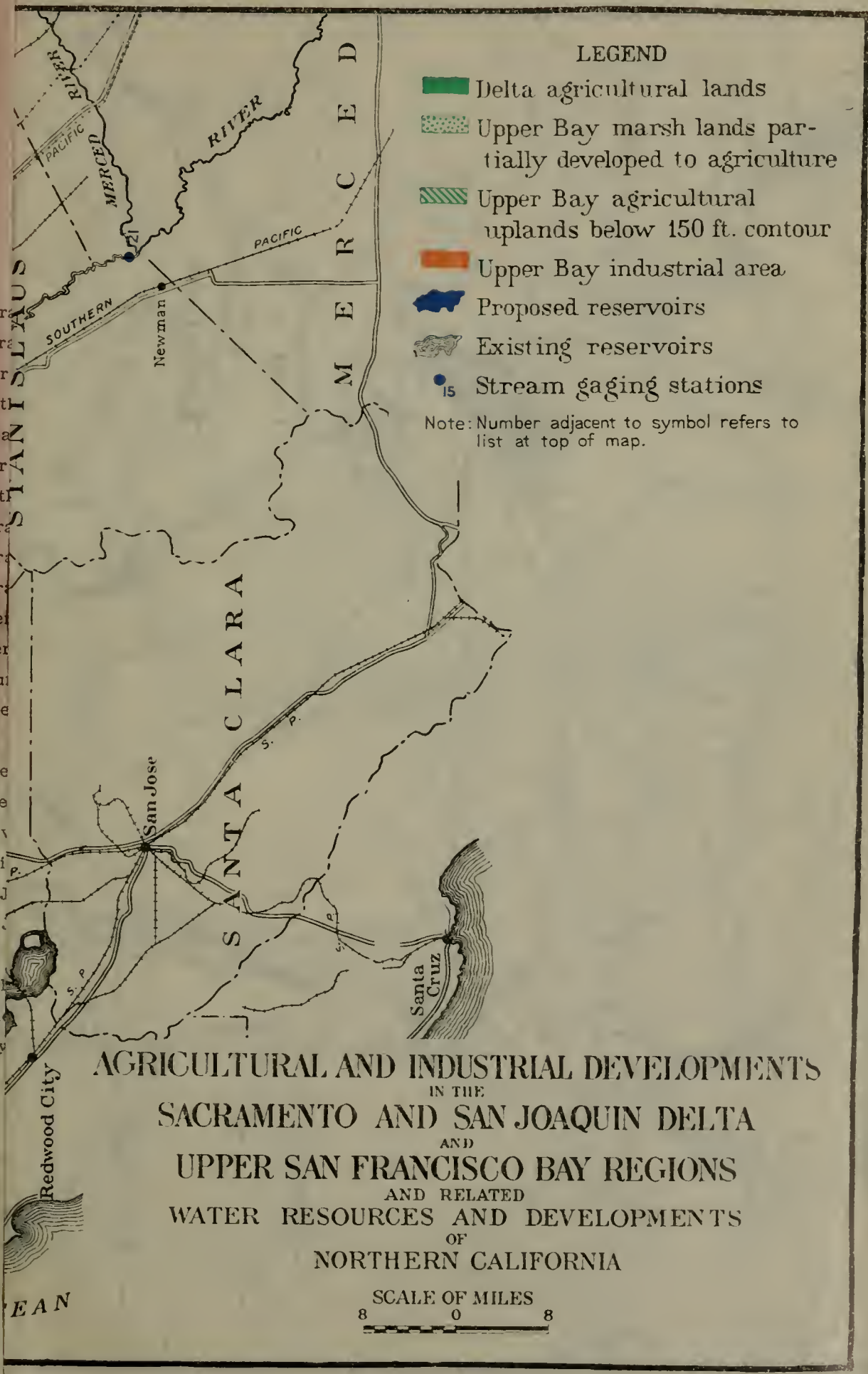
Within the delta are 421,000 acres of highly productive agricultural lands, consisting of sediment and peat soils, which have been gradually reclaimed at great cost over a period of 75 years of progressive reclamation development. At the present time probably all lands within the delta which are feasible of reclamation have been fully reclaimed and are now being farmed. In 1929, 350,000 acres of land in the delta were in crops, such as asparagus, corn, potatoes, sugar beets, beans, celery, pears, peaches, alfalfa, wheat and barley. The annual value of crops produced in the delta in 1929 is estimated to have been about \$30,000,000. The taxable wealth of the delta area is approximately \$45,000,000.

The network of channels which separate the islands in the delta is of great importance to the area. The channels not only are the source of water supply used for irrigation of crops, but they provide efficient and economical water transportation for crops, equipment, materials and supplies. In the case of some of the islands, it is the only form of transportation now available. These channels, which have an aggregate length of about 550 miles and an open water area of about 38,000 acres, are all navigable for river craft, which transport a large part of the freight handled, to and from the nearest railroad loading points, or to and from bay and river points. With the completion of the Stockton Ship Canal, now under construction, it will be possible for deep-draft ocean-going vessels to navigate as far as Stockton.

*Suisun Bay Area*—Suisun Bay, into which the Sacramento and San Joaquin rivers jointly discharge immediately west of the delta, is a relatively shallow body of water, with two main arms separated by a peninsula and close-lying islands extending out from the north shore. Its southerly arm is practically a continuation of the river, extending along the south shore for about ten miles and varying in width from one to two miles. The southerly arm includes the deeper waters and the main navigation channels. The northerly arm extends in a northeasterly direction from the lower end of Suisun Bay a distance of ten miles and spreads out at its upper end into a broad, shallow basin locally known as Grizzly Bay. The total area of open water in Suisun Bay below the mouth of the rivers is about 30,000 acres. Large quantities of silt and debris brought down by the rivers have been deposited in Suisun Bay and the gradual accumulations through the passage of time have resulted in diminishing the area and depth of the bay. Dredging operations are required from year to year to keep the navigation channels open.

Adjoining the north shore of Suisun Bay is an extensive area of marshlands aggregating 58,700 acres, consisting of numerous islands separated by a network of channels. One of these main channels, known as Montezuma Slough, extends in a circular path for about 20 miles from the upper end of the northerly arm of Suisun Bay to join the Sacramento River just below Collinsville. This channel thus forms a secondary outlet to carry the river discharge into the bay. Suisun Slough is another important channel, which meanders northerly to a dead end near the cities of Suisun and Fairfield.





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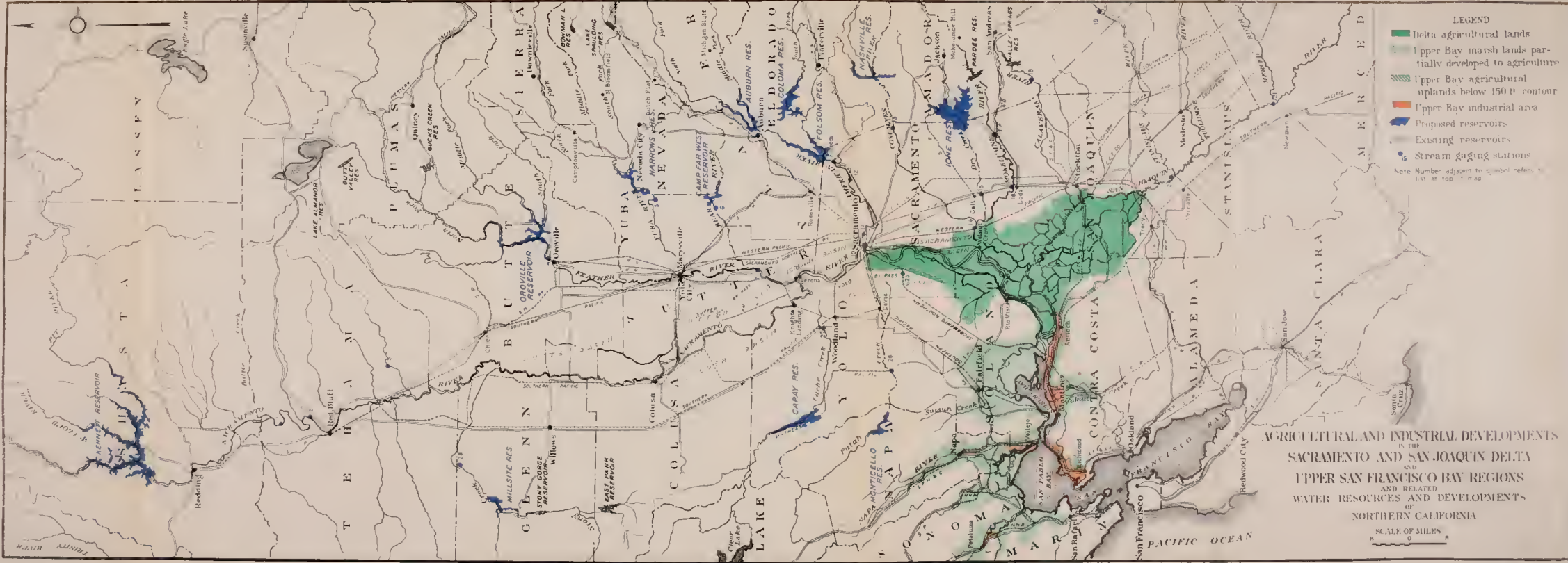
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**Major Stations**

|                   |                                  |
|-------------------|----------------------------------|
| Feather River     | at Oroville                      |
| Sacramento River  | at Knights Landing               |
| Sacramento River  | at Yuba                          |
| Sacramento River  | at Sacramento                    |
| Sacramento River  | at H. M. Bridge, near Sacramento |
| American River    | at Fair Oaks                     |
| Colusa River      | at Michigan Bar                  |
| Sutter River      | near Thornton                    |
| Yuba River        | near Galt                        |
| Sutter River      | at Woodbridge                    |
| Sutter River      | near Clements                    |
| Sutter River      | at Jenny Lind                    |
| Sutter River      | near Knights Ferry               |
| San Joaquin River | near Newman                      |
| San Joaquin River | near Vernala                     |
| By-pass           | at Lisbon                        |
| Trinity Creek     | at Winters                       |
| Stony Creek       | at Yolo                          |
| Stony Creek       | near Orland                      |

**LEGEND**

- Delta agricultural lands
- Upper Bay marsh lands partially developed to agriculture
- Upper Bay agricultural uplands below 150 ft contour
- Upper Bay industrial area
- Proposed reservoirs
- Existing reservoirs
- Stream gaging stations

Note: Number adjacent to symbol refers to list at top of page

**AGRICULTURAL AND INDUSTRIAL DEVELOPMENTS  
IN THE  
SACRAMENTO AND SAN JOAQUIN DELTA  
AND  
UPPER SAN FRANCISCO BAY REGIONS  
AND RELATED  
WATER RESOURCES AND DEVELOPMENTS  
OF  
NORTHERN CALIFORNIA**

SCALE OF MILES  
0 10 20



The marshlands north of Suisun Bay have been largely reclaimed by levees, the area within levees aggregating 44,600 acres. However, only a small portion, 5000 acres, of the leveed land is farmed at present. Agricultural development has been largely unsuccessful, due to the salt-marsh character of the soil and the brackish quality of the water supply which predominates during most of each year in the adjacent channels. The leveed lands are now occupied largely by duck hunting preserves.

North of the marshland area of Suisun Bay is an upland agricultural area, comprising hill and valley lands. Of the entire area between the border of the marshlands and the 150-foot contour, about 35 per cent is now cultivated. There is a considerable acreage of orchards and vineyards and larger areas in grain and hay. Much of the orchard area is irrigated from wells. The ground water supplies are generally limited to the valley areas of tributary local streams, and the available supply is practically all utilized on the present irrigated area.

Along the south shore of Suisun Bay, there is a large industrial development extending from Antioch to Martinez. Much of this development centers around the city of Pittsburg, situated at the lower end of New York Slough. Other large industrial plants are scattered at various locations on or near the bay shore from Pittsburg to Martinez. The low-lying marsh areas skirting the shore are for the most part unreclaimed and uncultivated. Hay and grain are grown on most of the higher bordering uplands. The upland area extending from Antioch easterly to Knightsen is largely devoted to orchards and vineyards, with some grain and hay, most of which is dry farmed.

South of Martinez, the Ygnacio and Clayton valleys open out into a broad upland area of comparatively flat land. This area is largely devoted to agriculture, including dry farming and irrigation by wells. Over one-third of the area is in orchards and vineyards and a somewhat smaller area in hay and grain and various field crops. Ground water supplies are limited in quantity and already are being overdrawn.

*Carquinez Strait Area*—Suisun Bay is joined to the next large bay to the west, San Pablo Bay, by Carquinez Strait. This is a deep channel averaging about three-quarter miles in width and about seven miles long. It extends through a narrow rift in the hills which rise steeply and abruptly from both shore lines for the greater part of its course. The area along the south shore is largely occupied by railroad and industrial developments, with the industrial city of Crockett lying near its westerly end. The area along the north shore is but little developed, except at Benicia which is situated near its easterly end, and at which the United States Arsenal is located.

*San Pablo Bay Area*—San Pablo Bay is considerably larger in size than Suisun Bay, being roughly ten miles wide by twelve miles long and having an open water area of 73,000 acres. Like Suisun Bay, it is comparatively shallow over most of its area, except for navigation channels which are maintained at desired depths by more or less constant dredging operations. The finer and lighter silts brought down by the river floods and by local streams find their way into San Pablo Bay and their deposits, under the action of tidal movement, have formed large areas of



shallow water and mud flats extending out for great distances from the shore line.

The area along the southeasterly shore of San Pablo Bay from Oleum on the north to the city of Richmond on the south includes several large industries and a few small towns. There is some agricultural development, but it is not extensive, consisting mostly of dry farming of grain and hay on the rolling hill lands. Some few small areas of truck gardens irrigated by wells are farmed in the flat valley lands of tributary streams.

North of San Pablo Bay, there is a large area of marshlands aggregating 58,600 acres. Several streams, most important of which are the Napa River, and Sonoma, Petaluma and Novato creeks, discharge their waters through channels extending through these marshlands into the bay. There are numerous connecting channels between the Napa River and Sonoma Creek, which divide the intervening marsh area into several islands. A considerable portion of this marshland area is reclaimed by levees and much of it is farmed. Of 45,400 acres of leveed land, 24,000 acres are now farmed, mostly to hay and grain. Above the marshland areas, the adjacent uplands, especially in Napa, Sonoma, Petaluma and Novato valleys, are largely devoted to agriculture including chiefly, orchards, vineyards and poultry raising. Most of the land is dry farmed and only a small area is now irrigated.

The city of Vallejo is situated at the lower end of the Napa River at the northeast corner of San Pablo Bay. Directly opposite Vallejo is located the United States Navy Yard on Mare Island. The cities of Napa and Petaluma are situated near the upper boundary of the marshland area north of San Pablo Bay. Each of these cities has several industries.

*Developments and Interests Affected by Saline Invasion*—Only a portion of the developments and interests in the upper bay and delta regions is or has been affected by saline invasion and, especially, by the change in salinity conditions during the last ten to fifteen years. These include the agricultural lands in the Sacramento-San Joaquin Delta and adjacent delta uplands, and, to a minor extent, the marshlands adjacent to Suisun Bay; and some of the industries and public water supply systems in the upper Suisun Bay area. Irrigation supplies for the delta lands and adjacent uplands are obtained from the delta channels. The greater degree and extent of saline invasion in certain years since 1917 have resulted in the curtailment of irrigation diversions for a portion of the delta and adjacent upland area. The marshlands adjacent to Suisun Bay have been affected less adversely by the greater saline invasions of recent years, because, as revealed by available historical information, fresh water was never available in the adjacent channels throughout the irrigation season as it was in the delta channels in former years. However, the period of availability of fresh water in the Suisun Bay channels has been reduced to some extent in recent years, thus curtailing irrigation on the limited area farmed, and increasing the difficulty of removing salt from the marsh soils because of the greater lack of fresh-water supplies for leaching purposes.

The industries using fresh-water supplies from the river to any large extent are mostly confined to the Antioch-Pittsburg district, although some fresh-water supplies have been obtained from the river

and bay by industries as far down as Martinez. In 1929 the industries used an average over the year of about seven million gallons per day of fresh water for boiler and process purposes by private diversions from the river. Over 80 per cent of this use was by industries in the Antioch-Pittsburg district. The industries with private diversion works have no storage facilities and hence can not obtain fresh-water supplies from the river or bay for boiler and process uses during saline invasion. Due to the greater degree and duration of saline invasion in recent years, these industries have been curtailed in their use of the river and upper bay channels as a source of fresh-water supply, and have been required to obtain more of their fresh-water supplies than in former years from other sources, entailing greater expense. Considerable supplies have been developed from local underground sources but this source of supply is limited in quantity and of doubtful dependability because of a tendency for the well waters becoming polluted with saline water infiltrating from the adjacent bay and river channels. The California-Hawaiian Sugar Refining Corporation, located at Crockett, formerly obtained a large part of its fresh-water supply by means of barges filled upstream from the plant wherever fresh water was available. Because of the increased distance of travel to obtain fresh water, due to the more extensive saline invasions of recent years, the company obtained water by barge from Marin County beginning in 1920, and more recently (1931) has completed a new private water supply system, developing underground water in the lower end of Napa Valley and piping the same to Crockett, which is expected to supply its fresh-water demands.

A large part of the water used by the industries in the upper bay region is for cooling and condensing purposes. The use of saline water for this purpose is satisfactory and little advantage would be gained if the water were fresh. Salt-resisting equipment is required to prevent abnormal corrosion but the additional cost of such equipment does not greatly increase the expense of cooling water and the cost of cooling water per 1000 gallons is relatively small.

The public water supply systems now using the river as a source of fresh-water supply include those of the city of Antioch and a public utility serving domestic and industrial consumers in upper Contra Costa County. These two public water supply systems are using an average of two to three million gallons per day from the river. Both have storage reservoirs, which are filled when the water in the river is fresh to provide a supply to meet the demands during the period of saline invasion. In former years, Pittsburg obtained its domestic and municipal supply from New York Slough, a branch of the lower river. However, this source of supply was abandoned in 1920 in favor of supplies from wells, because the quality of the water in New York Slough was unsatisfactory due to saline invasion and sewage pollution.

The remaining developments and interests in the upper bay region have not been affected thus far by saline invasion in regard to water supply, because the river and bay channels have not been used as a source of fresh-water supply. However, the studies presented in other reports\* show that the ultimate water requirements for industrial,

\* Bulletin No. 25, Report to Legislature of 1931 on State Water Plan, Division of Water Resources, 1930.

Bulletin No. 28, Economic Aspects of a Salt Water Barrier below Confluence of Sacramento and San Joaquin rivers, Division of Water Resources, 1931.



municipal and agricultural use in the upper bay region will necessitate the importation of supplies from some suitable source to supplement the local water resources which are capable of economic development. The nearest source of supply would be the lower Sacramento and San Joaquin rivers. The studies of water supply, yield and demand in the operation of the initial and ultimate developments of the State Water Plan show that most of the water supply required to be imported to the upper San Francisco Bay region could be furnished from this source. Therefore, the industrial, municipal and agricultural developments adjacent to Suisun and San Pablo bays are directly interested in the investigation of salinity, and particularly in the determination of a means of controlling saline invasion in such a way that water supplies now available or hereafter made available in the lower Sacramento and San Joaquin rivers would be maintained fresh at all times for diversion to supply the future needs of the upper bay region.

#### Previous Investigations.

The first investigations of salinity by the State were made in the fall of 1916 when a preliminary study and a few samples and analyses of the water were made by the State Water Commission. At this time, the potential seriousness of the salinity problem began to be recognized. Again in 1918 and 1919 some samples and analyses of the water at Antioch were made by the State Board of Health and the State Water Commission. However, the investigation of salinity in the upper bay and delta channels was not started on any extensive scale until 1920. The dry years of 1917 to 1919, combined with increased upstream irrigation diversions, especially for rice culture in the Sacramento Valley, had already given rise to invasions of salinity into the upper bay and lower delta channels of greater extent and magnitude than had ever been known before. At the beginning of 1920, it was evident that another dry year was impending which might result in serious water shortage and a possibly greater saline invasion. Accordingly, in February 1920, the State Water Commission and the State Engineer in cooperation with an organization of the delta land owners, designated the River Lands Association, arranged a cooperative program for a detailed investigation of the salinity conditions. Funds were provided partly by the State and partly by the River Lands Association. The State Water Commission furnished most of the personnel and equipment. Actual field work was started on May 25, 1920. Salinity observation stations, 28 in number, were established at various points in the delta channels and a regular schedule initiated for sampling of water. The samples were tested for salinity in terms of chlorine content by standard titration methods. The water samples were generally taken about every two days at about the time of high tide. In addition to these regular observation stations, a few special surveys were made to determine the variation of salinity through a tidal cycle and also the variation with depth, but these were not extensive enough to come to any definite conclusions. However, it was discovered that the highest degree of salinity usually occurred about one and one-half to two hours following high-high tide and the minimum salinity about the same time after low-low tide. In addition to the investigations made by the State in 1920, a large amount of additional investigational work was done by



engineers employed by the plaintiffs and defendants in the "Antioch" suit.

*The Antioch Suit*—The "Antioch" suit was the direct result of the impending water shortage of 1920 and the menace to the delta interests of a serious saline invasion. It was preceded by a series of meetings and discussions among the water users of the upper valley and the delta, which failed to reach any agreement as to the conflicting claims for water. The suit, filed on July 2, 1920, was instituted by the city of Antioch under claim of riparian right against the upper irrigation appropriators of the Sacramento Valley, seeking to enjoin their diversions of water. The hearing upon the plaintiff's application for a temporary injunction was started on July 26, 1920, in the Superior Court of Alameda County before Judge A. F. St. Sure, and continued over a period of about three months. The temporary injunction was granted and the defendants appealed from the order therefor and secured its reversal by the Supreme Court. In its decision, the Supreme Court held that Antioch did not have a riparian right to the use of water within the corporate limits of the city but that its rights in the San Joaquin River were those of a diverter and user of water thereof for beneficial purposes and nothing more. It further held that an appropriator or diverter of fresh water from a stream at a point near its outlet to the sea does not, by such appropriation, acquire the right to insist that subsequent appropriators above should leave enough water flowing in the stream to hold the salt water of the incoming tides below his point of diversion.

The actual outcome of the suit and the final decision rendered is not of very great importance to this study, although, at the time, it was considered a great victory for the upper irrigationists and equally a great loss to the city of Antioch, and more particularly to the delta land owners who were in fact the real force behind the initiation and prosecution of the suit. Of greatest importance to the State and all of the interests involved and affected by the salinity conditions is the fact that the filing and prosecution of the Antioch suit forceably called to the attention of the public the seriousness of the salinity problem confronting the upper bay and delta interests. It became evident to all concerned, and especially to the State authorities, that it was necessary and essential that a complete investigation be made of the salinity conditions with the object of finally determining, if possible, remedial measures to control the invasion of salinity. It was realized that it probably would be necessary to continue the gathering of data for several years before there would be sufficient information for a detailed study.

*Investigations During Period 1921 to 1929*—Following 1920, the investigations of salinity were carried on under the State Water Commission and its successor, the Division of Water Rights, in much the same manner as during 1920. Regular salinity observation stations were maintained and samples taken at regular intervals in accordance with a prearranged schedule. The samples were taken only during the summer and fall months when salinity of magnitude was present in the delta channels. Prior to 1923, the testing of the salinity samples was done by a specially employed chemist in the office of the State Division

of Water Rights (formerly the State Water Commission). Beginning with 1923, however, all testing of salinity samples was done by the chemist in the State Highway Testing Laboratory. The years 1921, 1922 and 1923 were fairly normal run-off years and the salinity conditions and extent of saline invasion were not anywhere near as severe as in 1920. However, in the year 1924, following one of the driest seasons of precipitation and run-off on record in California in the last sixty years, the number of observation stations was greatly increased in order to cover in detail the greatly increased area in the delta into which saline water advanced during the summer and fall of that year. Regular salinity samples were being taken at 32 stations by the middle of August.

Beginning with the 1924 season, the salinity investigations were handled by the Sacramento-San Joaquin Water Supervisor. This office of water supervisor was created in 1924 as a result of a series of conferences, beginning in 1923 and participated in by representatives of the delta and the upper irrigationists and business men of the Sacramento Valley, which culminated in the Sacramento River Problems Conference held on January 25 and 26, 1924. This meeting was called by the State Division of Water Rights in cooperation with the Sacramento Chamber of Commerce. As a result of this first Sacramento River Problems Conference, a permanent committee was created, called the "Sacramento River Problems Committee," which has functioned up to the present time. In realizing the impending serious water shortage in 1924, this permanent committee arranged a contract with the State Division of Water Rights whereby the division agreed to carry on necessary work of supervision and collection of records through the agency of a water supervisor. Necessary funds to carry out the program, including detailed measurements of stream flow and diversions, were raised by the committee through voluntary subscription.

In addition to the detailed measurements of stream flow and diversions, the Sacramento-San Joaquin Water Supervisor has been directly in charge of all field work on salinity investigations since 1924. Salinity bulletins giving the detailed records of salinity in the delta have been sent out at periodic intervals during each season to the delta land owners and the information has been of material assistance to them in planning and carrying out their irrigation and agricultural operations. Beginning with 1926, regular salinity observation stations were established at points in Suisun and San Pablo bays and, at the same time, seven of the lower stations were maintained throughout the year. This enlargement of the territory covered by the salinity observations has furnished data of great value in carrying out the present studies. The detailed records of salinity and stream flow and measurements of use of water in the delta, which were gathered from 1924 to 1929, inclusive, comprise the more important physical data for the studies and analyses upon which the present study and report are based.

#### Scope of 1929 Investigation.

The salinity investigation which was programmed and carried out during the season of 1929 has been by far the most comprehensive and intensive in its scope of any of the preceding years' investiga-



tions. The adopted program was designed with the purpose of obtaining all necessary information and data required for the completion of a study and analysis of the variation and control of salinity in the delta and upper bay channels. The scope of the investigation is shown on Plate III, "Sacramento-San Joaquin Delta and Upper San Francisco Bay Region, Showing Main Features of Salinity Investigations." The locations of all stations for regular salinity observations, special salinity surveys and stream gaging, and tide gages are shown on this plate.

The field work and office studies were actually started in May, 1929. Seventy-six (76) regular salinity observation stations were established and maintained throughout the season. Samples of the water at these stations were taken regularly at four day intervals about one and one-half hours after high tide and immediately below the water surface, designated as the surface zone. In practically all cases, local observers were appointed to take the actual samples which were mailed in special bottles and containers to the testing laboratory of the State Division of Highways in Sacramento, where they were analyzed. Observers were instructed to take samples if possible about one and one-half hours after high-high tide, but where impossible or impractical, they were instructed to take the samples at about one and one-half hours after low-high tide. Each observer was furnished with a schedule showing the exact time at which samples were to be taken. The actual time of taking samples was reported by each observer on a tag on the sample bottle sent in. At 22 of these stations, samples were taken for both high-high and low-high tides during a period of four months, and at Antioch, samples for both low-high and high-high tides were taken throughout the season. During periods of variable stream flow into the delta such as occurred in June and again in December, 1929, daily samples were taken throughout the variable flow period at all stations which were affected by the changing flow conditions.

In addition to regular salinity observation stations maintained at points in the bay and delta channels, sampling stations were established on six of the islands for the purpose of determining the salinity of the drainage water discharged from the islands during the season, as compared to the salinity of water in the adjacent channels. Samples were taken of this drainage water at seven stations at four day intervals, generally at the same time that the samples of the water in the adjacent channels were taken at the nearest stations.

Two types of special salinity surveys were made, including "tidal cycle" and "river cross section" salinity surveys. The tidal cycle salinity surveys involved the taking of samples at hourly intervals over a tidal cycle period of about 25 hours, samples being taken at depth intervals of five to ten feet from the surface zone to the stream bed. These tidal cycle salinity surveys were made at several different stations selected in the delta and bay and scheduled to include all variations of salinity, tidal and channel conditions. Each survey included the taking and analysis of from 90 to 317 samples. In all, this type of survey was made at 14 different stations with 90 surveys completed. The purpose of these surveys was to determine the variation of salinity at different depths with the rise and fall of the tide.

The second type of special surveys, designated as "river cross section" salinity surveys, comprised the taking of samples at various intervals of width and depth throughout a complete channel cross section. Two channel cross sections were selected, one in the San Joaquin River opposite Antioch and one on the Sacramento River directly north of the section on the San Joaquin River. Samples were taken for the most part immediately after high-high tide, but some surveys were taken immediately after low-low tide or other tidal phases. The purpose of these surveys was to determine the lateral variation of salinity through a channel cross section. About 70 samples were taken and analyzed for each survey. In all, 33 separate surveys of this type were made.

A series of more intensive measurements also were carried out at these two river cross sections, which included the taking of water samples and coincident measurements of tidal velocity at hourly intervals throughout a complete tidal cycle period of about 25 hours and at depth intervals of from five to ten feet from surface to bottom, at each of three stations located at fixed points on each of these river sections. These were by far the most complete special salinity surveys attempted, the data obtained showing the related variation of tidal velocity and salinity throughout a complete tidal cycle for an entire river cross section.

All water samples obtained at the regular salinity observation stations and the special salinity surveys were analyzed at the State Division of Highway's testing laboratory in Sacramento. Samples were analyzed for chlorine content, salinity of the water, or degree of salinity, being expressed in number of parts (by weight) of chlorine per 100,000 parts (by volume). The method of analysis used by the State Chemist is known as the Mohr method, which is the more usual standard for analysis of chlorine in water, being rapid and accurate. The method is a so-called "titration" operation, making use of a silver nitrate solution standardized with a known strength of sodium chloride solution, and a potassium chromate solution as an indicator. Silver nitrate of a known strength is added to a sample of the water, to which potassium chromate solution has been added previously, until the color of the chromate changes to a standard color indicating that the reaction is completed. The volume of silver nitrate added as related to the volume of the sample then gives the number of parts of chlorine present. With an experienced chemist, the method is considered to be one of the most accurate of chemical determinations. A more detailed description of the methods used in the laboratory is included in Appendix B of this report.

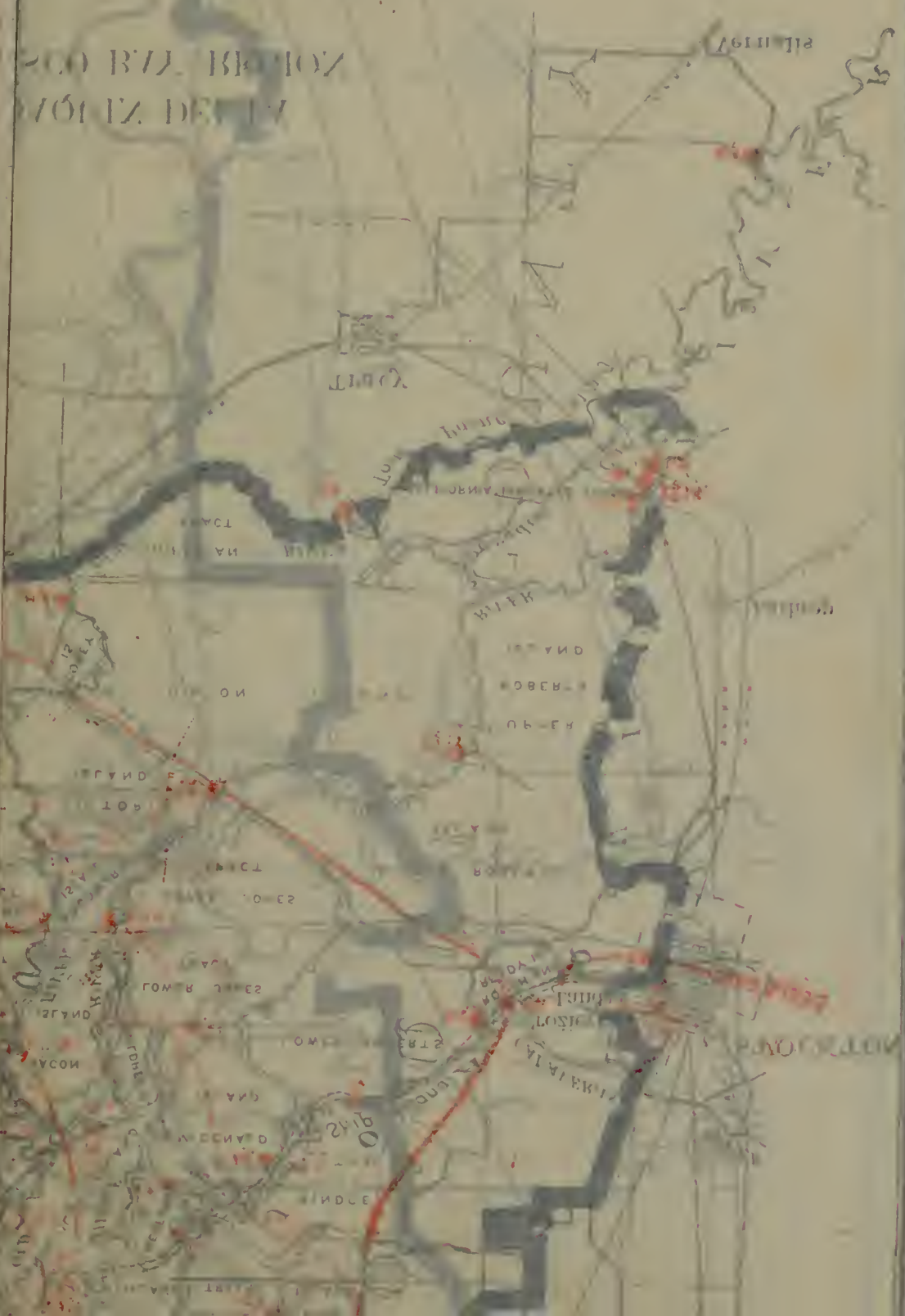
In addition to the chlorine determinations made on the standard samples, a series of complete chemical analyses of water sampled at different points in the bay and delta channels during different times of the season were made. These complete analyses included the determination of total solids, chlorides, sulphates, carbonates, bicarbonates, sodium, magnesium, lime, silica, iron and alumina and total hardness. The purpose of these complete chemical determinations was to find out if possible the character and source of the salinity and hardness of the water.

An important part of the 1929 field work on salinity investigations was the measurement of flow in the branch channels of the Sacramento



LOCATIONS  
OF

COBALT REFINERY  
AND OTHERS



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An important part of the 1929 field work on salinity investigations was the measurement of flow in the branch channels of the Sacramento



REGULAR SALINITY STATIONS

- 1 Point Orient
- 2 Grand View
- 3 Lakeville
- 4 Petaluma
- 5 Sonoma Creek Bridge
- 6 McGill
- 7 Morano
- 8 Vallejo
- 9 Cuttings Wharf
- 10 Napa
- 11 Point Loma
- 12 Carquinez Light Station
- 13 Crockett
- 14 Bulls Head Point
- 15 Bay Point
- 16 Spring Club
- 17 Inness Ferry
- 18 S & A Ferry
- 19 S & A Bridge
- 20 Collinsville
- 21 Mayberry (Prior to Oct. 1929)
- 22 Mayberry
- 23 Emmaton
- 24 Three Mile Slough Bridge
- 25 Three Mile Slough Ferry
- 26 Rio Vista Bridge
- 27 Junction Point
- 28 Ryer Island Ferry
- 29 Liberty Ferry
- 30 Jones Landing
- 31 Cache Slough
- 32 Grand Island (Steamboat Slough)
- 33a Grand Island Drain Steamboat Slough
- 32 Walker Landing
- 34 Howard Ferry
- 35 Island Home
- 36 Sutter Slough
- 37 Little Holland Ferry
- 38 Little Holland Bridge
- 39 Ryde
- 40 Walnut Grove
- 41 Grand Island Bridge
- 42 Sutterville Bridge
- 43 Hood Ferry
- 44 Freeport Ferry
- 45 Sacramento
- 46 Verona
- 47 Antioch
- 48 Curtis Landing
- 49 Sherman Island Ferry
- 50 Jersey
- 51a Jersey Drain
- 50 Blylock Landing
- 51 Twonell Island Pump
- 52 Webb Point
- 53 Central Landing, Bouldin Island
- 53a Central Landing, Main
- 54 Camp 2, Tyler Island
- 55 Southwest Point, Staten Island
- 56 Camp 7, Staten Island
- 57 Tyler Island Ferry
- 58 Camp 11, Staten Island
- 58a Camp 11, Staten Island Drain
- 59 Eagle Tree
- 60 New Hope Bridge
- 61 Camp 20, Staten Island
- 62 Camp 24, Staten Island
- 63 Camp 25, Staten Island
- 64 Camp 29, Staten Island
- 65 Camp 33, Staten Island
- 66 Camp 35, Staten Island
- 66a Camp 35, Staten Island Drain
- 67 Camp 31, Kings Island
- 68 Sing Kee Landing
- 69 Webb Pump
- 70 Bikes Landing, Vene Island
- 71 Quimby Pump
- 72 Ward Landing
- 73 McLeod Island Pump
- 74 McDonald Pump
- 74a McDonald Drain
- 75 Rindge Pump
- 76 Mandeville Pump
- 76a Mandeville Drain
- 76b Bacon Island Drain
- 77 Holland Pump
- 78 Palm Tract
- 79 Urwood Bridge
- 80 Middle River, Post Office
- 80a Middle River, Main
- 81 East Contra Costa Irrigation District
- 82 Mansion House
- 83 Zuckerman Pump
- 84 Wakefield Landing
- 85 Stockton Country Club
- 86 Stockton
- 87 Williams Bridge
- 88 Drexler Bridge
- 89 Clifton Court Ferry
- 90 Whitehall
- 91 Mossdale, Highway Bridge
- 92 Western Pacific Railroad Bridge
- 93 Lucham Ferry Bridge

SPECIAL TIDAL CYCLE-DEPTH SALINITY STATIONS

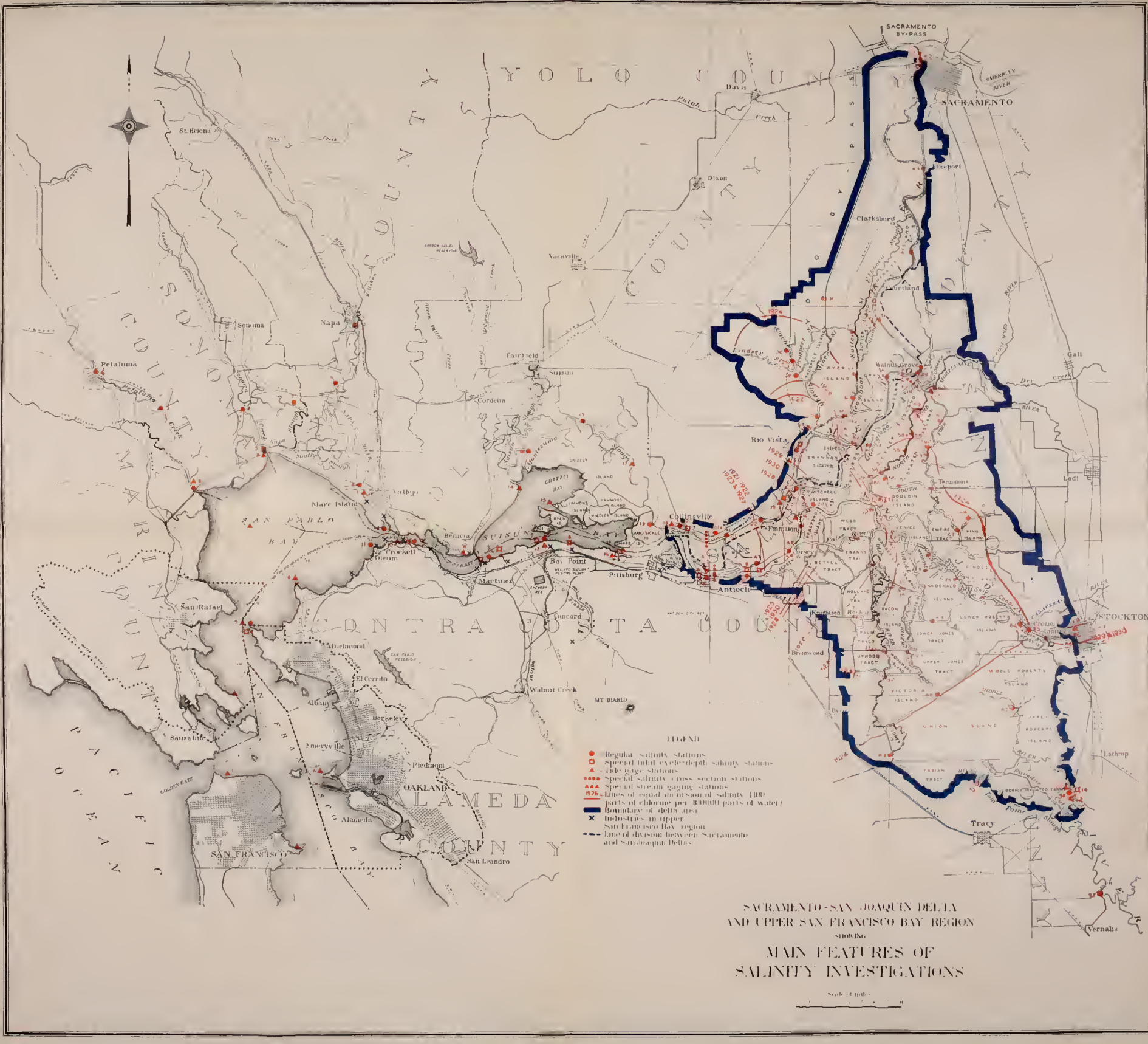
- 1 Point Orient
- 2 Crockett
- 3 Bulls Head Point
- 4 Avon
- 5 Bay Point
- 6 Nicholls (General Chemical Co. Wharf)
- 7 Collinsville
- 8 Antioch
- 9 Antioch Bridge
- 10 Rio Vista Bridge
- 11 Sacramento (H Street Bridge)
- 12 Curtis Landing
- 13 Central Landing, Bouldin Island
- 14 Mossdale Highway Bridge

SPECIAL STREAM GAGING STATIONS

- 1 Sutter Slough
- 2 Steamboat Slough
- 3 Sacramento River Below Georgiana Slough
- 4 Georgiana Slough
- 5 Three Mile Slough

TIDE GAGE STATIONS

- 1 Freshville
- 2 Hunters Point
- 3 Point Bluff
- 4 Oakland Mole
- 5 Point Orient
- 6 Pinole Point
- 7 Beacon No. 2
- 8 Sonoma Creek
- 9 Petaluma Creek
- 10 Crockett
- 11 Mare Island
- 12 Benicia
- 13 Bay Point
- 14 Suisun Light
- 15 Point Buckley
- 16 Mullard Slough
- 17 Mills Landing
- 18 Collinsville
- 19 Three Mile Slough, Sacramento River End
- 20 Rio Vista
- 21 Walnut Grove
- 22 Sacramento
- 23 Antioch
- 24 Three Mile Slough, San Joaquin River End
- 25 Venice Island
- 26 Georgiana Slough
- 27 East Contra Costa County Irr. District
- 28 New Hope Bridge
- 29 Stockton
- 30 Mossdale S. P. R. R. Bridge



SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY REGION SHOWING MAIN FEATURES OF SALINITY INVESTIGATIONS

Scale of miles  
0 1 2 3 4 5

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River below Sacramento, including the interconnecting channels between the Sacramento and the San Joaquin rivers, for the purpose of determining the effect of the distribution of flow in these channels on the extent and degree of saline invasion in different parts of the delta. Measurements were made of the flow in Sutter, Steamboat, Georgiana and Three-Mile sloughs and of the Sacramento River below the upper mouth of Georgiana Slough immediately down stream from Walnut Grove. All measurements were made by current meter, with standard methods and equipment employed. Because of the fact that the rate of flow in these channels during the period of low stream flow is not uniform but varies with the rise and fall of the tide, each complete measurement comprised stream gagings at one-hour intervals throughout a complete tidal cycle period of about 25 hours. However, except for the multiplicity of gagings required, the measurements were of the usual standard type of stream gaging operations by current meter.

For the purpose of obtaining comprehensive data on tidal action in the bay and delta channels and determining the effect of tidal action on the variation of salinity, automatic tide gages were established at strategic points in the bay and delta channels. Ten automatic tide gages were already in operation at points in the delta, four by the U. S. Army Engineers, four by the State and two by private agencies. A tide gage was also in operation at the Mare Island Navy Yard and likewise the basic tide gage of San Francisco Bay, maintained by the U. S. Coast and Geodetic Survey at the Presidio near the Golden Gate. Six new tide gages were installed by the State in 1929 and fifteen by the State and U. S. Army Engineers in 1930. All of these tide gages were connected together by precise lines of levels to tie them in to the same datum. In making these level surveys, the U. S. Geological Survey cooperated in running precise level lines from San Francisco to the upper bay region, thus for the first time accurately tying together the level datums from the lower end to the upper end of San Francisco Bay and the delta area. With this system of precise levels connecting all automatic tide gages, it was possible to reduce the tide gage records to the same datum and thus obtain the instantaneous relation of the elevation of the water at all points in the tidal basin.

Measurements of stream flow into the delta from the Sacramento and San Joaquin rivers and their tributaries were continued during the 1929 season as in previous years to determine the source and amount of daily inflow into the delta. Gaging stations were maintained at points on or near the rim of the delta for all streams.

The comprehensive experiments on consumptive use of water in the delta, which have been in progress in cooperation between the State and the U. S. Department of Agriculture since 1924, were virtually brought to completion. These experimental measurements have been directed to a determination of the consumptive use of water for all of the important crops grown in the delta and also for natural vegetation and evaporation. In order to obtain data on consumptive use, it was found necessary to measure the water used by means of tanks specially constructed for the purpose. The details of these several years of experiments are described in another report\* and will be further amplified in subsequent reports.

\* Bulletin No. 23, Report of Sacramento-San Joaquin Water Supervisor for the period 1924-1928, Division of Water Resources, 1930.

During 1929 from May until the end of the year, over 20,000 water samples were taken and analyzed for salinity. Of these about 5000 samples were taken and analyzed from the regular salinity observation stations and over 15,000 for the special salinity surveys. The compilation and analysis of the large amount of data gathered during 1929 and in previous years have presented a task of no small magnitude. Inasmuch as the study of this salinity problem has involved a field of research in which little if any investigations have previously been made that would assist in the present investigation, the studies have often required a multiplicity of trial analyses before the final procedure as to proper method of analysis was determined.

The results of the investigation of the variation and control of salinity in the Sacramento-San Joaquin Delta and upper San Francisco Bay are briefly summarized in the remaining portion of this Chapter. The detailed presentation of the studies and analyses with graphs and tables in Chapters II to V, inclusive, is essential to a full understanding of the basic relations and conclusions derived from the investigation, and should be consulted for complete information.

#### **Salinity Conditions.**

Although actual records of salinity in the upper bay and delta channels are of rather recent date, there is considerable general historical information as to salinity conditions. As early as 1775, a Spanish expedition under command of Don Juan Manuel de Ayola reported saline water in the upper part of Suisun Bay in the summer of that year. In the summer of 1841, the expedition under Commander Ringgold reported the presence of saline water in the San Joaquin River near Antioch. The early settlers on the Suisun Bay marshlands were familiar with the fact that saline water invaded Suisun Bay each year, usually to the upper end thereof. Several of the early residents of the town of Antioch have stated that saline water invaded the lower channels of the delta during many years, as early as the sixties and seventies, to such a degree that the water at Antioch was unsuitable for domestic consumption. A more recent source of information as to salinity conditions is available from the records of water barge travel of the California-Hawaiian Sugar Refining Corporation. This company, whose plant is located at Crockett, has obtained most of its fresh-water supply from 1908 up to the present time (1931) by hauling the same in barges which were filled at points upstream where fresh water was found. The record of the distance traveled above Crockett thus furnishes information as to the dividing line between saline and fresh water throughout this period. The record shows that saline water extended into the lower channels of the delta in varying degree during a period of three to nine months in most every year from 1908 to 1920. Based upon this historical information, it is evident that the invasion of saline water into Suisun Bay with some salinity reaching as far upstream as the lower end of the delta is a natural phenomenon which occurred prior to the time of extensive developments of reclamation, irrigation, and storage works on and bordering the Sacramento and San Joaquin rivers.

The salinity conditions in the upper bay and delta channels during any season are characterized by marked cyclic variations. The maximum retreat of salinity and the farthest downstream advance of fresh



water occurs during the flood season of winter and spring. As the stream flow gradually decreases with the approach of summer, saline water gradually advances upstream until the maximum extent of advance and degree of salinity is reached in late summer. After the maximum salinity for the season is reached, it gradually decreases at all points and retreats downstream until it again reaches a point of maximum retreat during the following flood season of winter and spring. Based on the records from 1920 to 1929, saline water generally starts to advance into the channels at the lower end of the delta in the latter part of June, but varying from early May to the latter part of July. The period of saline invasion into the delta channels generally extends from this time until November or December, when the first winter freshets of magnitude occur. During the remaining portion of the year, the water in the entire delta is fresh. Saline water advances into Suisun Bay at a much earlier date and remains during a longer portion of the year. However, in many years, the water of Suisun Bay becomes entirely fresh for a certain period during the winter and spring months. In some years of heavy floods, fresh water extends down into San Pablo Bay for limited intervals of time. In most every year, the salinity of water in Suisun and San Pablo bays is greatly reduced during the winter and spring season. However, under present conditions, during the greater portion of each year, the water of San Pablo Bay has a saline content approaching that of ocean water, while the water in most of Suisun Bay reaches a salinity usually averaging 50 per cent or more of that contained in ocean water.

The salinity conditions in the tidal channels of the Napa River and Suisun and Petaluma creeks are quite similar to those in the channels of upper Suisun Bay and the lower delta. The same type of cyclic variations of salinity occur, characterized by the advance of salinity upstream in the channels starting in the late spring and extending throughout the summer and fall months, and the retreat of salinity downstream with the saline water replaced by fresh water during the winter and spring months.

During certain years of the thirteen-year period, 1917 to 1929, the extent of saline invasion into the Sacramento-San Joaquin Delta has been greater than ever before known to have occurred. In 1924, the waters in the channels of about 50 per cent of the delta area had a salinity content, at the time of maximum extent of invasion, in excess of 100 parts of chlorine per 100,000 parts of water (based upon samples taken in the surface zone usually after high-high tide), or a greater salinity than has been assumed suitable for irrigation use in the delta. In 1920 and 1926, about one-fifth of the delta was similarly affected. In the remaining years of this period, the extent of invasion was not serious, only 3 to 9 per cent of the delta area being similarly affected.\*

\* Since the preparation of this report, the extremely dry season of 1930-31 has occurred, which resulted in an unprecedented saline invasion into the delta. At the time of its maximum extent, about 70 per cent of the delta had salinity in excess of 100 parts of chlorine per 100,000 parts of water. The saline invasion started into the delta in early April and gradually advanced upstream as far as Courtland on the Sacramento River, above Stockton on the San Joaquin River, above Williams Bridge on Middle River and above Clifton Court Ferry on Old River. The detailed records of salinity for 1931 are tabulated in Appendix C. The saline invasion in 1931 has been far more serious in its magnitude and affect than in any previous year of record. Irrigation diversions were curtailed on a much larger area of delta and for a much longer period of time than in any previous year. The extent of invasion in 1931 is shown on Plate LXXXII.

Based upon records obtained on six typical islands in the delta during 1929, it appears in general that the salinity of drainage water pumped from the islands averages about the same amount as the salinity of water in the adjacent channels during the irrigation season, but becomes somewhat greater on some of the islands during the winter and spring months. In the lower delta where the channels are usually invaded annually with saline water to such an extent that irrigation diversions are discontinued, the salinity of drainage water appears to remain about the same throughout the period of saline invasion as the amount present at the time irrigation diversions ceased, and is apparently unaffected by the presence of large amounts of salinity in the adjacent channels surrounding the islands. The period of invasion of salinity of high degree does not appear to have been long enough, up to 1930, to have caused an increase of salinity in the interior ground water.

#### **Basic Factors Governing Salinity Conditions.**

The basic factors governing the extent of saline invasion and retreat and the rate of advance and retreat of salinity are stream flow into the delta and tidal action. The effect of stream flow into the delta is modified by the consumption of water in the delta by crops, vegetation and evaporation. The variation of salinity is the direct result of the relative magnitude of the opposing forces of tidal action and stream flow.

*Stream Flow*—There are wide variations in the stream flow into the delta as to total amount from season to season, and as to the flow from month to month and day to day in any particular season and for different seasons. The total seasonal stream flow into the delta from the combined Sacramento and San Joaquin River systems averages a little over 31,000,000 acre-feet for the 58-year period, 1871 to 1929, inclusive, and practically the same amount for the forty-year period, 1889 to 1929, inclusive. The corresponding averages for the twenty, ten and five-year periods, to and including 1929 are considerably less, being about 24,000,000 acre-feet for the twenty-year period and about 19,000,000 acre-feet for the ten and five-year periods. The total seasonal stream flow into the delta has varied from a minimum of 18 per cent to a maximum of 261 per cent of the 58-year mean.

Prior to 1917 there was a preponderance of wet years with more than average total seasonal stream flow. Since 1917, however, there has been a preponderance of dry years of less than average total seasonal stream flow. This period includes the driest season of record up to 1930, namely, 1923-24, when the total seasonal flow into the delta was but 18 per cent of the 58-year mean. During the twelve-year period, 1917 to 1929, inclusive, there have been but two seasons of normal stream flow, and, of the balance, there were five seasons with a total seasonal stream flow into the delta of 50 per cent or less of the 58-year mean.

Most of the stream flow occurs during the period January to June, in the winter and spring months, during which over 80 per cent of the total seasonal stream flow occurs on the average. During the five or six summer and fall months, only 10 to 20 per cent of the total



seasonal stream flow occurs. Thus, the available stream flow into the delta is a minimum during the period when consumption of water in the delta is a maximum. The variations in daily stream flow into the delta are even more marked. During the period 1919 to 1929, the combined flow of the Sacramento and San Joaquin rivers into the delta has varied from a minimum of about 700 second-feet in August, 1920, to a maximum of 353,000 second-feet in March, 1928. As far as known, this minimum combined flow in August, 1920, is the smallest amount that has ever occurred up to 1930.\* It was supplied about equally from the Sacramento and San Joaquin rivers. On the other hand, the maximum daily stream flow into the delta probably has been greater in past years and it is estimated that it might reach a rate of between 700,000 and 800,000 second-feet under future maximum flood conditions. The greater portion of the stream flow into the delta usually comes from the Sacramento River. Hence, under present conditions, the delta is dependent to large extent on the Sacramento River for its irrigation supply.

The stream flow into the delta has been considerably modified, especially in recent years, by irrigation and storage developments on the Sacramento and San Joaquin River systems above the delta. The direct diversions by upstream irrigation developments have resulted in reducing the flow into the delta during the irrigation season. Where storage developments have been made for irrigation purposes, the regimen of stream flow has been modified by their operation in other months of the year as well as the irrigation season. In addition, the operation of storage reservoirs constructed for hydroelectric developments have considerably modified the regimen of stream flow into the delta, although usually in themselves resulting in no material reduction in total flow.

Up to the present time, irrigation has had by far the greatest effect upon the inflow into the delta. From 1910 to 1929, the area irrigated from the combined river systems increased at the rate of over 36,000 acres annually, reaching a total of about 1,317,000 acres in 1929. The growth during the five-year period, 1915 to 1920, was much more rapid, amounting to about 67,000 acres annually, chiefly as a reflection of the development of rice culture in the Sacramento Valley. From 1910 to 1929, the gross annual irrigation diversions increased from less than 3,000,000 to over 5,000,000 acre-feet with an increase of over 1,000,000 acre-feet in the five-year period from 1915 to 1920. These irrigation diversions are chiefly in the period April to October and reach a maximum rate in midsummer when, at the same time, the stream flow naturally available is a minimum. Not all of the water diverted for irrigation is actually consumed by the crops and it is estimated that 35 to 40 per cent or more of the gross diversions is returned to the streams below the irrigated area. However, the return flow is delayed and it is estimated that 75 per cent or less of the total return flow actually becomes available during the irrigation season.

\* Since the preparation of this report, the extremely dry season of 1930-31 has occurred, resulting in an unprecedented minimum flow into the delta of less than 500 second-feet from the combined river systems. During a period of about two weeks, there was practically no inflow into the delta from the Sacramento River passing Sacramento, and the only water coming into the delta during this time was return flow from the San Joaquin River and water released from reservoirs on the Mokelumne River.

Storage developments on the Sacramento and San Joaquin River systems have increased from about 350,000 acre-feet total capacity in 1910 to over 4,000,000 acre-feet in 1929. Nearly 3,000,000 acre-feet of this total has come into operation since 1920. Most of the water released from storage, whether primarily for power or irrigation, is used for irrigation during the irrigation season before reaching the delta.

Based upon a study of the combined effect of irrigation diversions and storage operations, taking into account the amount of return water from irrigation, and the period, amount and use of reservoir releases, it is estimated that the stream flow into the delta has been substantially reduced below that which would have naturally occurred in most months of the year, with the possible exception of some of the late fall or early winter months. In this latter period, in some years, the amount of return flow combined with power releases appear to have resulted in actually increasing the flow above that which would have naturally occurred. The reduction of stream flow into the delta, especially during late spring and summer, resulting from these upstream developments, has had a substantial effect in decreasing the force exerted by stream flow against saline invasion, as compared to that which would have prevailed under conditions of natural stream flow before the large increases in diversions and storage of the last 10 or 15 years. This large increase in irrigation and storage developments has been coincident with a period of subnormal precipitation and naturally reduced stream flow, and hence, in the drier years, its proportional effect on the extent and degree of saline invasion has been large.

*Consumptive Use of Water in Delta*—Based upon observations and experiments for six years as described in Chapter II, the present consumptive use of water in the delta by crops, vegetation and evaporation is estimated to vary from a minimum of about 800 acre-feet per day or 400 second-feet (in midwinter) to a maximum of about 7400 acre-feet per day or 3700 second-feet at the peak of the irrigation season (in midsummer). The estimated total annual consumption on the gross area of the delta of about 488,000 acres amounts to 2.6 acre-feet per acre. The estimated total seasonal consumption on 321,800 acres of irrigated crops alone amounts to 2.1 acre-feet per acre. During several years in the period 1920 to 1929, the inflow into the delta during the summer months has been insufficient to take care of the consumptive requirements. The shortages in supply occurred during periods of one to three months in five years out of ten. These same years have also witnessed the invasions of salinity of greatest degree and extent.

*Tidal Action*—Tidal action in any tidal basin is evidenced by the rise and fall of the water level and the tidal currents induced by the movement of water into and out of the basin. On the Pacific Coast the tide generally rises and falls twice during a lunar day of 24 to 25 hours, resulting in the occurrence of two high and two low phases of water level. The level actually reached by the high and low tidal phases varies considerably from day to day, and on the same day as well. There are generally two high phases of the tide each day, designated as high-high and low-high tide, and two low phases designated as low-low and high-low tide. The difference in level or the range of the tide between the successive phases thereof varies widely as between different



phases on the same day and as between the same successive phases on different days. The mean, average, and maximum ranges of the tide are generally greatest at the lower end of the bay near the Golden Gate, and gradually decrease to minimum amounts at the upstream limits of tidal action in the basin. There is also considerable variation in the average water level or mean tide from day to day during the year and for different years.

The tidal basin of San Francisco Bay has a total area at mean water surface level of about 500 square miles, with a total volume between the limits of maximum tidal range of about 3,000,000 acre-feet. The volume of that portion of the tidal basin in the Sacramento-San Joaquin Delta between the maximum limits of tidal range amounts only to about 250,000 acre-feet, or about 8 per cent of the total tidal basin volume. The water level in the tidal basin is never a continuous plane surface at the same instant, because of the fact that the time of occurrence of identical tidal phases comes at an increasingly later time after their occurrence at the Golden Gate, the farther upstream in the basin. Identical tidal phases occur at upstream points as much as ten hours later than at the Golden Gate. Since successive tidal phases occur on the average about six hours apart, it may be readily seen that the tide may be rising in the lower part of the basin at the same time that it is dropping in the upper part of the basin and vice versa. The actual tidal flow into and out of the tidal basin, or any portion thereof, is therefore considerably less than the total potential volume in the tidal basin, included within either the maximum or average limits of tidal range. The volume of the actual tidal prism between the limits of water surfaces at time of slack water following any two successive phases of the tide at the mouth of the basin is the chief measure of the amount of tidal flow into or out of the basin between these two successive tidal phases. However, the exact measure of tidal flow must be based not only upon the tidal prism volume, but also upon the additions by stream flow and the extractions by consumption into and out of the basin respectively. When the tide rises in what is termed the flood period, stream flow into the basin tends to decrease the magnitude of tidal flow into the basin, whereas consumption of water tends to increase the same. When the tide falls during what is termed the ebb period, stream flow tends to increase the tidal flow out of the basin, whereas consumption tends to decrease the same. Thus, if the consumption in a tidal basin above any point exceeds the stream inflow at any time, it is evident that the tidal flow into the basin will tend to exceed the tidal flow out of the basin, even though the tidal prism volume be the same in ebb and flood. On the other hand, during the occurrence of floods of large magnitude, it is apparent that the stream flow into a tidal basin above any point might be sufficient to eliminate entirely the tidal flow into a basin, thus resulting in a continuous ebb flow.

The amount of tidal flow past any section in the tidal basin is chiefly dependent upon the volume of the tidal prism in the basin above the section, and therefore increases for sections further downstream. During the months of low stream flow, the total amount of tidal flow during a lunar day into and out of the delta tidal basin

averages about 350,000 acre-feet and, into and out of the tidal basin of Suisun Bay and the delta combined, about 600,000 acre-feet. Of the total tidal flow into and out of the delta, about two-thirds results from that portion of the tidal basin comprising the channels of the San Joaquin River and its tributaries.

The tidal flow into the upper portion of the San Francisco Bay tidal basin comprising Suisun Bay and the delta has been modified in past years by various changes and developments resulting from reclamation, flood control and navigation works; and also from the effects of the movement and deposition of silt and water-borne debris emanating from natural erosion and from hydraulic-mining operations. As far as deposition of debris from hydraulic mining and natural erosion is concerned in the tidal channels of the delta, the effect on tidal flow was temporary and has been mostly removed as a result of natural erosion and dredging operations for reclamation and navigation improvements.

The reclamation of the lands in the delta has removed a portion of the original potential tidal volume within the delta tidal basin. However, because of the rank vegetation growing under natural conditions on the delta lands, and the different rate and character of tidal movement than at present, this larger tidal volume in the delta under natural conditions probably did not result in a much larger tidal flow than at present into and out of the basin. It is probable, however, that the reclamation of lands in the delta has had the effect of decreasing to some extent the tidal flow into and out of the basin past points at or near the lower end of the delta. Similarly, the reclamation of the marshlands lying north of and adjacent to Suisun Bay has had the effect of decreasing to some extent the tidal flow into and out of the basin past the lower end of Suisun Bay and points downstream. The reduction in tidal flow and the decrease in the consumption of water in the delta by the elimination of considerable areas of aquatic vegetation originally present, have tended to reduce the degree and extent of saline invasion which would have occurred in recent years had these lands not been reclaimed. However, since these changes occurred prior to 1920, they have had no direct effect upon variations in salinity during the period 1920 to 1929.

The changes in the tidal basin that have modified tidal flow and hence have directly affected salinity conditions since 1920, include the widening and deepening of Sacramento River from Collinsville to a point above Rio Vista as a part of the Sacramento Flood Control Project, the flooding of the lower end of Sherman Island which accompanied this channel enlargement, and the flooding of a previously reclaimed area lying south of the San Joaquin River and Dutch Slough. It is estimated that the Sacramento River channel enlargement has resulted in an increase of tidal flow into and out of the delta tidal basin of about 30,000 acre-feet per lunar day, and that the flooding of the previously reclaimed lands has resulted in an increase of tidal flow of about equal magnitude. These changes in amount of tidal flow have had an effect on the extent and rate of advance and retreat of salinity during the last decade.



#### Relation of Stream Flow Into Delta to Salinity.

The stream flow into the Sacramento-San Joaquin Delta is one of the most important factors governing the advance and retreat of salinity in the upper bay and delta channels. The force exerted by stream flow opposes the action of the tides in their tendency to push saline water upstream. Hence, the variations in amount of seasonal stream flow and of monthly and daily stream flow into the delta during any season are directly reflected in the total extent and rate of advance and retreat of salinity in the channels of the upper bay and delta.

The extent of advance and retreat of salinity are approximately related to the total seasonal stream flow into the delta. In general, the records show that the drier the season and the smaller the total seasonal stream flow entering the delta, the greater will be the extent of saline invasion during the summer and the smaller will be the extent of retreat of salinity in the winter and spring. However, the degree and extent of saline invasion in the summer season is more particularly governed by the amount and variation of stream flow into the delta during the summer months. The records show that the smaller the total amount of stream flow into the delta during the summer period of June 15 to September 1, the farther upstream will be the advance and the greater will be the degree of salinity reached at points in the upper bay and delta channels. During the period 1920 to 1929, there were no invasions of salinity of material extent into the delta when the summer stream flow from June 15 to September 1 averaged about 5000 second-feet or more.

The actual occurrence of advance or retreat of salinity in any channel section of the upper bay or delta depends directly upon the rate of stream flow passing the section and the degree of salinity present in the particular channel section at any particular time. This governing flow at any particular section is the net stream flow resulting from the flow into the delta reduced by the actual consumption of water in the basin above the particular section. For any particular degree of salinity at any particular point or channel section, there is a rate of stream flow which will equalize the action of the tides and prevent an advance of salinity. If at any time the rate of flow is less than the required amount to prevent advance of a particular degree of salinity, the salinity will tend to advance to points farther upstream and to increase to greater degrees at the particular point or channel section. If, on the other hand, the rate of flow is greater than that preventing advance, the salinity will tend to retreat to points downstream and to decrease to smaller degrees at the particular point or channel section. At any particular section, the rate of stream flow required to prevent advance of salinity increases as the degree of salinity at the particular point or channel section decreases. For any particular degree of salinity, the rate of flow required to prevent the advance of salinity becomes smaller the farther upstream the point or channel section.

The maximum extent and rate of advance of salinity and the maximum degrees of salinity which are reached in any season at various points in the upper bay and delta channels are directly related to the amount and variation in rate of flow into the delta and the amount and

variation of consumptive use of water by crops, natural vegetation, and evaporation in the basin above the various points. In order to prevent advance of salinity at any point in the upper bay and delta channels, the rate of inflow into the delta must exceed the amount of water consumed above the particular point by an amount sufficient to equal the action of the tide in its tendency to advance salinity upstream. Records show that, in 1921, 1922, 1923, 1925 and 1927 when the stream flow into the delta during the summer months was sufficient to meet the consumptive demands in the delta, saline invasion into the delta was of small extent and degree, affecting only about 3 per cent of the delta area even at the time of maximum extent of invasion during the season. Saline water did not start to advance into the delta until about mid-June. On the other hand, in years when the stream flow into the delta during the summer months was insufficient to meet the consumptive demands in the delta, invasions of saline water of considerable extent and degree have occurred. This was especially true in the dry years of 1924, 1925 and 1926, when the stream flow was insufficient to meet the consumptive demands for a considerable period of time. The records show that the salinity at points in the upper bay and delta channels continues to increase after the invasion has started until the stream flow into the delta increases to an amount sufficient not only to meet the consumptive demands, but also an excess amount sufficient to counteract the force exerted by the tides toward pushing saline water upstream, with the particular degree of salinity reached at the particular time.

The rate of flow into the delta at the time of occurrence of maximum salinity for the season is closely related to the maximum degree of salinity reached at typical points in the upper bay and lower delta channels. This relation shows that, at any particular point, the smaller the degree of maximum seasonal salinity reached the greater is the rate of flow into the delta at the time of occurrence of maximum salinity for the season. Thus, at Antioch, the data show that the rate of flow into the delta which prevented salinity from increasing above a mean degree (mean tidal cycle surface zone salinity), in parts of chlorine per 100,000 parts of water, of about 800 was about 3200 second-feet; of 200 parts, about 5400 second-feet, and of 100 parts about 6700 second-feet. Therefore, as an approximation, it is evident that with these flows maintained into the delta, the mean tidal cycle surface zone salinity at Antioch would not increase above those stated above for the respective flows. The relation is approximate, however, and applies only to a particular time during the season, averaging about September 1, when the maximum seasonal salinity usually is reached. Since the actual time of occurrence of maximum salinity in different years has varied from August 15 to September 15, at various points, the element of varying consumption in the delta affects the accuracy of the relation. It is evident that, at other times of the season when the consumption in the delta is different than the consumption at the time of occurrence of maximum salinity averaging about September 1, the flow into the delta related to a maximum salinity of any degree would differ by the amount of difference in the consumption on the two different dates. Therefore, the stream flow related to maximum salinity for an average time of about September 1 would have to be modified, with a correction based upon the difference in amount of consumption, if the relation were



applied to any other time of the year. The relation also takes no account of possible differences in magnitude of tidal flow at the time of occurrence of maximum salinity in different years, which might affect the relation to some extent.

It has been pointed out previously that the greater portion of the stream flow into the delta comes from the Sacramento River. In certain periods when there is very little inflow from the San Joaquin River system, the portion of the delta embracing the San Joaquin River and its tributaries is largely dependent for its consumptive requirements on supplies from the Sacramento River. This supply from the Sacramento River to the San Joaquin Delta is limited to the flow which passes through two sloughs; namely, Georgiana and Three Mile Sloughs. Detailed measurements of the division of flow of the Sacramento River in the branch channels below Sacramento show that the flow through Georgiana Slough is directly related to the flow passing Sacramento, whereas the flow through Three Mile Slough bears no relation to the flow passing Sacramento, but results entirely from tidal movement, at least during the period of low stream flow. The percentage of the total flow passing Sacramento which goes through Georgiana Slough varies considerably with the rate of flow in the Sacramento River, varying from a maximum of about  $43\frac{1}{2}$  per cent with a flow of 3000 second-feet to a minimum of about 15 per cent for a flow of 40,000 second-feet or greater. The tidal flow through Three Mile Slough results in a net transfer from the Sacramento to the San Joaquin River of about 950 second-feet averaged over a period of about three months, but with extreme variations as measured from no flow to 3700 second-feet.

If the entire consumptive requirements of the delta were required to be furnished from the Sacramento River, a supply of 3700 second-feet passing Sacramento, or the amount required at the time of maximum consumptive demands in the delta, would be distributed through the present connecting channels in about the same proportion as the respective consumptive demands in the Sacramento and San Joaquin deltas. However, with a flow of 7000 second-feet passing Sacramento, or a sufficient supply to meet the maximum consumptive demands in the delta and also the net flow required to control salinity at the lower end of the delta, the division of flow would not be in proportion to these combined requirements of consumptive demand and repulsion of saline invasion in the two deltas. The portion flowing into the San Joaquin Delta through the present connecting channels would not be sufficient for the combined needs of the San Joaquin Delta.

The effect of the proportional distribution of the Sacramento River flow, when there is very little inflow from the San Joaquin River system, is clearly evidenced in the records of salinity during the period 1920 to 1929. The extent of saline invasion has been proportionately greater in the San Joaquin Delta than in the Sacramento Delta. Moreover, salinity tends to remain in the San Joaquin Delta for a considerable period after increased stream flow in the Sacramento River has almost entirely removed salinity from the Sacramento Delta channels. Hence, if, under future conditions, the water requirements for consumption and repulsion of salinity must be furnished almost entirely from the Sacramento River, the present limited channel capacity connecting the Sacramento River with the San Joaquin Delta would not be sufficient to provide the



necessary flexibility in distribution and permit the most effective utilization of the water supplies furnished. However, it would be feasible to provide additional channel capacity between the Sacramento River and the San Joaquin Delta which would provide the necessary flexibility and insure the maximum effectiveness of the supplies furnished.

#### Relation of Tidal Action to Salinity.

Tidal action is a basic factor governing salinity conditions in the upper bay and delta channels that is of equal importance to stream flow. If it were not for the action of the tides, resulting in a movement of saline water from the ocean and lower bay into the upper bay and delta, there would be no salinity problem. The effect of tidal action on the salinity of waters in the upper bay and delta channels is clearly evidenced by the variations of salinity coinciding with the rise and fall of the tide. The salinity at any point in the tidal basin is constantly changing with the rise and fall of the tide. Wide variations occur during a tidal cycle, amounting to as much as 200 per cent above and 80 per cent below a mean value. The maximum salinity during a tidal cycle occurs at time of slack water following high-high tide and the minimum at time of slack water following low-low tide. The salinity at any time during a tidal cycle is directly related to the height of the tide above low-low water, increasing in approximately direct proportion to the height of the tide above its low-low stage.

Salinity increases only slightly with depth. The maximum variation found from surface to bottom was three-tenths per cent increase per foot of depth. The amount of increase is gradually less as the quality of water approaches either that of ocean water or of fresh water. There is little lateral variation in the salinity of water in channels of the delta. The waters in the entire channel were found to be quite uniform in saline content at any particular time, except for some tendency toward increase in salinity at greater depth. There was no evidence found of high concentrations of salt water creeping along either the bottom or sides of any channel.

As the tides rise and fall in flood and ebb, tidal flows occur of varying magnitude, the pulsating action of which cause a mixing and diffusion of the more saline waters from points downstream with the fresher waters upstream. This action of the tides exerts a positive and continuing tendency to push the more saline waters to points farther upstream in the tidal basin. Opposed to this action, stream flow into the basin is at all times exerting a tendency to push the more saline waters to points farther downstream in the tidal basin. It is the relative magnitude of these two opposite and opposing forces which governs the actual occurrence of advance or retreat of salinity at any point in the tidal basin. Unless the stream flow past a particular section is sufficient in magnitude to counteract the force of tidal action in its positive tendency to push saline water upstream, the result will be an increase of salinity at the particular section and an advance of salinity to points farther upstream.

*Tidal Diffusion*—The magnitude of advance or retreat of salinity during a particular time interval is measured by the volume of water in the channel or channels through which salinity of a particular degree has traveled. This total amount of advance or retreat is due to the com-

bined effect of tidal action and net stream flow at the particular channel section. The effect of tidal action on the advance or retreat of salinity is represented by the difference between the total volume of channel through which advance or retreat takes place in a particular time interval, and the total volume of net stream flow passing the section during the same period of time. It is the result of the pulsating tidal flows, accompanied always by the positive and continuing tendency to mix the generally more saline waters from downstream with the fresher waters upstream, and has been designated as "Tidal Diffusion."

The effect of tidal diffusion during any period of time on the extent of advance or retreat of salinity in any channel section is dependent upon the volume of channel through which diffusion takes place, and upon the amount of net stream flow tending to oppose the same. Tidal diffusion is always directed upstream during both advance and retreat of salinity. However, the net stream flow may be either upstream or downstream in any particular section of the tidal basin, depending at the particular time on the relative magnitude of stream flow into the basin and the consumption of water extracted from the basin above the section.

At any particular channel section in the upper bay or delta, the magnitude of tidal diffusion varies with the degree of salinity, increasing from a minimum approaching zero for relative high salinities to a maximum for low salinities. For the same degree of salinity, the magnitude of tidal diffusion is directly related to the magnitude of tidal flow and increases progressively downstream. Thus, for a mean salinity (mean tidal cycle surface zone salinity) of 100 parts of chlorine per 100,000 parts of water, the tidal diffusion is about 94,000 acre-feet per day at Bulls Head Point, 8600 acre-feet per day at Collinsville and 6000 acre-feet per day at Antioch. This progressive increase downstream in the amount of tidal diffusion for the same degree of salinity is directly due to the progressively increasing amounts of tidal flow for points farther downstream.

It is estimated that the enlargement of the lower Sacramento River channel from Collinsville to a point above Rio Vista and the flooding of the previously reclaimed areas of lower Sherman Island and the area south of the San Joaquin River and Dutch Slough have resulted in an increase of tidal flow passing the mouth of the river and points downstream of about 60,000 acre-feet per day, with an attendant increase in tidal diffusion. The amount of tidal diffusion has been increased not only at the mouth of the river by these changes, but also at points downstream in Suisun Bay. The effect of this increased diffusion at points downstream has been to decrease the time required for salinity of any degree to advance through the Suisun Bay channels up to the lower end of the delta, thus resulting in saline water arriving at the lower end of the delta earlier in the year than would occur if these changes had not been made. On the other hand, the increased volume of channel in the lower delta resulting from these changes has tended to delay the advance of salinity from the lower end of the delta to upstream points. This latter effect has tended to counteract the effect of the earlier arrival of salinity at the lower end of the delta with respect to the arrival of salinity at points on the Sacramento River from Rio Vista upstream. The studies indicate that if lower Sherman Island



and the area south of the San Joaquin River and Dutch Slough were again reclaimed and removed from the tidal basin, the amount of tidal diffusion at Collinsville under present conditions, for a mean salinity of 100 parts of chlorine per 100,000 parts of water, would be reduced by 3200 acre-feet per day.

#### Control of Salinity.

The primary purpose of the investigation of salinity is the determination of an effective means of controlling salinity and preventing the harmful effects of saline invasion in the upper bay and delta region. This is the objective toward which all the activities and studies of the investigation have been directed. It is recognized that the present conditions brought about by saline invasion are of serious concern. The possibility of more prolonged and more extensive invasions than have heretofore occurred may result in permanent injury to the delta. The saline menace has already had a tendency to depreciate land values in the delta, and has led to expensive water right litigation. The industries in the upper Suisun Bay area have been put to serious difficulties and considerable expense to obtain fresh-water supplies, because of being curtailed in the use of the lower river and upper bay as a source of fresh-water supply. Remedial measures are desirable and necessary to protect the delta and provide adequate and dependable fresh-water supplies for the needs of the delta and upper bay region.

One method for controlling salinity would be the provision of a physical barrier to obstruct the entrance of salt water into the upper bay and delta. The physical and economic aspects of a salt water barrier are presented in other reports.\*

An obvious solution of the salinity problem of the upper bay and delta region would be the control and prevention of saline invasion into the delta by means of stream flow. The primary requirement for such a control of salinity would be the furnishing of a sufficient water supply into the delta to fully satisfy the consumptive demands for all purposes therein. After this primary requirement is met, an additional supply flowing into Suisun Bay would be required to repel tidal action and the tidal diffusion of salinity resulting therefrom.

The net stream flow required to prevent the invasion of salinity depends upon the location at which control is sought or desired and the degree of salinity desired to be controlled at the particular location. In order to prevent advance of salinity, the basic essential of control is the provision of a net stream flow downstream equal in magnitude to the amount of tidal diffusion. If the net stream flow downstream past any particular channel section, is equal to the amount of tidal diffusion for any particular degree of salinity, its repelling action will counteract tidal diffusion and prevent any further advance of salinity.

*Control Flow*—Based upon a careful consideration of the needs of both the upper bay and delta region, it is concluded that the most practical and most desirable control of salinity by stream flow would be a control at Antioch sufficient to limit the increase of mean salinity (mean tidal cycle surface zone salinity) at that point to a degree of not more than

\* Bulletin No. 22, Report on Salt Water Barrier (2 volumes), Division of Water Resources, 1929.

Bulletin No. 28, Economic Aspects of a Salt Water Barrier below Confluence of Sacramento and San Joaquin Rivers, Division of Water Resources, 1931.



100 parts of chlorine per 100,000 parts of water, and lesser degrees of salinity upstream. This could be accomplished by providing a net stream flow in the combined channels of the Sacramento and San Joaquin rivers passing Antioch into Suisun Bay of not less than 3300 second-feet. With this flow maintained at all times as a minimum, the maximum degree of mean tidal cycle surface zone salinity in parts of chlorine per 100,000 parts of water would not exceed 10 to 15 at Emmaton and Jersey, 100 at Antioch, 150 at Collinsville, 225 at Pittsburg, 275 at O. and A. Ferry and 700 at Bay Point. The total gross control flow into the delta to provide for the combined demands of consumptive use in the delta and the proposed control of salinity at Antioch would vary from a minimum of about 3700 second-feet (in midwinter) to a maximum of about 7000 second-feet (in midsummer).

The determination of the rate of flow required for control and the positive effectiveness of control by stream flow do not rest upon theory, but are supported by the observed occurrence of natural control effected by the stream flow during the period 1920 to 1929. The records show that, even though the stream flow into the delta in the summer months was actually as low as 3500 to 5000 second-feet in years like 1921 to 1923, inclusive, and 1927, the maximum extent of harmful saline invasion into the delta did not reach Emmaton, thus affecting less than 5 per cent of the delta in these years. Hence, the proposed control flow positively insures adequate protection of the delta from saline invasion.

*Required Supplemental Water Supply for Control*—With stream flow into the delta as during the period 1920 to 1929 and with consumption of water in the delta as at present, there would be far more than enough water to meet these requirements during most of the year, with the exception of limited periods in the summer months when the flow would be frequently insufficient. Therefore, additional water supplies to supplement the available flow would have to be furnished during the periods of deficiency. The additional amounts of water supply to supplement those which were available during the period 1920 to 1929 would have averaged 451,000 acre-feet total per year, varying from a minimum of 149,000 acre-feet in a year like 1923 to a maximum of 1,128,000 acre-feet in a year like 1924. These amounts include both those required to supply the shortages in the inflow meeting the consumptive demands in the delta as well as salinity control at the lower end of the delta. Of the total annual amount of required supplemental supply, an average of 67,000 acre-feet would have been required to meet the consumptive demands of the delta alone, due to the shortage between supply and consumption. This shortage by reason of excess of consumption in the delta over inflow reached a maximum of 277,000 acre-feet in 1924 and 225,000 acre-feet in 1920. For salinity control alone, the total annual amount of supplemental water supply would have averaged 384,000 acre-feet, varying from a minimum of 149,000 acre-feet to a maximum of 851,000 acre-feet. The maximum monthly amount of supplemental supply required for salinity control and consumptive demands in the delta would have averaged 212,000 acre-feet, varying between a minimum of 112,000 acre-feet in a year like 1923 to a maximum of 354,000 acre-feet in a year like 1920 and slightly less in 1924.

These supplemental supplies could be furnished by releases from mountain storage reservoirs proposed under the State Water Plan. The studies of water supply, yield and demand in the operation of both the initial and ultimate proposed developments of the State Water Plan \* show that, during the period 1920 to 1929, ample supplies would have been available to meet all present and ultimate water requirements in the Great Central Valley, the Sacramento-San Joaquin Delta, upper bay region and also the supplemental supplies required for the proposed control of salinity at the lower end of the delta. Under the operation of both the initial and ultimate developments for these purposes, the studies show that not only would fresh water have been maintained continuously in the channels of the delta, but also that the salinity conditions in Suisun Bay would have been improved as compared to those of recent years, and would have approached practically the equivalent of conditions under a regimen of unimpaired natural stream flow.

#### Conclusions.

1. The invasion of salinity into Suisun Bay as far as the lower end of the Sacramento-San Joaquin Delta is a natural phenomenon which, in varying degree, has occurred each year as far back as historical records reveal.

2. The extent of saline invasion into the Sacramento-San Joaquin Delta was greater in certain years since 1917 than has occurred before so far as known.

3. The invasions of salinity into the upper bay and delta channels in certain years since 1917 have resulted in curtailment in use and doubtful dependability of water supplies for irrigation in the delta and for municipal and domestic purposes and for boiler and process use by the industries in the upper Suisun Bay area. The marsh lands adjacent to Suisun Bay have been affected to some extent by reason of curtailment of irrigation diversions and the greater lack of availability of fresh water supplies for cattle and for leaching operations to improve the soils for crop production.

4. The abnormal degree and extent of saline invasion into the delta during recent years since 1917 have been due chiefly to: first, subnormal precipitation and run-off with a subnormal amount of stream flow naturally available to the delta, and, second, increased upstream diversions for irrigation and storage on the Sacramento and San Joaquin River systems, reducing the inflow naturally available to the delta. It is probable that the degree of salinity in the lower channels of the delta and the extent of saline invasion above the confluence of the Sacramento and San Joaquin rivers have been about doubled by reason of the second factor.

5. The salinity conditions in the upper San Francisco Bay and Sacramento-San Joaquin Delta channels are characterized by marked cyclic variations. The total extent and rate of advance and retreat of salinity vary with the total amount and distribution of the seasonal stream flow into the delta.

6. The distribution of the flow of the Sacramento River, which generally contributes the greater portion of the total inflow into the

\* Bulletin No. 25, Report to Legislature of 1931 on State Water Plan, Division of Water Resources, 1930.



delta, through its various branch channels below Sacramento has a material effect on the variation of salinity in different portions of the delta channels. The San Joaquin Delta and the salinity conditions therein depend to a large extent on the supplies from the Sacramento River which are obtained through two interconnecting sloughs (Georgiana and Three Mile sloughs) of limited capacity.

7. During several years from 1920 to the present, the inflow into the delta during the summer months has been insufficient to take care of the consumptive demands within the delta, which range from a minimum of about 400 second-feet (in mid-winter) to a maximum of about 3700 second-feet at the peak of the irrigation season (in mid-summer).

8. The channels of the Sacramento-San Joaquin Delta are a part of the tidal basin of San Francisco Bay and are affected by tidal action, characterized by the rise and fall and coincident flood and ebb, respectively, of the waters therein.

9. The tidal flow passing any section of the tidal basin into and out of the portion of the tidal basin above the section depends upon the change in volume in the tidal basin corresponding to the rise or fall of the water level therein and also the additions thereto by stream flow and the extractions therefrom by water consumption.

10. Tidal action has a direct effect upon the variation of salinity. The salinity at any point in the tidal basin is constantly changing with the rise and fall of the tide. The salinity at any time during a tidal cycle is directly related to the height of the tide above low water, increasing and decreasing respectively with the rise and fall of the tide in approximately direct proportion to the height of the tide above its low-low stage. Salinity increases only slightly with depth and there is little lateral variation in the salinity of water in the delta channels.

11. As the tides rise and fall in flood and ebb, tidal flows of varying magnitude occur, the pulsating action of which exerts a positive and continuing tendency to push upstream and mix the more saline waters from points downstream with the fresher waters upstream in the tidal basin. Opposed to this action, stream flow into the basin tends to push the more saline waters to points farther downstream in the tidal basin. The relative magnitude of these opposite and opposing forces of tidal action and stream flow governs the actual occurrence of advance and retreat of salinity.

12. The effect of tidal action, designated as "tidal diffusion," on advance or retreat of salinity is represented by the difference between the total volume of channel through which advance or retreat takes place and the total volume of net stream flow passing the channel section during a particular time interval. Tidal diffusion is always directed upstream during both advance and retreat of salinity. Advance or retreat of salinity will occur when the net stream flow is respectively less or greater in magnitude than tidal diffusion. If the net stream flow downstream is equal in magnitude to tidal diffusion, there will be no advance or retreat of salinity.

13. The magnitude of tidal diffusion at any section is directly related to the amount of tidal flow passing the section and increases progressively downstream as the tidal flow increases. At any particular section, tidal diffusion varies with the degree of salinity, increasing from



a minimum approaching zero for relative high salinities to a maximum for low salinities.

14. The recent enlargement of the lower Sacramento River channel from Collinsville to a point above Rio Vista and the flooding of the previously reclaimed areas of lower Sherman Island and a tract lying south of the San Joaquin River and Dutch Slough have increased the tidal flow passing the mouth of the river, resulting in an increased tidal diffusion in the channels of the lower delta and upper bay.

15. In order to protect the Sacramento-San Joaquin Delta from saline invasion, it would be necessary, first, to furnish a sufficient water supply flowing into the delta to fully satisfy the consumptive demands of crops together with natural losses by evaporation and transpiration from vegetation in the delta, and, second, to provide an additional flow into the delta, over and above that required for the full consumptive demands therein, sufficient to repel tidal action and prevent invasion of salinity into the delta.

16. The prevention of the invasion of saline water in harmful degree into the delta would require a flow at all times of not less than 3300 second-feet in the combined channels of the Sacramento and San Joaquin rivers past Antioch into Suisun Bay. With this flow maintained past Antioch, the maximum degree of mean tidal cycle surface zone salinity would be limited to 100 parts of chlorine per 100,000 parts of water at Antioch, and to ten parts or less of chlorine per 100,000 parts of water at points in the delta from Emmaton and Jersey upstream.

17. The control of salinity at the lower end of the delta by stream flow, involving the provision of a supply for the full consumptive demands of the delta and the net control flow past Antioch, would require a gross stream flow into the delta varying from about 4000 second-feet in winter and spring to a maximum of 7000 second-feet in midsummer. In addition to this gross control flow, water supplies would have to be furnished to meet all present and future diversions from the delta channels to areas outside the delta.

18. Stream flow into the delta during the past ten years or more has been insufficient in certain summer months to supply the required gross flow for control of salinity. Supplemental water supplies would have been required to meet the deficiencies. The supplemental water supplies required for control of salinity by stream flow could be developed and furnished from mountain storage reservoirs proposed in the State Water Plan.

19. If the required supplemental supplies for control of salinity are to be furnished by releases from storage on the Sacramento River system, additional channel capacity between the Sacramento River and the San Joaquin Delta would be required to provide for complete flexibility in distribution of flow and permit the most effective utilization of water supplies furnished for consumptive demands in the delta and repulsion of saline invasion at the lower end of the delta.

20. The reclamation of lower Sherman Island and the area south of the San Joaquin River and Dutch Slough probably would increase the effectiveness of the proposed control flow and probably would reduce the flow required for the proposed degree of control near Antioch.

21. The control of salinity by the maintenance of the required control stream flow into the delta would adequately protect the delta

from saline invasion and remove the present salinity menace, assure ample and dependable irrigation supplies for the entire delta, provide a source of fresh water supply when available in the delta channels suitable for industrial, municipal and agricultural use in the upper bay region, reduce the salinity of the water in Suisun Bay below that prevailing during the past ten years or more, and bring about salinity conditions approaching the equivalent of those which would have occurred in the same years with natural stream flow unimpaired by upstream irrigation and storage diversions.

## CHAPTER II

**SALINITY CONDITIONS IN SACRAMENTO-SAN JOAQUIN  
DELTA AND UPPER SAN FRANCISCO BAY**

Actual records of salinity in the upper bay and delta channels are of rather recent date. The first investigations made by the State were in 1916, but the investigation of salinity on any extensive scale was not started until 1920. Since 1920, investigations have been continued each year and regular salinity observation stations maintained up to the present time. The records prior to the last decade are fragmentary and hence of but relatively small value. The studies of variation and control of salinity have been based, therefore, almost entirely upon the records of salinity which have been obtained during the last 10 years. Although there are no known actual records of salinity prior to the last two decades, there is considerable information available as to salinity conditions which existed in the upper bay and delta, extending back for many years.

**Historical Records of Salinity Conditions.**

The earliest historical information on salinity conditions in the upper bay and delta is given in the report of the Spanish expedition under Commander Don Juan Manuel de Ayola and his pilot Don Jose de Canizares of the packet boat *San Carlos*, who explored San Francisco Bay in the summer of 1775.\* In August of that year, Pilot Canizares sailed the *San Carlos* from Angel Island up through San Pablo Bay, Carquinez Strait and finally into Suisun Bay. In describing Suisun Bay, he states in his report that upon entering the bay, it has a "depth of 13 brazos, diminishing to four where some rivers empty and take the saltiness of the water which then becomes sweet, the same as in a lake. The rivers come, one from the east-northeast (this is the largest about 250 yards wide), the other, which has many branches, comes from the northeast through tulares and swamps in very low land."

There appears to be some doubt as to the exact point referred to as the place where fresh water was encountered, although the description implies that it was near the confluence of the Sacramento and San Joaquin rivers. The rough map accompanying the report may indicate, however, that the point described might have been only about midway between the lower end of Suisun Bay and the confluence of the Sacramento and San Joaquin rivers.

The second historical reference to salinity conditions in the upper bay and delta comes from the accounts of Commander Ringgold's explorations in 1841.\*\* In August of that year, this exploration "took

\* The March of Portola and the Log of the *San Carlos*, Zoeth S. Eldridge and E. J. Molera, The California Promotion Committee, San Francisco, 1909.

\*\* U. S. Exploring Expedition, Charles Wilkes, U. S. N., 1845—Chap. 5 of Vol. V.



the southeast arm of the Sacramento River and proceeded up the stream for the distance of three miles, where they encamped, without water, that of the river being still brackish." This branch is stated to have "led immediately into the San Joaquin," which indicates that the channel taken was that now known as New York Slough. The point of encampment described is evidently near the present town of Antioch. The winter preceding the summer of 1841 was a dry one with very little rainfall, as it is related that Commander Ringgold encountered difficulties in obtaining water while at anchor at San Francisco "on account of the drought that had prevailed for several months." It is reasonable to assume that the flow of the Sacramento and San Joaquin rivers, especially during the summer months of 1841, was probably considerably below normal.

One of the earliest community settlements of the lower delta region was the town of Antioch, located on the south bank of the San Joaquin River, about four miles above its mouth. This community has from earliest times obtained all or a portion of its water supply from the San Joaquin River offshore from the city. Considerable information as to the quality of the water obtained from the river at Antioch is thus available from the early inhabitants who used the supply. Based upon the testimony which was presented during the trial of the "Antioch" case, there appears to be no doubt that the water in the San Joaquin River at Antioch became brackish or salty and unfit for domestic consumption during a part of the late summer or early fall months of most years and certainly during dry years, as far back as the sixties and seventies. It is stated that, because of these conditions, many of the residents had cisterns which they filled with fresh clear water immediately after the freshets in June, so that they would have fresh water for use in the later summer and fall months when the water supply became brackish and unfit for drinking, washing and occasionally even garden irrigation. One witness in the trial of the Antioch suit who resided on Twitchell Island testified that the water became brackish and unfit for drinking for certain periods during the early seventies as far up the San Joaquin River as Larsen Landing on Twitchell Island, or above Three Mile Slough.

Considerable general information of value on salinity conditions in upper Suisun Bay is available from early settlers on the marshlands adjacent to Suisun Bay. It is stated that the first levees for the reclamation of these marshlands were started in the early seventies and the salinity conditions in the channels adjacent to these lands were well known by the individuals who developed and utilized these lands. The annual invasion and retreat of saline waters in upper Suisun Bay were observed from the earliest time of this development. Only in a few years of extremely heavy precipitation and run-off of the Sacramento and San Joaquin rivers did the water remain fresh in the upper part of Suisun Bay during any considerable period of the year.

Shortly after 1900 it is reported that a tract of land on the southeasterly portion of Grizzly Island was reclaimed by the construction of drains and the leaching out of the salts by diversion of water from Montezuma Slough at a point about three miles below its confluence with the Sacramento River. The leaching operations were conducted over a period of about five or six years whenever fresh water was available in Montezuma Slough. In order to determine whether the water

was fresh enough for this purpose samples of the water were taken and analyzed for saline content. It was usually found that fresh water was available in Montezuma Slough at the point of diversion up to about the first of July or not later than the first of August, at which time the salinity of the water became too great to be used effectively for leaching operations. The water remained saline usually until about November or December when the first winter stream freshets occurred.

During the last two decades, considerable light is thrown on salinity conditions in the upper bay and delta channels by the records of travel of the water barges operated by the California and Hawaiian Sugar Refining Corporation. This company, whose sugar refinery is located at Crockett, has obtained its fresh-water supply from the river by means of barges since the time of its establishment in 1905. A very pure quality of water containing not to exceed five parts of chlorine per 100,000 parts of water is required for sugar refining purposes. This supply has been obtained by towing specially constructed water barges to points where the desired quality of water was found, where the barges were filled and returned to the plant. It has been the usual practice to make two trips each day, going up on the flood tide and returning on the ebb tide.

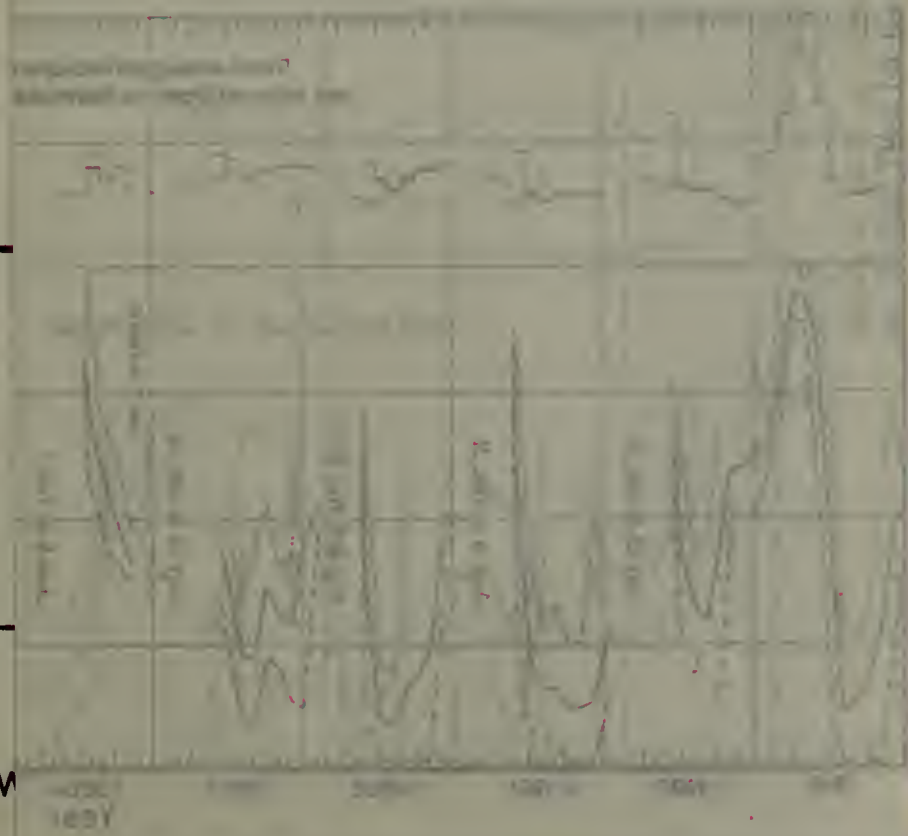
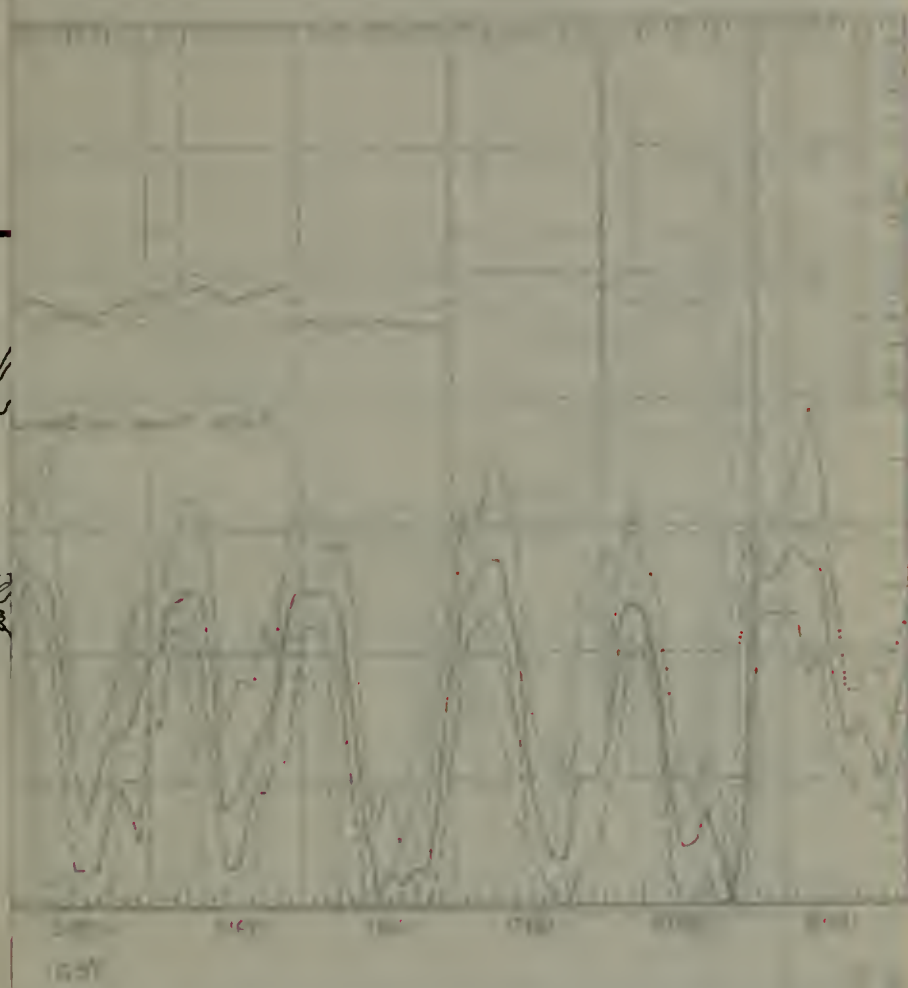
The company has kept a careful and accurate record of the travel of the barges each day since 1908. This record is presented graphically on Plate IV, "Barge Travel of California and Hawaiian Sugar Refining Corporation, 1908 to 1929," which shows the maximum, average and minimum distance traveled upstream from their plant at Crockett for each month of each year since 1908, and the saline content of the water obtained. A map is also shown giving the distances in miles along the line of travel. Beginning in 1920 and up to 1929 the company obtained part of its supply from Marin County, and the broken record on the graph during these last 10 years shows the periods during which water was obtained from this source.

These records are of particular interest for the period prior to 1920, when few actual records of salinity are available. As shown on the graph, the distance traveled to obtain water of the purity desired varies from month to month each year, and differs considerably for the same month of different years, thus directly reflecting the changing salinity conditions and the periods of invasion and retreat of salinity. During the 10-year period starting with 1908, the maximum average monthly distance traveled varied from 24 to 28 miles. In each of these years, it was necessary during a period of three to six months to go 20 miles or more. By referring to the map, it is seen that water was obtained for considerable periods of time each year in the vicinity of Antioch and Collinsville or near the confluence of the rivers. Maximum distances traveled during these years varied from 28 to 39 miles or well above Antioch. In the dry years of 1918 and 1919, the maximum average monthly distance traveled was 38 miles and the maximum 65 miles. For a period of nine months in 1919 and early 1920, barges traveled to a point beyond the mouth of the rivers to get fresh water.

It is evident, therefore, that from 1908 to 1920, there have been periods of from three to nine months during each year when all of Suisun Bay up to the lower end of the delta was impregnated by saline water in varying degrees, and that for shorter periods in each year,



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IAV



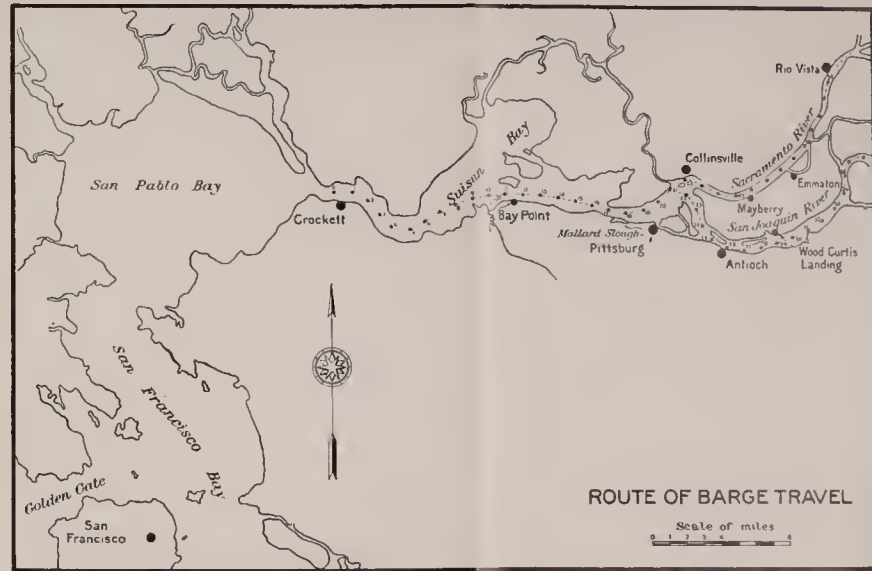
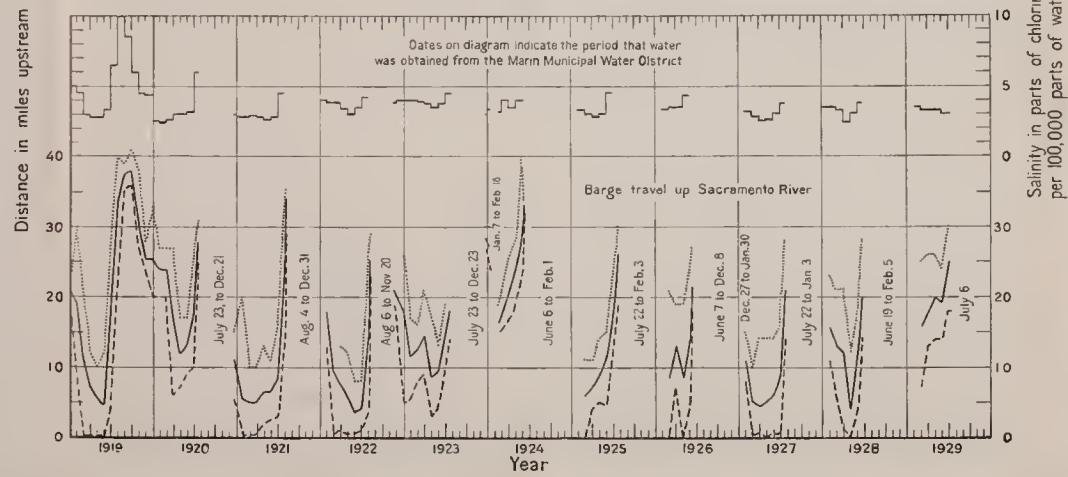
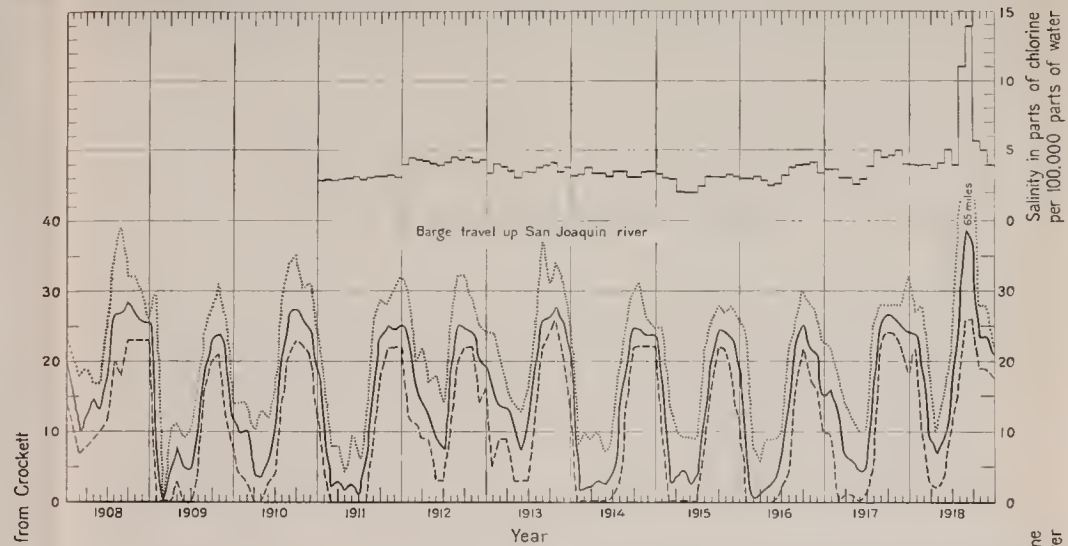
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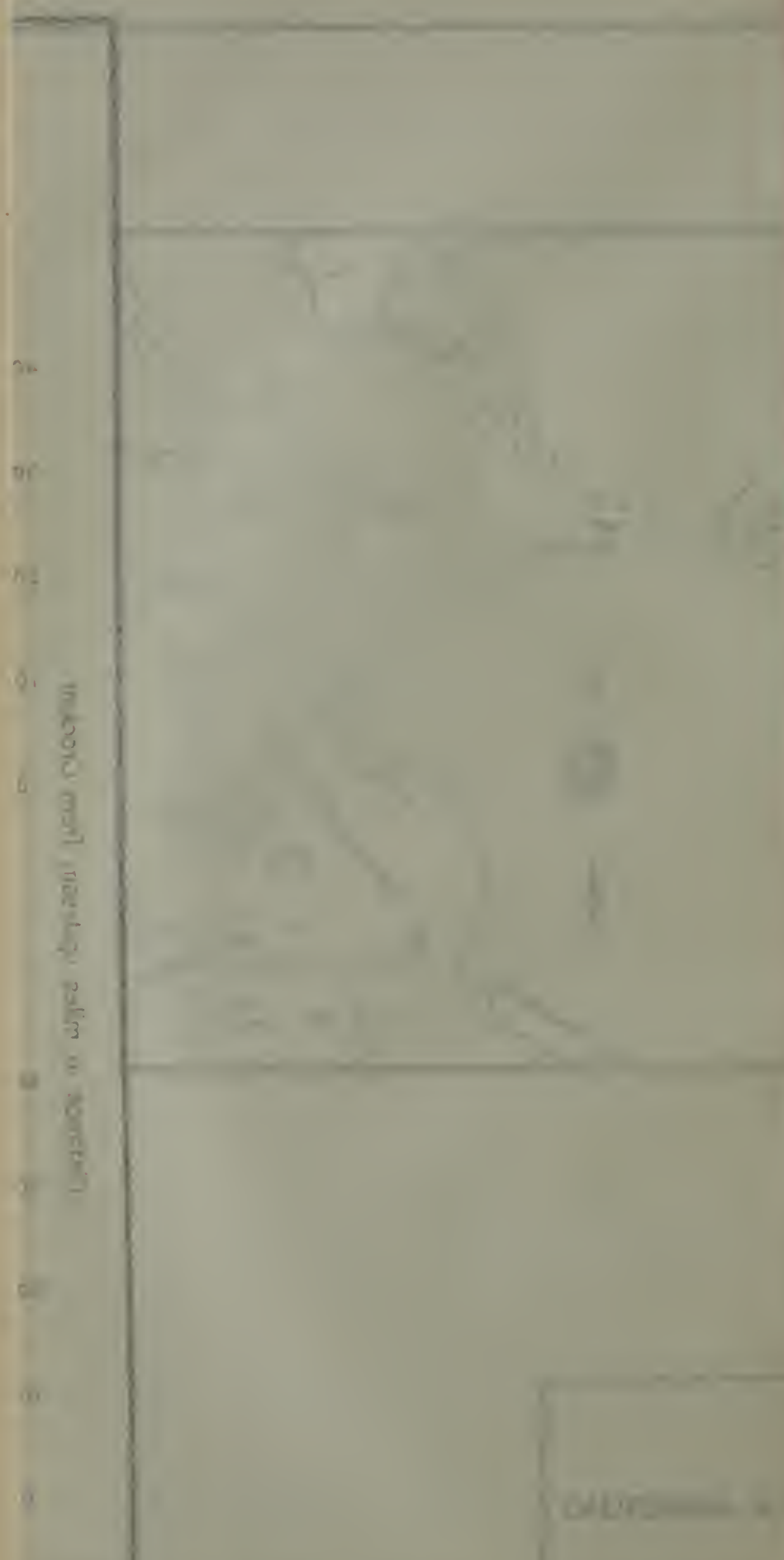
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**LEGEND**

- Minimum barge travel
- Mean " "
- ..... Maximum " "

**BARGE TRAVEL**  
OF  
**CALIFORNIA & HAWAIIAN SUGAR REFINING CORPORATION**  
1908 TO 1929



Geological cross-section of a hill

Geological cross-section of a hill

Scale: 1 cm = 10 m



the invasion of salinity has reached points well above the confluence of the Sacramento and San Joaquin rivers. Even in wet seasons such as 1909, 1911 and 1914 to 1916, inclusive, saline invasion as far as the lower end of the delta has occurred during periods within the above limits.

On the other hand, the record shows that in most years from 1908 to 1929, Suisun Bay has been completely full of fresh water for certain periods, varying from nothing to six months and averaging about two and one-fourth months per year during the 22-year period. Suisun Bay never became entirely fresh in 1908, 1924, or 1929, and was completely fresh for a period of only a few days in 1912, 1913, 1918, 1920, 1923 and 1926. It is interesting to note that all of these years fell during seasons of subnormal rainfall and stream flow. The record also shows that there have been brief periods during several years in which the company was able to obtain fresh water directly in front of their plant at Crockett. This condition occurred in the years 1909, 1910, 1911, 1914, 1915, 1916, 1917, 1919, 1925, 1926, 1927 and 1928. This reflects conditions which occur during periods of heavy flood run-off from the San Joaquin and Sacramento River systems of such magnitude that the saline water is forced downstream as far as San Pablo Bay.

The graphical record of barge travel clearly depicts the location of the dividing line between saline and fresh water and hence pictorially shows the advance and retreat of salinity during the entire period of record. It has been found possible to establish a relation between this record of barge travel and the salinity records during the last decade, from which an estimate has been made of salinity conditions in Suisun Bay and the delta from the record of barge travel prior to 1920. The record of barge travel is, therefore, of unusual value in this study in giving a basis for obtaining closely approximate estimates of the actual salinity that occurred prior to the existence of any available records and at a time before the reduction in stream flow resulting from the rapid growth of irrigation and storage developments on the Sacramento and San Joaquin River systems had affected very materially the natural salinity conditions. The details of the estimates of salinity conditions prior to the period of actual salinity records are presented in Chapter V.

The historical information from the various sources heretofore presented affords a fairly comprehensive picture of actual salinity conditions in the upper bay and delta before the time when there was much development of irrigation, storage and reclamation works, which have tended to modify the natural conditions. It appears evident that, even under natural conditions during the summer and fall months, salt water from the lower bay has advanced upstream to varying extent. Normally, during the summer and fall months, San Francisco Bay and San Pablo Bay have contained salt water and Suisun Bay has been saline in varying degree with the salinity extending usually as far upstream as the lower end of the delta. During the winter and spring, on the other hand, the water in most of Suisun Bay has been fresh for a period of several months; and, in occasional years, such as in 1909 and 1911 when large floods occurred, the water in a portion of San Pablo

Bay has been fresh for limited periods. It is reported that fresh water from the rivers extended down into San Francisco Bay and even outside the Golden Gate during the exceedingly large floods of 1862 and 1878. However, the fresh water in the lower bay at these times is reported to have been only of shallow depth on the surface and overlaying the salt water below.

It is important to note that even before extensive developments of irrigation, storage and reclamation works were made in the Sacramento and San Joaquin valleys, there is ample evidence of the invasion of saline water from the lower bay into Suisun Bay and the lower channels of the delta; that this invasion of salinity has occurred every year during the summer and early fall months when the stream flow of the Sacramento and San Joaquin rivers was at its low stage; that, likewise, the retreat of salinity has occurred each year with the coming of winter freshets forcing the saline water downstream and usually making Suisun Bay fresh and sometimes a portion of San Pablo Bay; and, finally, that the advance and retreat of salinity in the upper bay channels are fundamentally natural phenomena that have occurred annually at least as far back as historical records reveal.

#### **Records of Salinity Observations.**

The salinity conditions in the upper bay and delta channels during the last decade since 1920 are generally shown by the actual records of salinity obtained by the investigations of the State during this period. Prior to 1920 a few fragmentary records are also available, some of which were taken by the State and some of which have been obtained from various private sources. In 1906 and 1908, the U. S. Geological Survey determined the salinity of water in the San Joaquin River near Lathrop. From 1910 to 1916 records of salinity of water in New York Slough near Pittsburg were maintained by the Black Diamond Water Company. In 1913 the engineering firm of Haviland, Dozier and Tibbetts obtained several salinity records of the water in the channels of the lower delta from both the San Joaquin and Sacramento rivers in connection with an investigation for a proposed municipal water supply for the city of Richmond and vicinity. The Pacific-Portland Cement Company obtained records of salinity in Suisun Slough at Suisun in 1916. A few scattered records of salinity observations in the San Joaquin River at Antioch taken by that city and the State Board of Health are available from 1916 to 1918. There are also a few records of salinity from observations made by the East Contra Costa Irrigation Company at their intake near the westerly end of Indian Slough north of Byron. In addition to the above there are several other scattered and miscellaneous salinity records from various sources. An effort has been made to obtain all salinity records which have been known to exist and these have been brought together and compiled in Table 34. Some additional miscellaneous records since 1920 from various private agencies are presented in Table 35. The records, although scattered as to place and time of sampling, are nevertheless of some value in the present studies.

The records of salinity observations by the State during the period 1920 to 1931 are summarized in Tables 31, 32 and 33. Table 31 summarizes the descriptions and locations of the salinity observation sta-



tions and in addition shows the time of sampling in relation to the occurrence of high tide at the Presidio (Golden Gate). Table 32 shows the period of record for each of the observation stations, while Table 33 summarizes the actual records of salinity observations from 1920 to 1931 inclusive. Plate III shows the location of all salinity observation stations.

Table 36 summarizes the complete chemical analyses of water samples taken at various points in 1929. The purpose of these analyses was to determine, if possible, the source of saline pollution in the waters of the upper bay and delta. It was presumed that, if the source of salinity was ocean water, water polluted or impregnated by invasion of ocean water would contain the saline constituents (in chemical radical form) in about the same percentages of the total chemical constituents as those found in ocean water. This fact is borne out by the results of the analyses. It will be noted that the percentages of the total chemical constituents for various chemical radicals, such as chlorine, sulphates and magnesium, which were found in ocean water, were found also in the water taken at upper bay and delta points affected by saline invasion. On the other hand, the waters at up-river points unaffected by saline invasion and at points in the delta prior to saline invasion, contained entirely different percentages of these constituents, definitely showing that the source of salinity was not ocean water. The differences at Emmaton and Jersey before and after saline invasion are particularly notable. The samples of water taken at Stockton, while showing a similar percentage of chlorine as in ocean water, were different in the amount of magnesium and sulphates, verifying the fact otherwise established that the source of salinity at Stockton in 1929 was not ocean water. The data presented in Table 36 are of importance because they furnish an independent verification of the fact that the source of salinity annually occurring in the upper bay and delta channels is salt water emanating from the ocean.

The salinity of water is expressed in number of parts (by weight) of chlorine per 100,000 parts (by volume), this being the standard used throughout the entire period of investigation and in this report. With but few exceptions the salinity expressed in terms of chlorine content represents samples of water taken at time of slack water following high tide. Observers were instructed to take samples if possible at time of slack water following high-high tide, in which case the observed salinity would be the maximum for the tidal cycle occurring on the date of sampling. In cases where samples for some reason were not taken after high-high tide, they were generally taken at time of slack water following low-high tide, thus representing the next highest degree of salinity occurring during the tidal cycle. In a few instances observations were taken at time of low tide, in which case, a special note is attached to the observation. The time of slack water averages about  $1\frac{1}{2}$  hours after high or low tide. All salinity samples at regular observation stations have been taken about one foot below the water surface, which is termed the "surface zone." In general, therefore, the salinity records at regular observation stations represent maximum degrees of salinity in the surface zone occurring at the particular points on the dates when the observations were made. It should be clearly understood that the average salinity during the day at these

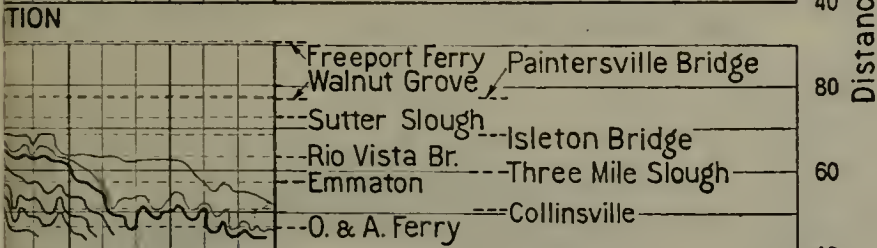
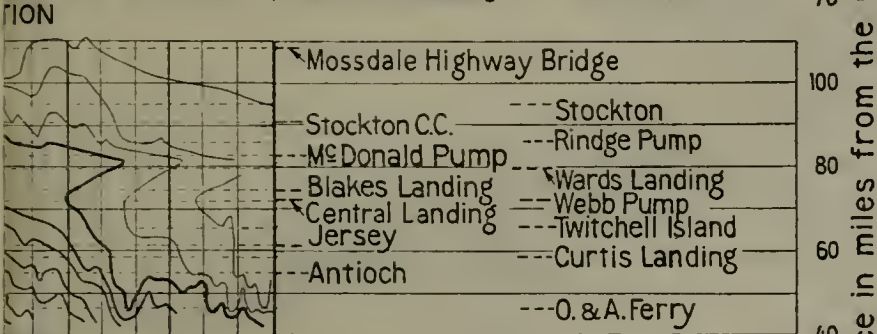
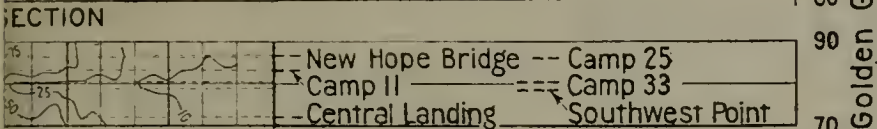
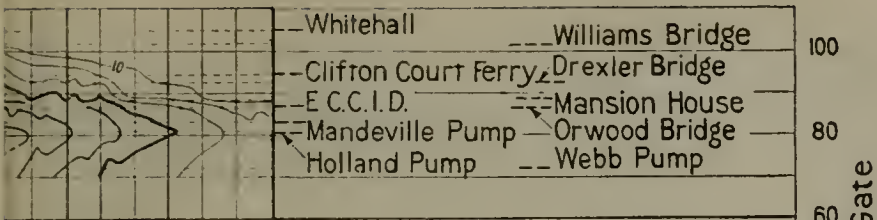


points on the same dates would be less. The relation of these observed values of salinity to the average or mean salinity on the same days and also the relation to the salinity at the low stages of the tide is presented and discussed in detail in Chapter IV.

These records of salinity taken at the regular observation stations comprise the basic information on the variation of salinity in the bay and delta channels for the period of record. They are graphically presented on the upper diagrams of Plate V, "Streamflow into Delta of Sacramento and San Joaquin Rivers and Relative Variation of Salinity in Bay and Delta Regions, 1919-1924," and Plate VI, "Streamflow into Delta of Sacramento and San Joaquin Rivers and Relative Variation of Salinity in Bay and Delta Regions, 1925-1929." These graphs are prepared in such a way that they not only show the variation of salinity from time to time at any point in the upper bay and delta covered by the actual records, but also the relative salinity at different points in the bay and delta at any particular time. The lines on these graphs indicate values of equal salinity in the surface zone after high tide expressed in parts of chlorine per 100,000 parts of water. The abscissa represent time divided into months, days and years. The ordinates represent distance from the Golden Gate measured from the bottom of each graph towards the upper edge of the plate. On the ordinates are shown the location of each of the more important key salinity observation stations. The actual salinity records for each station have been plotted on the horizontal lines representing the location of each station, each recorded salinity being plotted for the day on which it was taken. With these points as a basis, lines of equal salinity were drawn on the graph. The points of intersection of these lines of equal salinity with a horizontal line drawn through the graph, therefore, indicate the variation of the salinity at a point in the basin from day to day through the season. The points of intersection of these lines of equal salinity with a vertical line on the graph indicate the variation of salinity at any particular time at different points in the basin. Thus, for the year 1924 at O. and A. ferry, the graph shows a salinity of about 350 on June 1st, 750 on July 1st, 1100 on August 1st, 1300 on September 1st, 1150 on October 1st, 700 on November 1st and about 100 on November 20th, all in parts of chlorine per 100,000 parts of water. On September 1, 1924, the salinity at O. and A. ferry was about 1300, at Collinsville 1100, at Emmaton 800, at Three Mile Slough 700, at Rio Vista 450, at Isleton 50 and at Walnut Grove 10, all in parts of chlorine per 100,000 parts of water.

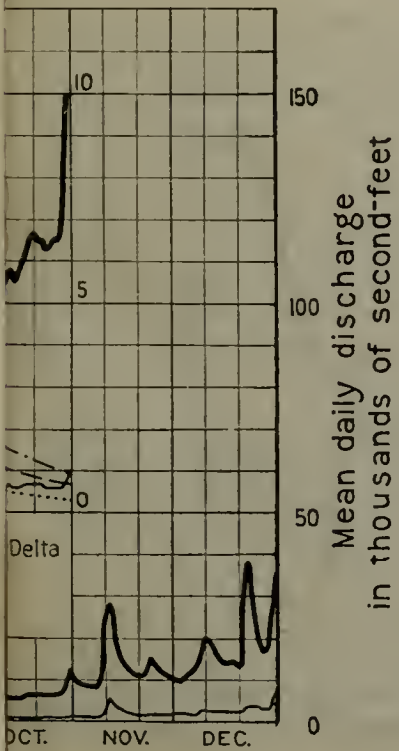
Separate graphs are shown of the variation of salinity along the Sacramento River, San Joaquin River, Mokelumne River and Old and Middle rivers. These separate graphs are necessary because of the marked difference in variation along these separate geographical sections of the delta. The variation of salinity for stations in the bay region are shown combined with the diagram of salinity variation along the Sacramento River section. Inasmuch as the salinity observations at stations in the bay region below the delta were not started until 1926, no graphical records of salinity in the bay region are shown prior to that year.

A study of the graphical and tabular records of salinity during the last decade shows that there has been an invasion of saline water into



Distance in miles from the Golden Gate

SECTION



**STREAM FLOW**  
INTO  
DELTA OF SACRAMENTO  
AND SAN JOAQUIN RIVERS  
AND  
**RELATIVE VARIATION OF SALINITY**  
IN BAY AND DELTA REGIONS  
1919 - 1924



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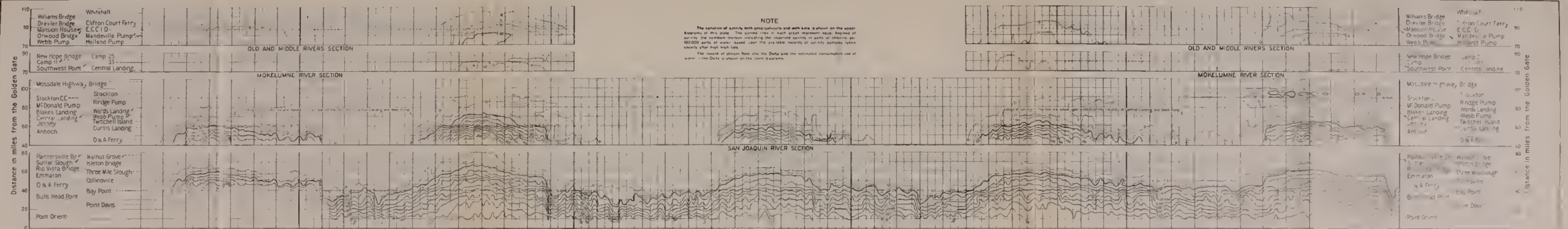
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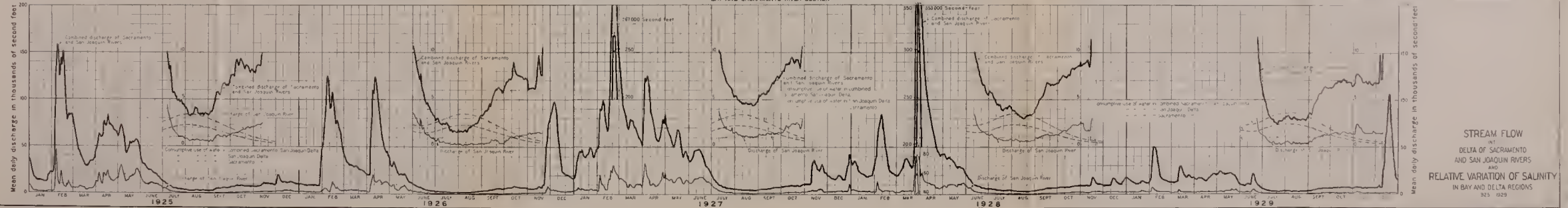




**NOTE**

The position of salinity with depth and with time is shown on the upper diagram of this plate. The curved lines in each cross-section show the degree of salinity; the numbers between indicating the observed salinity in parts of chlorine per 100,000 parts of water based upon the 20 degree isotherm of salinity, which varies slightly after high tide.

The amount of stream flow into the Delta and the estimated consumptive use of water in the Delta is shown on the lower diagrams.



**STREAM FLOW**  
IN  
DELTA OF SACRAMENTO  
AND SAN JOAQUIN RIVERS  
AND  
**RELATIVE VARIATION OF SALINITY**  
IN BAY AND DELTA REGIONS  
325 1929

the delta each year during the period, but with a considerable variation from year to year as to its degree and extent. The invasion of saline water into the delta, as evidenced by the record at Collinsville, has started from as early as May in 1924 to as late as July 23, in 1923.\* After the invasion has started, the salinity usually continues to advance upstream into the delta for a period of about two months, generally reaching its maximum limit of invasion and maximum salinities at various points in the delta channels about the first of September, but varying anywhere from about mid-August to mid-September. After reaching the stage of maximum advance the salinity starts to slowly retreat from the delta channels. This retreat usually continues more or less steadily with the salinity gradually decreasing at all points until about the middle of November to the latter part of December, when the waters in the delta channels down to the lower end generally become fresh again. The actual time at which the delta channels become fresh depends upon the time of the first winter freshets of magnitude. This will be discussed in more detail in Chapter III. It is interesting to note that there appears to be a tendency for saline water to remain in the channels of the San Joaquin Delta later than in the channels immediately connected with the Sacramento River. This is illustrated very clearly by the salinity graphs for the year 1929. It will be noted that, in the month of December, when the salinity at O. and A. Ferry was less than five parts per 100,000 parts of water, the salinity at the same time at many points in the San Joaquin Delta along Old and Middle rivers was in excess of ten parts per 100,000 parts of water. This condition of a considerable degree of salinity remaining pocketed in the San Joaquin Delta occurred similarly in other years in the various branch channels of the San Joaquin River and also in the Mokelumne River. (See Table 33.) It is the result of the lack of a large enough flow from the San Joaquin River to flush out the channels in the San Joaquin Delta. This same condition tends to occur in any channel invaded by salinity during the low water season until there is a flow down through the channel in sufficient amount to flush out the saline water that has previously accumulated therein.

The variation of salinity in the upper bay region is similar to that in the delta as shown by the available records from 1926 to 1929, inclusive. The minimum salinity at points in both Suisun and San Pablo bays is generally reached some time in the months of February, March or April during the floods of the winter and spring. The actual minimum salinity and the maximum retreat of salinity in any year is generally coincident with the maximum flood of substantial duration. After reaching its minimum values and its point of maximum retreat for the season, the salinity gradually advances upstream, continuing until about the first of September. In any particular year, the salinity starts to increase earliest at the farther downstream points and at an increasingly later date at points farther upstream. Thus, in years when salinity retreats below Suisun Bay and the waters of Suisun Bay become fresh in the winter and spring months, the waters in the upper half of Suisun Bay usually remain practically fresh until May or June. Salinity at points farther downstream in the bay frequently closely approaches the seasonal maximum a considerable time before the actual

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\* In 1931 the invasion into the delta at Collinsville started in early April.



maximum occurs, and the period of high degree of salinity, closely approaching the maximum, is longer than for points in the delta. Sea water has a salinity of about 1800 to 1900 parts of chlorine per 100,000 parts of water. As compared to this, the salinity at Point Orient during the period 1926 to 1929 has varied from a minimum of 350 to a maximum of about 1900 parts. The minimum salinity in each season has varied from 350 to 1350 parts. At Point Davis near the westerly end of Carquinez Strait, the minimum seasonal salinity has varied from about 24 to 540 parts, with a maximum value of about 1850 parts during this period. Similarly, at Bulls Head Point, the minimum seasonal salinity during the period has varied from about 3 to about 240 parts, with a maximum of about 1690 parts during this period. All of these values of salinity are for the regular observations with samples taken in the surface zone after high tide.

In January, 1930, eight additional salinity observation stations were established in the channels on the north side of San Pablo Bay, comprising two on Napa River, three on Sonoma Creek and branch channels and three on Petaluma Creek. These records indicate that, in these channels, salinity conditions are quite similar to those in the delta of the Sacramento and San Joaquin rivers. During the winter period of heavy run-off, these streams and the interconnecting channels generally are filled with fresh water. As stream flow diminishes after the spring, salt water advances upstream into the channels in a similar manner to that in the delta, salinity generally reaching a maximum in August or September. Saline water remains in these channels until winter runoff occurs in sufficient magnitude to push out the saline water.

A very interesting condition as regards salinity exists in the channels in the immediate vicinity of Stockton. It will be noted in the tabular and graphical record for 1929 that salinity in the channel at Stockton averaged about 100 parts all during the low water season. This high salinity affected the salinity in the river channel as far down as McDonald Pump during midsummer. Inasmuch as it was evident that this relatively high salinity in the channels at Stockton was not due to saline invasion from the bay, a special investigation was made for the purpose of determining, if possible, the source of this saline pollution. As a result of this investigation, it was found that the source of the salinity in the channels in the vicinity of Stockton was the saline water discharged from twelve to fifteen natural gas wells operated by a public utility in Stockton. The total amount of water discharged more or less continuously into the Stockton channel from these wells in 1929 amounted to approximately twelve to fifteen second-feet. With practically no fresh water coming in from the San Joaquin or the Calaveras rivers, this discharge of saline water having a chlorine content as high as 400 parts per 100,000 parts of water was sufficient to keep the salinity at about 100 parts in the Stockton channel all season and to affect the salinity to a marked degree at points some distance downstream.

*Extent of Saline Invasion*—The extent of saline invasion into the delta during each year of the period 1920 to 1930, inclusive, is shown on Plate III. The red lines on this map indicate the upstream limit of saline invasion each year to a degree of 100 parts of chlorine per 100,000 parts of water, and afford a means of visualizing the comparative extent

of saline invasion for different years during the period. They also show for each year the maximum extent to which the water in the channels of the delta was affected at some particular time of the season, with a degree of salinity assumed as too high for general irrigation use in the delta.

Whether the application of water with a salinity of 100 parts of chlorine per 100,000 parts of water for the irrigation of crops in the delta would be harmful to crops or land is a question which has not been determined in this investigation. The toxicity of salts to crops depends upon many factors, including the character of the soil, drainage, method of irrigation and the type of crop itself. Some crops are known to be able to withstand more salt than others for any given soil and drainage conditions. Moreover, many crops in the germinating and seedling stages will stand much less salt than the same crops when mature. Although it is difficult to set an exact limit, it has been assumed for average conditions in the delta that water having in excess of 100 parts of chlorine per 100,000 parts of water is not suitable for irrigation use. Hence this degree of salinity was chosen as the basis for the lines on Plate III depicting the maximum extent of saline invasion in different years. However, it should be understood that salinity of lesser degrees advanced to points upstream a considerable distance above the limiting lines of 100 parts shown on Plate III. The degree of salinity reached at points upstream in these different years may be obtained by referring to the tabular and graphical records of salinity. (See Table 33 and Plates V and VI.)

The greatest invasion of salinity during the period 1920 to 1930 occurred in 1924, during or immediately following the driest season (1923-24) of record up to 1930 on the Sacramento and San Joaquin rivers.\* In that year at the time of maximum extent of invasion, the water in the channels of about 50 per cent of the delta had a salinity in excess of 100 parts. The dry years of 1920 and 1926 resulted in a smaller extent of invasion, the waters in the channels of less than 20 per cent of the delta being similarly affected. In the years 1928 and 1929 and also 1930, less than 10 per cent of the delta was similarly affected. In five years during the last ten, namely, 1921 to 1923, inclusive, and 1925 and 1927, the portion of the delta similarly affected was small even at the time of maximum invasion, being less than 5 per cent.

It should be noted that the maximum extent of saline invasion usually occurs in late August or September, or in the latter part of the irrigation season. The maximum extent of saline invasion is usually also of short duration except for certain portions of the delta where the salinity becomes pocketed and remains for longer periods because of the lack of a sufficient inflow through these channels to flush out the saline water. The upstream limit of water having a salinity of 100 parts or more of chlorine per 100,000 parts of water gradually advances upstream from the lower end of the delta over a period of two to three months. As a result, irrigation is curtailed on the lower lands of the delta soon after invasion starts, but at an increasingly later date on

\* Since the preparation of this report, the extremely dry season of 1930-31 has occurred, which resulted in an unprecedented saline invasion into the delta. At the time of its maximum extent, about 70 per cent of the delta had salinity in excess of 100 parts of chlorine per 100,000 parts of water. The extent of invasion in 1931 is shown on Plate LXXXII.



lands progressively further upstream. Hence, a considerable portion of the delta area finally invaded with water having a salinity of 100 parts or more of chlorine per 100,000 parts of water has had water suitable for irrigation use until the latter part of the irrigation season, even in years of extensive invasion, such as 1924, 1920 and 1926.

The observed maximum salinity for the season during the period 1920 to 1930 has varied between the following limits for typical stations in the upper bay and lower delta:

| <i>Station</i>         | <i>* Limits of variation of observed maximum salinity for season in parts of chlorine per 100,000 parts of water, 1920 to 1930</i> |
|------------------------|--|
| O. and A. Ferry-----   | 510 to 1345  |
| Collinsville-----      | 358 to 1150  |
| Antioch-----           | 179 to 1085  |
| Jersey-----            | 33 to 708  |
| Emmaton-----           | †44 to 802   |
| Three Mile Slough----- | 17 to 730  |
| Rio Vista-----         | 4 to 608   |

The relation of the extent and degree of saline invasion to stream flow and other factors affecting the same will be fully discussed in a later portion of the report.

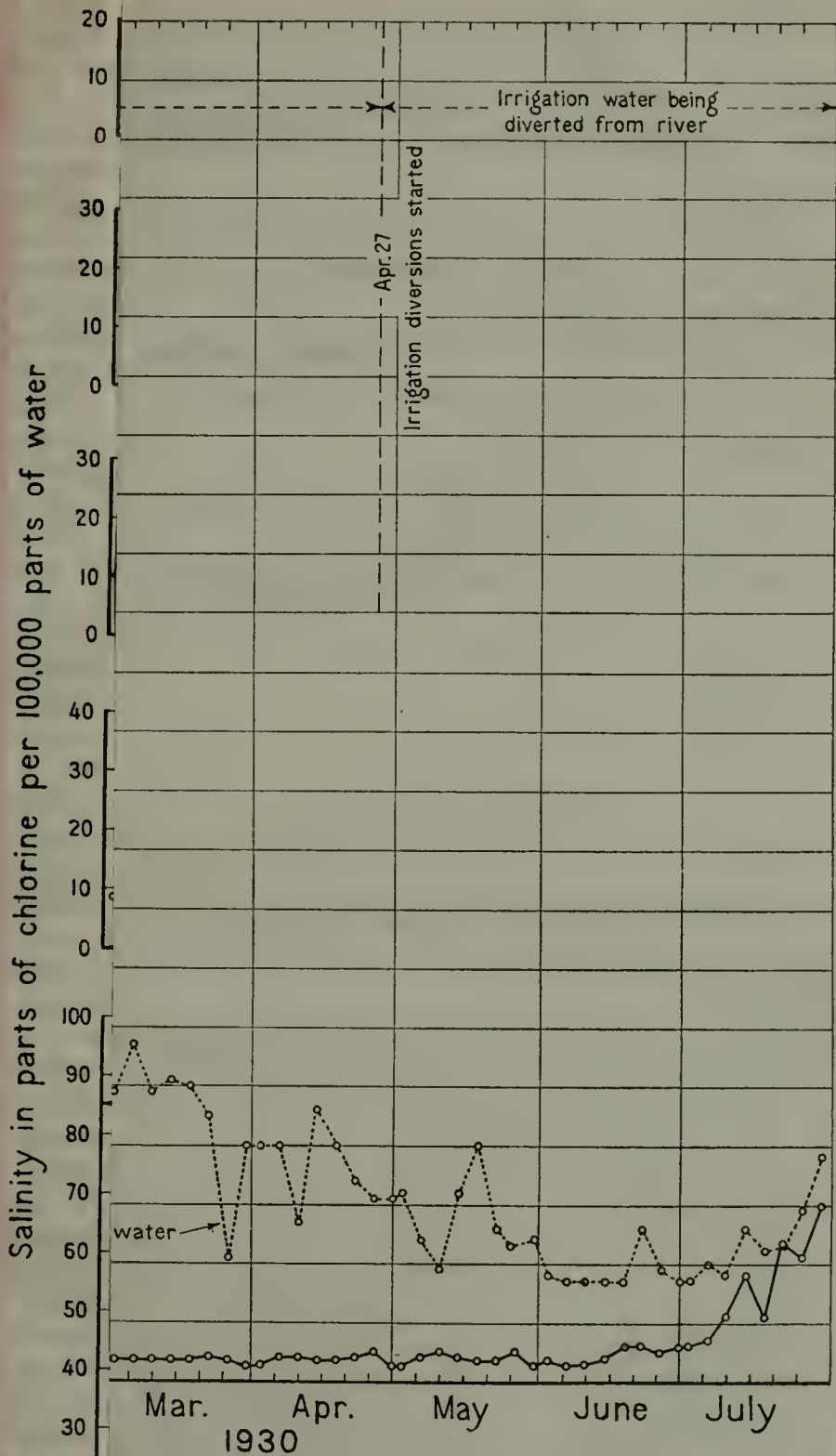
*Salinity of Drainage Water from Delta Islands*—As stated in Chapter I, the program initiated in 1929 included the taking of samples of drainage water on six of the islands in the delta, the points being selected with a view to obtaining conditions which might be representative of the variable conditions of soil and crops in the delta. Staten Island, including stations at Camp 11 and Camp 35, was especially selected because of the fact that there was also the possibility of obtaining complete records of the amount of water diverted for irrigation and drainage water pumped. Other stations were located on Mandeville, McDonald, Bacon and Jersey islands, representing the peat soil conditions in the San Joaquin Delta, and two stations on Grand Island in the Sacramento Delta, representing the silt soil conditions. The salinity records during the seasons 1929 to 1931 are summarized in Table 33.

It is interesting to consider the relative magnitude of the salinity of the drainage water and that of the water in the adjacent river channels from which the supplies of irrigation water for the islands are obtained. For this purpose, Plate VII, "Comparative Salinity of River and Drainage Water," is presented. The records show considerable variation in the relative magnitude of the salinity of river and drainage water. On Staten Island the salinity of the river water in general was somewhat less than that of the drainage water, but the difference in salinity varied considerably during the season. In the months of July, August and September, 1929, the salinity was about the same. Following September and continuing during the winter months, the salinity of the drainage water increased while that of the river water decreased slightly. On Mandeville, McDonald and Bacon

\* Maximum salinities for 1931 were: O. and A. Ferry—1390, Collinsville—1230, Antioch—1240, Jersey—1170, Emmaton—1000, Three Mile Slough—860, Rio Vista—740.

† Estimated. No record.





COMPARATIVE SALINITY  
OF  
RIVER AND DRAINAGE WATER

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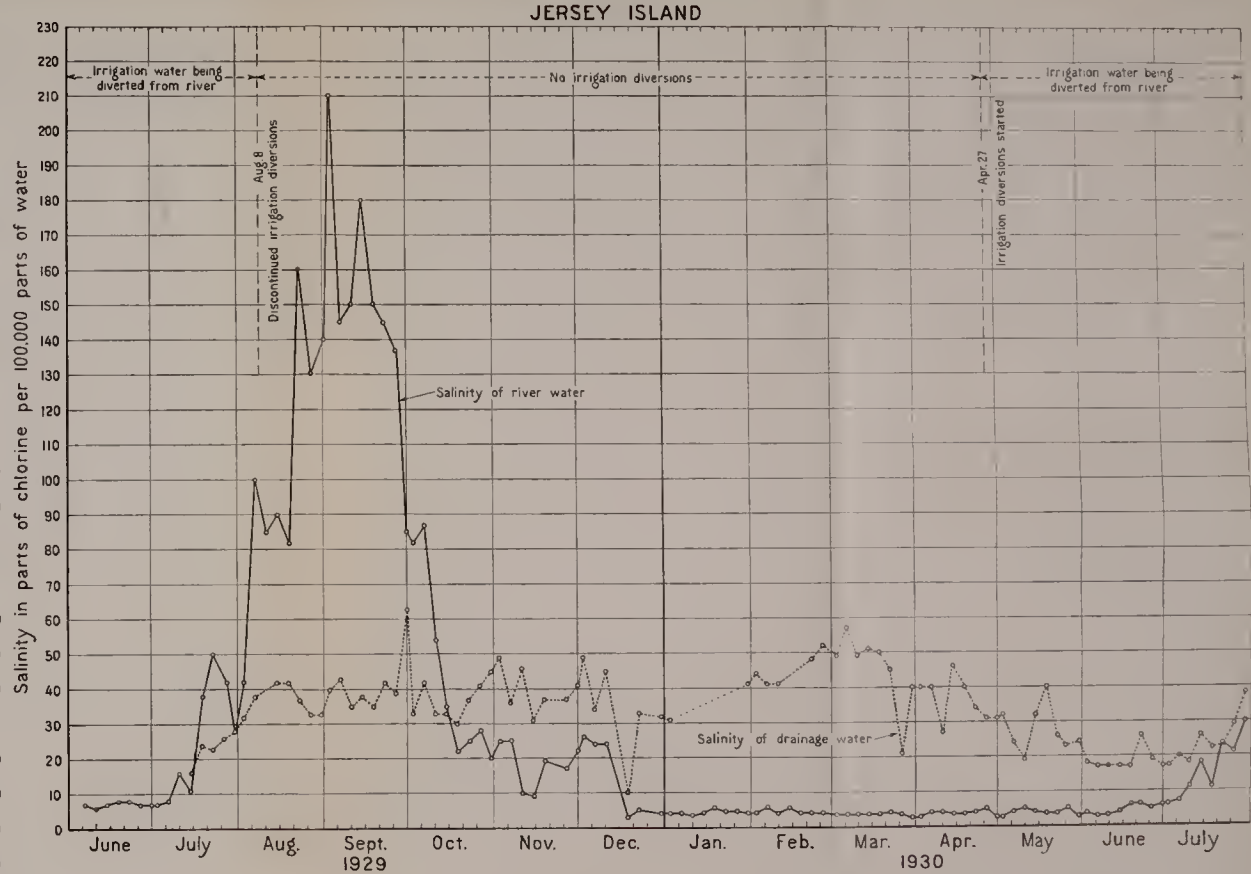
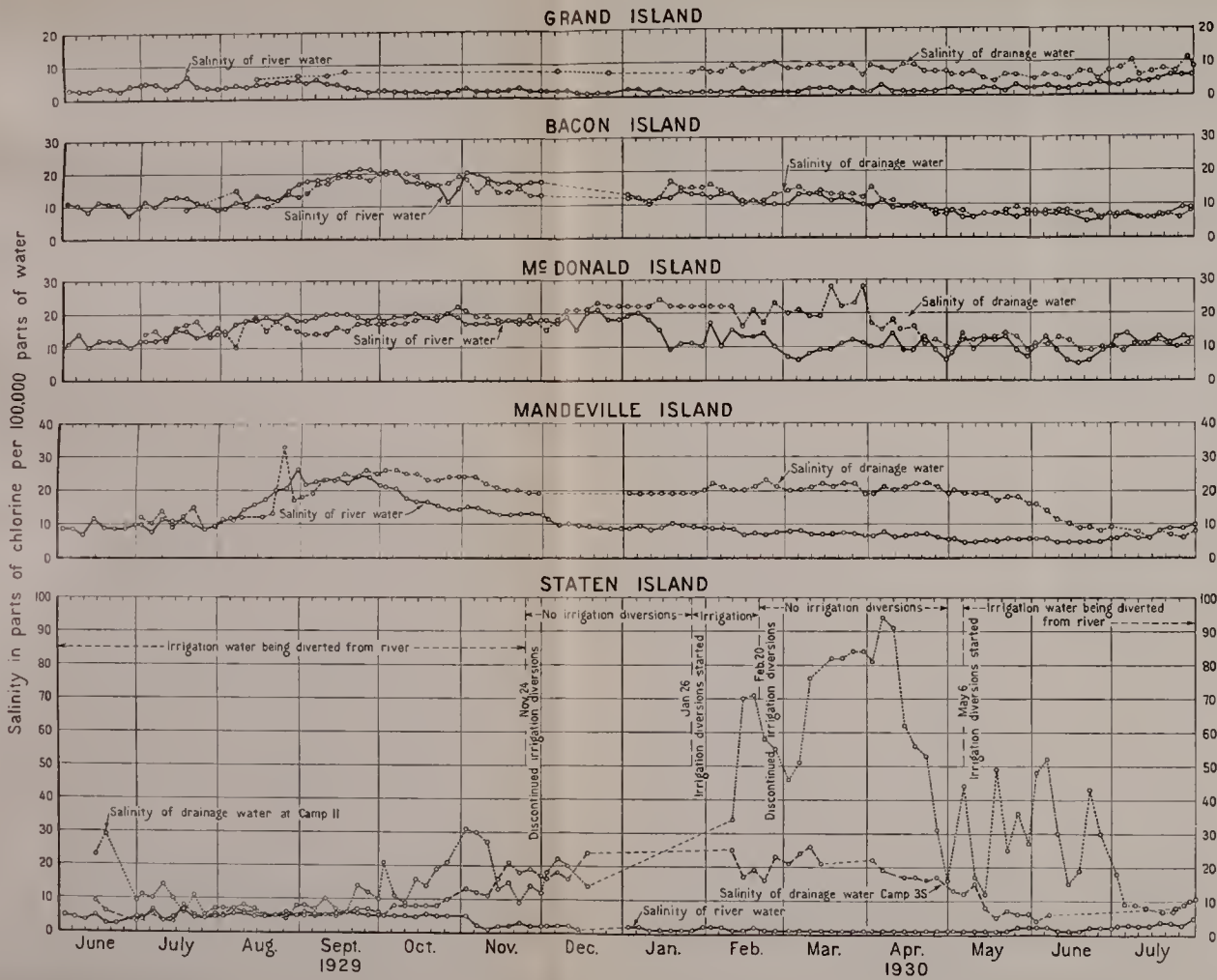
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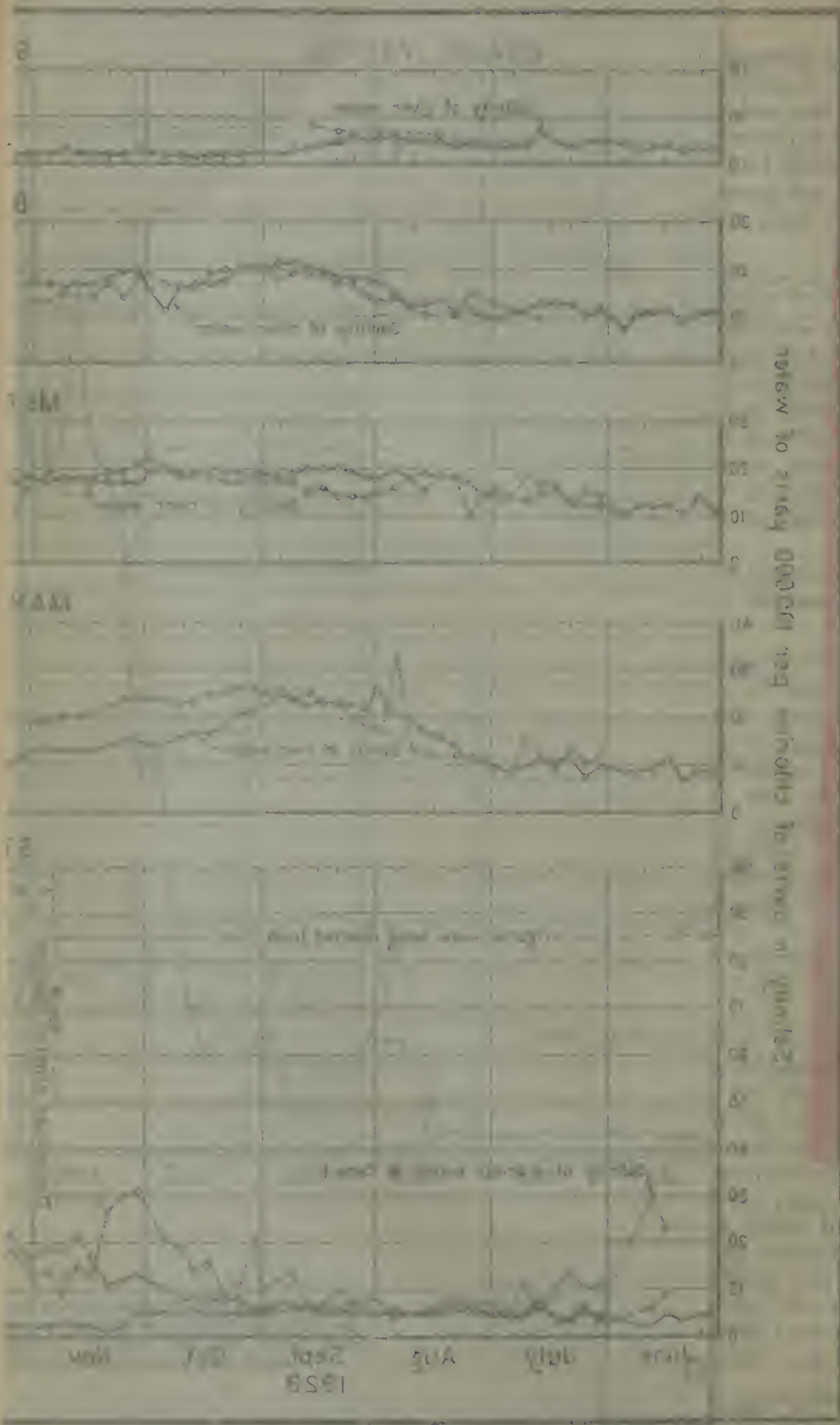
† Estimated. No record.



NOTE  
 The salinity of river water curves shown on this sheet represent the mean salinity of the water surrounding each island. This salinity was determined by taking the average of the mean tidal cycle surface zone salinities at the various observation stations around each island.

COMPARATIVE SALINITY  
 OF  
 RIVER AND DRAINAGE WATER





islands, the salinity of drainage water was about the same as that of the river water during the irrigation season, while it exceeded that of the river water during the winter months. The conditions on Jersey Island in 1929-30 were markedly different than on the other islands. On this island the salinity of river and drainage water was about the same when the record started in the middle of July, 1929. Thereafter, during the months of July, August and September, the salinity of the river was greatly in excess of the drainage water, the river water reaching a maximum of 365 parts in early September. In comparison, the drainage water reached a salinity of about 40 parts in August and continued at about this degree until May, 1930, although the salinity of the river water dropped below 10 parts in December, 1929, and remained below 10 until July, 1930. It is stated that there were no irrigation diversions from August, 1929, to the latter part of April, 1930. Samples and analyses of drainage water on Sherman Island during the 1929 season taken by Reclamation District 341, indicate a similar condition on this island. It appears from this record on Jersey Island and the data on Sherman Island that, in the lower part of the river where the channels become impregnated most every season with a relatively high degree of salinity, the water inside the island, at least that portion appearing in the drainage ditches, is unaffected. Definite conclusion as to this matter can not of course be made with but one year's record, but it appears that the shortness of the period of time in which water of a relatively high salinity surrounds the islands results in no appreciable effect on the water inside the islands, at least within the depth of the drainage ditches. It should be understood, of course, that, during this period of high salinity in the river channels, it is the usual practice not to divert water for irrigation. Hence, any effect of saline water in the adjacent channels would be indicated presumably by an increase of salinity in the ground water within the island. Any increase in salinity of ground water would show up presumably in the drainage water, providing no water were being diverted for irrigation. The apparent lack of effect of relatively high salinity in the river channels on the water inside the islands is of significant importance in a consideration of the possible damage to the delta island lands and crops by reason of saline invasion.

Based upon these records of comparative salinity of drainage water and river water, a study was made of the possible effect of irrigation supplies and drainage pumping on the residual salt content of the islands in the delta. This involved an estimate of the amount of salt entering and leaving the islands for the purpose of obtaining information as to whether more salt in the form of chlorine is being added to the lands by the irrigation water than is being taken out in the drainage water. In order to carry out such a study, it is necessary to have records of the amounts of water diverted into the island and the amounts of water pumped out by the drainage pumps. However, the study is complicated by the fact that there is also involved the extractions of water consumed by the crops, vegetation and evaporation from soil and inland waterways; and also the water coming into the island from rainfall and by what may be termed seepage. It is well known that the amount of seepage from the channels into the islands is substantial, especially in the lands of peat formation and that this source of supply materially contributes to the moisture requirements of crops



and other moisture consuming agencies on the islands. However, no exact information is available as to the quantity or rate of seepage into the islands, as there is no method by which an exact measurement can be made of the same.

Exact data as to total input and output of water were not available and hence only an approximate analysis could be made. On only one of the islands, Staten Island, was a fairly accurate record available of the irrigation diversions. It was possible to make a fairly close estimate of the consumptive use of water by crops, vegetation and evaporation, based upon detailed crop surveys and estimates from experimental measurements of the rate of use by the several types of crops, vegetation and by evaporation. A study was then made setting up an equation between the total amount of water entering an island (irrigation diversions, seepage and rainfall) and the total amount of water leaving the same (drainage pumping and consumption by crops, vegetation and evaporation). Based upon estimates of the amount of water entering and leaving the island over a year's period and the known saline content of the waters entering and leaving, it was possible to make an estimate of the total amount of salt brought in and taken out during a year's period. It was necessary, in making this estimate, to assume that the average elevation of the water table at the beginning and end of the period was the same. This is an approximation in which some error might be involved, but which is believed to be fairly reasonable for the purposes of this estimate.

From the data on Staten Island and assuming an equality between the total amount of water entering the island and the total amount taken out during the year's period, it was demonstrated clearly that a considerable portion of the water supply entering this island would have had to be supplied by what may be termed seepage. The data indicated that slightly less than 50 per cent of the total water entering the island came through this source. A similar study for Jersey Island in 1929-30, using approximate estimates of irrigation diversions, indicated that seepage water comprised about the same proportion of the total water entering the island.

On the other islands, no data were available on irrigation diversions, but an estimate of the total amount of water entering the island was made on the assumption that it would be equal to the total amount taken out. Thus, with available data upon which to estimate the amount of water pumped by the drainage pumps and the amount of water consumed by crops, vegetation and evaporation, and an estimate of water added by precipitation, it was possible to estimate the amount of water entering the island by seepage and artificial diversions over a year's period.

The estimates resulting from this study of the amount of salt put in and taken out of the islands are believed to be too approximate to present actual figures. The actual net amounts of salt which the estimates showed as being left in or taken out for the periods considered were generally small. Of chief interest, however, the estimates indicated for the period studied that about as much salt is being taken out of the islands in the drainage water as is entering the islands in the water diverted or seeping in. In order to obtain conclusive data as to this matter it would be necessary to have detailed records of the ground



water levels in the islands and more exact data on the amounts of water entering and leaving the islands than have been available for the limited period studied. The matter is one intimately connected with the problem of alkali accumulation in the delta soils, which is recognized as a problem which should receive attention looking toward a suitable solution.

#### Effect of Salinity Conditions on Developments and Interests.

The invasion of salinity into the upper bay and delta channels in certain years since 1917 has affected not only the delta but also the industrial and urban developments in the upper Suisun Bay area, particularly in the Antioch-Pittsburg district. The marshlands in upper Suisun Bay have also been affected to some extent.

Many of the industries in the Antioch-Pittsburg district are large users of fresh water for boiler and various industrial process purposes. A large part of their fresh-water supplies have been obtained from the river or bay channels offshore from the plants. With the greater degree and duration of saline invasion in recent years since 1917, the industries have been curtailed in their use of this source of fresh-water supply and it has been necessary for them to obtain a greater portion of their required fresh-water supplies from local underground sources or from public water supply systems, entailing additional capital and annual costs. The local underground supplies are limited in amount and are already being drawn upon in excess of the average amount of natural replenishment. This has caused an infiltration of saline water from the adjacent bay or river channels, resulting in the underground supplies becoming saline and hence not fully dependable as a source of fresh-water supply. Industries lower down in Suisun Bay and at points farther downstream have never been able to depend upon the immediate adjacent bay channels as a source of fresh-water supply because saline invasion has always resulted in the water remaining too salty for fresh-water purposes during a considerable portion of the year. Hence, in so far as fresh-water supply is concerned, the change in salinity conditions during the last ten to fifteen years has not affected these lower interests, except the California and Hawaiian Sugar Refining Corporation. Beginning in 1920, this company found it more economical to obtain its fresh-water supply in the summer and fall months from Marin County instead of by barges filled in the river above, because of the greater distance that had to be covered to reach fresh water. This latter arrangement was not wholly satisfactory and led to this company constructing a new private water supply system in 1930 to furnish fresh water for the sugar factory and the city of Crockett. Water is obtained from wells in lower Napa Valley and conveyed to Crockett by pipe line.

The greater degree and duration of saline invasion in the Suisun Bay channels has also affected the industries to some extent by reason of the increased rate of depreciation on cooling water equipment due to the greater corrosion caused by the salt water pumped from the bay for cooling and condensing purposes. Many of the industrial plants have had to replace their previous cooling equipment with salt-resisting equipment in order to decrease the expense of maintenance and depreciation. However, the additional cost of salt-resisting equipment does

not greatly increase the expense of cooling water to the industries and the actual cost per 1000 gallons is small. Over 80 per cent of the total amount of water used by industries in the upper bay region is for cooling and condensing purposes. The use of saline water from the bay channels for cooling and condensing is satisfactory and little, if any, advantage would be gained if fresh water were available for this purpose.

From 1880 to 1920, Pittsburg (formerly Black Diamond) obtained all or most of its domestic and municipal water supply from New York Slough offshore. Although the records show that the water became too brackish to be suitable for domestic use during certain periods in the summer and fall months even before 1917 (See Table 34 for record of salinity, 1910 to 1916), the degree and duration of salinity greatly increased from 1917 on and necessitated the provision of a new source of supply. After providing temporary expedients, including the hauling of water in barges filled at points upstream where fresh water was available, the use of the river as a source of domestic and municipal water supply was discontinued in 1920 and since that time the supply has been obtained from local wells. From early days, Antioch has obtained all or most of its domestic and municipal supply from the San Joaquin River immediately offshore from the city. This supply also has always been affected to some extent by saline invasion with the water becoming brackish during certain periods in the late summer and early fall months. However, conditions were fairly satisfactory in this respect until 1917, when the increased degree and duration of saline invasion began to result in the water becoming too brackish for domestic use during considerable periods in the summer and fall. To meet this change in conditions, Antioch finally constructed a reservoir which is filled with fresh water from the river in the winter and spring and which is designed to supply the city during the period of the year when the water in the river is too brackish for municipal use.

The remaining cities and towns in the upper bay region have obtained fresh-water supplies from various local sources such as surface streams and wells and hence have not been affected by recent changes in salinity conditions. One public utility, serving the cities and towns of Contra Costa County from Pittsburg to Oleum as well as several industrial plants, has recently completed a new water supply development, pumping water from the lower river near Mallard Slough about two miles west of Pittsburg and piping the same to a storage reservoir at Clyde just south of Bay Point. Water is pumped when fresh and free from saline invasion and the storage capacity is designed to supply the demands during the remainder of the year when the water at the intake is too salty for fresh-water purposes.

The marshlands adjacent to Suisun Bay, especially the portion thereof in the upper half of the bay, have been affected to some extent by the more prolonged invasions of salinity of high degree since 1917. Although the area farmed is relatively small in extent, comprising only 5000 acres in 1929, water suitable in quality for irrigation has been available for much shorter periods during the last ten to fifteen years than in former years. This not only has curtailed irrigation diversions to crops, but also has limited the development of these marshlands because of the lack of availability for a sufficient period of time of fresh water for leaching the salts from the soils to make them fit for crop



production. In former years these lands were utilized principally for cattle grazing and dairying. These activities have been adversely affected during recent years because of the difficulty in providing fresh water for the cattle during the more prolonged saline invasions.

Except for those specifically noted heretofore, the industrial, municipal and agricultural developments and interests in the upper San Francisco Bay region have not been affected thus far by saline invasion in regard to water supply, because the river and bay channels have not been used as a source of fresh-water supply. However, the studies presented in other reports \* show that the ultimate water requirements for industrial, municipal and agricultural use in the upper bay region will necessitate the importation of supplies from some suitable source to supplement the local water resources which are capable of economic development. The nearest source of supply would be the lower Sacramento and San Joaquin rivers. The studies of water supply, yield and demand in the operation of the initial and ultimate developments of the State Water Plan show that most of the water supply required to be imported to the upper San Francisco Bay region could be furnished from this source. Therefore, the industrial, municipal and agricultural developments adjacent to Suisun and San Pablo bays are directly interested in the investigation of salinity, and particularly in the determination of a means of controlling saline invasion in such a way that water supplies now available or hereafter made available in the lower Sacramento and San Joaquin rivers would be maintained fresh at all times for diversion to supply the future needs of the upper bay region.

One of the results attributed to the increased degree and duration of saline invasion of the last ten to thirteen years is the destruction by the teredo of untreated timber piling in water-front structures along the shores of San Pablo and Suisun bays. Prior to 1919, most of the water-front structures in the entire upper bay region were supported on untreated timber piling, most of which had stood for many years without molestation by marine borers. The marine borer, known as the teredo navalis, was first reported in a structure at Mare Island in 1914, but its activities did not become serious until after 1917. By 1921, practically all untreated timber piling in the upper bay region had been destroyed by the teredo navalis and necessitated costly reconstruction with various forms of treated timber and concrete piling designed to resist the attacks of these borers. It should be noted, however, that the salinity of the water in San Pablo Bay and most of Suisun Bay was great enough prior to 1917 for the teredo to be active, and had it not been for the introduction of the teredo navalis into the upper bays, probably in a shipment of piling infested with this borer, the untreated timber piling would not have been attacked. Hence, it appears that the change in salinity conditions, in itself, was not the primary cause of the destruction of untreated timber piling, but rather only a contributing factor, providing conditions agreeable to the activities of teredo navalis after its introduction.

Within the delta, the greater extent, degree and duration of saline invasion in certain years since 1917 have resulted in the curtailment of irrigation on varying portions of the delta during the latter part of the

\* Bulletin No. 25, Report to Legislature of 1931 on State Water Plan, Division of Water Resources, 1930.

Bulletin No. 28, Economic Aspects of a Salt Water Barrier below Confluence of Sacramento and San Joaquin Rivers, Division of Water Resources, 1931.



irrigation season. This has resulted possibly in some decrease in crop yields but no definite information has been found as to any losses in crops for any year up to 1930.† This no doubt is partly due to the judicious choice as to type of crops grown especially on the lower lands of the delta such as Sherman and Jersey islands. It is found that the crops grown on these lower lands are generally of a type which have the greatest tolerance to saline conditions and/or which do not require irrigation applications in the late irrigation season. Thus, one of the chief crops grown is asparagus, which is relatively tolerant to salt and which, being deep-rooted, draws its moisture from considerable depths and hence does not require irrigation applications in the late summer and fall months. Shallow-rooted crops requiring irrigation in the latter part of the irrigation season usually are not planted on these lands where saline invasion generally occurs in the adjacent channels to make the water unsuitable for irrigation use. Earlier, more prolonged and more extensive invasions of salinity than have occurred up to 1930 might result in material loss in crop production.†

There has been considerable speculation upon the effect of saline invasion on the quality of the lands within the delta. In so far as can be ascertained by the present investigation, the invasions of salinity which have occurred up to 1930 apparently have not affected the quality of land. This appears to be true even for those lands which lie nearest the lower end of the delta, including such areas as Sherman, Jersey, Bradford, Twitchell, and Brannon islands and the Webb Tract. The waters in the channels adjacent to these lands have been invaded by saline water to an extent sufficient to make the water unfit for irrigation use during varying periods in several of the past ten years. However, the period of saline invasion into the delta is usually about three to six months of the summer and fall in the lower delta channels and correspondingly lesser periods at points farther upstream.

Just what the effect of a longer period of saline invasion than has been experienced up to 1930 would be on these delta lands is impossible to state, nor can a statement be made with any degree of certainty as to what period of saline invasion could be experienced by these lands without affecting their quality. It appears probable that the saving feature in the conditions which have been experienced during the past ten years or even farther back is the fact that fresh water is present in the adjacent channels for a larger portion of the year and is therefore the predominating source of the ground water supplies which fill the voids in the island masses. A fresh water supply thus stored up in the ground is available for a considerable period of time and apparently its quality within the reach of plant roots is unaffected by invasions of saline water in the adjacent channels which extend over periods of considerable duration. However, if water of a high salinity were to remain present in the channels of the delta during a larger portion of the year, it appears probable that the ground waters in the islands would gradually become saline and thus affect the quality and utilization of the soil. Conditions would tend to approach those which are found in the marshlands of Suisun Bay, where saline water conditions have predominated over a longer period of time.

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† Surveys and studies under way indicate that the unprecedented saline invasion in 1931 resulted in a very material loss in crops in the delta and also some loss in the delta uplands.

Although the evidence appears to show that the delta lands and crops have not been materially damaged by saline invasions which have occurred up to 1930, the salinity menace has tended to depreciate land values in the delta. Until this menace is removed there exists a more or less constant threat of more extensive and prolonged saline invasions than have heretofore occurred up to 1930, which might result in material damages to crops and lands in the delta.

There does exist a more or less serious problem of salt accumulations in the soils of the delta islands which it is deemed desirable to discuss in this connection, inasmuch as there has been a considerable tendency to confuse this problem with the invasions of saline water from the bay. Because of the method of irrigation in the delta with ground water levels held from six inches to three feet below the ground surface to supply the moisture requirements of the crops, there results a positive tendency for the gradual accumulation of salts in the surface layers of the soil. This is due to the fact that capillary action draws the moisture from the water table to the ground surface and upon evaporation leaves in the surface layers of the soil whatever salt content it had. Where the water is generally very pure and contains but a small amount of salts, the accumulation of salt by this action is extremely slow and it takes many years to accumulate enough salt to affect crop production. While the water supply in most of the delta is usually comparatively free from salt, the result of many years of irrigation under the methods used has been the gradual accumulation of considerable amounts of salt in the surface layers of some of the island soils. Direct rainfall, when of sufficient quantity, helps considerably in leaching out such accumulations. However, during periods of subnormal precipitation such as the last thirteen years, the leaching action of rainfall is greatly diminished. Thus far the problem has not reached serious proportions except in a few isolated instances. However, the evidence of actual accumulations is sufficiently clear to have brought it to the attention and serious consideration of many of the delta land owners. It is evident that measures should be taken before many years to eliminate these accumulations of salt which tend to gradually occur.

The evidence shows that the salt which has been accumulated in the surface layers of soils in the delta is chiefly the result of the methods used in irrigation involving the maintenance of high water tables for the growing of crops. However, it is important to point out that fresh water is especially essential with this method of irrigation, as the use of water of greater salinity would tend to increase salt accumulations in the soil.

#### **Basic Factors Governing Salinity Conditions.**

The basic factors governing the extent of saline invasion and retreat and the rates of advance and retreat of salinity are stream flow into the delta and tidal action. The effect of stream flow is modified by consumption of water in the delta by crops, vegetation and evaporation. In other words, the stream flow at the confluence of the Sacramento and San Joaquin rivers into Suisun Bay is the difference between the stream flow into the delta and the amount of water consumed within the delta. The studies of variation and control of salinity are chiefly directed to the determination of the relation of the



variation of salinity to the basic factors affecting the same, namely; stream flow and tidal action. It has, therefore, been essential to obtain as accurate and complete data as possible as to these basic factors and the compilation of the data regarding the same has been an important part of the present investigation.

*Stream Flow*—The records of stream flow used in this investigation are from measurements made at established gaging stations maintained and operated by the United States Geological Survey in cooperation with the State together with special stream gaging stations maintained and operated by the State alone. The location of the stream gaging stations from which records of flow are used in this report are shown on Plates I and II. These gaging stations have been in operation for varying periods of time. During earlier years, most of the gaging stations established and operated were on the main streams at or near the rim of the valley. For the purpose of this investigation it was necessary to determine the inflow into the delta. Fortunately, during the past ten years since 1920, stations have been maintained and operated at or near the rim of the delta which has made it possible to closely estimate daily inflow into the delta, especially during the summer and fall months covering the period of invasion and retreat of salinity. These records of daily inflow into the delta, for the seasons 1919–1920 to 1928–1929 have been compiled and are presented in tabular and graphical form. Table 37 summarizes the daily inflow into the delta for both the Sacramento and San Joaquin River systems separately and combined from 1919 to 1929, inclusive. The basis of compilation of the figures on inflow are presented in detail with the table. The Sacramento River flow includes the flow of the main Sacramento River and all of its branches into the northern end of the delta, as measured at Sacramento. It also includes the flow of Cache and Putah creeks and Yolo By-Pass. The San Joaquin River flow includes the flow of the San Joaquin River as measured at the south rim of the delta near Mossdale Bridge, together with the flow of the Calaveras, Mokelumne, and Cosumnes rivers and Dry Creek.

These records of daily inflow into the delta are graphically presented on Plates V and VI. These are shown by the diagrams on the lower half of these plates directly below the graphical record of salinity so that the variation of inflow into the delta can be directly and conveniently compared with the variation of salinity. The heavy lines on the graph of stream flow are for the combined flow of the Sacramento and San Joaquin rivers into the delta. There is also shown in a lighter line the flow alone of the San Joaquin River and its branches. During the low flow period of the summer and fall months, the stream flow is shown each season on a larger scale so that the amounts of flow can be more readily taken off the graph. There is also shown on the larger-scale diagrams of flow the consumption of water in the delta, based upon estimates and data presented hereafter. This is shown for the entire delta and also separately for the Sacramento and San Joaquin deltas. The assumed dividing line between the Sacramento and San Joaquin deltas is shown on Plate III. The direct comparison between the stream flow into the delta and the consumption of water in the delta can be readily made on this graph which clearly illustrates the fact that, in several of the years during the ten-year period, the



stream flow entering the delta has been insufficient to take care of the consumptive needs of the delta.

Prior to 1919, stream flow measurements are not available for estimating the daily inflow into the delta. However, the records available are sufficient to make a reasonably close estimate of the monthly inflow as far back as 1911-1912. The monthly stream flow has, therefore, been compiled for the period 1911 to 1919 for use in general studies as to relation of stream flow to salinity. The estimated monthly stream flow from 1911 to 1929 is shown in Table 38 and on Plate VIII, "Monthly Stream Flow into Delta of Sacramento and San Joaquin Rivers."

Table 39 summarizes the seasonal stream flow and the per cent of each season's stream flow to the average for the 58-year period, 1871 to 1929. The estimates of seasonal stream flow from 1871 to 1911 are not shown in Table 39, because only an approximate estimate could be made based upon the estimates in a previous report \* and records of stream measurements at stations at the rim of the valley. However, the inflow for the seasons prior to 1911 has been estimated as a percentage of the 58-year mean (1871-1929) and shown with the percentage estimates from 1911 to 1929 on Plate IX, "Seasonal Stream Flow in Delta of Sacramento and San Joaquin Rivers." The percentage estimates of seasonal stream flow were made for the seasons prior to 1889, because it was desirable to correlate these earlier years' stream flow with historical information available on salinity conditions.

*Variation of Stream Flow*—Stream flow into the delta varies in magnitude in accordance with the wetness of the year. The mean seasonal stream flow into the delta for the period 1871 to 1929, inclusive, is estimated at 31,346,000 acre-feet. The 40-year mean from 1889 to 1929, inclusive, is practically the same amount. The mean for the last 20, 10- and 5-year periods is, however, considerably less than the long period means, the 20-year mean being estimated at 23,765,000 acre-feet and the 10- and 5-year means being about 19,000,000 acre-feet. During the last 58 years, the period up to and including 1916 contains a preponderance of wet or above normal years. As shown on the upper diagram of Plate IX, the accumulated percentage departure of seasonal stream flow from mean stream flow for the period 1871 to 1917 amounted to about 500 per cent excess above the 58-year mean. Beginning with the season 1916-1917, however, there has been a preponderance of dry years up to 1930, the effect of which is indicated by the almost continuous downward slope of the cumulative curve of percentage departure from the mean.

The total stream flow for individual seasons varies widely. Based on the 58-year mean (1871-1929), the percentage of mean seasonal stream flow varies from a minimum of 18 per cent for the season 1923-1924 to a maximum of 261 per cent for the season 1889-1890.\*\* During the 58 years there have been 29 years in which the stream flow

\* Bulletin No. 5, Flow in California Streams, Division of Engineering and Irrigation, 1923.

\*\* The percentages of mean seasonal stream flow into the delta are affected by upstream diversions and, hence, differ for identical seasons from corresponding percentages of mean run-off naturally tributary to the delta. Upstream diversions effect a proportionately greater reduction of the tributary run-off in dry seasons than in wet seasons. Therefore, especially in dry seasons, the percentage indexes for stream flow into the delta are considerably less than those for the natural tributary run-off of the same seasons.

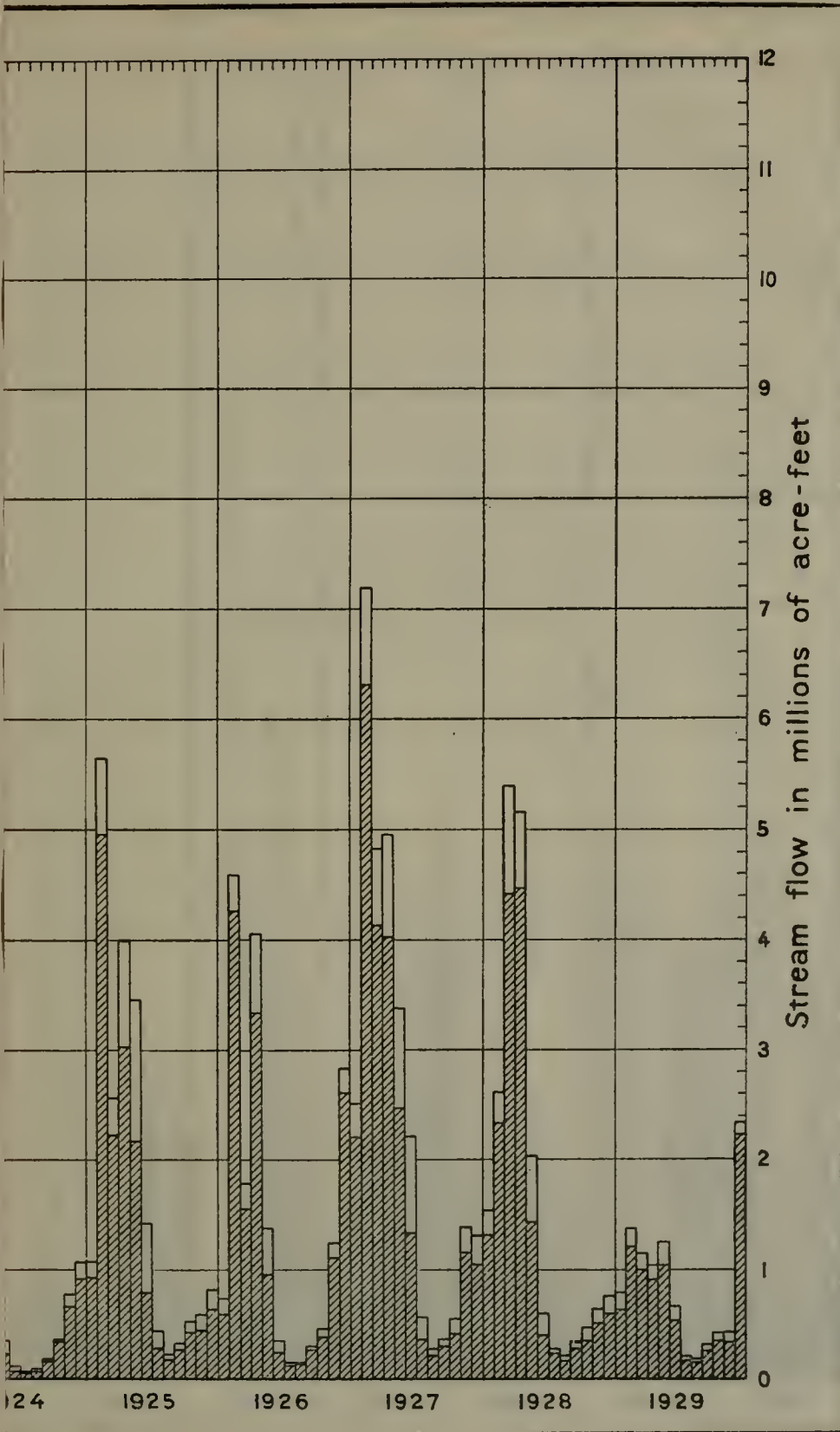
was equal to or greater than normal. However, in the 10-year period, 1919-1929, only two seasons have had normal stream flow and of the remainder, four have had but 50 per cent or less of normal stream flow. In the 13-year period, 1917-1929, there have been but two normal seasons of stream flow and of the balance, five seasons have had a total stream flow of 50 per cent or less than normal. It is particularly important to note that the period 1917-1929 has been one of unusual dryness and subnormal stream flow and that this condition has been a most important contributing factor to the abnormal extent of saline invasion which has occurred during this same time. Other factors which will be discussed hereafter have contributed to the salinity conditions, but the conditions of subnormal stream flow are believed to have been a major factor in bringing about the abnormal salinity conditions.

Even more marked variations occur in monthly stream flow into the delta. As shown in Table 38 and on Plate VIII, the monthly stream flow has varied from a minimum of 70,000 acre-feet in 1920 to a maximum of over 12,000,000 acre-feet in 1914, with an average of 1,845,000 acre-feet per month for the period 1911-1929. The average of the maximum monthly stream inflows for all seasons from 1911 to 1929 is 4,916,000 acre-feet. The smallest maximum monthly stream flow in any season during the period was in 1923-1924 and amounted to 1,254,000 acre-feet. For the thirteen-year period 1917 to 1929, the average monthly stream flow was 1,604,000 acre-feet. The minimum monthly stream flow from 1911 to 1929 during the summer period June to September, inclusive, in each season, ranged from 70,000 acre-feet in 1920 to 557,000 acre-feet in 1912.

The months of large stream flow generally occur in the period December to May corresponding with the winter and spring flood period. During the earlier months of December to March, inclusive, the larger stream flows are caused usually by rainfall in the valleys and foothill areas, occasionally augmented by melting snow in the lower mountains. It is in this period that most of the large floods have occurred. In the later months, April, May and June, the larger stream flows usually come directly from melting snows in the Sierra Nevada. Based on this period of record, 1911-1929, stream inflow during the six months' period, January to June, inclusive, on the average comprises 82 per cent of the total seasonal stream flow and during the seven months' period, December to June, inclusive, 88 per cent of the total seasonal stream flow. This leaves but twelve to eighteen per cent of the total seasonal stream flow occurring during the five or six summer and fall months up to the time that rains and winter freshets start normally each year. It is during this latter period that the maximum demands for irrigation and water consumption occur and this situation typifies the usual discrepancy which exists in California as between the occurrence of supply and demand for water. The period of low stream flow is also coincident with the annual invasion of salinity into the upper bay and delta channels.

The variations in rate of flow of the Sacramento and San Joaquin rivers into the delta are even more marked and of greater significance than the variations in monthly and seasonal inflow. During the period 1919 to 1929, inclusive, the combined flow of the Sacramento and San Joaquin rivers into the delta has varied from a minimum of about 700





MONTHLY STREAM FLOW INTO DELTA  
 OF  
 SACRAMENTO AND SAN JOAQUIN RIVERS

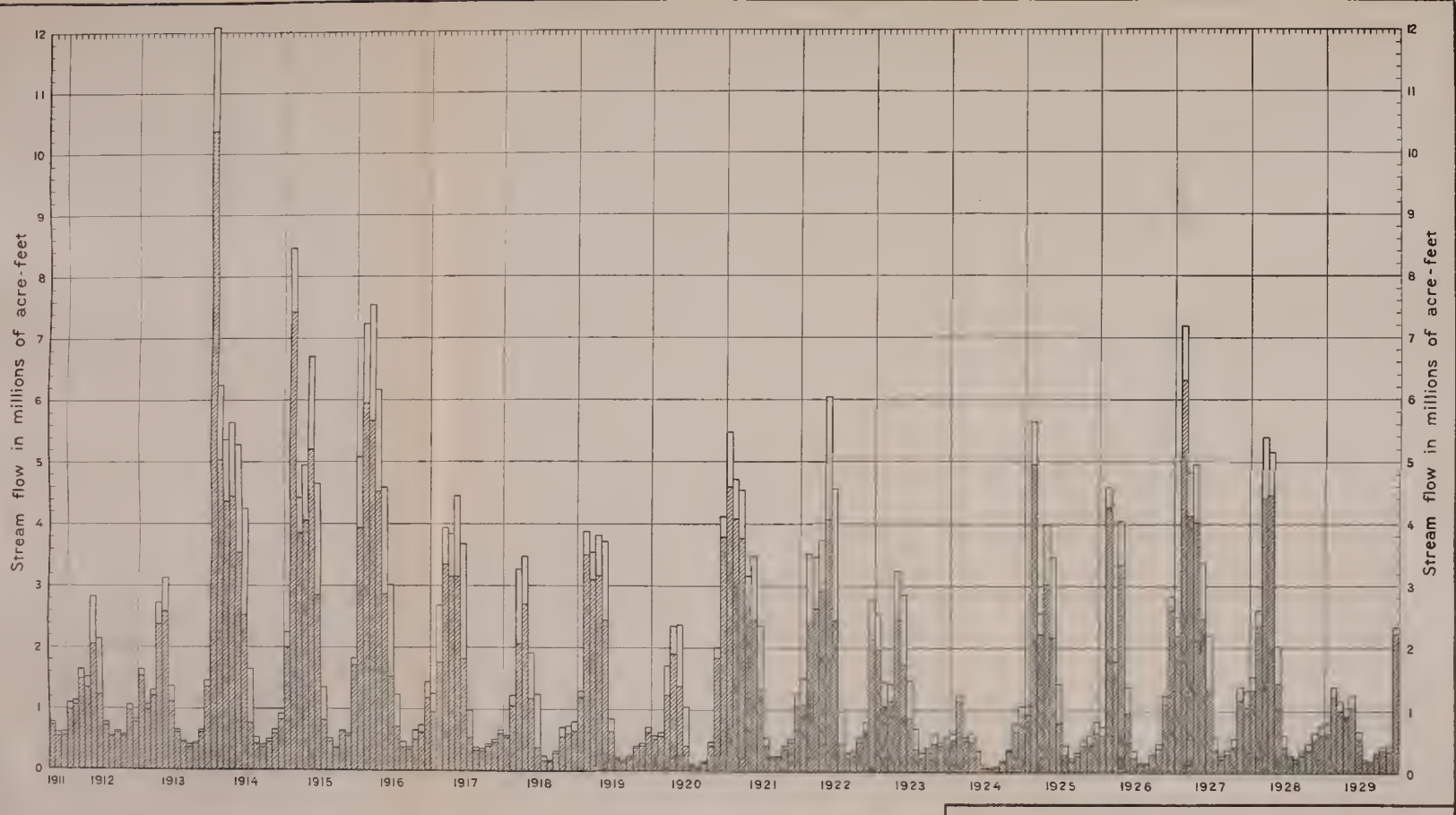


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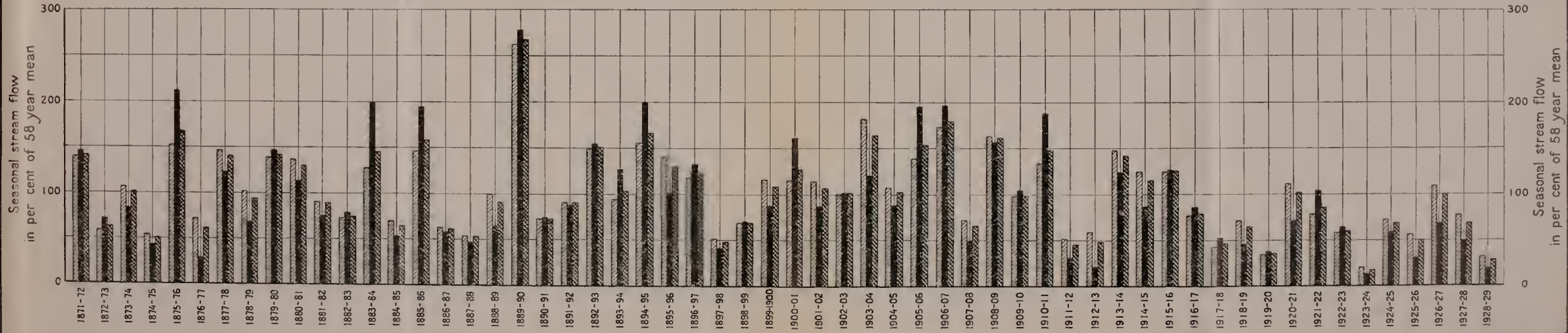
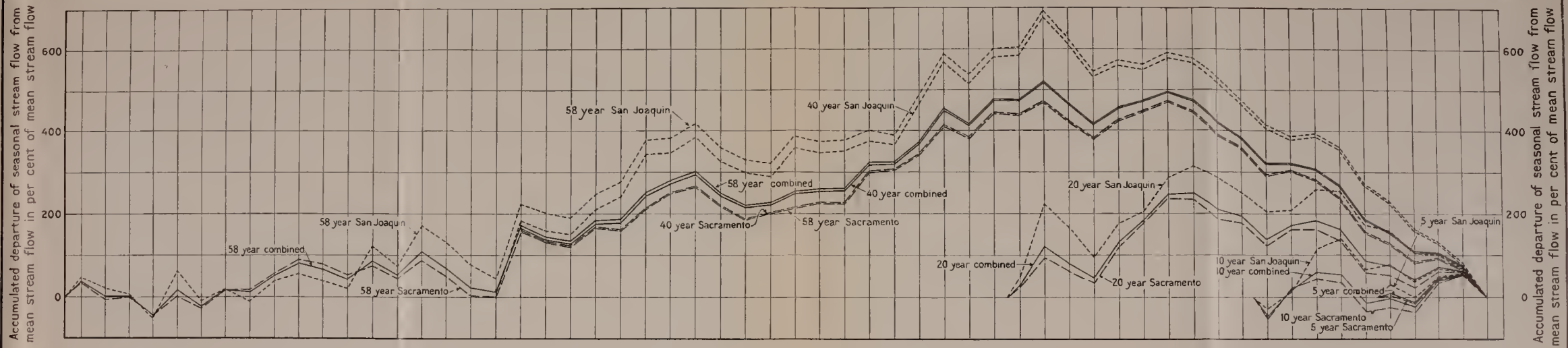
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LEGEND  
Sacramento River System  
San Joaquin River System

MONTHLY STREAM FLOW INTO DELTA  
OF  
SACRAMENTO AND SAN JOAQUIN RIVERS





|                          | Sacramento River     | San Joaquin River   | Combined             |
|--------------------------|----------------------|---------------------|----------------------|
| 58 year mean stream flow | 23,449,000 acre-feet | 7,897,000 acre-feet | 31,346,000 acre-feet |
| 40 " " " "               | 23,442,000 " "       | 7,805,000 " "       | 31,247,000 " "       |
| 20 " " " "               | 18,228,000 " "       | 5,537,000 " "       | 23,765,000 " "       |
| 10 " " " "               | 14,995,000 " "       | 4,136,000 " "       | 19,131,000 " "       |
| 5 " " " "                | 16,058,000 " "       | 3,599,000 " "       | 19,657,000 " "       |

LEGEND

▨ Sacramento River

▩ San Joaquin River

▧ Combined Sacramento and San Joaquin Rivers

SEASONAL STREAM FLOW INTO DELTA OF SACRAMENTO AND SAN JOAQUIN RIVERS



second-feet in August, 1920, to a maximum of 353,000 second-feet in March, 1928. As far as is known, the minimum flow in 1920 is the smallest combined flow of the Sacramento and San Joaquin rivers into the delta that has ever occurred up to 1930.\* At the time this minimum flow occurred, about half of the flow was supplied by the Sacramento River and about half by the San Joaquin River and its branches. From July 24 to August 23, 1920, or practically a month's period, the combined inflow ranged from 700 to 1600 second-feet with an average of about 1000 second-feet. In the summer of 1924, the minimum flow was nearly as small as in 1920, decreasing to about 1000 second-feet in the middle of July of that year. From July 1 to August 15, 1924, the average flow into the delta was about 1300 second-feet. In the summer of 1926, the minimum flow was 1600 second-feet with an average flow from July 20 to August 12 of about 1800 second-feet. As compared to these lower minimum flows which have occurred during the period 1920-1929, the minimum flow in 1928 was 3100 second-feet and in 1929 about 2600 second-feet, while in the more normal years of 1921, 1922, 1923, 1925 and 1927, the minimum flow was at all times greater than 3000 second-feet, and, with the exception of 1921 and 1925, was over 4000 second-feet. The minimum flow of the Sacramento River into the delta during the ten-year period was about 300 second-feet about August 1, 1920, as compared to about 700 second-feet in July, 1924, while the minimum flow of the San Joaquin River and its branches into the delta was about 200 second-feet in 1920, and 300 second-feet in 1924. In 1926 the minimum flow of the Sacramento River was 1300 second-feet while the minimum flow of the San Joaquin River was 200 second-feet.

The greater portion of the stream flow into the delta usually has come from the Sacramento River. The graphical record of flow on Plates V and VI clearly illustrates the proportionate amounts supplied from the two streams. This is of particular significance in the summer period. During the ten-year period from 1920 to 1929, except 1923 and 1927, the flow of the San Joaquin River and its branches has dropped below 1000 second-feet and in most years to 500 second-feet or less for a considerable period in the summer of every year, whereas in only two years, 1920 and 1924, did the flow of the Sacramento River into the delta reach such a low discharge.\* Therefore, it is clear that the Sacramento-San Joaquin Delta is dependent to a large extent upon the flow of the Sacramento River into the delta for its water supply. It is equally clear that the usually greater flow of the Sacramento River is of relatively greater importance in the effect of stream flow on salinity conditions in the delta and upper bay channels. The maximum flow of 353,000 second-feet, which occurred during the ten-year period (1920-1929) is considerably less than the maximum flows which may be likely to occur in future years. It has been estimated that the maximum flood discharge of the combined Sacramento and San Joaquin

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\* Since the preparation of this report, the extremely dry season of 1930-31 has occurred, resulting in an unprecedented minimum flow into the delta during the summer of 1931. The combined flow of the Sacramento and San Joaquin River systems into the delta was less than 500 second-feet for a considerable period during the summer; and, for a period of about two weeks, there was practically no flow passing Sacramento in the Sacramento River. The only flow coming into the delta during this period comprised return water from lands irrigated on the San Joaquin River system and some water released from reservoirs on the Mokelumne River.

rivers into the delta under present conditions of reclamation and flood control development might reach a maximum of between 750,000 and 800,000 second-feet.

The amount and variation of stream flow into the delta during the summer and fall months are of chief significance and importance as affecting the extent, degree and duration of saline invasion into the upper bay and delta channels. The amount and variation of winter and spring flows, and especially the floods, chiefly affect the extent of retreat of salinity. However, the amount and variation of winter and spring flows also have a material effect upon the succeeding summer invasion of salinity. This feature will be discussed more fully in Chapter III.

*Consumptive Use of Water in Delta*—The consumptive use of water in the delta of the Sacramento and San Joaquin rivers is based chiefly upon six years of tank experiments made by the United States Department of Agriculture in cooperation with the State as previously described in Chapter I. The complete report of these measurements has not as yet been prepared. However, a summary of the results of the measurements has been made especially for this investigation, which furnishes what may be considered reasonably close figures on estimated water consumption by crops, vegetation and evaporation in the delta. In the data and discussions presented herein, the term "consumptive use" is used in its absolute sense. It represents amounts of water consumed irrespective of source and hence includes amounts consumed from rainfall. However, the greater part of both annual and seasonal consumption occurs in the dry months, and hence the source of supply is chiefly from the delta channels.

Table 1 shows the estimated consumptive use in feet depth (acre-feet per acre) for all important crops and, in addition, for natural vegetation, and evaporation from bare and idle land and open water. These rates of estimated consumptive use of water when applied to the acreages of crops, natural vegetation, idle land and open water surface give the water consumed in the delta in acre-feet. The estimated monthly, total seasonal and total annual consumption in acre-feet in 1929 are shown in Table 2. The total seasonal consumption comprises the estimated amounts of water used by crops and vegetation during the growing season and by evaporation for the entire year. The total annual consumption includes, in addition, the use of water on the cropped area during the nongrowing or dormant season. The consumptive areas are based upon the 1929 crop surveys of the Sacramento-San Joaquin Water Supervisor, supplemented by special surveys and compilations made for this report. Crop areas are available for all years from 1924 to 1929, inclusive. No reliable complete data are available for the years 1920 to 1923, inclusive. However, as shown in Table 3, which summarizes the area in irrigated crops and the estimated total seasonal consumption of water by crops from 1924 to 1929, inclusive, there has been no very great change in the irrigated crop area during these years and it is probable that the irrigated area was about the same as far back as 1920. The average depth of water used by irrigated crops in the entire delta, as estimated from the consumptive use figures adopted, is about 2.1 feet during the composite growing season of all crops.



TABLE 1  
CONSUMPTIVE USE OF WATER IN SACRAMENTO-SAN JOAQUIN DELTA

| Crop or water-using agency   | Consumption in feet depth or in acre-feet per acre |       |       |       |       |      |       |       |       |       |       |       | Total use for year |      |
|--|--|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|--------------------|------|
|  | Jan.   | Feb.  | Mar.  | April | May   | June | July  | Aug.  | Sept. | Oct.  | Nov.  | Dec.  |                    |      |
| Alfalfa <sup>1</sup>   | (.06)  | (.08) | .10   | .30   | .40   | .50  | .65   | .55   | .50   | .20   | (.10) | (.07) | 3.20               | 3.51 |
| Asparagus <sup>2</sup>   | .05  | .05   | .05   | .05   | .08   | .14  | .40   | .68   | .55   | .42   | .12   | .10   | 2.69               | 2.69 |
| Beans <sup>2</sup>   | (.06)  | (.08) | (.08) | (.16) | (.20) | .14  | .24   | .58   | .37   | (.09) | (.07) | (.05) | 1.33               | 2.12 |
| Beets <sup>2</sup>   | (.04)  | (.08) | (.08) | .13   | .32   | .51  | *.61  | *.53  | *.20  | (.13) | (.10) | (.07) | 2.30               | 2.82 |
| Celery <sup>2</sup>  | (.04)  | (.04) | (.04) | (.08) | (.10) | .10  | .85   | .20   | .25   | .30   | .20   | .05   | 1.20               | 1.50 |
| Corn <sup>2</sup>  | (.04)  | (.04) | (.04) | (.08) | (.10) | .24  | .85   | *.84  | *.40  | .10   | (.10) | (.07) | 2.43               | 2.90 |
| Fruit <sup>3</sup>   | (.04)  | (.04) | (.04) | .18   | .32   | .50  | .57   | .40   | .23   | .07   | (.07) | (.05) | 2.27               | 2.51 |
| Grain and hay <sup>2</sup>   | (.04)  | (.04) | .07   | .60   | .83   | .20  | (.14) | (.23) | (.21) | (.14) | (.07) | (.05) | 1.70               | 2.62 |
| Onions <sup>2</sup>  | (.04)  | (.04) | .08   | .13   | .27   | .49  | .43   | .20   | (.16) | (.13) | (.10) | (.07) | 1.60               | 2.14 |
| Pasture <sup>4</sup>   | .08  | .10   | .20   | .25   | .25   | .25  | .25   | .25   | .20   | .15   | .10   | .08   | 2.16               | 2.16 |
| Potatoes <sup>2</sup>  | (.06)  | (.08) | (.08) | (.16) | .15   | .38  | .52   | .30   | .15   | (.09) | (.07) | (.05) | 1.50               | 2.09 |
| Seed <sup>3</sup>  | (.06)  | (.08) | (.08) | .10   | .25   | .50  | .50   | .50   | .35   | .10   | (.10) | (.07) | 2.30               | 2.69 |
| Truck <sup>4</sup>   | (.06)  | (.08) | .10   | .10   | .25   | .50  | .45   | .45   | .30   | .15   | .10   | (.07) | 2.40               | 2.61 |
| Tules <sup>4</sup>   | .16  | .09   | .30   | .74   | 1.10  | 1.28 | 1.53  | 1.32  | 1.18  | .98   | .59   | .36   | 9.63               | 9.63 |
| Bare land <sup>4</sup>   | .04  | .04   | .04   | .08   | .10   | .13  | .14   | .13   | .11   | .09   | .07   | .05   | 1.02               | 1.02 |
| Average idle land with weeds below elevation 5.0 feet U. S. G. S. datum <sup>5</sup> | .06  | .08   | .08   | .16   | .20   | .26  | .28   | .24   | .16   | .13   | .10   | .07   | 1.82               | 1.82 |
| Open water surface <sup>4</sup>  | .08  | .13   | .23   | .34   | .60   | .76  | .84   | .78   | .60   | .33   | .14   | .08   | 4.91               | 4.91 |
| Willows <sup>5</sup>   | .05  | .03   | .09   | .22   | .33   | .38  | .46   | .40   | .35   | .29   | .18   | .10   | 2.88               | 2.88 |

NOTE.—Figures shown in parentheses ( ) represent estimated consumptive use on cropped areas, before planting and after harvest, or during the dormant season.  
<sup>1</sup> Includes additional use of water by weeds during these months.  
<sup>2</sup> From experiments in adjacent areas.  
<sup>3</sup> From recent cooperative experiments in Sacramento San Joaquin Delta by Division of Water Resources and U. S. Department of Agriculture.  
<sup>4</sup> Estimated by U. S. Department of Agriculture by comparison with similar crops.  
<sup>5</sup> From data of recent cooperative experiments and other agencies, modified by Chas. H. Lee.  
<sup>6</sup> From data of recent cooperative experiments and other agencies, modified by Chas. H. Lee. Use based upon willows in large groves, with an additional ten per cent for isolated trees.



TABLE 2  
TOTAL CONSUMPTIVE USE OF WATER IN SACRAMENTO-SAN JOAQUIN DELTA—1929 SEASON

| Crop or classification   | Area in acres | Monthly consumption in acre-feet |         |         |         |         |         |          |          |         |         |         |         | Total seasonal consumption |           | Total annual consumption |           |
|--|---------------|----------------------------------|---------|---------|---------|---------|---------|----------|----------|---------|---------|---------|---------|----------------------------|-----------|--------------------------|-----------|
|  |               | Jan.                             | Feb.    | Mar.    | April   | May     | June    | July     | Aug.     | Sept.   | Oct.    | Nov.    | Dec.    | Depth in feet              | Acre-feet | Depth in feet            | Acre-feet |
|  |               | Alfalfa.....                     | (1,420) | (1,900) | 2,450   | 7,350   | 9,800   | 12,250   | 15,930   | 13,470  | 12,250  | 4,900   | (2,370) | (1,660)                    | 3.5       | 78,400                   | 3.5       |
| Asparagus.....   | 3,140         | 3,140                            | 3,140   | 3,140   | 5,020   | 8,780   | 25,090  | 42,660   | 34,500   | 26,350  | 7,530   | 6,280   | 2.7     | 168,750                    | 2.7       | 168,750                  |           |
| Beans.....   | (1,970)       | (2,630)                          | (2,630) | (5,270) | (6,530) | 4,450   | 7,620   | 18,430   | 11,750   | (2,960) | (2,300) | (1,660) | 1.3     | 42,250                     | 2.1       | 68,250                   |           |
| Beets.....   | (1,060)       | (1,410)                          | (1,410) | 2,380   | 5,860   | 9,330   | *11,160 | *9,700   | *3,660   | (2,290) | (1,760) | (1,230) | 2.3     | 42,090                     | 2.8       | 51,240                   |           |
| Celery.....  | (350)         | (350)                            | (350)   | (700)   | (860)   | 870     | 870     | 1,740    | 2,180    | 2,610   | 1,740   | 430     | 1.2     | 10,440                     | 1.5       | 13,050                   |           |
| Corn.....  | (1,740)       | (1,740)                          | (1,740) | (3,490) | (4,380) | 9,720   | 34,420  | *34,010  | *16,200  | 4,050   | (4,360) | (3,050) | 2.4     | 98,400                     | 2.9       | 118,900                  |           |
| Fruit.....   | (500)         | (500)                            | (500)   | 2,740   | 4,860   | 7,600   | 8,660   | 6,080    | 3,500    | 1,060   | (880)   | (620)   | 2.3     | 34,500                     | 2.5       | 37,500                   |           |
| Grain and hay.....   | (2,740)       | (2,740)                          | 4,900   | 42,000  | 58,100  | 14,000  | (9,590) | (15,750) | (14,380) | (9,590) | (4,790) | (3,420) | 1.7     | 119,000                    | 2.6       | 182,000                  |           |
| Onions.....  | (160)         | (160)                            | 340     | 560     | 1,160   | 2,110   | 1,850   | 860      | (640)    | (520)   | (400)   | (270)   | 1.6     | 6,880                      | 2.1       | 9,030                    |           |
| Pasture.....   | 770           | 970                              | 1,940   | 2,420   | 2,420   | 2,420   | 2,420   | 2,420    | 1,940    | 1,450   | 970     | 760     | 2.2     | 20,900                     | 2.2       | 20,900                   |           |
| Potatoes.....  | (1,100)       | (1,470)                          | (1,470) | (2,950) | 2,720   | 6,880   | 9,410   | 5,430    | 2,710    | (1,660) | (1,280) | (920)   | 1.5     | 27,150                     | 2.1       | 38,010                   |           |
| Seed.....  | (600)         | (800)                            | (800)   | 970     | 2,420   | 4,850   | 4,850   | 4,850    | 3,400    | 970     | (990)   | (690)   | 2.3     | 22,310                     | 2.7       | 23,190                   |           |
| Truck, vegetables.....   | (440)         | (590)                            | 770     | 770     | 1,920   | 3,850   | 3,470   | 3,470    | 2,310    | 1,150   | 770     | (510)   | 2.4     | 18,480                     | 2.6       | 20,020                   |           |
| Total irrigated crops.....   | 321,800       | 19,400                           | 22,440  | 74,740  | 106,100 | 87,110  | 135,340 | 158,870  | 109,420  | 59,560  | 30,150  | 21,470  | 2.1     | 689,550                    | 2.6       | 839,590                  |           |
| Idle land below elevation 5.0 feet U.S.G.S. datum.....                         | 31,800        |                                  | 2,520   | 5,020   | 6,290   | 8,180   | 8,810   | 7,550    | 5,030    | 4,090   | 3,140   | 2,200   | 1.8     | 57,240                     | 1.8       | 57,240                   |           |
| Non-irrigated crops and idle land above elevation 5.0 feet U.S.G.S. datum..... | 67,700        | 0                                | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0       | 0       | 0       | 0       | 0                          | 0         | 0                        |           |
| Open water surface**.....  | 54,300        | 7,050                            | 12,460  | 18,420  | 32,510  | 41,180  | 45,520  | 42,270   | 32,510   | 17,880  | 7,590   | 4,330   | 4.9     | 266,070                    | 4.9       | 266,070                  |           |
| Tules.....   | 7,400         | 660                              | 2,210   | 5,460   | 8,110   | 9,450   | 11,290  | 9,740    | 8,700    | 7,230   | 4,350   | 2,660   | 9.6     | 71,040                     | 9.6       | 71,040                   |           |
| Willows.....   | 5,600         | 170                              | 510     | 1,240   | 1,860   | 2,150   | 2,590   | 2,260    | 1,970    | 1,640   | 1,010   | 560     | 2.9     | 16,240                     | 2.9       | 16,240                   |           |
| Total gross area***.....   | 488,600       | 28,800                           | 40,140  | 104,880 | 154,870 | 148,070 | 203,550 | 220,690  | 157,630  | 90,400  | 46,240  | 31,220  | 2.2     | 1,100,140                  | 2.6       | 1,280,180                |           |

Average consumptive use in feet depth or in acre-feet per acre

|                            |         |     |     |     |     |     |     |     |     |     |     |     |     |
|----------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Total gross area.....      | 488,600 | .05 | .06 | .10 | .21 | .32 | .42 | .45 | .32 | .20 | .10 | .07 | 2.6 |
| Total irrigated crops..... | 321,800 | .05 | .06 | .07 | .23 | .33 | .42 | .49 | .34 | .18 | .09 | .07 | 2.6 |

NOTE.—Figures in parentheses ( ) represent consumptive use on cropped areas before planting and after harvest, or during the dormant season.  
 \*Includes additional use of water by weeds during these months.  
 \*\*This item of open water surface includes open channels within delta (37,600 acres), open channels between delta boundary and stream gaging stations (1,100 acres), interior water surface (6,400 acres), and temporarily flooded areas (9,200 acres).  
 \*\*\*This total gross area includes 1,100 acres of water surface (see Note\*\*) outside of delta boundary. Gross area of delta=487,500 acres.

TABLE 2—Continued  
TOTAL CONSUMPTIVE USE OF WATER IN SAN JOAQUIN DELTA—1929 SEASON

| Crop or classification  | Area in acres | Monthly consumption in acre-feet |         |         |         |         |         |          |          |         |         |         |         | Total seasonal consumption |           | Total annual consumption |           |
|---|---------------|----------------------------------|---------|---------|---------|---------|---------|----------|----------|---------|---------|---------|---------|----------------------------|-----------|--------------------------|-----------|
|   |               | Jan.                             | Feb.    | Mar.    | April   | May     | June    | July     | Aug.     | Sept.   | Oct.    | Nov.    | Dec.    | Depth in feet              | Acre-feet | Depth in feet            | Acre-feet |
|   |               | Alfalfa.....                     | (920)   | (1,230) | 1,590   | 4,770   | 6,360   | 7,950    | 10,340   | 8,740   | 7,950   | 3,180   | (1,540) | (1,080)                    | 3.2       | 50,880                   | 3.5       |
| Asparagus.....  | 1,670         | 1,680                            | 1,680   | 1,680   | 2,680   | 4,690   | 13,410  | 22,800   | 18,440   | 14,080  | 4,020   | 3,350   | 2.7     | 90,180                     | 2.7       | 90,180                   |           |
| Beans.....  | (870)         | (1,160)                          | (1,160) | (2,320) | (2,900) | 1,960   | 3,350   | 8,110    | 5,170    | (1,300) | (1,010) | (720)   | 1.3     | 18,500                     | 2.1       | 30,030                   |           |
| Beets.....  | (630)         | (850)                            | (850)   | 1,430   | 3,320   | 5,610   | *6,710  | *5,830   | *2,200   | (1,370) | (1,060) | (740)   | 2.3     | 25,300                     | 2.8       | 30,800                   |           |
| Celery.....   | 5,800         | (230)                            | (240)   | (460)   | (580)   | 580     | 1,160   | 1,450    | 1,740    | 1,740   | 1,160   | 290     | 1.2     | 6,960                      | 1.5       | 8,700                    |           |
| Corn.....   | (1,510)       | (1,510)                          | (1,520) | (3,030) | (3,790) | 8,440   | 29,890  | *29,530  | *14,060  | 3,520   | (3,790) | (2,650) | 2.4     | 85,440                     | 2.9       | 103,240                  |           |
| Fruit.....  | (80)          | (80)                             | (90)    | 440     | 780     | 1,220   | 1,390   | 970      | 560      | 160     | (140)   | (90)    | 2.3     | 5,520                      | 2.5       | 6,000                    |           |
| Grain and hay.....  | (2,500)       | (2,500)                          | 4,470   | 38,340  | 53,040  | 12,780  | (8,750) | (14,380) | (13,130) | (8,750) | (4,370) | (3,130) | 1.7     | 108,630                    | 2.6       | 166,140                  |           |
| Onions.....   | 2,500         | (90)                             | 200     | 680     | 680     | 1,220   | 1,080   | 500      | (370)    | (300)   | (230)   | (170)   | 1.6     | 4,000                      | 2.1       | 5,250                    |           |
| Pasture.....  | 9,000         | 920                              | 1,820   | 2,290   | 2,290   | 2,290   | 2,290   | 2,290    | 1,880    | 1,380   | 920     | 740     | 2.2     | 19,800                     | 2.2       | 19,800                   |           |
| Potatoes.....   | (1,040)       | (1,390)                          | (1,390) | (2,780) | 2,560   | 6,500   | 8,890   | 5,130    | 2,570    | (1,570) | (1,220) | (870)   | 1.5     | 25,650                     | 2.1       | 35,910                   |           |
| Seed.....   | (380)         | (500)                            | (500)   | 610     | 1,520   | 3,050   | 3,050   | 3,050    | 2,130    | 610     | (630)   | (440)   | 2.3     | 14,030                     | 2.7       | 16,470                   |           |
| Truck, vegetables.....  | (100)         | (140)                            | 180     | 180     | 450     | 900     | 810     | 810      | 540      | 270     | 180     | (120)   | 2.4     | 4,320                      | 2.6       | 4,680                    |           |
| Total irrigated crops.....  | 218,800       | 12,280                           | 15,700  | 58,650  | 81,150  | 57,190  | 90,540  | 103,300  | 70,400   | 38,230  | 20,270  | 14,390  | 2.1     | 459,300                    | 2.6       | 572,850                  |           |
| Idle land below elevation 5.0 feet U.S.G.S. datum                         | 25,000        | 1,480                            | 1,980   | 3,960   | 4,950   | 6,430   | 6,920   | 5,930    | 3,960    | 3,210   | 2,470   | 1,730   | 1.8     | 45,000                     | 1.8       | 45,000                   |           |
| Non-irrigated crops and idle land above elevation 5.0 feet U.S.G.S. datum | 35,800        | 0                                | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0       | 0       | 0       | 0       | 0                          | 0         | 0                        |           |
| Open water surface**  | 38,700        | 3,090                            | 8,880   | 13,130  | 23,170  | 29,350  | 32,440  | 30,120   | 23,170   | 12,750  | 5,420   | 3,090   | 4.9     | 189,630                    | 4.9       | 189,630                  |           |
| Tules.....  | 6,200         | 990                              | 1,850   | 4,570   | 6,800   | 7,910   | 9,460   | 8,160    | 7,290    | 6,060   | 3,650   | 2,220   | 9.6     | 59,520                     | 9.6       | 59,520                   |           |
| Willows.....  | 3,600         | 180                              | 330     | 800     | 1,200   | 1,380   | 1,670   | 1,450    | 1,270    | 1,050   | 650     | 350     | 2.9     | 10,440                     | 2.9       | 10,440                   |           |
| Total gross area***   | 328,100       | 16,490                           | 28,740  | 81,110  | 117,270 | 102,260 | 141,030 | 148,960  | 106,090  | 61,300  | 32,460  | 21,780  | 2.3     | 763,890                    | 2.7       | 877,440                  |           |
| Average consumptive use in feet depth or in acre-feet per acre            |               |                                  |         |         |         |         |         |          |          |         |         |         |         |                            |           |                          |           |
| Total gross area.....   | 328,100       | .05                              | .06     | .09     | .26     | .37     | .43     | .45      | .32      | .19     | .10     | .07     | -----   | -----                      | 2.7       | -----                    |           |
| Total irrigated crops.....  | 218,800       | .05                              | .06     | .07     | .27     | .37     | .41     | .47      | .32      | .17     | .09     | .06     | -----   | -----                      | 2.6       | -----                    |           |

NOTE.—Figures in parentheses ( ) represent consumptive use on cropped areas before planting and after harvest, or during the dormant season.

\*Includes additional use of water by weeds during these months.

\*\*This item of open water surface includes open channels between delta boundary and stream gaging stations (100 acres), interior water surface (4,800 acres), and temporarily flooded areas (9,200 acres).

\*\*\*This total gross area includes 100 acres of water surface (see Note\*\*) outside of delta boundary. Gross area of San Joaquin Delta=328,000 acres.



TABLE 2—Continued  
TOTAL CONSUMPTIVE USE OF WATER IN SACRAMENTO DELTA—1929 SEASON

| Crop or classification   | Area in acres | Monthly consumption in acre-feet |         |         |         |        |        |        |         |         |         |       |       | Total seasonal consumption |           | Total annual consumption |           |
|--|---------------|----------------------------------|---------|---------|---------|--------|--------|--------|---------|---------|---------|-------|-------|----------------------------|-----------|--------------------------|-----------|
|  |               | Jan.                             | Feb.    | Mar.    | Apr.    | May    | June   | July   | Aug.    | Sept.   | Oct.    | Nov.  | Dec.  | Depth in feet              | Acre-feet | Depth in feet            | Acre-feet |
|  |               |                                  |         |         |         |        |        |        |         |         |         |       |       |                            |           |                          |           |
| Alfalfa.....   | 8,600         | (500)                            | (670)   | 860     | 2,580   | 3,440  | 4,300  | 4,730  | 4,300   | 1,720   | (830)   | (580) | 3.2   | 27,520                     | 3.5       | 30,100                   |           |
| Asparagus.....   | 29,100        | 1,470                            | 1,460   | 1,460   | 1,460   | 2,340  | 4,090  | 19,860 | 16,060  | 12,270  | 3,510   | 2,910 | 2.7   | 78,570                     | 2.7       | 78,570                   |           |
| Beans.....   | 18,200        | (1,100)                          | (1,470) | (1,470) | (2,950) | 3,680  | 2,490  | 10,320 | 6,580   | (1,660) | (1,290) | (940) | 1.3   | 23,660                     | 2.1       | 38,220                   |           |
| Beets.....   | 7,300         | (430)                            | (560)   | (560)   | 950     | 2,340  | 3,720  | *3,870 | *1,460  | (920)   | (700)   | (480) | 2.3   | 16,790                     | 2.8       | 20,440                   |           |
| Celery.....  | 2,900         | (120)                            | (110)   | (240)   | (280)   | 290    | 290    | 580    | 730     | 870     | 580     | 140   | 1.2   | 3,480                      | 1.5       | 4,350                    |           |
| Corri.....   | 5,400         | (230)                            | (230)   | (460)   | (590)   | 1,280  | 4,530  | *4,480 | *2,140  | 530     | (570)   | (400) | 2.4   | 12,960                     | 2.9       | 15,660                   |           |
| Fruit.....   | 12,600        | (420)                            | (420)   | (410)   | 2,300   | 4,080  | 6,380  | 5,110  | 2,940   | 900     | (740)   | (530) | 2.3   | 28,980                     | 2.5       | 31,500                   |           |
| Grain and hay.....   | 6,100         | (240)                            | (240)   | 430     | 3,660   | 5,060  | 1,220  | (840)  | (1,250) | (480)   | (420)   | (290) | 1.7   | 10,370                     | 2.6       | 15,860                   |           |
| Onions.....  | 1,800         | (70)                             | (70)    | 140     | 240     | 480    | 890    | 360    | (170)   | (220)   | (170)   | (100) | 1.6   | 2,880                      | 2.1       | 3,780                    |           |
| Pasture.....   | 500           | 40                               | 50      | 130     | 130     | 130    | 130    | 130    | 110     | 70      | 50      | 20    | 2.2   | 1,100                      | 2.2       | 1,100                    |           |
| Potatoes.....  | 1,000         | (60)                             | (80)    | (80)    | (170)   | 160    | 380    | 300    | 140     | (90)    | (70)    | (50)  | 1.5   | 1,500                      | 2.1       | 2,100                    |           |
| Seed.....  | 3,600         | (220)                            | (300)   | (300)   | 360     | 900    | 1,800  | 1,800  | 1,270   | 360     | (360)   | (250) | 2.3   | 8,280                      | 2.7       | 9,720                    |           |
| Truck, vegetables.....   | 5,900         | (340)                            | (450)   | 590     | 590     | 1,470  | 2,950  | 2,660  | 1,770   | 880     | 590     | (390) | 2.4   | 14,160                     | 2.6       | 15,340                   |           |
| Total irrigated crops.....   | 103,000       | 5,240                            | 6,120   | 6,740   | 16,090  | 24,950 | 29,920 | 55,570 | 39,020  | 21,330  | 9,880   | 7,080 | 2.2   | 230,250                    | 2.6       | 266,740                  |           |
| Idle land below elevation 5.0 feet U.S.G.S. datum.....                         | 6,800         | 410                              | 540     | 540     | 1,060   | 1,340  | 1,750  | 1,620  | 1,070   | 880     | 670     | 470   | 1.8   | 12,240                     | 1.8       | 12,240                   |           |
| Non-irrigated crops and idle land above elevation 5.0 feet U.S.G.S. datum..... | 31,900        | 0                                | 0       | 0       | 0       | 0      | 0      | 0      | 0       | 0       | 0       | 0     | 0     | 0                          | 0         | 0                        |           |
| Open water surface**.....  | 15,600        | 1,260                            | 2,030   | 3,580   | 5,290   | 9,340  | 11,830 | 12,150 | 9,340   | 5,130   | 2,170   | 1,240 | 4.9   | 76,440                     | 4.9       | 76,440                   |           |
| Tules.....   | 1,200         | 190                              | 100     | 360     | 890     | 1,310  | 1,540  | 1,580  | 1,410   | 1,170   | 700     | 440   | 9.6   | 11,520                     | 9.6       | 11,520                   |           |
| Willows.....   | 2,000         | 100                              | 60      | 180     | 440     | 660    | 770    | 810    | 700     | 590     | 360     | 210   | 2.9   | 5,800                      | 2.9       | 5,800                    |           |
| Total gross area***.....   | 160,500       | 7,200                            | 8,850   | 11,410  | 23,770  | 37,600 | 45,810 | 71,730 | 51,540  | 29,100  | 13,780  | 9,440 | 2.1   | 336,250                    | 2.3       | 372,740                  |           |
| Total gross area.....  | 160,500       | .04                              | .05     | .07     | .15     | .23    | .28    | .44    | .32     | .18     | .09     | .06   | ----- | -----                      | -----     | -----                    |           |
| Total irrigated crops.....   | 103,000       | .05                              | .06     | .07     | .16     | .24    | .29    | .54    | .38     | .21     | .10     | .07   | ----- | -----                      | -----     | -----                    |           |

Average consumptive use in feet depth or in acre-feet per acre

NOTE.—Figures in parentheses ( ) represent consumptive use on cropped areas before planting and after harvest, or during the dormant season.

\*Includes additional use of water by weeds during these months.

\*\*This item of open water surface includes open channels within delta (13,000 acres), open channels between delta boundary and stream gaging stations (1,000 acres), and interior water surface (1,600 acres).

\*\*\*This total gross area includes 1,000 acres of water surface (see Note\*\*) outside of delta boundary. Gross area of Sacramento Delta=159,500 acres.



TABLE 3  
 AREA AND CONSUMPTIVE USE OF IRRIGATED CROPS IN SACRAMENTO-SAN JOAQUIN DELTA  
 1924 TO 1929

| Year                 | Sacramento River Delta           |                      |               | San Joaquin River Delta          |                      |               | Combined deltas                  |                      |               |
|----------------------|----------------------------------|----------------------|---------------|----------------------------------|----------------------|---------------|----------------------------------|----------------------|---------------|
|                      | Area of irrigated crops in acres | Seasonal consumption |               | Area of irrigated crops in acres | Seasonal consumption |               | Area of irrigated crops in acres | Seasonal consumption |               |
|                      |                                  | Total in acre-feet   | Depth in feet |                                  | Total in acre-feet   | Depth in feet |                                  | Total in acre-feet   | Depth in feet |
| 1924                 | 101,300                          | 229,120              | 2.3           | 218,500                          | 445,720              | 2.0           | 319,800                          | 674,840              | 2.1           |
| 1925                 | 101,000                          | 227,550              | 2.3           | 214,600                          | 433,350              | 2.0           | 315,600                          | 660,900              | 2.1           |
| 1926                 | 103,300                          | 224,110              | 2.2           | 212,900                          | 425,450              | 2.0           | 316,200                          | 649,560              | 2.1           |
| 1927                 | 104,600                          | 227,520              | 2.2           | 211,000                          | 421,570              | 2.0           | 315,600                          | 649,090              | 2.1           |
| 1928                 | 103,200                          | 228,940              | 2.2           | 218,300                          | 445,580              | 2.0           | 321,500                          | 674,920              | 2.1           |
| 1929                 | 103,000                          | 230,250              | 2.2           | 218,800                          | 459,300              | 2.1           | 321,800                          | 689,550              | 2.1           |
| Average 1924 to 1929 | 102,700                          | 227,910              | 2.2           | 215,700                          | 438,560              | 2.0           | 318,400                          | 666,480              | 2.1           |

In compiling the area of irrigated crops, it is assumed that all crops planted on lands which lie below an elevation of five feet above mean sea level consume water from the delta channels even though no artificial diversion of water with siphons or pumps is made for irrigation. The assumption is based upon the fact that the average water level in the delta is about 1.5 feet above mean sea level and reaches higher levels each day, and the high water table in the islands resulting therefrom affords an opportunity for the plants to obtain their moisture without artificial diversions. However, most of the crops in the delta are irrigated by artificial diversions.

The total consumptive use of water has been estimated for the Sacramento and the San Joaquin deltas separately and for the entire delta. The line of division assumed between the Sacramento and San Joaquin deltas is based upon the source of water supply, the Sacramento Delta embracing all those lands which obtain their water supply from the Sacramento River channels and the San Joaquin Delta all those lands which obtain their supply from the San Joaquin River channels, including its branches, the Mokelumne and Calaveras rivers, as well. This division line is shown on Plate III. Plate X, "Consumptive Use of Water in Delta of Sacramento and San Joaquin Rivers," graphically shows for all months of the year the consumptive use of water in the Sacramento and San Joaquin deltas separately and combined and the proportionate use of the total consumption by each crop and water-using agency. Crop acreages for 1929 are used in the compilation of this graph. The results for other years during the last 10 would be quite similar in the total use but with certain variations as to the proportionate use by different crops and other agencies. The estimated monthly consumption shown in Table 2 for each individual water use was plotted cumulatively on the vertical scale.\* The lines on the graphs are drawn as smooth curves through the plotted points. The areas, designated by index number between the curved lines, as compared to the total area under the upper curved line of each graph give a graphical representation of the proportionate use of the total consumption by the different crops and agencies. As shown by this graph and the tabulations, the present estimated consumptive use of water in the entire delta varies from a minimum of about 800 acre-feet per day or 400 second-feet during the winter months to a maximum of about 7400 acre-feet per day or 3700 second-feet at the peak of the irrigation season, which occurs about the middle of August.

The total annual consumption in 1929 by irrigated crops, comprising 321,800 acres, averages 2.6 feet in depth. The difference between this amount and the total seasonal use by the irrigated crops of 2.1 feet in depth is due to soil evaporation and use by weeds and similar vegetation on the cropped areas during the nongrowing or dormant season. As a coincidence, the total annual consumption for the gross area of 488,600 acres and the total seasonal consumption for the total consumptive area of 420,900 acres (see Plate X) also averages 2.6 feet in depth. It is of particular interest to note the large amount of

\* In plotting and tabulating the consumption and consumptive areas on Plate X, certain items in Table 2 were combined. The area shown for index No. 11 includes 9500 acres of pasture, 1800 acres of brush and oaks, 3700 acres of weeds and 5600 acres of willows, totaling 20,600 acres. Under the summary in the tabulation, the area of pasture is included with other irrigated crops; brush and oaks with tules and willows as natural vegetation; and weeds with the idle land below elevation 5.0.

## LEGEND

| Crops or classification                                    | Area in acres in delta |             |          | Seasonal<br>consumptive<br>use of water<br>in feet depth |
|--|------------------------|-------------|----------|--|
|  | Sacramento             | San Joaquin | Combined |  |
| Grain and hay  | 6,100                  | 63,900      | 70,000   | 1.7  |
| Asparagus  | 29,100                 | 33,400      | 62,500   | 2.7  |
| Alfalfa  | 8,600                  | 15,900      | 24,500   | 3.2  |
| Beans  | 18,200                 | 14,300      | 32,500   | 1.3  |
| Beets  | 7,300                  | 11,000      | 18,300   | 2.3  |
| Corn   | 5,400                  | 35,600      | 41,000   | 2.4  |
| Fruit  | 12,600                 | 2,400       | 15,000   | 2.3  |
| Celery, onions, and potatoes                               | 5,700                  | 25,400      | 31,100   | 1.4  |
| Seed and truck   | 9,500                  | 7,900       | 17,400   | 2.3  |
| Tules  | 1,200                  | 6,200       | 7,400    | 9.6  |
| Brush, willows, pasture etc.                               | 4,200                  | 16,400      | 20,600   | 2.3  |
| Idle land below elev. 5 <sup>o</sup> U.S.G.S.              | 5,100                  | 21,200      | 26,300   | 1.8  |
| Evaporation from water surface *                           | 15,600                 | 38,700      | 54,300   | 4.9  |
| SUMMARY  |                        |             |          |  |
| Total area of irrigated crops                              | 103,000                | 218,800     | 321,800  | 2.1  |
| Natural vegetation **                                      | 3,300                  | 11,500      | 14,800   | 6.1  |
| Idle land below elev. 5 <sup>o</sup> U.S.G.S.              | 6,700                  | 23,300      | 30,000   | 1.8  |
| Water surface  | 15,600                 | 38,700      | 54,300   | 4.9  |
| Total consumptive area                                     | 128,600                | 292,300     | 420,900  | 2.6  |
| Average seasonal consumptive<br>use of water in feet depth | 2.6                    | 2.6         | 2.6      |  |

## NOTE

- Data obtained from 1929 crop survey.
- \* Water surface area includes 1,100 acres of channel water surface between delta boundary and stream gaging stations.
- \*\* Includes willows, tules, brush and oaks.

**CONSUMPTIVE USE OF WATER**  
IN THE  
**DELTA OF THE SACRAMENTO AND**  
**SAN JOAQUIN RIVERS**



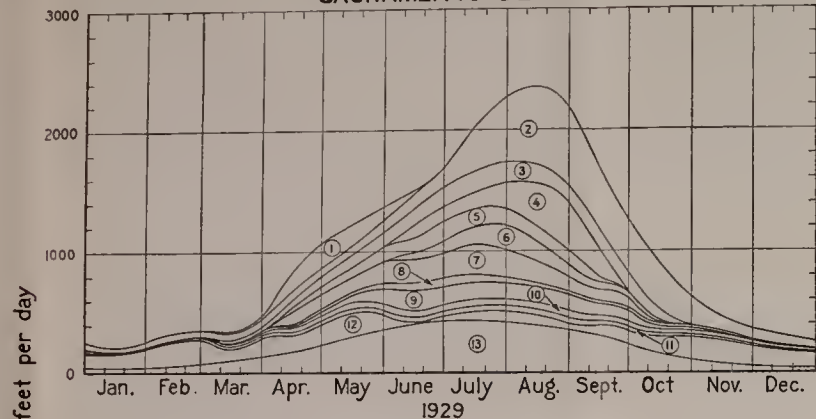
In compiling the area of irrigated crops, it is assumed that all crops planted on lands which lie below an elevation of five feet above mean sea level consume water from the delta channels even though no artificial diversion of water with siphons or pumps is made for irrigation. The assumption is based upon the fact that the average water level in the delta is about 1.5 feet above mean sea level and reaches higher levels each day, and the high water table in the islands resulting therefrom affords an opportunity for the plants to obtain their moisture without artificial diversions. However, most of the crops in the delta are irrigated by artificial diversions.

The total consumptive use of water has been estimated for the Sacramento and the San Joaquin deltas separately and for the entire delta. The line of division assumed between the Sacramento and San Joaquin deltas is based upon the source of water supply, the Sacramento Delta embracing all those lands which obtain their water supply from the Sacramento River channels and the San Joaquin Delta all those lands which obtain their supply from the San Joaquin River channels, including its branches, the Mokelumne and Calaveras rivers, as well. This division line is shown on Plate III. Plate X, "Consumptive Use of Water in Delta of Sacramento and San Joaquin Rivers," graphically shows for all months of the year the consumptive use of water in the Sacramento and San Joaquin deltas separately and combined and the proportionate use of the total consumption by each crop and water-using agency. Crop acreages for 1929 are used in the compilation of this graph. The results for other years during the last 10 would be quite similar in the total use but with certain variations as to the proportionate use by different crops and other agencies. The estimated monthly consumption shown in Table 2 for each individual water use was plotted cumulatively on the vertical scale.\* The lines on the graphs are drawn as smooth curves through the plotted points. The areas, designated by index number between the curved lines, as compared to the total area under the upper curved line of each graph give a graphical representation of the proportionate use of the total consumption by the different crops and agencies. As shown by this graph and the tabulations, the present estimated consumptive use of water in the entire delta varies from a minimum of about 800 acre-feet per day or 400 second-feet during the winter months to a maximum of about 7400 acre-feet per day or 3700 second-feet at the peak of the irrigation season, which occurs about the middle of August.

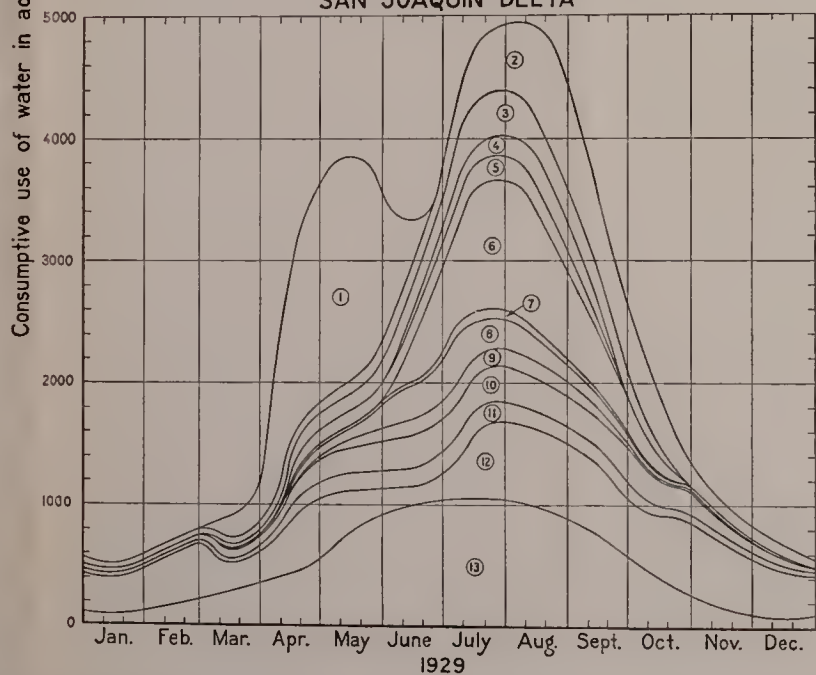
The total annual consumption in 1929 by irrigated crops, comprising 321,800 acres, averages 2.6 feet in depth. The difference between this amount and the total seasonal use by the irrigated crops of 2.1 feet in depth is due to soil evaporation and use by weeds and similar vegetation on the cropped areas during the nongrowing or dormant season. As a coincidence, the total annual consumption for the gross area of 488,600 acres and the total seasonal consumption for the total consumptive area of 420,900 acres (see Plate X) also averages 2.6 feet in depth. It is of particular interest to note the large amount of

\* In plotting and tabulating the consumption and consumptive areas on Plate X, certain items in Table 2 were combined. The area shown for index No. 11 includes 9500 acres of pasture, 1800 acres of brush and oaks, 3700 acres of weeds and 5600 acres of willows, totaling 20,600 acres. Under the summary in the tabulation, the area of pasture is included with other irrigated crops; brush and oaks with tules and willows as natural vegetation; and weeds with the idle land below elevation 5.0.

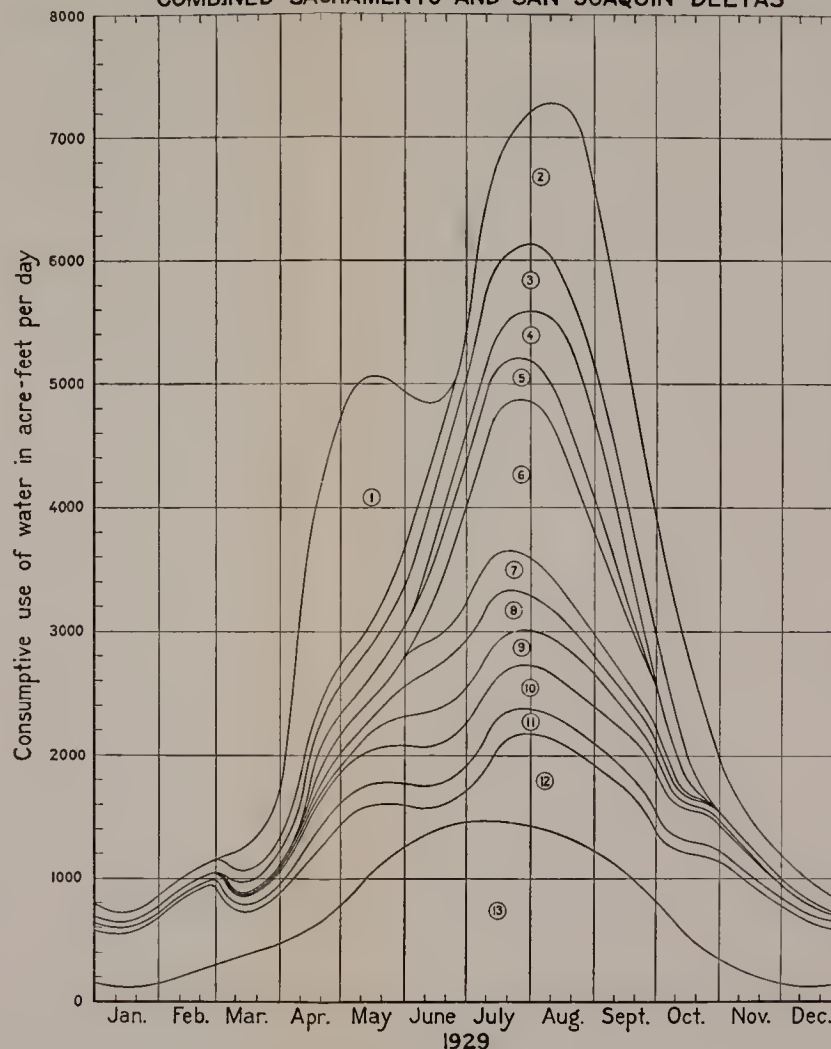
SACRAMENTO DELTA



SAN JOAQUIN DELTA



COMBINED SACRAMENTO AND SAN JOAQUIN DELTAS



LEGEND

| Index number  | Crops or classification                       | Area in acres in delta |             |          | Seasonal consumptive use of water in feet depth |
|---|---|------------------------|-------------|----------|---|
|   |   | Sacramento             | San Joaquin | Combined |   |
| 1   | Grain and hay                                 | 6,100                  | 63,900      | 70,000   | 1.7   |
| 2   | Asparagus                                     | 29,100                 | 33,400      | 62,500   | 2.7   |
| 3   | Alfalfa                                       | 8,600                  | 15,900      | 24,500   | 3.2   |
| 4   | Beans   | 18,200                 | 14,300      | 32,500   | 1.3   |
| 5   | Beets   | 7,300                  | 11,000      | 18,300   | 2.3   |
| 6   | Corn  | 5,400                  | 35,600      | 41,000   | 2.4   |
| 7   | Fruit   | 12,600                 | 2,400       | 15,000   | 2.3   |
| 8   | Celery, onions, and potatoes                  | 5,700                  | 25,400      | 31,100   | 1.4   |
| 9   | Seed and truck                                | 9,500                  | 7,900       | 17,400   | 2.3   |
| 10  | Tules   | 1,200                  | 6,200       | 7,400    | 9.6   |
| 11  | Brush, willows, pasture etc.                  | 4,200                  | 16,400      | 20,600   | 2.3   |
| 12  | Idle land below elev. 5 <sup>9</sup> U.S.G.S. | 5,100                  | 21,200      | 26,300   | 1.8   |
| 13  | Evaporation from water surface*               | 15,600                 | 38,700      | 54,300   | 4.9   |
| <b>SUMMARY</b>  |   |                        |             |          |   |
| Total area of irrigated crops                           |   | 103,000                | 218,800     | 321,800  | 2.1   |
| Natural vegetation **                                   |   | 3,300                  | 11,500      | 14,800   | 6.1   |
| Idle land below elev. 5 <sup>9</sup> U.S.G.S.           |   | 6,700                  | 23,300      | 30,000   | 1.8   |
| Water surface   |   | 15,600                 | 38,700      | 54,300   | 4.9   |
| Total consumptive area                                  |   | 128,600                | 292,300     | 420,900  | 2.6   |
| Average seasonal consumptive use of water in feet depth |   | 2.6                    | 2.6         | 2.6      |   |

NOTE

- Data obtained from 1929 crop survey.
- \* Water surface area includes 1,100 acres of channel water surface between delta boundary and stream gaging stations.
- \*\* Includes willows, tules, brush and oaks.

**CONSUMPTIVE USE OF WATER**  
IN THE  
**DELTA OF THE SACRAMENTO AND**  
**SAN JOAQUIN RIVERS**

Page No. 141 Date 14/11/2023

Continuous and discontinuous functions



Graph of a function



water used by native vegetation, especially by tules and eat-tails which are estimated to consume 9.6 feet in depth annually or nearly three times as much as alfalfa and nearly four times as much as the average for all crops grown in the delta. Evaporation from open water is also relatively large, with an estimated amount of nearly five feet in depth per annum, or about twice the amount used by the crops.

By comparing these amounts of consumptive use with the stream flow into the delta, it will be noted that there have been several months in several years since 1919 in which the flow into the delta was insufficient to take care of the consumptive demands therein. The comparison of flow with consumptive use is graphically shown on Plates V and VI. With a maximum monthly consumptive use in August of about 221,000 acre-feet and an average for July and August of 212,000 acre-feet, there have been shortages in these two months in 1920, 1924, and 1926, and a shortage in one month in 1928 and most of one month in 1929. In 1924, there was also a shortage in the supply meeting the demand in the month of June. In these years in which shortages have occurred in the supply meeting the consumptive demand in the delta, the greater invasions of salinity into the delta have occurred. The largest monthly shortage which occurred during the ten-year period 1920 to 1929 was in August, 1920, when it amounted to 151,000 acre-feet or about 2500 second-feet average daily flow. The shortage during the two months of July and August in 1924 amounted to an average of 121,000 acre-feet a month, or at the average daily rate of about 2000 second-feet. On the other hand, in years such as 1921 to 1923, inclusive, and again in 1925 and 1927, when there was no shortage in the water supply entering the delta meeting the demand, the maximum extent of saline invasion to a degree of 100 parts or more of chlorine per 100,000 parts of water was relatively small, affecting less than 5 per cent of the delta area. The significance of these relations will be more fully discussed in Chapter III.

*Tides*—The tidal records gathered in connection with this investigation represent the first attempt which has ever been made to obtain anything like complete tidal information in the bay and delta channels. Prior to this investigation there have been a few scattered observations made usually for short intervals only. Some of these were made by the United States Coast and Geodetic Survey and others by the United States Army Engineers, the State and private agencies. Never before has a comprehensive system of automatic tide gages giving continuous records of tidal stage been connected together by precise level lines so that the relative elevation of the water surface at the same time and at different points in the bay and in the delta channels might be ascertained. The records obtained, therefore, are of great value, giving definite information for the first time as to the action of the tides, which is a most important factor affecting salinity conditions.

A great deal of data could be compiled from automatic tide gage records. For the purpose of this investigation, however, there have been compiled only those elements which are chiefly important to this study. Table 4 summarizes the location and period of record for all of the automatic tide gages from which records have been obtained and used in this investigation. There are also shown the owner of the tide gage and the elevations of the zero of the tide gage staff referred to mean sea

TABLE 4  
LOCATION AND PERIOD OF RECORD OF AUTOMATIC TIDE GAGES

| Station                                 | Location   | Owner  | Period of record                       | Elevation of zero on staff, in feet, U. S. G. S. datum |
|---|--|--|--|--|
| Ifunters Point                          | On east end of north side of slip to north drydock   | Division of Water Resources and U. S. Army Engineers | January 16 to July 7, 1930             | -6.75  |
| San Mateo Bridge                        | On San Francisco Bay Bridge at east end of lift span   | Division of Water Resources and U. S. Army Engineers | January 17 to August 25, 1930          | -7.67  |
| Dumbarton Bridge                        | On Dumbarton Bridge at west end of lift span   | Division of Water Resources and U. S. Army Engineers | January 18 to October 12, 1930         | -6.14  |
| Presidio <sup>1</sup>                   | San Francisco, San Pablo and Suisun Bays   | U. S. Coast and Geodetic Survey                      | July 15, 1897, to date                 | -5.24  |
| Point Bluff                             | Crissy Field Wharf, San Francisco  | U. S. Army Engineers                                 | April 30 to October 10, 1930           | -2.37  |
| Oakland Mole                            | North end of Government Dock, at California City   | U. S. Army Engineers                                 | May 5 to October 15, 1930              | -2.94  |
| Point Orient                            | Oakland Seventh Street Mole near toll gate at north side of pump house. Standard Oil Company inner wharf | Division of Water Resources and U. S. Army Engineers | January 20, 1930, to October, 1931     | -3.62  |
| Pinole Point                            | Giant Powder Company wharf   | U. S. Army Engineers                                 | April 29 to October 7, 1930            | -3.08  |
| Beacon No. 2                            | On Beacon No. 2 in San Pablo Bay at entrance to Petaluma Creek Channel                                   | U. S. Army Engineers                                 | July 27 to October 17, 1930            | -2.94  |
| Sonoma Creek                            | On Sears Point Toll Bridge at Sonoma Creek entrance  | U. S. Army Engineers                                 | April 17 to July 28, 1930              | -2.06  |
| Petaluma Creek                          | On Northwestern Pacific Railroad drawbridge on Petaluma Creek at Black Point                             | U. S. Army Engineers                                 | April 16 to October 21, 1930           | -3.20  |
| Selby                                   | On east end of American Smelting and Refining Company dock   | U. S. Army Engineers                                 | October 10 to November 22, 1929        | -3.32  |
| Crockett                                | Carquinez Bridge Company wharf   | Division of Water Resources                          | November 22, 1929, to January 14, 1930 | -4.53  |
| Crockett                                | California Hawaiian Sugar Company wharf  | United States Navy                                   | Approximately 30 years to date         | -3.48  |
| Mare Island <sup>2</sup>                | South side of Mare Island-Vallejo Causeway at lift span  | Division of Water Resources                          | June 20, 1929, to October, 1931        | -2.21  |
| Benicia                                 | United States Army Arsenal wharf at Ben eia  | U. S. Army Engineers                                 | March 10 to October 10, 1930           | -2.97  |
| Bay Point                               | East end of Coos Bay Lumber Company dock   | U. S. Army Engineers                                 | March 11 to October 14, 1930           | -2.96  |
| Suisun Light                            | On Suisun Echo Board, at entrance to Suisun Slough   | U. S. Army Engineers                                 | April 24 to October 18, 1930           | Not determined   |
| Point Buekler                           | On tripod located 50 feet off north shore of Point Buekler   | U. S. Army Engineers                                 |  |  |
| Mallard Slough <sup>3</sup>             | Staff gage at California Water Service Company's pump house on Mallard Slough                            | California Water Service Corporation                 | January 30 to June 10, 1930            | -0.25  |
| Meins Landing                           | North end of dock at Meins Landing on Montezuma Slough   | U. S. Army Engineers                                 | February 25 to July 28, 1930           | -2.67  |
| Collinsville                            | Sacramento River Delta   | Division of Water Resources                          | June 27, 1929, to date                 | -2.80  |
| Three Mile Slough, Sacramento River end | End of Main Street Wharf at Collinsville   | Division of Water Resources                          | April 2, 1929, to date                 | -2.80  |
|   | On Three Mile Slough Bridge  | Division of Water Resources                          |  |  |



|  |   |  |                                    |                      |
|--|---|--|------------------------------------|----------------------|
| Rio Vista.....   | On United States Army Engineers wharf, west bank of Sacramento River.....                     | U. S. Army Engineers.....                  | April 4, 1908, to date.....        | -2.87                |
| Walnut Grove.....  | On Walnut Grove Bridge across Sacramento River.....   | Division of Water Resources.....           | February 19, 1929, to date.....    | -2.46                |
| Sacramento.....  | "Old Pioneer Mill Co." wharf, 300 feet north of Southern Pacific Railroad Bridge.....         | Division of Water Resources.....           | 1920, intermittently, to date..... | + .07                |
| Antioch.....   | San Joaquin River Delta   |  |                                    |                      |
| Three Mile Slough, San Joaquin River end.....            | Antioch Water Works wharf.....  | Division of Water Resources.....           | June 21, 1929, to date.....        | -2.94                |
| Venice Island.....                                       | On pile at junction of Three Mile Slough with San Joaquin River.....                          | Division of Water Resources.....           | June 6, 1929, to date.....         | -2.86                |
| Georgiana Slough.....                                    | At Blakes Landing, Venice Island.....   | U. S. Army Engineers.....                  | January 5, 1928, to date.....      | 1 <sup>a</sup> -3.20 |
| East Contra Costa Irrigation District <sup>1</sup> ..... | Golden Gate Asparagus Company wharf on Georgiana Slough at junction with Mokelumne River..... | Division of Water Resources.....           | June 8, 1929, to date.....         | 1 <sup>1</sup> -3.17 |
| New Hope Bridge.....                                     | Inside of Pumping Plant No. 1 at west end of Indian Slough.....                               | East Contra Costa Irrigation District..... | 1913 to date.....                  | +0.40                |
| Stockton.....  | At southwest corner of bridge across South Fork, Mokelumne River near New Hope Landing.....   | Staten Island Land Company.....            | August 20, 1920, to date.....      | -2.58                |
| Mossdale, S. P. R. R. Bridge.....                        | East end of McLeod Lake between Freemont and Oak Sts., Stockton.....                          | U. S. Army Engineers.....                  | December 1, 1927, to date.....     | -3.18                |
|  | West of Lathrop on S. P. R. R. Bridge over San Joaquin River.....                             | Division of Water Resources.....           | 1920, intermittently, to date..... | +1.96                |

<sup>1</sup> Records previous to 1927 were from other locations near the Golden Gate, San Francisco, California.

<sup>2</sup> Prior to 1920 gage was installed on wharf south of causeway.

<sup>3</sup> No automatic instrument. Staff gage read hourly by California Water Service Company.

<sup>4</sup> Record from 1913 to 1915 from readings taken every two hours during the irrigation season.

<sup>5</sup> This elevation is for the zero of the present tide gage staff installed in 1927. The datum of tide tabulations at the Presidio is the zero of the 1897 tide staff and is 3.28 feet below the zero of the present tide staff.

<sup>6</sup> Since September 29, 1930, the elevation of zero on the tide gage staff is -3.04 feet U. S. G. S. datum.

<sup>7</sup> Since November 30, 1930 the elevation of zero on the tide gage staff is +0.17 feet U. S. G. S. datum.

<sup>8</sup> From July 26, 1931 elevation of zero gage was -3.20 feet, U. S. G. S. datum.

<sup>9</sup> From April 19, 1930 to April 10, 1931 elevation of zero gage was -2.80 feet, U. S. G. S. datum.

<sup>10</sup> Levels run by U. S. Army Engineers. Simultaneous tide elevations at nearby tide gages indicate that the elevation of zero on the staff should be about -3.45 U. S. G. S. datum.

<sup>11</sup> Since June 25, 1931, elevation of zero of tide gage staff is -3.12 feet U. S. G. S. datum.

the zero of the 1897 tide staff and is 3.28 feet below the zero of the



TABLE 5  
TIDAL DATA FOR SAN FRANCISCO BAY AND SACRAMENTO-SAN JOAQUIN DELTA CHANNELS  
(Compiled from automatic tide gage records)

| Tide gage station                               | Tidal elevation in feet, U. S. G. S. datum |                  |                |                |               | Tidal range, in feet |               |            | Period of record from which data are compiled |
|---|--|------------------|----------------|----------------|---------------|----------------------|---------------|------------|---|
|   | Maximum high tide                          | Minimum low tide | Mean half tide | Mean high tide | Mean low tide | Maximum range        | Minimum range | Mean range |   |
| <b>South San Francisco Bay</b>                  |  |                  |                |                |               |                      |               |            |   |
| Hunters Point.....                              | +5.2                                       | -4.6             | +0.50          | +3.20          | -2.20         | 9.2                  | 1.2           | 5.40       | Jan. 18, 1930 to Feb. 13, 1930                |
| San Mateo Bridge.....                           | +5.1                                       | -5.3             | +0.60          | +3.35          | -2.10         | 10.0                 | 1.6           | 5.50       | Jan. 18, 1930 to Mar. 4, 1930                 |
| Dumbarton Bridge.....                           | +5.1                                       | -5.4             | +0.70          | +3.70          | -2.30         | 10.5                 | 2.4           | 6.00       | Jan. 18, 1930 to Feb. 11, 1930                |
| <b>San Francisco, San Pablo and Suisun Bays</b> |  |                  |                |                |               |                      |               |            |   |
| Presidio.....                                   | +5.2                                       | -5.3             | +0.10          | +2.10          | -1.90         | 10.5                 | -----         | 3.95       | 26 years, 1898 to 1923                        |
| Presidio.....                                   | +4.5                                       | -4.7             | +0.20          | +2.25          | -1.80         | 8.8                  | 0.9           | 4.05       | Aug. 1, 1929 to Nov. 30, 1929                 |
| Presidio.....                                   | +4.5                                       | -5.2             | +0.20          | +2.20          | -1.80         | 9.0                  | 0.7           | 4.05       | Oct. 1, 1929 to Mar. 4, 1930                  |
| Presidio.....                                   | +4.1                                       | -4.9             | +0.15          | +2.15          | -1.80         | 8.7                  | 0.5           | 3.95       | Mar. 11, 1930 to Aug. 30, 1930                |
| Point Bluff.....                                | +3.7                                       | -4.9             | +0.15          | +2.10          | -1.85         | 8.6                  | 0.9           | 3.95       | May 1, 1930 to July 1, 1930                   |
| Oakland Mole.....                               | +4.0                                       | -4.7             | +0.25          | +2.40          | -1.95         | 8.7                  | 1.1           | 4.35       | May 5, 1930 to July 1, 1930                   |
| Point Orient.....                               | +4.1                                       | -4.4             | +0.40          | +2.35          | -1.55         | 8.2                  | 0.7           | 3.90       | Jan. 20, 1930 to Mar. 4, 1930                 |
| Pinole Point.....                               | +4.4                                       | -4.5             | +0.40          | +2.55          | -1.75         | 7.7                  | 1.2           | 4.30       | May 1, 1930 to Sept. 1, 1930                  |
| Beacon No. 2.....                               | -----                                      | -----            | -----          | -----          | -----         | 6.9                  | 1.1           | 4.20       | July 28, 1930 to Oct. 20, 1930                |
| Sonoma Creek.....                               | +4.3                                       | -3.5             | +0.25          | +2.65          | -2.00         | 7.8                  | 1.3           | 4.65       | May 1, 1930 to June 30, 1930                  |
| Petaluma Creek.....                             | +4.1                                       | -3.6             | +0.25          | +2.55          | -2.00         | 7.7                  | 1.2           | 4.55       | May 1, 1930 to July 1, 1930                   |
| Selby.....                                      | +4.4                                       | -3.3             | +0.50          | +2.65          | -1.75         | 8.1                  | -----         | 4.40       | Apr. 1, 1930 to Sept. 30, 1930                |
| Crockett.....                                   | +3.8                                       | -4.1             | +0.40          | +2.50          | -1.70         | 8.3                  | 1.4           | 4.20       | Oct. 10, 1929 to Feb. 13, 1930                |
| Mare Island.....                                | +4.3                                       | -3.7             | +0.65          | +2.90          | -1.65         | 8.4                  | 1.2           | 4.60       | Aug. 1, 1929 to Nov. 30, 1929                 |
| Benicia.....                                    | +4.2                                       | -3.4             | +0.50          | +2.70          | -1.50         | 7.6                  | 1.0           | 4.20       | Aug. 1, 1929 to Nov. 30, 1929                 |
| Bay Point.....                                  | +4.7                                       | -2.8             | +1.10          | +3.05          | -0.85         | 7.1                  | 0.8           | 3.90       | Mar. 11, 1930 to Aug. 30, 1930                |
| Suisun Light.....                               | +5.1                                       | -2.8             | +1.15          | +3.20          | -0.90         | 7.4                  | 0.2           | 4.10       | Mar. 11, 1930 to Aug. 26, 1930                |
| Mallard Slough*.....                            | +3.9                                       | -2.1             | +1.10          | +2.90          | -0.65         | 5.8                  | 0.8           | 3.55       | Mar. 20, 1930 to May 18, 1930                 |
| Meins Landing.....                              | +5.1                                       | -2.7             | +1.25          | +3.45          | -0.95         | 7.6                  | 1.0           | 4.40       | Mar. 3, 1930 to July 30, 1930                 |

|   |      |      |       |       |       |     |     |      |                               |  |
|---|------|------|-------|-------|-------|-----|-----|------|-------------------------------|--|
| Sacramento River Delta                                  |      |      |       |       |       |     |     |      |                               |  |
| Collinsville.....                                       | +4.0 | -2.0 | +1.10 | +2.70 | -0.50 | 5.6 | 0.9 | 3.20 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| Three Mile Slough, Sacramento River end.....            | +4.0 | -2.0 | +1.00 | +2.70 | -0.65 | 5.5 | 1.1 | 3.30 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| Rio Vista.....  | +4.0 | -1.9 | +1.10 | +2.80 | -0.55 | 5.6 | 1.0 | 3.35 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| Walnut Grove.....                                       | +4.4 | -0.2 | +2.05 | +3.25 | +0.85 | 3.9 | 0.8 | 2.40 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| Sacramento.....   | +5.0 | +0.8 | +2.65 | +3.45 | +1.85 | 3.1 | 0.5 | 1.65 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| San Joaquin River Delta                                 |      |      |       |       |       |     |     |      |                               |  |
| Antioch.....  | +4.0 | -1.9 | +1.00 | +2.60 | -0.60 | 5.5 | 1.1 | 3.20 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| Three Mile Slough, San Joaquin River end.....           | +3.9 | -1.7 | +1.10 | +2.55 | -0.35 | 4.9 | 0.9 | 2.90 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| Venice Island.....                                      | +4.3 | -1.2 | +1.50 | +3.00 | +0.05 | 4.8 | 0.9 | 2.90 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| Georgiana Slough.....                                   | +4.0 | -1.5 | +1.20 | +2.70 | -0.25 | 4.8 | 1.0 | 2.95 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| East Contra Costa Irrigation Dist. New Hope Bridge..... | +3.7 | -1.5 | +1.10 | +2.50 | -0.35 | 4.6 | 1.1 | 2.85 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| Stockton.....   | +3.9 | -1.4 | +1.25 | +2.75 | -0.30 | 4.8 | 1.1 | 3.05 | Aug. 1, 1929 to Nov. 30, 1929 |  |
| Mossdale S. P. R. R. Bridge.....                        | +4.4 | -1.2 | +1.60 | +3.15 | +0.10 | 4.7 | 1.3 | 3.05 | Aug. 1, 1929 to Nov. 11, 1929 |  |
|   | +4.0 | +0.3 | +2.05 | +3.05 | +1.10 | 3.4 | 1.0 | 1.95 | Aug. 1, 1929 to Nov. 30, 1929 |  |

\* No automatic instrument. Staff gage read hourly by California Water Service Company.

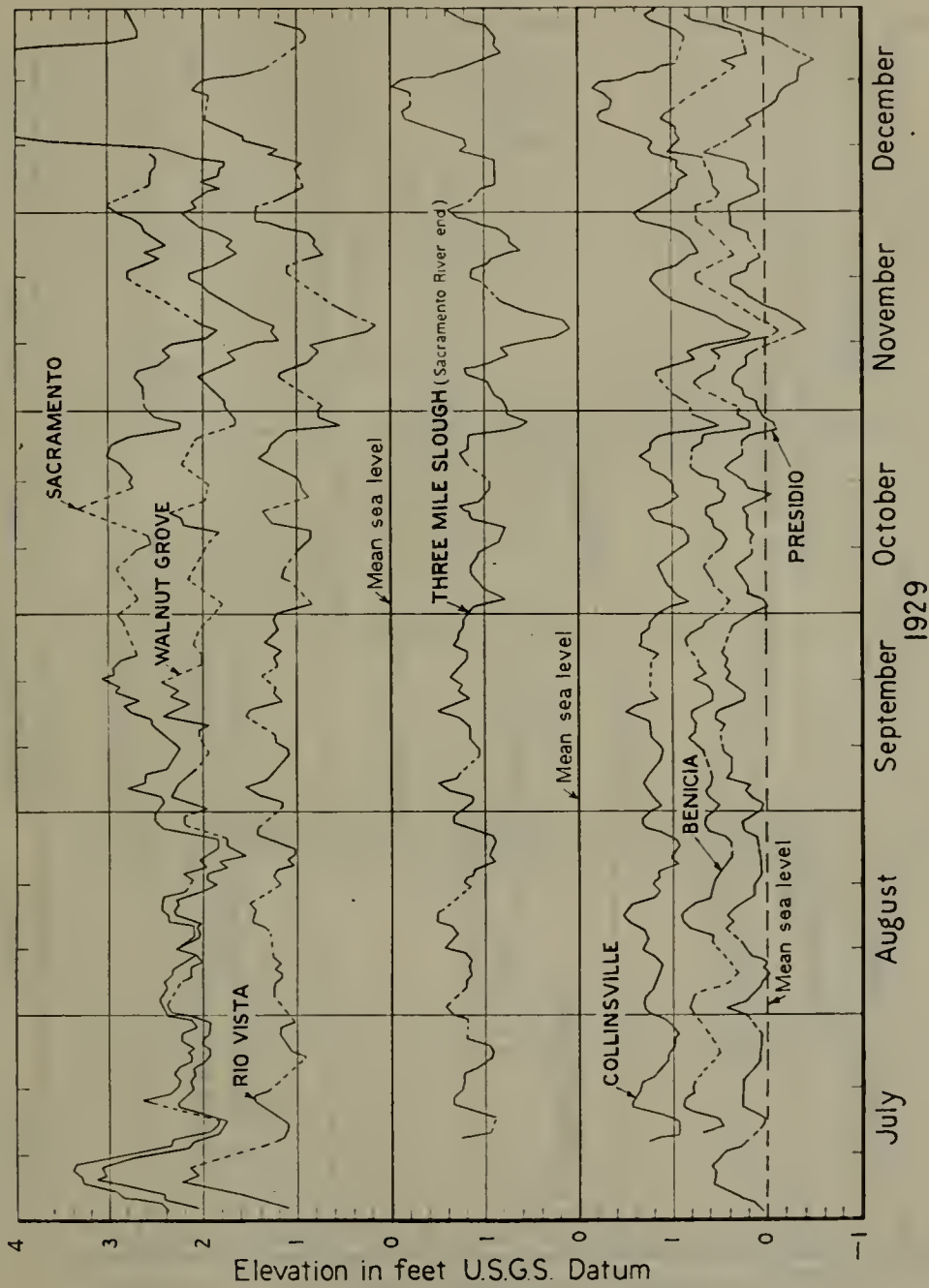
level (U.S.G.S. datum). These tide gages have been located at strategic points covering the entire San Francisco Bay tidal basin from the Golden Gate to the upper limits of the delta. The period of record is not of the same length at all stations. There were twelve automatic gages operating at the time the investigation started in the summer of 1929, comprising the basic gage at Presidio of the United States Coast and Geodetic Survey, one at Mare Island Navy Yard, four in the delta maintained by the United States Army Engineers, four in the delta maintained by the State, and two others in the delta maintained by private interests. Five new tide gages were installed by the State in the delta and upper bay in the summer of 1929. At the same time, new and more suitable tide gage recorders were installed at the four stations already operated by the State. These were followed in the succeeding winter by installation by the State of five additional gages at lower bay points and later, in the succeeding spring and summer of 1930, by eleven additional gages installed by the United States Army Engineers in their cooperative investigations. Thus, during a substantial part of 1930, 33 automatic tide gages were in operation. All of these gages have been referred to a common datum (U.S.G.S. datum) by precise level lines run by the United States Geological Survey in cooperation with the State. The connecting level ties to the individual gages were run by the State and the United States Army Engineers.

Table 5 summarizes the maximum, minimum and mean elevations of high and low tides, mean half tide, and the maximum, minimum and mean range of the tide for all of the tide gage stations in the bay and delta for which records are available. The elevations shown are all referred to mean sea level (U.S.G.S. datum). The period of record from which the data were compiled is also shown.

The height of mean tide (approximately the same as half tide) varies from day to day through the season. This is shown on Plate XI, "Mean Daily Tide Elevations in San Francisco Bay and Delta of Sacramento River," and Plate XII, "Mean Daily Tide Elevations in San Francisco Bay and Delta of San Joaquin River." On these plates the elevation of half tide is plotted for each day during the season of 1929 from July to December, at which time the first winter freshets occurred. There is a marked similarity in the general shape of the curves for both bay and river channels. The elevation of half tide rises and falls at each point in an almost exactly similar and parallel way. A rise in water level resulting from increases in stream flow in the fall is shown at upstream stations such as Sacramento, but the variations in mean water level from day to day continue to follow the variations at stations downstream and in the bay. These graphs also show the gradual increase in elevation of mean water level from the bay upstream.

Plate XIII, "Height of Mean Daily Tide Above Mean Daily Tide at Presidio in San Francisco Bay and Delta of Sacramento River," and Plate XIV, "Height of Mean Daily Tide Above Mean Daily Tide at Presidio in Delta of San Joaquin River," show the height of mean water level (half tide) at points in the bay and delta above the mean water level (half tide) at the Presidio. The tidal variations at the Presidio, which may be considered to represent the basic tidal fluctuation of the entire San Francisco Bay tidal basin, are simulated by all of the other tide gage stations above in the bay and delta

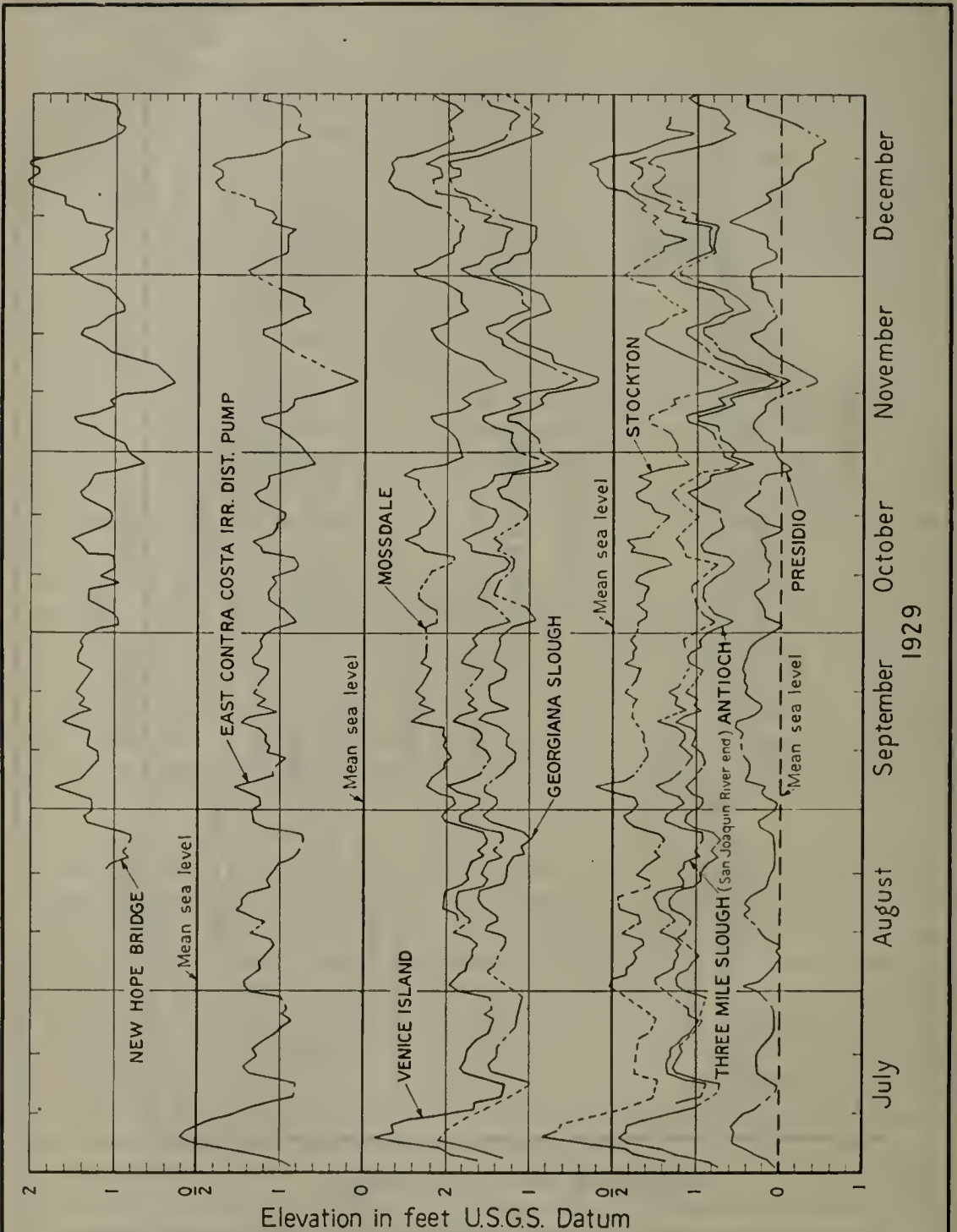




NOTE

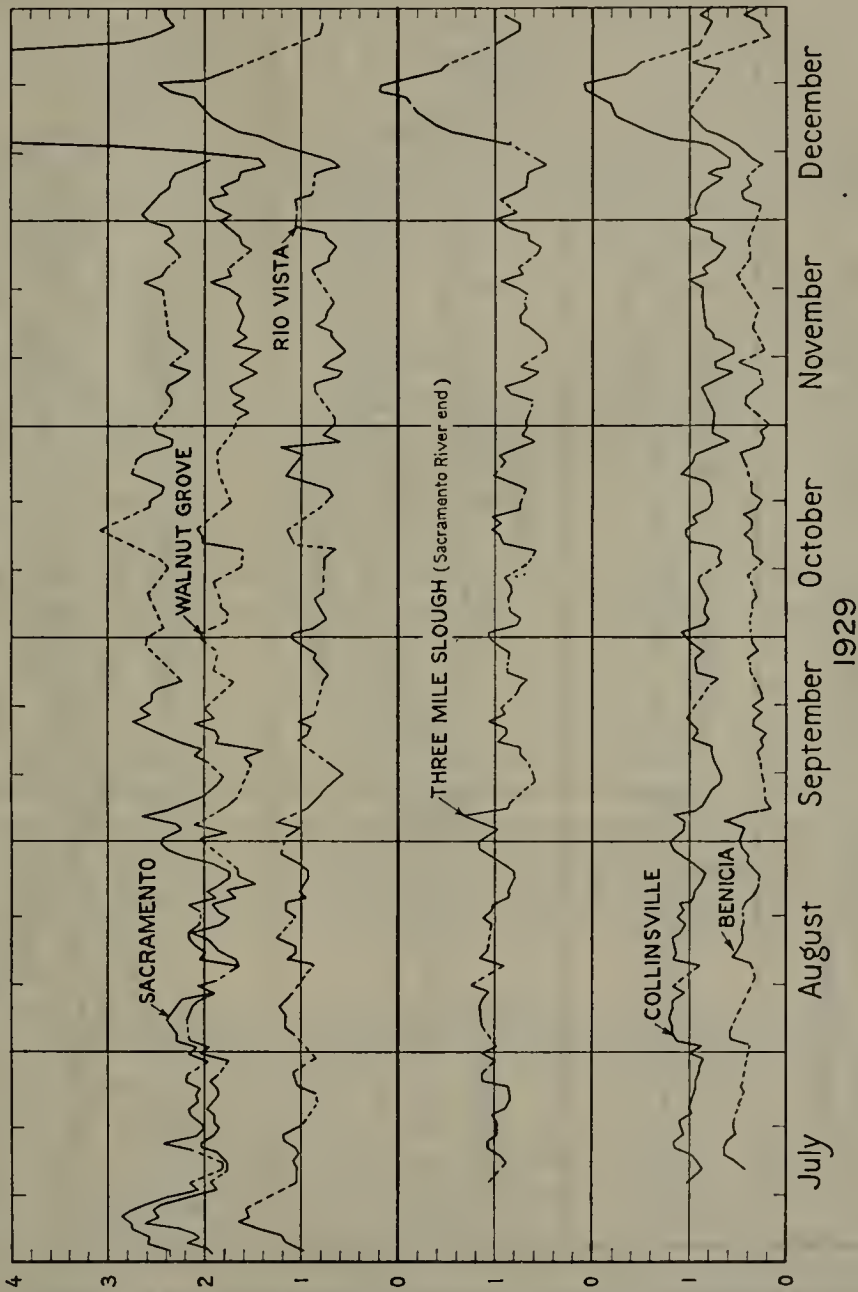
Mean daily tide elevations are computed as the mean of the elevations of high-high, low-high, high-low and the average of the two low-low tides occurring during each tidal cycle

MEAN DAILY TIDE ELEVATIONS  
IN  
SAN FRANCISCO BAY  
AND  
DELTA OF SACRAMENTO RIVER



NOTE  
 Mean daily tide elevations are computed as the mean of the elevations of high-high, low-high, high-low and the average of the two low-low tides occurring during each tidal cycle.

**MEAN DAILY TIDE ELEVATIONS**  
 IN  
**SAN FRANCISCO BAY**  
 AND  
**DELTA OF SAN JOAQUIN RIVER**



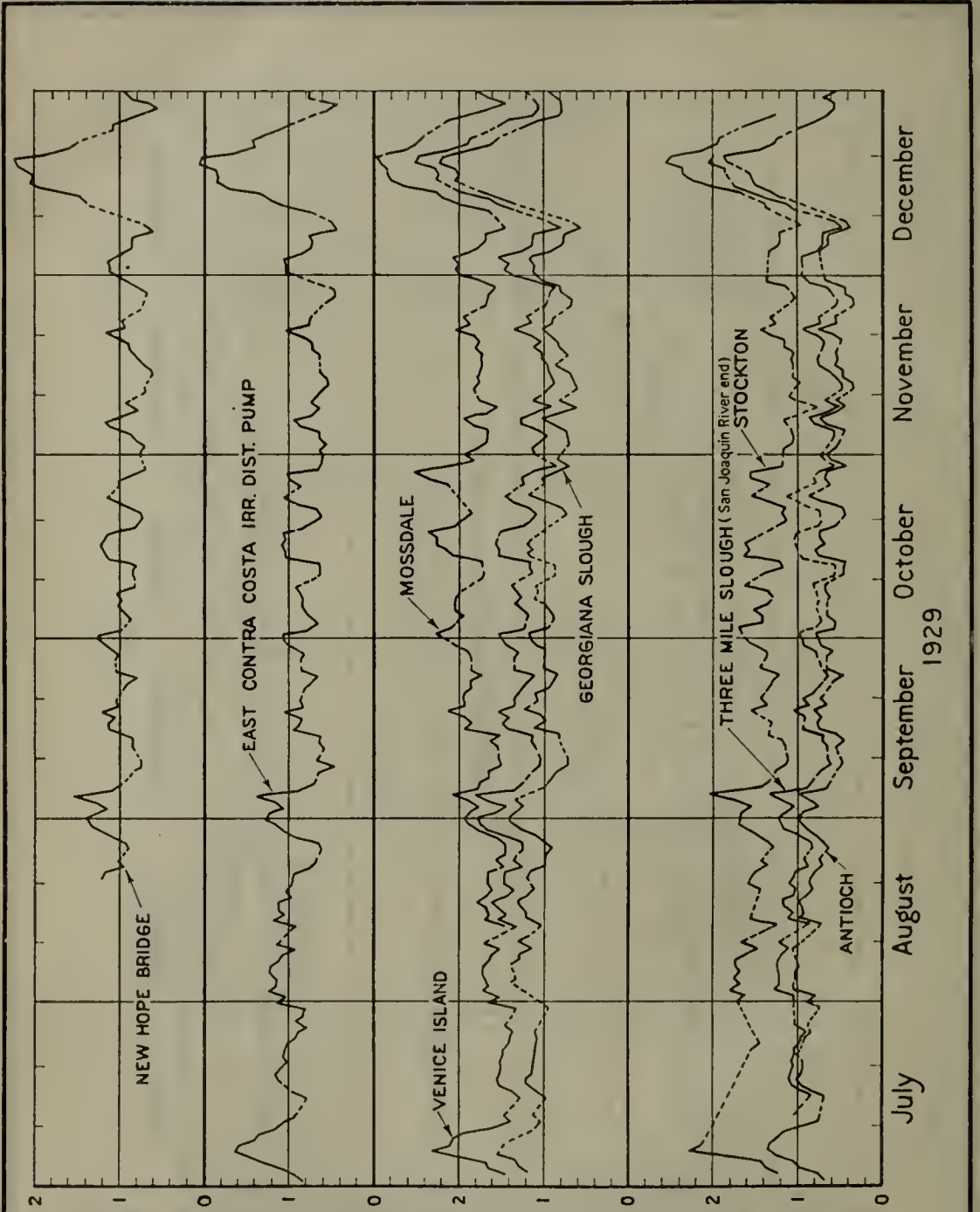
Difference in elevation in feet of mean daily tide at station and at Presidio

NOTE

Mean daily tide elevations are computed as the mean of the elevations of high-high, low-high, high-low and the average of the two low-low tides occurring during each tidal cycle.

**HEIGHT OF MEAN DAILY TIDE  
ABOVE  
MEAN DAILY TIDE AT PRESIDIO  
IN  
SAN FRANCISCO BAY AND DELTA OF SACRAMENTO RIVER**





Difference in elevation in feet of mean daily tide at station and at Presidio

NOTE

Mean daily tide elevations are computed as the mean of the elevations of high-high, low-high high-low and the average of the two low-low tides occurring during each tidal cycle.

HEIGHT OF MEAN DAILY TIDE  
 ABOVE  
 MEAN DAILY TIDE AT PRESIDIO  
 IN  
 DELTA OF SAN JOAQUIN RIVER

channels. Plotting the height of mean tide level for the upper stations above the level of mean tide at the Presidio, therefore, has the effect of eliminating the primary tidal variation, which is approximately paralleled by the variations from day to day at all points in the tidal basin. Although there are variations in the difference in elevation from day to day, the graph shows that the general water level in the delta channels gradually lowered during the 1929 season from about July to November. This is shown by all of the downstream stations such as Walnut Grove, Three Mile Slough, Rio Vista, Georgiana Slough, Antioch and Collinsville. The upper stations, Mossdale, New Hope Bridge and Sacramento, show the effect of increased stream flow in the fall months.

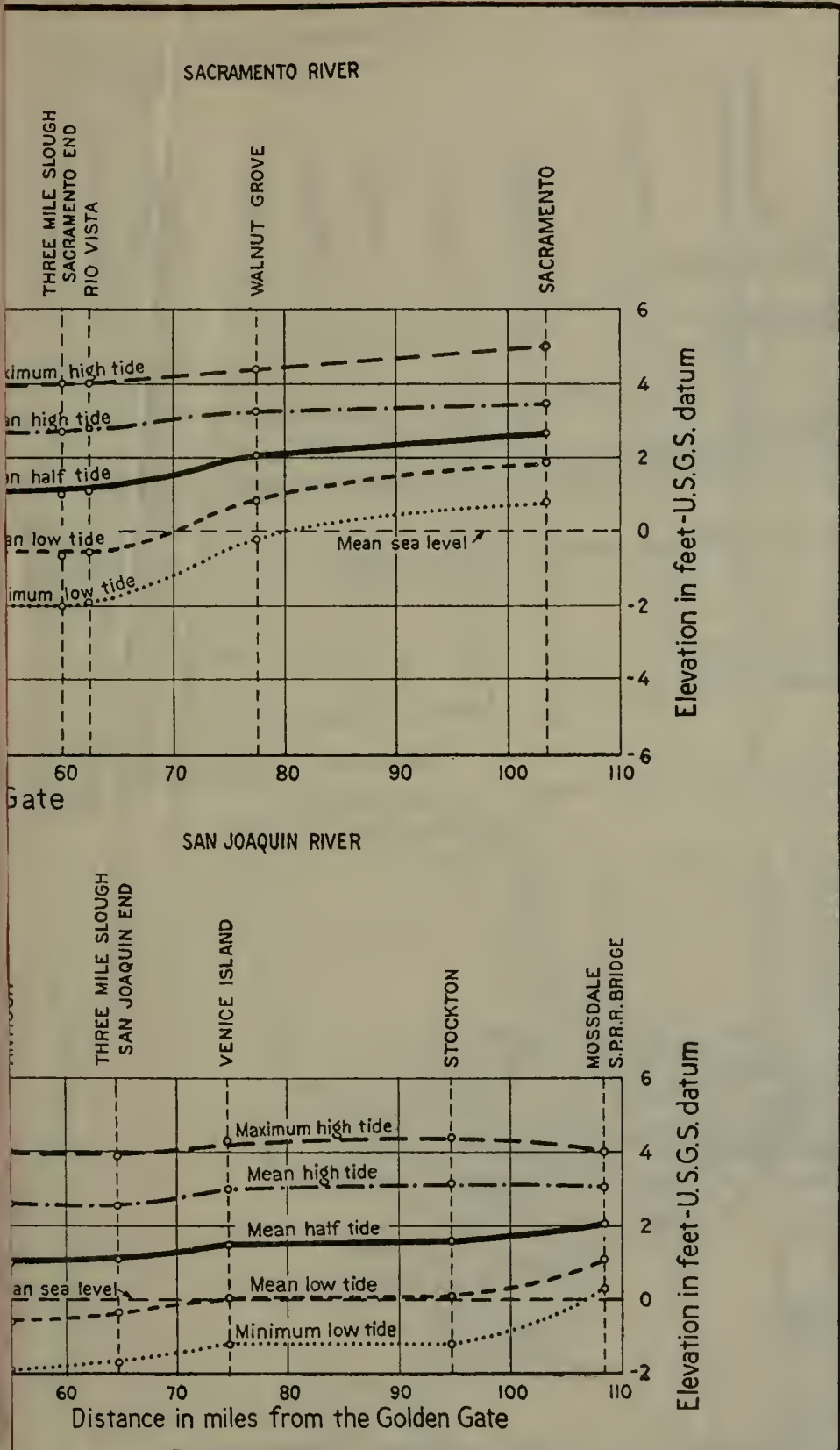
The fact that the water level in the delta channels fell during the summer and autumn of 1929 appears to indicate that the basin formed by the delta channels may be considered to be similar to a storage reservoir. The water level in this storage reservoir averages one to two feet or more above mean sea level during the period of low stream flow, although it fluctuates up and down with the tide several times daily. The gradual lowering of mean daily water level in the late summer and early fall months of 1929 appears to be partly due to the fact that there was an excess of consumption of water in the delta over and above the stream inflow. This would not entirely explain the occurrence, however, because the mean water level continued to lower after the supply coming into the delta was sufficient to take care of the consumptive demands. Other factors, including, especially, the variation in the tidal flow at the Golden Gate and into and out of the delta tidal basin, and, possibly to some extent, the progressive change in relative salinity and specific gravity of the waters in the upper bay and delta, probably had an effect of equal or even greater importance upon this change in average water level in the delta. Studies of records for other years would be necessary before a definite conclusion could be made as to this situation.

The tabulations and graphs previously presented show a gradual increase in the elevation of the mean water levels for various tidal phases with greater distance from the Golden Gate. It may also be noted that the mean and maximum ranges of the tide gradually decrease for points farther upstream. These relations are more clearly shown by the graphs on Plate XV, "Tidal Reference Planes in San Francisco Bay and Delta of Sacramento and San Joaquin Rivers." On this graph, the data in Table 5 are plotted for each station with reference to its distance from the Golden Gate. The points for each phase of the tide have been joined by smooth lines. There results a graphic illustration of the more important tidal reference planes of particular value in this study. These reference planes are shown with separate diagrams, one extending from the Presidio through San Pablo and Suisun bays up the Sacramento River, a second up the San Joaquin River from the confluence of the two rivers, and a third extending from the Presidio through South San Francisco Bay to its southerly end. The graphs show the relative elevation of the water in all parts of the bay for the minimum and mean low tides, for mean half tide and for the mean and maximum high tides. The relative magnitude of the mean and maximum ranges of the tide at various points in the bay and delta can also be clearly pictured. The

data for the sections of the tidal basin along the Sacramento and San Joaquin rivers are representative of the low flow conditions of these streams. Table 5 shows the period of record which was used for each station in compiling the mean, minimum and maximum tidal elevations shown. For the river stations, this period generally included August to November, 1929. With a large flow in the rivers, the water levels at all stages of the tide would tend to be at a considerably higher elevation than those shown.

The collection and compilation of the tidal data have been a most essential part of the present investigation. These data have been used in evolving the relation between tidal action and salinity, which is presented in Chapter IV.



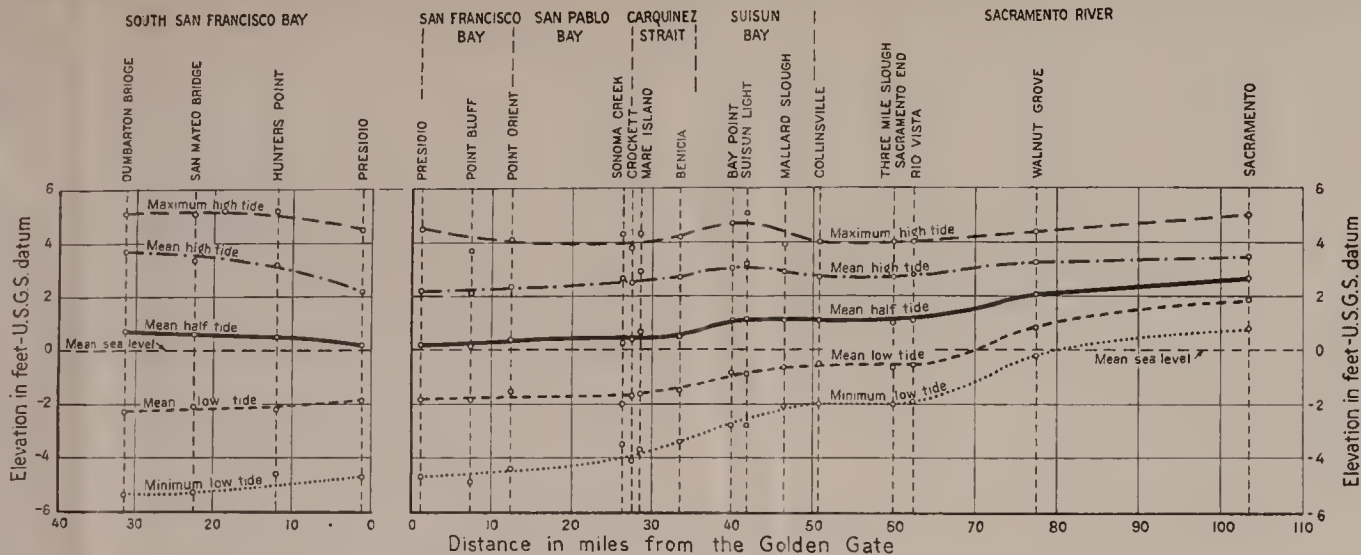


gauge records  
the tidal levels  
in river chan-  
nel flow con-  
ditions.

**TIDAL REFERENCE PLANES**  
IN  
**SAN FRANCISCO BAY AND DELTA OF**  
**SACRAMENTO AND SAN JOAQUIN RIVERS**

data for the sections of the tidal basin along the Sacramento and San Joaquin rivers are representative of the low flow conditions of these streams. Table 5 shows the period of record which was used for each station in compiling the mean, minimum and maximum tidal elevations shown. For the river stations, this period generally included August to November, 1929. With a large flow in the rivers, the water levels at all stages of the tide would tend to be at a considerably higher elevation than those shown.

The collection and compilation of the tidal data have been a most essential part of the present investigation. These data have been used in evolving the relation between tidal action and salinity, which is presented in Chapter IV.



**NOTE:**  
 Compiled from automatic tide gage records obtained during 1929 and 1930. The tidal levels for the Sacramento and San Joaquin river channels are representative of low stream flow conditions in the summer and fall months.

**TIDAL REFERENCE PLANES**  
 IN  
**SAN FRANCISCO BAY AND DELTA OF SACRAMENTO AND SAN JOAQUIN RIVERS**





## CHAPTER III

**RELATION OF STREAM FLOW INTO DELTA TO SALINITY**

One of the two basic factors governing salinity conditions in the bay and delta channels is the stream flow of the Sacramento and San Joaquin rivers into the delta. The variation of salinity and extent of saline invasion and retreat are related generally to the total amount and the monthly distribution of seasonal stream flow, but are more particularly related directly to the actual rate of flow as it varies in amount from day to day during any season. Evidence of the direct effect of stream flow entering the delta upon salinity conditions in the upper bay and delta channels is shown by the records of salinity and stream flow delineated on Plates V and VI. An exhaustive analysis has been made of the records of stream flow and salinity to determine, if possible, their relation.

**Relation of Total Seasonal Stream Flow into Delta to Salinity.**

It appears from a study of the records of stream flow and salinity during the period 1920 to 1929 that there is a general relation existing between the total amount of seasonal run-off into the delta and the extent of saline invasion and retreat. It has been previously pointed out that the maximum extent of saline invasion into the delta during this ten-year period occurred during the summer of 1924 following the driest season, 1923-24, of the period 1920 to 1929. The invasions next in extent occurred in 1920 and 1926 following subnormal run-off seasons. It appears that the drier the season or the smaller the total seasonal stream flow entering the delta, the greater has been the extent of saline invasion. Furthermore, the records show that the extent of retreat of salinity is also related to the total seasonal stream flow. The wetter the season and the greater the total seasonal stream flow, the farther downstream has saline water been displaced by fresh water.

*Maximum Salinity During Season*—The maximum extent of saline invasion during the season is shown directly by the maximum observed salinity for the season at the various points in the delta and upper bay channels. These maximum values of observed salinity (in the surface zone after high tide) at the more important observation stations are given in Table 6 for the period 1920-1929. In a parallel column of this table is shown also the total seasonal stream flow into the delta, expressed as a percentage of the 58-year mean (1871 to 1929). The values of maximum salinity are shown for the actual observations (samples taken in the surface zone usually after high tide) and also for the estimated mean salinity (mean tidal cycle surface zone salinity), representing an average value of the salinity during a tidal cycle period of about 24 hours. These mean tidal cycle values of salinity have been computed from a relationship established as to variation of salinity with tidal stage, which is described in Chapter IV.

TABLE 6  
RELATION OF SEASONAL STREAM FLOW INTO DELTA TO MAXIMUM SALINITY DURING SEASON  
1920-1929

| Season  | Maximum salinity during season in parts of chlorine per 100,000 parts of water |                                      |                                |                                      |                                |                                      |                                |                                      |                                |                                      |                                |                                      |  |  |
|---------|--|--------------------------------------|--------------------------------|--------------------------------------|--------------------------------|--------------------------------------|--------------------------------|--------------------------------------|--------------------------------|--------------------------------------|--------------------------------|--------------------------------------|--|--|
|         | Point Orient   |                                      | Point Davis                    |                                      | Bulls Head Point               |                                      | Bay Point                      |                                      | O. and A. Ferry                |                                      | Collinsville                   |                                      | Seasonal stream flow in per cent of 58 year mean |  |
|         | Observed salinity <sup>1</sup>   | Estimated mean salinity <sup>2</sup> | Observed salinity <sup>1</sup> | Estimated mean salinity <sup>2</sup> | Observed salinity <sup>1</sup> | Estimated mean salinity <sup>2</sup> | Observed salinity <sup>1</sup> | Estimated mean salinity <sup>2</sup> | Observed salinity <sup>1</sup> | Estimated mean salinity <sup>2</sup> | Observed salinity <sup>1</sup> | Estimated mean salinity <sup>2</sup> |  |  |
| 1919-20 | ---  | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | 34   |  |
| 1920-21 | ---  | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | 101  |  |
| 1921-22 | ---  | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | 85   |  |
| 1922-23 | ---  | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | 59   |  |
| 1923-24 | ---  | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | 18   |  |
| 1924-25 | ---  | *1,620                               | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | 68   |  |
| 1925-26 | 2,020  | ≠1,900                               | 1,850                          | 1,770                                | 1,090                          | 1,540                                | 1,320                          | 1,400                                | 1,070                          | 915                                  | 1,020                          | 825                                  | 50   |  |
| 1926-27 | 1,880  | 1,610                                | 1,510                          | 1,315                                | 1,330                          | 1,020                                | 830                            | 950                                  | 510                            | 405                                  | 370                            | 275                                  | 99   |  |
| 1927-28 | 1,870  | 1,750                                | 1,610                          | 1,470                                | 1,410                          | 1,110                                | 910                            | 1,170                                | 750                            | 585                                  | 590                            | 440                                  | 69   |  |
| 1928-29 | 1,830  | 1,740                                | 1,660                          | 1,450                                | 1,370                          | 1,170                                | 980                            | 1,240                                | 830                            | 700                                  | 680                            | 560                                  | 29   |  |
| 1919-20 | 766  | 590                                  | 346                            | 210                                  | 474                            | 335                                  | 250                            | 475                                  | 235                            | 125                                  | ---                            | ---                                  | 34   |  |
| 1920-21 | 258  | 185                                  | 42                             | 20                                   | 66                             | 45                                   | ---                            | 30                                   | ---                            | ---                                  | ---                            | ---                                  | 101  |  |
| 1921-22 | 260  | 195                                  | 33                             | 20                                   | 44                             | 25                                   | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | 85   |  |
| 1922-23 | 239  | 115                                  | 34                             | 20                                   | 44                             | 20                                   | ---                            | ---                                  | ---                            | ---                                  | ---                            | ---                                  | 59   |  |
| 1923-24 | 1,085  | 815                                  | 708                            | 540                                  | 802                            | 675                                  | 10                             | 17                                   | 608                            | 435                                  | ---                            | ---                                  | 18   |  |
| 1924-25 | 356  | 180                                  | 81                             | 45                                   | 136                            | 100                                  | 40                             | 81                                   | 21                             | 10                                   | ---                            | ---                                  | 68   |  |
| 1925-26 | 920  | 730                                  | 470                            | 365                                  | 540                            | 475                                  | 315                            | 430                                  | 256                            | 155                                  | ---                            | ---                                  | 50   |  |
| 1926-27 | 179  | 130                                  | 53                             | 30                                   | 65                             | 60                                   | 25                             | 25                                   | 12                             | ---                                  | ---                            | ---                                  | 99   |  |
| 1927-28 | 450  | 320                                  | 192                            | 95                                   | 156                            | 115                                  | 55                             | 109                                  | 44                             | 20                                   | ---                            | ---                                  | 69   |  |
| 1928-29 | 580  | 425                                  | 365                            | 165                                  | 310                            | 190                                  | 125                            | 205                                  | 67                             | 30                                   | ---                            | ---                                  | 29   |  |

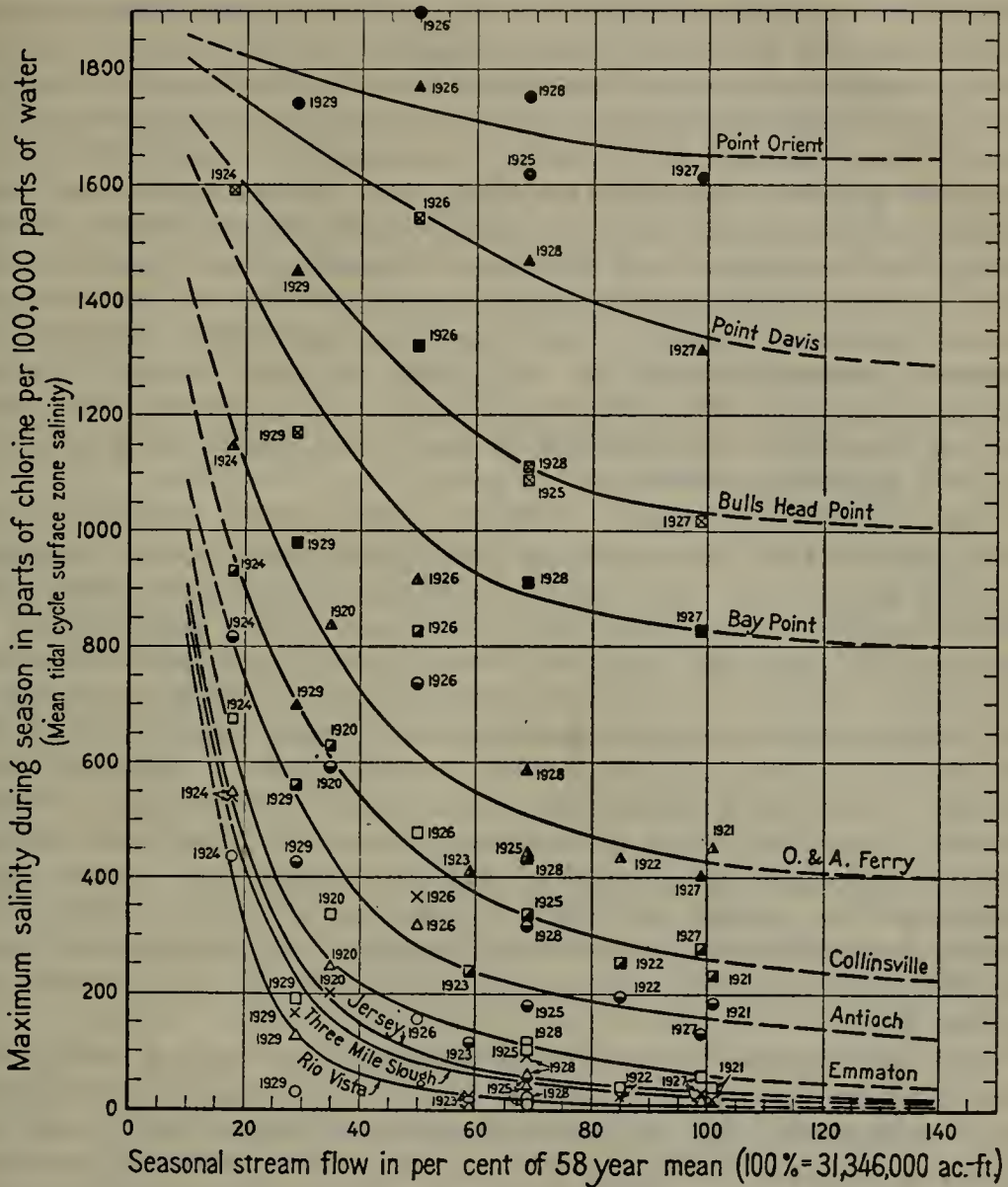
\* From graphical record, Bulletin 22, Vol. 2, Plate 9-8.

<sup>1</sup> From samples taken in surface zone usually after high tide.

<sup>2</sup> Mean tidal cycle surface zone salinity, estimated from observed maximum salinity.

<sup>3</sup> Estimated—no record.





LEGEND

- △ Three Mile Slough
- Rio Vista
- × Jersey
- Emmaton
- Antioch
- Collinsville
- ▲ O. & A. Ferry
- Bay Point
- ⊠ Bulls Head Point
- ▲ Point Davis
- Point Orient

RELATION OF  
SEASONAL STREAM FLOW INTO DELTA  
TO  
MAXIMUM SALINITY DURING SEASON

The data in Table 6 have been plotted and graphically shown on Plate XVI, "Relation of Seasonal Stream Flow into Delta to Maximum Salinity During Season." The mean tidal cycle values of maximum salinity (in the surface zone) for the season at the several representative stations have been plotted against the total seasonal stream flow expressed in per cent of the 58-year mean for each season of record. Smooth curves have been drawn for each station averaging the plotted points. It will be noted that these curves depart considerably from the actual points in most of the years, thus indicating that no exact relation, uninfluenced by other conditions, exists between the maximum salinity for the season and the total seasonal stream flow into the delta. However, an approximate general relation of interest and value is indicated, that, in the upper bay and delta channels, the maximum seasonal salinity at any point and the extent of saline invasion is greater, the smaller the total amount of seasonal stream flow into the delta. This relation is more pronounced for points progressively further upstream.

Only two of the seasons, 1920-21 and 1926-27 of the ten-year period, 1920 to 1929, had a normal amount of stream flow as compared to the 58-year mean. In general the minimum values of maximum seasonal salinity during the entire ten-year period occurred at all stations in the years 1921 and 1927, when the total seasonal stream flow was normal. There are exceptions, however, to be noted, especially in 1922, 1923 and 1925 when the maximum salinities at points in the lower delta were about the same as in the normal years of 1921 and 1927. Therefore, in so far as stream flow is a factor in the extent of saline invasion, it is evident that other elements must be taken into account in addition to the total amount of seasonal stream flow. These other elements are the monthly and daily distribution of seasonal stream flow, which vary considerably from year to year and explain the wide variations between the average curves and the actual plotted points shown on Plate XVI.

That the relation between maximum salinity reached during any season and the total seasonal stream flow is approximate and variable simply means, first, that the distribution of the stream flow during the season is not similar from year to year, and, second, especially, that the portion of the total seasonal flow occurring during the summer months bears only a general relation each season to the total seasonal stream flow. The curves (Plate XVI) should therefore be considered as showing only general and approximate relations.

The general relation shown is of chief interest in that it furnishes an approximate basis for estimating what the maximum salinity conditions will be in the future and also what they may have been in past years before any records were available. It is generally possible prior to the summer period of saline invasion to obtain a fairly close estimate of the total seasonal stream flow. Accurate surveys are now being made by the State of the depth and water content of snow in the mountains so that, in April or May, rough predictions can be made of the remaining portion of the seasonal stream flow from which, with the previously measured flow, the total amounts for the season can be estimated. With this estimated total seasonal stream flow available and the approximate general relations shown on Plate XVI, predictions can



be made of the maximum salinities which are likely to occur in the following summer. The relations shown are, of course, for conditions during the ten-year period 1920 to 1929, especially as to upstream irrigation and storage diversions which effect the summer stream flow into the delta. Hence, with changed conditions as to upstream diversions in the future, the relations shown would be somewhat altered.

This also would be true, of course, in any application of the general relations shown to estimates of stream flow for early years, when conditions were certainly very different than in recent years. The summer stream flow into the delta has been decreased in the last two decades or more by upstream diversions, and hence the relative amount of summer stream flow to total seasonal stream flow is now considerably different than in early years. However, it is of interest to apply the relations of Plate XVI to the estimates of seasonal stream flow shown on Plate IX. These estimates show a 62 per cent season for 1872-1873, 52 per cent for 1874-1875 and 60 per cent for 1876-1877. Applying these values to the curves on Plate XVI, it is indicated that there was a material amount of salinity in the lower river channels in those years as far up as Three Mile Slough, with a maximum salinity at Antioch of 200 parts or more of chlorine per 100,000 parts of water. It is probable that the actual maximum salinity was considerably less than the amount indicated by the curve because of a greater summer stream flow in the period 1870 to 1880 than during the period 1920 to 1929. Regardless of the accuracy of the actual amount of salinity indicated, it is especially interesting inasmuch as it confirms the testimony given in the Antioch suit to the fact that saline water was present in the San Joaquin River at Antioch during several years of the period from 1870 to 1880, and even as far up as Three Mile Slough during the same period. The relations also clearly evidence the fact, confirmed by the observation of inhabitants familiar with the conditions since the early period of settlement, that the waters in Suisun Bay have always been invaded by saline water during a portion of the year. Even with a total seasonal run-off of as much as 150 to 200 per cent of the 58-year mean, it may be concluded from the relations shown on Plate XVI that the waters of Suisun Bay would become impregnated with saline water at the time of maximum invasion to an extent sufficient to make the water unquestionably unsuitable for domestic or industrial fresh-water uses and unfit even for irrigation use in most of Suisun Bay. The seasons 1911-12 and 1912-13 had an estimated seasonal stream flow of less than 50 per cent of the 58-year mean, which would indicate a saline invasion into the lower delta as far up as Three Mile Slough. This is substantiated by the records of barge travel of the California Hawaiian Sugar Refining Corporation showing the distance traveled above Crockett of 32 to 37 miles maximum or six to eleven miles above Antioch and also by some actual tests of salinity taken in 1913 and shown in Table 34.

*Minimum Salinity During Season*—A similar approximate relation appears to exist between the total seasonal stream flow and the extent of retreat of salinity as evidenced by the minimum values of salinity during the season. Table 7 summarizes the data from the available



TABLE 7  
RELATION OF SEASONAL STREAM FLOW INTO DELTA TO MINIMUM SALINITY DURING SEASON  
1923-1929

| Season  | Seasonal stream flow in per cent of 58 year mean | Minimum salinity during season in parts of chlorine per 100,000 parts of water |                                      |                                |                                      |                                |                                      |                                |                                      |                                |                                      |  |  |
|---------|--|--|--------------------------------------|--------------------------------|--------------------------------------|--------------------------------|--------------------------------------|--------------------------------|--------------------------------------|--------------------------------|--------------------------------------|--|--|
|         |  | Point Orient   |                                      | Point Davis                    |                                      | Crockett                       |                                      | Bulls Head Point               |                                      | Bay Point                      |                                      |  |  |
|         |  | Observed salinity <sup>1</sup>   | Estimated mean salinity <sup>2</sup> | Observed salinity <sup>1</sup> | Estimated mean salinity <sup>2</sup> | Observed salinity <sup>1</sup> | Estimated mean salinity <sup>2</sup> | Observed salinity <sup>1</sup> | Estimated mean salinity <sup>2</sup> | Observed salinity <sup>1</sup> | Estimated mean salinity <sup>2</sup> |  |  |
| 1922-23 | 59   |  |                                      |                                |                                      | 133                            | 115                                  | **325                          | 315                                  |                                |                                      |  |  |
| 1923-24 | 18   |  |                                      |                                |                                      | 390                            | 430                                  |                                |                                      |                                |                                      |  |  |
| 1924-25 | 68   |  |                                      |                                |                                      | 4                              | 6                                    |                                |                                      |                                |                                      |  |  |
| 1925-26 | 50   | 950  | 830                                  | 82                             | 90                                   | 5                              | 25                                   | 3                              | 10                                   | 3                              | 5                                    |  |  |
| 1926-27 | 99   | 350  | 350                                  | 24                             | 25                                   | 2                              | 5                                    | 6                              | 5                                    | 4                              | 3                                    |  |  |
| 1927-28 | 69   | 570  | 550                                  | 30                             | 30                                   | 1                              | 10                                   | 8                              | 10                                   | 2                              | 5                                    |  |  |
| 1928-29 | 29   | 1,350  | 1,270                                | 540                            | 590                                  | 200                            | 320                                  | 240                            | 265                                  | 50                             | 35                                   |  |  |

\* From records of California-Hawaiian Sugar Refining Corporation. Samples taken at low tide.

\*\* From graphical record, Bulletin 22, Vol. 2, Plate 9-8.

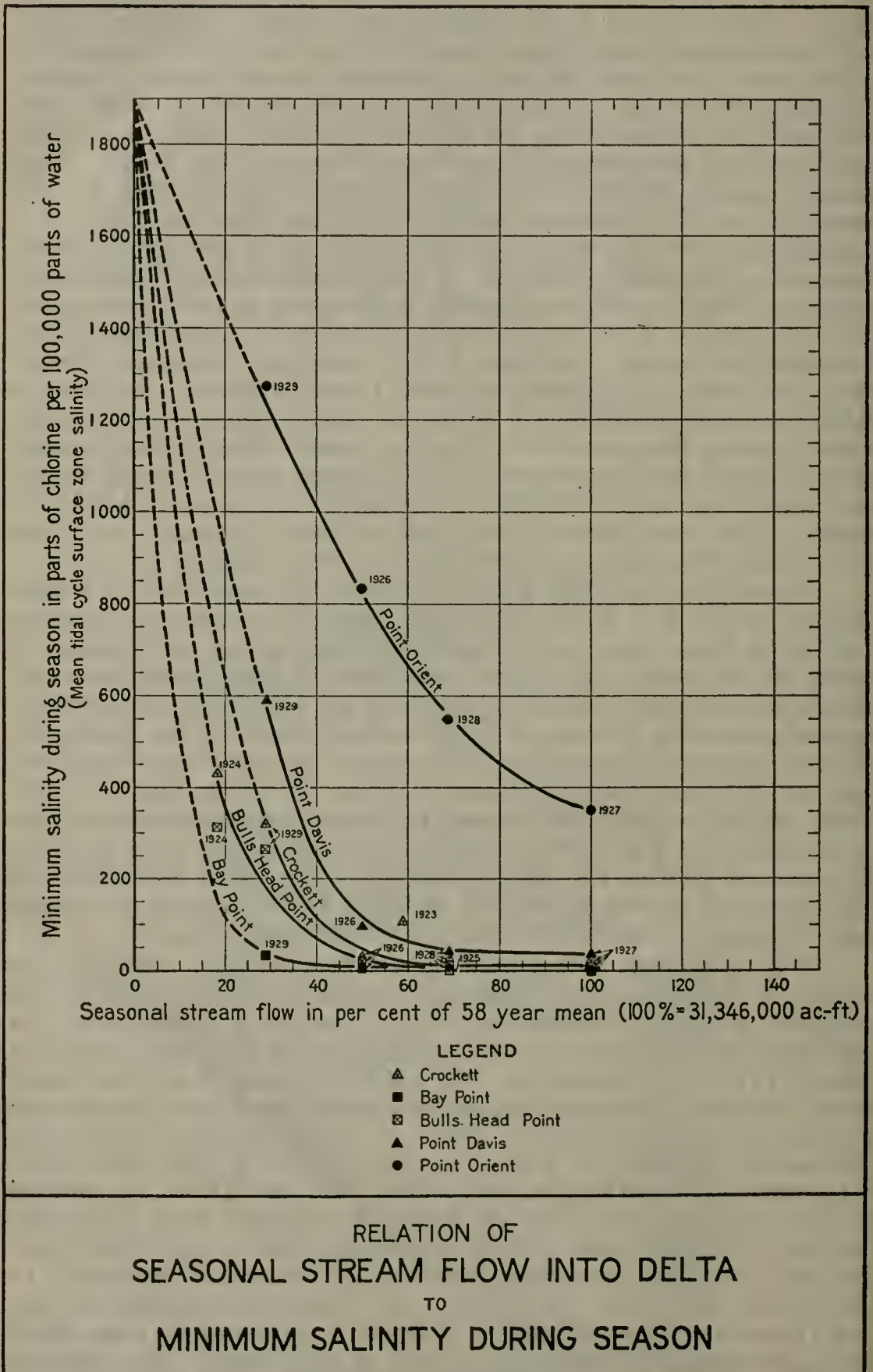
<sup>1</sup> From samples taken in surface zone usually after high tide.

<sup>2</sup> Mean tidal cycle surface zone salinity, estimated from observed minimum salinity.

records in regard to this relation, showing the seasonal stream flow in per cent of the 58-year mean, the minimum observed salinity for the season (samples taken in the surface zone usually after high tide.) and the estimated mean tidal cycle surface zone salinity corresponding to the observed salinity, for each station and year of record. Records of salinity in the bay channels were not started by the State until 1926 and the data available for the study of this relation cover only four years and five stations from Point Orient to Bay Point. Some private records of observations at Crockett were procured for the years 1923 to 1925, inclusive, and at Bulls Head Point for 1924. For the stations above Bay Point, the minimum salinity during the season was zero for the years of record. In other words, in every year during the period 1926 to 1929, the channels in the delta and all of the upper portion of Suisun Bay were filled with fresh water sometime during the winter and spring. On Plate XVII, "Relation of Seasonal Stream Flow into Delta to Minimum Salinity During Season," the data in Table 7 are graphically shown, minimum mean tidal cycle surface zone salinity during the season for all years of record being plotted against seasonal stream flow in per cent of the 58-year mean. Smooth curves have been drawn on the diagram averaging the points plotted for each station. The curves through the points of record, especially for Point Orient and Point Davis, indicate a fairly close relation.

The relations on Plate XVII show that the occurrence of a total seasonal stream flow of 70 per cent or more of the 58-year mean has resulted in fresh water extending downstream as far as Crockett or nearly to the upper end of San Pablo Bay in those years for which records are available. Salinity records are not available for other years, especially covering periods of large floods. However, the freshening effect of winter and spring flood flows on the waters of San Pablo Bay even as far down as Point Orient is shown by the available records. Thus, in 1927, which was a season of about normal stream flow, the mean salinity at Point Orient dropped to a minimum value of about 350 parts of chlorine per 100,000 parts of water, while the salinity at the upper end of San Pablo Bay at Point Davis dropped to a mean value of about 25 parts of chlorine per 100,000 parts of water.

It is of interest to compare the records of barge travel of the California-Hawaiian Sugar Refining Corporation (Plate IV) with the estimated minimum seasonal salinity at Crockett as indicated by the application of estimated seasonal stream flow to the curve shown on Plate XVII. The relations on Plate XVII indicate that fresh water would occur at Crockett with a seasonal stream flow of 70 to 100 per cent or more of the 58-year mean. Plate IV shows that fresh water was obtained at Crockett for a short period of time in 1909, 1910, 1911, 1914, 1915, 1916, 1917, 1919, 1925, 1926, 1927 and 1928. In most all of these years the total seasonal stream flow ranged from 100 to 160 per cent of 58-year mean. In three of these years, it was 70 to 80 per cent and, in two of these years, less than 70 per cent of the mean. In 1926, which was a year with 50 per cent of mean stream flow, the fact that fresh water was available at Crockett is explained by large floods which occurred in February and April of that season. The relations shown on Plate XVII for Crockett are supported by the barge travel records.





The closer relation indicated between the total seasonal stream flow and minimum salinity during the season than in the case of maximum salinity during the season is probably due to the fact that the greater part of the total seasonal run-off occurs during the winter and spring months. It is this portion of the seasonal run-off which directly governs the maximum retreat of salinity and hence it is reasonable to expect that a closer relation would be found. It is true, undoubtedly, that the maximum salinity during the season is also partly affected by the larger portion of the total seasonal run-off occurring during the winter and spring, because of the fact that, the greater the magnitude of winter and spring flow, the greater will be the extent of retreat of salinity and hence the longer will the period of time tend to be for the salinity to advance upstream to invade points in the upper bay and delta. In other words, a large winter and spring stream flow putting fresh water in Suisun and San Pablo bays will delay the advance of saline water upstream and hence tend to decrease the extent of saline invasion in the succeeding summer period. However, the records indicate that the rate of advance of salinity upstream is dependent also upon the rapidity with which the stream flow decreases after the late spring freshets of relatively large magnitude. If a relatively large stream flow is maintained into the late spring or early summer months, the records show that it has a marked retarding effect upon the advance of salinity.

*Advance of Salinity*—The time at which saline invasion starts at any point in the bay and delta varies to a considerable extent in different years. From a study of the records of salinity and stream flow during the period 1920 to 1929, as graphically shown on Plates V and VI, the effects of the amount and distribution of stream flow are evident.

In seasons of large stream flow, there has been a tendency for the invasion of salinity to be delayed at points in the upper bay and lower delta. Thus, in a year like 1927 which followed a normal season from the standpoint of total seasonal stream flow and during which salinity retreated to a greater extent than in any other year of record from 1926 to 1929, salinity did not start to advance at the mouth of the river until July 13th. In 1921, which followed a normal season of stream flow, salinity started to advance into the delta about the same date. Compared with this, in 1929, when the retreat of salinity was much smaller and the seasonal stream flow (1928–1929) was about 30 per cent of the 58-year mean, saline invasion started at the mouth of the river about June 1st. After advance of salinity had started, a storm followed by a fairly large freshet occurred after the middle of June and temporarily halted the advance which had previously started but invasion started again prior to the first of July. As another comparative example, in 1926, which followed a 50 per cent season as regards total seasonal run-off, salinity invasion started at Collinsville on June 1. No records are available in 1924, but it is probable that the advance started at the mouth of the river as early as May.\*

Table 8 summarizes the data from all the available records showing the relation between the total seasonal stream flow and the date

\* In the dry season of 1931, salinity started to advance into the delta in early April.

TABLE 8  
RELATION OF SEASONAL STREAM FLOW INTO DELTA TO DATE OF BEGINNING OF ADVANCE OF SALINITY  
1920-1929

| Season  | Seasonal stream flow in per cent of 58 year mean | Date on which salinity started to advance |             |                  |           |                 |              |         |         |         |                   |           |  |  |
|---------|--|---|-------------|------------------|-----------|-----------------|--------------|---------|---------|---------|-------------------|-----------|--|--|
|         |  | Point Orient                              | Point Davis | Bulls Head Point | Bay Point | O. and A. Ferry | Collinsville | Antioch | Jersey  | Emmaton | Three Mile Slough | Rio Vista |  |  |
| 1919-20 | 34   |   |             |                  |           |                 |              |         |         |         |                   |           |  |  |
| 1920-21 | 101  |   |             |                  |           |                 |              |         |         |         |                   |           |  |  |
| 1921-22 | 85   |   |             |                  |           |                 |              |         |         |         |                   |           |  |  |
| 1922-23 | 59   |   |             |                  |           |                 |              |         |         |         |                   |           |  |  |
| 1923-24 | 18   |   |             | *Feb. 15         |           |                 |              |         |         |         |                   |           |  |  |
| 1924-25 | 68   |   | *June 10    | April 22         |           |                 |              |         |         |         |                   |           |  |  |
| 1925-26 | 50   | April 15                                  | April 16    | May 1            | May 10    | June 1          | July 1       | July 15 | July 20 | July 28 | July 14           | June 12   |  |  |
| 1926-27 | 99   | Feb. 27                                   | Feb. 27     | April 1          | June 25   | July 13         | June 1       | June 13 | June 19 | June 30 | Aug. 7            | July 15   |  |  |
| 1927-28 | 69   | Mar. 31                                   | Mar. 26     | April 12         | May 12    | June 14         | June 14      | July 16 | Aug. 5  | Aug. 6  | Aug. 22           | Aug. 6    |  |  |
| 1928-29 | 29   | Mar. 14                                   | Mar. 26     | May 20           | May 26    | May 28          | June 3       | June 10 | July 7  | July 15 | July 15           | Aug. 6    |  |  |

\* From graphical record, Bulletin 22, Vol. 2, Plate 9-8.

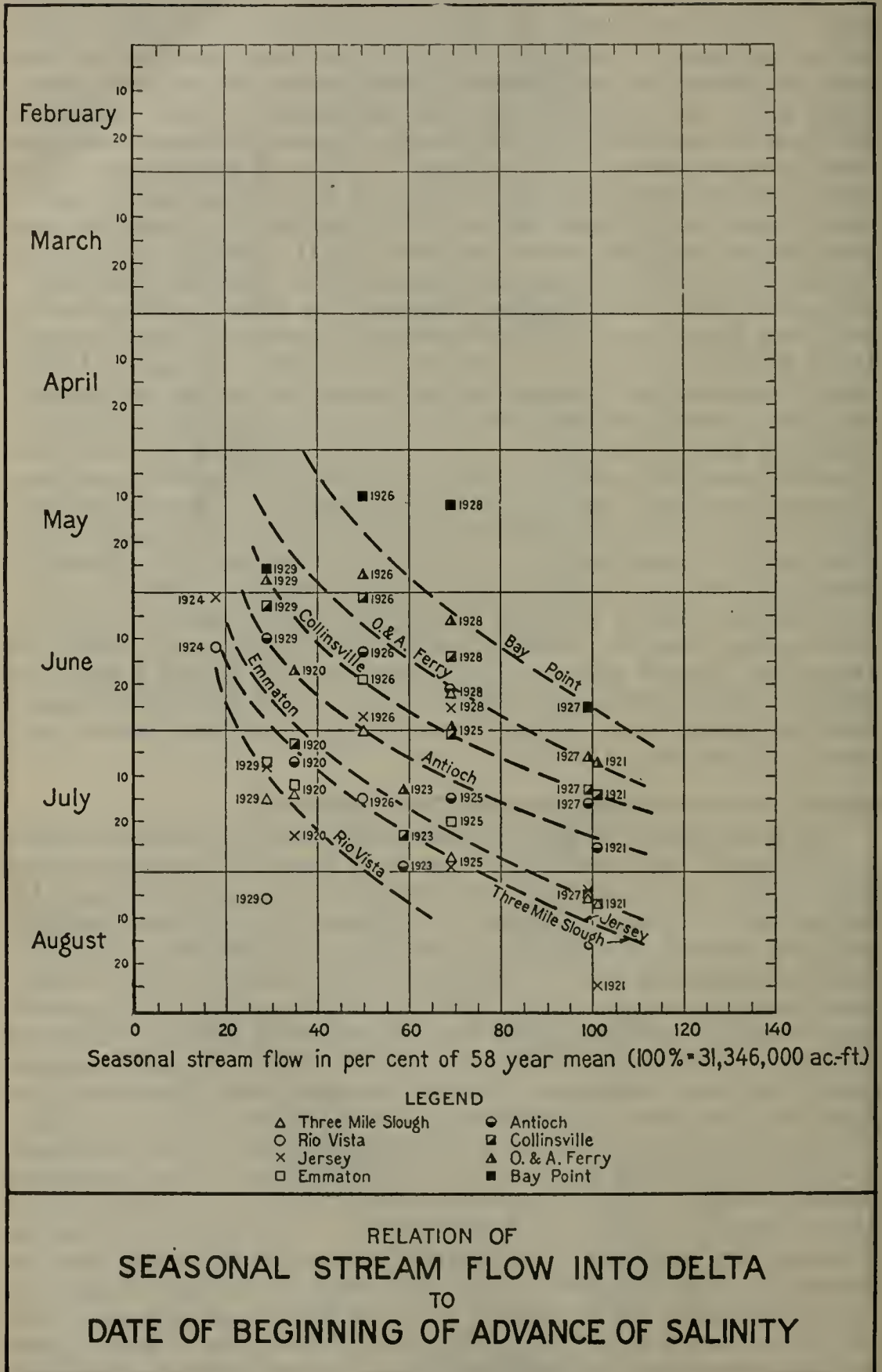


of beginning of advance of salinity for eleven representative stations in the bay and delta. The total seasonal stream flow is shown in per cent of the 58-year mean. At the lower bay stations, the date shown for the beginning of advance of salinity has been taken as the time when the salinity at the particular station started to increase continuously above the minimum value for the season. At the stations in the upper bay and delta, the date shown is generally taken at the time when saline water of a definite degree of about 10 parts started to be present at the particular station with the salinity increasing continuously thereafter to higher values. The data for the upper bay and delta stations have been plotted on Plate XVIII, "Relation of Seasonal Stream Flow into Delta to Date of Beginning of Advance of Salinity." In general there is considerable discrepancy in these records, showing that there is no clear and direct relation between the total seasonal stream flow and the date at which salinity starts to advance. Dotted curved lines have been drawn on the diagram, indicating the approximate trend for each station. Although the relation is only approximate, it shows a general tendency of wet years, with normal or more than normal stream flow, to delay the time at which salinity starts to advance at points in the upper bay and lower delta channels. That no exact relation exists is to be expected because of the fact that the exact time at which saline invasion starts at any point obviously must be affected by the monthly and daily distribution of the total seasonal stream flow and, especially, the monthly and daily stream flow during the late spring and early summer months. In other words, the rapidity with which the stream flow falls off after the floods of winter and spring is bound to affect the rate of advance of salinity upstream from the points of maximum retreat and hence the date at which saline invasion starts at any point in the basin.

#### **Relation of Summer Stream Flow into Delta to Salinity.**

As shown by the records in Table 8 and Plate XVIII, the invasion of salinity into the lower end of the delta generally starts some time between May and July, with an average perhaps of about June 15. The period of advance of salinity upstream into the delta generally continues thereafter until about the first of September, when the maximum salinities for the season generally occur on the average, based upon the records during the period 1920 to 1929. This period from the middle of June to the first of September generally embraces the period of minimum stream flow into the delta. During the same period, the main movement of saline invasion occurs throughout the upper bay and delta. In general, the period from about the middle of June to the first of September covers the entire period of advance of salinity in the delta channels above the confluence of the Sacramento and San Joaquin rivers, except in cases of "pocketed" salinity where there is little or no inflow to effect its retreat. In analyzing the records of stream flow and salinity, it appeared reasonable to assume that the stream flow into the delta during the period of advance of salinity should bear some direct relation to the maximum salinity occurring during the season at the end of the period of advance. Several trial studies were made of this relation, using different periods of the total summer flow. Based on these trial studies it was found that the summer stream flow during the period from June 15 to August 31





appeared to bear the most direct relation to the maximum salinity occurring during the season. Compiled data showing the relation between summer stream flow into the delta from June 15 to September 1 and the maximum salinity (mean tidal cycle surface zone salinity estimated from observed maximum salinity) for the season are summarized in Table 9 and graphically shown on Plate XIX, "Relation of Summer Stream Flow into Delta to Maximum Salinity." Smooth curves have been drawn on Plate XIX averaging the plotted points for each station. For the most part the curves fit the points for the years of record (1920 to 1929) quite closely, indicating a fairly close relation between the summer stream flow into the delta during this period and the maximum salinity for the season. It must be assumed, of course, that the conditions within the delta, especially as regards consumption of water and tidal action, were about the same during all of these years of record. It has been previously shown that the estimated consumption of water in the delta, as far back as 1923 at any rate, was about the same each year both as to total amount and distribution during the irrigation season. Tidal action and the magnitude of tidal flow into and out of the delta probably has not been the same during the entire period because there have been changes in the channel conditions in the lower Sacramento River, comprising widening and deepening of the river from Collinsville to Rio Vista, and flooding of previously reclaimed lands. However, such change in tidal action probably has not greatly affected the maximum seasonal salinity and the relation of summer stream flow thereto.

The relations on Plate XIX indicate that the invasions of salinity of relatively large extent into the delta channels have occurred in years when the summer stream flow from June 15 to September 1 was less than 1,000,000 to 1,200,000 acre-feet, or an average daily flow of from 6500 to about 8000 second-feet during the period. With greater inflows than these amounts during the period, the maximum salinities occurring tend to be somewhat lower but the decrease in amount appears to be relatively small and tends to gradually diminish for even larger flows during the period. For points in the bay channels from Point Orient as far up as Bay Point, the effect of the summer stream flow during this period, as might be expected, is considerably less than for points in the delta, but the effect of smaller amounts of summer stream flow in increasing the maximum salinity is clearly shown. With summer stream flows of less than 1,000,000 acre-feet, the maximum salinities occurring especially in the delta tend to increase considerably with decreasing flow. However, saline invasion at points farther upstream than Jersey and Emmaton has not occurred in any magnitude until the total summer flow decreased below 800,000 acre-feet, or an average daily flow of about 5000 second-feet. The maximum salinities reached in 1924 occurred with a summer flow of but 233,000 acre-feet, or an average daily flow of less than 1600 second-feet during the period. The maximum salinities reached in 1920 and 1926 occurred with a summer flow of 400,000 to 500,000 acre-feet, or an average daily flow during the period of about 3000 second-feet. It may be concluded from these relations that serious invasions of salinity into the delta would not occur under similar conditions to the present if an average flow, without large fluctuations, of about 5000 second-feet into the delta were maintained during the period June 15 to September 1.

TABLE 9  
RELATION OF SUMMER STREAM FLOW INTO DELTA TO MAXIMUM SALINITY DURING SEASON  
1920-1929

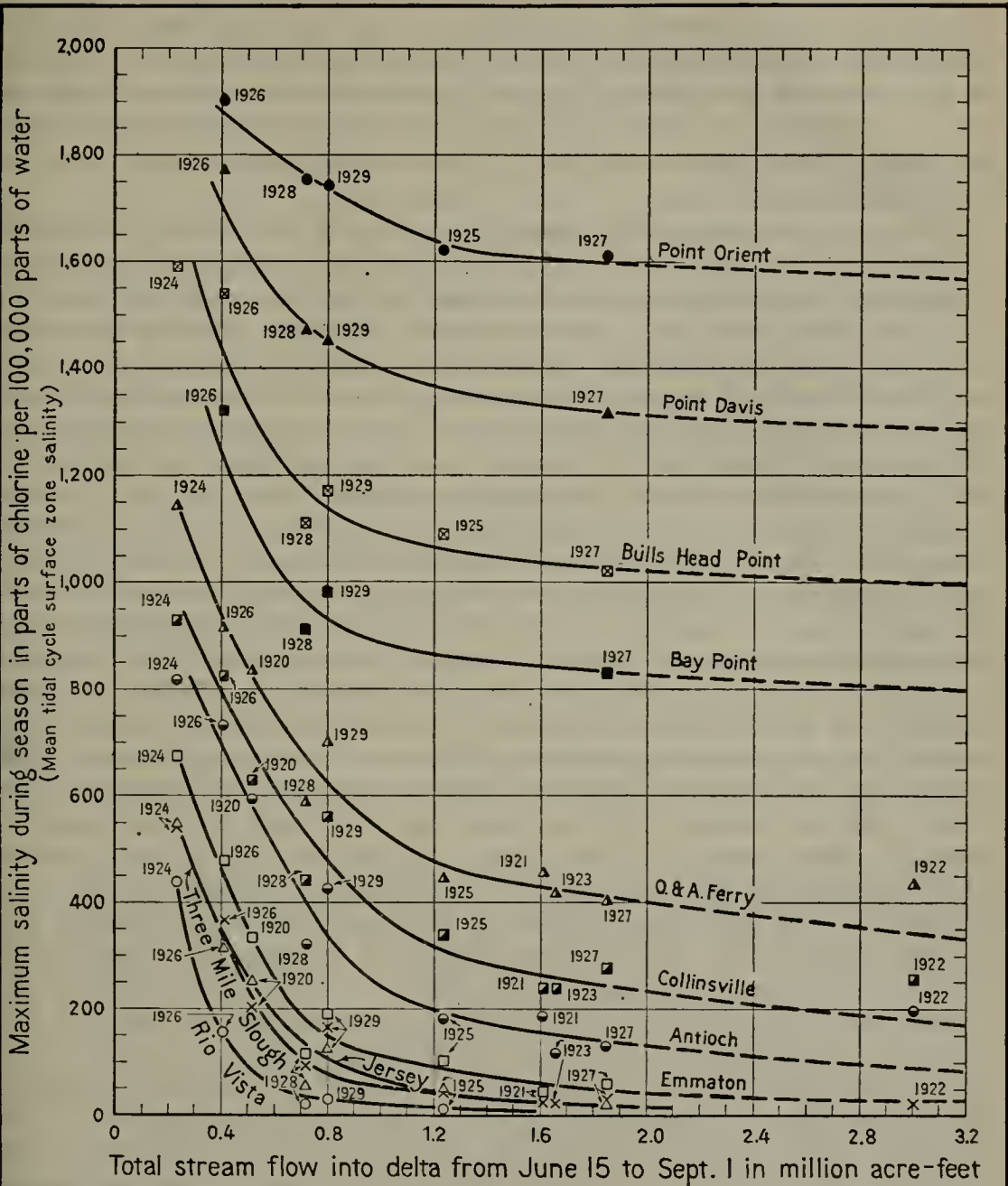
| Year | Total stream flow June 15 to Sept. 1 in acre-feet* | Maximum mean salinity during season in parts of chlorine per 100,000 parts of water |             |                  |           |                 |              |         |        |         |                   |           |
|------|--|---|-------------|------------------|-----------|-----------------|--------------|---------|--------|---------|-------------------|-----------|
|      |  | Point Orient  | Point Davis | Bulls Head Point | Bay Point | O. and A. Ferry | Collinsville | Antioch | Jersey | Emmaton | Three Mile Slough | Rio Vista |
| 1920 | 516,600  |   |             |                  |           | 835             | 630          | 590     | 210    | 335     | 250               | 125       |
| 1921 | 1,609,900  |   |             |                  |           | 455             | 235          | 185     | 20     | 45      |                   |           |
| 1922 | 3,040,000  |   |             |                  |           | 435             | 255          | 195     | 20     | 25      |                   |           |
| 1923 | 1,658,900  |   |             |                  |           | 415             | 235          | 115     | 20     | 20      |                   |           |
| 1924 | 232,700  |   |             |                  |           | 1,145           | 930          | 815     | 540    | 675     | 10                | 435       |
| 1925 | 1,234,900  | *1,620  |             | *1,590           |           | 445             | 340          | 180     | 45     | 100     | 40                | 10        |
| 1926 | 409,100  | ±1,900  | 1,770       | 1,540            | 1,320     | 915             | 825          | 730     | 365    | 475     | 315               | 155       |
| 1927 | 1,867,600  | 1,610   | 1,315       | 1,020            | 830       | 405             | 275          | 130     | 30     | 60      | 25                |           |
| 1928 | 714,500  | 1,750   | 1,470       | 1,110            | 910       | 585             | 440          | 320     | 95     | 115     | 55                | 20        |
| 1929 | 798,000  | 1,740   | 1,450       | 1,170            | 980       | 700             | 560          | 425     | 165    | 190     | 125               | 30        |

\* From graphical record, Bulletin 22, Vol. 2, Plate 9-8.

† Mean tidal cycle surface zone salinity estimated from observed maximum salinity (samples taken in surface zone usually after high tide).

‡ Stream flow on June 15 not included.





LEGEND

- |                     |                    |
|---------------------|--------------------|
| △ Three Mile Slough | △ Q. & A. Ferry    |
| ○ Rio Vista         | ■ Bay Point        |
| × Jersey            | ⊠ Bulls Head Point |
| □ Emmaton           | ▲ Point Davis      |
| ● Antioch           | ● Point Orient     |
| ■ Collinsville      |                    |

RELATION OF  
SUMMER STREAM FLOW INTO DELTA  
TO  
MAXIMUM SALINITY

**Relation of Rate of Stream Flow into Delta to Salinity.**

The study of the detailed records of daily stream flow into the delta and salinity at various points in the bay and delta channels during the period 1920 to 1929 indicates that the degree of salinity at any point in the basin is generally related to and varies with the rate of stream flow. This is well shown on Plates V and VI on which the salinity records are graphically shown directly above the graphical record of stream flow.

The general relation of salinity to rate of flow and the effect of changes in rate of flow upon salinity may be set forth most effectively by a consideration of the records of stream flow into the delta and salinity at a particular point in a typical season. For this purpose the variations and relations at O. and A. ferry in 1929, as shown by the curves on Plate VI, afford a good illustration. In the following discussion it will be understood that the figures for salinity are expressed in parts of chlorine per 100,000 parts of water. At the beginning of the year in 1929, the salinity was 50 parts with a stream inflow of about 18,000 second-feet. From January 1 to January 15, the stream flow gradually dropped to about 10,000 second-feet and salinity at O. and A. ferry rose to a little over 100 parts. The stream flow then increased to 14,000 second-feet, and the salinity immediately decreased, dropping to about 50 parts on the first of February with a flow of about 12,000 second-feet. The stream flow then increased to 50,000 second-feet on about February 5 and the salinity dropped off to less than ten parts. The stream flow decreased immediately thereafter, reaching about 16,000 second-feet on February 17 and 13,000 second-feet on March 1. The salinity did not immediately increase, but by March 1, it had risen to about 50 parts again. About March 10, the flow increased to about 30,000 second-feet and the salinity immediately dropped to less than ten parts. The flow then decreased to about 20,000 second-feet and averaged about this amount from March 20 to May 20. During this period, the salinity averaged about 25 to 40 parts. On May 20, the stream flow dropped off, reaching 10,000 second-feet on June 1 and continued at about this rate for about fifteen days. By June 10th, salinity increased to about 100 parts. A small freshet then occurred, the stream flow increasing to a little over 20,000 second-feet. This caused a drop in salinity, but the freshet was only of short duration and the stream flow immediately decreased, reaching about 6000 second-feet on July 1. The salinity again rose to 100 parts on July 1 and then increased rapidly with the further decrease of stream flow. The stream flow reached a minimum about July 20 of about 2500 second-feet. At this time the salinity at O. and A. ferry had risen to about 400 parts. The stream flow then increased gradually to about 3000 second-feet on August 1 and continued at about this rate on the average during the month of August. During this time, however, the salinity did not remain constant at O. and A. ferry but continued to increase from about 400 parts on July 20 to a maximum of about 800 parts on September 1. During September the flow gradually increased to a little over 6000 second-feet and in October to about 7000 second-feet, remaining about this average flow until December 10. During this period the salinity at O. and A. ferry gradually dropped to about 300 parts. A relatively large flood flow then occurred, reach-



ing about 106,000 second-feet on December 18. This freshet resulted in saline water being removed entirely from the lower delta channels and the water became fresh at O. and A. ferry at the peak of the freshet. The stream flow rapidly fell off, however, and by the first of the year had decreased to about 15,000 second-feet, accompanied by an increase in salinity at O. and A. ferry to about 25 parts.

The relations shown between rate of flow into the delta and salinity at O. and A. ferry may be considered as typical of those which have occurred at all of the upper bay and delta observation stations during the period of record. Although there is no constant relation indicated between the degree of salinity and the rate of flow during all times of the year, the record clearly shows that the salinity at any particular time at a typical point usually is directly affected by a change in the rate of stream flow. An increase in stream flow at any particular time tends to decrease the salinity, while, on the contrary, a decrease in stream flow tends to increase the salinity. It is evident that the question as to whether an increase in stream flow effects a decrease in the salinity depends upon the degree of salinity present at the time as well as the amount of increase in flow. The effect of stream flow is also modified by the relative amount of consumption in the delta as will be more fully explained hereafter. When the salinity at O. and A. ferry was about 100 parts on June 10, an increase in stream flow from 10,000 to 22,000 second-feet resulted in a decrease in salinity to about 10 parts, whereas, with a salinity of about 400 parts on July 20, an increase in stream flow from 2500 second-feet to 3500 second-feet did not decrease the salinity but, instead, the salinity continued to increase and advance upstream.

A great multiplicity of studies have been carried out in an effort to discover any relations existing between rate of stream flow into the delta and resulting degree and variation of salinity at various points in the delta and bay. These have included analyses as to relation of rate of flow to date of beginning of advance of salinity, rate of increase and advance of salinity, rate of decrease and retreat of salinity and maximum seasonal salinity. The analyses as to date of beginning of advance of salinity and rate of increase or decrease of salinity were not conclusive. With respect to maximum seasonal salinity, trial studies were made of the relation of minimum rate of flow during the season to maximum salinity during the season, using minimum one-day, five-day and ten-day average daily rate of stream inflow. No definite relations were shown by any of these trial studies. The reason why a definite relation does not exist between minimum rate of stream inflow and maximum salinity during the season appears to be evident if the governing factors be carefully analyzed. Thus, considering any typical point in the lower delta, the salinity, after invasion starts, increases at a rate depending upon the rate of decrease in stream flow. When the rate of stream flow has reached a minimum for the season and starts to increase again, the increased flow usually is not sufficient at first to prevent a continued advance of salinity, especially at points in the lower delta and upper bay channels, and the salinity continues to increase generally and reaches a maximum for the season only at a time when the stream flow has increased to a sufficient extent above the minimum flow for the season to start a decrease of salinity



for the degree which has been reached at any typical point by that time. It is evident, therefore, that the maximum salinity reached during the season at any point is dependent upon the amount and variation of stream flow during the entire period of advance of salinity, that is, the period between the time when salinity starts to advance and the time at which the maximum salinity for the season is reached. There is no reason to assume that the minimum stream flow during the season is the direct cause of the maximum salinity during the season or that they are directly related. The conditions of salinity and flow at the time of maximum salinity are entirely different than those at the time of minimum stream flow, and their occurrence is separated usually by a considerable interval of time.

As a result of these studies as to maximum seasonal salinity, it appeared that the rate of flow into the delta at the time of occurrence of maximum salinity for the season should be related most closely to the maximum salinity reached at various points in the delta and upper bay. Studies were, therefore, made of this relation, based upon all the available records during the period 1920 to 1929. Table 10 summarizes the records of maximum salinity during the season and the rate of stream flow into the delta at the time of occurrence of maximum salinity. The data are compiled from the records for eleven typical stations from Point Orient to Rio Vista. The maximum salinities in the tabulation have been estimated from the observed maximum salinities (from samples taken in the surface zone usually after high tide) as the mean values during the tidal cycle period corresponding to the observer's sample. The basis of these estimates of mean tidal cycle salinity is presented in Chapter IV. Mean tidal cycle salinity is used in place of the observed salinity taken from samples after high tide because the rate of flow is the mean daily rate and should be related to the mean salinity for the day, which is approximately the period of a tidal cycle. The relation is more exact because of the fact that there is considerable variation between the mean salinity for a tidal cycle and the maximum salinity after high tide depending upon the range of the tide occurring at the particular time the sample was taken. The detailed relations on the tidal variations of salinity are discussed in Chapter IV.

The data in Table 10 are presented in graphical form on Plate XX, "Relation of Rate of Stream Flow into Delta to Maximum Salinity." Smooth curves have been drawn averaging the plotted points for each station. For the most part the points conform fairly closely with the average curves, thus indicating a fairly close relation between the maximum salinity for the season and the rate of stream flow into the delta at the time of occurrence of maximum salinity. The reason that the plotted points do not more closely conform to the average curves drawn for each station may be explained by the fact that there is a considerable variation in the actual time of occurrence of maximum salinity from year to year at each station and hence some material difference in the amount of water being consumed in the delta at the time of occurrence of maximum salinity in different years. The average relations shown should be considered to be for average conditions as to consumption in the delta in early September, which is about the average time of occurrence of maximum salinity for the several years of record at the typical stations considered. For any other time in the year the

TABLE 10

RELATION OF RATE OF STREAM FLOW INTO DELTA AT TIME OF MAXIMUM SALINITY TO MAXIMUM SALINITY DURING SEASON

1920-1929

| Year | Point Orient                            |                               | Point Davis                             |                               | Bulls Head Point                        |                               | Bay Point                               |                               | O. and A. Ferry                         |                               | Collinsville                            |                               |
|------|---|-------------------------------|---|-------------------------------|---|-------------------------------|---|-------------------------------|---|-------------------------------|---|-------------------------------|
|      | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> |
| 1920 |   |                               |   |                               |   |                               |   |                               | 3,600                                   | 835                           | 3,100                                   | 630                           |
| 1921 |   |                               |   |                               |   |                               |   |                               | 5,300                                   | 455                           | 5,300                                   | 235                           |
| 1922 |   |                               |   |                               |   |                               |   |                               | 5,200                                   | 435                           | 5,000                                   | 255                           |
| 1923 |   |                               |   |                               |   |                               |   |                               | 5,400                                   | 415                           | 5,400                                   | 235                           |
| 1924 |   |                               |   |                               | 3,700                                   | *1,590                        |   |                               | 3,200                                   | 1,145                         | 3,200                                   | 930                           |
| 1925 | 5,400                                   | *1,620                        |   |                               | 5,400                                   | *1,090                        |   |                               | 4,900                                   | 445                           | 4,400                                   | 340                           |
| 1926 | 3,900                                   | ±1,900                        |   |                               | 3,900                                   | 1,770                         |   | 3,500                         | 3,500                                   | 915                           | 3,500                                   | 825                           |
| 1927 | 5,800                                   | 1,610                         |   |                               | 5,800                                   | 1,315                         |   | 5,800                         | 5,900                                   | 405                           | 5,900                                   | 275                           |
| 1928 | 5,100                                   | 1,750                         |   |                               | 5,100                                   | 1,470                         |   | 5,400                         | 4,800                                   | 585                           | 4,600                                   | 440                           |
| 1929 | 6,600                                   | 1,740                         |   |                               | 4,800                                   | 1,450                         |   | 3,700                         | 4,400                                   | 700                           | 4,200                                   | 560                           |

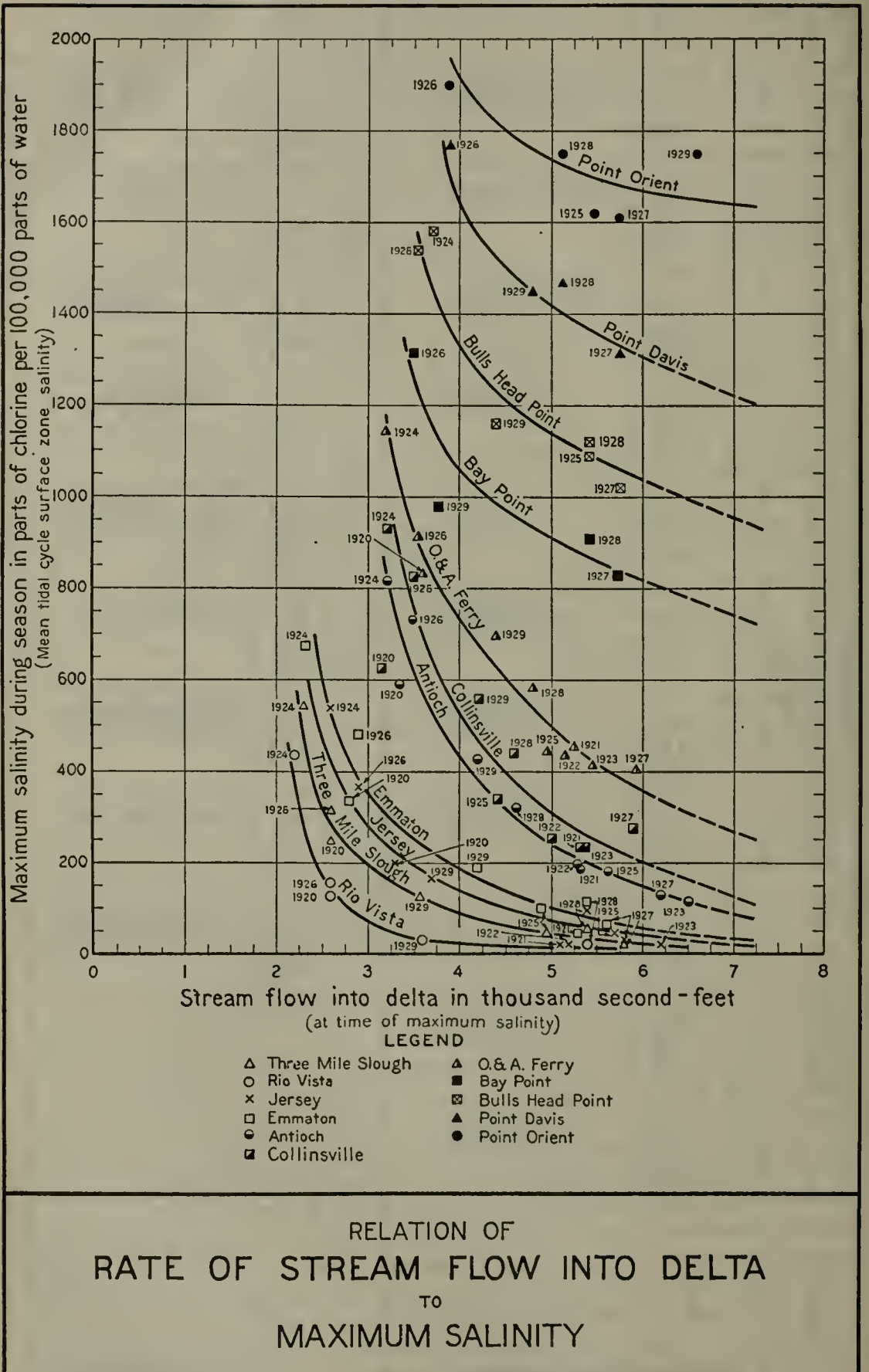
  

| Year | Antioch                                 |                               | Jersey                                  |                               | Emmaton                                 |                               | Three Mile Slough                       |                               | Rio Vista                               |                               |
|------|---|-------------------------------|---|-------------------------------|---|-------------------------------|---|-------------------------------|---|-------------------------------|
|      | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> | Stream flow in second-feet <sup>2</sup> | Maximum salinity <sup>1</sup> |
| 1920 | 3,400                                   | 590                           | 3,300                                   | 210                           | 2,800                                   | 335                           | 2,600                                   | 250                           | 2,600                                   | 125                           |
| 1921 | 5,300                                   | 185                           | 5,100                                   | 20                            | 5,300                                   | 45                            |   |                               |   |                               |
| 1922 | 5,200                                   | 195                           | 5,200                                   | 20                            |   | 25                            |   |                               |   |                               |
| 1923 | 6,500                                   | 115                           | 6,200                                   | 20                            |   | 20                            |   |                               |   |                               |
| 1924 | 3,200                                   | 815                           | 2,600                                   | 540                           | 2,300                                   | 675                           | 2,300                                   | 10                            | 2,200                                   | 435                           |
| 1925 | 5,600                                   | 180                           | 5,700                                   | 45                            | 4,900                                   | 100                           | 4,900                                   | 40                            | 3,400                                   | 10                            |
| 1926 | 3,500                                   | 730                           | 2,900                                   | 365                           | 2,900                                   | 475                           | 2,600                                   | 315                           | 2,600                                   | 155                           |
| 1927 | 6,200                                   | 130                           | 5,800                                   | 30                            | 5,600                                   | 60                            | 5,800                                   | 25                            |   |                               |
| 1928 | 4,600                                   | 320                           | 5,400                                   | 95                            | 5,400                                   | 115                           | 5,400                                   | 55                            | 5,400                                   | 30                            |
| 1929 | 4,200                                   | 425                           | 3,700                                   | 165                           | 4,200                                   | 190                           | 3,600                                   | 125                           | 3,600                                   | 30                            |

\* Estimated from graphical record, Bulletin 22, Vol. 2, Plate 9-8.

<sup>1</sup> Mean tidal cycle surface zone salinity (in parts of chlorine per 100,000 parts of water), estimated from observed maximum salinity (samples taken in surface zone usually after high tide).

<sup>2</sup> Stream flow into delta on date of occurrence of maximum salinity during season.





relation shown between the rate of flow into the delta and the maximum salinity would be modified by the difference in amount of consumption of water in the delta at the particular time and that on September 1. At a time when the consumption of water was greater than that on September 1, the rate of flow into the delta related to a particular degree of salinity at a particular point would be greater than that shown by the curves by an amount equal to the difference between the greater consumptive use and the use in early September. It is clear, therefore, that the relation between rate of flow into the delta and maximum salinity shown on Plate XX is not strictly applicable to any time of the season, but only for the particular time of year as of about September 1. The relation also takes no account of possible differences in magnitude of tidal flow at the time of occurrence of maximum salinity in different years, which might affect the relation to some extent.

With a flow of 6000 second-feet into the delta, the curves on Plate XX show that the mean tidal cycle salinity might reach maximum degrees of 360 at O. and A. ferry, 200 at Collinsville, 150 at Antioch, 60 at Emmaton, 40 at Jersey, 20 at Three Mile Slough, and 10 or less at Rio Vista, all in parts of chlorine per 100,000 parts of water. With a flow of 5000 second-feet, the maximum degrees of mean tidal cycle salinity in parts of chlorine per 100,000 parts of water would be: O. and A. ferry, 500; Collinsville, 310; Antioch, 250; Emmaton, 100; Jersey, 70; Three Mile Slough, 40; Rio Vista, 10. These values of maximum salinity relative to these inflows into the delta would be for conditions of consumptive use in the delta as of September 1. It is interesting to note that all of the curves for the stations near the mouth of the river have a trend toward the vertical at a flow of about 3000 second-feet. This is to be expected inasmuch as at the usual time, in early September, when the maximum salinities in the lower delta have occurred in the several years of record, the consumption of water in the delta is at the rate of about 3000 second-feet, resulting in practically zero flow at the mouth of the river and affording the potential opportunity, if the same conditions continued, for salinity to increase to that of sea water. The vertical trend of the curves indicates this tendency.

The relations shown are of particular interest from the standpoint of control of salinity. Inasmuch as the rates of flow were of simultaneous occurrence with the maximum salinities reached at the various typical stations, it is evident that these flows were sufficient under the conditions obtaining at the time to prevent the further advance or increase of salinity at the particular points and for the particular degrees of salinity reached. Hence, these rates of inflow represent control flows for various degrees of maximum salinity reached at these particular points at particular times of the season. A subsequent increase in flow resulted in a decrease of salinity and a retreat movement. The maximum salinities occurring during the years of record at Antioch and Collinsville near the lower end of the delta, have all been above 100 parts of chlorine per 100,000 parts of water. Therefore, the curves of relation between rate of stream flow into the delta and maximum salinity must be extended to obtain an approximation of what the control flows would be for preventing a further increase of salinity at a degree of 100 parts or less at these points. The protection of the entire

delta from harmful saline invasion in such a way as to make available fresh-water supplies at all times with 100 parts or less of chlorine per 100,000 parts of water would require a determination of the amount of flow required to prevent the salinity from increasing further after reaching a degree of 100 parts or less near the lower end of the delta. By extending the curve for Antioch, the relation shows that a flow into the delta of about 7000 second-feet would prevent the salinity from increasing at Antioch above a mean degree of 100 parts for conditions as of about September 1. Although this is somewhat of an approximation, the relation indicated is of considerable value as a check on the more accurate determinations of control by stream flow evolved from a consideration of tidal action as well as stream flow as presented in Chapter IV. The curves of relation for Antioch and Collinsville and the stations upstream indicate that a flow of about 7000 second-feet into the delta would afford ample protection from harmful saline invasion into the delta for conditions as of about September 1.

#### **Relation of Source and Distribution of Stream Flow into Delta to Salinity.**

The source and distribution of flow into the delta has an important bearing on salinity conditions therein. The greater part of the stream flow entering the delta comes from the Sacramento River. The detailed records of stream flow presented in the tabular summaries and on the graphs show the relative magnitude of the flow from the two stream systems which in combination make up the total inflow into the delta. During the summer months of July and August, for example, the flow from the San Joaquin River system during the period 1920 to 1929 has averaged but 30 per cent of the total combined flow. Thus, the delta usually must depend to the greater extent for its water supply on the flow of the Sacramento River.

The portion of the total inflow of the Sacramento River entering the San Joaquin Delta comes through two interconnecting channels of limited capacity. Because of the relatively small inflow usually available from the San Joaquin River system, salinity conditions in the San Joaquin Delta depend to a large extent on the water supply contributed from the Sacramento River. The limitation in this chief source of supply for the San Joaquin Delta has resulted in considerably different salinity conditions in the San Joaquin than in the Sacramento Delta. This is shown especially for the years 1920, 1926, and 1924, when the extent of saline invasion was much greater in the San Joaquin than in the Sacramento Delta. For example, in 1924, the channels of 54 per cent of the San Joaquin Delta were invaded by salinity to 100 parts or more, while only 30 per cent of the Sacramento Delta was similarly affected. In years of subnormal streamflow, the portion of the Sacramento River flow supplied to the San Joaquin Delta together with the relatively small inflow usually available from the San Joaquin River system has not been sufficient to take care of the combined requirements of water consumption and resistance to saline invasion. Even in such years as 1929, the salinity in the channels of the San Joaquin Delta was in general considerably greater than in the Sacramento Delta at points equidistant from the mouth of the river. The records also show that salinity has tended to remain in the San Joaquin Delta channels, especially in the region of Middle and Old rivers and the upper Mokelumne

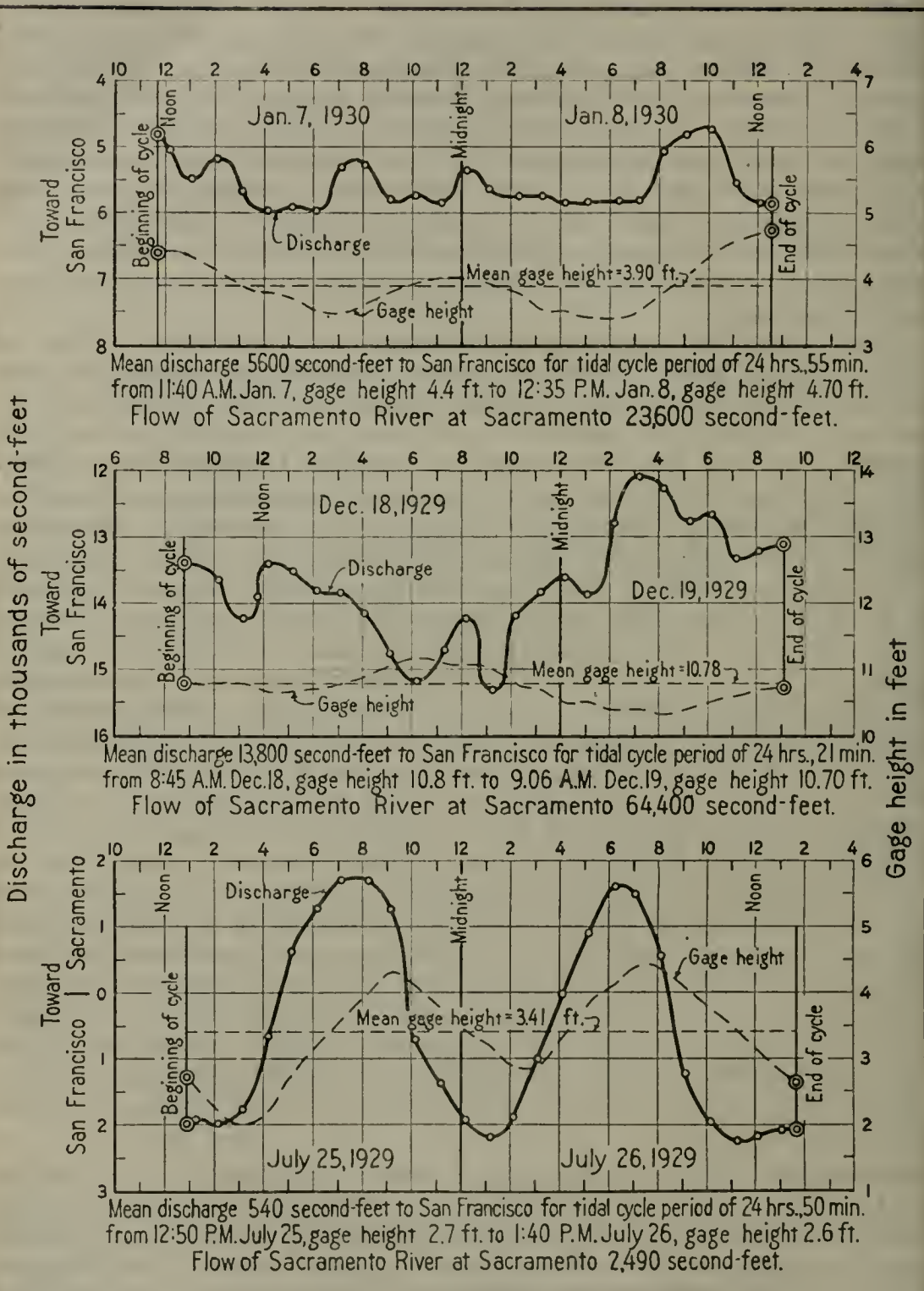


River, for a considerable period of time after the Sacramento Delta channels have been completely flushed out. In all years in which the invasion of salinity into the San Joaquin Delta did not reach a material extent, the inflow from the San Joaquin River system, during the period of low stream flow, was considerably larger than in the years of greater invasion. If this larger flow had not been available in these years, the salinity conditions in the San Joaquin Delta undoubtedly would have been entirely different with a greater extent of invasion in all of these years. Any future developments which would still further decrease the inflow from the San Joaquin River and its main tributaries would tend to increase the extent of saline invasion into the San Joaquin Delta.

It is, therefore, important to determine the distribution of flow of the Sacramento River between the several channels into which this river branches below Sacramento and more particularly as regards the proportion of the total Sacramento River flow which is carried into the San Joaquin Delta by the two connecting sloughs, Georgiana and Three Mile. This has been determined by a series of measurements of the flow through the branch channels, comprising Sutter, Steamboat, Georgiana and Three Mile sloughs and of the Sacramento River below its junction with Georgiana Slough. The location of these branch channels is shown on Plate III. The first branch below Sacramento is Sutter Slough, which leaves the main stream on its right or westerly bank about opposite Courtland, or about 25 miles downstream from Sacramento. The next branch downstream is Steamboat Slough, which leaves the main channel on the right or westerly bank about two miles below Courtland. These two sloughs form a junction a few miles downstream and finally again join the main river about two miles above Rio Vista. Georgiana Slough branches off from the main river on its left or easterly bank immediately downstream from Walnut Grove, or about 32 miles below Sacramento. This is the first branch channel which connects with the San Joaquin Delta. It joins the Mokelumne River about three miles upstream from the confluence of the Mokelumne and San Joaquin rivers. Three Mile Slough forms the second and farthest downstream connecting channel between the Sacramento and San Joaquin rivers. It leaves the left or easterly bank of the Sacramento River about three miles downstream from Rio Vista, or about 50 miles below Sacramento. It is located about ten miles above the confluence of the Sacramento and San Joaquin rivers.

*Distribution of Flow of Sacramento River in Delta Channels*—Plates XXI to XXV, inclusive, show the results of typical measurements made of the flow through the several branch channels of the Sacramento River below Sacramento. For each channel, typical stream flow measurements have been selected for graphical presentation covering different rates of discharge of the Sacramento River past Sacramento. Plate XXI shows typical measurements for Sutter Slough; Plate XXII for Steamboat Slough; Plate XXIII for Georgiana Slough; Plate XXIV for the Sacramento River below Walnut Grove (below junction of upper mouth of Georgiana Slough); and Plate XXV for Three Mile Slough. The graphs show the character of the flow which varies in rate from time to time during a period of 24 hours with the rise and fall and the flood and ebb of the tides. Each separate measurement of flow made

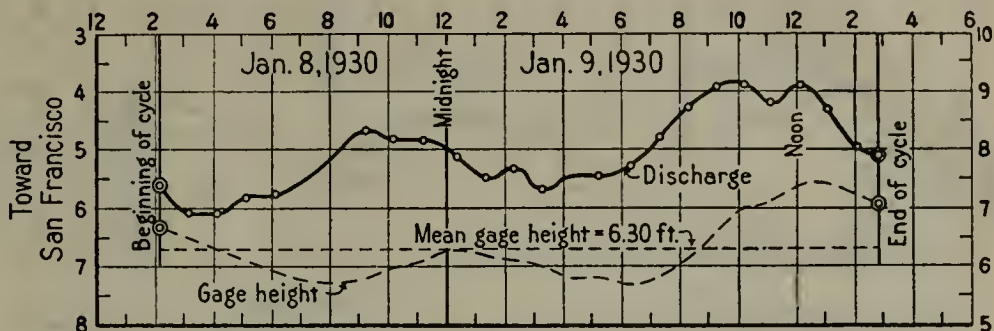




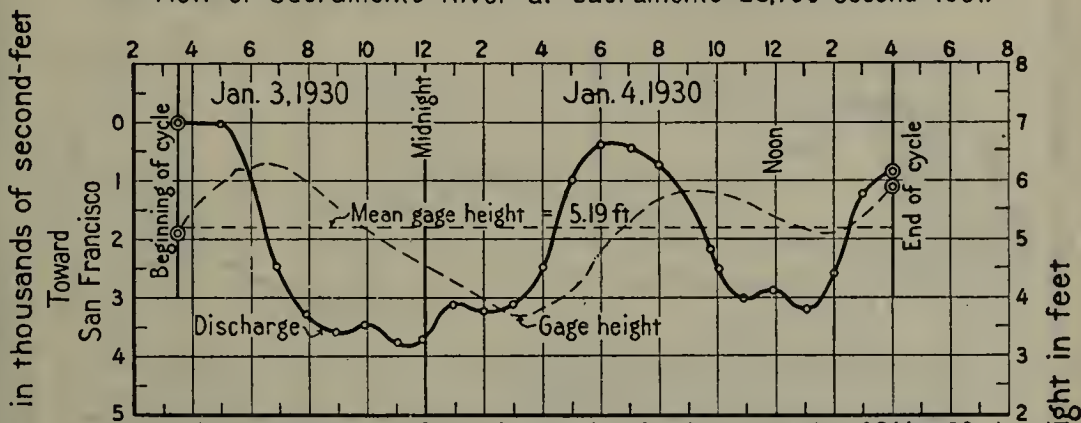
**MEASURED FLOW THROUGH SUTTER SLOUGH**

AS SHOWN BY

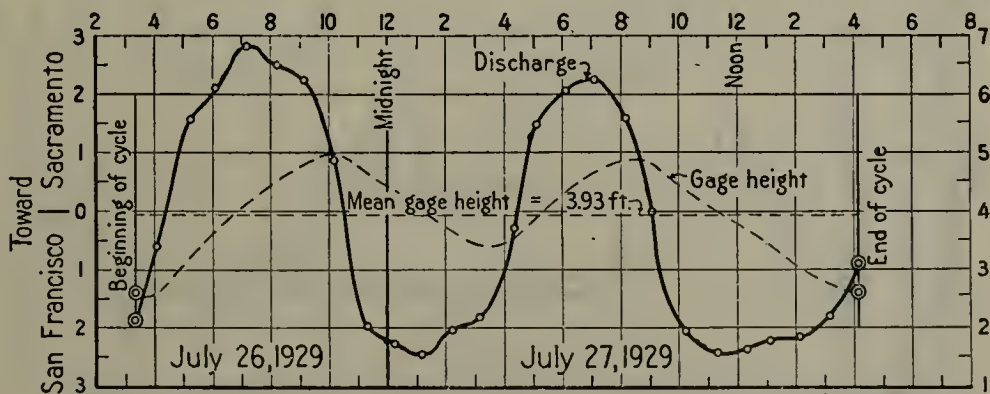
TYPICAL MEASUREMENTS THROUGHOUT COMPLETE TIDAL CYCLE PERIODS



Mean discharge 5050 second-feet to San Francisco for tidal cycle period of 24 hrs., 40 min. from 2:10 P.M. Jan. 8, gage height 6.7 ft. to 2:50 P.M. Jan. 9, gage height 7.05 ft. Flow of Sacramento River at Sacramento 25,700 second-feet.



Mean discharge 2160 second-feet to San Francisco for tidal cycle period of 24 hrs., 30 min. from 3:30 P.M. Jan. 3, gage height 5.1 ft. to 4:00 P.M. Jan. 4, gage height 5.9 ft. Flow of Sacramento River at Sacramento 14,500 second-feet.

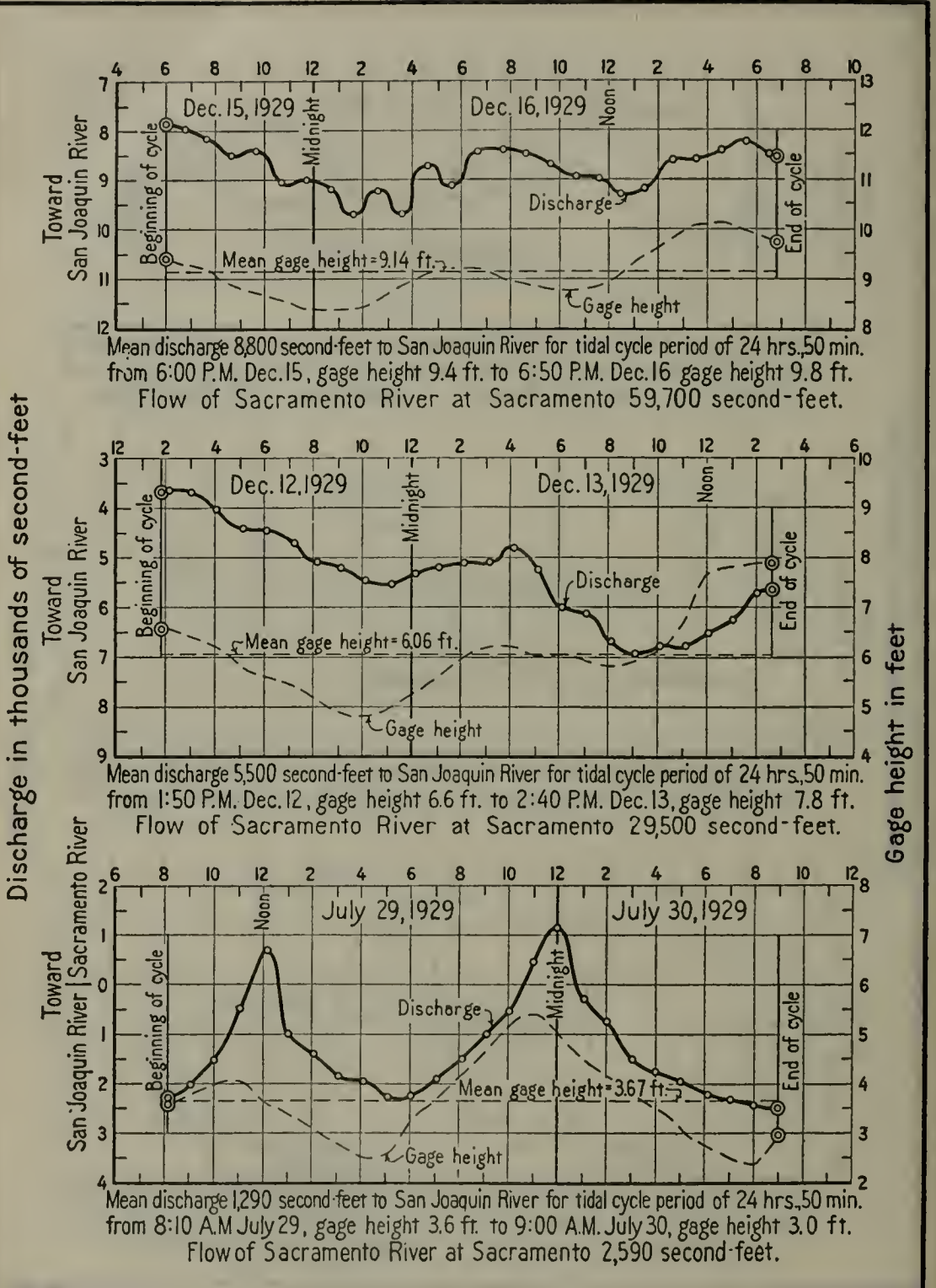


Mean discharge 240 second-feet to San Francisco for tidal cycle period of 24 hrs., 50 min. from 3:20 P.M. July 26, gage height 2.6 ft. to 4:10 P.M. July 27, gage height 2.6 ft. Flow of Sacramento River at Sacramento 2,490 second-feet.

**MEASURED FLOW THROUGH STEAMBOAT SLOUGH**

AS SHOWN BY

TYPICAL MEASUREMENTS THROUGHOUT COMPLETE TIDAL CYCLE PERIODS

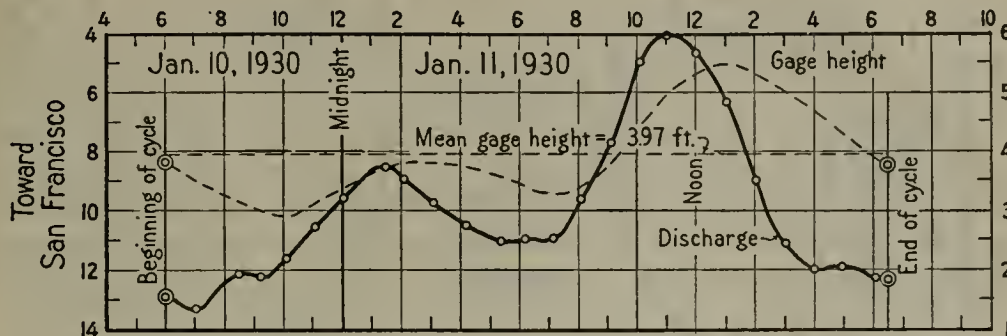


**MEASURED FLOW THROUGH GEORGIANA SLOUGH**

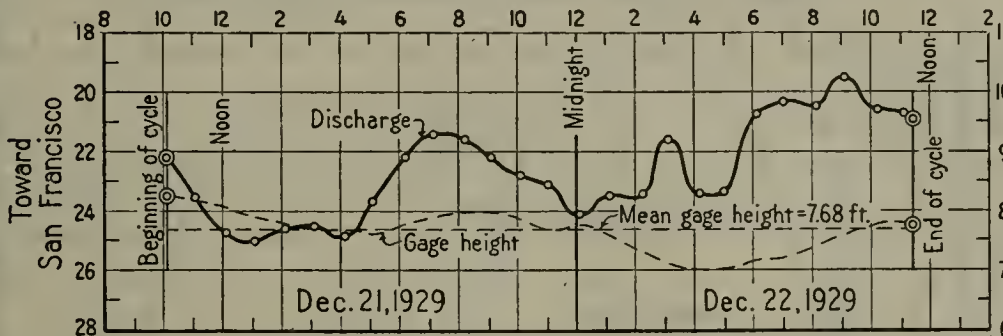
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TYPICAL MEASUREMENTS THROUGHOUT COMPLETE TIDAL CYCLE PERIODS

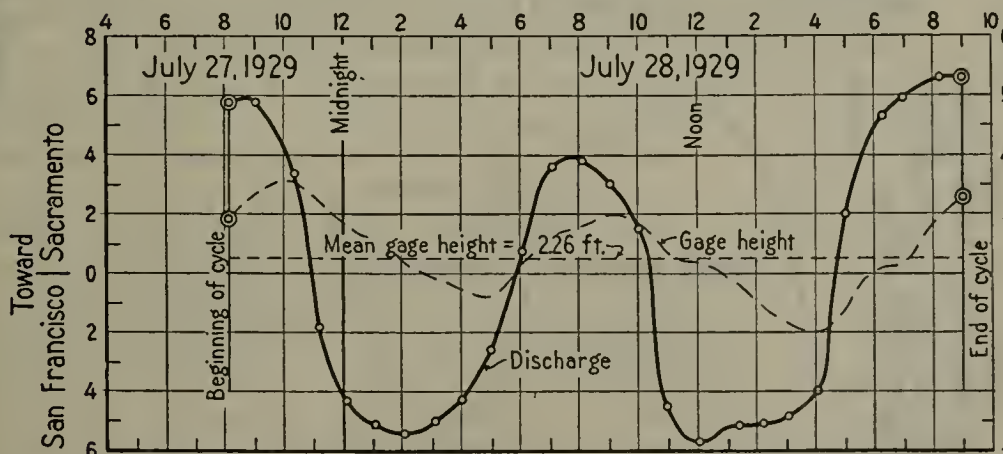




Mean discharge 9880 second-feet to San Francisco for tidal cycle period of 24 hrs.30 min. from 6:00 P.M. Jan.10, gage height 3.9 ft. to 6:30 P.M. Jan.11, gage height 3.8 ft. Flow of Sacramento River at Sacramento 24,200 second-feet.



Mean discharge 22820 second-feet to San Francisco for tidal cycle period of 25 hrs.,15 min. from 10:05 A.M. Dec.21, gage height 8.3 ft. to 11:20 A.M. Dec.22, gage height 7.8 ft. Flow of Sacramento River at Sacramento 56,700 second-feet.

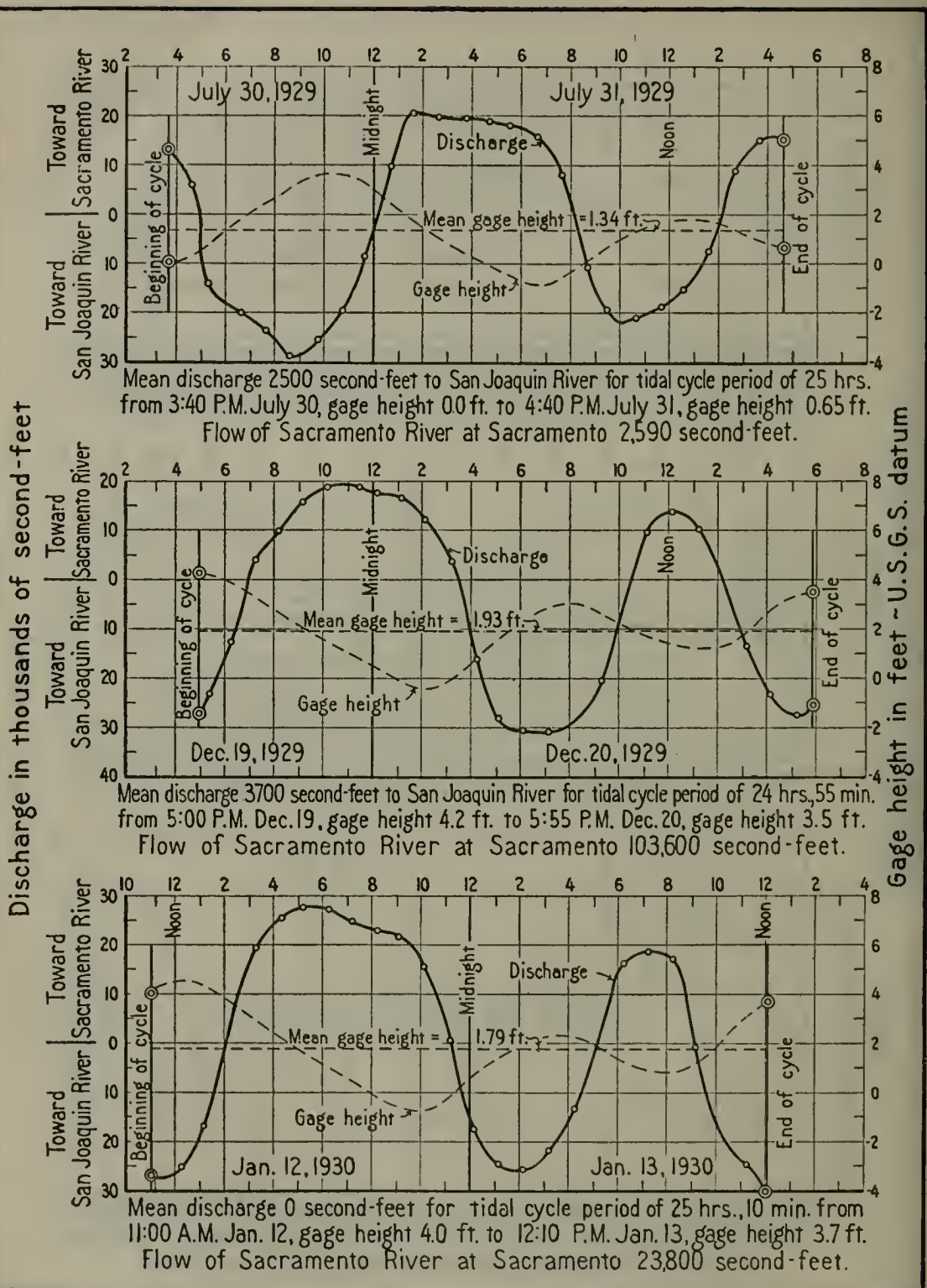


Mean discharge 330 second-feet to San Francisco for tidal cycle period of 24 hrs.,50 min. from 8:10 P.M. July 27, gage height 2.9 ft. to 9:00 P.M. July 28, gage height 3.4 ft. Flow of Sacramento River at Sacramento 2,590 second-feet.

**MEASURED FLOW OF SACRAMENTO RIVER  
BELOW WALNUT GROVE**

AS SHOWN BY

TYPICAL MEASUREMENTS THROUGHOUT COMPLETE TIDAL CYCLE PERIODS



**MEASURED FLOW THROUGH THREE MILE SLOUGH**

AS SHOWN BY

TYPICAL MEASUREMENTS THROUGHOUT COMPLETE TIDAL CYCLE PERIODS



at about hourly intervals during a tidal cycle period of about 24 to 25 hours is plotted on the graph. When the flow of the Sacramento River is small, there is usually a reversal of current and flow in each of these channels during flood tides. This is shown on the lower graphs of Plates XXI, XXII, XXIII, and XXIV. However, with larger flows, there is no reversal but usually a slackening of downstream velocity and flow during flood tide. For the flow conditions in the Sacramento River during the 1929 season, it was found that the net flow for a 24-hour period in all channels except Three Mile Slough was always downstream towards San Francisco or towards the San Joaquin River. The net flow for the approximate 24-hour period is computed as an average of the variable flow during the tidal cycle period.

In Three Mile Slough, there is always a reversal of flow during a tidal cycle period of 24 to 25 hours regardless of the flow in the Sacramento River at least up to maximum flows of 100,000 second-feet past Sacramento which is the largest flow at which a measurement was taken. The measurements on Three Mile Slough indicate that the preponderance of net flow through Three Mile Slough is from the Sacramento to the San Joaquin River. However, three of the measurements which were made indicated a zero net flow; that is, the net result of the tidal flow from the Sacramento to the San Joaquin and from the San Joaquin to the Sacramento River during the tidal cycle period of about 25 hours was no net transfer of water either way.

In making all of these stream flow measurements, but especially those on Three Mile Slough, an effort was made to schedule the measurements so that they would cover all variations of tidal conditions including range and type of tide. In addition, the schedule for measurements was fixed to cover different discharges of the Sacramento River. The compiled data covering all measurements are summarized in Table 11. There are shown for each station the date of measurement, the computed net flow from each measurement and the flow of the Sacramento, San Joaquin, Cosumnes and Mokelumne rivers, and the combined flow into the delta on the date of each measurement. The figures shown in Table 11 for the flow of the Sacramento River past Sacramento, except for Three Mile Slough, comprise only the flow in the main channel and hence differ from amounts on corresponding dates in Table 37, the latter of which include the flow, if occurring, in Yolo By-Pass. Those for Three Mile Slough include the flow in the main channel and in the Yolo By-Pass as well. The dates shown in Table 11 indicate the day on which the mean time of measurements fell. The corresponding flows for the Sacramento River past Sacramento and for the San Joaquin River and its tributaries are for dates preceding the actual dates of measurement in the branch channels, differing by the estimated period of time required for the water to flow, at the rate prevailing at the time of measurement, from Sacramento to the gaging stations on the branch channels.

The division of flow and its relation to the flow of the Sacramento River past Sacramento are shown for all branch channels except Three Mile Slough on Plate XXVI, "Distribution of Flow of Sacramento River Through Branch Channels Below Sacramento." For each slough, the computed discharges for each measurement are plotted



TABLE 11  
SUMMARY OF TIDAL CYCLE STREAM FLOW MEASUREMENTS

| Stream channel                           | Date of measurements | Measured net flow in stream channel from Sacramento River, in second-feet: | Stream flow into delta, in second-feet |                               |                                |                                |   | Combined Sacramento and San Joaquin River systems |
|--|----------------------|--|--|-------------------------------|--------------------------------|--------------------------------|---|---|
|  |                      |  | Sacramento River at Sacramento         | San Joaquin River at Vernalis | Cosumnes River at Michigan Bar | Mokelumne River at Woodbridge* | San Joaquin, Cosumnes, Mokelumne and Calaveras rivers and Dry Creek |   |
| Sutter Slough.....                       | June 16, 1929        | 1,830  | 7,790                                  | 1,480                         | 106                            | 418                            | 2,010   | 9,800   |
|  | June 30, 1929        | 1,300  | 5,840                                  | 1,080                         | 88                             | 142                            | 1,320   | 7,160   |
|  | July 26, 1929        | 540  | 2,490                                  | 340                           | 10                             | 10                             | 360   | 2,850   |
|  | Sept. 12, 1929       | 862  | 3,860                                  | 1,010                         | 1                              | 8                              | 1,020   | 4,880   |
|  | Dec. 18, 1929        | 13,800   | 64,400                                 | 1,380                         | 136                            | 41                             | 1,560   | 65,960  |
|  | Jan. 3, 1930         | 2,850  | 15,100                                 | 1,380                         | 39                             | 22                             | 1,450   | 16,550  |
|  | Jan. 8, 1930         | 5,600  | 23,600                                 | 1,430                         | 262                            | 34                             | 1,820   | 25,420  |
|  | June 16, 1929        | 1,310  | 7,790                                  | 1,480                         | 106                            | 418                            | 2,010   | 9,800   |
|  | June 30, 1929        | 983  | 5,840                                  | 1,080                         | 88                             | 142                            | 1,320   | 7,160   |
|  | July 27, 1929        | 240  | 2,490                                  | 340                           | 10                             | 10                             | 360   | 2,850   |
|  | Sept. 13, 1929       | 527  | 3,860                                  | 1,010                         | 1                              | 8                              | 1,020   | 4,880   |
|  | Dec. 18, 1929        | 13,000   | 64,400                                 | 1,380                         | 136                            | 41                             | 1,560   | 65,960  |
|  | Jan. 4, 1930         | 2,160  | 14,500                                 | 1,380                         | 39                             | 21                             | 1,450   | 15,950  |
| Sacramento River below Walnut Grove..... | Jan. 9, 1930         | 5,050  | 25,700                                 | 1,630                         | 178                            | 49                             | 1,950   | 27,650  |
|  | June 19, 1929        | **6,850  | 17,400                                 | 1,960                         | 320                            | 2,770                          | 5,130   | 22,530  |
|  | July 1, 1929         | **1,600  | 5,340                                  | 1,070                         | 79                             | 123                            | 1,270   | 6,610   |
|  | July 28, 1929        | **330  | 2,590                                  | 190                           | 9                              | 10                             | 210   | 2,800   |
|  | Sept. 14, 1929       | **1,320  | 4,050                                  | 1,040                         | 1                              | 8                              | 1,050   | 5,110   |
|  | Dec. 21, 1929        | **22,820   | 56,700                                 | 1,380                         | 88                             | 34                             | 1,510   | 58,210  |
|  | Jan. 6, 1930         | **7,380  | 17,200                                 | 1,430                         | 430                            | 25                             | 1,900   | 19,100  |
|  | Jan. 11, 1930        | **9,880  | 24,200                                 | 2,110                         | 149                            | 33                             | 2,390   | 26,590  |
|  | May 30, 1929         | 2,170  | 9,130                                  | 2,260                         | 136                            | 427                            | 2,840   | 11,970  |
|  | June 2, 1929         | 1,920  | 7,990                                  | 1,960                         | 132                            | 106                            | 2,210   | 10,200  |
|  | June 8, 1929         | 1,900  | 7,200                                  | 1,250                         | 100                            | 122                            | 1,480   | 8,680   |
|  | June 19, 1929        | 3,200  | 16,900                                 | 1,960                         | 329                            | 277                            | 5,130   | 22,030  |
|  | June 23, 1929        | 2,400  | 10,500                                 | 2,570                         | 229                            | 886                            | 3,720   | 14,220  |
| June 26, 1929                            | 2,060                | 7,390  | 1,340                                  | 115                           | 224                            | 1,690                          | 9,080   |   |
| July 1, 1929                             | 1,870                | 5,320  | 1,070                                  | 79                            | 123                            | 1,270                          | 6,590   |   |
| July 6, 1929                             | 1,430                | 3,940  | 870                                    | 51                            | 94                             | 1,040                          | 4,980   |   |
| July 10, 1929                            | 1,280                | 3,200  | 500                                    | 37                            | 27                             | 570                            | 3,770   |   |
| July 20, 1929                            | 1,290                | 2,590  | 260                                    | 8                             | 280                            | 280                            | 2,870   |   |
| Sept. 20, 1929                           | 4,930                | 4,930  | 1,090                                  | 1                             | 10                             | 1,100                          | 6,030   |   |
| Oct. 15, 1929                            | 1,870                | 5,770  | 1,240                                  | 5                             | 8                              | 1,250                          | 7,020   |   |
| Dec. 13, 1929                            | 5,500                | 29,500   | 1,380                                  | 162                           | 86                             | 1,630                          | 31,180  |   |
| Dec. 16, 1929                            | 8,800                | 59,700   | 1,380                                  | 157                           | 52                             | 1,590                          | 61,290  |   |
| Jan. 5, 1930                             | 2,470                | 14,300   | 1,380                                  | 39                            | 21                             | 1,450                          | 15,750  |   |
| Jan. 10, 1930                            | 4,080                | 25,300   | 1,930                                  | 178                           | 42                             | 2,250                          | 27,550  |   |

| Three Mile Slough..... | June 1, 1929 | 387     | 8,970 | 1,970 | 134   | 350   | 2,460   | 11,430 |
|------------------------|--------------|---------|-------|-------|-------|-------|---------|--------|
| June 3, 1929           | 561          | 7,960   | 1,960 | 132   | 106   | 2,210 | 10,170  |        |
| June 10, 1929          | 600          | 7,200   | 1,250 | 100   | 122   | 1,480 | 8,680   |        |
| June 20, 1929          | 936          | 16,800  | 3,100 | 291   | 1,650 | 5,090 | 21,890  |        |
| June 24, 1929          | 279          | 10,200  | 2,070 | 192   | 751   | 3,030 | 13,230  |        |
| June 28, 1929          | 1,780        | 7,330   | 1,340 | 115   | 224   | 1,690 | 9,020   |        |
| July 2, 1929           | 205          | 5,330   | 1,070 | 79    | 123   | 1,270 | 6,660   |        |
| July 8, 1929           | 1,370        | 4,040   | 870   | 51    | 94    | 1,040 | 5,080   |        |
| July 12, 1929          | 885          | 3,450   | 670   | 45    | 35    | 760   | 4,210   |        |
| July 31, 1929          | 2,500        | 2,590   | 190   | 9     | 10    | 210   | 2,800   |        |
| Aug. 4, 1929           | 0            | 2,780   | 410   | 5     | 10    | 430   | 3,210   |        |
| Aug. 15, 1929          | 0            | 2,770   | 320   | 2     | 11    | 330   | 3,100   |        |
| Aug. 18, 1929          | 113          | 2,830   | 380   | 2     | 9     | 390   | 3,220   |        |
| Aug. 22, 1929          | 360          | 2,590   | 370   | 1     | 8     | 380   | 2,970   |        |
| Aug. 23, 1929          | 630          | 2,640   | 330   | 1     | 8     | 340   | 2,980   |        |
| Aug. 24, 1929          | 1,520        | 2,710   | 350   | 1     | 8     | 360   | 3,070   |        |
| Aug. 25, 1929          | 983          | 2,700   | 350   | 1     | 7     | 360   | 3,060   |        |
| Aug. 27, 1929          | 990          | 2,680   | 290   | 1     | 7     | 380   | 3,140   |        |
| Aug. 29, 1929          | 1,190        | 2,760   | 370   | 1     | 7     | 380   | 2,980   |        |
| Sept. 2, 1929          | 724          | 2,690   | 370   | 1     | 7     | 380   | 3,070   |        |
| Dec. 20, 1929          | 3,700        | 103,600 | 1,330 | 115   | 38    | 1,480 | 105,080 |        |
| Jan. 12, 1930          | 0            | 23,800  | 2,170 | 162   | 38    | 2,470 | 26,270  |        |

\* After June 30, 1929, flow records at Thornton were used.

\*\* Flow toward Rio Vista.

1 Computed net flow for a tidal cycle period of 24 to 25 hours, based upon hourly gagings.

against the flow of the Sacramento River past Sacramento. Separate graphs are shown for Georgiana, Steamboat and Sutter sloughs and the Sacramento River below the head of Georgiana Slough. The data thus plotted show that a close relation exists between the flow in the Sacramento River past Sacramento and the flow through the various sloughs and the lower river.

In the case of all these measurements of flow and the relations established, it must be understood that they apply especially to conditions which existed covering the range of measurements during the 1929 season. In all of the measurements, the flow into the delta from the San Joaquin River system was very small. It is possible that the relation shown as to division of flow would be changed with larger inflow coming from the San Joaquin River system but with like conditions of flow on the Sacramento River. Moreover, any changes in channel conditions or reclamation affecting tidal fluctuation and flow also might modify the relations established from the 1929 measurements.

It is of interest to note that measurements in previous years of the flow through Georgiana Slough, including several made in the summer and fall of 1920 by engineers employed in the Antioch case and a single measurement in August, 1908, by the United States War Department,\* check the curve on Plate XXVI reasonably closely. The measurements in 1920 were made for flows in the Sacramento River past Sacramento ranging from about 700 to 8000 second-feet and with small inflows from the San Joaquin River system of similar amount to 1929. The measurement made in 1908 was for a flow in the Sacramento River passing Courtland of about 7400 second-feet. These data from measurements in previous years indicate that the division of flow through Georgiana Slough was about the same as 1929, at least as far back as 1920 and possibly even in previous years.

The flow from the Sacramento River through Georgiana and Three Mile sloughs into the San Joaquin Delta is of chief importance when the flow from the San Joaquin River system is small and insufficient in amount to meet the demands in the San Joaquin Delta for consumptive demands, present or proposed diversions to outside areas, and the repulsion of saline invasion. Hence, inasmuch as conditions approximating those during the period of measurements in 1929 probably will prevail in the future during the summer and fall months, especially with future increase of storage and use of water on the San Joaquin River system, the distribution of flow and particularly the proportional flow through Georgiana Slough as shown by the 1929 measurements may be considered to be applicable to future conditions of consumptive demands in the delta and salinity control. The only changes which might affect the distribution of flow shown by the 1929 measurements and the accuracy of applying the relation shown to future years, would be channel dredging or reclamation works subsequent to 1929 that would result in modification of tidal fluctuation and flow.\*\*

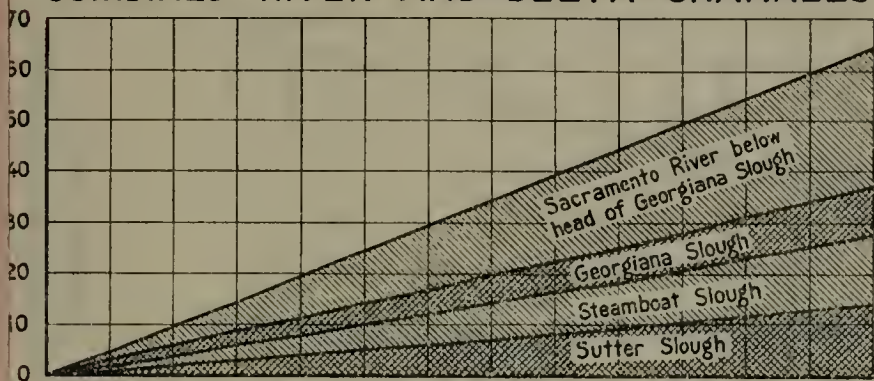
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\* House document 1123, Sixtieth Congress, Second Session, House of Representatives, 1909, page 18.

\*\* Since the measurements were made in 1929, considerable dredging work was done by the United States War Department in the Sacramento River channel from Rio Vista up to the triple junction of Steamboat Slough, Cache Slough and the main river channel and also up into the main river channel toward Isleton. In order to determine, if possible, whether the changes thus made in the channel had modified the proportional flow through Georgiana Slough, a few measurements were made of

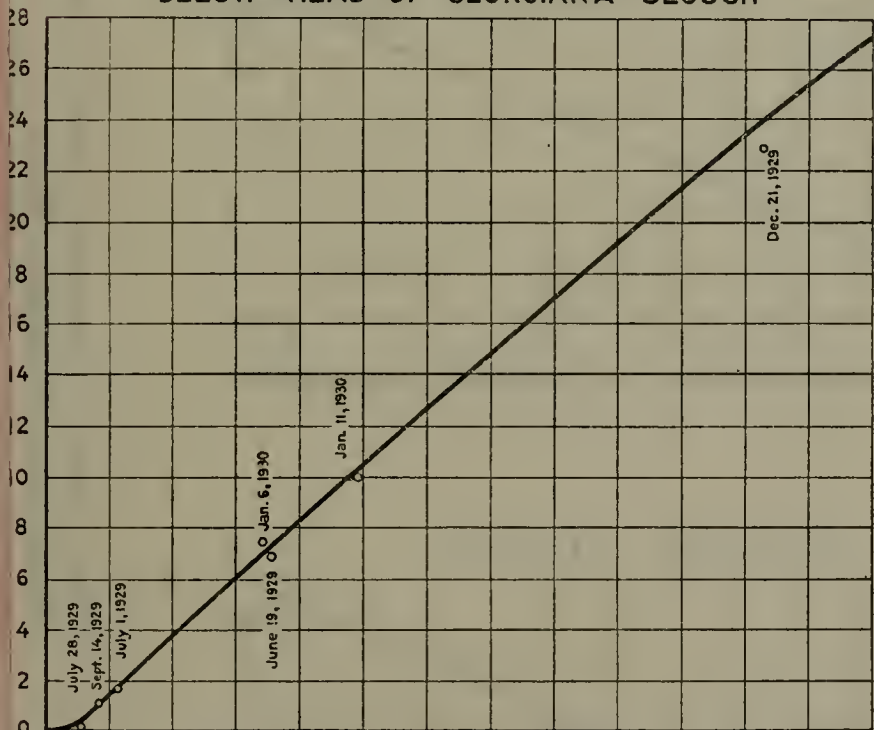


COMBINED RIVER AND DELTA CHANNELS



Flow of Sacramento River in thousands of second-feet

SACRAMENTO RIVER  
BELOW HEAD OF GEORGIANA SLOUGH



Flow of Sacramento River in thousands of second-feet

DISTRIBUTION OF FLOW  
OF  
SACRAMENTO RIVER  
THROUGH BRANCH CHANNELS  
BELOW SACRAMENTO

against the flow of the Sacramento River past Sacramento. Separate graphs are shown for Georgiana, Steamboat and Sutter sloughs and the Sacramento River below the head of Georgiana Slough. The data thus plotted show that a close relation exists between the flow in the Sacramento River past Sacramento and the flow through the various sloughs and the lower river.

In the case of all these measurements of flow and the relations established, it must be understood that they apply especially to conditions which existed covering the range of measurements during the 1929 season. In all of the measurements, the flow into the delta from the San Joaquin River system was very small. It is possible that the relation shown as to division of flow would be changed with larger inflow coming from the San Joaquin River system but with like conditions of flow on the Sacramento River. Moreover, any changes in channel conditions or reclamation affecting tidal fluctuation and flow also might modify the relations established from the 1929 measurements.

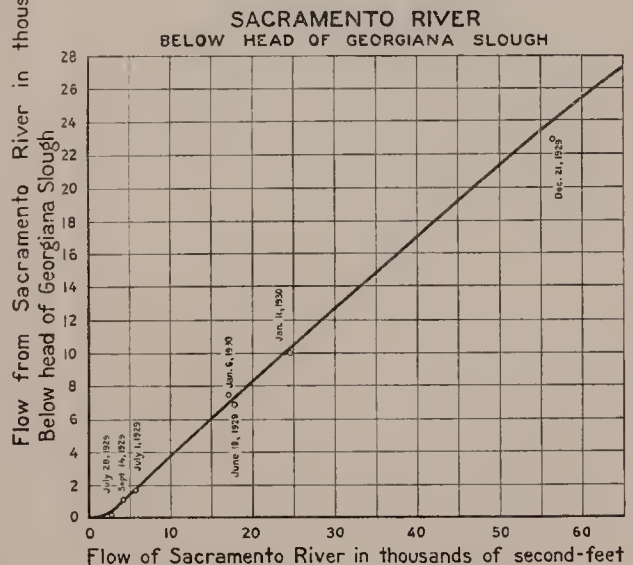
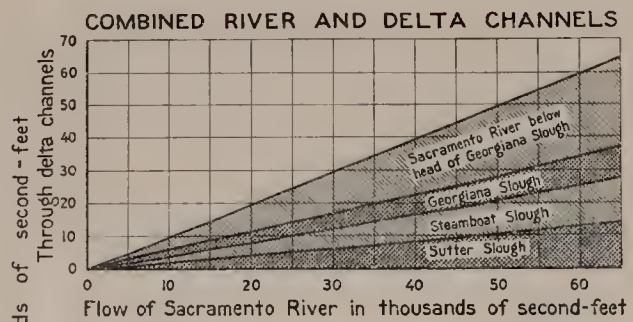
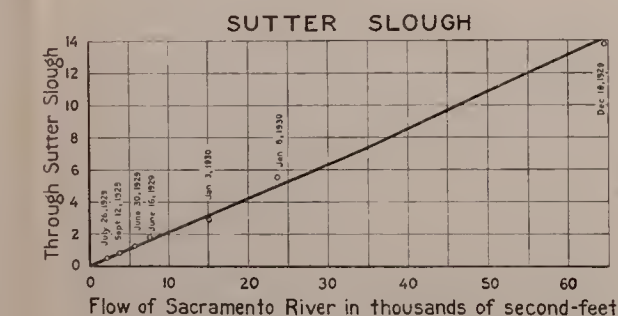
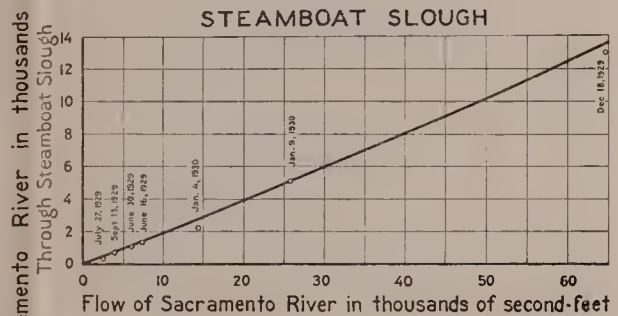
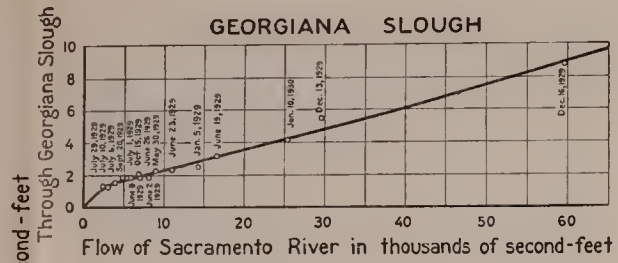
It is of interest to note that measurements in previous years of the flow through Georgiana Slough, including several made in the summer and fall of 1920 by engineers employed in the Antioch case and a single measurement in August, 1908, by the United States War Department,\* check the curve on Plate XXVI reasonably closely. The measurements in 1920 were made for flows in the Sacramento River past Sacramento ranging from about 700 to 8000 second-feet and with small inflows from the San Joaquin River system of similar amount to 1929. The measurement made in 1908 was for a flow in the Sacramento River passing Courtland of about 7400 second-feet. These data from measurements in previous years indicate that the division of flow through Georgiana Slough was about the same as 1929, at least as far back as 1920 and possibly even in previous years.

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\* House document 1123, Sixtieth Congress, Second Session, House of Representatives, 1909, page 18.

\*\* Since the measurements were made in 1929, considerable dredging work was done by the United States War Department in the Sacramento River channel from Rio Vista up to the triple junction of Steamboat Slough, Cache Slough and the main river channel and also up into the main river channel toward Isleton. In order to determine, if possible, whether the changes thus made in the channel had modified the proportional flow through Georgiana Slough, a few measurements were made of



DISTRIBUTION OF FLOW  
OF  
SACRAMENTO RIVER  
THROUGH BRANCH CHANNELS  
BELOW SACRAMENTO





The flow through Georgiana Slough is of particular importance, because this slough is the chief connecting channel through which the San Joaquin Delta obtains water from the Sacramento River. Based upon the 1929 measurements, with a flow in the Sacramento River past Sacramento of 3000 second-feet, about 1300 second-feet or  $43\frac{1}{2}$  per cent of the total flow is discharged through Georgiana Slough into the San Joaquin Delta; with 5000 second-feet, about 1800 second-feet or 36 per cent of the total flow; with 10,000 second-feet, about 2400 second-feet or 24 per cent; with 20,000 second-feet, about 3500 second-feet or  $17\frac{1}{2}$  per cent; with 40,000 second-feet, about 6000 second-feet or 15 per cent; and with 60,000 second-feet, about 9000 second-feet or 15 per cent. It is thus seen that, for the lower flows in the Sacramento River with conditions as in 1929, Georgiana Slough takes a relatively larger share of the total. As the flow of the Sacramento River increases, however, the percentage of the total which flows through Georgiana Slough decreases rapidly.

The diagram in the upper right-hand corner of Plate XXVI shows the division of flow of the Sacramento River between the three sloughs, Georgiana, Steamboat and Sutter, and the Sacramento River below Georgiana Slough. For any flow of the Sacramento River passing Sacramento, the division of flow through the separate channels can be obtained from the diagram. Points on the upper line of the diagram show the total combined flow through the four channels for any flow in the Sacramento River. It will be noted that the points on this line for any flow give total flows through the branch channels slightly less than the flow coming past Sacramento. This is to be expected inasmuch as a part of the total flow is diverted to irrigation or otherwise consumed.

The results of the measurements of flow through Three Mile Slough show that no relation exists between the flow in the Sacramento River and the flow through this slough. Thus, in Table 11 which summarizes all of the measurements made and the corresponding flow of the Sacramento River past Sacramento, the measured flow through Three Mile Slough ranged from nothing to 2500 second-feet with a flow of 2500 to 2800 second-feet in the Sacramento River. With a flow of 7000 second-feet in the Sacramento River, the measured flow through Three Mile Slough ranged for two separate measurements from about 600 to 1800 second-feet. The largest measured net flow through Three Mile Slough occurred when the flow of the Sacramento River was 103,600 second-feet. However, this measured flow which amounted to about 3700 second-feet does not greatly exceed the measured flow on July 31 of 2500 second-feet when the flow of the Sacramento River was only 2590 second-feet. Therefore, it is concluded that the flow through Three Mile Slough is a tidal flow, the magnitude of which depends upon the character of the tide.

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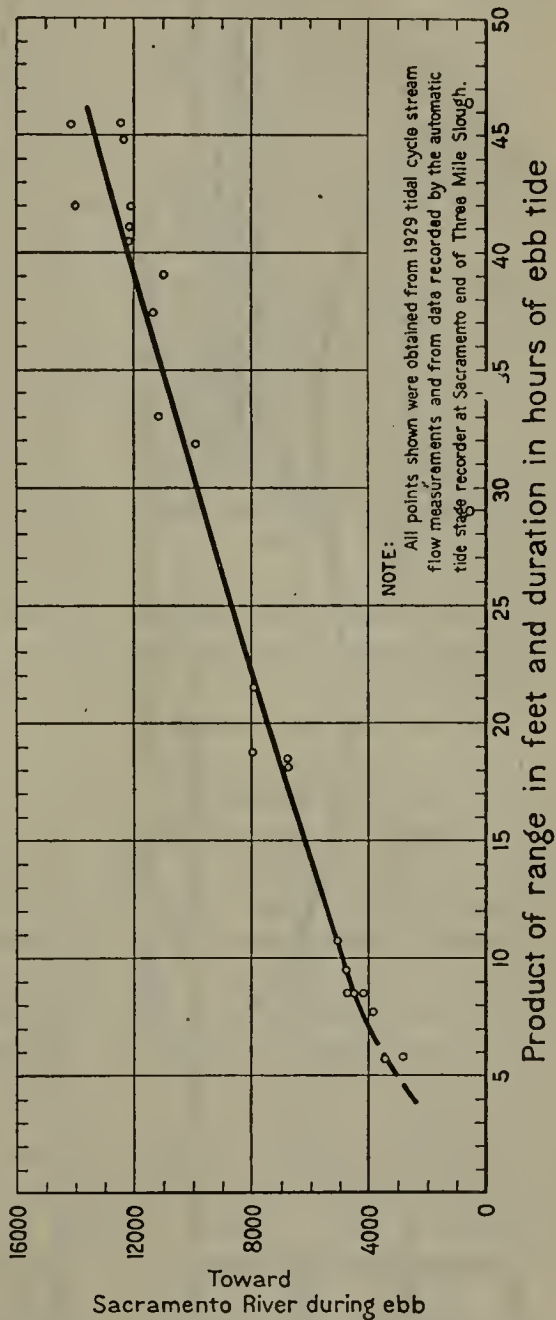
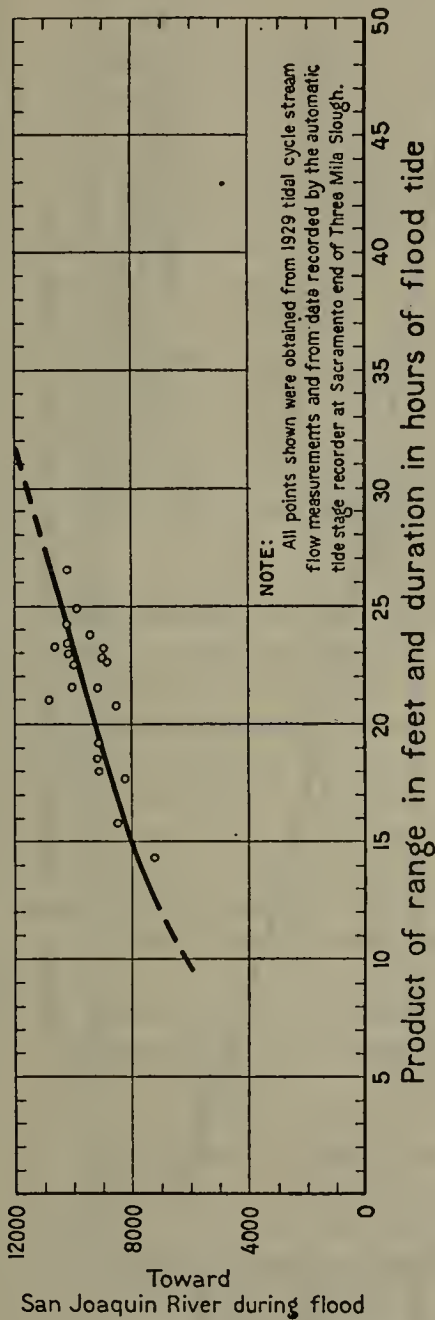
the flow through Georgiana Slough in 1931. These covered ranges in flow of the Sacramento River past Sacramento from 4500 to 1800 second-feet. The results of these measurements indicate that the proportional amount of flow through Georgiana Slough has been decreased below that shown by the 1929 measurements; or in other words that a greater proportion of the flow passing Walnut Grove is now continuing down the main river channel than in 1929. However, the number of measurements made is not sufficient upon which to base a conclusion as to what change, if any, has occurred in the division of flow at this point.

This fact is supported by the graphs on Plate XXVII, "Relation of Flow Through Three Mile Slough to Range and Duration of Tides at Three Mile Slough," and Plate XXVIII, "Relation of Flow Through Three Mile Slough to Range and Duration of Tides at Presidio." The points on the graphs are plotted using the flow between any two successive tidal phases, such as from low-low to low-high tide, and a figure computed as the product of the tidal range in feet by the duration in hours between the two successive tidal phases. In a tidal cycle of 24 to 25 hours, there are usually four distinct tidal movements which follow in sequence, consisting of a flood tide from low-low to low-high tide, an ebb tide from low-high to high-low tide, a flood tide from high-low to high-high tide and finally an ebb tide from high-high to low-low tide. As shown on Plates XXV, XXVII and XXVIII, the flow through Three Mile Slough is from the Sacramento River to the San Joaquin River during flood tides and from the San Joaquin River to the Sacramento River during the ebb tides. Plate XXVII has been compiled using the tidal data at Three Mile Slough, while Plate XXVIII has been compiled with tidal data at the Presidio. The upper diagrams show the relation of the tidal factor to flow from the Sacramento to the San Joaquin River during flood tides, while the lower diagrams similarly show the relation of the tidal factor to the flow from the San Joaquin to the Sacramento River during ebb tides. There is some scattering of the points but the curves averaging the plotted points show that a fairly close relation exists.

On the basis of the relation established, the movement of the water through Three Mile Slough, during the period of low stream flow when conditions are similar to those during which the measurements were taken in 1929, can be closely estimated in the future if exact tidal records are available either at Three Mile Slough or at the Presidio. If a tide gage were not maintained in the future at Three Mile Slough, the Presidio record will always be available as a basis of estimate and the relations established on Plate XXVIII would be of particular value for this purpose. The computations of flow through Three Mile Slough, based upon the application of tide gage records to the curves on Plate XXVII indicate an average net flow from the Sacramento River to the San Joaquin River of about 950 second-feet with variations from no flow to 2350 second-feet, averaged over a period of about three months in the low water season.

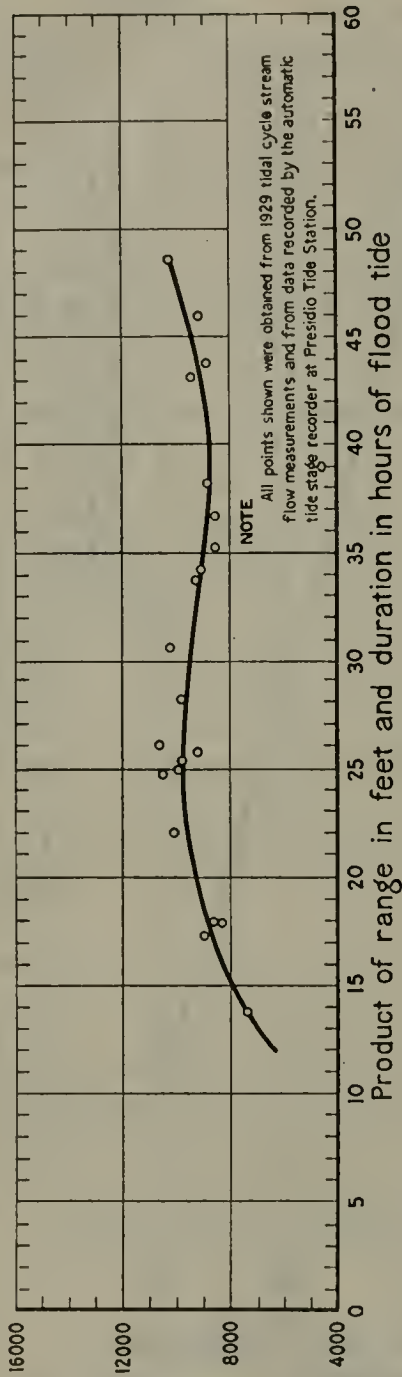
*Effect of Distribution of Sacramento River Flow on Salinity*—The San Joaquin Delta is dependent in most seasons upon the Sacramento River for the greater part of its water supply. Most of this supply must come through Georgiana Slough. A small additional contribution comes through Three Mile Slough but this is extremely variable and tends to become noneffective, in so far as fresh-water supply is concerned, when the salinity has advanced upstream as far as Three Mile Slough. However, assuming on the average that an average flow of 950 second-feet through Three Mile Slough is an effective additional supply from the Sacramento River to the San Joaquin Delta, there is about an equal division of the total flow of the Sacramento River as between the San Joaquin Delta and the Sacramento Delta, when the flow in the Sacramento River past Sacramento is about 5200 second-feet. For greater flows than 5200 second-feet, a constantly increasing propor-



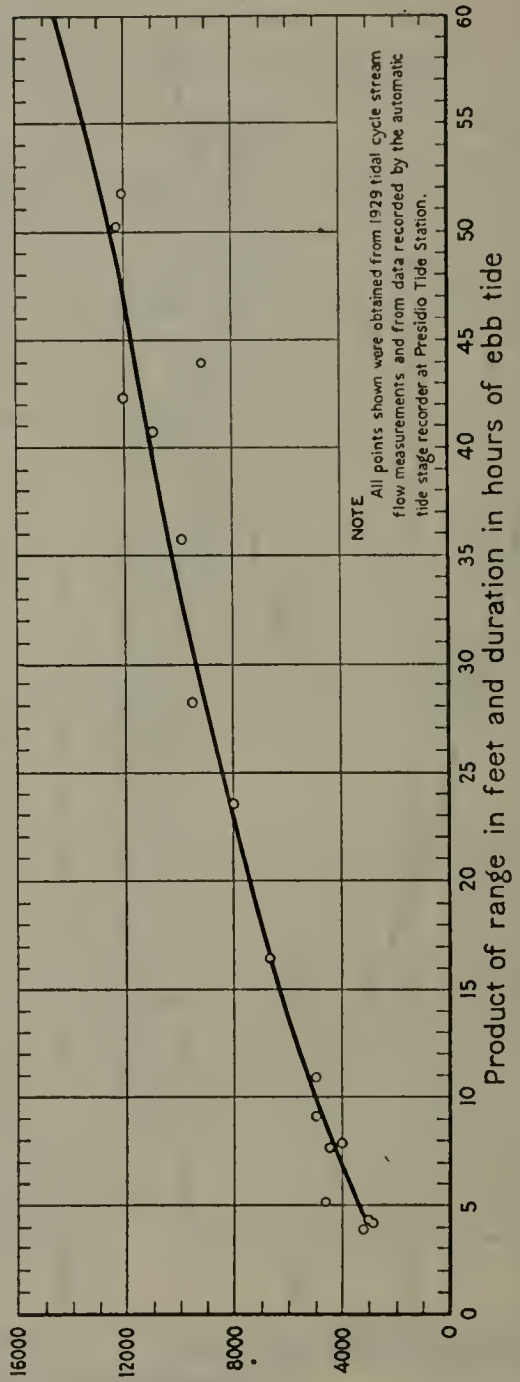


Tidal flow in acre-feet from  
slack water to slack water at Three Mile Slough metering station

RELATION OF  
TIDAL FLOW THROUGH THREE MILE SLOUGH  
TO  
RANGE AND DURATION OF TIDES  
AT  
THREE MILE SLOUGH



Toward  
San Joaquin River during flood



Toward  
Sacramento River during ebb

Tidal flow in acre-feet from  
slack water to slack water at Three Mile Slough metering station

RELATION OF  
TIDAL FLOW THROUGH THREE MILE SLOUGH  
TO  
RANGE AND DURATION OF TIDES  
AT  
PRESIDIO

tion of the total flow remains in the Sacramento Delta and a constantly decreasing portion goes to the San Joaquin Delta. Thus, with 8000 second-feet in the Sacramento River, only about 3000 second-feet or 37 per cent would be carried to the San Joaquin Delta while 5000 second-feet or 63 per cent would remain in the Sacramento Delta. For flows less than 5200 second-feet, a larger portion of the total goes to the San Joaquin Delta. Thus with 3000 second-feet passing Sacramento, about 2200 second-feet or 73 per cent would go to the San Joaquin and about 800 second-feet or 27 per cent remain in the Sacramento River. All of these figures are based upon measurements for 1929, and might be modified for different conditions in future years.

The total maximum rate of consumption in the delta is estimated at about 3700 second-feet. About two-thirds of this total, or 2500 second-feet, is estimated to be the maximum consumptive rate in the San Joaquin Delta. If it be assumed that all of the water required for the delta would have to come from the Sacramento River, a flow of about 3700 second-feet, or enough to satisfy the total water requirements would result in a flow into the San Joaquin Delta of about 2300 second-feet, while about 1400 second-feet would remain in the Sacramento River channels. This indicates that the present channel capacity between the Sacramento and San Joaquin deltas, as shown by the 1929 measurements, would be just about sufficient to satisfy the proportionate consumptive water requirements, there being only a slight deficiency in the San Joaquin Delta.

However, if the entire supply were coming from the Sacramento River and were just sufficient to meet the consumptive demands of the delta, there would be no excess stream flow available to keep saline water from advancing into the delta. Since the San Joaquin Delta tidal basin has a very much greater area and volume than the Sacramento Delta tidal basin, there would be a greater tendency for the saline water to advance into the San Joaquin than into the Sacramento Delta. Therefore, of the total additional inflow required to prevent saline invasion, the greater proportion of the total would be required in the San Joaquin Delta. If the entire flow required to repel saline invasion were to be furnished from the Sacramento River together with the total supply for consumptive use, the division of the total required flow would not be in proportion to the respective combined requirements of consumptive use and repulsion of saline invasion in the Sacramento and San Joaquin deltas. The portion of the total inflow going to the San Joaquin Delta would be deficient.

Therefore, under conditions where all or most of the water supply for the delta comes from the Sacramento River, it may be concluded that the present channel capacity connecting the two deltas is insufficient to provide the proportionate amount of water required for the San Joaquin Delta. Under present conditions this results usually in a greater extent of saline invasion into the San Joaquin Delta than into the Sacramento Delta, unless the inflow continuously available from the Sacramento River is considerably in excess of the total consumptive requirements of the delta. Moreover, if the entire future water requirements of the delta in the height of the growing season during the summer were to be furnished from the Sacramento River together with additional water supplies required for control of salinity, the



effectiveness and flexibility of control would be limited by the lack of required channel capacity from the Sacramento River to the San Joaquin Delta, and it would be necessary to enlarge this connecting channel capacity in order to insure the most effective and efficient results from the water supplies provided.

Water requirements for consumptive demands and salinity control in the San Joaquin Delta could be provided either by increasing the flow into the delta from the San Joaquin River and its main branches, or by making available a supply from the Sacramento River by increasing the present capacity of the interconnecting channels. To provide the greatest effectiveness, this additional channel capacity between the Sacramento River and the San Joaquin Delta should be placed as far upstream as possible so that the flow would be affected least by tidal action and above any point of possible pollution by saline invasion. An increase in channel capacity in the vicinity of Three Mile Slough would have little effectiveness on account of the marked variability and small amount of net flow through this channel. The matter of additional channel capacity will be further discussed in Chapter V.

#### **Effect of Irrigation, Storage and Reclamation Developments on Stream Flow into Delta.**

The importance of stream flow as a primary factor governing salinity conditions in the delta and bay channels has heretofore been demonstrated. Therefore, it is of special interest to consider the factors which have modified, or will modify, stream flow. The chief factors modifying stream flow are upstream irrigation and storage developments. Irrigation affects stream flow by a direct consumption of a part of the available natural flow, whereas storage of water may affect not only the distribution of stream flow, but also may result in a final reduction of flow for such storage developments as are primarily for irrigation. As far as the delta and upper bay are concerned and the effect on salinity conditions therein, only developments which directly affect the distribution and amount of surface water in the natural streams which flow into the delta are involved. Consideration has also been given to the affect of reclamation of upstream flood basins, chiefly in the Sacramento Valley, which is a third modifying factor.

The compilation of data on irrigation and storage developments has been somewhat difficult. For the most part, authentic data on irrigated areas, irrigation diversions and storage operations are meagre and frequently unavailable. A search has been made for all sources of data. These have included the U. S. census, State publications, results of unpublished investigations, reports of the U. S. Geological Survey and the U. S. Department of Agriculture, county assessor's records, records of irrigation districts and public and private irrigation companies, power companies and other miscellaneous agencies. The records have been compiled and critically analyzed and it is believed that the data presented are reasonably accurate and the best that can be obtained from the sources available.

*Growth of Irrigation*—The practice of irrigation in California had its beginnings in the early days of the Spanish occupation. With the

coming of the Spanish missionaries, ditches were constructed and water diverted from the streams near the missions for the irrigation of small areas of crops. With the coming of the American settlers into California in the fifties, the necessity of irrigation was immediately realized by the farmers and ditches were constructed and water diverted from the streams for this purpose. In many cases ditches constructed primarily for carrying out of hydraulic-mining enterprises supplied water for the irrigation of nearby farms.

On the streams of the San Joaquin Valley draining directly to the delta area, the first extensive ditch system built primarily for irrigation was constructed in 1852 diverting water from the Merced River for the irrigation of bottom lands. The first large irrigation canal to be completed in the San Joaquin Valley was the San Joaquin and Kings River Canal which started operation in 1871. This canal, the first of a number of canals to be constructed by the Miller and Lux interests, diverts water from the San Joaquin River. By 1890, almost all of the major irrigation systems taking their supply from tributaries of the San Joaquin River, including the Fresno, Merced, Tuolumne, Stanislaus and Mokelumne rivers, had been started. On the main San Joaquin River, considerable development occurred at a later period. Between Patterson and the delta, some irrigation was started as early as 1910 and additional lands were irrigated in 1911 and 1913. However, most of the development taking its supply from this section of the stream was carried out after 1915.

Irrigation in the Sacramento Valley was started just about as early as in the San Joaquin Valley. Development was much slower than in the San Joaquin Valley, due to the more abundant rainfall and to the unusual success of grain farming in the bonanza days of that industry. Most of the early irrigation was on farms in the mountain valleys and foothills served by water supplied from mining ditches. It was not until about 1910 that any great or rapid increase in irrigation development occurred in the Sacramento Valley. At about this time, because of the decline in grain prices and yields and the interest stimulated in irrigation, many of the larger ranches were subdivided and put under irrigation, giving rise to a rapid growth in irrigated agriculture. Later, in about 1916, a more rapid increase in area irrigated and in consumption of water by irrigation was brought about by the inception and growth of the rice industry. This was stimulated by the abnormal demand for foodstuffs during the World War. In 1920 the rice market broke and for the next three years a decline was experienced in irrigated agriculture, mostly due to a reduction of rice farming. Since 1923, however, the area irrigated has again increased and reached a total acreage in excess of that in 1920.

The area irrigated by direct diversion from the Sacramento and San Joaquin River systems is summarized for each year from 1879 to 1929 in Table 12, and graphically shown on Plate XXIX, "Growth in Area Irrigated by Direct Diversion from Sacramento and San Joaquin River Systems Exclusive of Delta of Sacramento and San Joaquin Rivers." Lands irrigated by wells are not included nor are there included any lands irrigated from the Kings River which at times is partially tributary to the San Joaquin River. In the Sacramento Valley, the irrigated area has gradually increased from about 80,000



acres in 1879 to about 220,000 acres in 1910, 286,000 acres in 1915, 502,000 acres in 1920 and 537,000 acres in 1929. In the San Joaquin Valley, the area irrigated gradually increased from about 70,000 in 1879 to 170,000 acres in 1900, and then at a greater rate to about 780,000 acres in 1929. In the 20-year period since 1910, the combined area irrigated in the two valleys from the Sacramento and San Joaquin River systems has more than doubled. The growth in the Sacramento Valley during the last 15 years has been even more noteworthy, with nearly a 100 per cent increase in area irrigated. Most of this growth

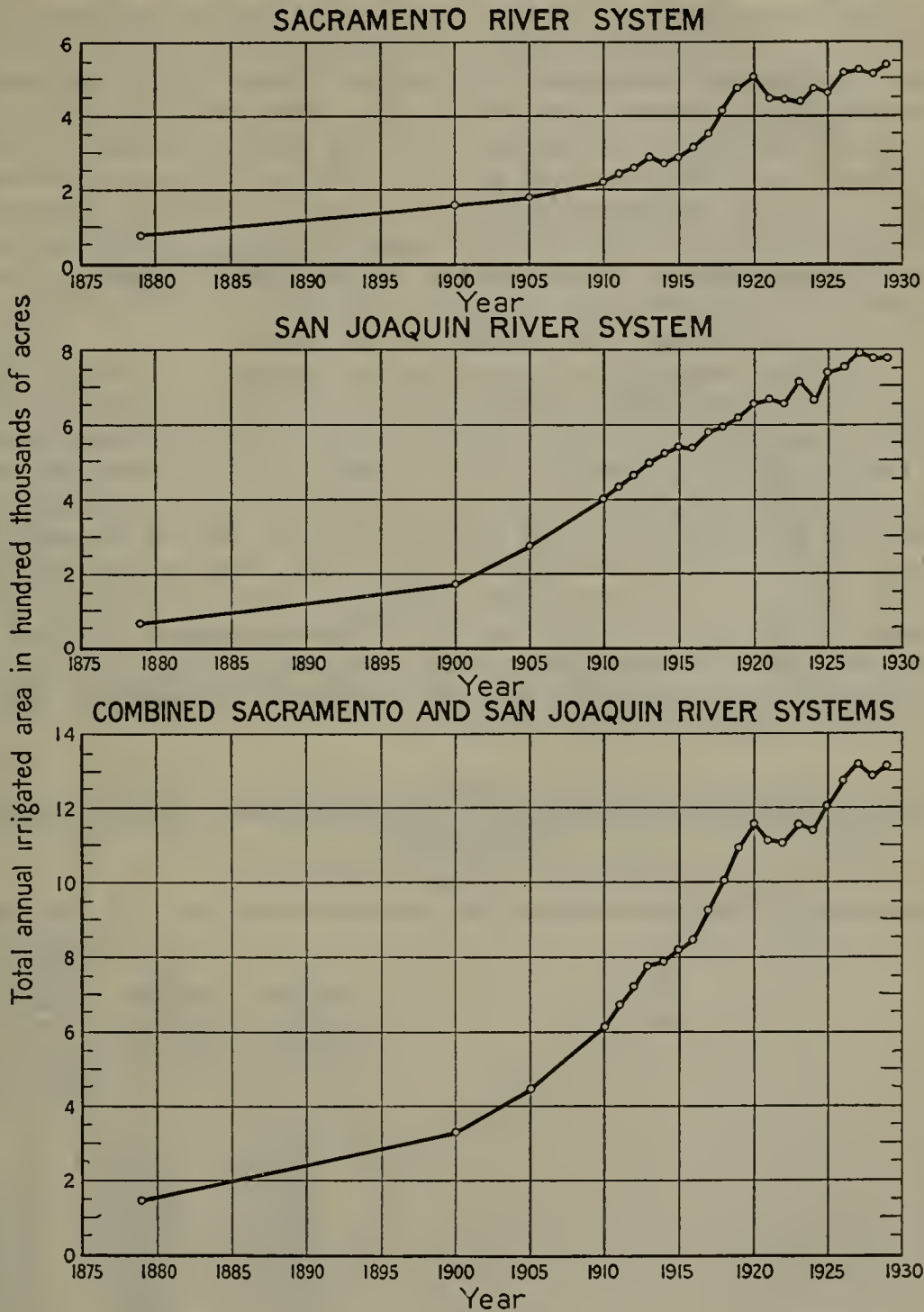
TABLE 12  
AREA IRRIGATED BY DIRECT DIVERSION FROM SACRAMENTO AND SAN JOAQUIN  
RIVER SYSTEMS  
Exclusive of Sacramento-San Joaquin Delta  
1879-1929

| Year | Area irrigated from Sacramento River system in acres | Area irrigated from San Joaquin River system in acres | Total area irrigated from the combined Sacramento and San Joaquin River systems in acres |
|------|--|---|--|
| 1879 | 80,000   | 70,000  | 150,000  |
| 1900 | 160,000  | 170,000   | 330,000  |
| 1905 | 180,000  | 270,000   | 450,000  |
| 1910 | 220,000  | 400,000   | 620,000  |
| 1911 | 243,000  | 430,000   | 673,000  |
| 1912 | 260,000  | 463,000   | 723,000  |
| 1913 | 286,000  | 494,000   | 780,000  |
| 1914 | 270,000  | 522,000   | 792,000  |
| 1915 | 286,000  | 540,000   | 826,000  |
| 1916 | 313,000  | 537,000   | 850,000  |
| 1917 | 351,000  | 579,000   | 930,000  |
| 1918 | 412,000  | 599,000   | 1,011,000  |
| 1919 | 474,000  | 618,000   | 1,092,000  |
| 1920 | 502,000  | 657,000   | 1,159,000  |
| 1921 | 448,000  | 669,000   | 1,117,000  |
| 1922 | 445,000  | 660,000   | 1,105,000  |
| 1923 | 433,000  | 719,000   | 1,157,000  |
| 1924 | 475,000  | 668,000   | 1,143,000  |
| 1925 | 463,000  | 743,000   | 1,206,000  |
| 1926 | 515,000  | 759,000   | 1,274,000  |
| 1927 | 525,000  | 794,000   | 1,319,000  |
| 1928 | 512,000  | 776,000   | 1,288,000  |
| 1929 | 537,000  | 780,000   | 1,317,000  |

NOTE.—This table was compiled from data obtained from the U. S. census, county horticultural reports, State Railroad Commission files, irrigation district and water company reports, Federal and State reports and estimates.

occurred in the five-year period, 1915 to 1920, there having been an average increase during this period of over 40,000 acres per year. In the San Joaquin Valley, from 1900 to 1929, there has been a fairly uniform growth averaging about 21,000 acres increase annually. The area irrigated in 1929 is a little less than one and one-half times that irrigated in 1915. For the total area irrigated from the combined river systems, the average growth from 1910 to 1929 has been at the rate of about 36,000 acres annually. During this period, the most rapid growth occurred from 1915 to 1920, chiefly as a reflection of the development in the Sacramento Valley, and was at the rate of about 67,000 acres annually. The foregoing data presented on irrigated areas are compiled from miscellaneous sources and it is not known whether they represent net or gross irrigated areas. However, this is not important in respect to the purpose of presenting these data, namely that of showing the general trend of growth in area irrigated





**GROWTH IN AREA IRRIGATED BY DIRECT DIVERSION  
FROM  
SACRAMENTO AND SAN JOAQUIN RIVER SYSTEMS  
EXCLUSIVE OF DELTA OF  
SACRAMENTO AND SAN JOAQUIN RIVERS**

upstream from the delta by direct diversions from the Sacramento and San Joaquin River systems.

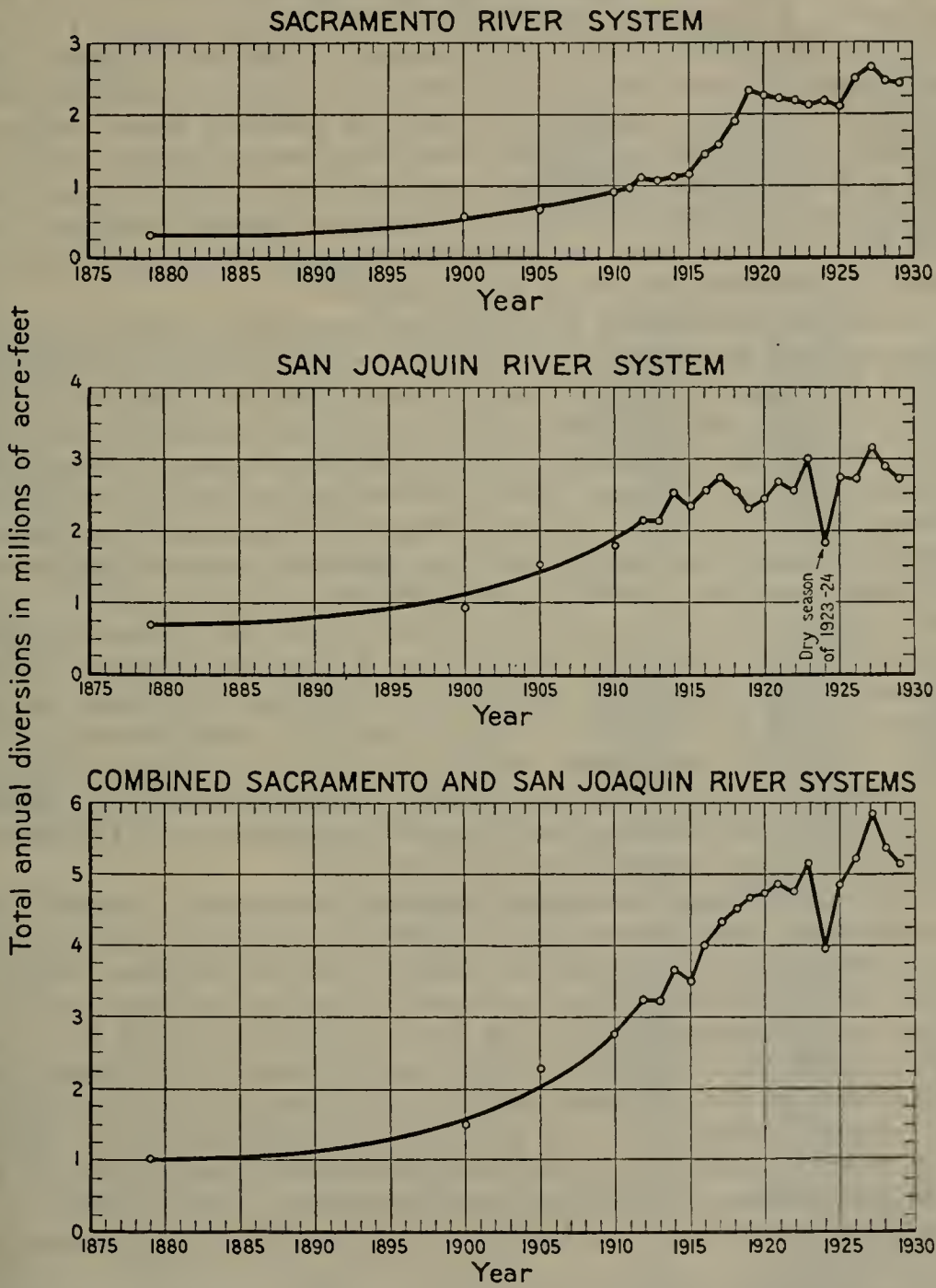
These data on area irrigated reflect the effect that irrigation has had upon natural stream flow into the delta. However, the magnitude of this effect is more clearly shown by the amounts of irrigation diversions. Records and estimates of irrigation diversions from the Sacramento and San Joaquin River systems have been compiled by seasons to show the growth in irrigation diversions and by months to show the amount and variation of the monthly distribution of seasonal diversions. Table 13 and Plate XXX, "Growth of Irrigation Diversions from Sacramento and San Joaquin River Systems," show the total annual gross irrigation diversions from 1879 to 1929. Irrigation diversions in the Sacramento-San Joaquin Delta and in the San Joaquin Valley from the Kings River south are not included.

The data presented on annual gross irrigation diversions are partly based upon actual records and partly upon estimates. The estimated amounts have been computed from the irrigated areas, using the best available information as to probable duty of water in acre-feet per acre. For the earlier years, prior to 1900, the figures are practically all estimated. Since 1924, about 70 per cent of the amounts shown for the Sacramento River system, is from actual records. For the San Joaquin River system, however, from 65 to 90 per cent or more of the amounts shown are from actual records as far back as 1912; and, with the exception of 1925 when about 30 per cent of the amount shown was estimated, 85 to 92 per cent of the amounts shown from 1919 to 1929 is from actual records.

TABLE 13  
GROSS ANNUAL IRRIGATION DIVERSIONS FROM SACRAMENTO AND SAN JOAQUIN  
RIVER SYSTEMS  
Exclusive of Sacramento-San Joaquin Delta  
1879-1929

| Year | Gross diversions from Sacramento River system in acre-feet | Gross diversions from San Joaquin River system in acre-feet | Total gross diversions from combined Sacramento and San Joaquin River systems in acre-feet |
|------|--|---|--|
| 1879 | 333,000  | 674,000   | 1,007,000  |
| 1900 | 640,000  | 921,000   | 1,561,000  |
| 1905 | 730,000  | 1,529,000   | 2,259,000  |
| 1910 | 942,000  | 1,809,000   | 2,751,000  |
| 1912 | 1,106,000  | 2,135,000   | 3,241,000  |
| 1913 | 1,094,000  | 2,130,000   | 3,224,000  |
| 1914 | 1,106,000  | 2,541,000   | 3,647,000  |
| 1915 | 1,154,000  | 2,352,000   | 3,506,000  |
| 1916 | 1,443,000  | 2,560,000   | 4,003,000  |
| 1917 | 1,567,000  | 2,755,000   | 4,322,000  |
| 1918 | 1,914,000  | 2,590,000   | 4,504,000  |
| 1919 | 2,329,000  | 2,281,000   | 4,610,000  |
| 1920 | 2,273,000  | 2,433,000   | 4,706,000  |
| 1921 | 2,221,000  | 2,643,000   | 4,864,000  |
| 1922 | 2,196,000  | 2,550,000   | 4,746,000  |
| 1923 | 2,138,000  | 3,002,000   | 5,140,000  |
| 1924 | 2,171,000  | 1,770,000   | 3,941,000  |
| 1925 | 2,108,000  | 2,745,000   | 4,853,000  |
| 1926 | 2,492,000  | 2,706,000   | 5,198,000  |
| 1927 | 2,654,000  | 3,203,000   | 5,857,000  |
| 1928 | 2,476,000  | 2,855,000   | 5,331,000  |
| 1929 | 2,425,000  | 2,707,000   | 5,132,000  |

NOTE.—Compiled from data obtained from the U. S. census, county horticultural report, State Railroad Commission files, irrigation district and water company reports and estimates, Federal and State reports, and estimates.



**GROWTH OF IRRIGATION DIVERSIONS**  
 FROM  
**SACRAMENTO AND SAN JOAQUIN RIVER SYSTEMS**



The data indicate that the gross annual irrigation diversions have increased over five times in the 50-year period from 1879 to 1929. For the San Joaquin River system, annual irrigation diversions gradually increased from 674,000 acre-feet in 1879 to 921,000 acre-feet in 1900, and then at a more rapid rate to about 3,000,000 acre-feet in 1923, and 3,200,000 acre-feet in 1927. The decrease in annual irrigation diversions since 1927 and in 1924 has been due chiefly to deficient water supply during dry years. This effect of deficient water supply is particularly noteworthy in 1924 when there was an abrupt drop from 1923 to 1924 of about 1,230,000 acre-feet or about 40 per cent of the total diverted in 1923. As of 1929 the gross annual irrigation diversions from the San Joaquin River system appear to be at the rate of about 3.5 acre-feet per acre of area irrigated.

From the Sacramento River system, gross annual irrigation diversions gradually increased from 333,000 acre-feet in 1879 to 640,000 acre-feet in 1900, and then at a slightly greater rate to 1,154,000 acre-feet in 1915. From 1915 to 1920 a much more rapid increase occurred due to the rice industry, gross annual diversions increasing to about 2,300,000 acre-feet in 1919 and 1920. Following the failure of the rice industry in 1920, the use of water from the Sacramento River system slightly decreased up to 1925 and then gradually increased in the next two years, reaching a total of over 2,600,000 acre-feet in 1927. As of 1929, the gross annual irrigation diversions from the Sacramento River system appear to be at the rate of about 4.5 acre-feet per acre of area irrigated. This larger rate of use in the Sacramento Valley as compared with the San Joaquin Valley is due to the large acreage of rice which is a heavy water user, and the relatively large use of water in the mountain valleys. For the combined Sacramento and San Joaquin River systems, the gross annual irrigation diversions as of 1929 appear to be at the rate of about 3.9 acre-feet per acre.

The growth in gross annual irrigation diversions in general indicates the total magnitude of the progressively increasing diminution of natural stream flow by irrigation. However, all of the water diverted is not actually consumed by the crops and it is estimated from records of return water measurements which have been made during the period 1924 to 1929, that from 35 to 40 per cent or more of the gross irrigation diversions for the main valley lands is returned to the streams and becomes available for use at farther downstream points. Hence, as an approximation, the actual total reduction in natural stream flow of the Sacramento and San Joaquin River system into the delta, due to irrigation, may be considered to be about two-thirds of the gross annual diversions.

The amount of water diverted for irrigation from month to month during the irrigation season varies considerably. Therefore, in order to ascertain the effect of irrigation diversions on stream flow into the delta, the amounts diverted month by month are of special importance and have been compiled for the period 1912 to 1929 from available records and estimates. Records are available on some of the larger canals and irrigation systems over a considerable period of time. Measurements by the Sacramento-San Joaquin water supervisor are available for the years 1924 to 1929 for the Sacramento River system and for the diversions to the delta uplands from the lower San Joaquin

TABLE 14

GROSS MONTHLY IRRIGATION DIVERSIONS FROM SACRAMENTO AND SAN JOAQUIN RIVER SYSTEMS

Exclusive of Sacramento-San Joaquin Delta  
1912 to 1929

| Year and month     | Gross diversions from Sacramento River system in acre-feet | Gross diversions from San Joaquin River system in acre-feet | Total gross diversions from combined Sacramento and San Joaquin River systems in acre-feet |
|--------------------|--|---|--|
| 1912—              |  |   |  |
| January .....      | 0  | 43,000  | 43,000   |
| February .....     | 0  | 77,000  | 77,000   |
| March .....        | 4,000  | 188,000   | 192,000  |
| April .....        | 124,000  | 286,000   | 410,000  |
| May .....          | 225,000  | 446,000   | 671,000  |
| June .....         | 221,000  | 382,000   | 603,000  |
| July .....         | 191,000  | 288,000   | 479,000  |
| August .....       | 161,000  | 171,000   | 332,000  |
| September .....    | 154,000  | 118,000   | 272,000  |
| October .....      | 25,000   | 68,000  | 93,000   |
| November .....     | 1,000  | 36,000  | 37,000   |
| December .....     | 0  | 32,000  | 32,000   |
| Total annual ..... | 1,106,000  | 2,135,000   | 3,241,000  |
| 1913—              |  |   |  |
| January .....      | 0  | 43,000  | 43,000   |
| February .....     | 0  | 77,000  | 77,000   |
| March .....        | 3,000  | 187,000   | 190,000  |
| April .....        | 116,000  | 286,000   | 402,000  |
| May .....          | 216,000  | 445,000   | 661,000  |
| June .....         | 217,000  | 381,000   | 598,000  |
| July .....         | 194,000  | 288,000   | 482,000  |
| August .....       | 166,000  | 170,000   | 336,000  |
| September .....    | 153,000  | 117,000   | 270,000  |
| October .....      | 28,000   | 68,000  | 96,000   |
| November .....     | 1,000  | 36,000  | 37,000   |
| December .....     | 0  | 32,000  | 32,000   |
| Total annual ..... | 1,094,000  | 2,130,000   | 3,224,000  |
| 1914—              |  |   |  |
| January .....      | 0  | 51,000  | 51,000   |
| February .....     | 0  | 91,000  | 91,000   |
| March .....        | 2,000  | 224,000   | 226,000  |
| April .....        | 112,000  | 341,000   | 453,000  |
| May .....          | 214,000  | 531,000   | 745,000  |
| June .....         | 218,000  | 455,000   | 673,000  |
| July .....         | 200,000  | 343,000   | 543,000  |
| August .....       | 173,000  | 203,000   | 376,000  |
| September .....    | 155,000  | 140,000   | 295,000  |
| October .....      | 31,000   | 81,000  | 112,000  |
| November .....     | 1,000  | 43,000  | 44,000   |
| December .....     | 0  | 38,000  | 38,000   |
| Total annual ..... | 1,106,000  | 2,541,000   | 3,647,000  |
| 1915—              |  |   |  |
| January .....      | 0  | 47,000  | 47,000   |
| February .....     | 0  | 85,000  | 85,000   |
| March .....        | 3,000  | 207,000   | 210,000  |
| April .....        | 119,000  | 315,000   | 434,000  |
| May .....          | 226,000  | 492,000   | 718,000  |
| June .....         | 228,000  | 421,000   | 649,000  |
| July .....         | 207,000  | 318,000   | 525,000  |
| August .....       | 178,000  | 188,000   | 366,000  |
| September .....    | 161,000  | 129,000   | 290,000  |
| October .....      | 31,000   | 75,000  | 106,000  |
| November .....     | 1,000  | 40,000  | 41,000   |
| December .....     | 0  | 35,000  | 35,000   |
| Total annual ..... | 1,154,000  | 2,352,000   | 3,506,000  |

TABLE 14—Continued.

GROSS MONTHLY IRRIGATION DIVERSIONS FROM SACRAMENTO AND  
SAN JOAQUIN RIVER SYSTEMSExclusive of Sacramento-San Joaquin Delta  
1912 to 1929

| Year and month    | Gross diversions from Sacramento River system in acre-feet | Gross diversions from San Joaquin River system in acre-feet | Total gross diversions from combined Sacramento and San Joaquin River systems in acre-feet |
|-------------------|--|---|--|
| 1916—             |  |   |  |
| January.....      | 0  | 51,000  | 51,000   |
| February.....     | 0  | 92,000  | 92,000   |
| March.....        | 5,000  | 225,000   | 230,000  |
| April.....        | 135,000  | 343,000   | 478,000  |
| May.....          | 270,000  | 535,000   | 805,000  |
| June.....         | 285,000  | 458,000   | 743,000  |
| July.....         | 270,000  | 346,000   | 616,000  |
| August.....       | 235,000  | 205,000   | 440,000  |
| September.....    | 198,000  | 141,000   | 339,000  |
| October.....      | 43,000   | 82,000  | 125,000  |
| November.....     | 2,000  | 44,000  | 46,000   |
| December.....     | 0  | 38,000  | 38,000   |
| Total annual..... | 1,443,000  | 2,560,000   | 4,003,000  |
| 1917—             |  |   |  |
| January.....      | 0  | 55,000  | 55,000   |
| February.....     | 0  | 99,000  | 99,000   |
| March.....        | 7,000  | 242,000   | 249,000  |
| April.....        | 142,000  | 369,000   | 511,000  |
| May.....          | 290,000  | 576,000   | 866,000  |
| June.....         | 310,000  | 493,000   | 803,000  |
| July.....         | 296,000  | 372,000   | 668,000  |
| August.....       | 260,000  | 221,000   | 481,000  |
| September.....    | 213,000  | 152,000   | 365,000  |
| October.....      | 47,000   | 88,000  | 135,000  |
| November.....     | 2,000  | 47,000  | 49,000   |
| December.....     | 0  | 41,000  | 41,000   |
| Total annual..... | 1,567,000  | 2,755,000   | 4,322,000  |
| 1918—             |  |   |  |
| January.....      | 0  | 52,000  | 52,000   |
| February.....     | 0  | 93,000  | 93,000   |
| March.....        | 6,000  | 228,000   | 234,000  |
| April.....        | 154,000  | 347,000   | 501,000  |
| May.....          | 347,000  | 541,000   | 888,000  |
| June.....         | 383,000  | 464,000   | 847,000  |
| July.....         | 377,000  | 350,000   | 727,000  |
| August.....       | 333,000  | 207,000   | 540,000  |
| September.....    | 254,000  | 142,000   | 396,000  |
| October.....      | 58,000   | 83,000  | 141,000  |
| November.....     | 2,000  | 44,000  | 46,000   |
| December.....     | 0  | 39,000  | 39,000   |
| Total annual..... | 1,914,000  | 2,590,000   | 4,504,000  |
| 1919—             |  |   |  |
| January.....      | 0  | 47,000  | 47,000   |
| February.....     | 0  | 84,000  | 84,000   |
| March.....        | 7,000  | 204,000   | 211,000  |
| April.....        | 179,000  | 312,000   | 491,000  |
| May.....          | 418,000  | 486,000   | 904,000  |
| June.....         | 467,000  | 417,000   | 884,000  |
| July.....         | 465,000  | 314,000   | 779,000  |
| August.....       | 413,000  | 186,000   | 599,000  |
| September.....    | 305,000  | 128,000   | 433,000  |
| October.....      | 73,000   | 52,000  | 125,000  |
| November.....     | 2,000  | 25,000  | 27,000   |
| December.....     | 0  | 26,000  | 26,000   |
| Total annual..... | 2,329,000  | 2,281,000   | 4,610,000  |



TABLE 14—Continued

GROSS MONTHLY IRRIGATION DIVERSIONS FROM SACRAMENTO AND SAN JOAQUIN RIVER SYSTEMS

Exclusive of Sacramento-San Joaquin Delta  
1912 to 1929

| Year and month | Gross diversions from Sacramento River system in acre-feet | Gross diversions from San Joaquin River system in acre-feet | Total gross diversions from combined Sacramento and San Joaquin River systems in acre-feet |
|----------------|--|---|--|
| 1920—          |  |   |  |
| January        | 0  | 39,000  | 39,000   |
| February       | 0  | 58,000  | 58,000   |
| March          | 3,000  | 225,000   | 228,000  |
| April          | 167,000  | 411,000   | 578,000  |
| May            | 406,000  | 559,000   | 965,000  |
| June           | 457,000  | 519,000   | 976,000  |
| July           | 458,000  | 269,000   | 727,000  |
| August         | 409,000  | 120,000   | 529,000  |
| September      | 299,000  | 93,000  | 392,000  |
| October        | 72,000   | 67,000  | 139,000  |
| November       | 2,000  | 41,000  | 43,000   |
| December       | 0  | 32,000  | 32,000   |
| Total annual   | 2,273,000  | 2,433,000   | 4,706,000  |
| 1921—          |  |   |  |
| January        | 0  | 35,000  | 35,000   |
| February       | 0  | 70,000  | 70,000   |
| March          | 7,000  | 203,000   | 210,000  |
| April          | 169,000  | 399,000   | 568,000  |
| May            | 397,000  | 559,000   | 956,000  |
| June           | 445,000  | 610,000   | 1,055,000  |
| July           | 444,000  | 397,000   | 841,000  |
| August         | 395,000  | 139,000   | 534,000  |
| September      | 291,000  | 99,000  | 390,000  |
| October        | 71,000   | 63,000  | 134,000  |
| November       | 2,000  | 38,000  | 40,000   |
| December       | 0  | 31,000  | 31,000   |
| Total annual   | 2,221,000  | 2,643,000   | 4,864,000  |
| 1922—          |  |   |  |
| January        | 0  | 50,000  | 50,000   |
| February       | 0  | 51,000  | 51,000   |
| March          | 7,000  | 116,000   | 123,000  |
| April          | 169,000  | 231,000   | 400,000  |
| May            | 391,000  | 567,000   | 958,000  |
| June           | 438,000  | 617,000   | 1,055,000  |
| July           | 438,000  | 514,000   | 952,000  |
| August         | 390,000  | 184,000   | 574,000  |
| September      | 290,000  | 108,000   | 398,000  |
| October        | 71,000   | 70,000  | 141,000  |
| November       | 2,000  | 26,000  | 28,000   |
| December       | 0  | 16,000  | 16,000   |
| Total annual   | 2,196,000  | 2,550,000   | 4,746,000  |
| 1923—          |  |   |  |
| January        | 0  | 20,000  | 20,000   |
| February       | 0  | 71,000  | 71,000   |
| March          | 6,000  | 242,000   | 248,000  |
| April          | 165,000  | 361,000   | 526,000  |
| May            | 384,000  | 637,000   | 1,021,000  |
| June           | 428,000  | 600,000   | 1,028,000  |
| July           | 425,000  | 450,000   | 875,000  |
| August         | 378,000  | 260,000   | 638,000  |
| September      | 282,000  | 163,000   | 445,000  |
| October        | 68,000   | 109,000   | 177,000  |
| November       | 2,000  | 54,000  | 56,000   |
| December       | 0  | 35,000  | 35,000   |
| Total annual   | 2,138,000  | 3,002,000   | 5,140,000  |

TABLE 14—Continued

GROSS MONTHLY IRRIGATION DIVERSIONS FROM SACRAMENTO AND  
SAN JOAQUIN RIVER SYSTEMSExclusive of Sacramento-San Joaquin Delta  
1912 to 1929

| Year and month     | Gross diversions from Sacramento River system in acre-feet | Gross diversions from San Joaquin River system in acre-feet | Total gross diversions from combined Sacramento and San Joaquin River systems in acre-feet |
|--------------------|--|---|--|
| 1924—              |  |   |  |
| January .....      | 0  | 39,000  | 39,000   |
| February .....     | 0  | 88,000  | 88,000   |
| March .....        | 3,000  | 170,000   | 173,000  |
| April .....        | 223,000  | 296,000   | 519,000  |
| May .....          | 414,000  | 439,000   | 853,000  |
| June .....         | 423,000  | 210,000   | 633,000  |
| July .....         | 410,000  | 168,000   | 578,000  |
| August .....       | 357,000  | 132,000   | 489,000  |
| September .....    | 277,000  | 81,000  | 358,000  |
| October .....      | 62,000   | 62,000  | 124,000  |
| November .....     | 2,000  | 50,000  | 52,000   |
| December .....     | 0  | 35,000  | 35,000   |
| Total annual ..... | 2,171,000  | 1,770,000   | 3,941,000  |
| 1925—              |  |   |  |
| January .....      | 0  | 79,000  | 79,000   |
| February .....     | 0  | 86,000  | 86,000   |
| March .....        | 6,000  | 180,000   | 186,000  |
| April .....        | 126,000  | 300,000   | 426,000  |
| May .....          | 315,000  | 556,000   | 871,000  |
| June .....         | 426,000  | 578,000   | 1,004,000  |
| July .....         | 447,000  | 417,000   | 864,000  |
| August .....       | 403,000  | 226,000   | 629,000  |
| September .....    | 318,000  | 156,000   | 474,000  |
| October .....      | 65,000   | 90,000  | 155,000  |
| November .....     | 2,000  | 44,000  | 46,000   |
| December .....     | 0  | 33,000  | 33,000   |
| Total annual ..... | 2,108,000  | 2,745,000   | 4,853,000  |
| 1926—              |  |   |  |
| January .....      | 0  | 54,000  | 54,000   |
| February .....     | 0  | 106,000   | 106,000  |
| March .....        | 7,000  | 242,000   | 249,000  |
| April .....        | 164,000  | 409,000   | 573,000  |
| May .....          | 447,000  | 590,000   | 1,037,000  |
| June .....         | 525,000  | 404,000   | 929,000  |
| July .....         | 517,000  | 312,000   | 829,000  |
| August .....       | 453,000  | 244,000   | 697,000  |
| September .....    | 299,000  | 156,000   | 455,000  |
| October .....      | 78,000   | 92,000  | 170,000  |
| November .....     | 2,000  | 62,000  | 64,000   |
| December .....     | 0  | 35,000  | 35,000   |
| Total annual ..... | 2,492,000  | 2,706,000   | 5,198,000  |
| 1927—              |  |   |  |
| January .....      | 0  | 59,000  | 59,000   |
| February .....     | 0  | 42,000  | 42,000   |
| March .....        | 8,000  | 133,000   | 141,000  |
| April .....        | 168,000  | 323,000   | 491,000  |
| May .....          | 474,000  | 633,000   | 1,107,000  |
| June .....         | 521,000  | 630,000   | 1,151,000  |
| July .....         | 540,000  | 517,000   | 1,057,000  |
| August .....       | 488,000  | 351,000   | 839,000  |
| September .....    | 355,000  | 270,000   | 625,000  |
| October .....      | 97,000   | 152,000   | 249,000  |
| November .....     | 3,000  | 50,000  | 53,000   |
| December .....     | 0  | 43,000  | 43,000   |
| Total annual ..... | 2,654,000  | 3,203,000   | 5,857,000  |

TABLE 14—Continued

GROSS MONTHLY IRRIGATION DIVERSIONS FROM SACRAMENTO AND  
SAN JOAQUIN RIVER SYSTEMS

Exclusive of Sacramento-San Joaquin Delta  
1912 to 1929

| Year and month    | Gross diversions from Sacramento River system in acre-feet | Gross diversions from San Joaquin River system in acre-feet | Total gross diversions from combined Sacramento and San Joaquin River systems in acre-feet |
|-------------------|--|---|--|
| 1928—             |  |   |  |
| January.....      | 0  | 34,000  | 34,000   |
| February.....     | 0  | 79,000  | 79,000   |
| March.....        | 7,000  | 179,000   | 186,000  |
| April.....        | 184,000  | 318,000   | 502,000  |
| May.....          | 464,000  | 609,000   | 1,073,000  |
| June.....         | 502,000  | 489,000   | 991,000  |
| July.....         | 491,000  | 369,000   | 860,000  |
| August.....       | 448,000  | 312,000   | 760,000  |
| September.....    | 299,000  | 238,000   | 537,000  |
| October.....      | 79,000   | 125,000   | 204,000  |
| November.....     | 2,000  | 65,000  | 67,000   |
| December.....     | 0  | 38,000  | 38,000   |
| Total annual..... | 2,476,000  | 2,855,000   | 5,331,000  |
| 1929—             |  |   |  |
| January.....      | 0  | 16,000  | 16,000   |
| February.....     | 0  | 46,000  | 46,000   |
| March.....        | 4,000  | 162,000   | 166,000  |
| April.....        | 295,000  | 363,000   | 658,000  |
| May.....          | 493,000  | 570,000   | 1,063,000  |
| June.....         | 431,000  | 410,000   | 841,000  |
| July.....         | 445,000  | 382,000   | 827,000  |
| August.....       | 399,000  | 364,000   | 763,000  |
| September.....    | 274,000  | 211,000   | 485,000  |
| October.....      | 82,000   | 95,000  | 177,000  |
| November.....     | 2,000  | 46,000  | 48,000   |
| December.....     | 0  | 42,000  | 42,000   |
| Total annual..... | 2,425,000  | 2,707,000   | 5,132,000  |

NOTE.—This table was compiled from data obtained from the U. S. census, county horticultural reports, State Railroad Commission files, irrigation district and water company reports and estimates, Federal and State reports, and estimates.



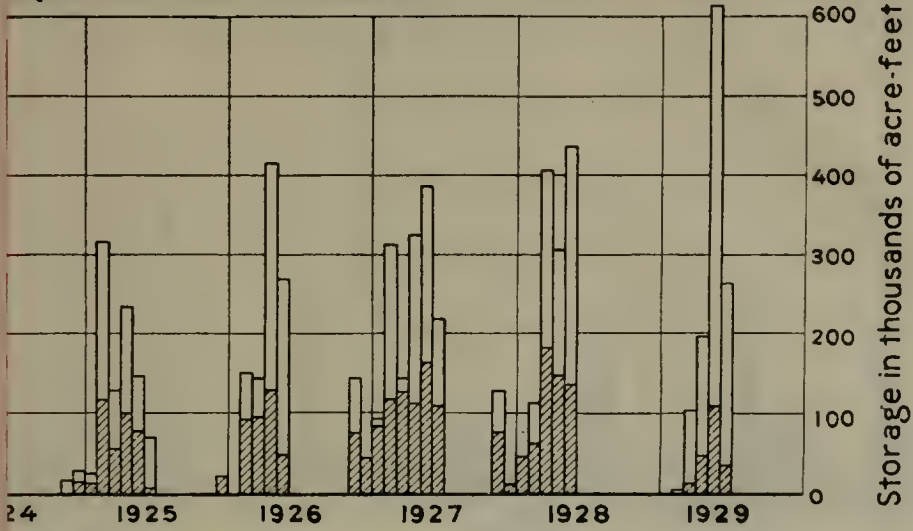
River and tributary channels of the delta. On the San Joaquin River system, there are records of the diversions from the Tuolumne and Stanislaus rivers, from the main San Joaquin River through some of the Miller and Lux canals, from the Fresno River (Madera Canal) and from the Merced and Mokelumne rivers. These afford a fairly complete record during the period 1920 to 1929, but estimates in a few instances were necessary to complete periods of missing records. No records were available for the Chowehilla, Calaveras and Cosumnes rivers. Where no records were available, the monthly diversions were estimated from the total annual diversions based upon the best data available as to the monthly distribution of total annual use. The estimates of the monthly diversions for periods of missing records were based upon actual measurements on irrigation systems supplying areas of similar character.

The gross monthly irrigation diversions are summarized for the years 1912 to 1929, inclusive, in Table 14, and are graphically shown on the lower diagram of Plate XXXI, "Monthly Diversions for Irrigation and Storage from Sacramento and San Joaquin River Systems, Exclusive of Deltas of Sacramento and San Joaquin Rivers." The data presented, although approximate, furnish a reasonable estimate of the gross monthly irrigation diversions, and afford a basis for judging the gross amount of the progressively increasing monthly diminution of stream flow into the delta by direct irrigation diversions.

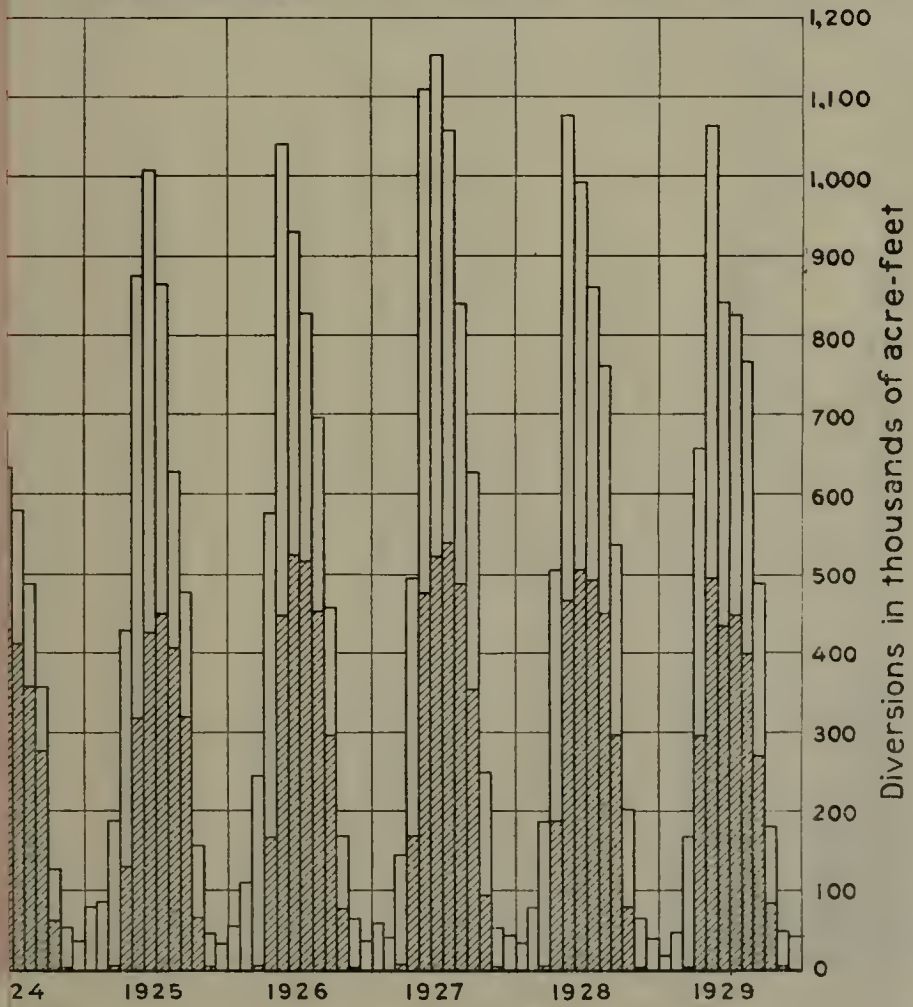
*Growth of Reservoir Storage Developments*—The growth and development of storage works for irrigation, power and municipal water supply is another important factor modifying stream flow into the delta. Data have been gathered on reservoir storage capacity and on the amounts diverted to and released from storage. The data have been obtained from all available sources and include all of the important storage developments on the Sacramento and San Joaquin River systems.

Table 15 and Plate XXXII, "Growth of Reservoir Storage Capacity in Sacramento and San Joaquin River Systems," show the growth in reservoir storage capacity for the Sacramento River and the San Joaquin River systems separately and combined. The capacity of storage reservoirs for the combined river systems increased from about 2000 acre-feet in 1850, which is the earliest record available, to about 200,000 acre-feet in 1907, or an increase at the rate of only 3500 acre-feet per year. Most of the storage development has occurred since 1910, and about two-thirds of the total since 1920. In the period 1910 to 1929, new storage developments have been constructed on the Sacramento River system to the amount of 2,171,000 acre-feet, and on the San Joaquin River system to the amount of 1,576,000 acre-feet. Nearly 3,000,000 acre-feet of storage on the combined river systems was added from 1920 to 1929. The average rate of growth of storage capacity on the combined river systems from 1910 to 1929 has been about 200,000 acre-feet per year. This development has been partly for irrigation, partly for power and to a smaller extent for municipal water supply. Table 16 summarizes data for the more important reservoirs having a capacity of 50,000 acre-feet or more, showing gross storage capacity, date of construction, location and the purpose for which the water is used.

SAQUIN RIVER SYSTEMS



RIVER SYSTEMS



ANNUAL DIVERSIONS FOR IRRIGATION AND STORAGE

FROM

THE SACRAMENTO AND SAN JOAQUIN RIVER SYSTEMS

AT THE MOUTH OF DELTAS OF SACRAMENTO AND SAN JOAQUIN RIVERS



River and tributary channels of the delta. On the San Joaquin River system, there are records of the diversions from the Tuolumne and Stanislaus rivers, from the main San Joaquin River through some of the Miller and Lux canals, from the Fresno River (Madera Canal) and from the Merced and Mokelumne rivers. These afford a fairly complete record during the period 1920 to 1929, but estimates in a few instances were necessary to complete periods of missing records. No records were available for the Chowehilla, Calaveras and Cosumnes rivers. Where no records were available, the monthly diversions were estimated from the total annual diversions based upon the best data available as to the monthly distribution of total annual use. The estimates of the monthly diversions for periods of missing records were based upon actual measurements on irrigation systems supplying areas of similar character.

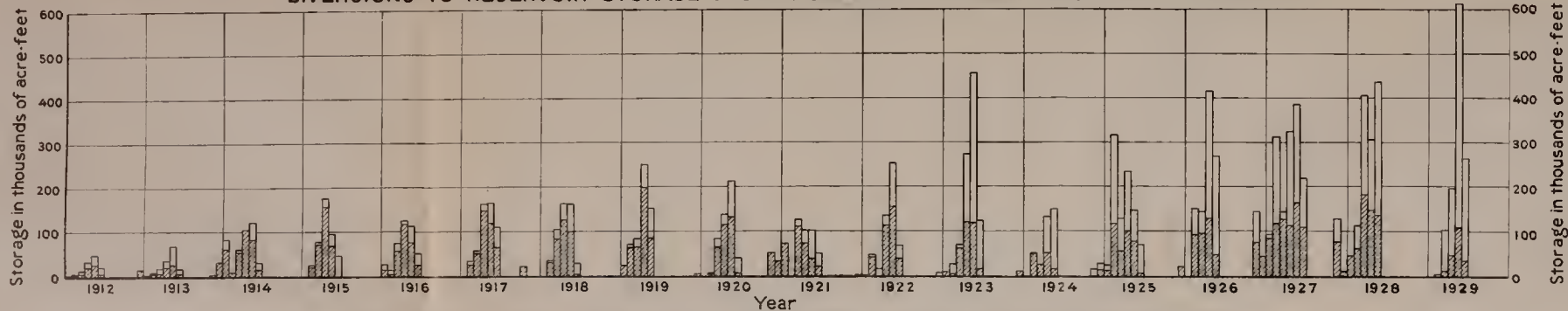
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*Growth of Reservoir Storage Developments*—The growth and development of storage works for irrigation, power and municipal water supply is another important factor modifying stream flow into the delta. Data have been gathered on reservoir storage capacity and on the amounts diverted to and released from storage. The data have been obtained from all available sources and include all of the important storage developments on the Sacramento and San Joaquin River systems.

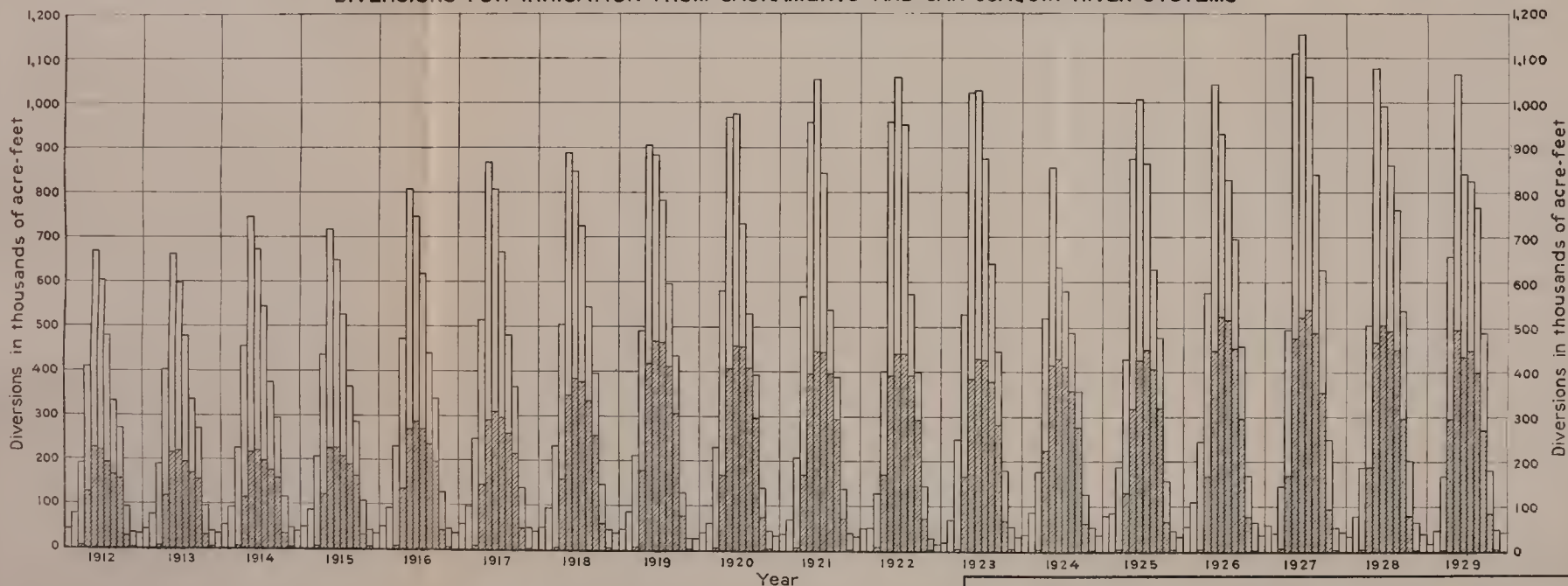
Table 15 and Plate XXXII, "Growth of Reservoir Storage Capacity in Sacramento and San Joaquin River Systems," show the growth in reservoir storage capacity for the Sacramento River and the San Joaquin River systems separately and combined. The capacity of storage reservoirs for the combined river systems increased from about 2000 acre-feet in 1850, which is the earliest record available, to about 200,000 acre-feet in 1907, or an increase at the rate of only 3500 acre-feet per year. Most of the storage development has occurred since 1910, and about two-thirds of the total since 1920. In the period 1910 to 1929, new storage developments have been constructed on the Sacramento River system to the amount of 2,171,000 acre-feet, and on the San Joaquin River system to the amount of 1,576,000 acre-feet. Nearly 3,000,000 acre-feet of storage on the combined river systems was added from 1920 to 1929. The average rate of growth of storage capacity on the combined river systems from 1910 to 1929 has been about 200,000 acre-feet per year. This development has been partly for irrigation, partly for power and to a smaller extent for municipal water supply. Table 16 summarizes data for the more important reservoirs having a capacity of 50,000 acre-feet or more, showing gross storage capacity, date of construction, location and the purpose for which the water is used.



DIVERSIONS TO RESERVOIR STORAGE FROM SACRAMENTO AND SAN JOAQUIN RIVER SYSTEMS



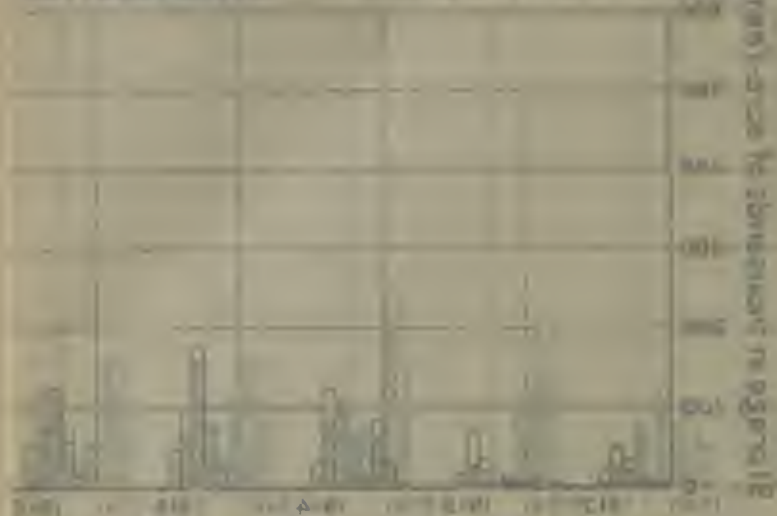
DIVERSIONS FOR IRRIGATION FROM SACRAMENTO AND SAN JOAQUIN RIVER SYSTEMS



LEGEND  
 [Hatched Box] Sacramento River System  
 [White Box] San Joaquin River System

MONTHLY DIVERSIONS FOR IRRIGATION AND STORAGE  
 FROM  
 SACRAMENTO AND SAN JOAQUIN RIVER SYSTEMS  
 EXCLUSIVE OF DELTAS OF SACRAMENTO AND SAN JOAQUIN RIVERS

2W02R3V2 - ANALYSIS FROM SACRAMENTO AND SAN JOAQUIN



DISPERSED FROM SACRAMENTO AND SAN JOAQUIN



DATE: \_\_\_\_\_

ANALYST: \_\_\_\_\_

LABORATORY: \_\_\_\_\_

PROJECT: \_\_\_\_\_

TABLE 15  
RESERVOIR STORAGE CAPACITY ON SACRAMENTO AND SAN JOAQUIN  
RIVER SYSTEMS

1850-1929

| Year | Sacramento River system             |   | San Joaquin River system            |   | Combined Sacramento and San Joaquin River systems |   |
|------|-------------------------------------|---|-------------------------------------|---|---|---|
|      | Storage capacity added in acre-feet | Accumulated storage capacity in acre-feet | Storage capacity added in acre-feet | Accumulated storage capacity in acre-feet | Storage capacity added in acre-feet               | Accumulated storage capacity in acre-feet |
| 1850 | 2,000                               | 2,000                                     | 0                                   | 0   | 2,000   | 2,000                                     |
| 1852 | 0                                   | 2,000                                     | 3,000                               | 3,000                                     | 3,000   | 5,000                                     |
| 1855 | 2,000                               | 4,000                                     | 0                                   | 3,000                                     | 2,000   | 7,000                                     |
| 1856 | 15,000                              | 19,000                                    | 4,000                               | 7,000                                     | 19,000  | 26,000                                    |
| 1857 | 0                                   | 19,000                                    | 1,000                               | 8,000                                     | 1,000   | 27,000                                    |
| 1859 | 16,000                              | 35,000                                    | 0                                   | 8,000                                     | 16,000  | 43,000                                    |
| 1862 | 0                                   | 35,000                                    | 10,000                              | 18,000                                    | 10,000  | 53,000                                    |
| 1864 | 10,000                              | 45,000                                    | 0                                   | 18,000                                    | 10,000  | 63,000                                    |
| 1870 | 4,000                               | 49,000                                    | 0                                   | 18,000                                    | 4,000   | 67,000                                    |
| 1871 | 1,000                               | 50,000                                    | 0                                   | 18,000                                    | 1,000   | 68,000                                    |
| 1872 | 12,000                              | 62,000                                    | 7,000                               | 25,000                                    | 19,000  | 87,000                                    |
| 1873 | 3,000                               | 65,000                                    | 0                                   | 25,000                                    | 3,000   | 90,000                                    |
| 1874 | 0                                   | 65,000                                    | 4,000                               | 29,000                                    | 4,000   | 94,000                                    |
| 1875 | 1,000                               | 66,000                                    | 0                                   | 29,000                                    | 1,000   | 95,000                                    |
| 1876 | 10,000                              | 76,000                                    | 6,000                               | 35,000                                    | 16,000  | 111,000                                   |
| 1877 | 3,000                               | 79,000                                    | 0                                   | 35,000                                    | 3,000   | 114,000                                   |
| 1878 | 1,000                               | 80,000                                    | 0                                   | 35,000                                    | 1,000   | 115,000                                   |
| 1880 | 0                                   | 80,000                                    | 1,000                               | 36,000                                    | 1,000   | 116,000                                   |
| 1881 | 16,000                              | 96,000                                    | 0                                   | 36,000                                    | 16,000  | 132,000                                   |
| 1883 | <sup>1</sup> 15,000                 | 81,000                                    | 0                                   | 36,000                                    | <sup>1</sup> 15,000                               | 117,000                                   |
| 1884 | 8,000                               | 89,000                                    | 15,000                              | 51,000                                    | 23,000  | 140,000                                   |
| 1885 | 5,000                               | 94,000                                    | 1,000                               | 52,000                                    | 6,000   | 146,000                                   |
| 1887 | 0                                   | 94,000                                    | 1,000                               | 53,000                                    | 1,000   | 147,000                                   |
| 1888 | 0                                   | 94,000                                    | 3,000                               | 56,000                                    | 3,000   | 150,000                                   |
| 1890 | 1,000                               | 95,000                                    | 0                                   | 56,000                                    | 1,000   | 151,000                                   |
| 1891 | 0                                   | 95,000                                    | 5,000                               | 61,000                                    | 5,000   | 156,000                                   |
| 1895 | 1,000                               | 96,000                                    | 0                                   | 61,000                                    | 1,000   | 157,000                                   |
| 1898 | 1,000                               | 97,000                                    | 1,000                               | 62,000                                    | 2,000   | 159,000                                   |
| 1899 | 0                                   | 97,000                                    | 6,000                               | 68,000                                    | 6,000   | 165,000                                   |
| 1900 | 8,000                               | 105,000                                   | 7,000                               | 75,000                                    | 15,000  | 180,000                                   |
| 1901 | 3,000                               | 108,000                                   | 2,000                               | 77,000                                    | 5,000   | 185,000                                   |
| 1902 | 11,000                              | 119,000                                   | 2,000                               | 79,000                                    | 13,000  | 198,000                                   |
| 1905 | 2,000                               | 121,000                                   | 0                                   | 79,000                                    | 2,000   | 200,000                                   |
| 1907 | 2,000                               | 123,000                                   | 2,000                               | 81,000                                    | 4,000   | 204,000                                   |
| 1909 | 56,000                              | 179,000                                   | 5,000                               | 86,000                                    | 61,000  | 265,000                                   |
| 1910 | 2,000                               | 181,000                                   | 86,000                              | 172,000                                   | 88,000  | 353,000                                   |
| 1911 | 10,000                              | 191,000                                   | 0                                   | 172,000                                   | 10,000  | 363,000                                   |
| 1912 | 1,000                               | 192,000                                   | 0                                   | 172,000                                   | 1,000   | 364,000                                   |
| 1913 | 47,000                              | 239,000                                   | 89,000                              | 261,000                                   | 136,000   | 500,000                                   |
| 1914 | 535,000                             | 774,000                                   | 0                                   | 261,000                                   | 535,000   | 1,035,000                                 |
| 1915 | 3,000                               | 777,000                                   | 49,000                              | 310,000                                   | 52,000  | 1,087,000                                 |
| 1916 | 26,000                              | 803,000                                   | 17,000                              | 327,000                                   | 43,000  | 1,130,000                                 |
| 1917 | 79,000                              | 882,000                                   | 28,000                              | 355,000                                   | 107,000   | 1,237,000                                 |
| 1918 | 24,000                              | 906,000                                   | 36,000                              | 391,000                                   | 60,000  | 1,297,000                                 |
| 1919 | 12,000                              | 918,000                                   | 0                                   | 391,000                                   | 12,000  | 1,309,000                                 |
| 1920 | 1,000                               | 919,000                                   | 4,000                               | 395,000                                   | 5,000   | 1,314,000                                 |
| 1921 | 80,000                              | 999,000                                   | 3,000                               | 398,000                                   | 83,000  | 1,397,000                                 |
| 1922 | 3,000                               | 1,022,000                                 | 26,000                              | 424,000                                   | 29,000  | 1,426,000                                 |
| 1923 | 6,000                               | 1,008,000                                 | 469,000                             | 893,000                                   | 475,000   | 1,901,000                                 |
| 1924 | 79,000                              | 1,087,000                                 | 0                                   | 893,000                                   | 79,000  | 1,980,000                                 |
| 1925 | 46,000                              | 1,133,000                                 | 0                                   | 893,000                                   | 46,000  | 2,026,000                                 |
| 1926 | 1,041,000                           | 2,174,000                                 | 466,000                             | 1,359,000                                 | 1,507,000   | 3,533,000                                 |
| 1927 | 14,000                              | 2,188,000                                 | 136,000                             | 1,495,000                                 | 150,000   | 3,683,000                                 |
| 1928 | 165,000                             | 2,353,000                                 | 240,000                             | 1,735,000                                 | 405,000   | 4,088,000                                 |
| 1929 | <sup>2</sup> 1,000                  | 2,352,000                                 | 13,000                              | 1,748,000                                 | 12,000  | 4,100,000                                 |

<sup>1</sup> English dam on the Middle Yuba River failed.

<sup>2</sup> Dams in Modoc County failed.

NOTES:

This table was compiled from data from the following sources:  
 Bulletin No. 100, "Report of Irrigation Investigations in California," United States Department of Agriculture, Office of Experiment Stations, 1901.  
 "Practical Treatise on Hydraulic Mining," August J. Bowie, 1885.  
 "Reservoirs for Irrigation and Water Supply," James D. Schuyler, 1900.  
 Water Supply Paper No. 493, 1923.  
 Bulletin No. 21, "Irrigation Districts in California," Division of Engineering and Irrigation, 1929.  
 Data on file in office of State Engineer.



TABLE 16

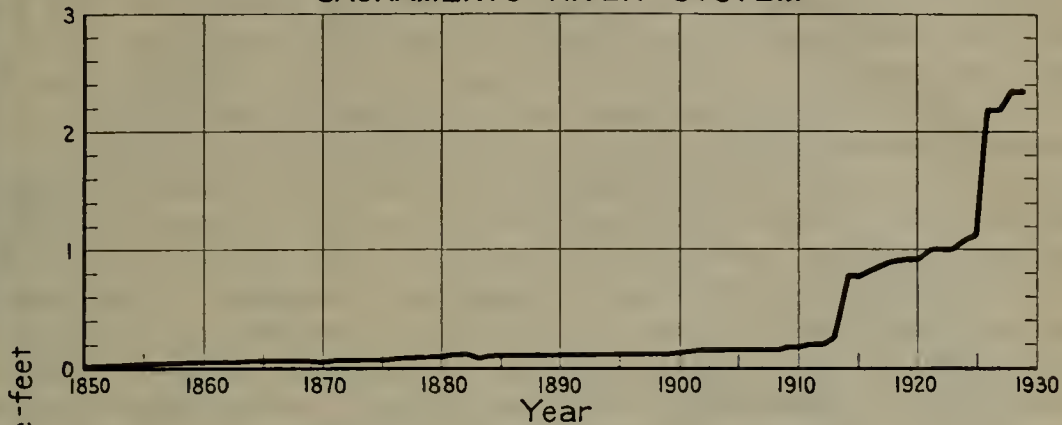
PRINCIPAL STORAGE RESERVOIRS ON SACRAMENTO AND SAN JOAQUIN  
RIVER SYSTEMS

Including only reservoirs of 50,000 acre-feet or more capacity.

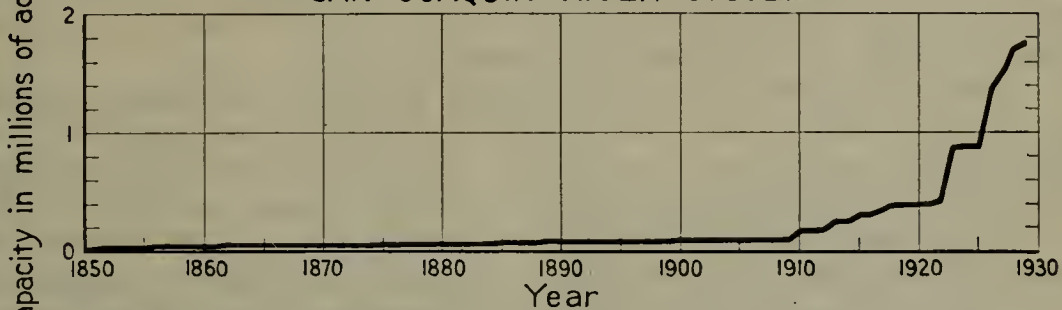
| Stream                 | Reservoir            | Date of construction | Total storage capacity in acre-feet | Use of water                 |
|------------------------|----------------------|----------------------|-------------------------------------|------------------------------|
| Stony Creek.....       | East Park.....       | 1910                 | 51,000                              | Irrigation                   |
|                        | Stony Gorge.....     | 1928                 | 50,200                              | Irrigation                   |
| Feather River.....     | Lake Almanor.....    | 1914                 | 224,000                             | Power and irrigation         |
|                        | Lake Almanor.....    | 1917                 | 300,000                             | Power and irrigation         |
|                        | Lake Almanor.....    | 1927                 | 1,308,000                           | Power and irrigation         |
|                        | Butt Valley.....     | 1924                 | 49,800                              | Power and irrigation         |
|                        | Bucks Creek.....     | 1928                 | 103,000                             | Power and irrigation         |
| Pit River.....         | Big Sage.....        | 1921                 | *77,000                             | Irrigation                   |
| Yuba River.....        | Bowman.....          | 1876                 | 20,700                              | Irrigation, power and mining |
|                        | Bowman.....          | 1927                 | 67,000                              | Irrigation, power and mining |
|                        | Lake Spaulding.....  | 1913                 | 43,500                              | Power and irrigation         |
|                        | Lake Spaulding.....  | 1916                 | 64,000                              | Power and irrigation         |
| Mokelumne River.....   | Lake Spaulding.....  | 1919                 | 74,500                              | Power and irrigation         |
| Stanislaus River.....  | Pardee.....          | 1929                 | 222,000                             | Municipal                    |
| Tuolumne River.....    | Mclones.....         | 1926                 | 113,000                             | Power and irrigation         |
|                        | Hetch Hetchy.....    | 1923                 | 206,000                             | Power and municipal          |
| Merced River.....      | Don Pedro.....       | 1923                 | 290,000                             | Power and irrigation         |
|                        | Exchequer.....       | 1926                 | 279,000                             | Power and irrigation         |
| San Joaquin River..... | Huntington Lake..... | 1913                 | 45,000                              | Power                        |
|                        | Huntington Lake..... | 1917                 | 88,800                              | Power                        |
|                        | Florence Lake.....   | 1926                 | 64,400                              | Power                        |
|                        | Shaver Lake.....     | 1927                 | 135,300                             | Power                        |

\*Largest volume stored, 22,500 acre-feet in 1922.

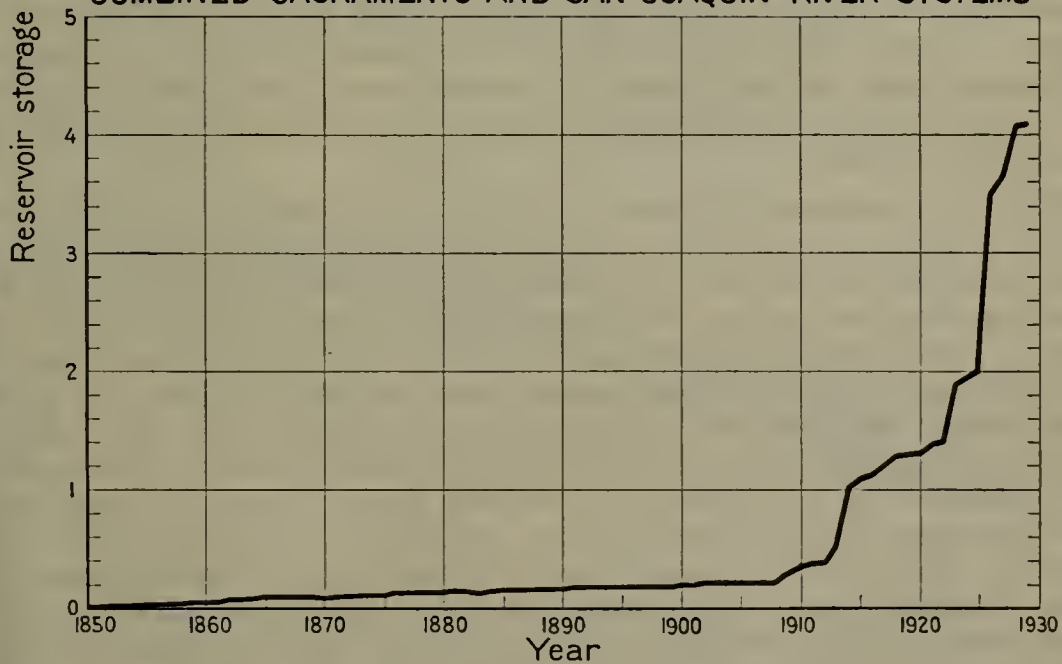
SACRAMENTO RIVER SYSTEM



SAN JOAQUIN RIVER SYSTEM



COMBINED SACRAMENTO AND SAN JOAQUIN RIVER SYSTEMS



GROWTH OF RESERVOIR STORAGE CAPACITY  
IN  
SACRAMENTO AND SAN JOAQUIN RIVER SYSTEMS

The operation of these storage developments has modified the stream flow naturally tributary to the delta. The effect on stream flow is shown by a consideration of the available data on diversions to and releases from storage. Such data for both the Sacramento and San Joaquin River systems have been compiled as a composite of actual operating records of individual storage reservoirs, obtained from the owners of the various reservoirs, including power companies, irrigation districts, municipalities and private and public water systems of all kinds. In general, the computations of the diversions to storage and the releases from storage have been based on records of water levels and the area-capacity curves of the reservoirs. In certain cases actual figures of measured inflow and release were available. In the case of all large reservoirs, the amounts computed from reservoir levels have been corrected for evaporation. For diversions to storage, estimated evaporation has been added to the net volume of increased storage computed from difference in water levels. For reservoir releases, estimated evaporation has been deducted from the net amount of release computed from the difference in reservoir levels.

Table 17 shows the estimated gross monthly diversions to storage for the Sacramento and San Joaquin River systems separately and combined for each year covering the period 1912 to 1929, inclusive. These are also graphically shown on the upper diagram of Plate XXXI.

The gross monthly diversions to storage taken together with the gross monthly irrigation diversions in general indicate the magnitude of the reduction of natural stream flow into the delta for the various months and years covering the period 1912 to 1929. However, to obtain a more exact conception of the combined effect of irrigation diversions and storage operations, account must be taken of the amount of return water from irrigation, and the period, amount and use of reservoir releases.

*Effect of Upstream Reclamation Development on Stream Flow into Delta*—Reclamation development, especially in the Sacramento Valley, has modified the regimen of stream flow into the delta because of the cutting-off of the natural flood basins which flank the main river channels. Under natural conditions, water stored in these basins from the overflow of the rivers during winter floods gradually drained out in the late spring and early summer months and augmented the flow into the delta during these latter periods. The flood basins which, under natural conditions, held large quantities of flood water in years of large run-off comprise Butte, Sutter, Colusa, American, Sacramento and Yolo basins. There were also smaller areas of bottom lands flooded along the San Joaquin River. These basins and the area flooded under natural conditions by overflow along the Sacramento and San Joaquin River systems are shown in green on Plate XXXIII, "Changes in Flood Channels and Basins of Sacramento and San Joaquin Rivers Effected by Flood Control and Reclamation Development and Location of Auriferous Gravel Areas." The portion of the original flooded area now reclaimed is shown by red cross hatching superimposed on the green.





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TABLE 17

MONTHLY GROSS DIVERSIONS TO STORAGE ON SACRAMENTO AND  
SAN JOAQUIN RIVER SYSTEMS

1912-1929

| Year and month     | Gross storage<br>diversions from<br>Sacramento<br>River system<br>in acre-feet | Gross storage<br>diversions from<br>San Joaquin<br>River system<br>in acre-feet | Total<br>gross storage<br>diversions<br>from combined<br>Sacramento<br>and<br>San Joaquin<br>River systems<br>in acre-feet |
|--------------------|--|---|--|
| 1912—              |  |   |  |
| January .....      | 2,000  | 0   | 2,000  |
| February .....     | 3,000  | 3,000   | 6,000  |
| March .....        | 5,000  | 8,000   | 13,000   |
| April .....        | 20,000   | 13,000  | 33,000   |
| May .....          | 26,000   | 24,000  | 50,000   |
| June .....         | 7,000  | 13,000  | 20,000   |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 0  | 0   | 0  |
| December .....     | 13,000   | 0   | 13,000   |
| Total annual ..... | 76,000   | 61,000  | 137,000  |
| 1913—              |  |   |  |
| January .....      | 0  | 2,000   | 2,000  |
| February .....     | 5,000  | 4,000   | 9,000  |
| March .....        | 7,000  | 11,000  | 18,000   |
| April .....        | 20,000   | 14,000  | 34,000   |
| May .....          | 25,000   | 45,000  | 70,000   |
| June .....         | 4,000  | 12,000  | 16,000   |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 3,000  | 0   | 3,000  |
| December .....     | 31,000   | 0   | 31,000   |
| Total annual ..... | 95,000   | 88,000  | 183,000  |
| 1914—              |  |   |  |
| January .....      | 62,000   | 21,000  | 83,000   |
| February .....     | 9,000  | 5,000   | 14,000   |
| March .....        | 54,000   | 7,000   | 61,000   |
| April .....        | 106,000  | 0   | 106,000  |
| May .....          | 83,000   | 39,000  | 122,000  |
| June .....         | 16,000   | 16,000  | 32,000   |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 0  | 0   | 0  |
| December .....     | 0  | 0   | 0  |
| Total annual ..... | 330,000  | 88,000  | 418,000  |
| 1915—              |  |   |  |
| January .....      | 0  | 0   | 0  |
| February .....     | 21,000   | 4,000   | 25,000   |
| March .....        | 72,000   | 5,000   | 77,000   |
| April .....        | 159,000  | 18,000  | 177,000  |
| May .....          | 69,000   | 28,000  | 97,000   |
| June .....         | 0  | 46,000  | 46,000   |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 0  | 0   | 0  |
| December .....     | 0  | 0   | 0  |
| Total annual ..... | 321,000  | 101,000   | 422,000  |

TABLE 17—Continued  
 MONTHLY GROSS DIVERSIONS TO STORAGE ON SACRAMENTO AND  
 SAN JOAQUIN RIVER SYSTEMS  
 1912-1929

| Year and month     | Gross storage diversions from Sacramento River system in acre-feet | Gross storage diversions from San Joaquin River system in acre-feet | Total gross storage diversions from combined Sacramento and San Joaquin River systems in acre-feet |
|--------------------|--|---|--|
| 1916—              |  |   |  |
| January .....      | 16,000   | 12,000  | 28,000   |
| February .....     | 3,000  | 11,000  | 14,000   |
| March .....        | 59,000   | 14,000  | 73,000   |
| April .....        | 116,000  | 7,000   | 123,000  |
| May .....          | 75,000   | 37,000  | 112,000  |
| June .....         | 26,000   | 25,000  | 51,000   |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 0  | 0   | 0  |
| December .....     | 0  | 0   | 0  |
| Total annual ..... | 295,000  | 106,000   | 401,000  |
| 1917—              |  |   |  |
| January .....      | 0  | 0   | 0  |
| February .....     | 28,000   | 7,000   | 35,000   |
| March .....        | 51,000   | 6,000   | 57,000   |
| April .....        | 145,000  | 16,000  | 161,000  |
| May .....          | 120,000  | 44,000  | 164,000  |
| June .....         | 65,000   | 45,000  | 110,000  |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 14,000   | 0   | 14,000   |
| November .....     | 0  | 0   | 0  |
| December .....     | 0  | 0   | 0  |
| Total annual ..... | 423,000  | 118,000   | 541,000  |
| 1918—              |  |   |  |
| January .....      | 0  | 0   | 0  |
| February .....     | 31,000   | 3,000   | 34,000   |
| March .....        | 83,000   | 20,000  | 103,000  |
| April .....        | 128,000  | 36,000  | 164,000  |
| May .....          | 101,000  | 61,000  | 162,000  |
| June .....         | 3,000  | 26,000  | 29,000   |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 0  | 0   | 0  |
| December .....     | 0  | 0   | 0  |
| Total annual ..... | 346,000  | 146,000   | 492,000  |
| 1919—              |  |   |  |
| January .....      | 23,000   | 0   | 23,000   |
| February .....     | 65,000   | 6,000   | 71,000   |
| March .....        | 66,000   | 18,000  | 84,000   |
| April .....        | 199,000  | 51,000  | 250,000  |
| May .....          | 86,000   | 69,000  | 155,000  |
| June .....         | 0  | 0   | 0  |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 0  | 0   | 0  |
| December .....     | 4,000  | 0   | 4,000  |
| Total annual ..... | 443,000  | 144,000   | 587,000  |



TABLE 17—Continued

MONTHLY GROSS DIVERSIONS TO STORAGE ON SACRAMENTO AND  
SAN JOAQUIN RIVER SYSTEMS

1912-1929

| Year and month     | Gross storage diversions from Sacramento River system in acre-feet | Gross storage diversions from San Joaquin River system in acre-feet | Total gross storage diversions from combined Sacramento and San Joaquin River systems in acre-feet |
|--------------------|--|---|--|
| 1920—              |  |   |  |
| January .....      | 0  | 0   | 0  |
| February .....     | 7,000  | 1,000   | 8,000  |
| March .....        | 66,000   | 20,000  | 86,000   |
| April .....        | 116,000  | 23,000  | 139,000  |
| May .....          | 130,000  | 81,000  | 211,000  |
| June .....         | 8,000  | 34,000  | 42,000   |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 52,000   | 0   | 52,000   |
| December .....     | 31,000   | 0   | 31,000   |
| Total annual ..... | 410,000  | 159,000   | 569,000  |
| 1921—              |  |   |  |
| January .....      | 75,000   | 0   | 75,000   |
| February .....     | 0  | 0   | 0  |
| March .....        | 111,000  | 17,000  | 128,000  |
| April .....        | 74,000   | 30,000  | 104,000  |
| May .....          | 40,000   | 63,000  | 103,000  |
| June .....         | 22,000   | 31,000  | 53,000   |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 0  | 0   | 0  |
| December .....     | 0  | 2,000   | 2,000  |
| Total annual ..... | 322,000  | 143,000   | 465,000  |
| 1922—              |  |   |  |
| January .....      | 0  | 1,000   | 1,000  |
| February .....     | 45,000   | 4,000   | 49,000   |
| March .....        | 0  | 16,000  | 16,000   |
| April .....        | 114,000  | 24,000  | 138,000  |
| May .....          | 156,000  | 98,000  | 254,000  |
| June .....         | 41,000   | 30,000  | 71,000   |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 0  | 0   | 0  |
| December .....     | 0  | 7,000   | 7,000  |
| Total annual ..... | 356,000  | 180,000   | 536,000  |
| 1923—              |  |   |  |
| January .....      | 9,000  | 0   | 9,000  |
| February .....     | 5,000  | 25,000  | 30,000   |
| March .....        | 66,000   | 8,000   | 74,000   |
| April .....        | 121,000  | 154,000   | 275,000  |
| May .....          | 119,000  | 339,000   | 458,000  |
| June .....         | 18,000   | 108,000   | 126,000  |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 0  | 0   | 0  |
| December .....     | 13,000   | 0   | 13,000   |
| Total annual ..... | 351,000  | 634,000   | 985,000  |

TABLE 17—Continued

MONTHLY GROSS DIVERSIONS TO STORAGE ON SACRAMENTO AND  
SAN JOAQUIN RIVER SYSTEMS

1912-1929

| Year and month    | Gross storage<br>diversions from<br>Sacramento<br>River system<br>in acre-feet | Gross storage<br>diversions from<br>San Joaquin<br>River system<br>in acre-feet | Total<br>gross storage<br>diversions<br>from combined<br>Sacramento<br>and<br>San Joaquin<br>River systems<br>in acre-feet |
|-------------------|--|---|--|
| 1924—             |  |   |  |
| January.....      | 0  | 0   | 0  |
| February.....     | 50,000   | 1,000   | 51,000   |
| March.....        | 24,000   | 0   | 24,000   |
| April.....        | 53,000   | 78,000  | 131,000  |
| May.....          | 14,000   | 135,000   | 149,000  |
| June.....         | 0  | 0   | 0  |
| July.....         | 0  | 0   | 0  |
| August.....       | 0  | 0   | 0  |
| September.....    | 0  | 0   | 0  |
| October.....      | 0  | 0   | 0  |
| November.....     | 0  | 18,000  | 18,000   |
| December.....     | 15,000   | 14,000  | 29,000   |
| Total annual..... | 156,000  | 246,000   | 402,000  |
| 1925—             |  |   |  |
| January.....      | 13,000   | 13,000  | 26,000   |
| February.....     | 116,000  | 201,000   | 317,000  |
| March.....        | 60,000   | 72,000  | 132,000  |
| April.....        | 100,000  | 137,000   | 237,000  |
| May.....          | 76,000   | 73,000  | 149,000  |
| June.....         | 9,000  | 61,000  | 70,000   |
| July.....         | 0  | 0   | 0  |
| August.....       | 0  | 0   | 0  |
| September.....    | 0  | 0   | 0  |
| October.....      | 0  | 0   | 0  |
| November.....     | 0  | 0   | 0  |
| December.....     | 22,000   | 0   | 22,000   |
| Total annual..... | 396,000  | 557,000   | 953,000  |
| 1926—             |  |   |  |
| January.....      | 0  | 0   | 0  |
| February.....     | 98,000   | 54,000  | 152,000  |
| March.....        | 94,000   | 48,000  | 142,000  |
| April.....        | 129,000  | 284,000   | 413,000  |
| May.....          | 46,000   | 225,000   | 271,000  |
| June.....         | 0  | 0   | 0  |
| July.....         | 0  | 0   | 0  |
| August.....       | 0  | 0   | 0  |
| September.....    | 0  | 0   | 0  |
| October.....      | 0  | 0   | 0  |
| November.....     | 78,000   | 69,000  | 147,000  |
| December.....     | 48,000   | 47,000  | 95,000   |
| Total annual..... | 493,000  | 727,000   | 1,220,000  |
| 1927—             |  |   |  |
| January.....      | 87,000   | 9,000   | 96,000   |
| February.....     | 116,000  | 198,000   | 314,000  |
| March.....        | 129,000  | 15,000  | 144,000  |
| April.....        | 113,000  | 213,000   | 326,000  |
| May.....          | 165,000  | 223,000   | 388,000  |
| June.....         | 108,000  | 111,000   | 219,000  |
| July.....         | 0  | 0   | 0  |
| August.....       | 0  | 0   | 0  |
| September.....    | 0  | 0   | 0  |
| October.....      | 0  | 0   | 0  |
| November.....     | 78,000   | 48,000  | 126,000  |
| December.....     | 11,000   | 0   | 11,000   |
| Total annual..... | 807,000  | 817,000   | 1,624,000  |

TABLE 17—Continued  
 MONTHLY GROSS DIVERSIONS TO STORAGE ON SACRAMENTO AND  
 SAN JOAQUIN RIVER SYSTEMS  
 1912-1929

| Year and month     | Gross storage diversions from Sacramento River system in acre-feet | Gross storage diversions from San Joaquin River system in acre-feet | Total gross storage diversions from combined Sacramento and San Joaquin River systems in acre-feet |
|--------------------|--|---|--|
| 1928—              |  |   |  |
| January .....      | 44,000   | 0   | 44,000   |
| February .....     | 62,000   | 50,000  | 112,000  |
| March .....        | 186,000  | 223,000   | 409,000  |
| April .....        | 148,000  | 160,000   | 308,000  |
| May .....          | 138,000  | 299,000   | 437,000  |
| June .....         | 0  | 0   | 0  |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      | 0  | 0   | 0  |
| November .....     | 0  | 0   | 0  |
| December .....     | 0  | 0   | 0  |
| Total annual ..... | 578,000  | 732,000   | 1,310,000  |
| 1929—              |  |   |  |
| January .....      | 0  | 0   | 0  |
| February .....     | 0  | 3,000   | 3,000  |
| March .....        | 13,000   | 91,000  | 104,000  |
| April .....        | 50,000   | 149,000   | 199,000  |
| May .....          | 105,000  | 506,000   | 611,000  |
| June .....         | 34,000   | 232,000   | 266,000  |
| July .....         | 0  | 0   | 0  |
| August .....       | 0  | 0   | 0  |
| September .....    | 0  | 0   | 0  |
| October .....      |  |   |  |
| November .....     |  |   |  |
| December .....     |  |   |  |
| Total annual ..... | 202,000  | 981,000   | 1,183,000  |

NOTE.—This table was compiled from data obtained from State Railroad Commission files, irrigation districts, power companies, municipalities and public and private water systems.



Most of the area in the large flood basins of the Sacramento Valley has now been reclaimed and eliminated from any normal possibility of flooding. This development is part of the adopted flood control plan for the Sacramento Valley. In general, the plan provides the dual function of maximum reclamation development together with adequate flood control. Works have been constructed with the idea of keeping as large a part as possible of the flood discharge in the natural stream channels. The excess waters over and above the quantities which can be carried in the natural stream channels are by-passed by a series of weirs and by-pass channels located in the natural troughs or basins which flank and parallel the main Sacramento River. Above the mouth of the Feather River the excess water is by-passed at three points, comprising the Moulton and Colusa weirs above Colusa and the Tisdale Weir between Colusa and Knights Landing. These waters are carried easterly to the main Sutter By-pass which is constructed along the easterly rim of the Sutter Basin. At the junction of the Feather and Sacramento rivers, the excess waters of the combined Sacramento and Feather River systems are discharged over the Fremont Weir on the west side of the river into the Yolo By-pass which extends from this point in a southerly direction and about parallel with the main river, finally emptying into the main river channel immediately above Rio Vista. A short distance above Sacramento, excess flood waters are by-passed through the Sacramento Weir westerly into the Yolo By-pass. Between these by-passes and the main river channel, a large portion of the area in the original flood basins has been reclaimed. Large expenditures have been made for the construction of flood control levees and levees of private reclamation districts flanking the main river channels. The operation of the flood control plan naturally results in a more rapid passage of the floods from the mountains into the bay. The by-passes provided for carrying the floods are of a magnitude sufficient to act to some extent as detaining reservoirs but not sufficiently to hold the flood water back long enough to afford additional stream flow into the lower delta in any great quantity in the late spring and early summer months.

The reclamation development of lands in the flood basins above enumerated has been carried out progressively over a considerable period of years. However, the complete closing-off of the basins from floods has occurred in the last two decades. The reclamation of Sacramento Basin was completed in 1913, American Basin in 1915, Yolo Basin in 1920, Colusa Basin in 1916 and most of Sutter Basin in 1919. The greater part of Butte Basin is still subject to flooding.

During the trial of the "Antioch" suit, an estimate was presented by an engineer for the defendants, of the amount of water that would have been discharged from Colusa, Sutter and American basins in the months of June and July, during the period 1907 to 1920, on the assumption that the basins were in their natural state before reclamation development had taken place. This estimate is shown in Table 18. The estimate indicates that a considerable quantity of water would have been contributed to the delta in June and July from water previously stored in the flood basins during the flood season, varying from practically nothing to a maximum of as much as 1,000,000 acre-feet in 1915. Additional stream inflow during these months in the magnitude indicated would help to delay the advance of salinity into the delta to

some extent. However, the amount of additional flow indicated as available is relatively small in July, with none in August, and, hence, it would not greatly augment the low stream flow in summer. Moreover, the larger amounts of these estimated contributions in June and July are for normal or more than normal run-off years, while in sub-normal or dry years, the delayed outflow would usually be practically nothing. Therefore, the elimination of the flood basins and the modification of flow into the delta resulting therefrom has had some effect on salinity conditions during certain past years, but it is believed to be a minor factor as compared to upstream irrigation and storage diversions. It appears that it has had little or no effect in dry years and hence can not be considered as a material factor in the saline invasions of serious magnitude which have occurred.

TABLE 18

DELAYED OUTFLOW FROM SACRAMENTO VALLEY FLOOD BASINS IN THEIR NATURAL STATE BEFORE RECLAMATION

1907-1920

Data taken from Volume I, Reporter's Transcript of "Antioch Suit."

| Year | Month | Estimated outflow, in acre-feet |              |                |                 | Combined total for June and July |
|------|-------|---------------------------------|--------------|----------------|-----------------|----------------------------------|
|      |       | Colusa Basin                    | Sutter Basin | American Basin | Combined Basins |                                  |
| 1907 | June  | 142,500                         | 129,450      | 48,000         | 319,950         | 680,060                          |
|      | July  | 143,060                         | 113,850      | 103,200        | 360,110         |                                  |
| 1908 | June  | 95,625                          | 65,025       | 60,610         | 221,260         | 225,950                          |
|      | July  | 3,850                           |              | 840            | 4,690           |                                  |
| 1909 | June  | 145,860                         | 123,240      | 90,240         | 359,340         | 495,630                          |
|      | July  | 70,090                          | 42,120       | 24,080         | 136,290         |                                  |
| 1910 | June  | 19,375                          | 6,160        | 15,750         | 41,285          | 41,285                           |
|      | July  |                                 |              |                |                 |                                  |
| 1911 | June  | 207,600                         | 186,240      | 122,360        | 516,200         | 788,455                          |
|      | July  | 99,400                          | 65,250       | 97,605         | 262,255         |                                  |
| 1912 | June  | 172,400                         | 127,305      | 79,920         | 379,625         | 379,625                          |
|      | July  |                                 |              |                |                 |                                  |
| 1913 | June  | 72,480                          | 44,400       | 43,120         | 160,000         | 160,000                          |
|      | July  |                                 |              |                |                 |                                  |
| 1914 | June  | 187,880                         | 151,280      | 172,000        | 511,360         | 612,930                          |
|      | July  | 20,800                          | 69,750       | 11,020         | 101,570         |                                  |
| 1915 | June  | 354,220                         | 327,025      | 308,580        | 989,825         | 1,057,605                        |
|      | July  | 37,800                          | 18,960       | 11,020         | 67,780          |                                  |
| 1916 | June  | 45,030                          | 23,625       | 33,500         | 102,155         | 102,155                          |
|      | July  |                                 |              |                |                 |                                  |
| 1917 | June  | 102,030                         | 65,100       | 100,040        | 267,170         | 267,570                          |
|      | July  |                                 |              |                |                 |                                  |
| 1918 | June  |                                 |              |                |                 |                                  |
|      | July  |                                 |              |                |                 |                                  |
| 1919 | June  |                                 |              |                |                 |                                  |
|      | July  |                                 |              |                |                 |                                  |
| 1920 | June  |                                 |              |                |                 |                                  |
|      | July  |                                 |              |                |                 |                                  |

*Estimated Reduction in Stream Flow into Delta*—Estimates have been made of the reduction in stream flow into the delta, based upon the records and estimates of upstream irrigation and storage diversions, storage releases and estimates of return water. This study has been made for the purpose of indicating what the combined effect of upstream irrigation and storage developments has been on the stream flow into the delta, and on the related salinity conditions. No estimate has been made of the effect of upstream reclamation development on stream flow because of insufficient data available to estimate the modification in



flow resulting therefrom and because it has had only a relatively minor effect on salinity conditions.

Table 19 shows the estimated monthly reductions in stream flow into the delta for the period 1912 to 1929. The estimated monthly amounts of reduced flow were computed as the sum of the gross monthly diversions to storage and irrigation, less the estimated monthly amounts of return water from total gross irrigation diversions, less the monthly amounts of reservoir releases. The resulting figures for most months during this period indicate a positive reduction in flow of varying amount. However, the estimates appear to show in some months in the late fall or early winter that the amounts of return water together with reservoir releases have exceeded the gross diversions to storage and irrigation, thus indicating that the flow into the delta during these months was actually greater than it would have been had there been no upstream irrigation and storage developments.

Estimates of return water were based upon measurements made by the Sacramento-San Joaquin water supervisor from 1924 to 1929 on both the Sacramento and San Joaquin rivers. In addition, the measurements and studies of return water from several large irrigation projects were used.

For the Sacramento Valley, the total annual amount of return water was estimated at 42½ per cent of the total annual gross irrigation diversions. Of this total amount of return water, it was estimated that 75 per cent returns during the seven months' period of the irrigation season from April to October, inclusive, with the remaining 25 per cent in the months of November to March, inclusive. The monthly distribution of return water in per cent of the total was assumed as follows:

|             |             |             |             |            |             |             |             |              |             |             |             |
|-------------|-------------|-------------|-------------|------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|
| <i>Jan.</i> | <i>Feb.</i> | <i>Mar.</i> | <i>Apr.</i> | <i>May</i> | <i>June</i> | <i>July</i> | <i>Aug.</i> | <i>Sept.</i> | <i>Oct.</i> | <i>Nov.</i> | <i>Dec.</i> |
| 5           | 5           | 5           | 5           | 10         | 15          | 15          | 15          | 10           | 5           | 5           | 5           |

For the San Joaquin Valley, the total annual return flow from the main valley lands was estimated at 35 per cent of the total annual gross irrigation diversions, with an estimated monthly distribution in per cent of the total as follows:

|             |             |             |             |            |             |             |             |              |             |             |             |
|-------------|-------------|-------------|-------------|------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|
| <i>Jan.</i> | <i>Feb.</i> | <i>Mar.</i> | <i>Apr.</i> | <i>May</i> | <i>June</i> | <i>July</i> | <i>Aug.</i> | <i>Sept.</i> | <i>Oct.</i> | <i>Nov.</i> | <i>Dec.</i> |
| 7           | 7           | 7           | 7           | 8          | 11          | 12          | 10          | 9            | 8           | 7           | 7           |

For the delta uplands, the total annual return flow was estimated at 15 per cent of the total gross annual diversions, with the same monthly distribution as for the San Joaquin Valley. For the Mokelumne River diversions, the total annual return was estimated as 14 per cent of the total annual gross diversions, and the amount of return each month was estimated as 14 per cent of the gross diversions during the previous month. This latter was based on special measurements and analyses on the Mokelumne River made by the U. S. Geological Survey.

Although the estimates of reduction in stream flow into the delta in Table 19 must be considered as an approximation, it is believed that they furnish a fairly close estimate of the resulting effect of upstream irrigation and storage developments. The estimates indicate that the average monthly reduction of inflow during the period 1911 to 1929 amounted to 241,000 acre-feet, with a maximum for any one month of 1,496,000 acre-feet in May, 1929. The estimated reduction during the



TABLE 19  
REDUCTION IN STREAM FLOW INTO DELTA RESULTING FROM UPSTREAM IRRIGATION AND STORAGE DEVELOPMENTS  
1911-1929

| Season  | Estimated decrease (-) or increase (+) in stream flow into delta in acre-feet |          |          |          |          |          |          |            |            |          |          |           |               |
|---------|---|----------|----------|----------|----------|----------|----------|------------|------------|----------|----------|-----------|---------------|
|         | October   | November | December | January  | February | March    | April    | May        | June       | July     | August   | September | Total, season |
| 1911-12 | +25,000   | +57,000  | +54,000  | +34,000  | -7,000   | -129,000 | -367,000 | -614,000   | -471,000   | -286,000 | -151,000 | -132,000  | -1,987,000    |
| 1912-13 | +13,000   | +40,000  | +31,000  | +40,000  | -11,000  | -134,000 | -360,000 | -624,000   | -462,000   | -302,000 | -154,000 | -132,000  | -2,055,000    |
| 1913-14 | +7,000  | +46,000  | +16,000  | -49,000  | -19,000  | -201,000 | -473,000 | -749,000   | -537,000   | -363,000 | -142,000 | -84,000   | -2,548,000    |
| 1914-15 | +47,000   | +108,000 | +100,000 | +59,000  | -29,000  | -206,000 | -529,000 | -700,000   | -529,000   | -327,000 | -144,000 | -77,000   | -2,227,000    |
| 1915-16 | +51,000   | +101,000 | +70,000  | +12,000  | -12,000  | -209,000 | -507,000 | -785,000   | -603,000   | -350,000 | -220,000 | -155,000  | -2,637,000    |
| 1916-17 | +42,000   | +89,000  | +79,000  | +75,000  | -34,000  | -205,000 | -572,000 | -887,000   | -708,000   | -387,000 | -166,000 | -94,000   | -2,768,000    |
| 1917-18 | -13,000   | +220,000 | +91,000  | +78,000  | -22,000  | -232,000 | -560,000 | -897,000   | -654,000   | -430,000 | -234,000 | -193,000  | -2,835,000    |
| 1918-19 | +34,000   | +117,000 | +144,000 | +58,000  | -48,000  | -188,000 | -634,000 | -895,000   | -621,000   | -433,000 | -252,000 | -173,000  | -2,891,000    |
| 1919-20 | +81,000   | +137,000 | +81,000  | +123,000 | +41,000  | -206,000 | -610,000 | -1,012,000 | -779,000   | -402,000 | -192,000 | -145,000  | -2,883,000    |
| 1920-21 | +28,000   | +16,000  | +56,000  | +9,000   | +47,000  | -228,000 | -561,000 | -891,000   | -864,000   | -502,000 | -184,000 | -96,000   | -3,170,000    |
| 1921-22 | +78,000   | +112,000 | +79,000  | +69,000  | +10,000  | -12,000  | -430,000 | -1,048,000 | -887,000   | -658,000 | -244,000 | -113,000  | -3,044,000    |
| 1922-23 | +54,000   | +124,000 | +130,000 | +91,000  | +19,000  | -204,000 | -682,000 | -1,303,000 | -901,000   | -549,000 | -182,000 | -97,000   | -3,500,000    |
| 1923-24 | +97,000   | +125,000 | +93,000  | +64,000  | -50,000  | -70,000  | -560,000 | -871,000   | -318,000   | -243,000 | -167,000 | -133,000  | -2,033,000    |
| 1924-25 | +3,000  | +21,000  | +26,000  | -5,000   | -291,000 | -207,000 | -551,000 | -853,000   | -834,000   | -523,000 | -234,000 | -124,000  | -3,562,000    |
| 1925-26 | +74,000   | +130,000 | +114,000 | +115,000 | -137,000 | -269,000 | -864,000 | -1,123,000 | -600,000   | -276,000 | -183,000 | -83,000   | -3,102,000    |
| 1926-27 | +70,000   | -91,000  | -12,000  | -21,000  | -221,000 | -152,000 | -682,000 | -1,292,000 | -1,077,000 | -682,000 | -242,000 | -102,000  | -4,504,000    |
| 1927-28 | +83,000   | -44,000  | +166,000 | +170,000 | -68,000  | -472,000 | -687,000 | -1,326,000 | -750,000   | -286,000 | -152,000 | -41,000   | -3,407,000    |
| 1928-29 | +174,000  | +182,000 | +141,000 | +148,000 | +69,000  | -154,000 | -739,000 | -1,496,000 | -859,000   | -272,000 | -60,000  | +11,000   | -2,855,000    |

Note: This table was compiled from Tables 14 and 17, records of water released from reservoirs, and estimates of return water from irrigation diversions.

irrigation season, April to October, inclusive, averages 412,000 acre-feet per month.

For the period June 15 to September 1, from 1912 to 1929, the indicated reduction averages 374,000 acre-feet per month, varying during the two and one-half month's period from a minimum average of 228,000 acre-feet per month in 1924 to a maximum average of 585,000 acre-feet per month in 1927. Since 1917, the corresponding average reduction in flow amounts to 402,000 acre-feet per month. The indicated amount of reduced flow in this summer period is of particular significance as this is the period when maximum consumptive demands in the delta occur and the flow naturally available is a minimum. Hence, reductions in flow during this period have the most marked effect upon saline invasion into the delta. On the other hand, it is of interest to note that the flow into the delta during the late fall and early winter months, starting occasionally as early as September, appears to have been increased due to the effect of return water from irrigation combined with water releases from power reservoirs in excess of the simultaneous irrigation diversions. Hence, the effect of upstream irrigation and storage developments, up to the present, does not appear to be all on the negative side.

It is evident from the above estimates that upstream irrigation and storage diversions have substantially reduced the stream flow naturally available to the delta and that the amount of reduction has increased in recent years. Of more importance is the fact that the amount of reduction in dry years such as 1924 is relatively large in comparison with the actual inflow. Since the degree, extent and duration of saline invasion in the delta is governed mostly by summer flow, it appears evident that the reduction in stream flow by upstream irrigation and storage diversions probably has very materially increased the degree and extent of saline invasion above that which would have been experienced if the inflow naturally available had been unimpaired. However, it is certain that saline invasions of considerable magnitude would have occurred even though natural stream flow had been available. Estimates of salinity under conditions of estimated natural stream flow into the delta have been made and are presented in Chapter V.

## CHAPTER IV

## RELATION OF TIDAL ACTION TO SALINITY

Tidal action is of equal importance to stream flow as a basic factor affecting salinity conditions in the upper bay and delta channels. If it were not for the action of the tides, resulting in the movement of saline water from the ocean and lower bay into the upper bay and delta, there would be no salinity problem. The study of the effect of tidal action on the variation of salinity and its relation to the control of salinity has therefore been an essential feature of this investigation. It has involved first, a consideration of the governing factors and characteristics of tidal action and, secondly, a detailed analysis of the effect of tidal action on salinity.

## San Francisco Bay Tidal Basin.

The tidal basin of San Francisco Bay has a total area at mean water level of about 500 square miles, and total volumes of about 3,000,000 and 1,400,000 acre-feet between the respective limits of maximum and mean tidal range. Table 20 summarizes, for the chief geographical subdivisions of the entire tidal basin, the area in acres at mean water level, the estimated maximum and mean range of the tide and the estimated total effective volume in acre-feet in the tidal prism between the limits of maximum and mean range of tide.

As shown by Table 20, the channels of the Sacramento-San Joaquin Delta above Collinsville comprise only about 12 per cent of the total area and 8 per cent of the total tidal volume of the entire tidal basin, and about 57 per cent of the area and 50 per cent of the volume of that portion of the tidal basin above Carquinez Strait, including Suisun Bay and the delta combined.

TABLE 20

## AREA AND VOLUME OF TIDAL PRISM IN SAN FRANCISCO BAY TIDAL BASIN

| Geographical subdivision                        | Area at mean water level, in acres | Estimated tidal range, in feet |       | Estimated tidal volume in tidal prism, in acre-feet |           |
|---|------------------------------------|--------------------------------|-------|---|-----------|
|   |                                    | Maximum                        | Mean  | Maximum   | Mean      |
| South San Francisco Bay.....                    | 120,700                            | 11.3                           | 5.4   | 1,364,000   | 651,800   |
| North San Francisco Bay.....                    | 52,900                             | 10.2                           | 3.9   | 540,000   | 206,300   |
| San Pablo Bay.....                              | 72,700                             | 9.5                            | 4.1   | 691,000   | 298,100   |
| Carquinez Strait.....                           | 4,500                              | 8.8                            | 4.1   | 40,000  | 18,500    |
| Suisun Bay.....                                 | 29,400                             | 8.2                            | 3.8   | 241,000   | 111,700   |
| Delta of Sacramento and San Joaquin rivers..... | 38,700                             | 6.3                            | 3.0   | 244,000   | 116,100   |
| Entire San Francisco Bay tidal prism.....       | 318,900                            | -----                          | ----- | 3,120,000   | 1,402,500 |

NOTE.—The areas of each geographical subdivision were obtained from the most recent maps available, including those of the United States Army Engineers, Coast and Geodetic Survey and Geological Survey.

The tidal ranges for each area are compiled from the records of automatic tide gages obtained during 1929 and 1930. The maximum tidal range for this period was corrected to an estimated long time maximum range on the basis of the ratio between the observed maximum range at the Presidio during the period of record to the long time maximum range at the Presidio.



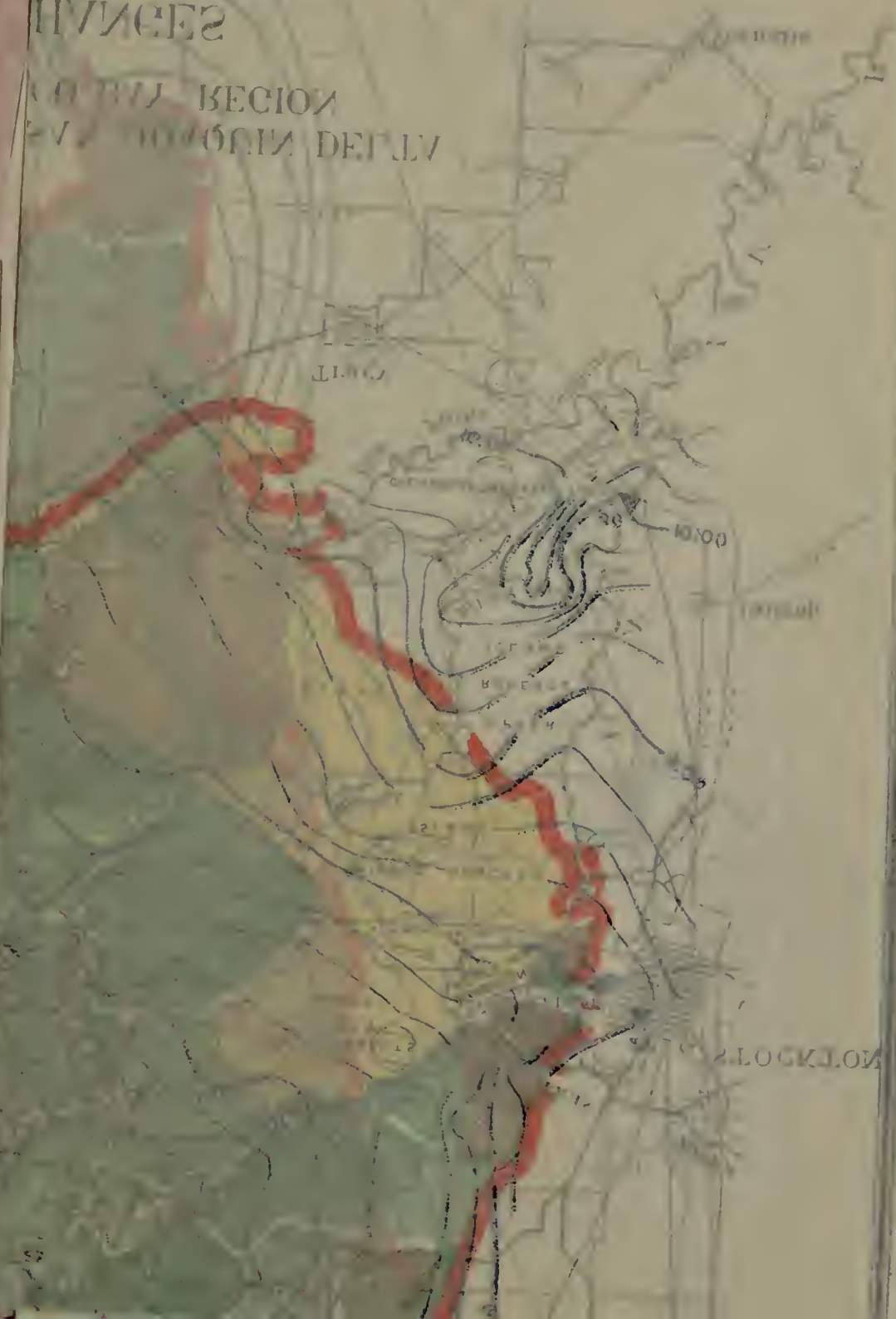
The water level in the tidal basin of San Francisco Bay is never a continuous plane surface at the same instant. The mean water level (see Plate XV) closely approximates a plane surface which in general extends on a rising slope from the Golden Gate to the upper limits of the basin. However, at any particular time, the actual level at various points in the basin is above and below this mean level. This is due to the fact that there is a lag in occurrence of tidal phases at points upstream from the Golden Gate, which increases with greater distance from the Golden Gate. This lag amounts to as much as 10 hours or more for points at the extreme upper limits of the tidal basin on the Sacramento and San Joaquin rivers. Since the tide in San Francisco Bay usually rises and falls twice in a lunar day of approximately 24 to 25 hours, with four tidal phases comprising two high and two low water levels occurring during this period at intervals approximately six hours apart, identical tidal phases or stages occur at different times and different tidal phases or stages occur at the same time at various points in the tidal basin.

At the present time, the effect of tidal action is felt at points as far upstream as a few miles below Verona (near mouth of Feather River) on the Sacramento River, between Mossdale Bridge and Vernalis on the San Joaquin River and between New Hope Bridge and Thornton on the Mokelumne River. These limits vary considerably throughout the season, depending upon the magnitude of stream inflow and tidal action. During the winter and spring when the streams are in flood, the limits of tidal action are forced a considerable distance downstream. Thus, on the Sacramento River, the records show that when the flow of the Sacramento River passing Sacramento reaches about 25,000 second-feet, there is no tidal action at Sacramento. As the flow of the Sacramento River increases, the limit of tidal action is forced still farther downstream to the vicinity of Freeport. Similarly on the San Joaquin River, the effect of tidal action is eliminated at the Mossdale Bridge when the flow of the San Joaquin River reaches about 13,000 second-feet or more. During large flood flows, it is stated by observers in the delta that the effect of tidal action is eliminated as far downstream as McDonald Island on the San Joaquin River and the Santa Fe Railroad crossing on Middle River.

During periods of large floods, the range of the tide within the limits of tidal action is materially reduced at all points as far down as the mouth of the two rivers at Collinsville. For the period of low stream flow, the minimum, maximum and average ranges of the tide at the various points in the delta and bay channels are summarized in Table 5, and are graphically shown on Plate XV.

*Historical Limits*—Under natural conditions, before any development of reclamation occurred within the delta, the tidal basin potentially embraced a large part of the delta area. Most of the lands within the delta were originally low-lying marsh lands, of varying elevation. If it be assumed that the mean water level at various points in the delta was about the same under the original natural conditions as at present, it is possible to estimate the original boundary line of the limits of tidal action. This boundary line showing the estimated limit of tidal action under natural conditions in the delta is shown in red on Plate XXXIV, "Tidal Basin of Sacramento-San Joaquin Delta

ΣΙΜΙΟΝ  
Ε ΛΙΜΝΙ ΒΥΖΕΣ  
ΑΕΛΟΜΙΕΖΙ  
ΙΥΝΕΣ  
ΚΟΡΥΝ ΒΕΚΙΟΝ  
ΑΥΤΟΝΟΜΙΑ ΔΕΛΤΑ



ΣΤΟΚΛΟΝ



The water level in the tidal basin of San Francisco Bay is never a continuous plane surface at the same instant. The mean water level (see Plate XV) closely approximates a plane surface which in general extends on a rising slope from the Golden Gate to the upper limits of the basin. However, at any particular time, the actual level at various points in the basin is above and below this mean level. This is due to the fact that there is a lag in occurrence of tidal phases at points upstream from the Golden Gate, which increases with greater distance from the Golden Gate. This lag amounts to as much as 10 hours or more for points at the extreme upper limits of the tidal basin on the Sacramento and San Joaquin rivers. Since the tide in San Francisco Bay usually rises and falls twice in a lunar day of approximately 24 to 25 hours, with four tidal phases comprising two high and two low water levels occurring during this period at intervals approximately six hours apart, identical tidal phases or stages occur at different times and different tidal phases or stages occur at the same time at various points in the tidal basin.

At the present time, the effect of tidal action is felt at points as far upstream as a few miles below Verona (near mouth of Feather River) on the Sacramento River, between Mossdale Bridge and Vernalis on the San Joaquin River and between New Hope Bridge and Thornton on the Mokelumne River. These limits vary considerably throughout the season, depending upon the magnitude of stream inflow and tidal action. During the winter and spring when the streams are in flood, the limits of tidal action are forced a considerable distance downstream. Thus, on the Sacramento River, the records show that when the flow of the Sacramento River passing Sacramento reaches about 25,000 second-feet, there is no tidal action at Sacramento. As the flow of the Sacramento River increases, the limit of tidal action is forced still farther downstream to the vicinity of Freeport. Similarly on the San Joaquin River, the effect of tidal action is eliminated at the Mossdale Bridge when the flow of the San Joaquin River reaches about 13,000 second-feet or more. During large flood flows, it is stated by observers in the delta that the effect of tidal action is eliminated as far downstream as McDonald Island on the San Joaquin River and the Santa Fe Railroad crossing on Middle River.

During periods of large floods, the range of the tide within the limits of tidal action is materially reduced at all points as far down as the mouth of the two rivers at Collinsville. For the period of low stream flow, the minimum, maximum and average ranges of the tide at the various points in the delta and bay channels are summarized in Table 5, and are graphically shown on Plate XV.

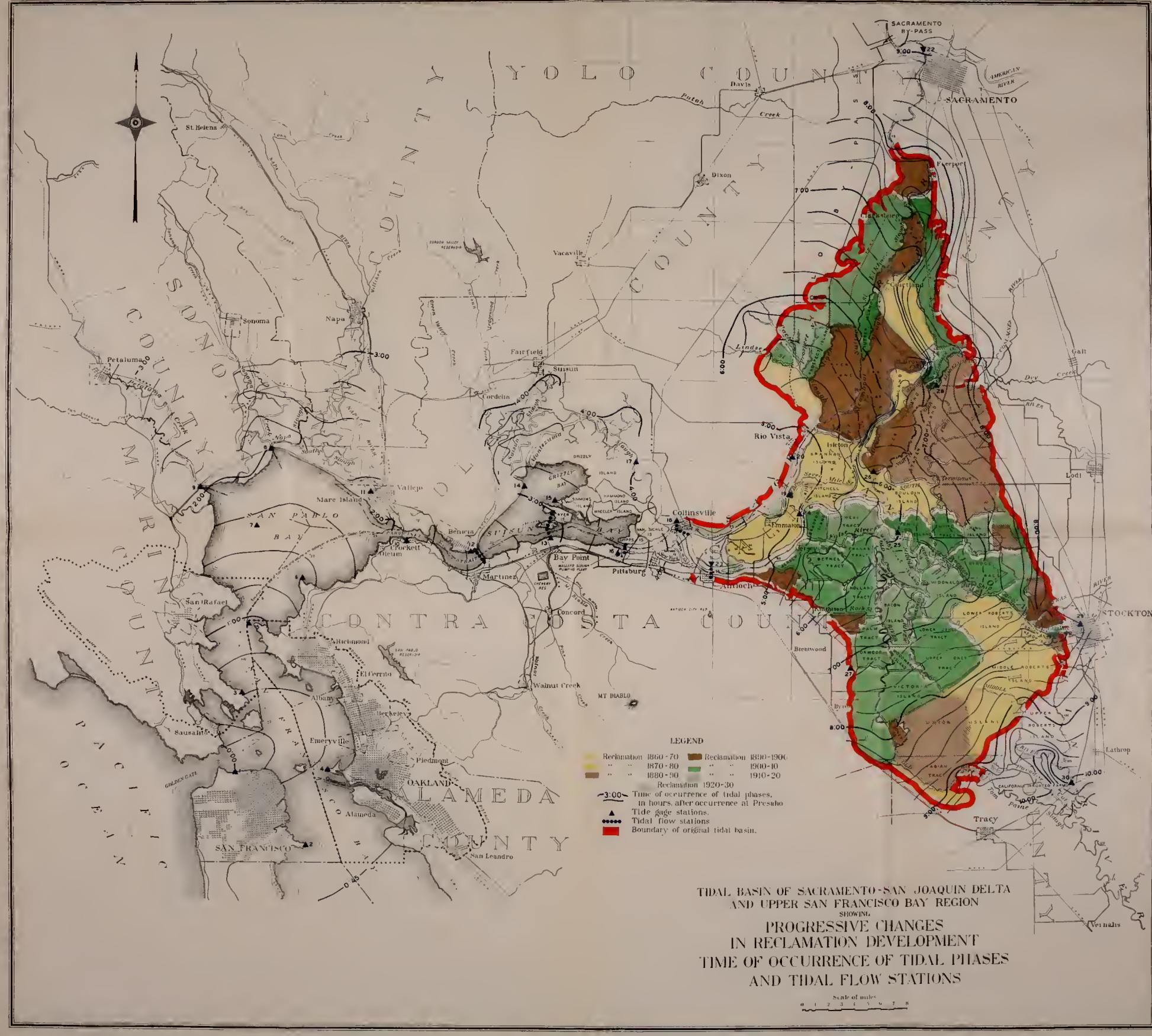
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MEAN DEPARTURE IN TIME OF ACTUAL TIDAL PHASE FROM MEAN TIME OF ALL FOUR TIDAL PHASES

| Station Name                               | Phase of tide              |                           |                           |                          |
|--|----------------------------|---------------------------|---------------------------|--------------------------|
|  | High-High<br>Hours-Minutes | Low-High<br>Hours-Minutes | High-Low<br>Hours-Minutes | Low-Low<br>Hours-Minutes |
| 1 Presidio                                 | 0 00                       | 0 00                      | 0 00                      | 0 00                     |
| 2 Hunters Point                            | +0 05                      | -0 05                     | +0 06                     | +0 08                    |
| 3 San Mateo Bridge                         | 0 12                       | -0 21                     | +0 13                     | +0 16                    |
| 4 Dumbarton Bridge                         | 0 09                       | -0 30                     | +0 22                     | +0 17                    |
| 5 Point Bluff                              | -0 03                      | -0 01                     | +0 01                     | +0 02                    |
| 6 Oakland Mole                             | -0 04                      | -0 04                     | +0 03                     | +0 05                    |
| 7 Point Orient                             | -0 06                      | -0 06                     | +0 07                     | +0 04                    |
| 8 Point Point                              | -0 05                      | -0 06                     | +0 03                     | +0 05                    |
| 9 Beacon No. 2                             | 0 08                       | -0 10                     | +0 02                     | +0 19                    |
| 10 Sonoma Creek                            | -0 25                      | -0 27                     | -0 06                     | +0 24                    |
| 11 Petaluma Creek                          | -0 25                      | -0 25                     | -0 08                     | +0 19                    |
| 12 Creek #1                                | 0 11                       | -0 09                     | +0 02                     | +0 17                    |
| 13 Mare Island                             | 0 09                       | -0 08                     | -0 01                     | +0 17                    |
| 14 Benicia                                 | 0 05                       | -0 08                     | -0 02                     | +0 17                    |
| 15 Bay Point                               | -0 16                      | -0 15                     | +0 03                     | +0 27                    |
| 16 Suisun Light                            | 0 16                       | -0 19                     | +0 04                     | +0 29                    |
| 17 Point Buckler                           | -0 29                      | -0 25                     | +0 12                     | +0 40                    |
| 18 Fairard Slough                          | -0 20                      | -0 18                     | +0 01                     | +0 28                    |
| 19 Mena Landing                            | -0 15                      | -0 24                     | -0 04                     | +0 43                    |
| 20 Collinsville                            | 0 17                       | -0 17                     | -0 02                     | +0 27                    |
| 21 Three Mile Slough Sacramento River End  | -0 21                      | -0 20                     | -0 02                     | +0 42                    |
| 22 Rio Vista                               | -0 22                      | -0 18                     | -0 04                     | +0 45                    |
| 23 Walnut Grove                            | 0 30                       | -0 32                     | +0 01                     | +0 59                    |
| 24 Sacramento                              | 0 55                       | -1 00                     | +0 20                     | -1 24                    |
| 25 Antioch                                 | -0 15                      | -0 13                     | -0 05                     | +0 31                    |
| 26 Three Mile Slough San Joaquin River End | -0 20                      | -0 20                     | 0 00                      | 0 40                     |
| 27 Venice Island                           | -0 17                      | -0 14                     | -0 01                     | +0 37                    |
| 28 Georgiana Slough                        | 0 23                       | 0 19                      | -0 01                     | +0 42                    |
| 29 East Contra Costa Irrigation District   | -0 17                      | -0 21                     | -0 05                     | +0 42                    |
| 30 New Hope Bridge                         | 0 31                       | -0 24                     | -0 02                     | +0 57                    |
| 31 Stockton                                | -0 25                      | -0 25                     | -0 05                     | +0 57                    |
| 32 Mossdale, S.F.R.R. Bridge               | -0 50                      | -0 53                     | +0 10                     | +1 23                    |

- indicates time of actual phase is later than mean time of all four phases  
 + indicates time of actual phase is earlier than mean time of all four phases



TIDAL BASIN OF SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY REGION SHOWING PROGRESSIVE CHANGES IN RECLAMATION DEVELOPMENT TIME OF OCCURRENCE OF TIDAL PHASES AND TIDAL FLOW STATIONS

Scale of miles  
 0 1 2 3 4 5 6 7 8

DIFFERENCE BETWEEN ACTUAL AND ESTIMATED VALUES  
OF ALL FUTURE PAYMENTS

| Year | Actual Value | Estimated Value | Difference |
|------|--------------|-----------------|------------|
| 1900 | 100.00       | 100.00          | 0.00       |
| 1901 | 105.00       | 100.00          | 5.00       |
| 1902 | 110.00       | 100.00          | 10.00      |
| 1903 | 115.00       | 100.00          | 15.00      |
| 1904 | 120.00       | 100.00          | 20.00      |
| 1905 | 125.00       | 100.00          | 25.00      |
| 1906 | 130.00       | 100.00          | 30.00      |
| 1907 | 135.00       | 100.00          | 35.00      |
| 1908 | 140.00       | 100.00          | 40.00      |
| 1909 | 145.00       | 100.00          | 45.00      |
| 1910 | 150.00       | 100.00          | 50.00      |
| 1911 | 155.00       | 100.00          | 55.00      |
| 1912 | 160.00       | 100.00          | 60.00      |
| 1913 | 165.00       | 100.00          | 65.00      |
| 1914 | 170.00       | 100.00          | 70.00      |
| 1915 | 175.00       | 100.00          | 75.00      |
| 1916 | 180.00       | 100.00          | 80.00      |
| 1917 | 185.00       | 100.00          | 85.00      |
| 1918 | 190.00       | 100.00          | 90.00      |
| 1919 | 195.00       | 100.00          | 95.00      |
| 1920 | 200.00       | 100.00          | 100.00     |



and Upper San Francisco Bay Region, Showing Progressive Changes in Reclamation Development, Time of Occurrence of Tidal Phases and Tidal Flow Stations." This line is drawn at the intersection of the present mean water level during the low water season at the various points in the delta with the corresponding ground elevation or contour. In addition to the area shown within this boundary, tidal action extended up the channels of Sacramento, San Joaquin and Mokelumne rivers about the same distance as at present. Under natural conditions, the potential gross area of the tidal basin in the delta within the red line on Plate XXXIV comprised about 300,000 acres. However, it appears that only a portion of the lands potentially within the tidal basin were actually submerged by tidal fluctuations during the period of low stream flow in the summer and fall months.

The limits of the tidal basin and the volume in the tidal prism have been modified in past years by three important agencies; namely, hydraulic mining and natural erosion, channel erosion and improvements, and reclamation.

*Effect of Hydraulic Mining and Silting*—The Sacramento and San Joaquin River systems when in flood bring down large quantities of debris from the natural erosion of the valleys, foothills and mountains. It has been estimated \* that the volume of material brought down by the Sacramento and San Joaquin rivers from this natural erosion amounted to 700,000,000 cubic yards during the 65-year period, 1850 to 1914, or about 11,000,000 cubic yards per year on the average. Of this total it is estimated that 420,000,000 cubic yards or an average of about 6,500,000 cubic yards per year was brought down by the Sacramento River alone and the balance by the San Joaquin River. It may be assumed that considerably larger quantities of debris than the average have been brought down during years of very large floods, perhaps as much as two or three times the average estimated amount. Under natural conditions, this debris was deposited in the channels and in the flanking overflow basins of the river systems, and especially in the lower portions of the channels where the gradients flattened out and the velocities decreased to such an extent that the loads of material were dropped. Large amounts of debris were deposited also in Suisun and San Pablo bays. These deposits in the river channels and upper bays formed shoals and islands. The lighter materials deposited in the bays were transported by tidal currents toward the shores, gradually building up extensive areas of mud flats extending out for considerable distances from the shore line.

The debris from natural erosion transported by the Sacramento and San Joaquin rivers was greatly augmented by the advent of hydraulic mining in California. This system of gold mining was started in the early fifties soon after the discovery of gold. Hydraulic-mining operations thereafter increased with rapid strides, reaching maximum proportions in the early eighties. In 1880, it is estimated by Wm. Ham Hall, former state engineer, that there was a total of over 53,000,000 cubic yards of gravel washed in the hydraulic-mining operations during that year alone.

\* Prof. Paper No. 105, "Hydraulic-Mining Debris in the Sierra Nevada," G. K. Gilbert, U. S. Geological Survey, 1917.



The location of the auriferous gravels is shown on Plate XXXIII. The bulk of these gravels are situated within the drainage basins of the Feather, Yuba, Bear and American rivers. Smaller deposits are located on tributaries of the San Joaquin River from the Mokelumne River as far south as the Tuolumne River. The larger operations were carried on in the drainage basins of the Yuba, Bear and American rivers. The scale of operations was much smaller on the San Joaquin River tributaries. The larger hydraulic mines, such as the Malakoff of the North Bloomfield Mining Company, North Columbia, Omega, Sailor Flat, Blue Tent, Scott's Flat, Quaker Hill, Red Dog, You-Bet, Dutch Flat, Gold Run, Iowa Hill and Michigan Bluff all lie within the Yuba, Bear and American River basins and are famous in the annals of the hydraulic-mining industry.

The debris washed out by these hydraulic mines was discharged into the natural streams nearby and was gradually carried downstream into the lower portions of the river channels and into the bay. It was estimated by Gilbert\* that the total amounts of debris discharged into the natural streams from hydraulic-mining operations amounted to 1,675,000,000 cubic yards in the period from 1850 to 1914. Of this total over 80 per cent, or about 1,400,000,000 cubic yards, is estimated to have been brought down by the Feather, Yuba, Bear and American rivers. It is thus seen that the estimated amount of debris brought down from these mining operations is nearly two and one-half times the estimated amount emanating from natural erosion of mountain, foothill and valley areas.

Of the total amount of debris brought down by the two river systems from both natural erosion and hydraulic-mining operations during the period 1850 to 1914, inclusive, estimated by Gilbert at 2,375,000,000 cubic yards, the same authority estimated the distribution of the deposition of this material as of the year 1914 in accordance with the following tabulation:

|  | <i>Million cubic yards</i> |
|--|----------------------------|
| Deposits within the Sierra Nevada.....                   | 205                        |
| Piedmont deposits .....                                  | 520                        |
| Deposits in the channels of valley rivers.....           | 100                        |
| Deposits on inundated lands, including tidal marshes.... | 294                        |
| Deposits in the bays.....                                | 1,146                      |
| Deposits in the ocean.....                               | 50                         |
|  | <hr/>                      |
| Total .....  | 2,375                      |

It appears from Gilbert's estimates that nearly half of the total amount of debris brought down by the rivers during this period had been carried into the bays by 1914, while only about 37 per cent still remained in the river channels.

This tremendous increase in the load of debris carried by the streams in flood resulted in the creation of very serious conditions in the Sacramento Valley. The river channels were gradually filled with debris and choked up to such an extent that the larger floods overtopped the banks and low levees constructed by the early settlers and inundated large areas of farm lands, covering them in large part with debris which

\* Prof. Paper No. 105, "Hydraulic-Mining Debris in the Sierra Nevada," G. K. Gilbert, U. S. Geological Survey, 1917.

destroyed growing crops and rendered the land useless at that time for farming. These conditions brought about a prompt response from the farmers of the Sacramento Valley, which took the form of several suits filed in the courts seeking to enjoin hydraulic-mining operations. This issue was finally settled by the decision in the famous suit of *Woodruff vs. The North Bloomfield Mining Company*, rendered on appeal to the Federal Circuit Court in 1884. By the decision of the court, the operators of hydraulic mines were enjoined from discharging debris into the streams. After this decision was made no operations of large magnitude were continued and in about 1895 hydraulic mining was practically terminated. In 1893 the California Debris Commission Act was passed by Congress creating a commission of army engineers to take charge of the whole debris problem created by hydraulic-mining operations and prohibiting and declaring unlawful hydraulic mining on the Sacramento and San Joaquin River systems, except under certain restrictions. This commission not only has charge of the regulation of hydraulic mining but also the preparation of plans and the construction of works for flood control and improvement and maintenance of navigation.

As far as salinity conditions and this investigation are concerned, it is of particular interest to determine what the effect of hydraulic mining and the consequent abnormal silting of the river channels and upper bays has been upon the tidal prism and the magnitude of tidal flow and tidal action. The abnormal load of debris carried down from the hydraulic-mining operations was deposited initially in the channels of the rivers below the rim of the valley. In the early stages of the movement of debris downstream, the channels of the branch rivers such as the Yuba, Bear and American, were first filled with debris in the mountain sections. This debris gradually moved downstream each year in constantly increasing magnitude.

The gradual filling of the channel of the main Sacramento River is best illustrated by the graph on Plate XXXV, "Changes in Channel Bed of Sacramento River, 1841 to 1929," which shows profiles of the channel bed of the Sacramento River from the city of Sacramento to Suisun Bay, based upon the records of surveys made in different years from 1841 to 1930. For purposes of comparison, it is particularly fortunate to have the early profile of 1841, which is based on a survey made in that year and enlarged in 1850 by Wilkes and Ringgold. This is the best information available as to the natural level of the stream bed prior to hydraulic mining. The next survey was made in 1878 and by that year the debris from hydraulic mining had already started to fill the river channels clear through to the bay. Later surveys in 1894, 1895, 1907, 1917, 1920, were made by the Federal and State governments and finally the last available survey in 1929 and 1930 by the Federal government. These data show the magnitude of the filling of the river channels after hydraulic mining started until about 1894 and 1895, when the accumulation of debris reached maximum proportions in the channel from Sacramento downstream. It appears that the debris filled up the channel to a depth of ten feet or more for a considerable distance below Sacramento, the depth of filling in general decreasing at points farther downstream.

Subsequent to 1895, the data indicate that the bed of the river channel has gradually lowered, due to the combined effect of scour by



floods, and dredging for reclamation development and channel improvements. Although the deepening of the channel has not been uniform in all portions of this stretch of the river, the records evidence a positive tendency toward a lowering of the channel bed. Up to 1930, the data from the available surveys indicate that the main channel of the Sacramento River from Sacramento to the lower end of Grand Island has been deepened an average of about five feet below the levels of 1895.

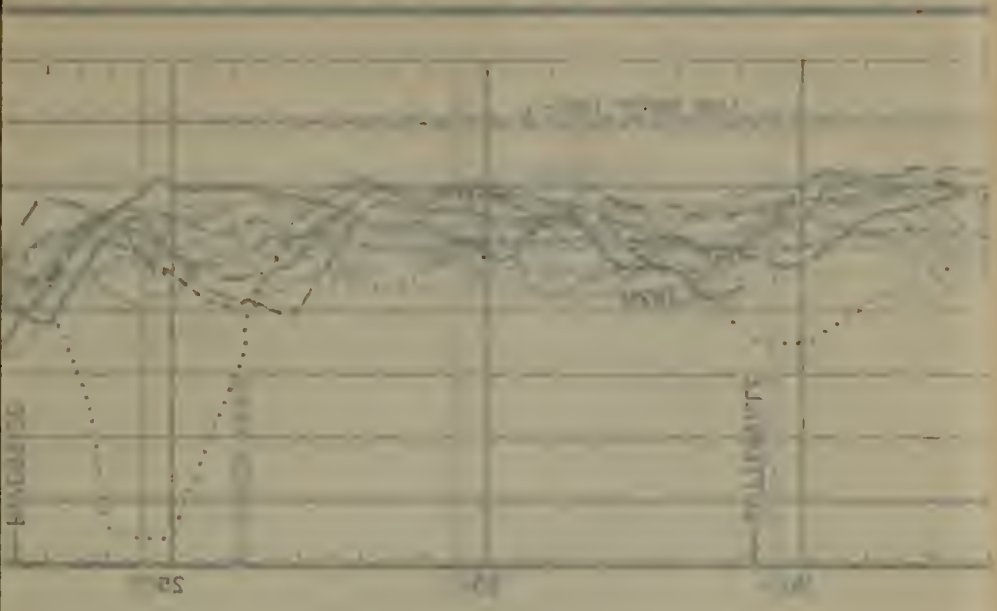
These changes in the channel of the Sacramento River had a material effect upon the water level in the channel and the extent and magnitude of tidal action. Table 21 summarizes the record of minimum and maximum seasonal gage heights of the Sacramento River at Sacramento from 1849 to 1929, as obtained from the U. S. Weather Bureau records published in government reports. The gage heights are referred to a gage established in 1856, the zero of which is approximately mean sea level (U. S. G. S. Datum). As shown in this record, the low water level for the season in early years was as low as zero on the gage. Following the advent of hydraulic mining, the elevation of low water gradually increased from year to year until it reached a maximum in 1890 to 1895 of about seven to eight feet. At about this time, tidal fluctuation at Sacramento is reported to have ceased. Where under natural conditions the tidal range at Sacramento was about two feet, it was gradually decreased from 1860 to 1871 to about one foot and by 1883 is stated to have entirely disappeared. It is reported that the limit of tidal action at about this time was over ten miles below the city of Sacramento. Since 1896 the low water level at Sacramento has gradually lowered until at the present time it is within one-half foot to one foot of the low level during the days before hydraulic mining. This low level, of course, is materially affected by the quantity of the summer and fall stream flow which, because of large diversions from the river in recent years, is probably very materially less than in the fifties and sixties. However, the fact that the elevation of low water at Sacramento has decreased six or seven feet during the last 30 years is a fairly good index of the cleaning out of the channel by the combined action of stream erosion and dredging operations. This lowering of water level at Sacramento may also be assumed to be an index of a proportional amount of lowering, although of smaller amount, at points farther downstream. At the same time the effect of tidal action and the tidal limits have advanced upstream during this 30-year period until the range of fluctuation and the limits of tidal action evidently are at present about the same as in the early days before hydraulic mining.

Under the maximum conditions of channel filling by hydraulic-mining debris, there is no question but what there was some effect upon the magnitude and extent of tidal action. Other things being equal, the tidal flow into the tidal basin of the delta was probably diminished during this stage of debris-loaded channels. As will appear from the discussion hereafter, such a change in tidal flow would have had some effect upon the advance and retreat of salinity. However, conditions in the delta and river channels have been restored practically to their original natural state, at least as to any limiting effect on the tidal prism is concerned. Therefore, it appears evident that the salinity conditions in the upper bay and delta channels during recent years have not been affected by or connected in any way with the deposition of debris emanating from past operations of hydraulic mining.

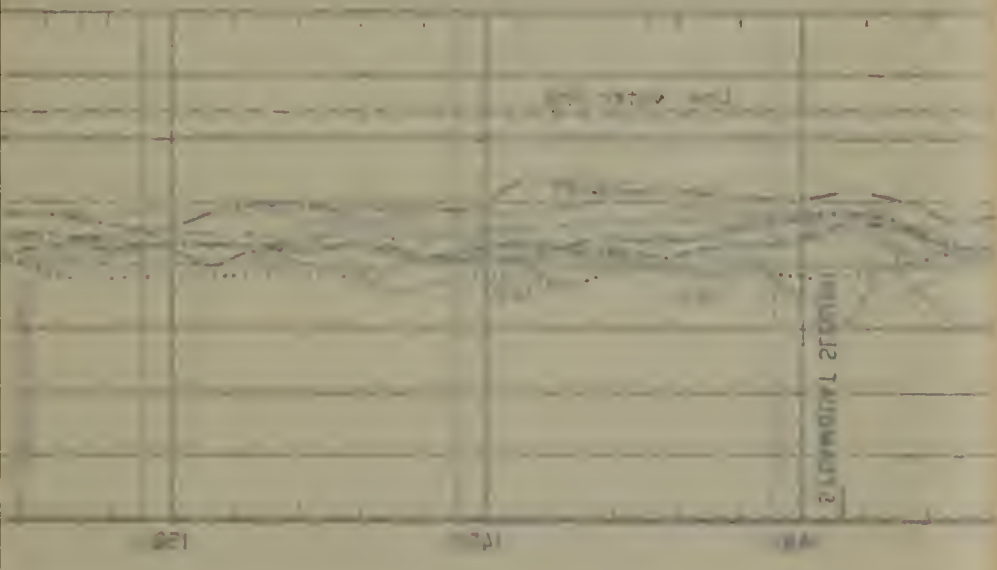


Elevations in feet, U.S.E.D. Datum

20  
10  
0  
-10  
-20  
-30  
-40  
-50  
-60  
5

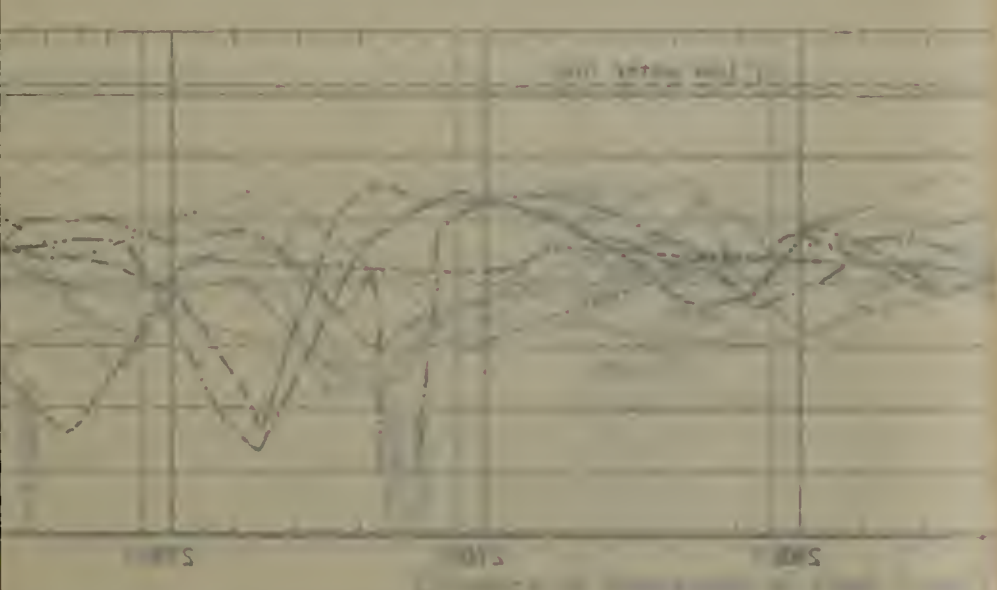


20  
10  
0  
-10  
-20  
-30  
-40  
-50  
-60  
120



10  
0  
-10  
-20  
-30  
-40  
-50  
-60  
-70  
24

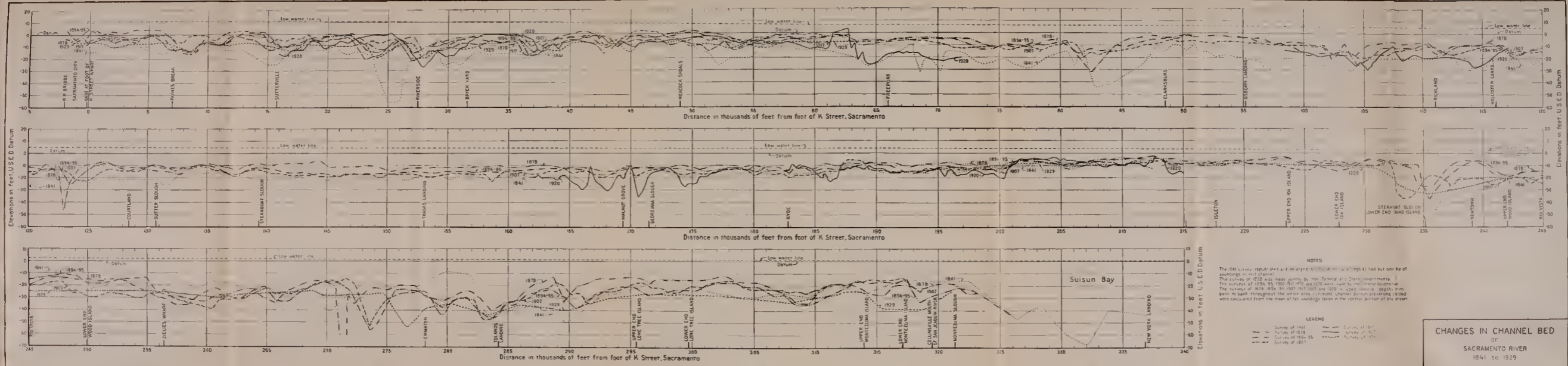
Elevations in feet, U.S.E.D. Datum



floods, and dredging for reclamation development and channel improvements. Although the deepening of the channel has not been uniform in all portions of this stretch of the river, the records evidence a positive tendency toward a lowering of the channel bed. Up to 1930, the data from the available surveys indicate that the main channel of the Sacramento River from Sacramento to the lower end of Grand Island has been deepened an average of about five feet below the levels of 1895.

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**NOTES**

The 1841 survey, reports and bearings (with a few exceptions) had but one tie of soundings in mid channel.

The survey of 1878 was made jointly by the Federal and State Governments.

The surveys of 1894-95, 1901, 1917, 1920 and 1929 were made by the Federal Government.

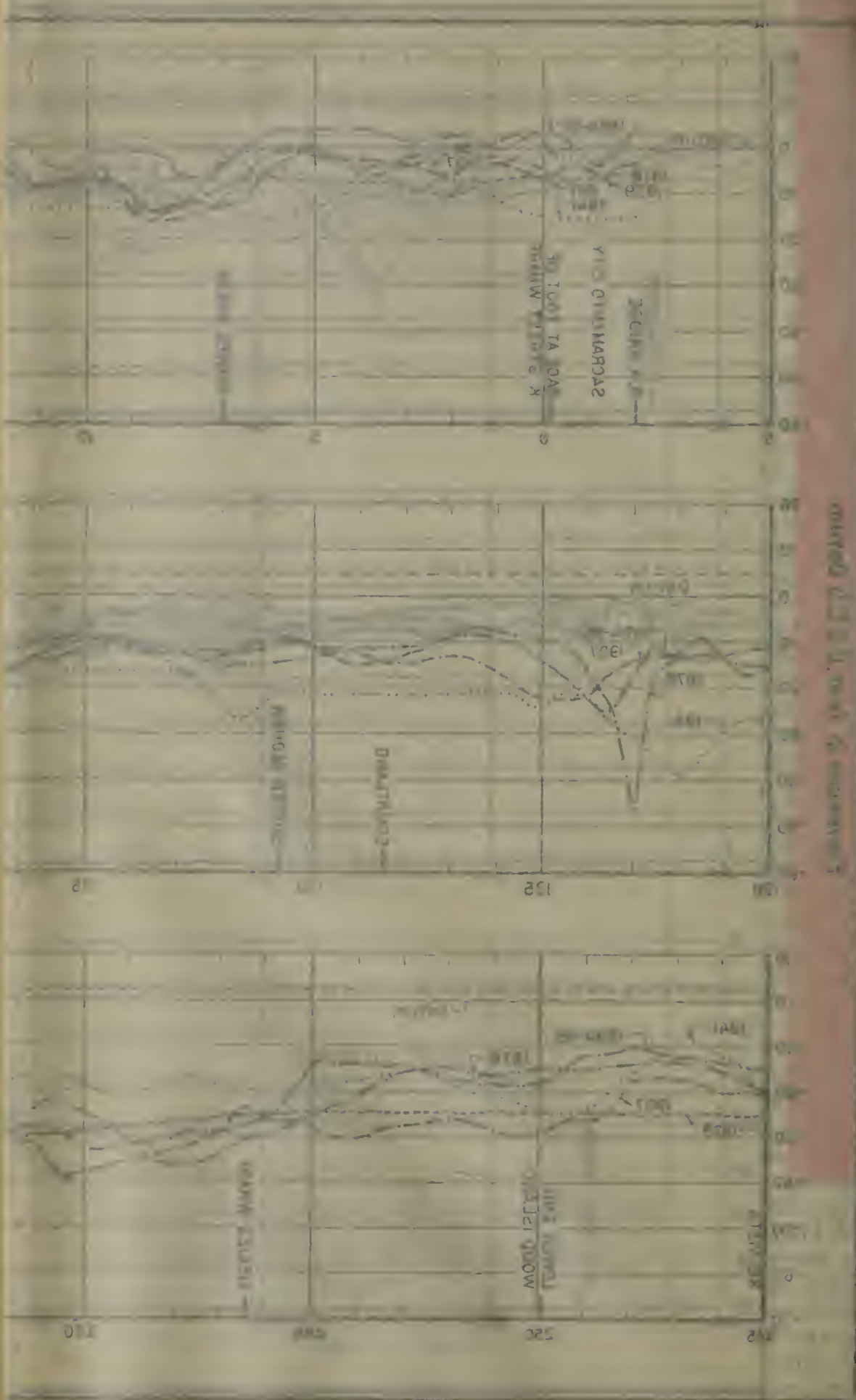
The surveys of 1878, 1894-95, 1901, 1917, 1920 and 1929 in upper channel depths from bank to bank throughout the whole area of river. Channel bottom elevations plotted were calculated from the mean of ten soundings taken in the central portion of the stream.

**LEGEND**

— Survey of 1841  
 - - - Survey of 1878  
 - · - · Survey of 1894-95  
 - · - · Survey of 1901  
 - · - · Survey of 1917  
 - · - · Survey of 1920  
 - · - · Survey of 1929

**CHANGES IN CHANNEL BED  
 OF  
 SACRAMENTO RIVER  
 1841 to 1929**





Geological cross-sections showing elevation in feet and distance in miles.

TABLE 21

ANNUAL MINIMUM AND MAXIMUM RIVER STAGES OF SACRAMENTO RIVER AT SACRAMENTO

1849-1929

| Year | Gage heights, in feet |               | Year | Gage heights, in feet |               |
|------|-----------------------|---------------|------|-----------------------|---------------|
|      | Minimum stage         | Maximum stage |      | Minimum stage         | Maximum stage |
| 1849 | -0.6                  | 18.8          | 1895 | 8.3                   | 26.6          |
| 1850 | -0.1                  | 20.2          | 1896 | 8.5                   | 26.7          |
| 1851 | -0.1                  | 9.8           | 1897 | 8.3                   | 24.2          |
| 1852 | 2.1                   | 21.7          | 1898 | 7.1                   | 16.7          |
| 1853 | 0.3                   | 19.4          | 1899 | 7.4                   | 24.2          |
| 1854 | 1.9                   | 20.2          | 1900 | 7.6                   | 27.0          |
| 1855 | 1.3                   | 20.3          | 1901 | 7.2                   | 28.2          |
| 1856 | 0                     | 12.4          | 1902 | 6.9                   | 28.2          |
| 1857 | 1.6                   | 18.2          | 1903 | 7.0                   | 27.6          |
| 1858 | 0.2                   | 18.9          | 1904 | 8.2                   | 27.9          |
| 1859 | 1.0                   | 19.0          | 1905 | 6.3                   | 22.0          |
| 1860 | 1.9                   | 15.2          | 1906 | 6.8                   | 27.4          |
| 1861 | 1.3                   | 21.8          | 1907 | 7.3                   | 27.2          |
| 1862 |                       | 24.0          | 1908 | 5.3                   | 20.4          |
| 1867 |                       | 24.1          | 1909 | 5.5                   | 29.6          |
| 1869 | 2.9                   |               | 1910 | 5.1                   | 22.8          |
| 1874 | 4.6                   | 19.1          | 1911 | 5.5                   | 26.9          |
| 1875 | 4.3                   | 22.2          | 1912 | 4.1                   | 16.7          |
| 1876 | 7.1                   | 24.7          | 1913 | 2.6                   | 17.9          |
| 1877 | 5.2                   | 18.1          | 1914 | 4.2                   | 27.8          |
| 1878 | 5.3                   | 26.0          | 1915 | 4.0                   | 26.8          |
| 1879 | 5.8                   | 23.7          | 1916 | 2.9                   | 25.9          |
| 1880 | 7.4                   | 24.4          | 1917 | 2.7                   | 26.4          |
| 1881 | 6.4                   | 26.5          | 1918 | 0.9                   | 20.6          |
| 1882 | 6.5                   | 21.2          | 1919 | 0.7                   | 28.6          |
| 1883 | 6.5                   | 20.7          | 1920 | -0.3                  | 23.8          |
| 1884 | 7.5                   | 24.6          | 1921 | 1.2                   | 26.3          |
| 1885 | 7.3                   | 23.9          | 1922 | 1.3                   | 25.4          |
| 1886 | 7.5                   | 25.6          | 1923 | 0.8                   | 21.3          |
| 1887 | 7.2                   | 20.5          | 1924 | -0.2                  | 18.4          |
| 1888 | 7.1                   | 20.0          | 1925 | 0.8                   | 28.0          |
| 1889 | 7.0                   | 27.0          | 1926 | 0.1                   | 24.8          |
| 1890 | 9.3                   | 24.6          | 1927 | 0.8                   | 27.4          |
| 1891 | 7.4                   | 26.9          | 1928 | 0.7                   | 29.5          |
| 1892 | 7.0                   | 28.6          | 1929 | 0.8                   | 23.2          |
| 1893 | 7.6                   | 26.5          |      |                       |               |
| 1894 | 7.5                   | 22.6          |      |                       |               |

NOTE.—Data for periods 1849 to 1879 and 1833 to 1830 from report of Commissioner of Public Works 1894-95; for periods 1879 to 1888 and 1891 to 1929 from reports on Daily River Stages on Important Rivers in United States, by U. S. Weather Bureau.

*Growth and Effect of Reclamation in Delta*—Reclamation development in the delta of the Sacramento and San Joaquin rivers was started in the fifties. The first work was done on a very small scale by individuals who put up small levees, usually by hand labor, to partially reclaim small acreages. Following the adoption of the "Arkansas Act" by the United States Congress in 1850, which provided for Federal grant of swamp and overflow lands to the various states, the State Legislature passed several acts beginning in 1855, consummating in the creation of a Board of Swampland Commissioners in 1861. This act provided for the sale of swamp lands by the State to individuals who would undertake to reclaim the lands purchased. From the time of the passage of this act, reclamation development increased rather rapidly. The works required were of considerable magnitude and hence it soon became the usual practice for groups of individuals to band together in a cooperative organization to carry out the required construction work. Swampland or Reclamation districts were formed in large numbers immediately after the passage of the Swampland Act

in 1861. District No. 1 comprised the whole of the American Basin between the American and Bear rivers; District No. 2, the Sacramento Basin between the American and Mokelumne rivers; and District No. 3, Grand Island. Considerable work was started after the formation of these districts but the magnitude and cost of the work was very much greater than was first estimated by the promoters. Frequently the initial group of promoters failed to complete the reclamation works. For the most part, a considerable number of years, accompanied often by changes in ownership and management, were required before reclamation was completed. In some cases low levees were first completed affording partial protection, at least for conditions of low stream flow, from tidal fluctuations. During winter floods these partially reclaimed lands would be submerged and often considerable portions of the levees were destroyed.

A search of all available records and sources of information was made for the purpose of ascertaining the date at which the various reclamations were completed within the delta area. These have included all the records in the office of the State Reclamation Board, State and Federal reports, county records, early maps and newspapers, and information from reclamation district officials and early settlers in the delta. It has been found that, in many cases, there is considerable doubt as to the exact time when levee reclamation may be considered to have been completed. From the standpoint of its possible effect on the tidal basin, effort has been made to determine the date when each reclamation development completed its levees to a sufficient extent to permanently eliminate the area thus reclaimed from the tidal basin. For those areas which, after first being reclaimed, were later flooded again by breaks in the levees, the last date of complete reclamation after the breaks were repaired has been taken.

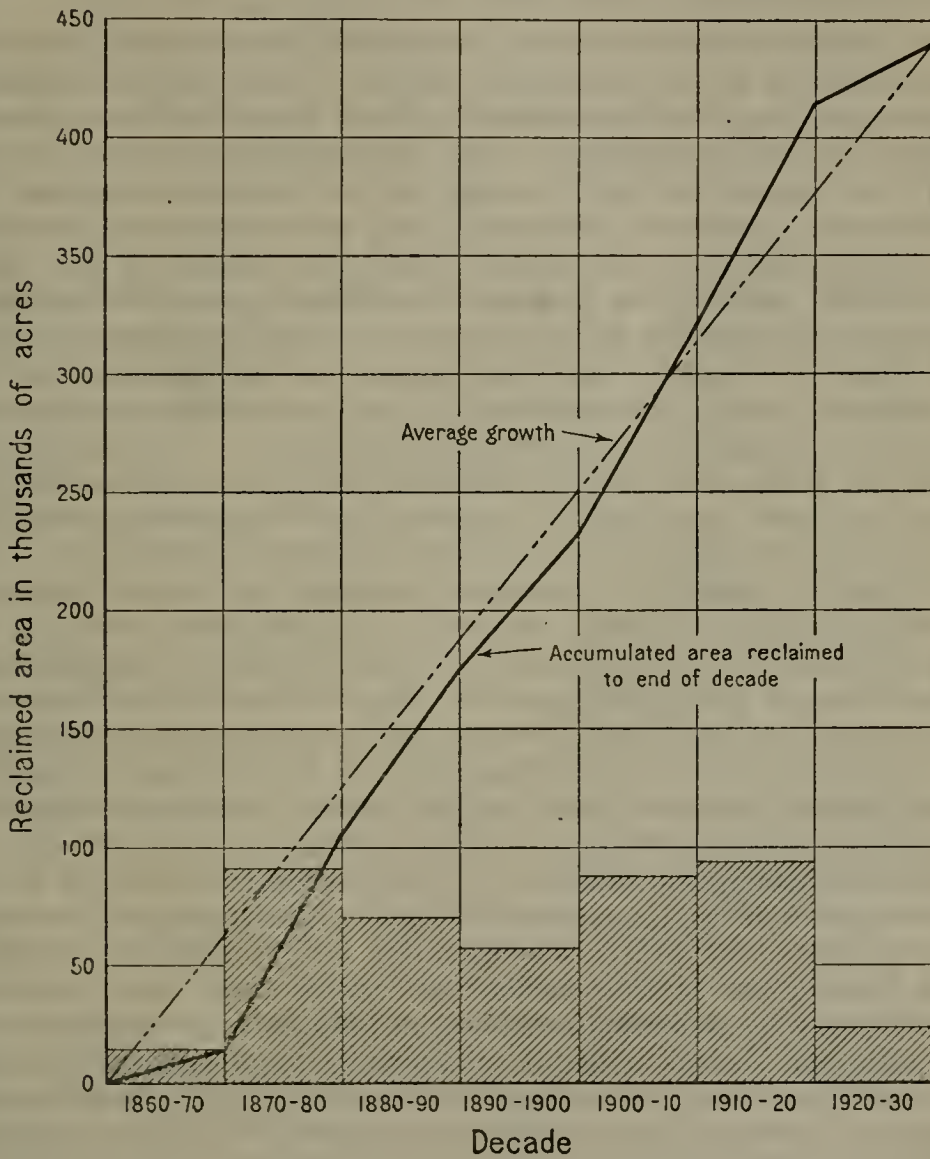
TABLE 22  
GROWTH OF RECLAMATION IN SACRAMENTO-SAN JOAQUIN DELTA  
1860-1930

| Decade    | Area reclaimed, in acres | Accumulated area reclaimed, in acres |
|-----------|--------------------------|--------------------------------------|
| 1860-1870 | 15,000                   | 15,000                               |
| 1870-1880 | 92,000                   | 107,000                              |
| 1880-1890 | 70,000                   | 177,000                              |
| 1890-1900 | 58,000                   | 235,000                              |
| 1900-1910 | 88,600                   | 323,600                              |
| 1910-1920 | 94,000                   | 417,600                              |
| 1920-1930 | 24,000                   | 441,600                              |

NOTE.—Prior to 1860 reclamation was of a temporary nature and its exact extent small but indefinite.

The compiled data on growth of reclamation are shown in Table 22 and graphically illustrated on Plate XXXVI, "Growth in Reclamation Development in the Sacramento-San Joaquin Delta." The progressive growth of reclamation is also shown on Plate XXXIV, on which is depicted in various colors the area reclaimed during successive decades from 1860 to 1930. The data show that there was but little acreage actually reclaimed prior to 1870. During the decade 1870-1880 a very substantial development took place, over 90,000 acres being reclaimed.





GROWTH IN RECLAMATION DEVELOPMENT  
 IN THE  
 SACRAMENTO - SAN JOAQUIN DELTA

From 1880 to 1900, the rate of development fell off somewhat, there being less than 130,000 acres reclaimed. However, from 1900 to 1920, an additional area of over 180,000 acres was reclaimed. The maximum area reclaimed in any decade from 1860 to 1930 was 94,000 acres during the period 1910-1920. It is important to note that the bulk of the reclamation development was completed prior to 1920. Only about 24,000 acres have been added during the last decade.

The reclamation of the delta has resulted in a change in the total area and volume of the delta tidal basin. Under natural conditions, the gross area potentially embraced within the tidal basin above the confluence of the Sacramento and San Joaquin rivers (see Plate XXXIV) at mean tide level during the low water season was about 300,000 acres. However, all of this gross area was not submerged by the tidal fluctuation. The lands along the banks of the natural channels were built up by deposits of sediment from the overflow of the streams during flood, so that the rims of the islands were considerably higher in elevation than the interior of the islands. In many cases the banks were high enough to keep out the tidal waters during the period of low stream flow in the summer and fall. Within the Sacramento Delta, pronounced ridges were built up by silt deposits along the banks of the river and branch channels and, thus, considerable areas of land lay above tidal levels in the period of low stream flow. There is no definite or complete information available as to the elevation of most of the lands in the delta before reclamation or as to what areas were submerged by tidal fluctuation. The available information as to elevation consists of the topographic maps of the United States Geological Survey compiled from surveys which were made after the delta lands were reclaimed. It is well known that the peat lands comprising most of the San Joaquin Delta and the lower Sacramento Delta have subsided materially since their reclamation and, hence, the elevations shown on these topographic maps for the peat lands can not be assumed to show the level of the lands under natural conditions prior to reclamation. It is stated by individuals familiar with conditions in the San Joaquin Delta prior to reclamation that considerable areas in the San Joaquin Delta were not submerged by tidal fluctuations in the low water season, although the government topographic maps indicate that these areas would have been submerged at mean high or high tidal stages. Therefore, it is impossible to make an estimate of the area submerged by tidal fluctuation under natural conditions before reclamation but it appears that a substantial portion of the gross area of 300,000 acres potentially within the delta tidal basin was submerged at least by the high tides.

In connection with the reclamation of lands in the delta, there has been a considerable alteration of the open channels. Some of the smaller natural channels have been closed, but many new artificial channels have been created by dredge cuts for levee construction. Most of the main natural channels have been widened by the excavation of levee material. New channels have also been created along the San Joaquin River by the Federal Government for improvement of navigation. All of this work has probably increased the area and volume of open channels within the tidal prism. However, the simultaneous



leveeing-off of lands which were originally submerged by tidal flow probably has more than counterbalanced the increase in open channels.

At the present time the area of the tidal basin is about 39,000 acres. Assuming that the tidal levels and fluctuations in the delta under natural conditions were about the same as at present, the tidal volume within the limits of mean tidal range probably was somewhat greater under natural conditions than the present tidal volume of about 120,000 acre-feet. However, it can not be inferred that the tidal flow into the delta before reclamation was very materially greater than the present tidal flow. The original natural conditions within the delta were entirely different than at present. The lands subject to tidal submergence were covered largely with a thick growth of tules and similar aquatic vegetation. It is reasonable to assume that the movement or flow of water onto and away from the lands subject to submergence would have been substantially delayed by the retarding effect of this vegetation. Hence, the flow of tidal waters into and out of the original tidal basin, taken as a whole, undoubtedly would have taken place with a different rate and character of tidal movement than occurs at present. It appears that the actual tidal flow into the delta tidal basin, under original natural conditions, could not have been much greater in magnitude than the present tidal flow. The historical information previously presented in Chapter II as to salinity conditions, including data as far back as 1775, again in 1841 and also in the sixties and seventies, shows that the invasion of saline water into the delta, under natural conditions before reclamation, extended only a short distance above the confluence of the Sacramento and San Joaquin rivers even in dry years. If the original tidal flow had been materially greater than the present tidal flow, it would have resulted in a much greater magnitude of saline invasion than is known to have occurred.

The reclamation of the lands in the delta has eliminated a large area of aquatic vegetation such as cat-tails and tules which consume three to four times as much water as the crops which are now grown on these reclaimed lands. As a result, it appears probable that the consumption of water within the delta has been decreased by reclamation development, and that a greater proportion of the stream flow entering the delta now reaches the lower end of the delta to repel saline invasion than before reclamation.

Based upon the foregoing considerations, it appears reasonable to conclude that the reclamation of lands in the delta, by decreasing tidal flow and reducing consumption in the delta, has had the effect of decreasing to some extent the degree and extent to which saline invasion would have occurred during the last decade, if these lands had not been previously reclaimed. In other words, with the same stream flow into the delta as during the period 1920 to 1929, salinity conditions probably would have been worse in the delta if the lands had not been reclaimed.

The reclamation of the marsh lands adjacent to Suisun Bay also has had the effect of decreasing the magnitude of tidal flow into Suisun Bay to some extent and hence reducing the tendency of saline invasion into the Suisun Bay channels and tending to delay the advance of salinity through Suisun Bay to the delta.

*Effect of Recent Changes in Delta Tidal Basin*—There are certain changes during the last ten to fifteen years in connection with reclama-



tion and flood control works within the delta which have had the effect of increasing tidal flow into the delta. These changes are of importance, in that they have been a contributing factor to the conditions giving rise to the degree and extent of saline invasion in recent years. The recent changes comprise the channel enlargement of the lower Sacramento River from Collinsville to the junction of Steamboat Slough above Rio Vista, the flooding of the lower end of Sherman Island which occurred during this river improvement work in 1925, and the flooding through failure of levees in 1927 of a private reclamation lying south of the San Joaquin River and Dutch Slough.

The widening and deepening of the lower Sacramento River has been progressively carried out from 1913 to date as a part of the Sacramento Flood Control Project. This part of the flood control project calls for a channel about 3000 feet wide and 26 feet in depth below mean lower low water. It is estimated that 141,000,000 cubic yards of material have been moved up to June, 1929, since the work was started. This work has included not only widening and deepening but also the straightening of the channel. The straightening work is especially noteworthy in the vicinity of Emmaton where a new channel cuts across a large bend of the old river channel. Dredging operations which have continued during recent years have included a considerable amount of what may be termed maintenance work, the magnitude of which is difficult to estimate, but nevertheless of considerable amount. This stretch of the river now acts essentially as a great settling basin where large quantities of the debris coming down the river are deposited because of the abrupt decrease in channel velocity where the river gradient flattens and tidal action becomes more effective. As a result of this work, the area of water surface in the tidal basin from Collinsville to Junction Point above Rio Vista has been increased about 3000 acres, with an attendant increase in the tidal prism volume between the limits of mean tidal range of 8000 to 9000 acre-feet. The total volume of channel below mean tide level in this stretch of the river has been increased from about 69,000 acre-feet to 138,000 acre-feet. As an approximation, the increase in volume of the tidal prism above Collinsville of about 9000 acre-feet would have the effect of increasing the total tidal flow per lunar day past Collinsville by about 36,000 acre-feet or an approximate increase of ten per cent. The increase in tidal flow from this work did not become effective to much extent until after 1920 and gradually approached the full amount estimated during the succeeding ten years.

The flooding of the lower part of Sherman Island and the reclamation south of Dutch Slough has increased the area of the tidal prism above the confluence of the rivers by about 4000 acres with an attendant increase in the volume of the tidal prism within the limits of mean range of tide of about 8000 to 12,000 acre-feet. This has had the effect of increasing the tidal flow past Collinsville by about the same amount as the channel improvement work of the lower Sacramento River.

It is evident that the increase in tidal flow resulting from these changes in the lower delta has increased tidal action and the tendency for saline invasion induced thereby. The analysis of the effect of these recent changes will be considered in a later portion of this chapter.

**Tidal Action.**

Tidal action in any tidal basin is evidenced by the periodic rise and fall of water level and the tidal currents induced by the movement of water into and out of the basin. On the Pacific coast, the tide generally rises and falls twice during a lunar day of 24 to 25 hours, resulting in the occurrence of two high and two low phases of water level. The primary tide which originates at some mid-point in the Pacific Ocean may be considered to be essentially a vertical movement. Extending out from its point of origin toward the shallower depths along the shores, this primary vertical movement gradually induces a horizontal component of motion which, upon reaching the shores, is exhibited by the well known phenomenon of tidal currents. As a result, when the tide rises in what is known as the flood period, it is accompanied by a considerable horizontal current projected landward. When the tide falls in what is known as the ebb period, it is accompanied by a current in the opposite direction away from shore. Thus, as the tide rises and falls, the water of the ocean flows into and out of the tidal basin of San Francisco Bay twice each day.

The level actually reached by the high and low tidal phases varies considerably from day to day and on the same day as well. The sequence of occurrence of tidal phases during a lunar day, or what may be termed a tidal cycle period of from 24 to 25 hours, is generally as follows: Starting with a low tide, the water level rises in a flood period to a high tide. This is followed by a period of ebb with the level falling to a second low tide. The level again rises in another flood period to a second high tide of the tidal cycle and finally falls in an ebb period to a low tide. The levels reached by the two high tides as well as the two low tides during a particular tidal cycle usually differ considerably. The lower of the two high tides has been designated as the low-high tide and the higher as the high-high tide. Similarly the two low tides have been designated as the low-low and high-low tides. It sometimes happens that the level of the two high tides or the two low tides is about the same on the same day. (See Plate LXX for typical tidal record at Antioch.)

The difference in level between the various tidal phases is termed the tidal range. There is considerable inequality in the range of the tide, both as between the four consecutive tidal phases on a particular day and as between any two identical tidal phases on different days. The variation in water level and range at different points in the tidal basin as compiled from the tide gage records, is shown in Table 5 and Plate XV.

The various kinds of tides having marked characteristics as to magnitude of range and relative height of high and low waters are given specific names, based upon the relative position of the moon and the sun which combine to set up the forces acting to produce tidal action. At the time of new moon and full moon these tidal forces of the moon and sun are acting in the same direction. High water then rises higher and low water falls lower than usual so that the range of the tide at such times is greater than the average. The tides occurring at new moon or full moon are called "spring tides" and the range of the tide is known as the "spring range." When the moon is in its first and third quarters, the tidal forces of the sun and moon are



opposed and hence the tide does not rise as high nor fall as low as on the average. Tides occurring at such times are called "neap tides" and the corresponding range the "neap range."

The varying distance of the moon from the earth likewise affects the range of the tide. When the moon is nearest the earth or in "perigee," the tide producing force is increased, resulting in an increased rise and fall of the tide. The tides occurring at the time of the moon's closest position to the earth are known as "perigean tides" and the corresponding range the "perigean range." When the moon is farthest from the earth or in "apogee" the tide producing force is diminished, resulting in a decreased magnitude of rise and fall. The corresponding tides produced are known as "apogean tides" and the corresponding range the "apogean range."

There is still a third variation of the relative position of the moon and the earth; namely, the changing magnitude of the moon's declination from the plane of the earth's equator which varies from day to day, due to the fact that the moon's orbit makes an angle with the plane of the earth's equator of approximately  $23\frac{1}{2}$  degrees. When the moon is on or close to the equator the consecutive ranges of the tide in morning and afternoon do not differ much in magnitude. As the declination increases, however, the difference in consecutive ranges increases, reaching a maximum difference when the moon has reached its maximum declination. The tides occurring at the time the moon is on or close to the equator are known as "equatorial tides" and the tides occurring at the time of the moon's semimonthly maximum declination are known as "tropic tides."

The tides occurring on the coast of northern California and in San Francisco Bay include a mixture of all of the above types of tides. There is usually considerable diurnal inequality between the heights of the two high waters and the two low waters occurring each day. However, about every 14 days or semimonthly, the two high tides and the two low tides occurring during the day usually reach about an equal height.

*The Tidal Prism*—The tidal prism of any tidal basin is defined as the volume of water in the basin between the levels of high and low tides. The maximum effective volume potentially available in the tidal prism is the total volume within the maximum range of the tide from lower low water to higher high water. As shown in Table 20, the maximum potential tidal prism volume for the entire tidal basin of San Francisco Bay is 3,120,000 acre-feet. That of the delta tidal basin alone is 244,000 acre-feet. As between these maximum limits of range, the actual change in volume in the tidal basin between any two successive phases of the tide is only a fraction of this total potential volume even under conditions of maximum tidal range. This is due to the fact that tidal movement advances upstream from the lower end of a tidal basin, and hence identical tidal phases do not occur at the same time at all points in the basin, but instead, different tidal phases or stages of the tide occur simultaneously at different points in the tidal basin. Thus, the tide may be in flood and rising in the lower end of the basin, and at the same time falling or in ebb in the upper part of the basin, while in between may be occurring intermediate stages of



the tide. The actual change in volume in the tidal basin, during the interval between two successive phases of the tide at the lower end of the basin, is equal to the volume between the two actual levels of water surface over the entire basin, at the time of occurrence of these successive tidal phases at the lower end of the basin. The water surfaces which define the limits of change in volume in the tidal basin are generally irregular in shape and the volume between the limits thereof is but a small portion of the maximum effective tidal prism potentially available within the maximum limits of tidal range. The actual change in volume in the tidal basin during flood or ebb tide between successive high and low tidal phases is the chief measure of the volume of tidal flow entering or leaving the tidal basin.

*Advance of Tides*—The rate of advance of the tide in ebb and flood, between the Golden Gate and farthest upstream points in the tidal basin, has been determined from a study of the automatic tide gage records. The time of occurrence of high and low tidal phases has been compiled for various periods of record at all automatic tide gage stations, and the compiled data are shown in Table 23. In all cases the time of occurrence has been expressed as the difference in time between the occurrence of identical tidal phases at the Presidio and at bay and delta stations. These differences in time have been compiled for all four phases of the tide for purposes of comparison. The table shows the maximum and minimum as well as the average time intervals. The period chosen in compiling these data, especially for stations in the delta and upper bay channels, is that of low stream flow. The data are, therefore, representative of tidal conditions during the period of advance and retreat of salinity in the upper bay and delta. As shown in the tabulation, there is a constantly increasing time interval between the occurrence of identical tidal phases at the Presidio and at points upstream. This is more clearly shown in graphical form on Plate XXXIV. On this map of the bay and delta regions, lines of equal time of occurrence of tidal phases have been drawn on the basis of the data in Table 23. These lines are based upon the mean time interval for all tidal phases. The time interval at points between tide gages has been interpolated from the actual tide gage records based upon the rate of advance of the tide for different channel conditions. A tabulation is also shown on Plate XXXIV, giving the mean departure in time of occurrence of each particular tidal phase from the mean of the four tidal phases.

As shown by Table 23 and Plate XXXIV, the time interval between occurrence of identical tidal phases at the Presidio and at upper bay and delta points reaches a maximum of 10 to 13 hours at the upper limits of the tidal basin. It should be noted again that these data apply to the normal low stream flow conditions in the summer and fall months. In the winter and spring with larger stream flow, these time intervals would be considerably changed in the delta region. There would also be greater departures from the mean for the actual tidal phases. During periods of large stream flow, the time interval for the tidal phases following ebb tide in general would be increased, whereas for the tidal phases following flood tide, the time interval would be decreased.

TABLE 23  
 TIME INTERVAL BETWEEN OCCURRENCE OF TIDAL PHASES AT PRESIDIO AND AT POINTS IN SAN FRANCISCO BAY  
 AND SACRAMENTO-SAN JOAQUIN DELTA

Based upon automatic tide gage records in 1929 and 1930

| Station   | High-high tide   |                  |               | Low-high tide    |                  |               | High-low tide    |                  |               | Low-low tide     |                  |               | Mean time interval for all tidal phases |         | Period of record from which data are compiled |
|---|------------------|------------------|---------------|------------------|------------------|---------------|------------------|------------------|---------------|------------------|------------------|---------------|---|---------|---|
|   | Maximum interval | Minimum interval | Mean interval | Maximum interval | Minimum interval | Mean interval | Maximum interval | Minimum interval | Mean interval | Maximum interval | Minimum interval | Mean interval | Hours                                   | Minutes |   |
| <b>South San Francisco Bay</b>                  |                  |                  |               |                  |                  |               |                  |                  |               |                  |                  |               |   |         |   |
| Hunters Point.....                              | 1 00             | 0 06             | 0 27          | 0 48             | 0 06             | 0 25          | 1 06             | 0 06             | 0 39          | 1 12             | 0 18             | 0 41          | 0 33                                    | 0 33    | Jan. 16 to Feb. 13, 1930                      |
| San Mateo Bridge.....                           | 1 18             | 0 18             | 0 53          | 1 12             | 0 05             | 0 44          | 1 36             | 1 00             | 1 18          | 2 18             | 0 54             | 1 21          | 1 05                                    | 1 05    | Jan. 18 to Feb. 24, 1930                      |
| Dumbarton Bridge.....                           | 1 36             | 0 48             | 1 05          | 1 18             | 0 12             | 0 44          | 1 54             | 1 12             | 1 36          | 2 00             | 1 12             | 1 31          | 1 14                                    | 1 14    | Jan. 18 to Feb. 11, 1930                      |
| <b>San Francisco, San Pablo and Suisun Bays</b> |                  |                  |               |                  |                  |               |                  |                  |               |                  |                  |               |   |         |   |
| Point Bluff.....                                | 1 00             | 0 06             | 0 28          | 1 18             | 0 06             | 0 30          | 0 54             | 0 12             | 0 32          | 1 36             | 0 36             | 0 33          | 0 31                                    | 0 31    | May 1 to July 1, 1930                         |
| Oakland Mole.....                               | 0 48             | 0 06             | 0 31          | 0 54             | 0 18             | 0 31          | 1 00             | 0 12             | 0 38          | 1 12             | 0 48             | 0 40          | 0 35                                    | 0 35    | May 6 to July 1, 1930                         |
| Point Orient.....                               | 1 12             | 0 48             | 0 48          | 1 12             | 0 18             | 0 48          | 1 36             | 0 36             | 1 01          | 1 30             | 0 30             | 0 58          | 0 54                                    | 0 54    | Jan. 21 to Mar. 3, 1930                       |
| Pinole Point.....                               | 1 48             | 0 48             | 1 20          | 1 48             | 0 36             | 1 19          | 2 00             | 0 30             | 1 28          | 2 00             | 0 30             | 1 31          | 1 25                                    | 1 25    | May 1 to Sept. 30, 1930                       |
| Beacon No. 2.....                               | 2 30             | 1 00             | 1 34          | 2 18             | 1 06             | 1 32          | 2 18             | 1 06             | 1 44          | 2 36             | 1 24             | 2 01          | 1 42                                    | 1 42    | July 28 to Sept. 30, 1930                     |
| Sonoma Creek.....                               | 2 30             | 0 42             | 1 35          | 2 18             | 0 36             | 1 33          | 3 06             | 0 54             | 1 54          | 4 06             | 1 24             | 2 54          | 2 00                                    | 2 00    | May 1 to June 30, 1930                        |
| Petaluma Creek.....                             | 2 30             | 1 00             | 1 37          | 2 18             | 0 36             | 1 37          | 3 00             | 1 18             | 1 54          | 4 00             | 1 48             | 3 01          | 2 02                                    | 2 02    | May 1 to July 1, 1930                         |
| Crockett.....                                   | 2 24             | 1 18             | 1 54          | 2 36             | 1 18             | 1 56          | 2 42             | 1 06             | 2 08          | 3 00             | 1 36             | 2 22          | 2 05                                    | 2 05    | Oct. 10, '29 to Jan. 7, '30                   |
| Mare Island.....                                | 2 24             | 1 42             | 2 02          | 2 24             | 1 24             | 2 03          | 2 30             | 1 48             | 2 10          | 3 12             | 1 54             | 2 28          | 2 11                                    | 2 11    | July 1 to Oct. 31, 1929                       |
| Bentica.....                                    | 2 54             | 1 42             | 2 26          | 2 42             | 1 36             | 2 26          | 3 00             | 1 42             | 2 32          | 3 24             | 2 06             | 2 51          | 2 34                                    | 2 34    | July 7 to Oct. 31, 1929                       |
| Bay Point.....                                  | 3 12             | 2 06             | 2 41          | 3 18             | 2 00             | 2 42          | 3 36             | 2 36             | 3 00          | 3 54             | 2 42             | 3 24          | 2 57                                    | 2 57    | April 1 to July 30, 1930                      |
| Suisun Light.....                               | 3 30             | 2 06             | 2 49          | 3 24             | 2 06             | 2 46          | 3 54             | 2 00             | 3 09          | 4 24             | 2 18             | 3 34          | 3 06                                    | 3 06    | April 1 to July 30, 1930                      |
| Point Buckler.....                              | 3 12             | 2 06             | 2 37          | 3 24             | 1 54             | 2 40          | 4 00             | 2 12             | 3 18          | 4 36             | 2 42             | 3 46          | 3 05                                    | 3 05    | Aug. 9 to Aug. 31, 1930                       |
| Mallard Slough*.....                            | 3 36             | 2 18             | 3 11          | 3 42             | 2 48             | 3 13          | 4 12             | 2 48             | 3 32          | 4 36             | 3 42             | 4 07          | 3 31                                    | 3 31    | April 1 to May 18, 1930                       |
| Meins Landing.....                              | 4 24             | 2 36             | 3 40          | 4 36             | 2 18             | 3 31          | 4 48             | 2 24             | 3 51          | 5 24             | 3 36             | 4 38          | 3 55                                    | 3 55    | April 1 to July 30, 1930                      |

| Station                                       | 4  | 5  | 7 | 9  | 30 | 3  | 30 | 4  | 55 | 4  | 30 | 3  | 30 | 3  | 30 | 4  | 48 | 3  | 00 | 4  | 09 | 5  | 30 | 4  | 12 | 4  | 49 | 4  | 12 | July | 1 to Oct. 31, 1929  |                    |
|---|----|----|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|------|---------------------|--------------------|
| <b>Sacramento River Delta</b>                 |    |    |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |      |                     |                    |
| Collinsville.....                             | 4  | 18 | 3 | 30 | 3  | 55 | 4  | 30 | 3  | 30 | 48 | 3  | 00 | 4  | 09 | 5  | 30 | 4  | 12 | 4  | 09 | 5  | 30 | 4  | 12 | 4  | 49 | 4  | 12 | July | 1 to Oct. 31, 1929  |                    |
| Three Mile Slough, Sacramento River End.....  | 5  | 12 | 3 | 54 | 4  | 23 | 5  | 30 | 4  | 48 | 3  | 30 | 4  | 06 | 4  | 41 | 6  | 36 | 4  | 36 | 4  | 48 | 6  | 36 | 4  | 36 | 5  | 26 | 4  | 44   | July                | 1 to Oct. 31, 1929 |
| Rio Vista.....                                | 5  | 00 | 4 | 06 | 4  | 30 | 5  | 36 | 4  | 54 | 4  | 30 | 4  | 06 | 4  | 48 | 6  | 36 | 4  | 42 | 5  | 26 | 8  | 30 | 5  | 54 | 7  | 24 | 6  | 25   | July                | 1 to Oct. 31, 1929 |
| Walnut Grove.....                             | 7  | 18 | 5 | 00 | 5  | 55 | 7  | 06 | 5  | 00 | 5  | 5  | 36 | 6  | 26 | 8  | 30 | 5  | 24 | 7  | 19 | 11 | 54 | 9  | 24 | 10 | 33 | 8  | 59 | July | 3 to Sept. 30, 1929 |                    |
| Sacramento.....                               | 9  | 30 | 7 | 24 | 8  | 04 | 9  | 12 | 7  | 00 | 7  | 7  | 18 | 8  | 19 | 11 | 54 | 9  | 24 | 10 | 33 | 8  | 59 | 9  | 24 | 10 | 33 | 8  | 59 | July | 3 to Sept. 30, 1929 |                    |
| <b>San Joaquin River Delta</b>                |    |    |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |      |                     |                    |
| Antioch.....                                  | 5  | 18 | 3 | 42 | 4  | 24 | 5  | 00 | 3  | 54 | 4  | 4  | 00 | 4  | 34 | 5  | 42 | 4  | 24 | 5  | 34 | 5  | 42 | 4  | 24 | 5  | 13 | 4  | 39 | July | 1 to Oct. 31, 1929  |                    |
| Three Mile Slough, San Joaquin River End..... | 5  | 54 | 4 | 24 | 4  | 59 | 6  | 18 | 4  | 30 | 4  | 30 | 4  | 36 | 5  | 19 | 6  | 06 | 4  | 36 | 5  | 53 | 7  | 24 | 5  | 24 | 5  | 19 | 19 | July | 1 to Oct. 31, 1929  |                    |
| Venice Island.....                            | 6  | 54 | 4 | 48 | 5  | 43 | 6  | 30 | 5  | 00 | 5  | 5  | 48 | 4  | 36 | 5  | 48 | 4  | 36 | 5  | 10 | 7  | 18 | 5  | 00 | 6  | 37 | 6  | 00 | July | 1 to Sept. 30, 1929 |                    |
| Georgiana Slough.....                         | 6  | 48 | 5 | 12 | 5  | 48 | 7  | 06 | 5  | 12 | 5  | 5  | 12 | 5  | 12 | 7  | 00 | 5  | 12 | 6  | 10 | 7  | 42 | 6  | 00 | 6  | 54 | 6  | 11 | July | 1 to Oct. 31, 1929  |                    |
| East Contra Costa Irrigation District.....    | 7  | 42 | 5 | 54 | 6  | 50 | 7  | 36 | 5  | 30 | 6  | 6  | 36 | 5  | 7  | 02 | 18 | 5  | 36 | 7  | 02 | 9  | 00 | 7  | 42 | 7  | 50 | 7  | 07 | July | 1 to Sept. 30, 1929 |                    |
| New Hope Bridge.....                          | 7  | 24 | 6 | 03 | 6  | 39 | 7  | 18 | 6  | 06 | 6  | 6  | 18 | 6  | 7  | 08 | 8  | 09 | 6  | 18 | 7  | 08 | 54 | 7  | 24 | 8  | 07 | 7  | 10 | July | 1 to Sept. 30, 1929 |                    |
| Stockton.....                                 | 8  | 30 | 6 | 54 | 7  | 44 | 9  | 36 | 6  | 42 | 7  | 7  | 18 | 8  | 8  | 07 | 42 | 7  | 18 | 8  | 07 | 10 | 36 | 8  | 06 | 9  | 09 | 8  | 12 | July | 1 to Sept. 30, 1929 |                    |
| Mossdale, S. P. R.R. Bridge.....              | 10 | 18 | 8 | 24 | 9  | 16 | 10 | 30 | 8  | 24 | 9  | 9  | 12 | 9  | 10 | 16 | 13 | 54 | 10 | 11 | 10 | 16 | 54 | 10 | 12 | 11 | 39 | 10 | 06 | July | 4 to Oct. 31, 1929  |                    |

\*No automatic instrument; staff gage read hourly by California Water Service Company.



The advance of the tide in the tidal basin of San Francisco Bay and particularly in the upper bay and delta channels represents a progressive wave movement. The crest of this wave advances progressively upstream, and the culmination of low and high waters takes place at constantly increasing time intervals after the occurrence of the same at the Golden Gate, as the distance from the Golden Gate is increased. In a tidal movement, it is necessary to distinguish clearly between the velocity of current induced and the progression or rate of advance of the tide. In the former case, reference is made to the actual speed of a moving particle of water while, in the latter case, reference is to the rate of advance of a particular tidal phase or the velocity of propagation of the progressive wave. In general, the rate of advance of a tidal phase or the progressive wave is many times greater than the actual velocity of the current induced by the tidal movement. It does not necessarily follow that there is a relation between the velocity of tidal current in any channel section and the rate of advance of the tide in this same section. The existence or non-existence of a velocity of tidal current can not be inferred alone from a known rate of advance of the tide. The velocity of tidal current or the actual speed with which the particles of water are moving past any fixed point depends upon the volume of water which passes the given point and the cross-section of the channel at that point. The velocity of the tidal current is, therefore, independent of the rate of advance of the tide.

The rate of advance of the tide in any given channel depends upon the type of the tidal movement. For the upper bay and delta channels the tidal movement takes the form of a progressive wave which moves approximately in accordance with the following theoretical formula:

$$r = \sqrt{gd}$$

in which

$r$  = rate of advance of the tide in feet per second.

$g$  = acceleration of gravity in feet per second squared.

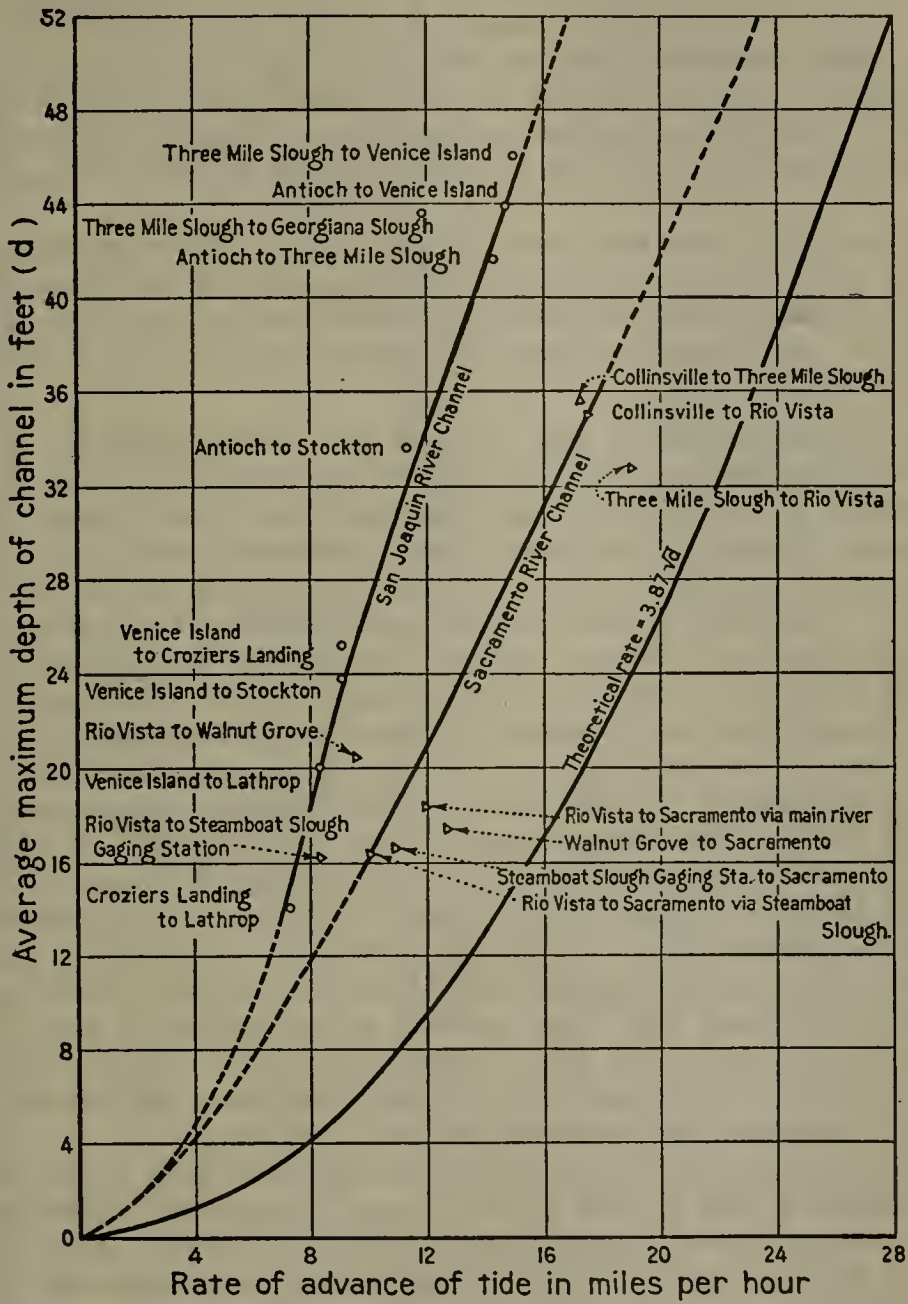
$d$  = the depth of the waterway in feet:

This formula becomes

$$r = 3.87 \sqrt{d}$$

with  $r$  expressed in miles per hour.

Based upon the data on time of occurrence of tidal phases as previously presented, computations were made to determine the rate of advance of the tides in the channels of the Sacramento and San Joaquin rivers. The results of this study are shown on Plate XXXVII, "Rate of Advance of Tides in Sacramento-San Joaquin Delta Channels." On this plate the curve plotted from the theoretical formula is shown on the lower part of the diagram and, in addition, a separate curve is shown for the Sacramento River and San Joaquin River channels. These curves are drawn through plotted points determined from a computation of the difference in time of occurrence of tidal phases and channel depths. Thus for the channel section from Collinsville to Three Mile Slough on the Sacramento River, the difference in time of the occurrence of tides as shown on Plate XXXIV is 0 hours



**RATE OF ADVANCE OF TIDES**

IN

**SACRAMENTO-SAN JOAQUIN DELTA CHANNELS**

and 32 minutes over a channel distance of 9.2 miles, from which the actual rate of advance of the tide is computed as 17.2 miles per hour. This channel section has an average depth of 35.5 feet. In a similar manner all of the points on the diagram were computed and plotted. The difference between the curves determined for points along the Sacramento River and San Joaquin River channels probably is due to the variable character and composition of the net work of branch channels which affect the tidal movement along these main channels of the basin. The rate of advance in relation to channel depth as shown by these curves indicates that the movement is similar to a progressive wave.

These curves have been used for the purpose of interpolating points of equal time of occurrence of tidal phases between tide gage stations. These data have been especially important and essential in the compilation of the maximum effective volume in the tidal prism of the delta and Suisun Bay.

*Tidal Volumes in Delta and Suisun Bay*—The maximum effective volume of the tidal prism in the delta of the Sacramento and San Joaquin rivers and in Suisun Bay comprises the total volume between the extreme limits of tidal range from lower low water to higher high water. For convenience, this volume is referred to as the "tidal volume." For the purposes of this investigation, the limits of tidal range considered are for the period of low stream flow during summer and fall months, covering the advance and retreat of salinity. These tidal volumes have been computed separately for the tidal basin in the delta proper above the confluence of the Sacramento and San Joaquin rivers at Collinsville (Chain Island) and for Suisun Bay from Army Point to Collinsville. The results of the computations are shown on Plate XXXVIII, "Accumulated Tidal Volume in Sacramento and San Joaquin Delta Channels," and Plate XXXIX, "Accumulated Tidal Volume in Suisun Bay." The tidal volume in the delta has been divided as between the Sacramento Delta and the San Joaquin Delta. It should be noted that tidal volume is distinct from total storage volume in the basin, the latter being the total volume in the basin from the bed of the channel to the water surface and the former including only the volume between the limits of tidal range.

The tidal volumes of the delta channels have been computed from the surveys of the United States Army Engineers. These surveys have been made over a considerable period of years. Some are far from up to date, particularly for portions of the channels in the San Joaquin Delta, such as Old River and Middle River and the connecting channels thereof, and the lower San Joaquin River below the mouth of the Mokelumne River, which were surveyed in 1908. For the upper San Joaquin River from the mouth of the Mokelumne River to Stockton, the rather recent surveys made in connection with the Stockton Ship Canal are available. There are similar variations in the dates of surveys on the Sacramento River. Certain portions, especially the lower end of the Sacramento River, have been surveyed during 1929 and 1930 and other portions during the previous ten years. In all cases, however, the latest survey data have been used in the compilation of tidal volumes.



Storage volume in thousands of acre-feet

Storage volume in thousands of acre-feet

TABLE OF TWO-MILE INCREMENTS  
SACRAMENTO RIVER CHANNELS

| FROM<br>END<br>ISLAND | VOLUME IN<br>ACRE-FOOT<br>BETWEEN ELEV.<br>-3.0 & +7.0<br>U.S.G.S. DATUM | VOLUME IN ACRE-FOOT<br>PER FOOT OF DEPTH |                                       |
|-----------------------|--|--|---------------------------------------|
|                       |  | BELOW<br>ELEV. +1.0<br>U.S.G.S. DATUM    | ABOVE<br>ELEV. +1.0<br>U.S.G.S. DATUM |
|                       |  | 0  | 8,400                                 |
| 2                     | 8,300  | 775                                      | 867                                   |
| 4                     | 16,600   | 975                                      | 2,117                                 |
| 6                     | 10,100   | 900                                      | 1,083                                 |
| 8                     | 8,700  | 775                                      | 933                                   |
| 10                    | 7,700  | 625                                      | 867                                   |
| 12                    | 8,000  | 750                                      | 834                                   |
| 14                    | 8,200  | 800                                      | 833                                   |
| 16                    | 9,000  | 775                                      | 984                                   |
| 18                    | 12,100   | 1,075                                    | 1,300                                 |
| 20                    | 7,700  | 600                                      | 883                                   |
| 22                    | 4,100  | 325                                      | 467                                   |
| 24                    | 3,200  | 300                                      | 333                                   |
| 26                    | 3,400  | 300                                      | 367                                   |
| 28                    | 3,400  | 300                                      | 367                                   |
| 30                    | 2,100  | 200                                      | 217                                   |
| 32                    | 1,600  | 150                                      | 167                                   |
| 34                    | 1,700  | 150                                      | 183                                   |
| 36                    | 1,800  | 150                                      | 200                                   |
| 38                    | 1,700  | 150                                      | 183                                   |
| 40                    | 1,500  | 125                                      | 167                                   |
| 42                    | 1,200  | 100                                      | 133                                   |
| 44                    | 1,000  | 100                                      | 117                                   |
| 46                    | 1,200  | 100                                      | 133                                   |
| 48                    | 1,600  | 150                                      | 167                                   |
| 50                    | 1,100  | 100                                      | 117                                   |
| 52                    | 1,100  | 100                                      | 117                                   |
| 54                    | 1,100  | 100                                      | 117                                   |
| 56                    | 900  | 75                                       | 100                                   |
| 58                    | 1,200  | 100                                      | 133                                   |
| 60                    | 1,000  | 75                                       | 117                                   |
| 62                    | 1,000  | 75                                       | 133                                   |
| 64                    | 900  | 75                                       | 100                                   |
| 66                    | 1,000  | 75                                       | 116                                   |
| 68                    | 1,000  | 50                                       | 133                                   |
| 70                    | 800  | 75                                       | 83                                    |
| 72                    | 500  | 25                                       | 67                                    |

TABLE OF TWO-MILE INCREMENTS  
SAN JOAQUIN RIVER CHANNELS

| MILES FROM<br>LOWER END<br>OF<br>CHAIN ISLAND | VOLUME IN<br>ACRE-FOOT<br>BETWEEN ELEV.<br>-3.0 & +7.0<br>U.S.G.S. DATUM | VOLUME IN ACRE-FOOT<br>PER FOOT OF DEPTH |                                       |
|---|--|--|---------------------------------------|
|   |  | BELOW<br>ELEV. +1.0<br>U.S.G.S. DATUM    | ABOVE<br>ELEV. +1.0<br>U.S.G.S. DATUM |
|   |  | 0  | 8,200                                 |
| 2   | 8,200  | 725                                      | 833                                   |
| 4   | 7,900  | 750                                      | 817                                   |
| 6   | 14,500   | 1,200                                    | 1,617                                 |
| 8   | 27,600   | 2,175                                    | 3,150                                 |
| 10  | 8,600  | 775                                      | 917                                   |
| 12  | 6,600  | 600                                      | 700                                   |
| 14  | 6,600  | 600                                      | 700                                   |
| 16  | 7,900  | 750                                      | 817                                   |
| 18  | 8,900  | 725                                      | 1,000                                 |
| 20  | 11,800   | 812                                      | 1,425                                 |
| 22  | 11,800   | 1,000                                    | 1,300                                 |
| 24  | 7,800  | 637                                      | 875                                   |
| 26  | 9,700  | 875                                      | 1,033                                 |
| 28  | 13,000   | 1,000                                    | 1,500                                 |
| 30  | 17,300   | 1,262                                    | 2,041                                 |
| 32  | 14,000   | 1,237                                    | 1,508                                 |
| 34  | 14,900   | 1,075                                    | 1,767                                 |
| 36  | 14,500   | 1,075                                    | 1,700                                 |
| 38  | 18,800   | 1,450                                    | 2,167                                 |
| 40  | 10,800   | 725                                      | 1,317                                 |
| 42  | 8,900  | 725                                      | 1,000                                 |
| 44  | 7,700  | 650                                      | 850                                   |
| 46  | 3,200  | 300                                      | 333                                   |
| 48  | 2,700  | 237                                      | 292                                   |
| 50  | 2,900  | 187                                      | 358                                   |
| 52  | 2,000  | 162                                      | 225                                   |
| 54  | 2,100  | 187                                      | 225                                   |
| 56  | 1,400  | 137                                      | 142                                   |
| 58  | 1,400  | 100                                      | 167                                   |
| 60  | 500  | 37                                       | 58                                    |
| 62  | 600  | 50                                       | 67                                    |
| 64  | 300  | 25                                       | 33                                    |
| 66  | 300  |  | 50                                    |
| 68  | 300  |  | 50                                    |
| 70  | 300  |  | 50                                    |
| 72  | 150  |  | 25                                    |
| 74  | 150  |  | 25                                    |
| 76  |  |  |                                       |
| 78  |  |  |                                       |

ACCUMULATED TIDAL VOLUME  
IN  
SACRAMENTO AND SAN JOAQUIN DELTA CHANNELS

and 32 minutes over a channel distance of 9.2 miles, from which the actual rate of advance of the tide is computed as 17.2 miles per hour. This channel section has an average depth of 35.5 feet. In a similar manner all of the points on the diagram were computed and plotted. The difference between the curves determined for points along the Sacramento River and San Joaquin River channels probably is due to the variable character and composition of the net work of branch channels which affect the tidal movement along these main channels of the basin. The rate of advance in relation to channel depth as shown by these curves indicates that the movement is similar to a progressive wave.

These curves have been used for the purpose of interpolating points of equal time of occurrence of tidal phases between tide gage stations. These data have been especially important and essential in the compilation of the maximum effective volume in the tidal prism of the delta and Suisun Bay.

*Tidal Volumes in Delta and Suisun Bay*—The maximum effective volume of the tidal prism in the delta of the Sacramento and San Joaquin rivers and in Suisun Bay comprises the total volume between the extreme limits of tidal range from lower low water to higher high water. For convenience, this volume is referred to as the "tidal volume." For the purposes of this investigation, the limits of tidal range considered are for the period of low stream flow during summer and fall months, covering the advance and retreat of salinity. These tidal volumes have been computed separately for the tidal basin in the delta proper above the confluence of the Sacramento and San Joaquin rivers at Collinsville (Chain Island) and for Suisun Bay from Army Point to Collinsville. The results of the computations are shown on Plate XXXVIII, "Accumulated Tidal Volume in Sacramento and San Joaquin Delta Channels," and Plate XXXIX, "Accumulated Tidal Volume in Suisun Bay." The tidal volume in the delta has been divided as between the Sacramento Delta and the San Joaquin Delta. It should be noted that tidal volume is distinct from total storage volume in the basin, the latter being the total volume in the basin from the bed of the channel to the water surface and the former including only the volume between the limits of tidal range.

The tidal volumes of the delta channels have been computed from the surveys of the United States Army Engineers. These surveys have been made over a considerable period of years. Some are far from up to date, particularly for portions of the channels in the San Joaquin Delta, such as Old River and Middle River and the connecting channels thereof, and the lower San Joaquin River below the mouth of the Mokelumne River, which were surveyed in 1908. For the upper San Joaquin River from the mouth of the Mokelumne River to Stockton, the rather recent surveys made in connection with the Stockton Ship Canal are available. There are similar variations in the dates of surveys on the Sacramento River. Certain portions, especially the lower end of the Sacramento River, have been surveyed during 1929 and 1930 and other portions during the previous ten years. In all cases, however, the latest survey data have been used in the compilation of tidal volumes.

SACRAMENTO RIVER CHANNELS

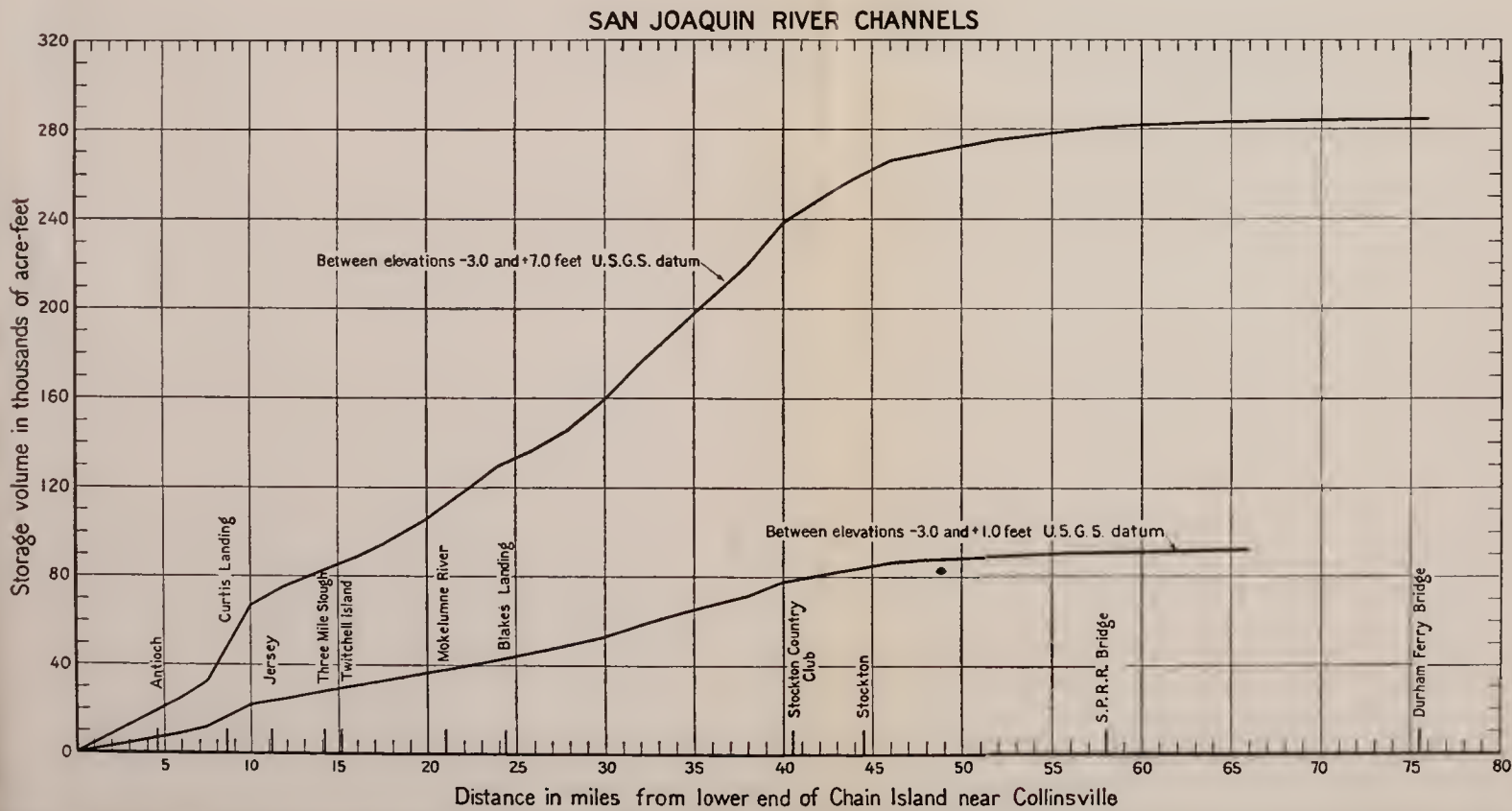
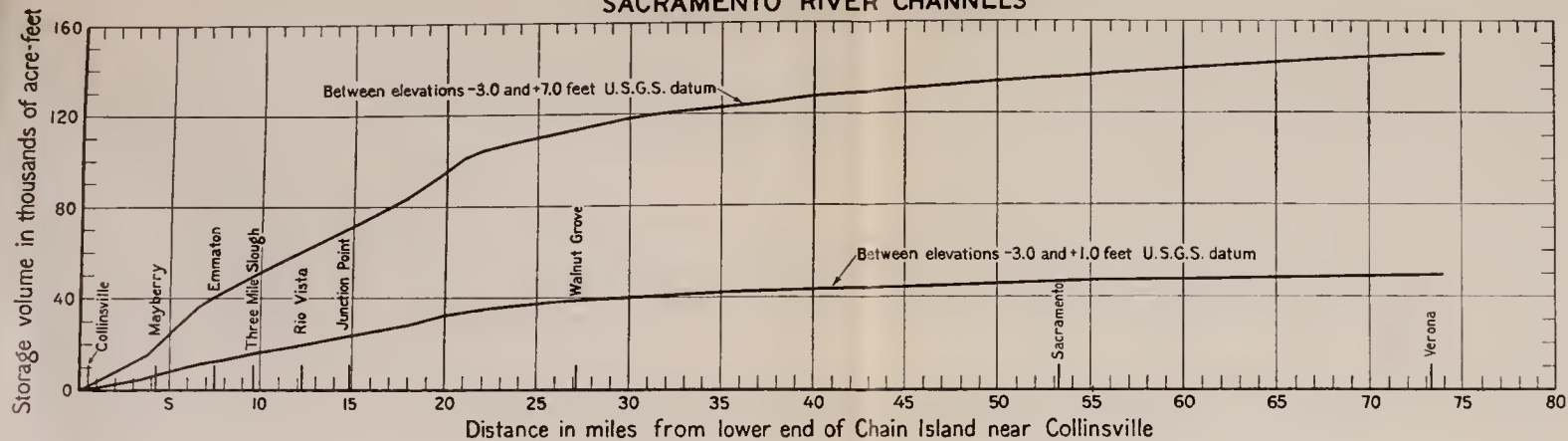


TABLE OF TWO-MILE INCREMENTS  
SACRAMENTO RIVER CHANNELS

| MILES FROM LOWER END OF CHAIN ISLAND | VOLUME IN ACRE-FEET BETWEEN ELEV. -3.0 & +7.0 U.S.G.S. DATUM | VOLUME IN ACRE-FEET PER FOOT OF DEPTH |                                 |
|--------------------------------------|--|---------------------------------------|---------------------------------|
|                                      |  | BELOW ELEV. +1.0 U.S.G.S. DATUM       | ABOVE ELEV. +1.0 U.S.G.S. DATUM |
| 0                                    |  |                                       |                                 |
| 2                                    | 8,400  | 775                                   | 883                             |
| 4                                    | 8,300  | 775                                   | 867                             |
| 6                                    | 16,600   | 975                                   | 2,117                           |
| 8                                    | 10,100   | 900                                   | 1,083                           |
| 10                                   | 8,700  | 775                                   | 933                             |
| 12                                   | 7,700  | 625                                   | 867                             |
| 14                                   | 8,000  | 750                                   | 834                             |
| 16                                   | 8,200  | 800                                   | 833                             |
| 18                                   | 9,000  | 775                                   | 984                             |
| 20                                   | 12,100   | 1,075                                 | 1,300                           |
| 22                                   | 7,700  | 600                                   | 883                             |
| 24                                   | 4,100  | 325                                   | 467                             |
| 26                                   | 3,200  | 300                                   | 333                             |
| 28                                   | 3,400  | 300                                   | 367                             |
| 30                                   | 3,400  | 300                                   | 367                             |
| 32                                   | 2,100  | 200                                   | 217                             |
| 34                                   | 1,600  | 150                                   | 167                             |
| 36                                   | 1,700  | 150                                   | 183                             |
| 38                                   | 1,800  | 150                                   | 200                             |
| 40                                   | 1,700  | 150                                   | 183                             |
| 42                                   | 1,500  | 125                                   | 167                             |
| 44                                   | 1,200  | 100                                   | 133                             |
| 46                                   | 1,000  | 100                                   | 117                             |
| 48                                   | 1,200  | 100                                   | 133                             |
| 50                                   | 1,600  | 150                                   | 167                             |
| 52                                   | 1,100  | 100                                   | 117                             |
| 54                                   | 1,100  | 100                                   | 117                             |
| 56                                   | 900  | 75                                    | 100                             |
| 58                                   | 1,200  | 100                                   | 133                             |
| 60                                   | 1,000  | 75                                    | 117                             |
| 62                                   | 1,000  | 75                                    | 117                             |
| 64                                   | 1,000  | 75                                    | 117                             |
| 66                                   | 900  | 75                                    | 100                             |
| 68                                   | 1,000  | 75                                    | 116                             |
| 70                                   | 1,000  | 50                                    | 133                             |
| 72                                   | 800  | 75                                    | 83                              |
| 74                                   | 500  | 25                                    | 67                              |
| 76                                   |  |                                       |                                 |
| 78                                   |  |                                       |                                 |

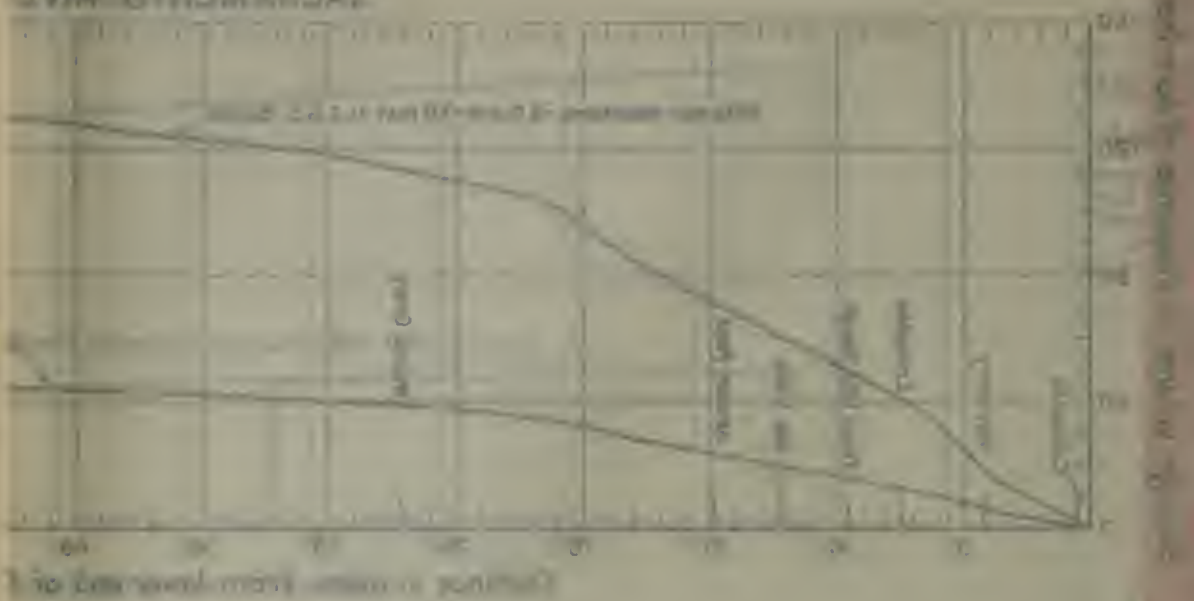
TABLE OF TWO-MILE INCREMENTS  
SAN JOAQUIN RIVER CHANNELS

| MILES FROM LOWER END OF CHAIN ISLAND | VOLUME IN ACRE-FEET BETWEEN ELEV. -3.0 & +7.0 U.S.G.S. DATUM | VOLUME IN ACRE-FEET PER FOOT OF DEPTH |                                 |
|--------------------------------------|--|---------------------------------------|---------------------------------|
|                                      |  | BELOW ELEV. +1.0 U.S.G.S. DATUM       | ABOVE ELEV. +1.0 U.S.G.S. DATUM |
| 0                                    |  |                                       |                                 |
| 2                                    | 8,200  | 800                                   | 833                             |
| 4                                    | 8,200  | 725                                   | 833                             |
| 6                                    | 7,900  | 750                                   | 817                             |
| 8                                    | 14,500   | 1,200                                 | 1,617                           |
| 10                                   | 27,600   | 2,175                                 | 3,150                           |
| 12                                   | 8,600  | 775                                   | 917                             |
| 14                                   | 6,600  | 600                                   | 700                             |
| 16                                   | 6,600  | 600                                   | 700                             |
| 18                                   | 7,900  | 750                                   | 817                             |
| 20                                   | 8,900  | 725                                   | 1,000                           |
| 22                                   | 11,800   | 812                                   | 1,425                           |
| 24                                   | 11,800   | 1,000                                 | 1,300                           |
| 26                                   | 7,800  | 637                                   | 875                             |
| 28                                   | 9,700  | 875                                   | 1,033                           |
| 30                                   | 13,000   | 1,000                                 | 1,500                           |
| 32                                   | 17,300   | 1,262                                 | 2,041                           |
| 34                                   | 14,000   | 1,237                                 | 1,508                           |
| 36                                   | 14,900   | 1,075                                 | 1,767                           |
| 38                                   | 14,500   | 1,075                                 | 1,700                           |
| 40                                   | 18,800   | 1,450                                 | 2,167                           |
| 42                                   | 10,800   | 725                                   | 1,317                           |
| 44                                   | 8,900  | 725                                   | 1,000                           |
| 46                                   | 7,700  | 650                                   | 850                             |
| 48                                   | 3,200  | 300                                   | 333                             |
| 50                                   | 2,700  | 237                                   | 292                             |
| 52                                   | 2,900  | 187                                   | 358                             |
| 54                                   | 2,000  | 162                                   | 225                             |
| 56                                   | 2,100  | 187                                   | 225                             |
| 58                                   | 1,400  | 137                                   | 142                             |
| 60                                   | 1,400  | 100                                   | 167                             |
| 62                                   | 500  | 37                                    | 58                              |
| 64                                   | 600  | 50                                    | 67                              |
| 66                                   | 300  | 25                                    | 33                              |
| 68                                   | 300  |                                       | 50                              |
| 70                                   | 300  |                                       | 50                              |
| 72                                   | 150  |                                       | 25                              |
| 74                                   | 150  |                                       | 25                              |
| 76                                   |  |                                       |                                 |
| 78                                   |  |                                       |                                 |

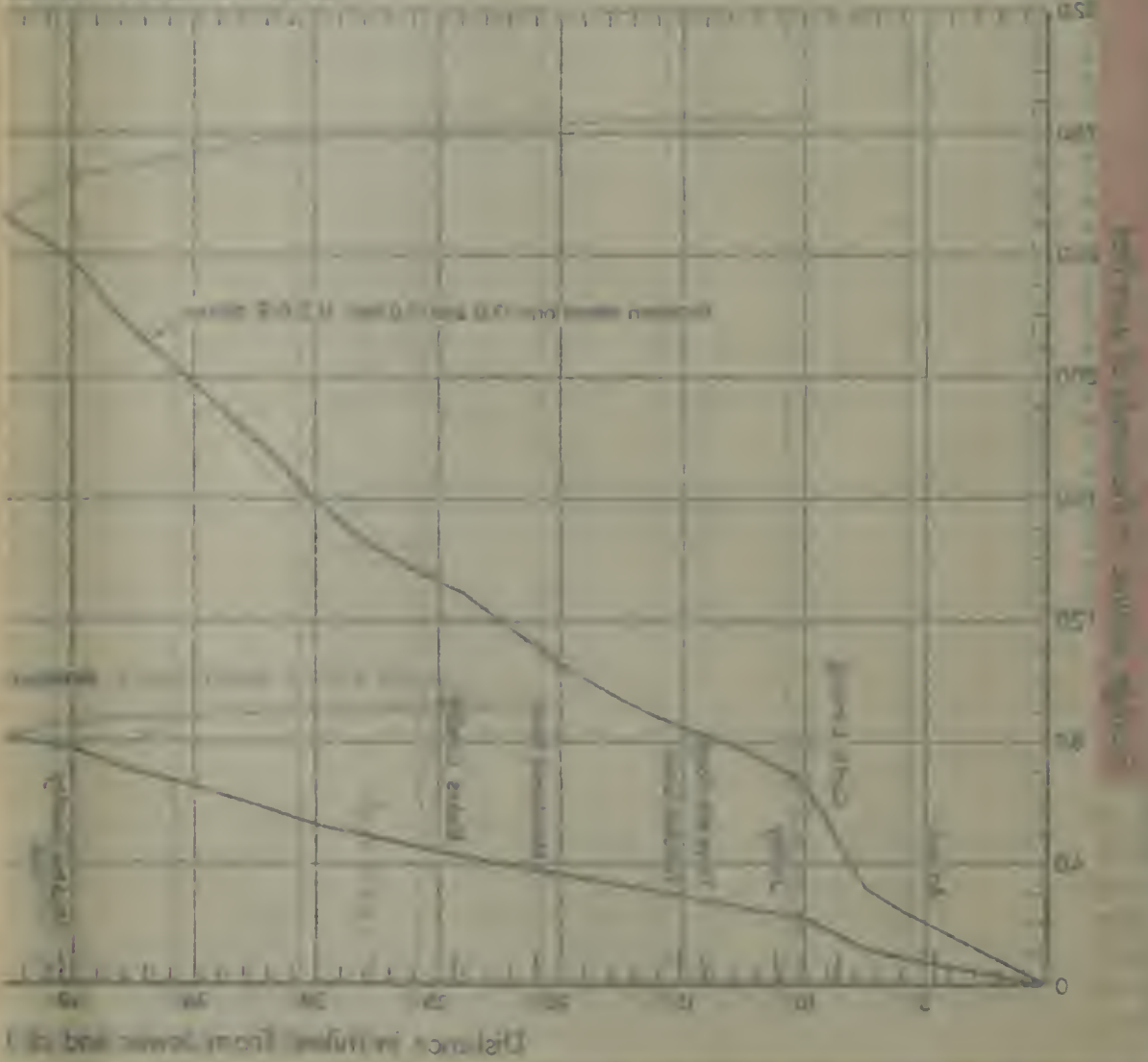
ACCUMULATED TIDAL VOLUME  
IN  
SACRAMENTO AND SAN JOAQUIN DELTA CHANNELS



### SACRAMENTO RIVER



### SAN JOAQUIN RIVER



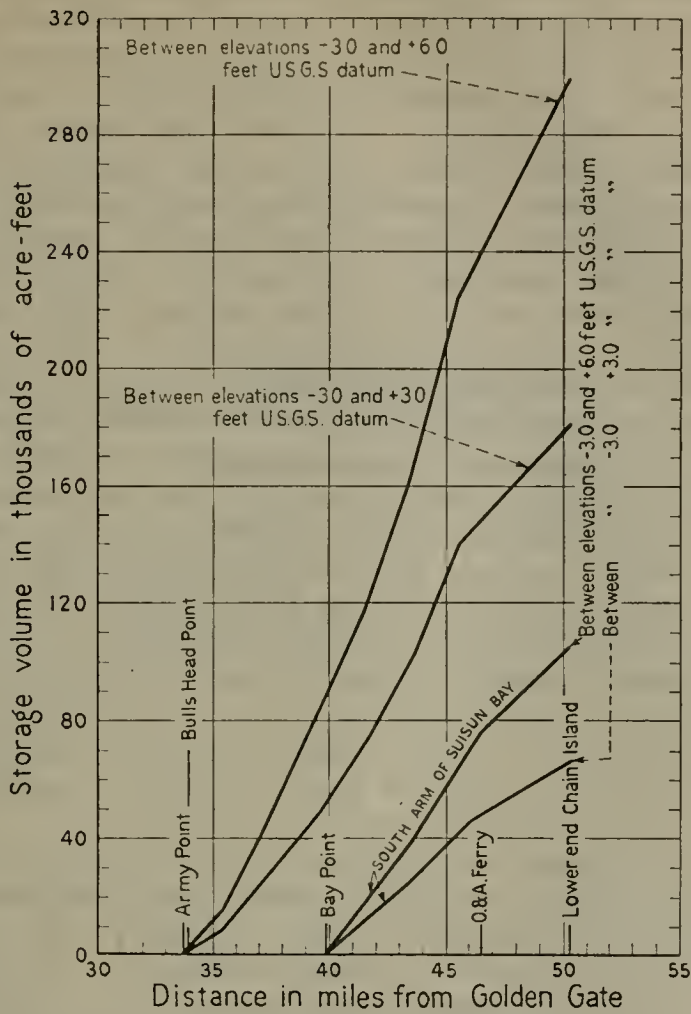


TABLE OF INCREMENTS  
 ABOVE ARMY POINT                      ABOVE BAY POINT

| MILES FROM GOLDEN GATE | VOLUME IN ACRE-FEET PER FOOT OF DEPTH BETWEEN ELEVATIONS |                           | VOLUME IN ACRE-FEET PER FOOT OF DEPTH BETWEEN ELEVATIONS |                           | VOLUME IN ACRE-FEET PER FOOT OF DEPTH BETWEEN ELEVATIONS |                           |
|------------------------|--|---------------------------|--|---------------------------|--|---------------------------|
|                        | -3.0 & +6.0 U.S.G.S DATUM                                | -3.0 & +3.0 U.S.G.S DATUM | +3.0 & +6.0 U.S.G.S DATUM                                | -3.0 & +6.0 U.S.G.S DATUM | -3.0 & +3.0 U.S.G.S DATUM                                | +3.0 & +6.0 U.S.G.S DATUM |
| 33.8                   |  |                           |  |                           |  |                           |
| 34.0                   | 1933   | 195                       | 255  |                           |  |                           |
| 36.0                   | 22418  | 2221                      | 3031   |                           |  |                           |
| 38.0                   | 31969  | 3122                      | 4411   |                           |  |                           |
| 40.0                   | 33928  | 3530                      | 4250   | • 1092                    | • 116  | • 132                     |
| 42.0                   | 38876  | 4195                      | 4569   | 21890                     | 2338   | 2621                      |
| 44.0                   | 49385  | 5274                      | 5914   | 22937                     | 2480   | 2685                      |
| 46.0                   | 54111  | 5524                      | 6989   | 24337                     | 2595   | 2922                      |
| 48.0                   | 31520  | 2930                      | 4846   | 16534                     | 1707   | 2098                      |
| 50.0                   | 30857  | 2830                      | 4626   | 15342                     | 1582   | 1951                      |
| 50.3                   | 4629   | 425                       | 694  | 2302                      | 237  | 293                       |

• Volume above mile 399

ACCUMULATED TIDAL VOLUME  
 IN  
 SUISUN BAY

The computations of tidal volume in the delta are of a tedious and voluminous nature, involving some 550 miles of channels. Volumes within the tidal range were first computed for successive segments of each channel from the channel cross sections on the survey maps and these volumes were then accumulated with distance from the lower to the upper end of each channel. The total tidal volume for the Sacramento and San Joaquin Delta tidal basins was then accumulated separately for each basin, progressing upstream from the confluence of the rivers at Collinsville (Chain Island) to the upper limits of the tidal basin. In this progressive accumulation, the distance in miles from the mouth of the river up through each basin was measured along the main channels, as shown on Plate XXXIV. The volumes in the branch channels were accumulated with the volumes in the main channels on the basis of equal time of occurrence of tidal phases. Thus, the volume in any branch channel was accumulated with the volume in the main channel up to points having an equal time of occurrence of tide. By this method, the volume of the tidal basin was accumulated in the same manner as the basin is filled or emptied by tidal waters.

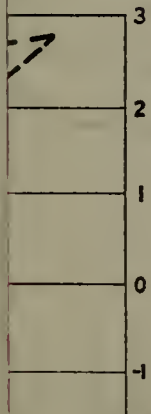
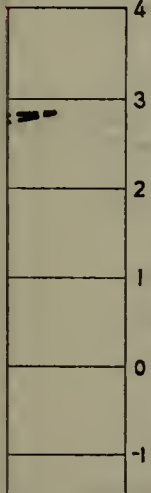
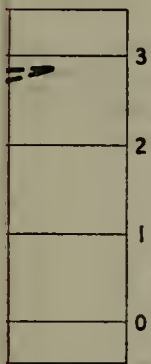
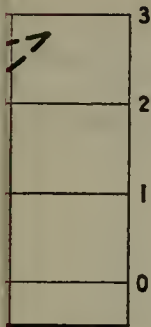
The accumulated tidal volumes for both the San Joaquin and Sacramento River channels have been computed for the tidal volume between elevations  $-3$  and  $+1$  and between elevations  $-3$  and  $+7$ , U. S. G. S. Datum. The tabulations on Plate XXXVIII summarize, by two miles increments, the tidal volumes in acre-feet and, in addition, the variation of tidal volume per foot of depth for each zone between elevations  $-3$  and  $+1$  and elevations  $+1$  and  $+7$ .

For the tidal volume in Suisun Bay, the hydrographic survey made in the spring of 1930 by the United States Army Engineers was used. The compiled data are shown on Plate XXXIX. The tidal volumes between elevations  $-3$  and  $+3$  and elevations  $-3$  and  $+6$ , U. S. G. S. datum, were progressively accumulated from the lower end to the upper end of the basin. The distance in miles along which the accumulation was made was measured along a median line from Army Point to the mouth of the river, as shown on Plate XXXIV. The accumulation of the volumes for the bay proper and for the branch channels was made in the same manner as in the case of the delta channels in proportion to the advance of the tide.

*Tidal Prism Volumes in Delta and Suisun Bay*—The actual changes in volume in the tidal prism of the delta and Suisun Bay between successive tidal phases vary with the range of the tide and include only a portion of the total tidal volume. These volumes of actual tidal prisms are designated herein as "tidal prism volumes." The determination of actual tidal prism volumes is made possible by the continuous records of tidal stage obtained from the several automatic tide gage stations established in the basin, combined with the tabulations of tidal volume compiled in the manner previously described.

Typical tidal prisms for the delta and for Suisun Bay are shown on Plates XL to XLV, inclusive. These are representative of a large number of actual tidal prisms compiled and computed for these basins covering considerable variations of tidal range. As an example, Plate XL, "Tidal Prism Volumes in Sacramento River Channels," shows the tidal prisms or changes in tidal volume during a tidal cycle on August 27 and 28, 1929. The instantaneous position or profile of the water





Elevations in feet referred to U.S.G.S datum

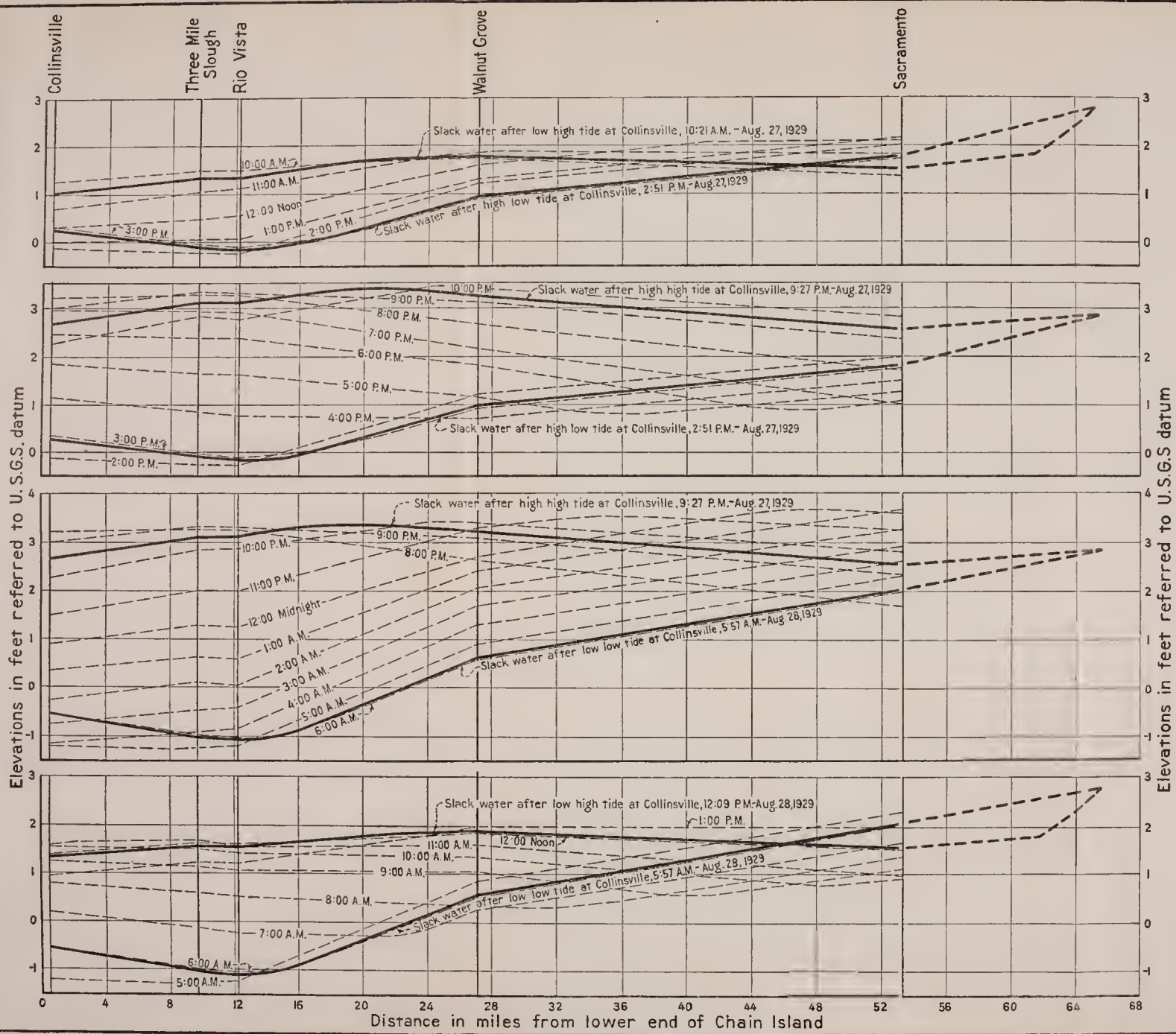
**TIDAL PRISM VOLUME**  
 Computed from slack water to slack water  
 Change in volume in tidal basin

| Tidal period          | Acre-feet |          |
|-----------------------|-----------|----------|
|                       | Increase  | Decrease |
| Low high to high low  |           | 13,700   |
| High low to high high | 38,400    |          |
| High high to low low  |           | 45,700   |
| Low low to low high   | 24,000    |          |
| Total                 | 62,400    | 59,400   |

**NOTE**

Slack water lines as shown indicate the position of the water surface throughout the tidal basin at the time of occurrence of slack water at Collinsville. Time of slack water assumed at 1/4 hours after time of occurrence of tidal phases at Collinsville.

**TIDAL PRISM VOLUMES**  
 IN  
**SACRAMENTO RIVER CHANNELS**



**TIDAL PRISM VOLUME**  
Computed from slack water to slack water

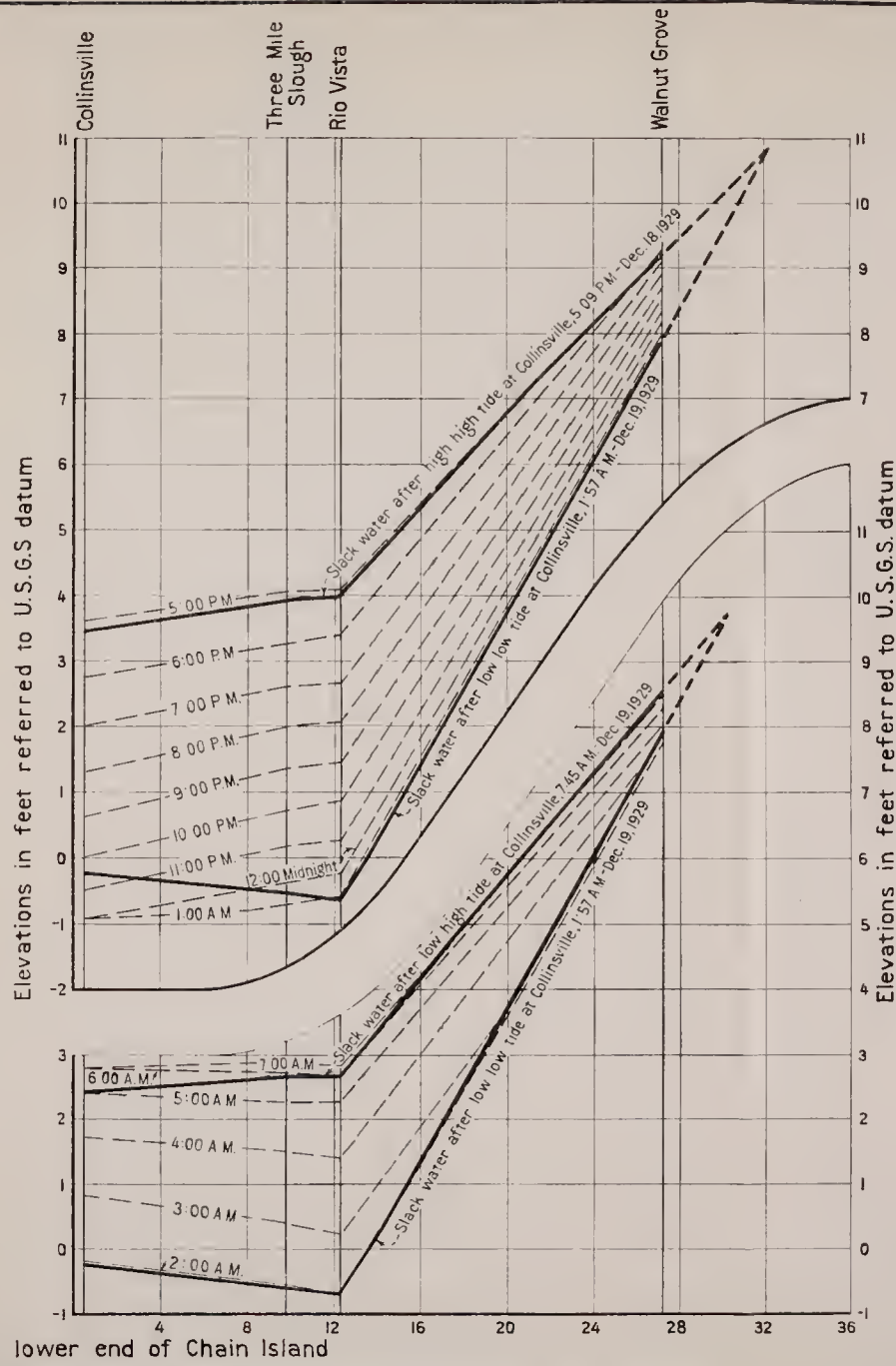
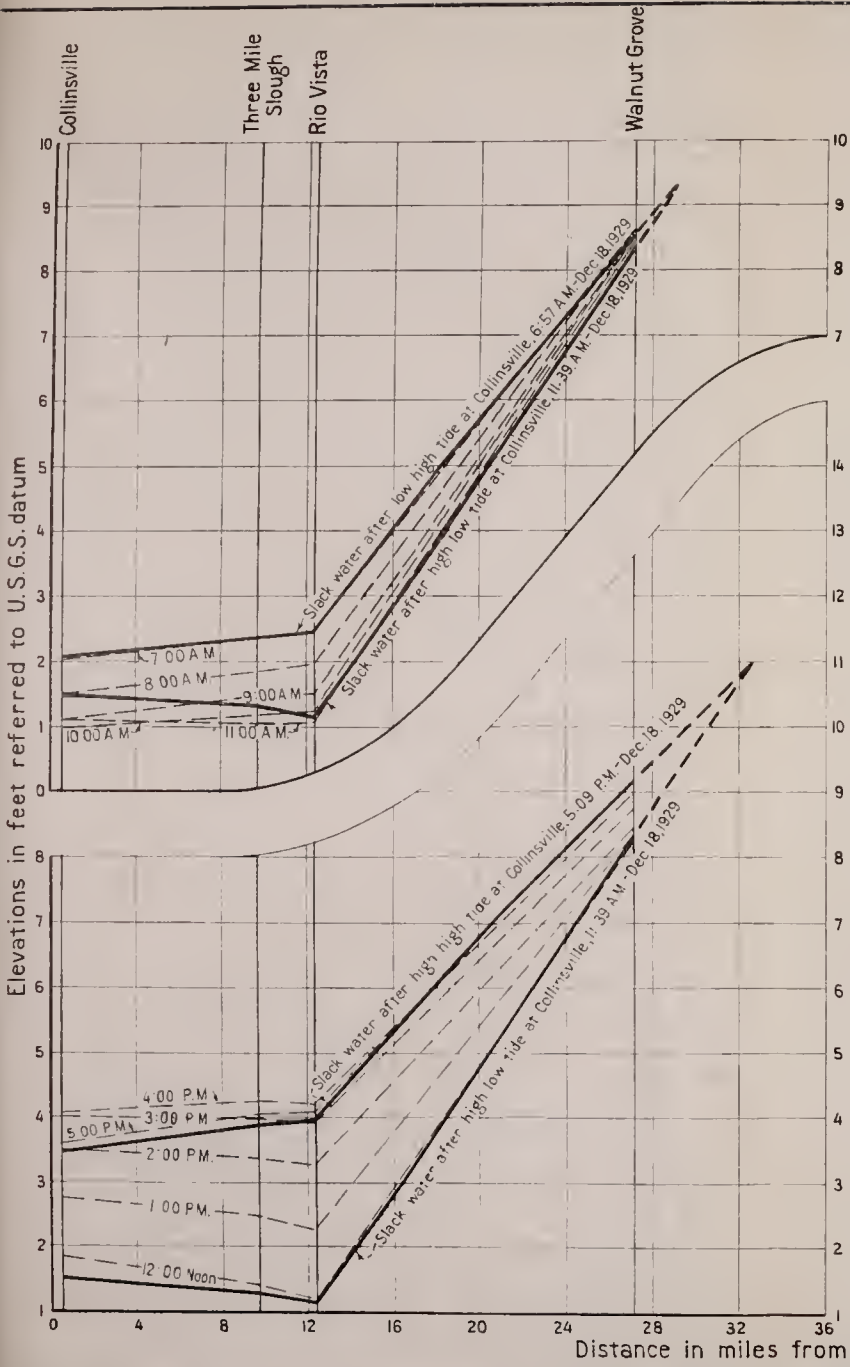
Change in volume in tidal basin

| Tidal period          | Acre-feet     |               |
|-----------------------|---------------|---------------|
|                       | Increase      | Decrease      |
| Low high to high low  |               | 13,700        |
| High low to high high | 38,400        |               |
| High high to low low  |               | 45,700        |
| Low low to low high   | 24,000        |               |
| <b>Total</b>          | <b>62,400</b> | <b>59,400</b> |

**NOTE**

Slack water lines as shown indicate the position of the water surface throughout the tidal basin at the time of occurrence of slack water at Collinsville. Time of slack water assumed at 1/4 hours after time of occurrence of tidal phases at Collinsville.

**TIDAL PRISM VOLUMES**  
IN  
**SACRAMENTO RIVER CHANNELS**



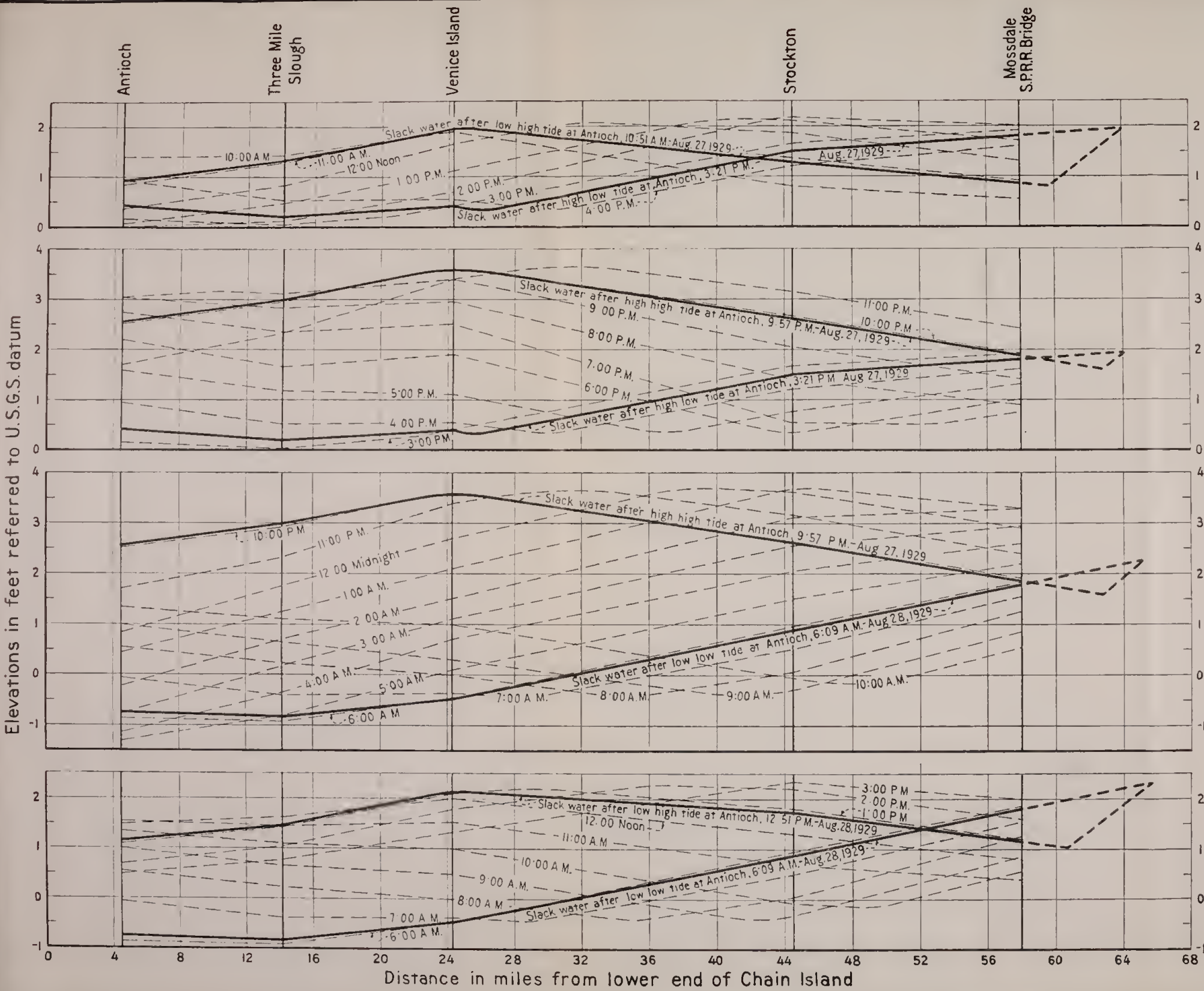
**TIDAL PRISM VOLUME**  
Computed from slack water to slack water  
Change in volume in tidal basin

| Tidal period          | Acre-feet     |               |
|-----------------------|---------------|---------------|
|                       | Increase      | Decrease      |
| Low high to high low  |               | 11,600        |
| High low to high high | 28,700        |               |
| High high to low low  |               | 44,600        |
| Low low to low high   | 30,600        |               |
| <b>Total</b>          | <b>59,300</b> | <b>56,200</b> |

**NOTE**  
Slack water lines as shown indicate the position of the water surface throughout the tidal basin at the time of occurrence of slack water at Collinsville. Time of slack water assumed at 1/4 hours after time of occurrence of tidal phases at Collinsville.

**TIDAL PRISM VOLUMES**  
IN  
**SACRAMENTO RIVER CHANNELS**





**TIDAL PRISM VOLUME**  
Computed from slack water to slack water

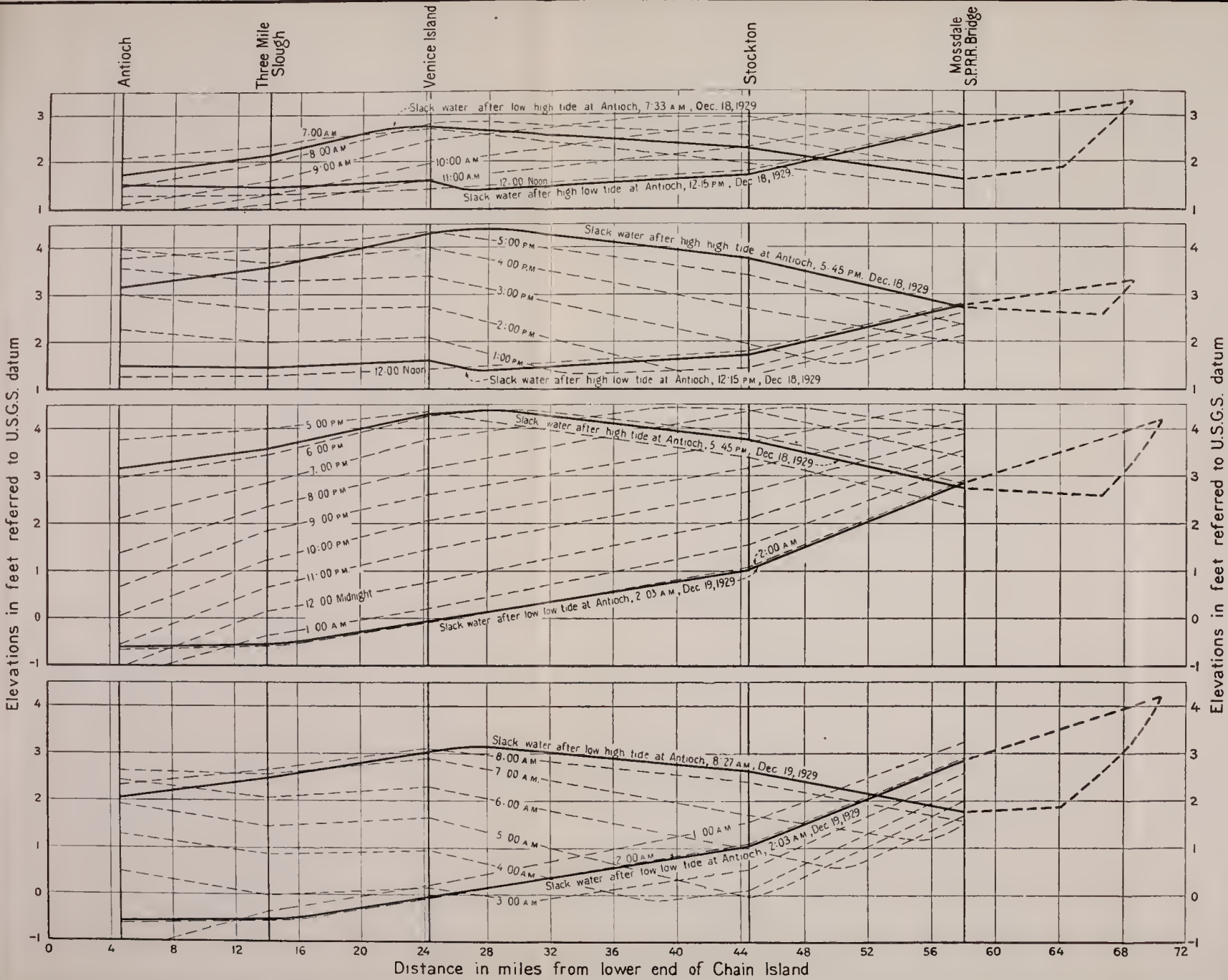
Change in volume in tidal basin

| Tidal period          | Acre-feet      |                |
|-----------------------|----------------|----------------|
|                       | Increase       | Decrease       |
| Low high to high low  |                | 19,900         |
| High low to high high | 62,600         |                |
| High high to low low  |                | 81,300         |
| Low low to low high   | 44,700         |                |
| <b>Total</b>          | <b>107,300</b> | <b>101,200</b> |

**NOTE**

Slack water lines as shown indicate the position of the water surface throughout the tidal basin at the time of occurrence of slack water at Antioch. Time of slack water assumed at 1/4 hours after time of occurrence of tidal phases at Antioch.

**TIDAL PRISM VOLUMES**  
IN  
**SAN JOAQUIN RIVER CHANNELS**



**TIDAL PRISM VOLUME**  
Computed from slack water to slack water

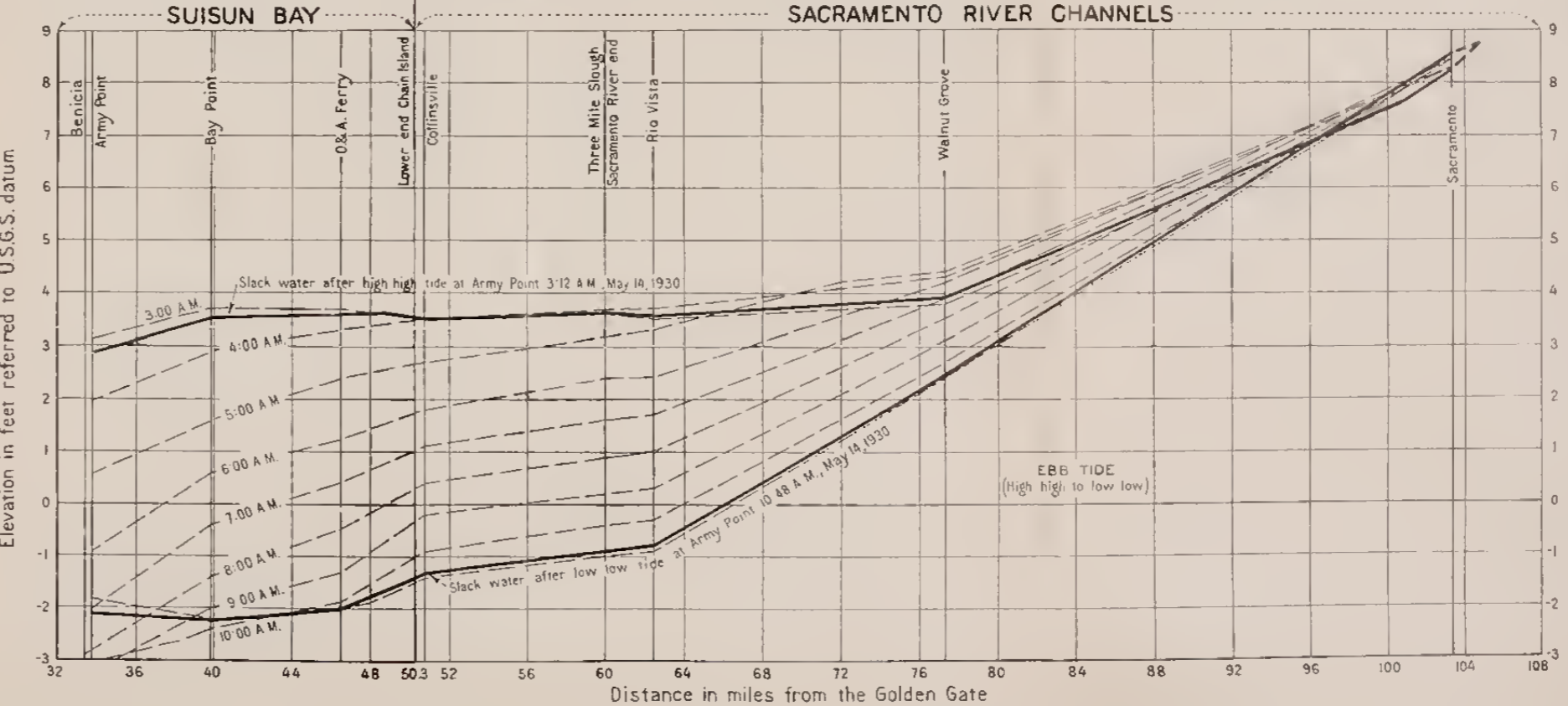
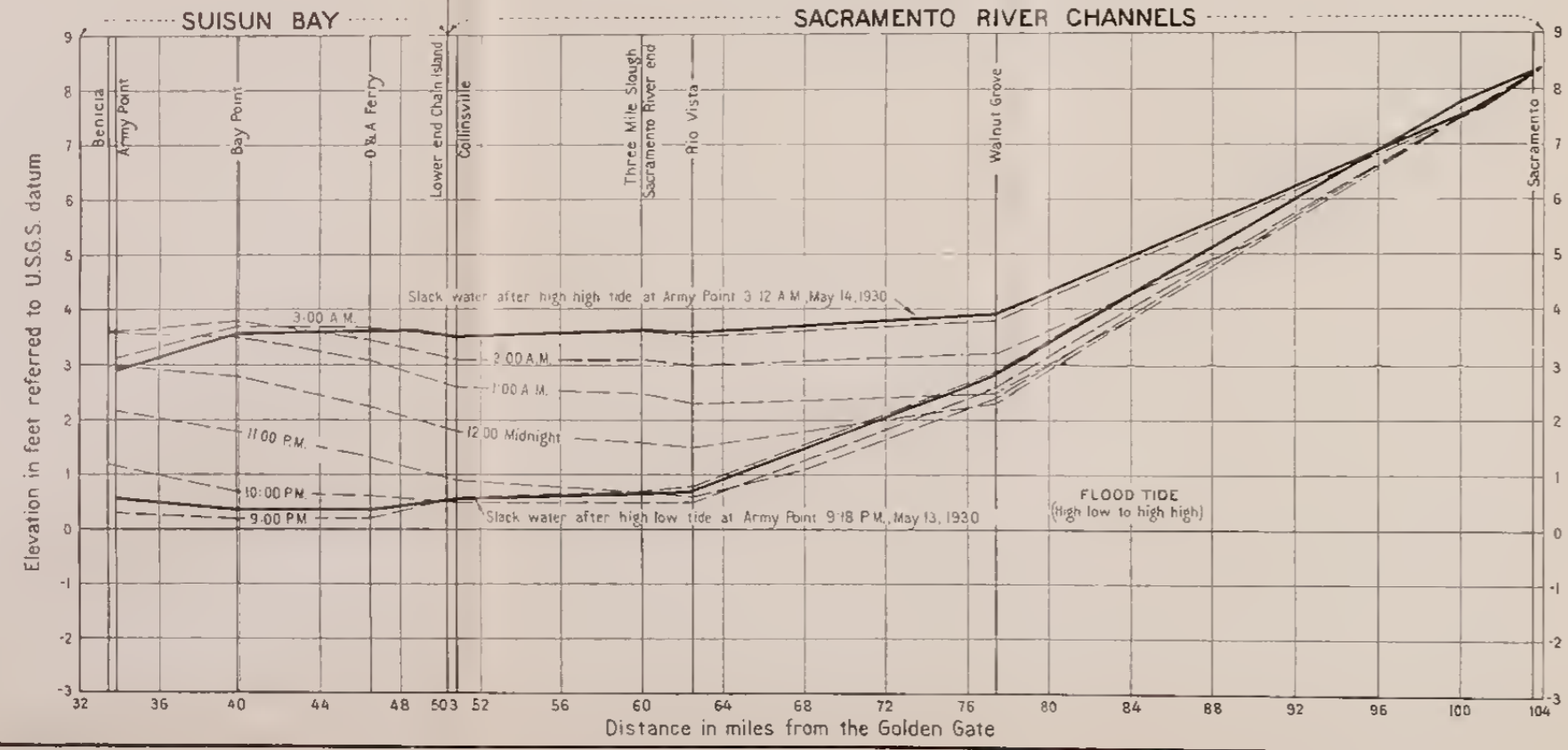
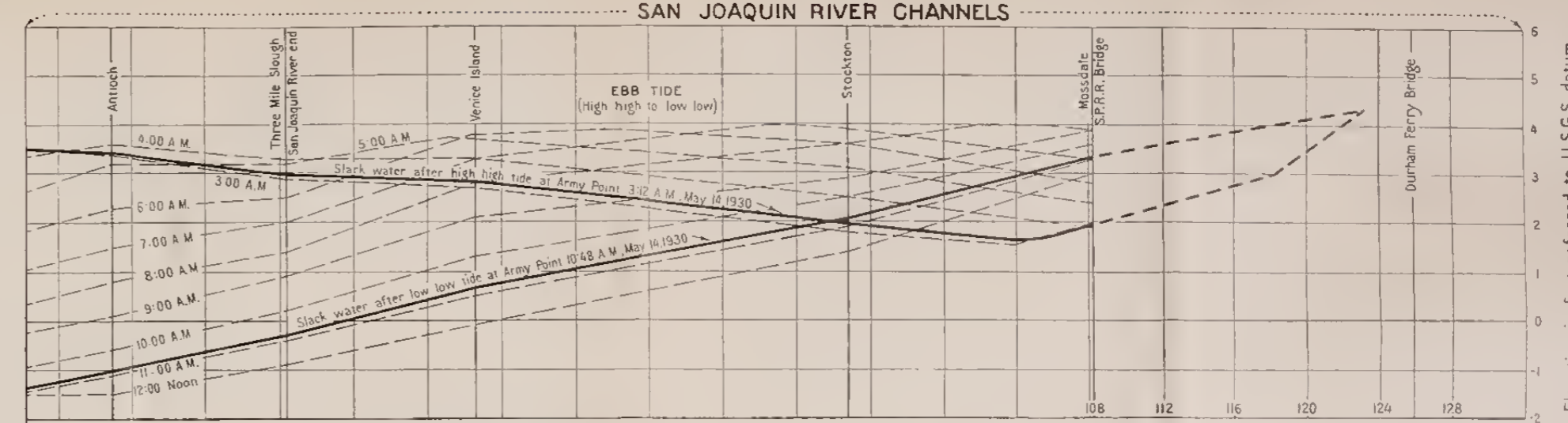
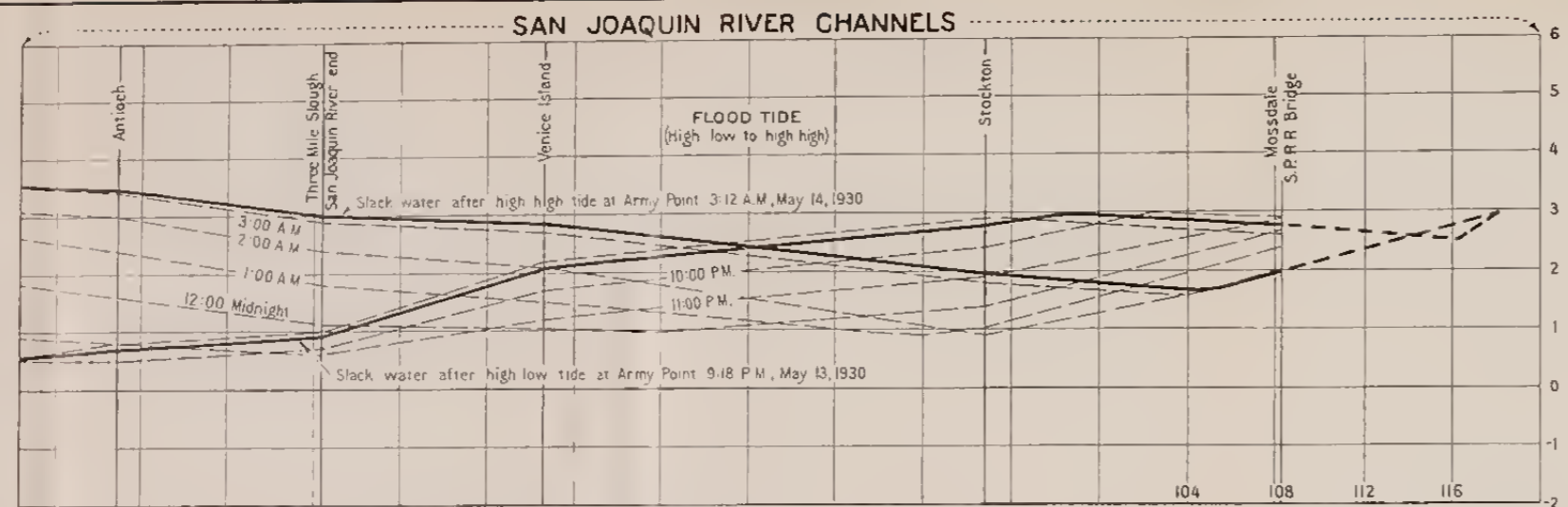
Change in volume in tidal basin

| Tidal period          | Acre-feet      |                |
|-----------------------|----------------|----------------|
|                       | Increase       | Decrease       |
| Low high to high low  |                | 22,700         |
| High low to high high | 67,800         |                |
| High high to low low  |                | 101,500        |
| Low low to low high   | 66,700         |                |
| <b>Total</b>          | <b>134,500</b> | <b>124,200</b> |

**NOTE**  
Slack water lines as shown indicate the position of the water surface throughout the tidal basin at the time of occurrence of slack water at Antioch. Time of slack water assumed at 1/4 hours after time of occurrence of tidal phases at Antioch.

**TIDAL PRISM VOLUMES**  
IN  
**SAN JOAQUIN RIVER CHANNELS**





**TIDAL PRISM VOLUME**  
 Computed from slack water to slack water

Change in volume in tidal basin

| Tidal period          | Acre-feet      |                |
|-----------------------|----------------|----------------|
|                       | Increase       | Decrease       |
| High low to high high | 156,700        |                |
| High high to low low  |                | 276,700        |
| Low low to low high   | 192,000        |                |
| Low high to high low  |                | 51,400         |
| <b>Total</b>          | <b>348,700</b> | <b>328,100</b> |

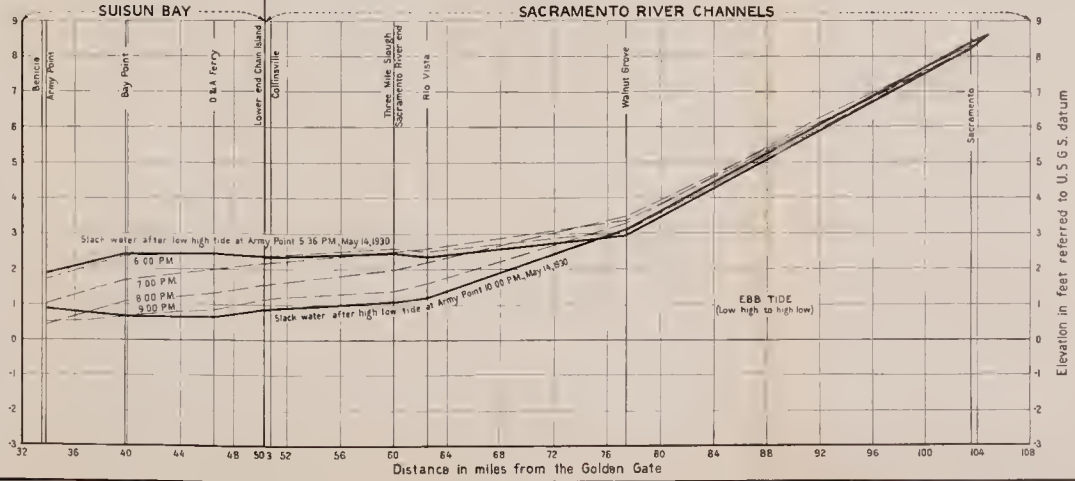
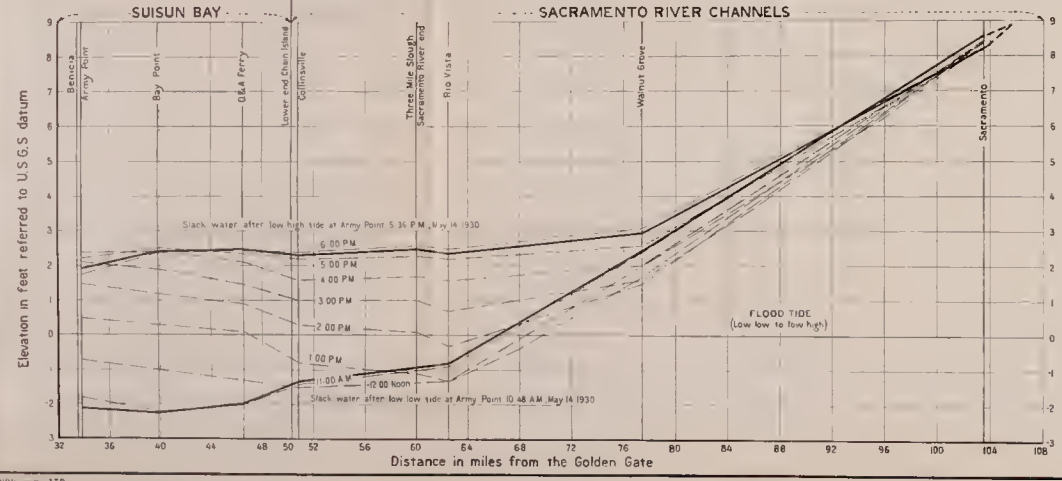
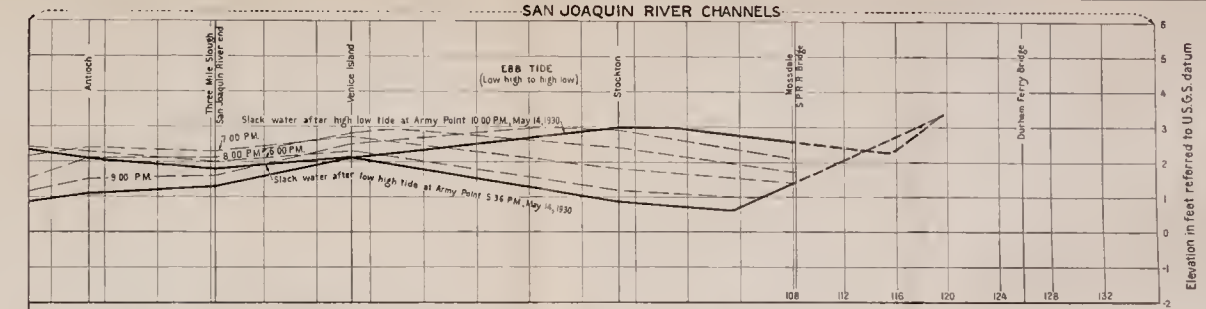
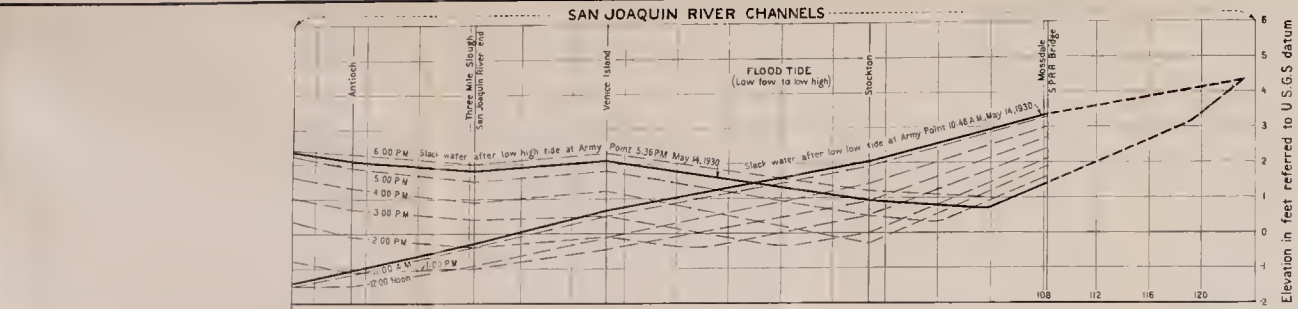
**NOTE**

Slack water lines as shown indicate the position of the water surface throughout the tidal basin at the time of occurrence of slack water at Benicia. Time of slack water assumed at 1 1/2 hours after time of occurrence of tidal phases at Benicia.

This and the following plate show tidal prism volumes for one complete tidal cycle May 13-14, 1930.

**TIDAL PRISM VOLUMES**  
 IN  
**SUISUN BAY AND DELTA CHANNELS**





**TIDAL PRISM VOLUME**  
 Computed from slack water to slack water

Change in volume in tidal basin

| Tidal period          | Acres   | Increase | Decrease |
|-----------------------|---------|----------|----------|
| High low to high high | 156,700 |          | 276,700  |
| High high to low low  |         | 192,000  |          |
| Low low to low high   |         |          | 514,000  |
| Low high to high low  |         | 348,700  | 328,100  |
| <b>Total</b>          |         |          |          |

**NOTE**

Slack water lines, as shown indicate the position of the water surface throughout the tidal basin at the time of occurrence of slack water at Benicia. Time of slack water assumed at 1 1/2 hours after time of occurrence of tidal phases at Benicia.

This and the preceding plate show tidal prism volumes for one complete tidal cycle May 13-14, 1930.

**TIDAL PRISM VOLUMES**  
 IN  
**SUISUN BAY AND DELTA CHANNELS**

Figure 262 U of bottom profile of port side.



surface in the basin for each hour during the tidal cycle is plotted from the automatic tide gage records. The uppermost diagram on Plate XL covers the period of ebb from low-high to high-low tide; the second from the top covers the flood period from high-low to high-high tide; the third diagram covers the ebb period from high-high to low-low, and the bottom diagram covers the flood period from low-low to low-high tide. The heavy lines at the bottom and top of each of these diagrams show the profile or position of the water surface at time of slack water following the several tidal phases. Hence, the area between these two heavy lines graphically represents in cross-section the magnitude of the actual change in volume in the tidal basin during the particular periods of ebb and flood.

The computation of the actual change in volume between tidal phases is based on the actual water levels shown in these diagrams, combined with the tidal volumes shown on Plates XXXVIII and XXXIX. These computations of volume were made for each two-mile section. Using the vertical range between the upper and lower water level at time of slack water and the variation of volume per foot of depth as shown in the tabulations on Plates XXXVIII and XXXIX, the total volumes for each two-mile section are readily computed. The volume above and below elevation +1 U.S.G.S. Datum was computed separately in order to take care of the variation in volume per foot of depth as between upper and lower zones. It was not considered necessary to use any smaller subdivisions of vertical depth than those two. The total tidal prism volume was then obtained by summing up the volumes computed for each two-mile increment.

It will be noted on Plate XL in the case of both the period of ebb from low-high to high-low and of flood from low-low to low-high tides that the change in volume in the extreme upper part of the basin was opposite to that in the lower part. In other words the water levels in the upper part of the basin were rising, while those in the lower part of the basin were falling and vice versa. In computing the total change in volume for such cases, the volume changes of opposite sign were added algebraically.

The tidal prism volumes computed in the above manner, are shown tabulated on each plate. The total change in volume during flood and during ebb tides very nearly balance each other. This is characteristic of all tidal movements in the tidal basin, especially during periods of low stream flow. The difference between the total change in volume for the two flood tides and for the two ebb tides is represented by the difference in water level in the basin at the beginning and end of the tidal cycle. If the water level at the beginning and end of the tidal cycle happens to be the same, which is frequently the case, the volume changes during ebb and flood will equalize each other.

The effect of greatly increased stream flow upon the shape of the tidal prisms is shown on Plate XLI, covering the tidal cycle period of December 18 and 19, 1929, when the flow of the Sacramento River past Sacramento was about 100,000 second-feet. As would be expected, the profile of the water surface in the basin is materially changed from that of the low stream flow period, the water levels in the upper part of the basin being generally at much higher elevations. The shortening-up of the tidal basin with the limits of tidal action pushed downstream is evident also. All of the tidal prisms extend only



a short distance above Walnut Grove whereas, during the low flow period, they extend about twelve miles above Sacramento.

Tidal prism volumes have been computed in the above manner for the delta and for Suisun Bay covering typical variations of tidal range in the basins and for several different tidal cycles during the low water season within the period of advance and retreat of salinity. The results of these computations are shown in Table 24. This table shows the computed increase and decrease and net change in volume in the tidal basin and the corresponding tidal range from slack water to slack water at the lower end of the basin ("Home Section") for numerous typical tidal prisms covering the delta alone and all or portions of Suisun Bay in combination with the delta.

The change in volume in the tidal basin of the delta and Suisun Bay between successive tidal phases is related to the tidal range at the "Home Section" between these two phases. This is graphically shown on Plate XLVI, "Relation of Tidal Prism Volumes to Tidal Range (Antioch and Collinsville Home sections)" and Plate XLVII, "Relation of Tidal Prism Volumes to Tidal Range (Suisun Bay Home sections)." The points plotted on these diagrams are based upon the computed tidal prism volumes and the coincident tidal range at the section at the lower end at the tidal basin, designated the "home section." The relation appears to be approximately a straight line variation. The actual plotted points depart somewhat from the average lines, but the variation is not of great magnitude and it is believed that the relation indicated is as accurate as the data and computations warrant. The relation established is of great value inasmuch as it saves a tremendous amount of detailed computations which would be required to obtain the tidal prism volumes for each tidal cycle during the season. With the use of these established graphical relations, the tidal prism volumes or net changes in tidal volume in the tidal basin for any tidal movement can be obtained immediately from the diagrams with the known range of the tide available from the tide gage records at the home section.

*Tidal Flow*—Tidal flow is defined as the amount of water entering or leaving a tidal basin between any two successive tidal phases. The actual tidal prism volume or the change in volume in a tidal basin between any two successive tidal phases is a measure of the tidal flow passing into or out of a tidal basin. However, it is not an exact measure of tidal flow. The exact measure of tidal flow must be based not only upon the change in volume in the tidal basin but also upon the additions and extractions from the tidal basin during any particular period of tidal flow. These additions and extractions consist of stream inflow and water consumption, respectively. The actual change in volume in the tidal basin is the combined result of the tidal flow entering or leaving the tidal basin and the water entering and leaving the basin by stream flow and consumption respectively. Considering any period of ebb or flood between two successive phases of the tide, the magnitude of tidal flow into or out of a tidal basin is expressed by the following formulae:

$$t = v - s + e \text{ (for flood tides)}$$

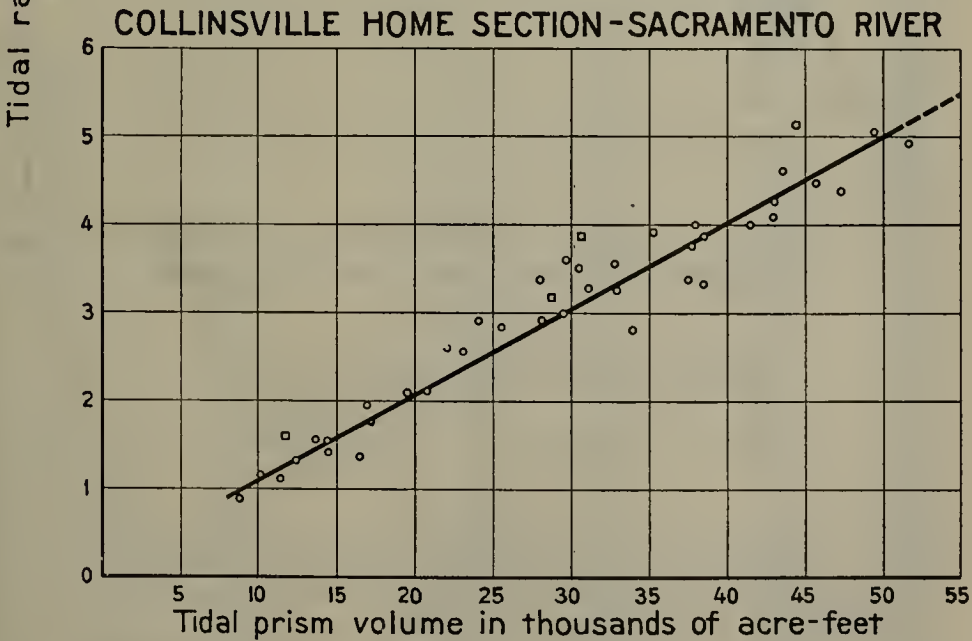
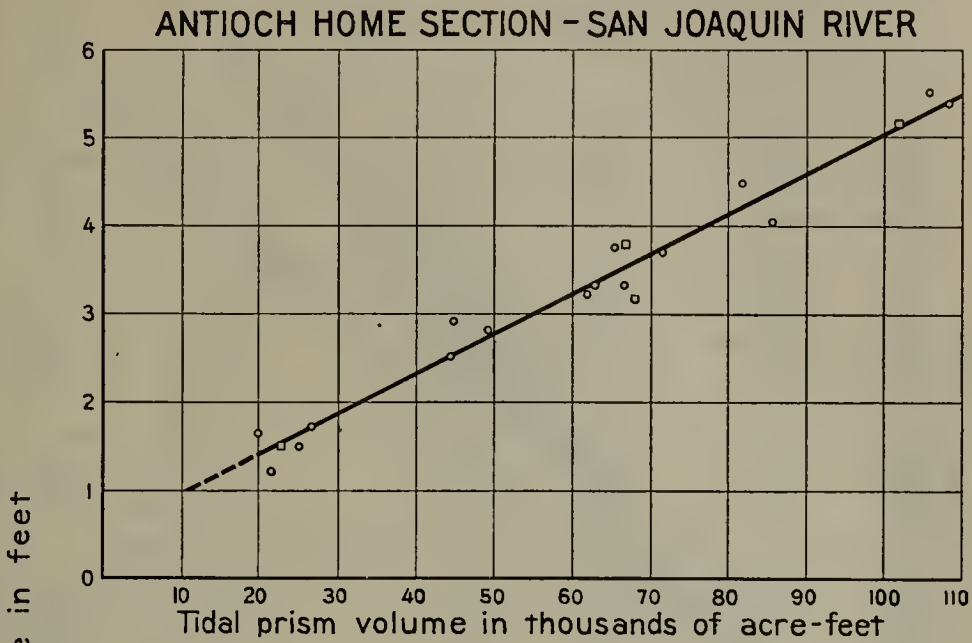
$$t = v + s - e \text{ (for ebb tides)}$$

where,  $t$  = the tidal flow entering or leaving the tidal basin

$v$  = the change in volume in the tidal basin

$s$  = the stream flow into the tidal basin

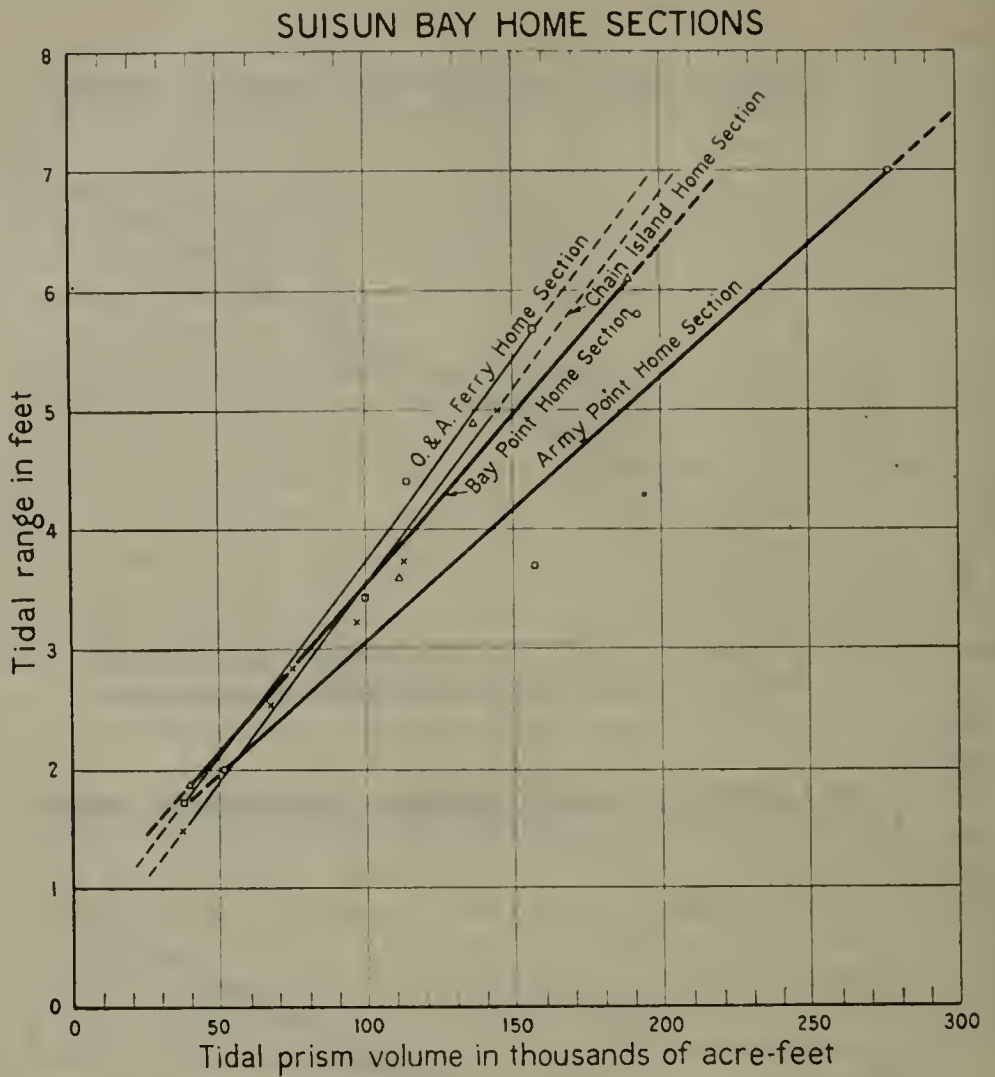
$e$  = the extractions of water from the tidal basin.



## RELATION OF TIDAL PRISM VOLUMES TO TIDAL RANGE

### LEGEND

- Stream flow into delta less than 6,000' sec.-ft.
- Stream flow into delta more than 100,000 sec.-ft. (from Sacramento River).



**LEGEND**

- Computed tidal prism volume above Army Point
- △ " " " " " Bay Point
- " " " " " O. & A. Ferry
- x " " " " " Chain Island

**NOTE**

The computed tidal prism volumes above a home section at Bay Point and O. & A. Ferry include only the south arm of Suisun Bay and the Sacramento and San Joaquin River channels.

The computed tidal prism volumes above a home section at Chain Island include the channels of the Sacramento and San Joaquin Rivers

## RELATION OF TIDAL PRISM VOLUMES TO TIDAL RANGE



TABLE 24

TIDAL PRISM VOLUMES IN TIDAL BASIN OF SUISUN BAY AND OF SACRAMENTO-SAN JOAQUIN DELTA

| Date   | Tide  | Tidal range in feet at home section <sup>1</sup> | Period of time between slack water at beginning and end of tide | Change in volume in tidal basin, in acre-feet |          | Net change in tidal prism volume in acre-feet |
|--|-------|--|---|---|----------|---|
|  |       |  |   | Increase                                      | Decrease |   |
| <b>Suisun Bay and Delta Tidal Basin Above Army Point Home Section</b>                        |       |  |   |   |          |   |
| May 13-14, 1930  | Flood | 3.70   | 9.18 p.m.—3.12 a.m.   | 162,000                                       | 5,300    | 156,700                                       |
| May 14, 1930   | Ebb   | 7.00   | 3.12 a.m.—10.48 a.m.  | 2,200   | 278,900  | 276,700                                       |
| May 14, 1930   | Flood | 5.80   | 10.48 a.m.—5.36 p.m.  | 199,300                                       | 7,300    | 192,000                                       |
| May 14, 1930   | Ebb   | 2.00   | 5.36 p.m.—10.00 p.m.  | 21,100  | 72,500   | 51,400  |
| <b>Suisun Bay* and Delta Tidal Basin Above Bay Point Home Section</b>                        |       |  |   |   |          |   |
| May 13-14, 1930  | Flood | 3.6  | 10.24 p.m.—3.54 a.m.  | 112,800                                       | 900      | 111,900                                       |
| May 14, 1930   | Ebb   | 6.2  | 3.54 a.m.—11.54 a.m.  | 1,000   | 189,800  | 188,800                                       |
| May 14, 1930   | Flood | 4.9  | 11.54 a.m.—6.30 p.m.  | 137,800                                       | 1,700    | 136,100                                       |
| May 14, 1930   | Ebb   | 1.8  | 6.30 p.m.—11.00 p.m.  | 7,000   | 46,300   | 39,300  |
| <b>Suisun Bay* and Delta Tidal Basin Above O. and A. Ferry Home Section</b>                  |       |  |   |   |          |   |
| May 13-14, 1930  | Flood | 3.45   | 10.30 p.m.—4.30 a.m.  | 98,900  | 500      | 98,400  |
| May 14, 1930   | Ebb   | 5.66   | 4.30 a.m.—12.12 p.m.  | 600   | 156,700  | 156,100                                       |
| May 14, 1930   | Flood | 4.43   | 12.12 p.m.—7.00 p.m.  | 114,400                                       | 1,500    | 112,900                                       |
| May 14, 1930   | Ebb   | 1.76   | 7.00 p.m.—11.30 p.m.  | 3,300   | 40,900   | 37,600  |
| <b>Sacramento-San Joaquin Delta Tidal Basin Above Lower End of Chain Island Home Section</b> |       |  |   |   |          |   |
| August 24, 1929  | Flood | 3.75   | 1.09 p.m.—7.45 p.m.   | 113,200                                       | 700      | 112,500                                       |
| August 24-25, 1929   | Ebb   | 3.25   | 7.45 p.m.—2.03 a.m.   | 1,600   | 98,100   | 96,500  |
| August 25, 1929  | Flood | 2.55   | 2.03 a.m.—7.45 a.m.   | 68,900  | 1,900    | 67,000  |
| August 25, 1929  | Ebb   | 2.85   | 7.45 a.m.—1.39 p.m.   | 1,100   | 75,600   | 74,500  |
| May 14, 1930   | Ebb   | 5.00   | 4.45 a.m.—11.42 a.m.  | 500   | 145,100  | 144,600                                       |
| May 14, 1930   | Ebb   | 1.50   | 7.15 p.m.—11.51 p.m.  | 2,000   | 39,000   | 37,000  |
| <b>Sacramento River Tidal Basin Above Collinsville Home Section</b>                          |       |  |   |   |          |   |
| July 7, 1929   | Flood | 3.9  | 12.15 p.m.—6.27 p.m.  | 36,400  | 1,200    | 35,200  |
| July 7, 1929   | Ebb   | 1.75   | 6.27 p.m.—10.39 p.m.  | 800   | 17,900   | 17,100  |
| July 7-8, 1929   | Flood | 3.35   | 10.39 p.m.—4.33 a.m.  | 38,300  | 700      | 37,600  |
| July 8, 1929   | Ebb   | 5.40   | 4.33 a.m.—12.57 p.m.  | 600   | 58,500   | 57,900  |
| July 20, 1929  | Ebb   | 4.90   | 2.45 a.m.—11.15 a.m.  | -----   | 51,600   | 51,600  |
| July 20, 1929  | Flood | 3.50   | 11.15 a.m.—6.03 p.m.  | 30,600  | 100      | 30,500  |
| July 20, 1929  | Ebb   | 1.10   | 6.03 p.m.—9.57 p.m.   | 400   | 11,700   | 11,300  |
| August 3, 1929   | Ebb   | 1.55   | 4.39 p.m.—8.42 p.m.   | 1,200   | 15,500   | 14,300  |
| August 4, 1929   | Ebb   | 5.60   | 2.54 a.m.—11.12 a.m.  | 400   | 56,300   | 55,900  |
| August 13, 1929  | Ebb   | 1.15   | 12.51 p.m.—4.57 p.m.  | 700   | 11,000   | 10,300  |
| August 13, 1929  | Flood | 2.80   | 4.57 p.m.—11.15 p.m.  | 33,900  | -----    | 33,900  |
| August 13-14, 1929   | Ebb   | 4.35   | 11.15 p.m.—7.33 a.m.  | 200   | 47,400   | 47,200  |
| August 24, 1929  | Flood | 3.75   | 1.09 p.m.—7.45 p.m.   | 38,000  | 200      | 37,800  |
| August 24-25, 1929   | Ebb   | 3.25   | 7.45 p.m.—2.03 a.m.   | 600   | 33,600   | 33,000  |
| August 25, 1929  | Flood | 2.55   | 2.03 a.m.—7.45 a.m.   | 23,600  | 600      | 23,000  |
| August 25, 1929  | Ebb   | 2.85   | 7.45 a.m.—1.39 p.m.   | 300   | 25,700   | 25,400  |
| August 27, 1929  | Ebb   | 1.55   | 10.21 a.m.—2.51 p.m.  | 600   | 14,300   | 13,700  |
| August 27, 1929  | Flood | 3.30   | 2.51 p.m.—9.27 p.m.   | 38,500  | 100      | 38,400  |
| August 27-28, 1929   | Ebb   | 4.45   | 9.27 p.m.—5.57 a.m.   | 300   | 46,000   | 45,700  |
| August 28, 1929  | Flood | 2.90   | 5.57 a.m.—12.09 p.m.  | 24,900  | 900      | 24,000  |
| September 1, 1929  | Ebb   | 2.10   | 4.09 p.m.—8.45 p.m.   | 1,200   | 20,500   | 19,300  |
| September 2, 1929  | Ebb   | 5.05   | 2.51 a.m.—10.39 a.m.  | 300   | 49,600   | 49,300  |
| September 7, 1929  | Ebb   | 3.00   | 7.15 a.m.—1.15 p.m.   | 600   | 30,000   | 29,400  |
| September 7, 8, 1929   | Ebb   | 3.85   | 7.30 p.m.—2.42 a.m.   | 600   | 39,000   | 38,400  |
| September 9-10, 1929   | Ebb   | 4.00   | 8.48 p.m.—4.33 a.m.   | 400   | 41,900   | 41,500  |
| September 10, 1929   | Ebb   | 1.30   | 11.00 a.m.—3.30 p.m.  | 800   | 13,200   | 12,400  |
| September 12-13, 1929  | Ebb   | 4.10   | 11.48 p.m.—8.00 a.m.  | 200   | 43,200   | 43,000  |
| September 13, 1929   | Ebb   | 1.40   | 2.36 p.m.—7.12 p.m.   | 900   | 15,300   | 14,400  |
| September 18, 1929   | Ebb   | 2.90   | 4.51 p.m.—10.39 p.m.  | 900   | 29,000   | 28,100  |
| September 19, 1929   | Ebb   | 4.00   | 4.09 a.m.—11.15 a.m.  | 800   | 38,600   | 37,800  |
| September 22-23, 1929  | Ebb   | 4.25   | 6.33 p.m.—2.03 a.m.   | 800   | 43,900   | 43,100  |
| September 23, 1929   | Ebb   | 2.10   | 8.00 a.m.—1.03 p.m.   | 500   | 21,200   | 20,700  |
| October 10, 1929   | Flood | 3.25   | 4.45 a.m.—12.09 p.m.  | 31,900  | 900      | 31,000  |
| October 10, 1929   | Ebb   | 0.85   | 12.09 p.m.—4.21 p.m.  | 600   | 9,300    | 8,700   |
| October 10, 1929   | Flood | 1.35   | 4.21 p.m.—9.15 p.m.   | 16,400  | 100      | 16,300  |
| October 29, 1929   | Ebb   | 3.60   | 2.45 p.m.—9.15 p.m.   | 700   | 30,200   | 29,500  |
| October 30, 1929   | Ebb   | 3.55   | 3.00 a.m.—8.15 a.m.   | 600   | 33,300   | 32,700  |
| November 2-3, 1929   | Ebb   | 4.60   | 4.33 p.m.—0.21 a.m.   | 1,000   | 44,600   | 43,600  |
| November 3, 1929   | Ebb   | 1.95   | 6.33 a.m.—11.15 a.m.  | 600   | 17,300   | 16,700  |
| November 11, 1929  | Ebb   | 2.60   | 1.15 p.m.—7.21 p.m.   | 600   | 22,500   | 21,900  |
| November 12, 1929  | Ebb   | 3.35   | 0.21 a.m.—7.09 a.m.   | 100   | 28,000   | 27,900  |
| December 18, 1929  | Ebb   | 1.60   | 6.57 a.m.—11.39 a.m.  | -----   | 11,600   | 11,600  |
| December 18, 1929  | Flood | 3.15   | 11.39 a.m.—5.09 p.m.  | 23,700  | -----    | 23,700  |
| December 18-19, 1929   | Ebb   | 5.12   | 5.09 p.m.—1.57 a.m.   | -----   | 44,600   | 44,600  |
| December 19, 1929  | Flood | 3.86   | 1.57 a.m.—7.45 a.m.   | 30,600  | -----    | 30,600  |

\* South arm of Suisun Bay only.

TABLE 24—Continued

## TIDAL PRISM VOLUMES IN TIDAL BASIN OF SUISUN BAY AND OF SACRAMENTO-SAN JOAQUIN DELTA

| Date  | Tide       | Tidal range in feet at home section <sup>1</sup> | Period of time between slack water at beginning and end of tide | Change in volume in tidal basin, in acre-feet |          | Net change in tidal prism volume in acre-feet |
|---|------------|--|---|---|----------|---|
|   |            |  |   | Increase                                      | Decrease |   |
| <b>San Joaquin River Tidal Basin Above Antioch Home Section</b> |            |  |   |   |          |   |
| July 7, 1929.....   | Flood..... | 3.75   | 12.33 p.m.— 7.00 p.m.   | 66,400  | 1,200    | 65,200  |
| July 7, 1929.....   | Ebb.....   | 1.70   | 7.00 p.m.—11.00 p.m.  | 1,400   | 27,900   | 26,500  |
| July 7-8, 1929.....   | Flood..... | 3.30   | 11.00 p.m.— 4.57 a.m.   | 66,900  | 300      | 66,600  |
| July 8, 1929.....   | Ebb.....   | 5.35   | 4.57 a.m.— 1.15 p.m.  | 300   | 108,200  | 107,900                                       |
| August 3, 1929.....   | Ebb.....   | 5.50   | 2.27 a.m.—10.51 a.m.  | 200   | 105,900  | 105,700                                       |
| August 3, 1929.....   | Ebb.....   | 1.50   | 5.03 p.m.— 9.21 p.m.  | 1,100   | 26,000   | 24,900  |
| August 24, 1929.....  | Flood..... | 3.70   | 1.39 p.m.— 8.15 p.m.  | 71,600  | 300      | 71,300  |
| August 24-25, 1929.....   | Ebb.....   | 3.20   | 8.15 p.m.— 2.39 a.m.  | 600   | 62,100   | 61,500  |
| August 25, 1929.....  | Flood..... | 2.50   | 2.39 a.m.— 8.21 a.m.  | 44,900  | 700      | 44,200  |
| August 25, 1929.....  | Ebb.....   | 2.80   | 8.21 a.m.— 2.03 p.m.  | 600   | 49,600   | 49,000  |
| August 27, 1929.....  | Ebb.....   | 1.65   | 10.51 a.m.— 3.21 p.m.   | 1,400   | 21,300   | 19,900  |
| August 27, 1929.....  | Flood..... | 3.30   | 3.21 p.m.— 9.57 p.m.  | 62,700  | 100      | 62,600  |
| August 27-28, 1929.....   | Ebb.....   | 4.45   | 9.57 p.m.— 6.09 a.m.  | 100   | 81,400   | 81,300  |
| August 28, 1929.....  | Flood..... | 2.90   | 6.09 a.m.—12.51 p.m.  | 45,200  | 500      | 44,700  |
| September 10, 1929.....   | Ebb.....   | 1.20   | 11.21 a.m.— 3.51 p.m.   | 900   | 22,500   | 21,600  |
| September 10-11, 1929.....                                      | Ebb.....   | 4.05   | 9.57 p.m.— 6.09 a.m.  | 200   | 86,100   | 85,900  |
| December 18, 1929.....  | Ebb.....   | 1.51   | 7.33 a.m.—12.15 p.m.  | 900   | 23,600   | 22,700  |
| December 18, 1929.....  | Flood..... | 3.16   | 12.15 p.m.— 5.45 p.m.   | 67,900  | 100      | 67,800  |
| December 18-19, 1929.....                                       | Ebb.....   | 5.16   | 5.45 p.m.— 2.03 a.m.  | 300   | 101,800  | 101,500                                       |
| December 19, 1929.....  | Flood..... | 3.80   | 2.03 a.m.— 8.27 a.m.  | 67,500  | 800      | 66,700  |

<sup>1</sup>The "home" section designates the section at the lower end of a particular tidal basin. Thus, Army Point is the "home" section for the tidal basin comprising Suisun Bay and the delta channels. See Plates XL to XLV for typical tidal prism volumes.



For tidal flows during flood tide, stream flow acts to decrease the magnitude of tidal flow, whereas water consumption acts to increase the same. On the other hand, for tidal flows during ebb tide, stream flow acts to increase the tidal flow, whereas water consumption acts to decrease the same. It may be seen that should conditions arise in a tidal basin wherein the amount of water consumed or extracted is equal to or greater than the amount of stream flow entering the basin, the tidal flow during flood tides would be increased, whereas the tidal flow during ebb tides would be decreased. The net effect of such conditions would be a greater amount of tidal flow entering the tidal basin than leaving the same, thus resulting in considerable quantities of water from downstream remaining and accumulating upstream in the tidal basin. Such conditions have actually occurred during the last ten years, or more, in the summer months. During winter and spring with relatively large stream flow entering a tidal basin and with water consumption at a minimum, the tidal flow entering a basin during flood tide would be decreased and possibly eliminated, whereas the tidal flow leaving a basin during ebb tide would be greatly increased. If the magnitude of stream flow were great enough in relation to the tidal prism volume, it is possible that such conditions would result in a continuous ebb tide. The amount of tidal flow, therefore, depends upon the relative magnitude of tidal prism volumes, stream flow and water consumption.

During periods of low stream flow, the magnitude of tidal flow past any section in a tidal basin is chiefly dependent upon the volume of the tidal prism in the tidal basin above the section and therefore increases the further downstream the section is located. This is shown by comparing the relative magnitude of the tidal prism volumes as computed for the delta tidal basin and for the combined Suisun Bay and delta tidal basin. Based upon a mean range of the tide at the various sections considered and tidal prism volumes for low stream flow conditions, the average change in tidal volume for the Sacramento River channels of the delta above Collinsville is 31,400 acre-feet; for the San Joaquin River channels of the delta above Antioch, 59,400 acre-feet; and for the combined delta channels above Chain Island, 88,000 acre-feet. Considering the tidal basin of both Suisun Bay and the delta above Army Point (near Bulls Head Point), the average change in tidal volume is 150,000 acre-feet or 1.7 times the average change in tidal volume in the delta. Other things being equal, the above figures indicate the relative magnitude of tidal flow past these home sections into and out of their respective basins, averaged for periods of flood and ebb tide.

#### Effect of Tidal Action on Salinity.

That tidal action plays an important part in the variation of salinity at points in the upper bay and delta is shown by the results of the comprehensive series of special salinity surveys made during the 1929 season. These special surveys, including tidal cycle salinity surveys, river cross section salinity surveys and combinations thereof with measurements of tidal velocity, have been described in Chapter I. The computations and analyses which have been made from the data obtained from these special surveys have involved a large amount of detailed work. The results of the analyses are of significant importance in the proper understanding of the basic elemental effects of tidal action on salinity conditions in the upper bay and delta region.



TABLE 25  
SUMMARY OF TIDAL CYCLE SALINITY SURVEYS—1929

| Station                     | Survey No. | Date    | Salinity in parts of chlorine per 100,000 parts of water |           |             | Vertical section |           |         | Mean vertical salinity in per cent of surface zone salinity (Sv) to (Ss) | Mean vertical salinity in per cent of maximum surface zone salinity (Sv) to (S) | Mean surface zone salinity in per cent of maximum surface zone salinity (Ss) to (S) |
|-----------------------------|------------|---------|--|-----------|-------------|------------------|-----------|---------|--|---|---|
|                             |            |         | Surface zone   |           | Maximum (S) | Minimum          | Mean (Sv) | Maximum |  |   |   |
|                             |            |         | Minimum  | Mean (Ss) |             |                  |           |         |  |   |   |
| Point Orient.....           | 1          | Nov. 3  | 1,550  | 1,688     | 1,780       | 1,550            | 1,703     | 1,810   | 101  | 96  | 95  |
|                             | 2          | Nov. 6  | 1,540  | 1,674     | 1,780       | 1,540            | 1,704     | 1,810   | 102  | 96  | 94  |
|                             | 3          | Nov. 10 | 1,530  | 1,623     | 1,700       | 1,530            | 1,664     | 1,770   | 103  | 98  | 95  |
|                             | 1          | June 10 | 510  | 864       | 1,110       | 510              | 915       | 1,240   | 106  | 82  | 79  |
|                             | 2          | July 8  | 1,000  | 1,281     | 1,490       | 920              | 1,253     | 1,490   | 98   | 84  | 86  |
|                             | 3          | July 18 | 860  | 1,135     | 1,340       | 1,000            | 1,320     | 1,540   | 101  | 89  | 85  |
|                             | 4          | Aug. 2  | 1,020  | 1,303     | 1,480       | 1,140            | 1,359     | 1,530   | 102  | 93  | 88  |
|                             | 5          | Aug. 14 | 1,140  | 1,338     | 1,460       | 1,160            | 1,415     | 1,570   | 102  | 91  | 92  |
|                             | 6          | Aug. 30 | 1,160  | 1,393     | 1,550       | 1,030            | 1,327     | 1,530   | 107  | 95  | 90  |
|                             | 7          | Oct. 10 | 1,030  | 1,238     | 1,390       | 990              | 1,279     | 1,510   | 103  | 91  | 89  |
|                             | 8          | Oct. 25 | 990  | 1,240     | 1,400       | 980              | 1,257     | 1,500   | 103  | 86  | 83  |
| Bulls Head Point.....       | 9          | Oct. 31 | 980  | 1,226     | 1,470       | 980              | 1,257     | 1,500   | 103  | 86  | 83  |
|                             | 1          | May 23  | 70   | 208       | 610         | 140              | 406       | 770     | 100  | 53  | 49  |
|                             | 2          | June 1  | 140  | 406       | 770         | 140              | 406       | 770     | 100  | 53  | 53  |
|                             | 3          | June 14 | 300  | 523       | 870         | 620              | 898       | 1,260   | 102  | 71  | 60  |
|                             | 4          | July 5  | 640  | 881       | 1,260       | 620              | 898       | 1,260   | 102  | 71  | 70  |
|                             | 5          | July 16 | 480  | 863       | 1,040       | 730              | 1,055     | 1,340   | 103  | 83  | 83  |
|                             | 7          | July 21 | 760  | 1,028     | 1,270       | 820              | 1,092     | 1,400   | 104  | 82  | 81  |
|                             | 8          | Aug. 2  | 840  | 1,055     | 1,340       | 880              | 1,123     | 1,380   | 104  | 86  | 79  |
|                             | 9          | Aug. 14 | 880  | 1,076     | 1,300       | 880              | 1,123     | 1,380   | 104  | 86  | 83  |
|                             | 10         | Aug. 30 | 980  | 1,160     | 1,370       | 980              | 1,202     | 1,460   | 104  | 88  | 85  |
|                             | Avon.....  | 11      | Oct. 24  | 770       | 971         | 1,290            | 770       | 1,031   | 1,320  | 106   | 80  |
| 1                           |            | Nov. 4  | 590  | 905       | 1,140       | 590              | 939       | 1,220   | 104  | 82  | 79  |
| 2                           |            | Nov. 20 | 600  | 905       | 1,170       | 600              | 954       | 1,270   | 105  | 82  | 77  |
| 1                           |            | Nov. 1  | 510  | 724       | 910         | 490              | 732       | 960     | 101  | 81  | 80  |
| 2                           |            | Nov. 26 | 490  | 692       | 890         | 490              | 706       | 910     | 102  | 79  | 78  |
| 1                           |            | Nov. 19 | 300  | 570       | 830         | 300              | 609       | 920     | 107  | 73  | 69  |
| 1                           |            | May 25  | 2  | 3.1       | 5           | 2                | 3.2       | 5       | 104  | 64  | 62  |
| 2                           |            | June 19 | 4  | 8.8       | 23          | 4                | 10.2      | 30      | 115  | 44  | 39  |
| 3                           |            | June 23 | 4  | 9.9       | 26          | 4                | 10.7      | 34      | 108  | 41  | 38  |
| 4                           |            | June 27 | 4  | 15.6      | 28          | 4                | 16.2      | 36      | 104  | 41  | 38  |
| Nicholls, Collinsville..... |            | 5       | July 2   | 10        | 28.4        | 102              | 8         | 31.5    | 120  | 112   | 28  |
|                             | 6          | July 7  | 54   | 284       | 284         | 48               | 137       | 326     | 104  | 48  | 47  |
|                             | 7          | July 11 | 150  | 231       | 310         | 140              | 236       | 330     | 102  | 48  | 74  |
|                             | 8          | July 19 | 120  | 249       | 360         | 120              | 265       | 490     | 107  | 76  | 69  |
|                             | 9          | July 30 | 220  | 323       | 480         | 220              | 334       | 660     | 104  | 70  | 67  |
|                             | 10         | Aug. 3  | 220  | 370       | 540         | 220              | 391       | 600     | 106  | 73  | 68  |
|                             | 11         | Aug. 13 | 300  | 425       | 600         | 300              | 453       | 640     | 107  | 76  | 71  |

|             |          |     |     |     |     |     |     |     |    |
|-------------|----------|-----|-----|-----|-----|-----|-----|-----|----|
| 12          | Aug. 18  | 290 | 443 | 630 | 260 | 468 | 680 | 106 | 76 |
| 13          | Aug. 21  | 340 | 467 | 590 | 340 | 478 | 650 | 102 | 80 |
| 14 Cycle #1 | Aug. 22  | 340 | 473 | 590 | 340 | 489 | 640 | 103 | 83 |
| 14 Cycle #1 | Aug. 24  | 330 | 469 | 620 | 330 | 484 | 620 | 103 | 78 |
| 15 Cycle #1 | Aug. 25  | 370 | 482 | 650 | 370 | 497 | 660 | 103 | 76 |
| 15 Cycle #2 | Aug. 27  | 370 | 482 | 650 | 370 | 497 | 660 | 105 | 76 |
| 16          | Aug. 27  | 410 | 501 | 720 | 400 | 526 | 710 | 103 | 73 |
| 17          | Aug. 29  | 400 | 571 | 720 | 400 | 589 | 770 | 104 | 74 |
| 18          | Sept. 1  | 400 | 549 | 720 | 400 | 571 | 770 | 104 | 79 |
| 19          | Sept. 14 | 260 | 399 | 510 | 260 | 427 | 560 | 107 | 84 |
| 20          | Sept. 16 | 250 | 392 | 570 | 250 | 414 | 570 | 106 | 73 |
| 21          | Sept. 18 | 260 | 392 | 520 | 260 | 412 | 540 | 105 | 79 |
| 22 Cycle #1 | Sept. 22 | 200 | 340 | 470 | 200 | 369 | 540 | 109 | 79 |
| 22 Cycle #2 | Sept. 23 | 200 | 326 | 450 | 200 | 364 | 550 | 112 | 81 |
| 23          | Sept. 26 | 170 | 312 | 450 | 170 | 347 | 540 | 111 | 77 |
| 24          | Oct. 29  | 100 | 209 | 310 | 100 | 224 | 340 | 107 | 72 |
| 25          | Nov. 2   | 100 | 201 | 350 | 100 | 225 | 415 | 112 | 64 |
| 26          | Nov. 6   | 100 | 215 | 315 | 100 | 237 | 400 | 111 | 75 |
| 1           | May 27   | 4   | 4   | 6   | 3   | 4   | 6   | 98  | 73 |
| 2           | June 19  | 3   | 5   | 9   | 3   | 6   | 6   | 98  | 62 |
| 3           | June 23  | 4   | 7   | 15  | 4   | 8   | 15  | 100 | 52 |
| 4           | June 27  | 7   | 12  | 19  | 7   | 12  | 19  | 96  | 65 |
| 5           | July 2   | 8   | 19  | 46  | 6   | 19  | 52  | 101 | 43 |
| 6           | July 7   | 28  | 83  | 186 | 24  | 85  | 212 | 103 | 46 |
| 7           | July 11  | 31  | 91  | 170 | 31  | 93  | 210 | 102 | 55 |
| 8           | July 15  | 60  | 111 | 200 | 60  | 111 | 450 | 101 | 64 |
| 9           | July 30  | 130 | 253 | 400 | 130 | 256 | 450 | 102 | 63 |
| 10          | Aug. 3   | 150 | 312 | 470 | 150 | 318 | 500 | 102 | 66 |
| 11          | Aug. 13  | 200 | 341 | 490 | 200 | 360 | 530 | 105 | 70 |
| 12          | Aug. 18  | 170 | 337 | 460 | 170 | 350 | 500 | 104 | 76 |
| 13          | Aug. 21  | 250 | 376 | 530 | 240 | 392 | 540 | 104 | 74 |
| 14          | Aug. 24  | 250 | 372 | 510 | 250 | 387 | 530 | 104 | 76 |
| 15          | Aug. 27  | 240 | 393 | 560 | 240 | 411 | 580 | 105 | 73 |
| 16          | Aug. 29  | 260 | 441 | 610 | 260 | 455 | 650 | 103 | 75 |
| 17          | Sept. 1  | 220 | 416 | 570 | 220 | 435 | 610 | 105 | 76 |
| 1           | Nov. 3   | 20  | 61  | 114 | 19  | 66  | 142 | 109 | 58 |
| 1           | Nov. 5   | 24  | 89  | 160 | 24  | 94  | 190 | 106 | 59 |
| 2           | Nov. 10  | 15  | 51  | 100 | 13  | 52  | 100 | 101 | 52 |
| 1           | June 2   | 2   | 3   | 6   | 1   | 3   | 6   | 92  | 54 |
| 2           | July 10  | 3   | 3   | 5   | 3   | 3   | 5   | 98  | 67 |
| 3           | Aug. 4   | 5   | 7   | 11  | 5   | 8   | 12  | 110 | 77 |
| 1           | June 4   | 4   | 4   | 6   | 3   | 4   | 6   | 99  | 78 |
| 2           | July 10  | 8   | 9   | 10  | 8   | 10  | 10  | 90  | 90 |
| 3           | Aug. 5   | 9   | 10  | 14  | 9   | 10  | 14  | 101 | 77 |
| 1           | June 4   | 1   | 2   | 4   | 1   | 2   | 4   | 98  | 54 |
| 2           | July 5   | 3   | 4   | 7   | 2   | 4   | 7   | 106 | 65 |
| 3           | Aug. 2   | 4   | 5   | 13  | 4   | 5   | 16  | 103 | 43 |
| 4           | Aug. 30  | 11  | 21  | 71  | 11  | 23  | 82  | 108 | 33 |
| 1           | June 4   | 1   | 2   | 4   | 1   | 2   | 4   | 97  | 62 |
| 2           | July 8   | 2   | 2   | 5   | 1   | 2   | 5   | 98  | 65 |
| 3           | Aug. 5   | 3   | 3   | 4   | 3   | 3   | 5   | 99  | 87 |

Antioch

Curtis Landing

Antioch Bridge

Central Landing

Messdale Highway Bridge

Rio Vista

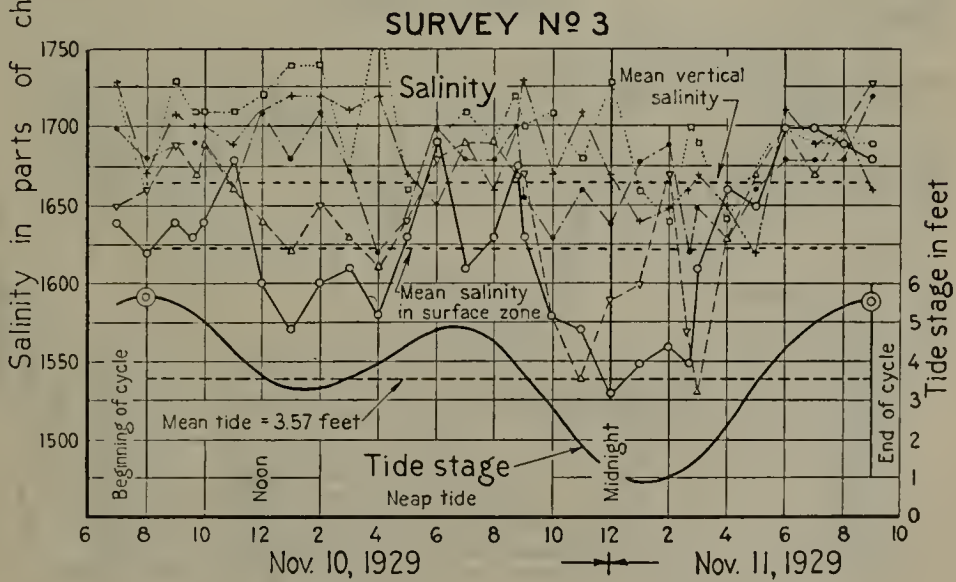
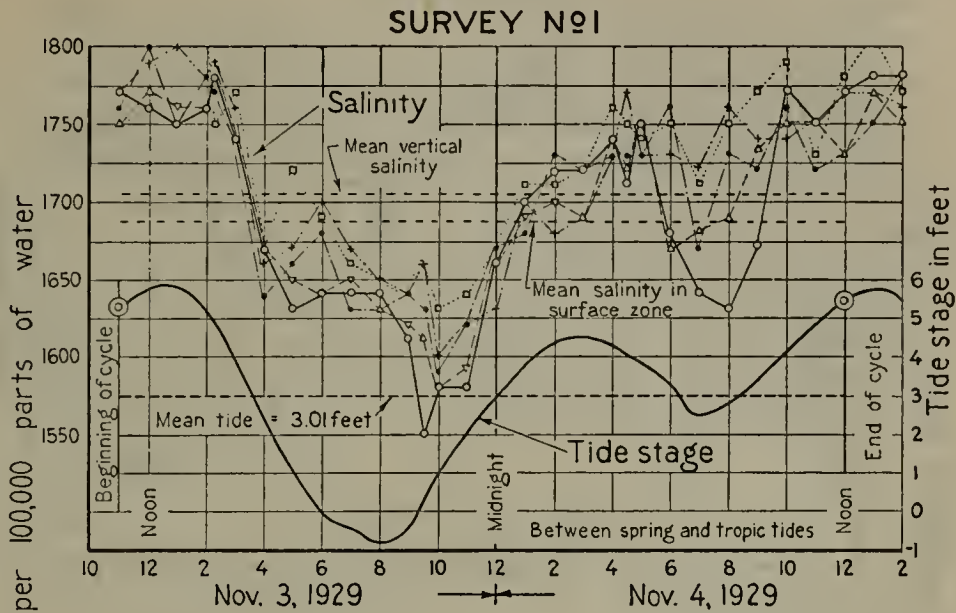
Sacramento (I Street bridge)

*Tidal Variations of Salinity*—The effect of tidal action on the variation of salinity at points in the bay and delta channels is best indicated by the results of the special tidal cycle salinity surveys. The data compiled from these surveys are summarized in Table 25. The variation of salinity during a tidal cycle resulting from tidal action is more clearly shown, however, in graphical form. Plates XLVIII to LIX, inclusive, "Tidal Variation of Salinity" graphically present the results of typical surveys of this type made at fourteen stations in the bay and delta channels during 1929. In general, the surveys shown in graphical form have been selected to illustrate the variations under different salinity and tidal conditions. Two surveys each are shown for Point Orient, Bulls Head Point, Bay Point, Collinsville, Antioch, Antioch Bridge, Rio Vista; three for Crockett; and one each for Avon, Nichols, Central Landing, Curtis Landing, Sacramento and Mossdale Bridge. Immediately below the salinity record on each diagram is shown the record of tidal stage. Separate lines are shown for the variation of salinity at each depth zone sampled. Thus, the graphs show the variation of salinity not only at various depths throughout the period of the tidal cycle, but also show the relative magnitude of salinity at the various depths from surface to bottom at any particular time.

While in some cases the survey data appear to indicate a considerable complication in the variation of the salinity at different depths, there is exhibited, nevertheless, for most of the surveys a substantially parallel variation at all depths from surface to bottom. In general, the data show that salinity increases and decreases practically in parallel with the rise and fall of the tide, thus demonstrating the direct effect of tidal action on salinity. There is usually a lag between the actual time that the high and low phases of the tide occur and the time of occurrence of maximum and minimum salinities corresponding thereto. The maximum and minimum salinities occur generally from one to two hours after the time of occurrence of high and low tides respectively, with an average lag of about one and one-half hours. As will be shown more clearly with the tidal velocity surveys, the actual time of occurrence of maximum and minimum salinities corresponds with the time of slack water following high and low tides respectively.

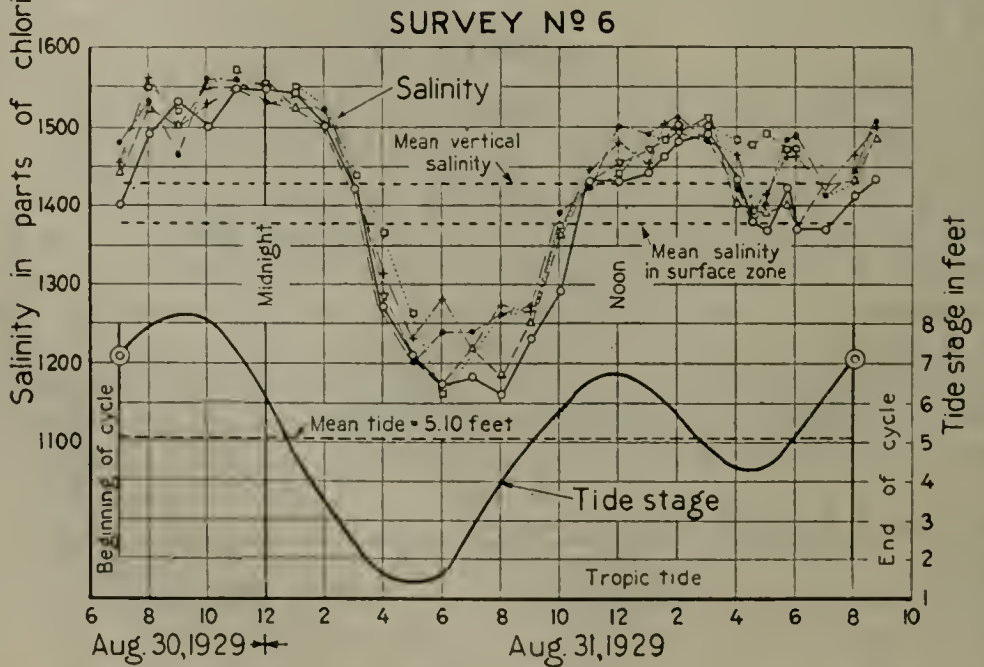
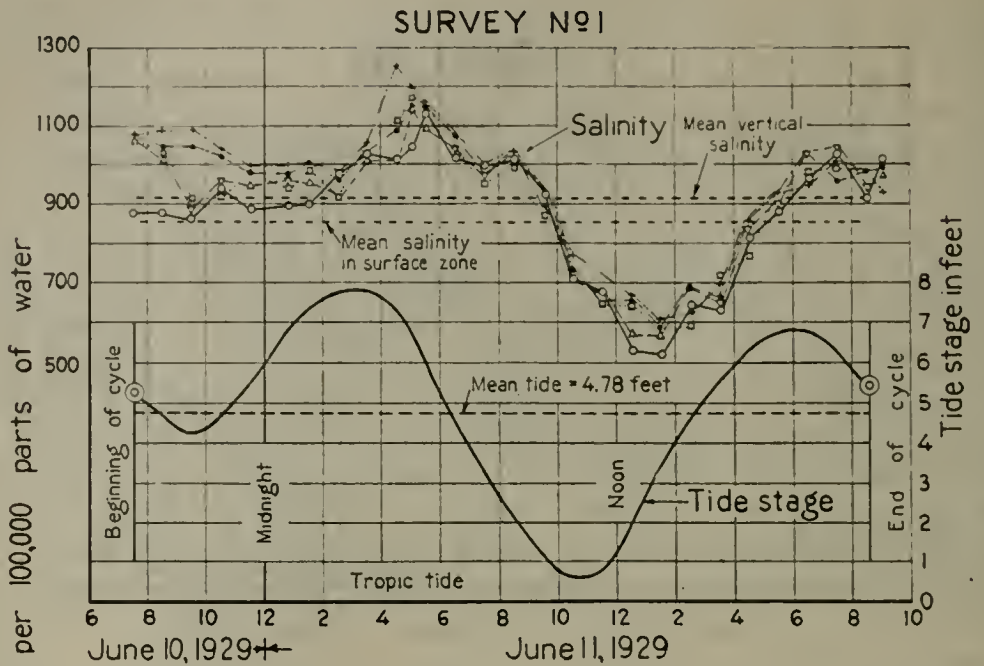
The data compiled in Table 25 are of great interest. For each tidal cycle survey are shown the minimum, maximum and mean salinity in the surface zone and in the vertical section and the relation of mean surface zone salinity ( $S_s$ ) and mean salinity in the vertical section ( $S_v$ ) to the maximum surface zone salinity ( $S$ ). Both mean surface zone and mean vertical salinity are compiled as an average for a complete tidal cycle period. It appears from these data that the mean salinity in the surface zone ( $S_s$ ) and the mean vertical salinity ( $S_v$ ) for a tidal cycle period are usually about equal in magnitude. For all the surveys, the mean vertical salinity in per cent of mean surface zone salinity varies from about 92 to 115 per cent. The mean vertical salinity is usually only 3 to 5 per cent greater than the mean surface zone salinity. Hence, the relations of both mean vertical and mean surface zone to maximum surface zone salinity are about the same. The relative magnitude of mean surface zone and maximum





## TIDAL VARIATION OF SALINITY AT POINT ORIENT

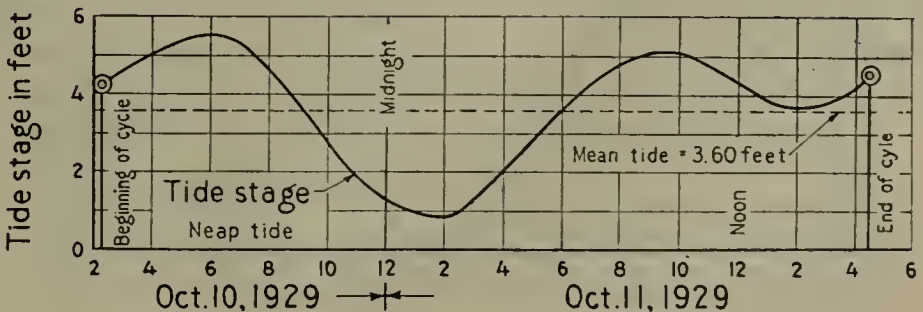
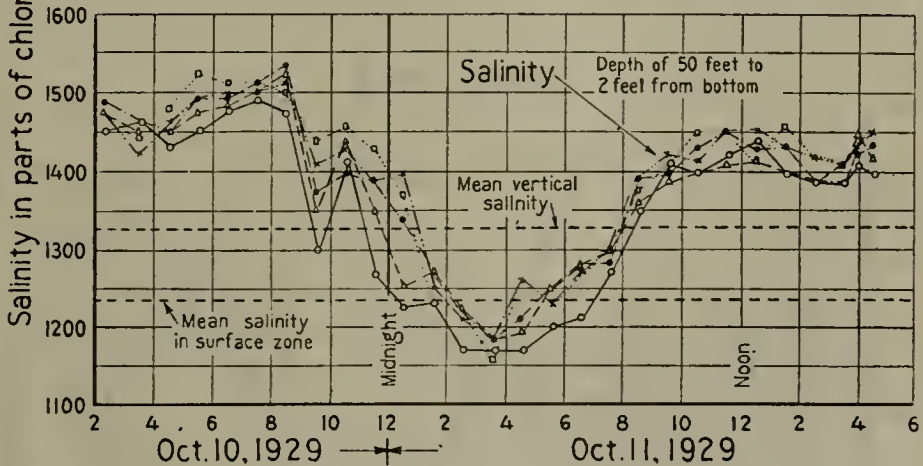
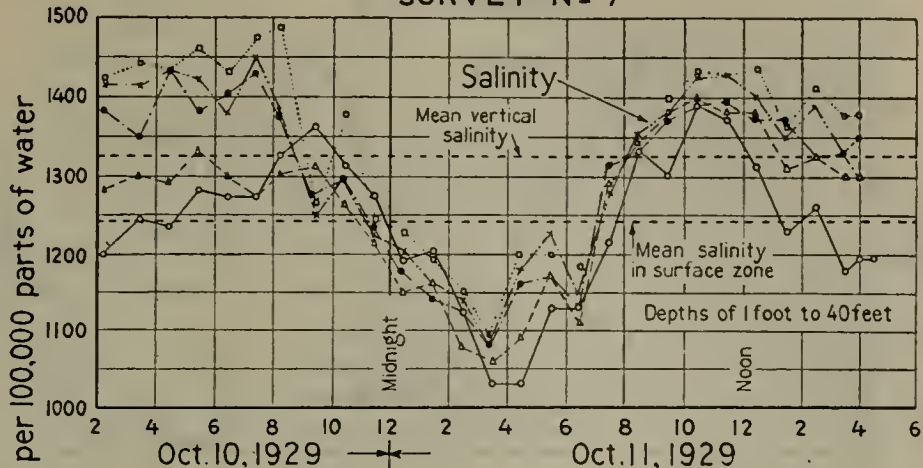
- LEGEND
- — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)
  - △ — " " " 10 FEET
  - — " " " 20 "
  - × — " " " 30 "
  - ◇ — " " " 2 FEET FROM BOTTOM



## TIDAL VARIATION OF SALINITY AT CROCKETT

- LEGEND
- — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)
  - △ — " " " " 10 FEET
  - — " " " " 20 "
  - ◇ — " " " " 30 "
  - ◻ — " " " " 2 FEET FROM BOTTOM

SURVEY N<sup>o</sup> 7

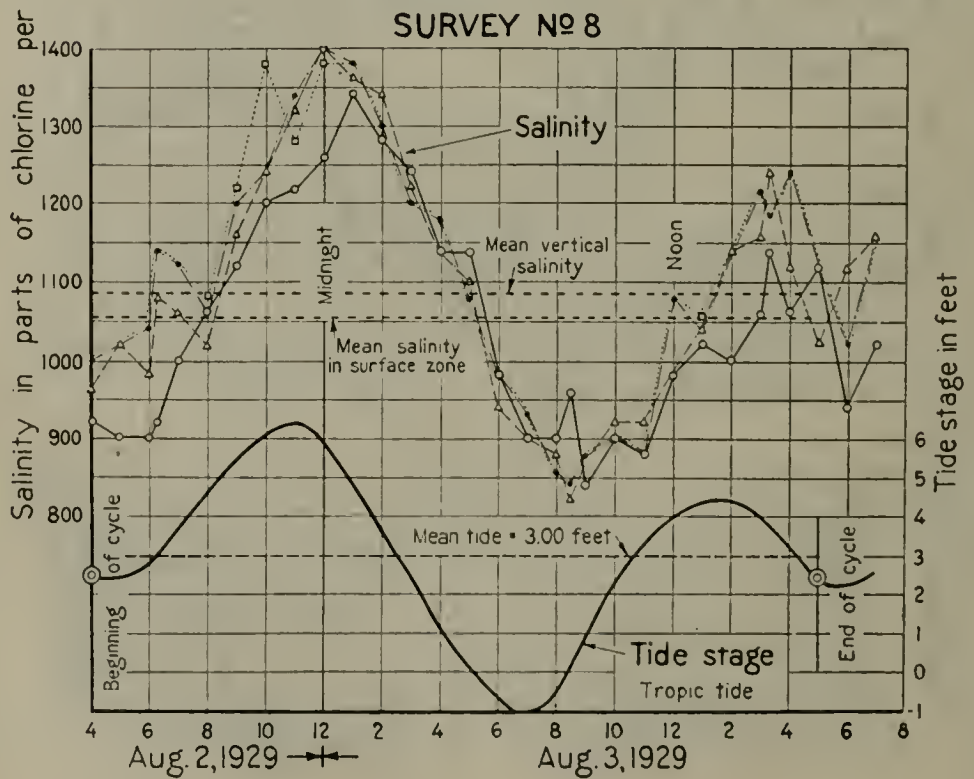
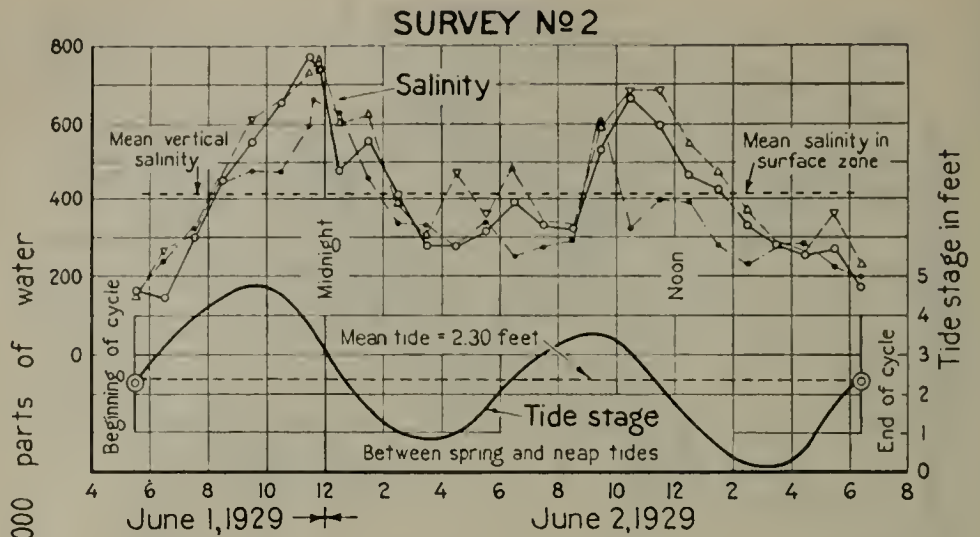


TIDAL VARIATION OF SALINITY  
AT  
CROCKETT

LEGEND

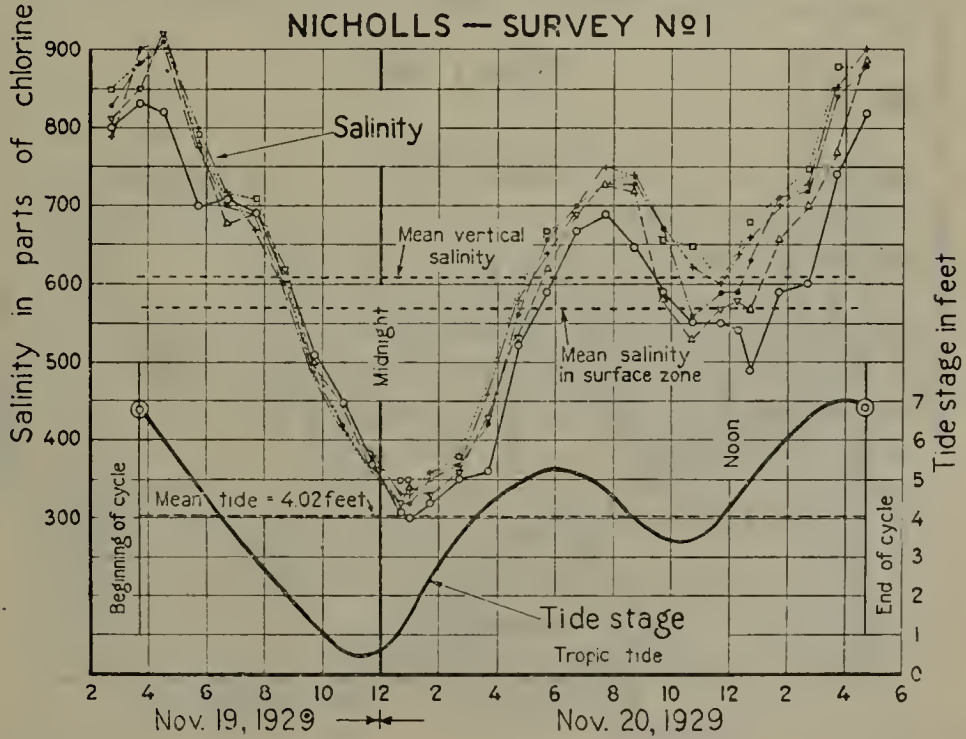
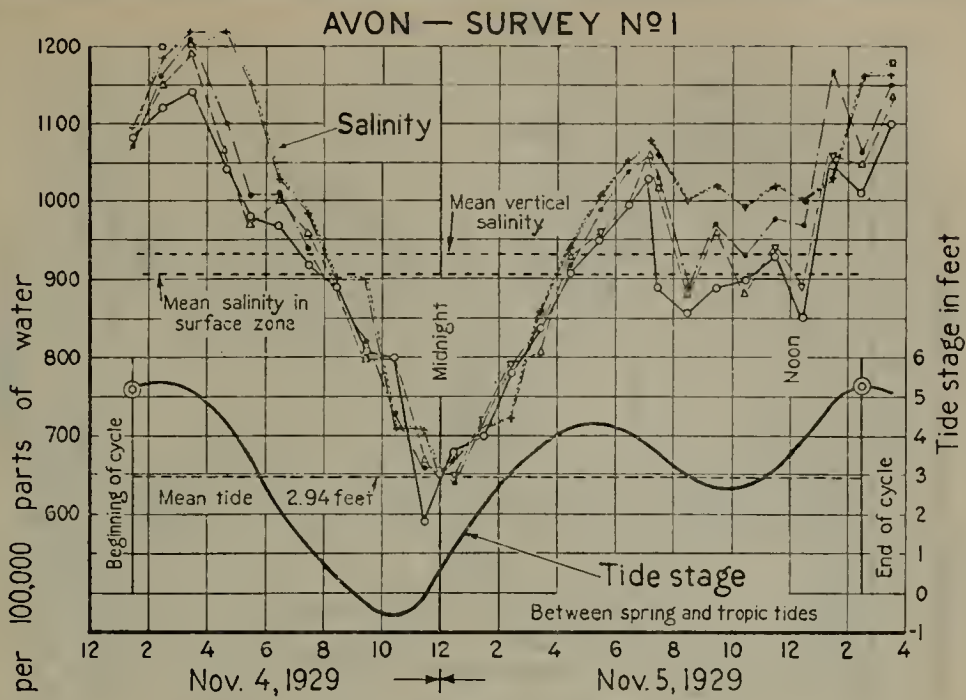
|  |                                      |
|--|--------------------------------------|
| ○ — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE) | ○ — SALINITY AT DEPTH OF 50 FEET     |
| △ — " " " " 10 FEET                            | △ — " " " " 60 FEET                  |
| — — — — " " " " 20 FEET                        | — — — — " " " " 70 FEET              |
| • — — — — " " " " 30 FEET                      | • — — — — " " " " 80 FEET            |
| □ — — — — " " " " 40 FEET                      | □ — — — — " " " " 2 FEET FROM BOTTOM |





## TIDAL VARIATION OF SALINITY AT BULLS HEAD POINT

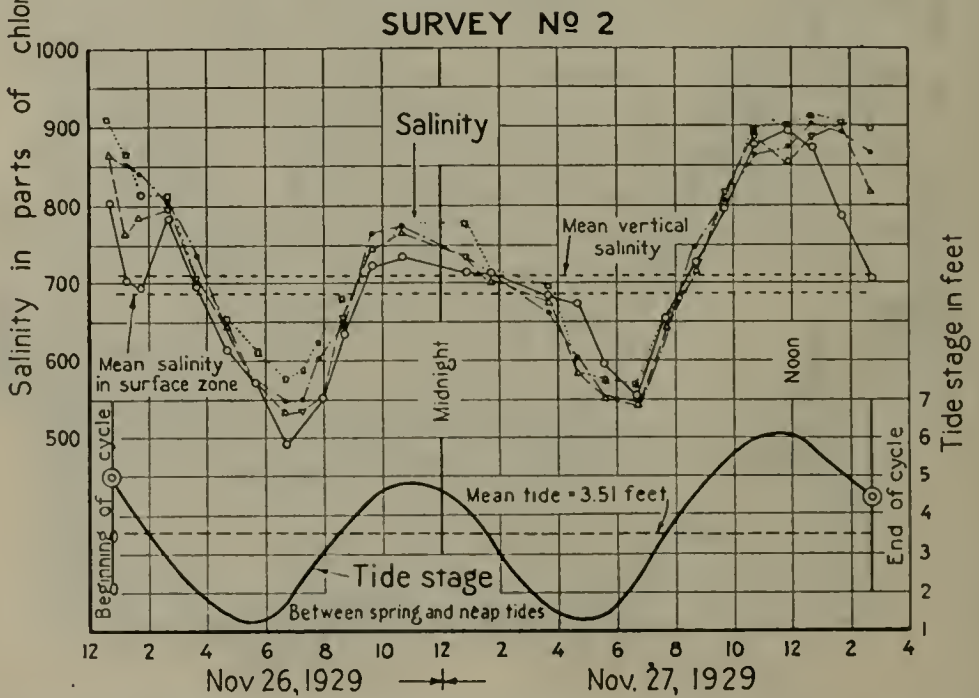
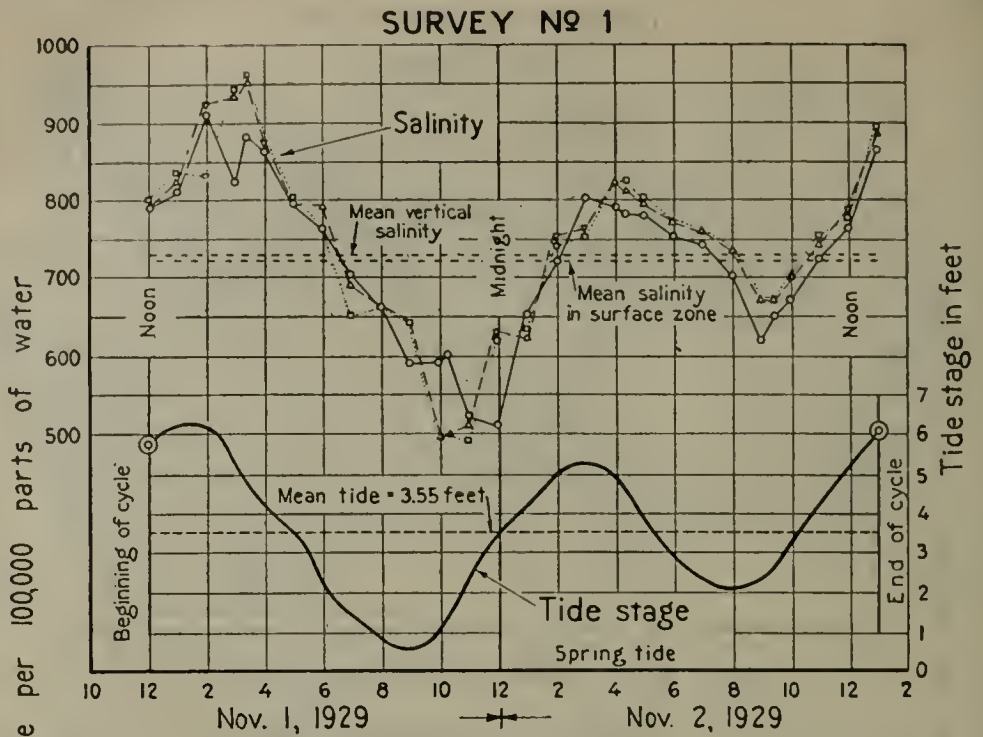
- LEGEND
- — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)
  - △ — " " " " 10 FEET
  - ◇ — " " " " 20 " "
  - — " " " " 2 FEET FROM BOTTOM



## TIDAL VARIATION OF SALINITY AT AVON AND NICHOLLS

LEGEND

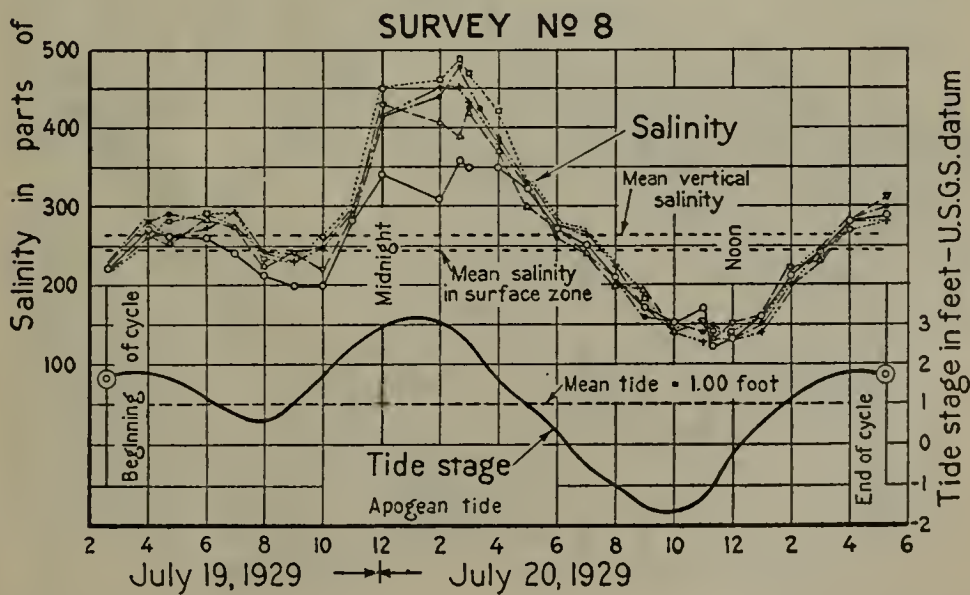
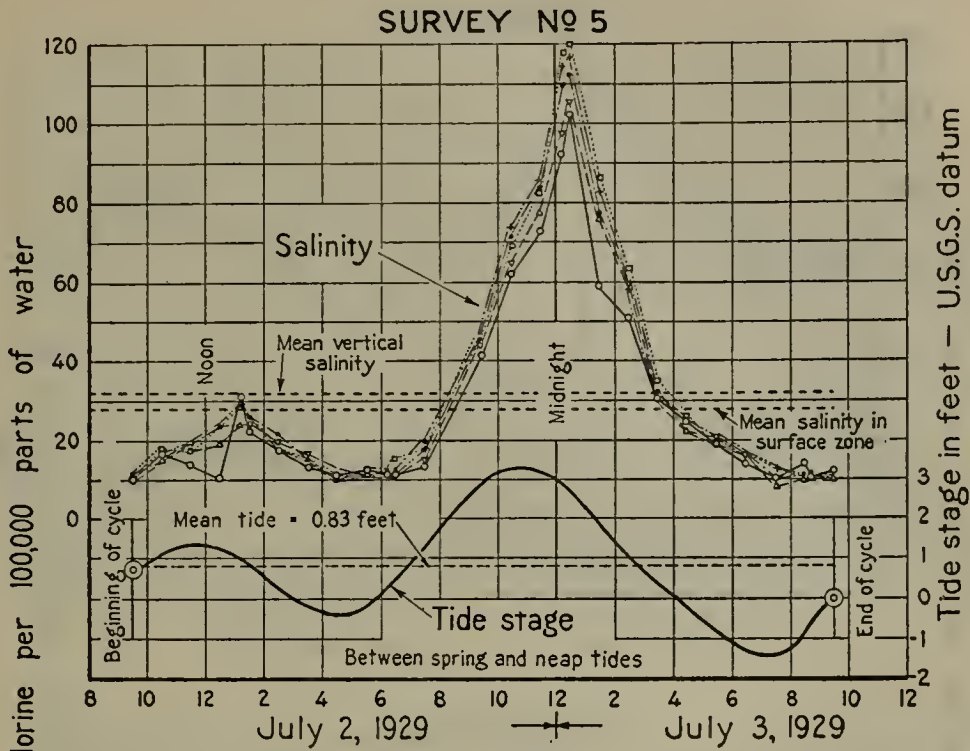
|       |  |
|-------|--|
| —     | SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE) |
| - - - | " " " " " " 10 FEET                        |
| · · · | " " " " " " 50 "                           |
| · · · | " " " " " " 30 "                           |
| · · · | " " " " " " 2 FEET FROM BOTTOM             |



## TIDAL VARIATION OF SALINITY AT BAY POINT

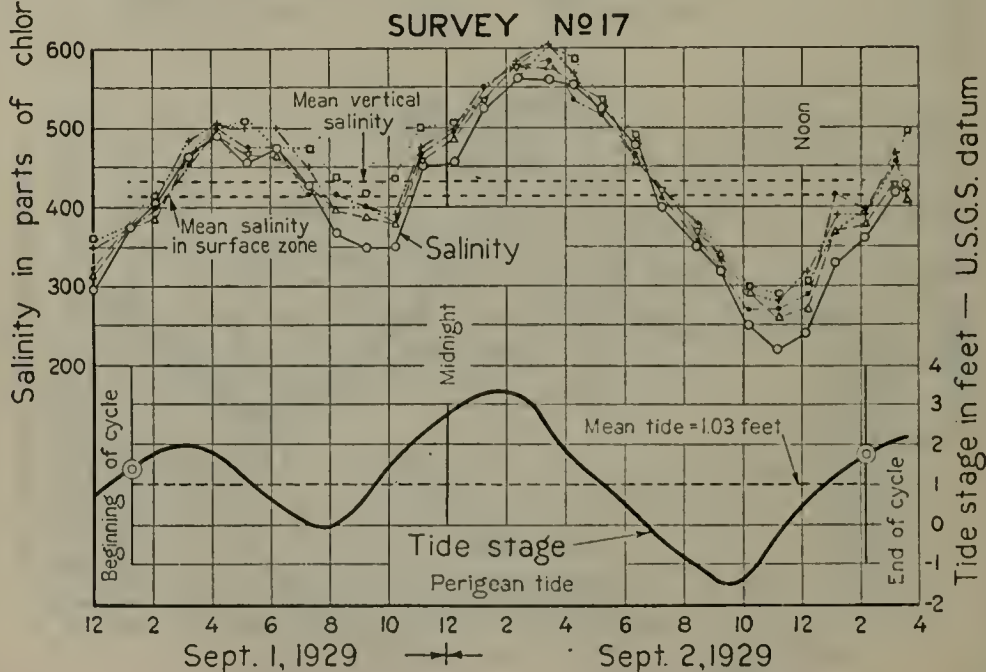
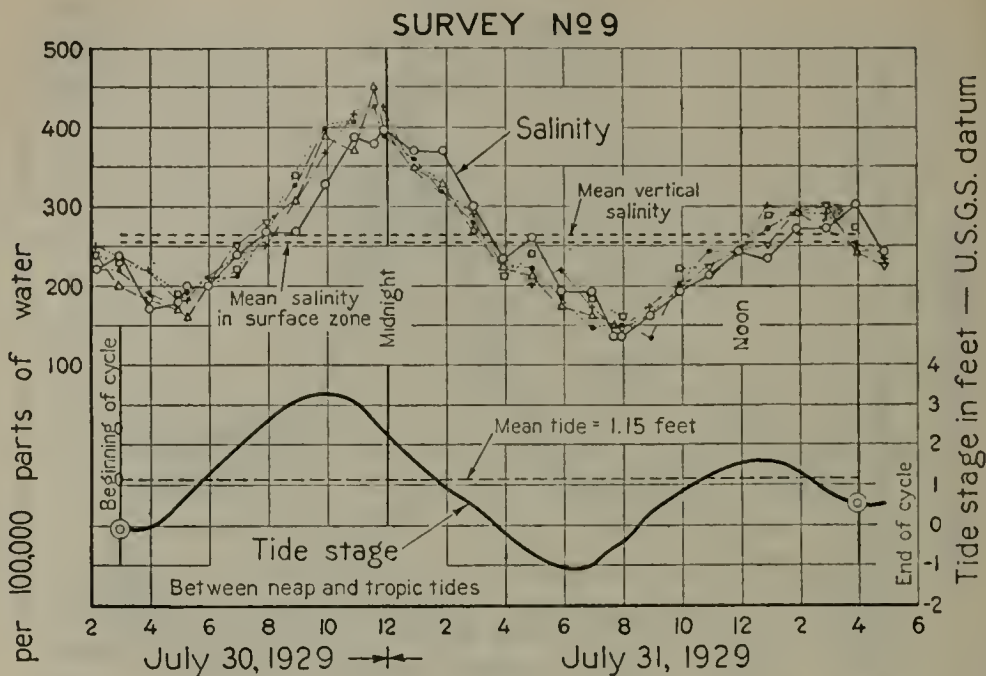
- LEGEND
- — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)
  - △ " " " " 10 FEET
  - " " " " 20 "
  - ◇ " " " " 2 FEET FROM BOTTOM





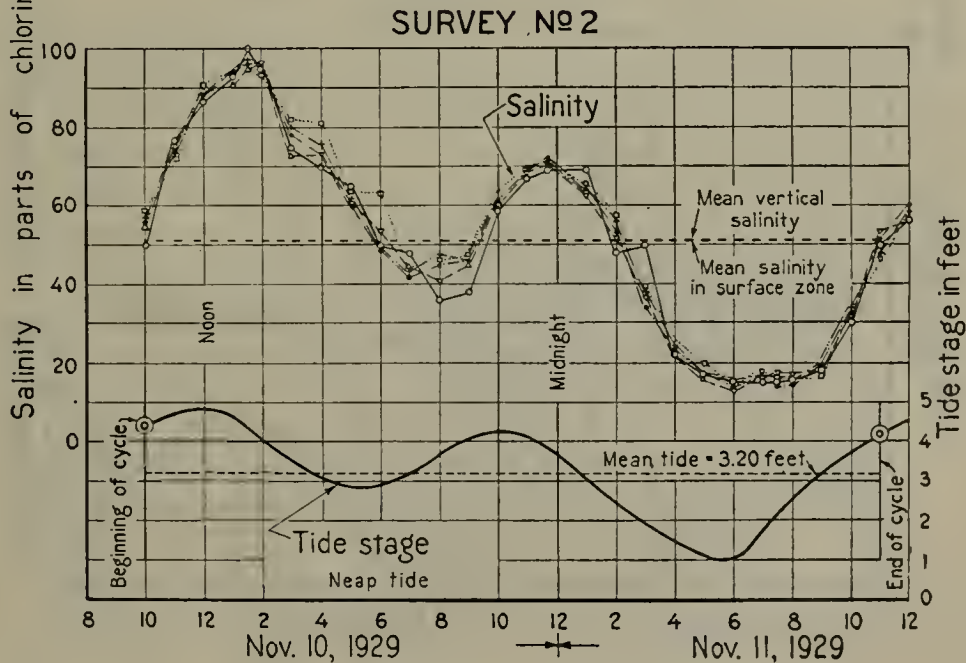
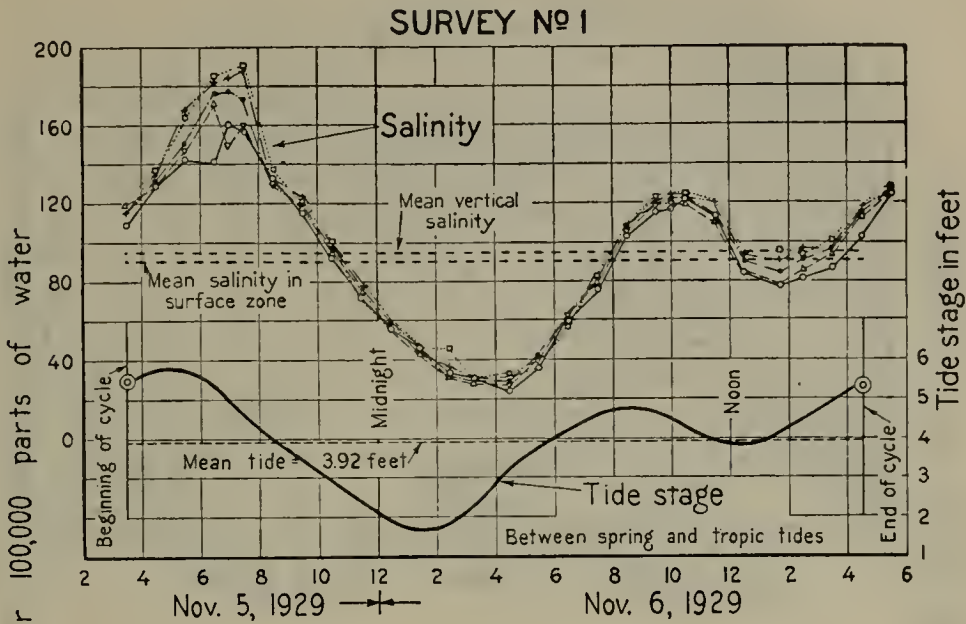
## TIDAL VARIATION OF SALINITY AT COLLINSVILLE

- LEGEND
- — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)
  - △ — " " " " 10 FEET
  - ▽ — " " " " 20 "
  - — " " " " 30 "
  - ◻ — " " " " 2 FEET FROM BOTTOM



## TIDAL VARIATION OF SALINITY AT ANTIOCH

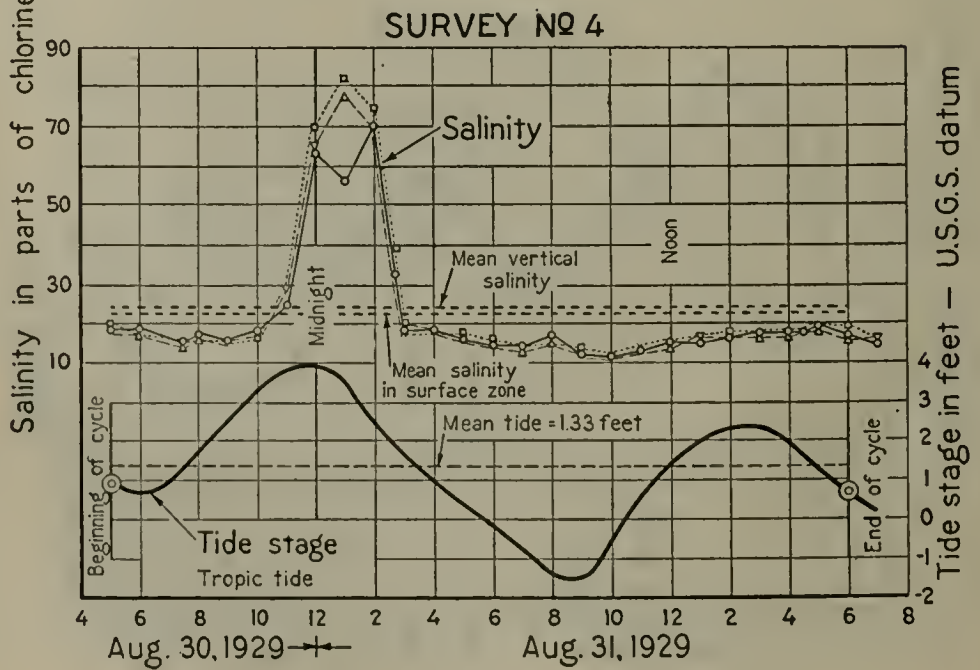
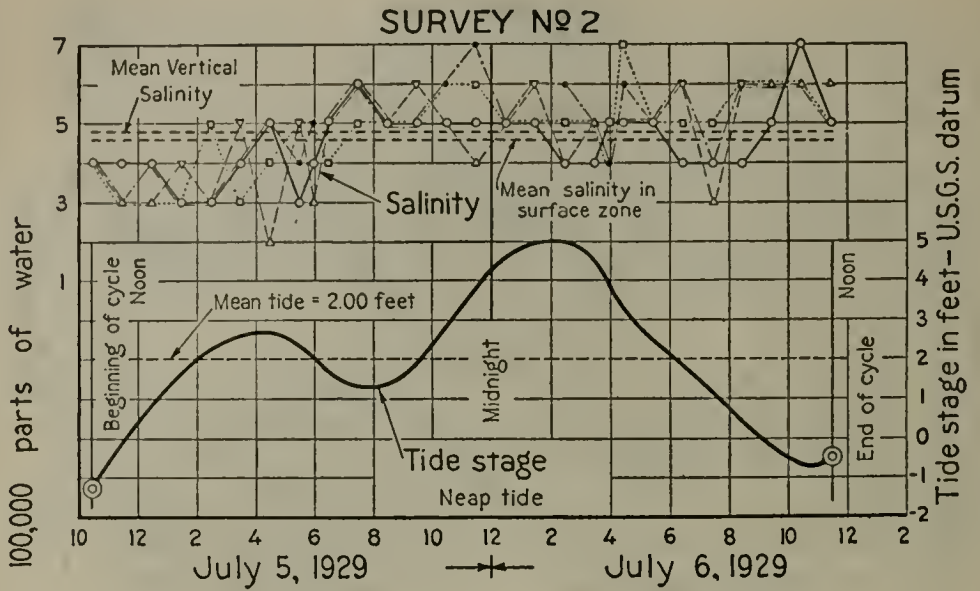
- LEGEND
- — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)
  - △ — " " " " 10 FEET
  - — — — — " " " " 20 " "
  - ▲ — " " " " 30 " "
  - — " " " " 2 FEET FROM BOTTOM



## TIDAL VARIATION OF SALINITY AT ANTIOCH BRIDGE

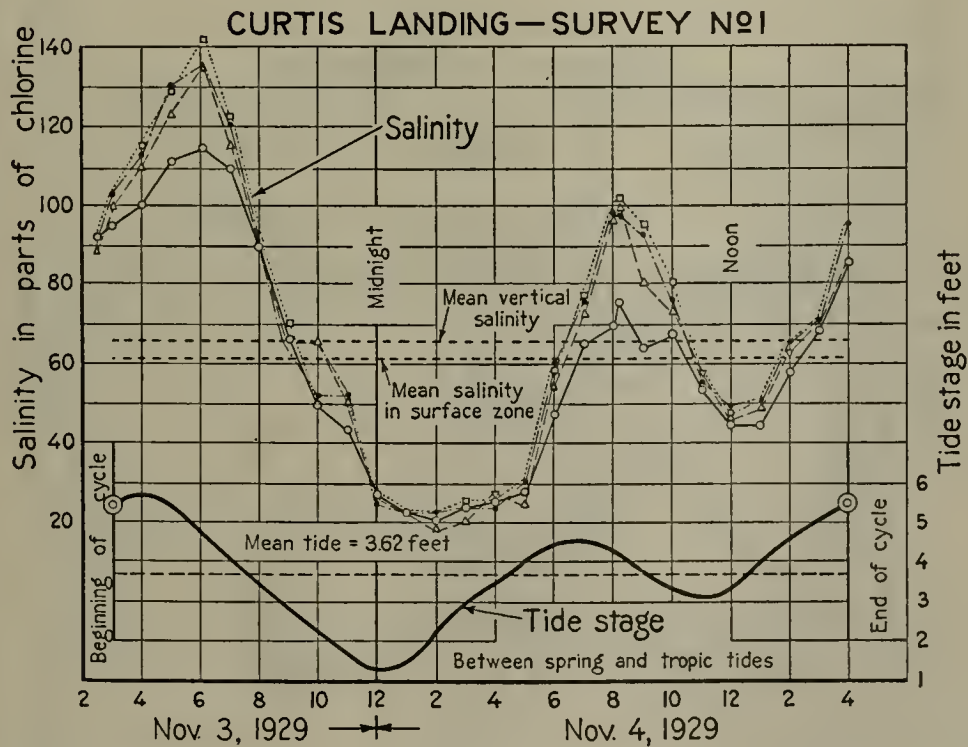
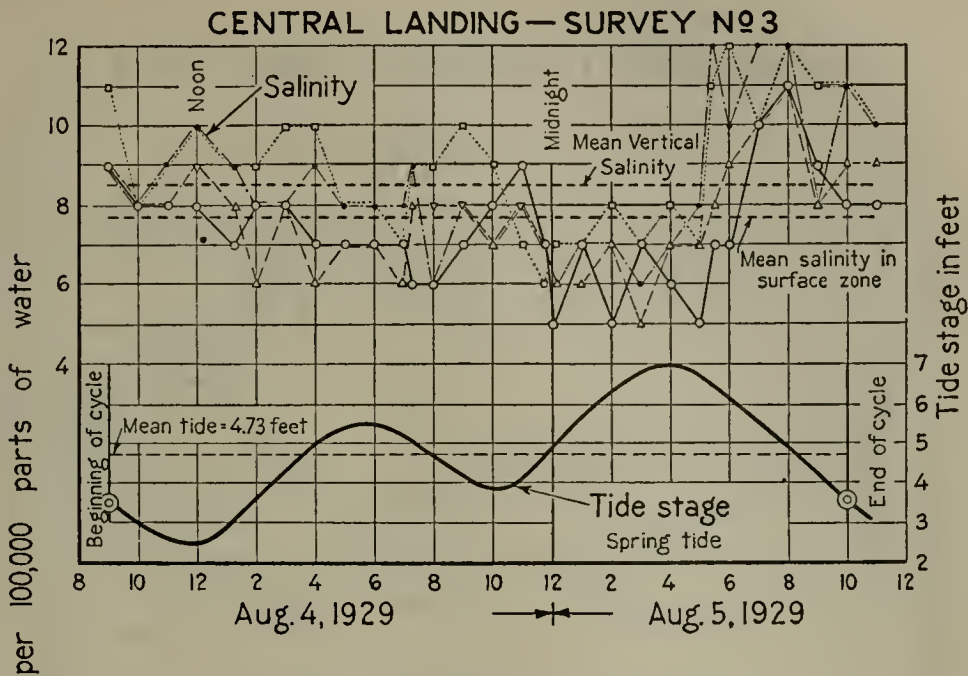
- LEGEND
- — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)
  - △ — " " " " 10 FEET
  - — " " " " 20 "
  - + — " " " " 30 "
  - — " " " " 2 FEET FROM BOTTOM





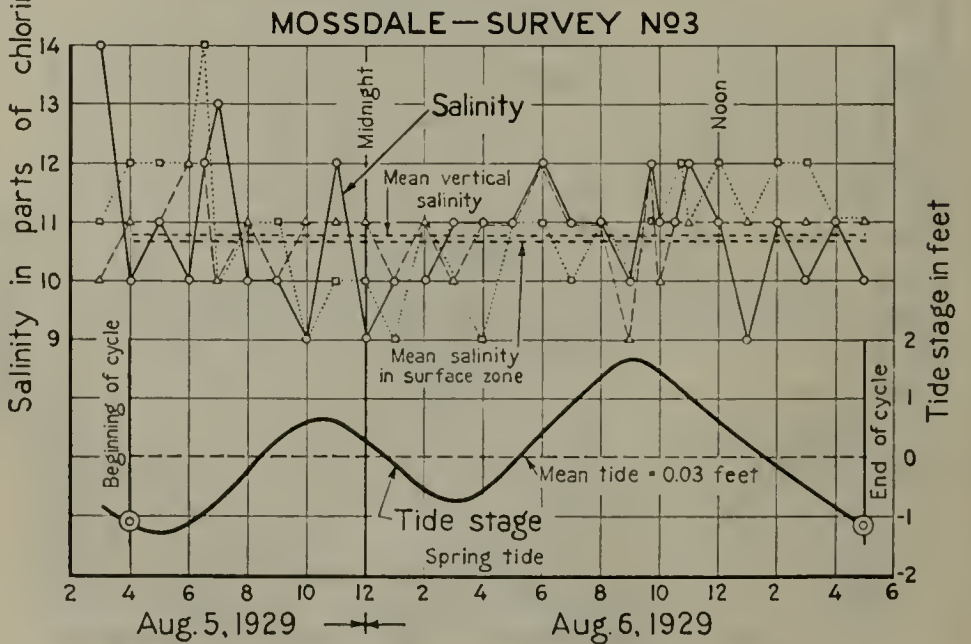
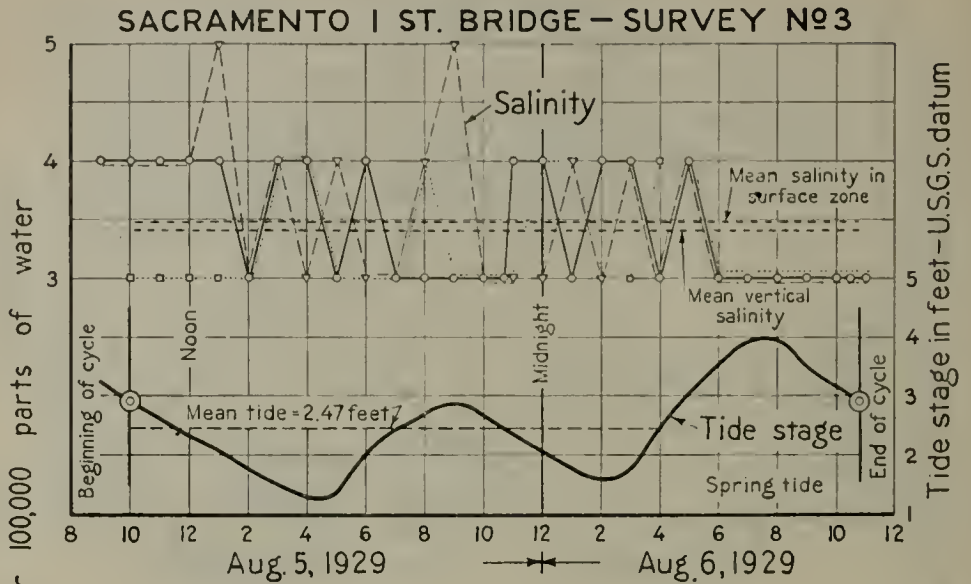
## TIDAL VARIATION OF SALINITY AT RIO VISTA

- LEGEND
- — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)
  - △ — " " " " 10 FEET
  - — " " " " 20 "
  - — " " 2 FEET FROM BOTTOM



## TIDAL VARIATION OF SALINITY AT CENTRAL LANDING AND CURTIS LANDING

- LEGEND
- SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)
  - △— " " " 10 FEET
  - " " " 20 "
  - ◇— " " " 2 FEET FROM BOTTOM



## TIDAL VARIATION OF SALINITY AT SACRAMENTO I ST. BRIDGE AND MOSSDALE

LEGEND

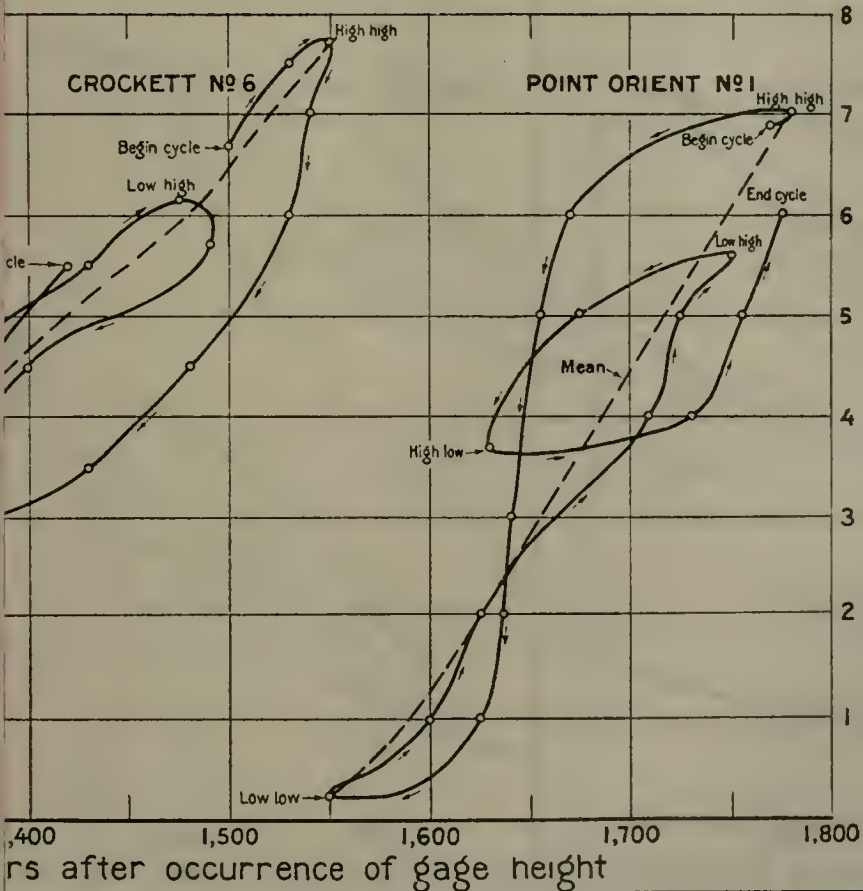
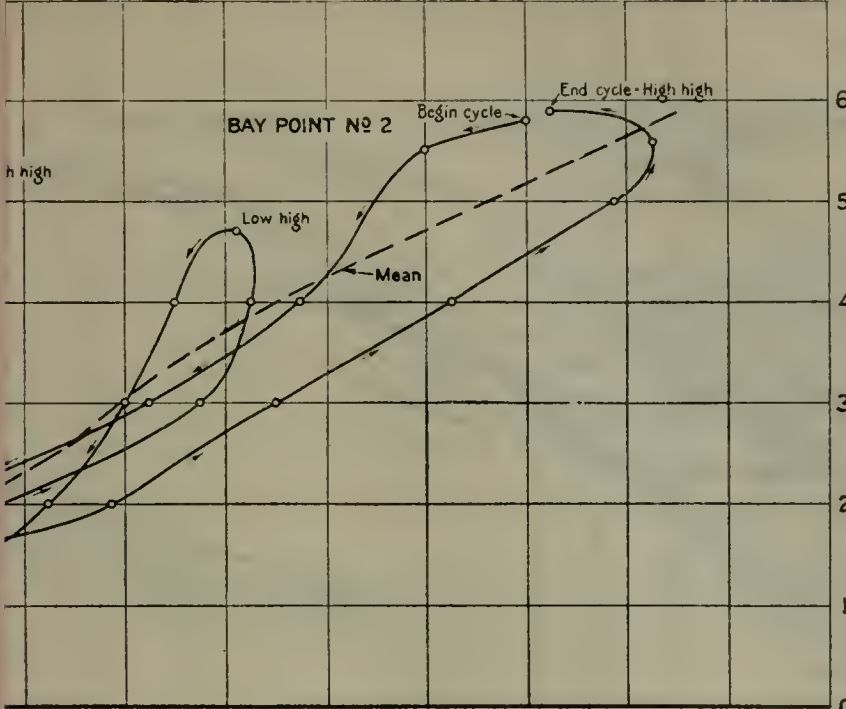
○ — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)

△ — " " " " 10 FEET

□ — " " " " 2 FEET FROM BOTTOM

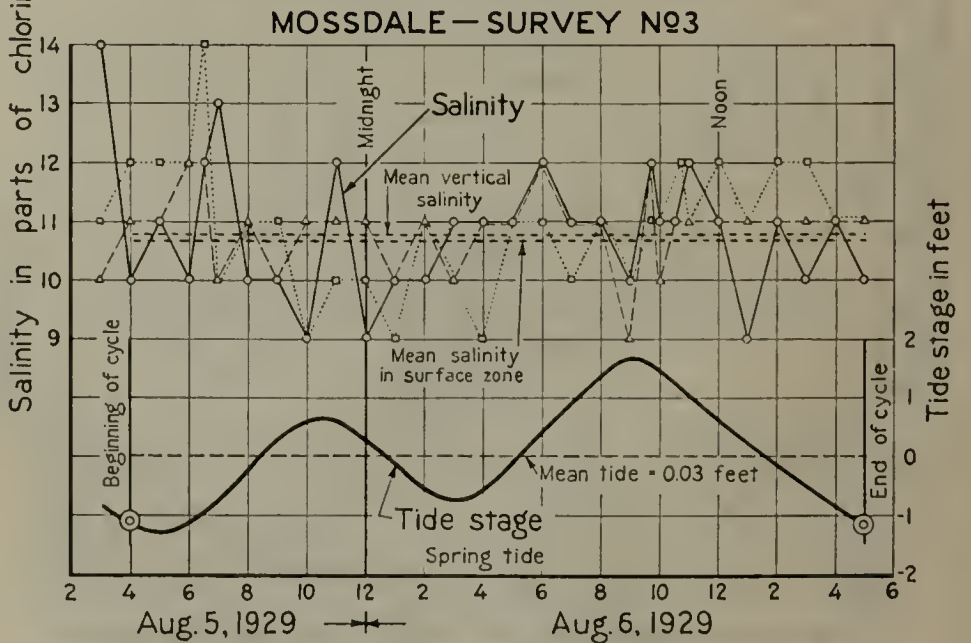
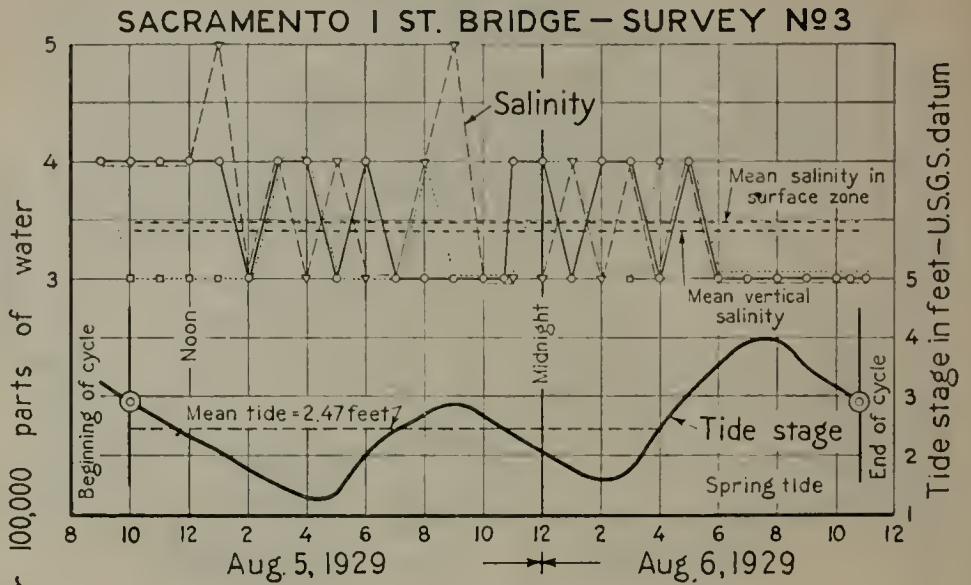


rs after occurrence of gage height



rs after occurrence of gage height

VARIATION OF SALINITY  
WITH  
TIDAL STAGE



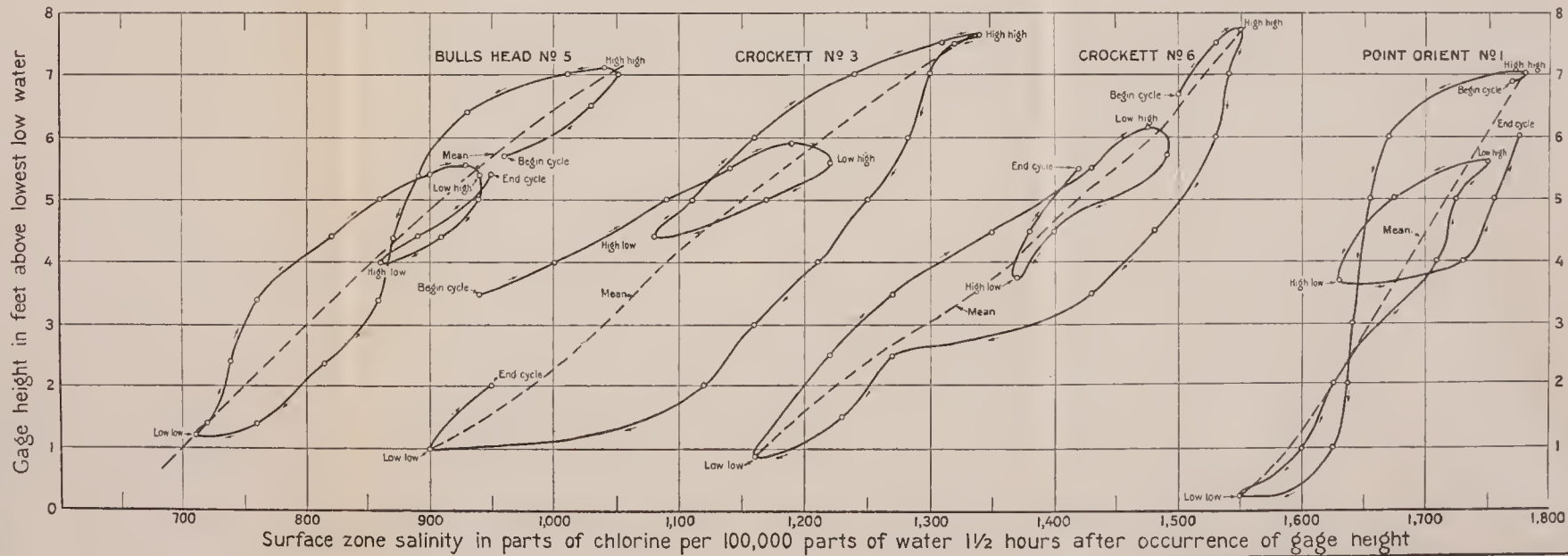
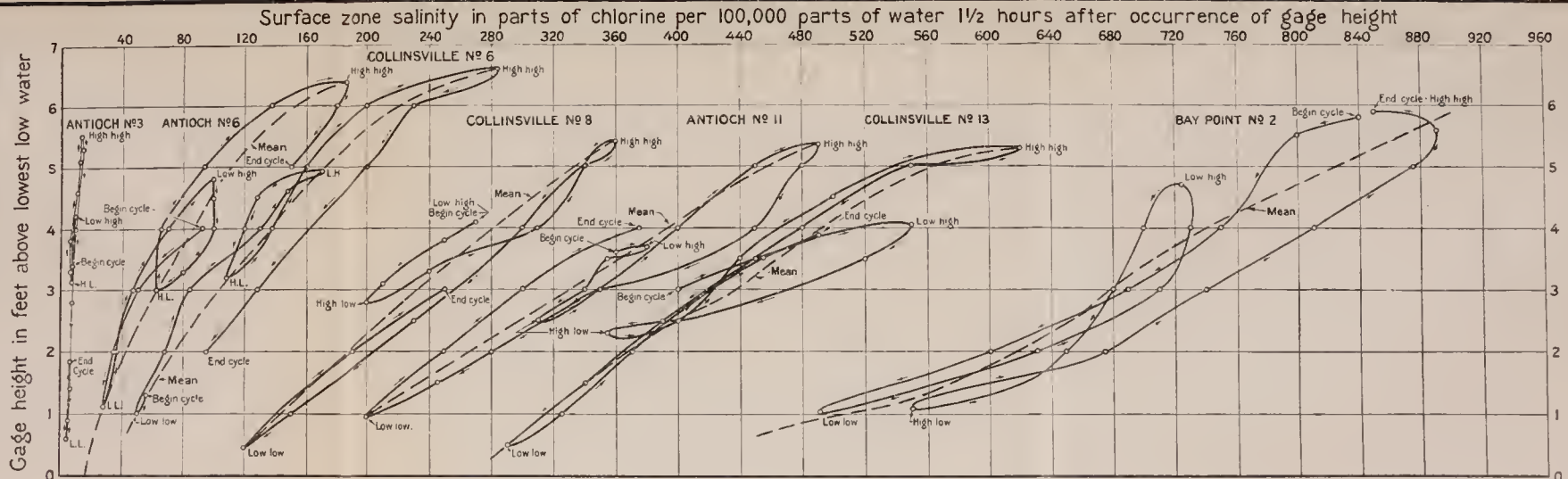
## TIDAL VARIATION OF SALINITY AT SACRAMENTO I ST. BRIDGE AND MOSSDALE

LEGEND

○ — SALINITY AT DEPTH OF 1 FOOT (SURFACE ZONE)

△ — " " " " 10 FEET

□ — " " " " 2 FEET FROM BOTTOM



NOTE Compiled from tidal cycle salinity surveys during 1929

**VARIATION OF SALINITY  
WITH  
TIDAL STAGE**



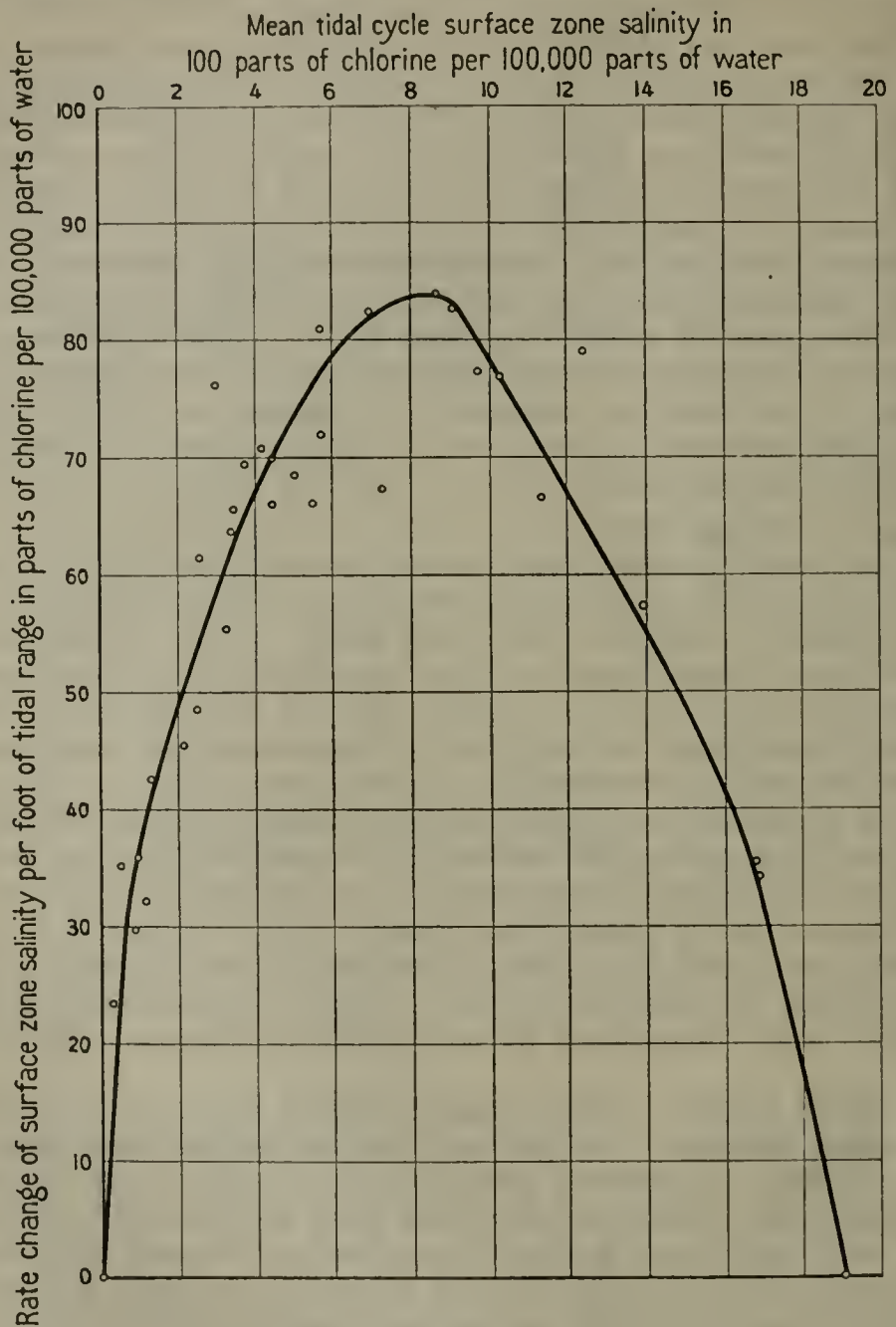


surface zone salinity exhibits marked variations both for different mean salinities and for equal mean salinities. Thus, for tidal cycle surveys No. 6 and 7 at Collinsville with a maximum salinity of 284 to 310 parts of chlorine per 100,000 parts of water, the mean salinity in per cent of maximum salinity shows a variation of from about 47 to 74 per cent. Again, for surveys No. 20 and 14 with a maximum salinity of about 580 parts per 100,000 parts of water, the mean salinity in per cent of maximum salinity was 69 and 80 per cent. Many other similar examples could be pointed out in the tabulation for any station. It is evident, therefore, that there is some modifying influence or factor, which is responsible for the variation in relative magnitude. The studies show that this modifying factor is the variable character of the tide and in particular the variable range and diurnal inequalities of the tide. It is therefore impossible to obtain any simple relation between the magnitude of mean and maximum salinity during a tidal cycle without taking into account the variable character of the tide.

*Variation of Salinity with Tidal Stage*—It has been pointed out previously that salinity varies during a tidal cycle in parallel with the rise and fall of the tide. That this is true is more clearly shown on Plate LX, "Variation of Salinity with Tidal Stage." The graphs on Plate LX have been plotted from the data of the tidal cycle salinity surveys. Taking into account the lag averaging one and one-half hours between the time of occurrence of high and low tides and the maximum and minimum salinities corresponding thereto, the graphs on Plate LX have been prepared by plotting the gage height or tidal stage above lowest low water against the salinity in the surface zone one and one-half hours after the particular gage height. Smooth curves have been drawn connecting the points thus plotted. While in detail they take on a rather fantastic form, there is exhibited, nevertheless, a fundamental relation showing that salinity directly increases and decreases respectively with the rise and fall of the tide during a particular tidal cycle.

The mean relation of tidal stage to salinity is shown by the dashed lines on each diagram. For the most part the actual departures from the mean lines at different times during the tidal cycle are not of great magnitude. The diagrams show that the rate of variation of salinity with tidal stage gradually increases as the salinity increases, reaching a maximum variation with salinities of about 800 to 1100 parts of chlorine per 100,000 parts of water and then gradually decreasing at higher salinities. The variation shown appears to be an entirely natural one. It is evident that, for entirely fresh-water or entirely salt-water conditions, there should be no variation of salinity with the rise and fall of the tide. It appears reasonable that the maximum variation would be found for water with about 50 per cent saline content. This is more clearly shown on Plate LXI, "Rate of Variation of Salinity with Tidal Range in Relation to Mean Salinity." The graph on this plate has been plotted using as ordinates the mean rate change of surface zone salinity per foot of tidal range during a tidal cycle and the mean surface zone salinity for the tidal cycle as abscissae.

Based upon the relation established between variation of salinity and tidal stage during a tidal cycle for various mean degrees of salinity, there is presented on Plate LXII, "Relation of Salinity to Tidal

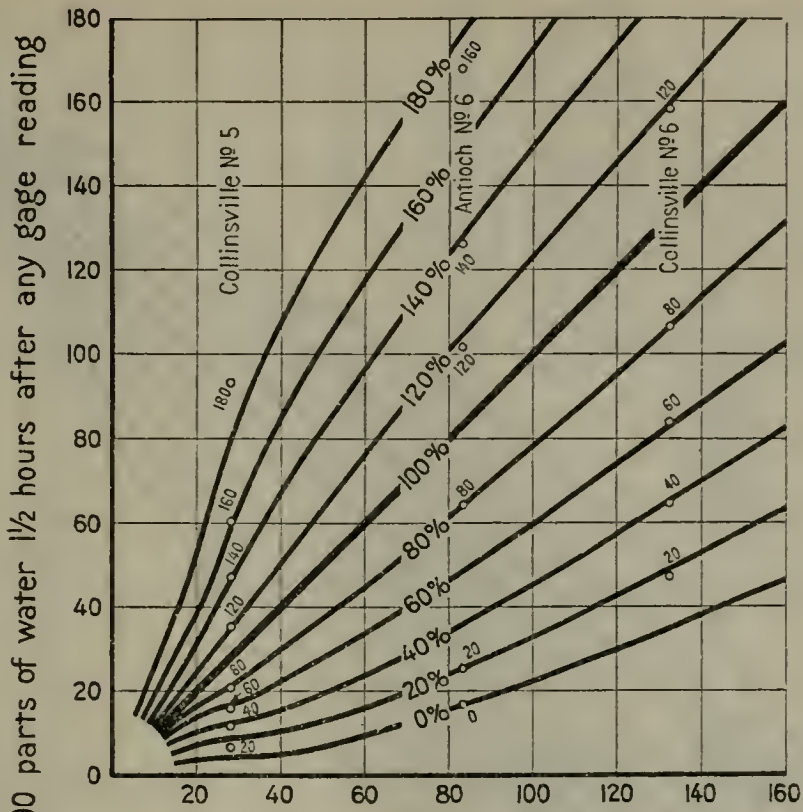


## NOTE

The mean surface zone salinities for the tidal cycles were plotted as abscissas. The rate change per foot of tidal range was computed by dividing the difference in surface zone salinity in parts of chlorine per 100,000 parts of water after high high and low low tides by the tidal range in feet between high high and low low tides, and these values were plotted as ordinates.

**RATE OF VARIATION OF SALINITY WITH TIDAL RANGE**  
IN RELATION TO  
**MEAN SALINITY**

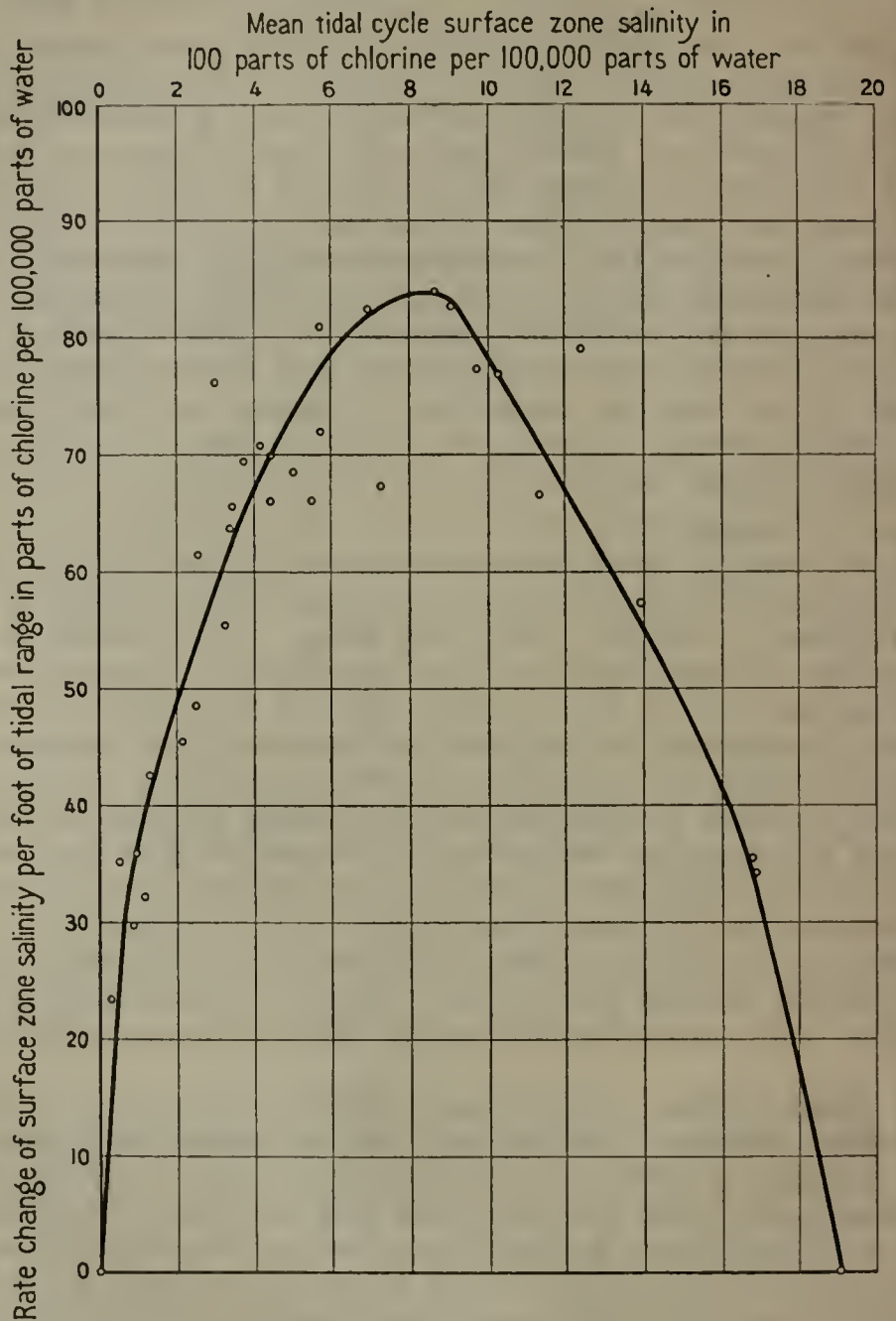




NOTE

The percentage on each line of the graph represents the height of the tide at any time in percent of the height of mean tide for the tidal cycle, both above lowest low water. Compiled from tidal cycle salinity surveys. The points on the graph are plotted for typical surveys.

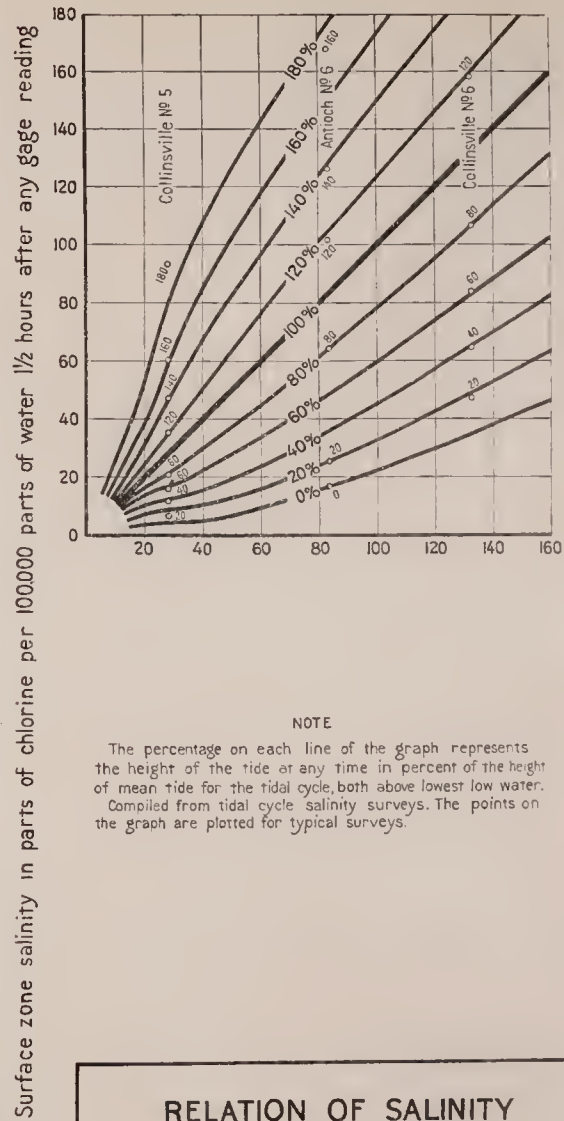
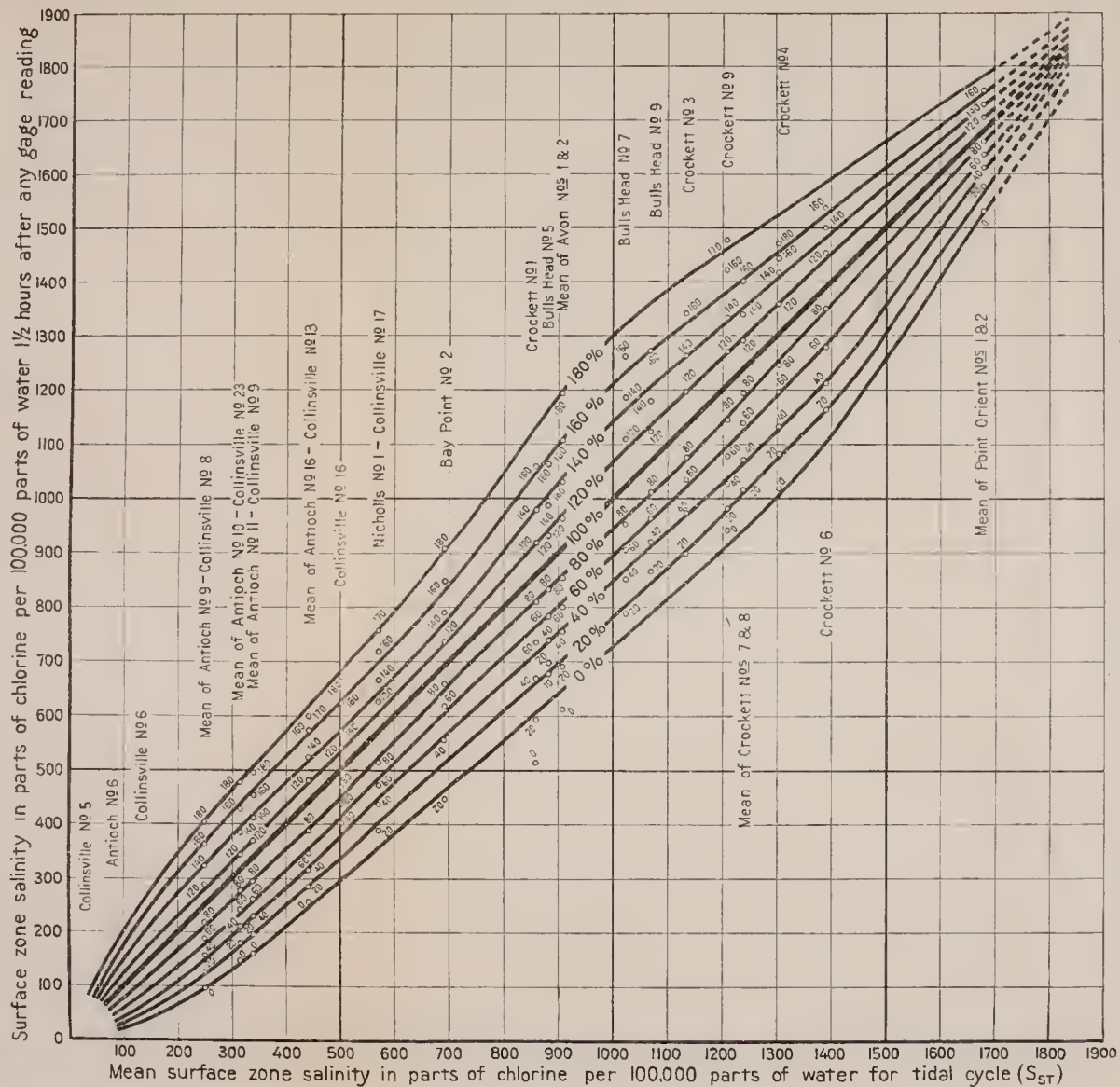
RELATION OF SALINITY  
TO  
TIDAL STAGE



## NOTE

The mean surface zone salinities for the tidal cycles were plotted as abscissas. The rate change per foot of tidal range was computed by dividing the difference in surface zone salinity in parts of chlorine per 100,000 parts of water after high high and low low tides by the tidal range in feet between high high and low low tides, and these values were plotted as ordinates.

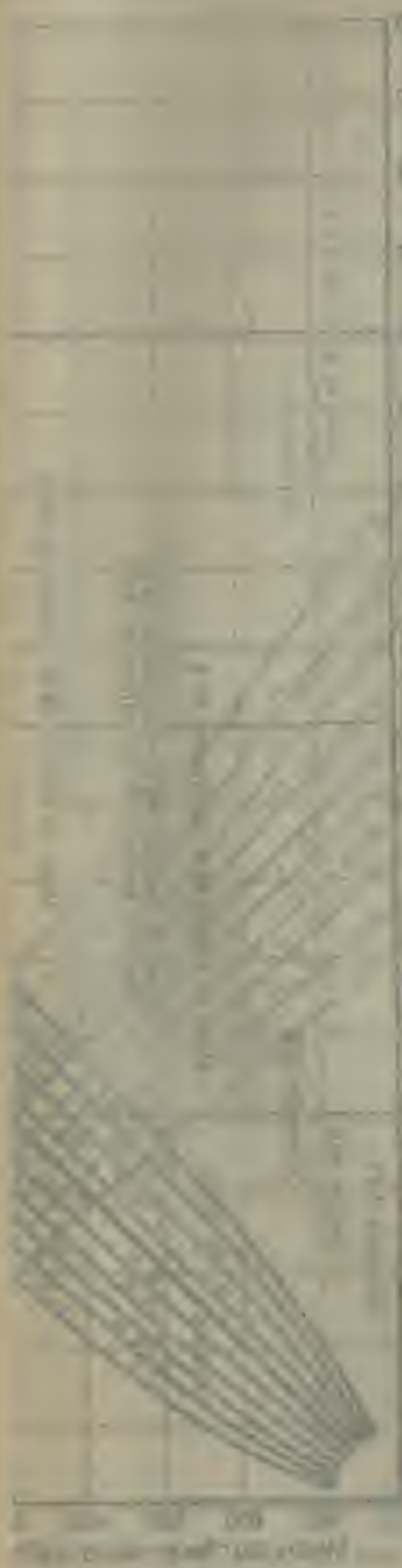
**RATE OF VARIATION OF SALINITY WITH TIDAL RANGE**  
IN RELATION TO  
**MEAN SALINITY**



NOTE  
 The percentage on each line of the graph represents the height of the tide at any time in percent of the height of mean tide for the tidal cycle, both above lowest low water. Compiled from tidal cycle salinity surveys. The points on the graph are plotted for typical surveys.

**RELATION OF SALINITY  
 TO  
 TIDAL STAGE**





Graph showing curves for various values of C (1 to 10) plotted against T. The curves represent the relationship between C and T for different values of C.



Graph showing curves for various values of C (1 to 10) plotted against T. The curves represent the relationship between C and T for different values of C.

Stage," a comprehensive graph showing in detail the relation of salinity to tidal stage for all variations of tidal conditions and degrees of salinity covered by the surveys in 1929. The basis of compilation of this diagram is somewhat complex. From the mean curves of variation of salinity with tidal stage, typified by those shown on Plate LX, corresponding values of salinity and gage height were taken at convenient intervals of salinity and tidal stage. The actual gage height was then expressed as a percentage of the height of mean tide above lowest low water at the particular station. Thus, mean tide is expressed as 100 per cent. The mean salinity for the tidal cycle also was determined for each survey. Points were plotted on the graph, using mean surface zone salinities for each tidal cycle as abscissae, and the different values of salinity for various gage heights, as taken from the mean curves, as ordinates. Each of these plotted points was then marked with a percentage computed as the gage height (corresponding to the particular value of salinity) in per cent of the mean height of the tide, both above lowest low water. Through the points thus plotted, smooth curves were drawn representing the variations of salinity for different tidal stages expressed as a per cent from zero to 180 per cent and at intervals of 20 per cent.

The derivation of the diagram shown on Plate LXII of the relation of salinity to tidal stage represents one of the important contributions of the salinity investigation. It has been of invaluable use in carrying out the analyses of the relation of salinity to stream flow and tidal action. All of the records of salinity which furnish the basic data on variation of salinity during invasion and retreat for the last decade have been from samples usually taken after high tide. The salinity records of the regular observation stations therefore represent nearly maximum degrees of salinity at the various stations on the dates when samples were taken. The relations of salinity to stream flow and tidal action, however, have to do with the variation and advance and retreat of mean daily, or tidal cycle, salinity. Therefore, inasmuch as it is evident from the data heretofore presented that mean salinity does not bear a constant relation to maximum salinity during a tidal cycle for all degrees of salinity and for variable tidal conditions, it has been deemed necessary to use mean salinity for a tidal cycle instead of the maximum salinities of the observer's samples. In all of the relations analyzed in this study as between stream flow and salinity and as between tidal action and salinity, mean surface zone salinity for the tidal cycle, or, what has been termed for convenience mean surface zone salinity, has been used throughout.

The use of the diagram is explained as follows: Having a value of the surface zone salinity determined from an actual sample taken at any particular time, the diagram is entered with this value on the ordinate scale, and a horizontal line drawn to intersect the percentage line corresponding to the height of the tide, one and one-half hours before the time the sample was taken, in per cent of the mean height of tide, both measured above lowest low water. The mean surface zone salinity is then taken off the abscissa scale of the diagram by drawing a vertical line directly from this point of intersection to the abscissa scale. The salinity at any other stage of the tide is also readily obtained at points on the ordinate scale directly opposite horizontally from the



points of intersection of the vertical line previously described with the various curves of percentage of tidal stage. For example, if the observed salinity is 500 parts taken about one and one-half hours after high-high tide, at which time the height of the tide was 180 per cent of the height of mean tide above lowest low water, the mean surface zone salinity corresponding therewith would be about 340 parts and the minimum surface zone salinity under these conditions at low tide with a gage height corresponding to 20 per cent of the mean height of tide, would be about 200 parts.

It is thus possible with this diagram to estimate the variation of salinity throughout an entire tidal cycle, if the actual salinity at any one time during the tidal cycle be known, together with some knowledge of the actual height of tide at the time the sample is taken compared with the mean height of tide above lowest low water. It has been found approximately true that the use of the tide gage records at the Presidio during the low water season will give the value of the tide percentage to be used with approximately the same degree of accuracy as records at nearby tide gage stations. However, it is, of course, necessary to take care of the difference in time between the occurrence of the tidal phases at the Presidio and at the point of observation if percentages based upon the Presidio records are used.

It should be understood that the relations shown on Plate LXII are empirical and are strictly applicable only to that part of the lower delta and the bay region, down to Point Orient where the data were obtained on which the diagram is based. For this portion of the tidal basin of San Francisco Bay along the main channels through which major tidal movement occurs, it is believed that the relations shown are closely approximate. It is probable that the relations would not apply as closely at points in the upper delta channels because of the difference in magnitude and character of tidal movement and the complicating effect of interconnecting branch channels. The relation could not be expected to apply to points on the dead end of channels, where the conditions of pulsating flow are entirely different than along main channels.

*Lateral and Depth Variations of Salinity*—One of the important parts of the 1929 program of salinity investigations was the determination of the relative degree of salinity at different depths and in different parts of a channel. It has been somewhat commonly believed and statements have been made to the effect that the saline water from the bay creeps along the bottom or sides of the channels of the upper bay and delta.

The data indicate that the variation of salinity with depth is not of as great magnitude as has been popularly believed. In many instances, the salinity at all depths has been found to be practically the same. There does not appear to be any fixed time during a tidal cycle when a maximum variation with depth occurs, some of the surveys indicating a tendency for greater variation during flood tide and others at a different time of the tidal cycle. Hence, no fixed rule can be stated. Plate LXIII, "Variation of Salinity With Depth," shows data compiled from typical tidal cycle surveys in 1929. The variation with depth is shown at the time of minimum and maximum salinity and also for the mean salinity at each depth during a tidal cycle. The increase of salinity with depth appears to be greatest for



Depth in feet below water surface

| LEGEND |                  |                                 |
|--------|------------------|---------------------------------|
| Nº     | Station          | Tidal cycle salinity survey No. |
| ①      | Antioch          | 1                               |
| ②      | "                | 4                               |
| ③      | "                | 6                               |
| ④      | "                | 7                               |
| ⑤      | Collinsville     | 6                               |
| ⑥      | "                | 24                              |
| ⑦      | Antioch          | 9                               |
| ⑧      | "                | 10                              |
| ⑨      | "                | 11                              |
| ⑩      | "                | 15                              |
| ⑪      | Collinsville     | 13                              |
| ⑫      | "                | 11                              |
| ⑬      | "                | 16                              |
| ⑭      | "                | 17                              |
| ⑮      | Bay Point        | 2                               |
| ⑯      | Avon             | 1                               |
| ⑰      | Bulls Head Point | 7                               |
| ⑱      | " " "            | 8                               |
| ⑲      | " " "            | 10                              |
| ⑳      | Crockett         | 7                               |
| ㉑      | "                | 5                               |
| ㉒      | Point Orient     | 3                               |

NOTE

Compiled from tidal cycle salinity surveys during 1929.

VARIATION OF SALINITY  
WITH  
DEPTH

points of intersection of the vertical line previously described with the various curves of percentage of tidal stage. For example, if the observed salinity is 500 parts taken about one and one-half hours after high-high tide, at which time the height of the tide was 180 per cent of the height of mean tide above lowest low water, the mean surface zone salinity corresponding therewith would be about 340 parts and the minimum surface zone salinity under these conditions at low tide, with a gage height corresponding to 20 per cent of the mean height of tide, would be about 200 parts.

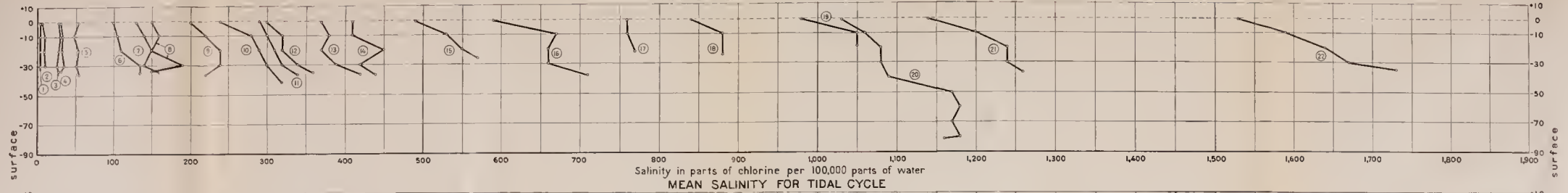
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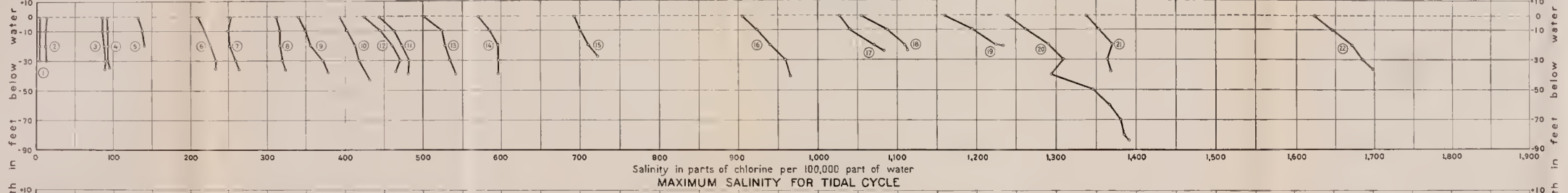
*Lateral and Depth Variations of Salinity*—One of the important parts of the 1929 program of salinity investigations was the determination of the relative degree of salinity at different depths and in different parts of a channel. It has been somewhat commonly believed and statements have been made to the effect that the saline water from the bay creeps along the bottom or sides of the channels of the upper bay and delta.

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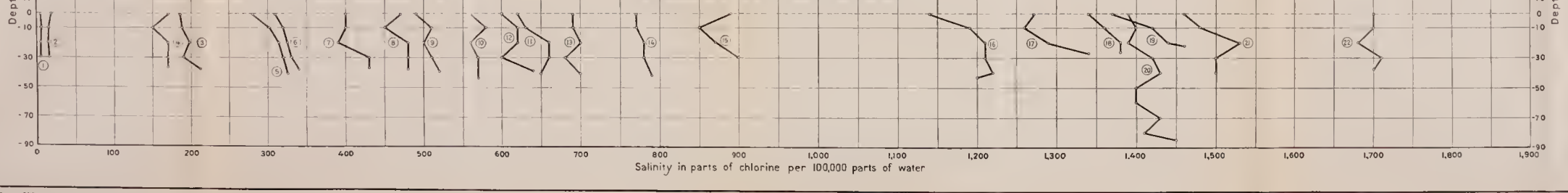
MINIMUM SALINITY FOR TIDAL CYCLE



MEAN SALINITY FOR TIDAL CYCLE



MAXIMUM SALINITY FOR TIDAL CYCLE



LEGEND

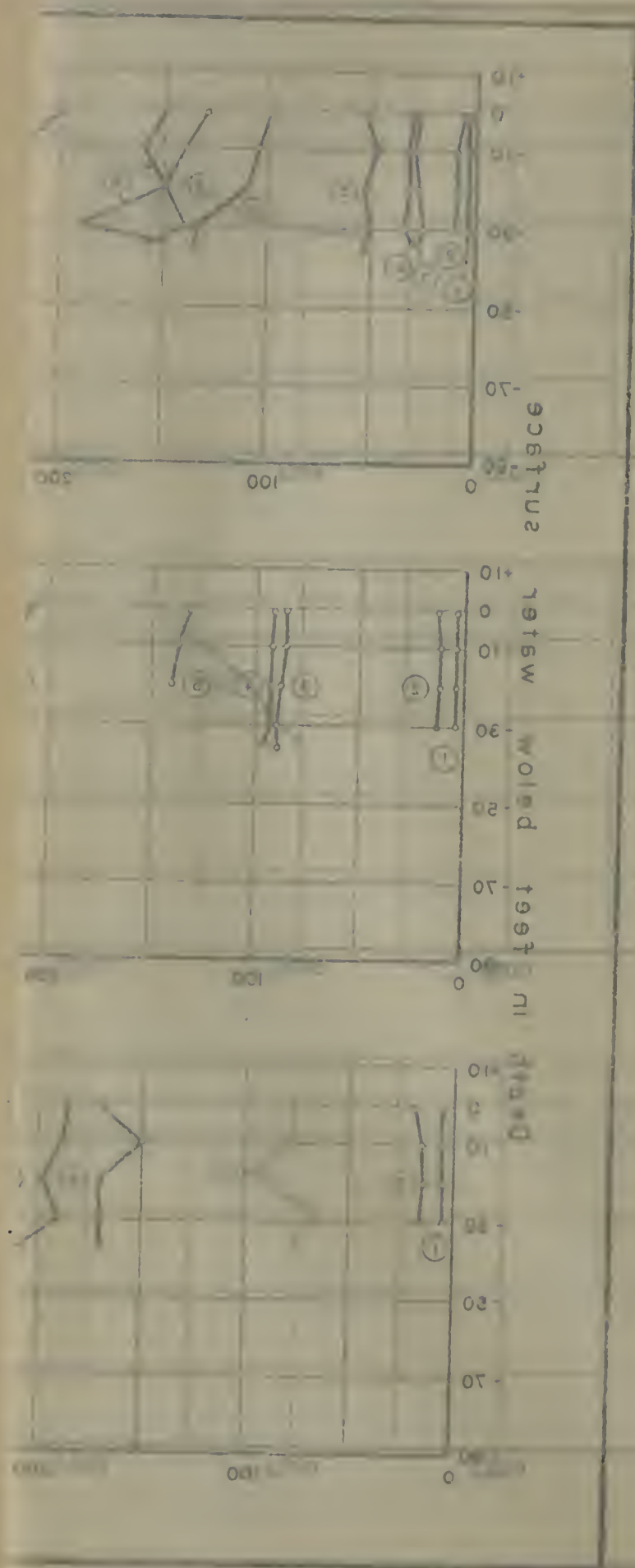
| N9 | Station          | Tidal cycle salinity survey No. |
|----|------------------|---------------------------------|
| 1  | Antioch          | 1                               |
| 2  | "                | 4                               |
| 3  | "                | 6                               |
| 4  | "                | 7                               |
| 5  | Collinsville     | 6                               |
| 6  | "                | 24                              |
| 7  | Antioch          | 9                               |
| 8  | "                | 10                              |
| 9  | "                | 11                              |
| 10 | "                | 15                              |
| 11 | Collinsville     | 13                              |
| 12 | "                | 11                              |
| 13 | "                | 16                              |
| 14 | "                | 17                              |
| 15 | Bay Point        | 2                               |
| 16 | Avon             | "                               |
| 17 | Bulls Head Point | "                               |
| 18 | "                | 8                               |
| 19 | "                | 10                              |
| 20 | Crockett         | 7                               |
| 21 | "                | 5                               |
| 22 | Point Orient     | 3                               |

NOTE  
Compiled from tidal cycle salinity surveys during 1929

VARIATION OF SALINITY WITH DEPTH



The data in this report were obtained from the following sources:
   
 1. Direct observation of the field.
   
 2. Interviews with the local population.
   
 3. Review of historical records.
   
 4. Analysis of satellite imagery.
   
 The information presented here is for informational purposes only and should not be used for legal or financial decisions.



salinities of about 1000 to 1300 parts of chlorine per 100,000 parts of water. For the low and high salinities as well, there appears to be less variation with depth. This is to be expected inasmuch as no variation should occur in the case of either entirely fresh or salt water. One of the most interesting surveys showing the variation with depth is that taken at Crockett (Index No. 20 on Plate LXIII) which was made on October 10 and 11, 1929. This survey covered a depth of channel of about 90 feet. The mean salinity varied from 1240 parts at the surface to about 1400 parts at the bottom of the channel or an increase of about 160 parts, or 13 per cent of the surface zone salinity, or about 0.15 per cent increase per foot of depth. Surveys at other points showed an increase of as much as 0.3 per cent per foot of depth for mean salinity. At the time of minimum salinity during this tidal cycle at Crockett, the magnitude of variation with depth appears to be about the same. However, at the time of maximum salinity, the increase appears considerably less, being not over 60 parts, or about 4 per cent of the salinity at the surface zone. Variations in the individual surveys from a gradual increase of salinity with depth are difficult to explain but are probably due in large part to the erratic character of the tidal currents which are known to exist in the various parts of the channels during the flood and ebb of the tide.

The extent of lateral variation of salinity throughout a typical channel section is indicated by the special river cross-section salinity surveys, described in Chapter I. These surveys were made chiefly at high-high tide but a few were made at low-low and low-high tide. The work was scheduled so that the samples would be taken as near as possible to the time of slack water following the particular high or low tidal phase for which the survey was made. However, each survey usually involved a time interval of three-quarters of an hour to an hour or more to take the large number of samples across the entire channel section. Hence, the actual samples taken over the entire section were not representative of a particular time. This was not important for the lower degrees of salinity in the surveys early in the season. However, for the surveys of higher salinity, the observed salinities were corrected by relations established from tidal cycle salinity surveys at Antioch and Collinsville and values of salinity were computed for the time of slack water following the particular tidal phase of the survey. These adjusted values of salinity have been used in the diagrams and tables presented hereafter.

Table 26 summarizes the results of these special river cross-section salinity surveys. The data are more clearly illustrated graphically on Plate LXIV, "Lateral Variation of Salinity," which presents the results of typical surveys of this type both for the San Joaquin River cross-section at Antioch and the Sacramento River cross-section immediately north of Antioch, designated as near Collinsville. The location of these sections is shown on Plate III. The upper diagrams show the results of three typical surveys taken in the San Joaquin River at Antioch, two for high-high tide conditions on June 10 and July 31, 1929, and one for low-low tide conditions on August 4, 1929. The lower diagrams show the results of surveys for two high-high tides and one low-low tide in the Sacramento River cross-section above Collinsville. The heavy line represents the bottom of the river bed

TABLE 26  
SUMMARY OF RIVER CROSS SECTION SALINITY SURVEYS—1929  
Collinsville River Cross Section

| Survey No.                 | Date    | Salinity in parts of chlorine per 100,000 parts of water |           |               |           |         |         | Mean sectional salinity in per cent of mean surface zone salinity (Sa) to (Ss) | Mean sectional salinity in per cent of maximum surface zone salinity (Sa) to (S) | Mean surface zone salinity (Ss) to (S) | Tidal phase |
|----------------------------|---------|--|-----------|---------------|-----------|---------|---------|--|--|--|-------------|
|                            |         | Surface zone   |           | Cross section |           | Minimum | Maximum |  |  |  |             |
|                            |         | Minimum  | Mean (Ss) | Maximum (S)   | Mean (Sa) |         |         |  |  |  |             |
| 1                          | May 31  | 3  | 3.4       | 5             | 3         | 3.5     | 5       | 103  | 70   | 68                                     | Low low     |
| 2                          | May 31  | 2  | 3.7       | 5             | 2         | 3.8     | 5       | 103  | 76   | 75                                     | High high   |
| 3                          | June 2  | 4  | 4.7       | 6             | 3         | 5.0     | 8       | 107  | 83   | 78                                     | High high   |
| 4                          | June 4  | 4  | 6.4       | 9             | 4         | 6.1     | 10      | 95   | 63   | 71                                     | High high   |
| 5                          | June 10 | 4  | 35.9      | 43            | 18        | 36.3    | 43      | 101  | 84   | 84                                     | High high   |
| 6                          | June 20 | 8  | 8.0       | 13            | 8         | 9.9     | 13      | 99   | 76   | 77                                     | High high   |
| 7                          | June 24 | 5  | 9.0       | 15            | 4         | 9.2     | 15      | 102  | 61   | 60                                     | High high   |
| 8                          | June 27 | 4  | 7.8       | 10            | 4         | 8.4     | 13      | 108  | 84   | 78                                     | Low high    |
| 9                          | July 2  | 36   | 42.3      | 52            | 36        | 51.2    | 66      | 121  | 98   | 81                                     | High high   |
| 10                         | July 8  | 180  | 208       | 230           | 180       | 217     | 270     | 104  | 94   | 90                                     | High high   |
| 11                         | July 12 | 121  | 165       | 261           | 121       | 168     | 261     | 102  | 64   | 63                                     | Low high    |
| 12                         | July 30 | 380  | 393       | 420           | 360       | 405     | 460     | 103  | 96   | 94                                     | High high   |
| 13                         | Aug. 4  | 400  | 463       | 500           | 380       | 460     | 560     | 99   | 92   | 89                                     | High high   |
| 14                         | Aug. 4  | 157  | 191       | 214           | 157       | 202     | 244     | 106  | 94   | 94                                     | Low low     |
| 15                         | Aug. 13 | 440  | 484       | 520           | 430       | 502     | 600     | 104  | 97   | 93                                     | High high   |
| 16                         | Sept. 2 | 560  | 581       | 600           | 560       | 623     | 670     | 107  | 104  | 97                                     | High high   |
| Average of high-high tides |         |  |           |               |           |         |         |  |  |  |             |
| Maximum of high-high tides |         |  |           |               |           |         |         |  |  |  |             |
| Minimum of high-high tides |         |  |           |               |           |         |         |  |  |  |             |
|                            |         | 104  |           |               |           |         |         |  |  |  |             |
|                            |         | 121  |           |               |           |         |         |  |  |  |             |
|                            |         | 95   |           |               |           |         |         |  |  |  |             |
|                            |         | 85   |           |               |           |         |         |  |  |  |             |
|                            |         | 104  |           |               |           |         |         |  |  |  |             |
|                            |         | 61   |           |               |           |         |         |  |  |  |             |



TABLE 26—Continued  
SUMMARY OF RIVER CROSS SECTION SALINITY SURVEYS—1929  
Antioch River Cross Section

| Survey No.   | Date     | Salinity in parts of chlorine per 100,000 parts of water |           |               |           |         |         | Mean sectional salinity in per cent of mean surface zone salinity (Sa) to (Ss) | Mean sectional salinity in per cent of maximum surface zone salinity (Sa) to (S) | Mean surface zone salinity in per cent of maximum surface zone salinity (Ss) to (S) | Tidal phase |
|--|----------|--|-----------|---------------|-----------|---------|---------|--|--|---|-------------|
|  |          | Surface zone   |           | Cross section |           | Minimum | Maximum |  |  |   |             |
|  |          | Minimum  | Mean (Ss) | Maximum (S)   | Mean (Sa) |         |         |  |  |   |             |
| 1  | May 31   | 4  | 4.8       | 6             | 4         | 4.8     | 6       | 80   | 79   | Low   |             |
| 2  | June 1   | 5  | 5.5       | 6             | 5         | 5.3     | 6       | 97   | 91   | High  |             |
| 3  | June 3   | 4  | 4.5       | 6             | 4         | 4.7     | 6       | 104  | 76   | High  |             |
| 4  | June 4   | 6  | 7.3       | 9             | 6         | 7.6     | 9       | 84   | 81   | High  |             |
| 5  | June 10  | 31   | 38.5      | 44            | 29        | 39.8    | 45      | 103  | 88   | High  |             |
| 6  | June 20  | 9  | 10.8      | 12            | 9         | 11.4    | 14      | 105  | 90   | High  |             |
| 7  | June 24  | 8  | 11.1      | 17            | 8         | 12.8    | 19      | 110  | 75   | High  |             |
| 8  | June 27  | 7  | 9.1       | 13            | 7         | 9.5     | 13      | 104  | 73   | High  |             |
| 9  | July 4   | 28   | 53.3      | 70            | 28        | 61.5    | 82      | 115  | 70   | Low   |             |
| 10   | July 8   | 127  | 166       | 185           | 127       | 173     | 190     | 88   | 76   | High  |             |
| 11   | July 11  | 163  | 185       | 242           | 141       | 189     | 258     | 104  | 94   | High  |             |
| 12   | July 12  | 130  | 138       | 180           | 120       | 150     | 180     | 78   | 77   | High  |             |
| 13   | July 31  | 337  | 377       | 420           | 337       | 387     | 467     | 108  | 92   | Low   |             |
| 14   | Aug. 4   | 403  | 436       | 469           | 318       | 442     | 508     | 103  | 90   | High  |             |
| 15   | Aug. 4   | 116  | 124       | 145           | 115       | 135     | 172     | 101  | 93   | High  |             |
| 16   | Sept. 18 | 439  | 466       | 505           | 437       | 483     | 558     | 108  | 86   | Low   |             |
| 17   | Sept. 2  | 470  | 501       | 510           | 470       | 513     | 540     | 104  | 92   | High  |             |
|  |          |  |           |               |           |         |         | 102  | 98   | Low   |             |
| Average of high-high tides   |          |  |           |               |           |         |         |  |  |   |             |
| Antioch river cross section  |          |  |           |               |           |         |         |  |  |   |             |
| Maximum of high-high tides   |          |  |           |               |           |         |         |  |  |   |             |
| Minimum of high-high tides   |          |  |           |               |           |         |         |  |  |   |             |
| Average of high-high tides for Collinsville and Antioch river cross sections |          |  |           |               |           |         |         |  |  |   |             |
| Maximum of high-high tides for Collinsville and Antioch river cross sections |          |  |           |               |           |         |         |  |  |   |             |
| Minimum of high-high tides for Collinsville and Antioch river cross sections |          |  |           |               |           |         |         |  |  |   |             |
|  |          |  |           |               |           |         |         | 104  | 88   |   |             |
|  |          |  |           |               |           |         |         | 115  | 96   |   |             |
|  |          |  |           |               |           |         |         | 97   | 75   |   |             |
|  |          |  |           |               |           |         |         | 104  | 87   |   |             |
|  |          |  |           |               |           |         |         | 121  | 104  |   |             |
|  |          |  |           |               |           |         |         | 95   | 61   |   |             |
|  |          |  |           |               |           |         |         | 104  | 83   |   |             |
|  |          |  |           |               |           |         |         | 121  | 97   |   |             |
|  |          |  |           |               |           |         |         | 95   | 60   |   |             |

in profile on the line of the cross-section. The small circles represent the points where samples were taken and along side of each circle is shown the salinity in parts of chlorine per 100,000 parts of water, as determined from the analysis of the sample. There are also shown the maximum salinity in the surface zone ( $S$ ), the computed mean surface zone salinity ( $S_s$ ), and the mean salinity in the entire channel cross-section. ( $S_a$ ). Below each diagram is finally shown the relation between the maximum and mean salinities above described. The mean salinity in the surface zone and the mean salinity in the section is expressed in per cent of the maximum salinity in the surface zone and the mean salinity in the section is expressed in per cent of the mean salinity in the surface zone. The summarized data in Table 26 present similar percentage relations for all of the surveys made.

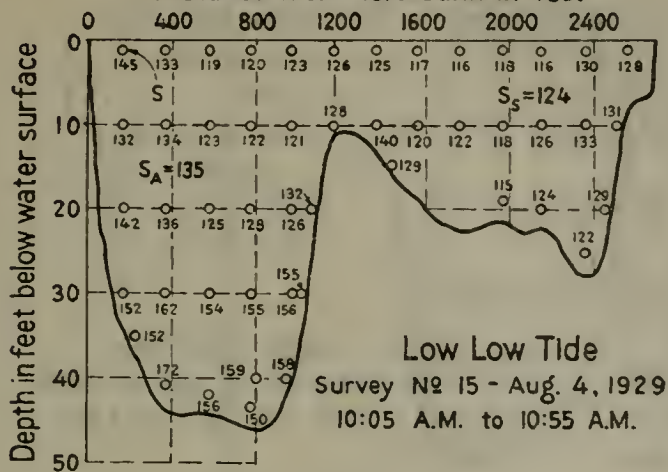
In general, the data from these surveys indicate no large variations of salinity either laterally or vertically in these channels. As shown in Table 26, the mean sectional salinity ( $S_a$ ) averages 104 per cent of the mean surface zone salinity ( $S_s$ ) for all surveys at both river cross-sections, and varies from a minimum of 95 to a maximum of 121 per cent. This is a measure of the magnitude of variation found. No abnormally high salinities were found either along the bottom or sides of these channels.

The variation of salinity in the surface zone across a river section is indicated by the relation of the mean to the maximum surface zone salinity. This relation for all surveys at both cross-sections shows a variation from a minimum of 60 to a maximum of 97 per cent with an average of 83 per cent. It would appear from this that, in any large channel such as those in which the surveys were made, there may be individual variations of salinity of considerable magnitude and that the single point observations of salinity at the regular observation stations may occasionally not be accurately representative of the average salinity conditions for the entire channel. This would happen perhaps only occasionally, but possibly explains the fact that some of the observed salinities at regular observation stations, as also some of the observed samples on tidal cycle surveys do not appear to follow in line with similar or related data. However, it is believed that the observed salinities in the surface zone as taken at the single point observation stations afford a close enough approximation of the average salinity conditions in the entire channel for ascertaining the relative variation of salinity at various points during the period of advance and retreat. The results, hereafter presented, of the special tidal cycle salinity and velocity surveys afford further verification of this conclusion.

*Variation of Salinity with Tidal Velocity*—The relation of tidal velocity to salinity is of significant importance because tidal velocity represents the basic element and direct evidence of tidal flow which is one of the chief factors affecting the variation and advance and retreat of salinity. Measurements of tidal velocity, made during 1929, have been described in Chapter I. Tidal velocity was measured by current meter at three stations in each of the river cross-sections on the San Joaquin River at Antioch and on the Sacramento River above Collinsville. The position of these current meter stations and the results of typical tidal velocity measurements are shown on Plate LXV, "Variation of Tidal

### ANTIOCH

Distance from left bank in feet



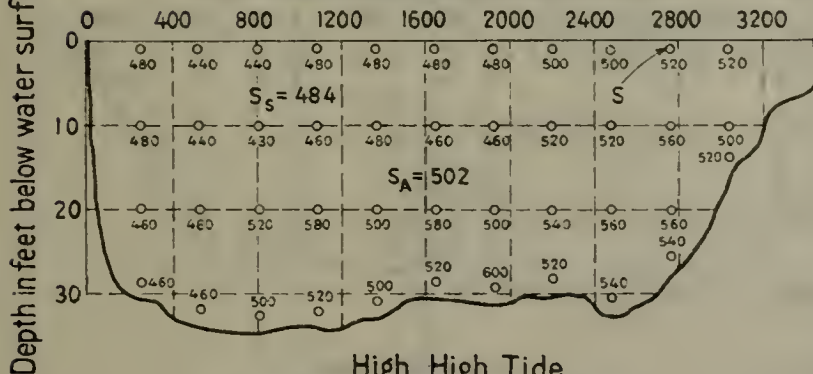
$S_s$  in per cent of  $S = 86$

$S_A$  in per cent of  $S = 93$

$S_A$  in per cent of  $S_s = 108$

### COLLINSVILLE

Distance from left bank in feet



$S_s$  in per cent of  $S = 93$

$S_A$  in per cent of  $S = 97$

$S_A$  in per cent of  $S_s = 104$

## LATERAL VARIATION OF SALINITY

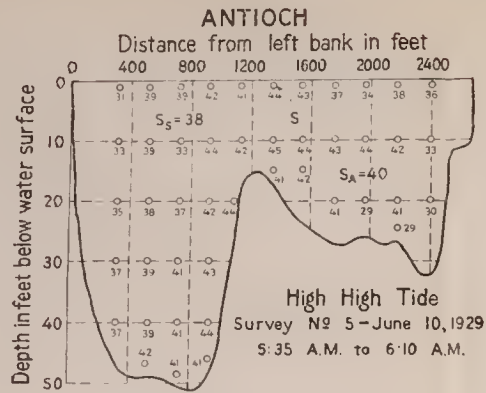


in profile on the line of the cross-section. The small circles represent the points where samples were taken and along side of each circle is shown the salinity in parts of chlorine per 100,000 parts of water, as determined from the analysis of the sample. There are also shown the maximum salinity in the surface zone ( $S$ ), the computed mean surface zone salinity ( $S_s$ ), and the mean salinity in the entire channel cross-section. ( $S_a$ ). Below each diagram is finally shown the relation between the maximum and mean salinities above described. The mean salinity in the surface zone and the mean salinity in the section is expressed in per cent of the maximum salinity in the surface zone and the mean salinity in the section is expressed in per cent of the mean salinity in the surface zone. The summarized data in Table 26 present similar percentage relations for all of the surveys made.

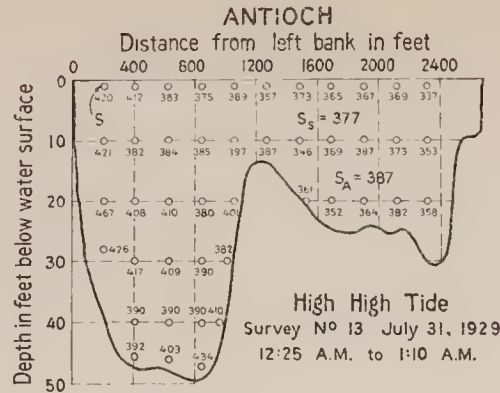
In general, the data from these surveys indicate no large variations of salinity either laterally or vertically in these channels. As shown in Table 26, the mean sectional salinity ( $S_a$ ) averages 104 per cent of the mean surface zone salinity ( $S_s$ ) for all surveys at both river cross-sections, and varies from a minimum of 95 to a maximum of 121 per cent. This is a measure of the magnitude of variation found. No abnormally high salinities were found either along the bottom or sides of these channels.

The variation of salinity in the surface zone across a river section is indicated by the relation of the mean to the maximum surface zone salinity. This relation for all surveys at both cross-sections shows a variation from a minimum of 60 to a maximum of 97 per cent with an average of 83 per cent. It would appear from this that, in any large channel such as those in which the surveys were made, there may be individual variations of salinity of considerable magnitude and that the single point observations of salinity at the regular observation stations may occasionally not be accurately representative of the average salinity conditions for the entire channel. This would happen perhaps only occasionally, but possibly explains the fact that some of the observed salinities at regular observation stations, as also some of the observed samples on tidal cycle surveys do not appear to follow in line with similar or related data. However, it is believed that the observed salinities in the surface zone as taken at the single point observation stations afford a close enough approximation of the average salinity conditions in the entire channel for ascertaining the relative variation of salinity at various points during the period of advance and retreat. The results, hereafter presented, of the special tidal cycle salinity and velocity surveys afford further verification of this conclusion.

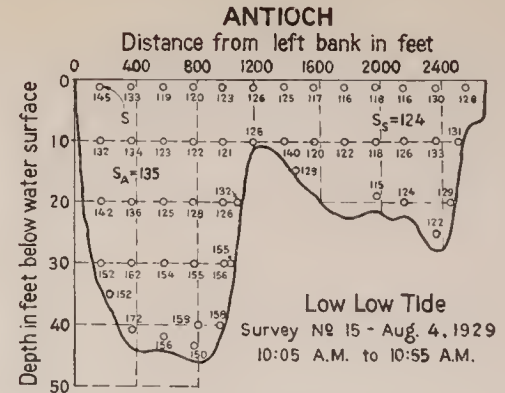
*Variation of Salinity with Tidal Velocity*—The relation of tidal velocity to salinity is of significant importance because tidal velocity represents the basic element and direct evidence of tidal flow which is one of the chief factors affecting the variation and advance and retreat of salinity. Measurements of tidal velocity, made during 1929, have been described in Chapter I. Tidal velocity was measured by current meter at three stations in each of the river cross-sections on the San Joaquin River at Antioch and on the Sacramento River above Collinsville. The position of these current meter stations and the results of typical tidal velocity measurements are shown on Plate LXV, "Variation of Tidal



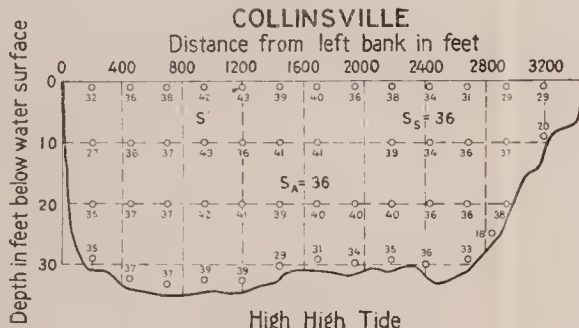
$S_s$  in per cent of  $S = 88$   
 $S_A$  in per cent of  $S = 90$   
 $S_A$  in per cent of  $S_s = 103$



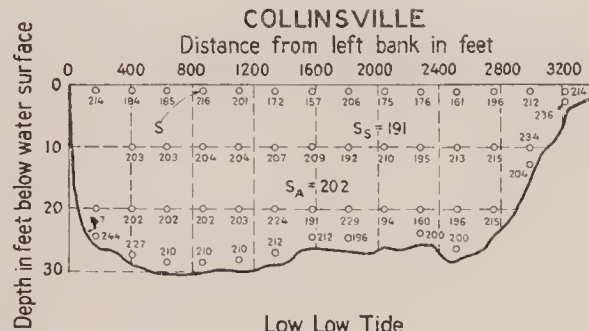
$S_s$  in per cent of  $S = 90$   
 $S_A$  in per cent of  $S = 92$   
 $S_A$  in per cent of  $S_s = 103$



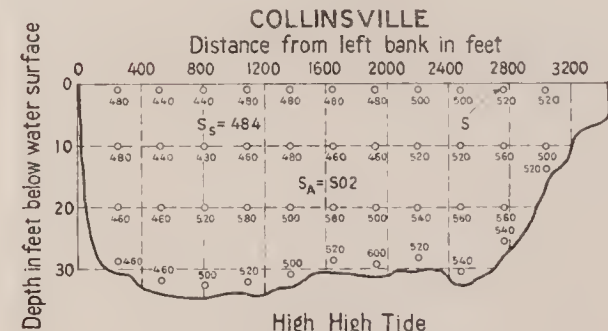
$S_s$  in per cent of  $S = 86$   
 $S_A$  in per cent of  $S = 93$   
 $S_A$  in per cent of  $S_s = 108$



$S_s$  in per cent of  $S = 84$   
 $S_A$  in per cent of  $S = 84$   
 $S_A$  in per cent of  $S_s = 101$



$S_s$  in per cent of  $S = 89$   
 $S_A$  in per cent of  $S = 94$   
 $S_A$  in per cent of  $S_s = 106$



$S_s$  in per cent of  $S = 93$   
 $S_A$  in per cent of  $S = 97$   
 $S_A$  in per cent of  $S_s = 104$

#### LEGEND

$S_A$  = Mean sectional salinity  
 $S_s$  = Mean surface zone salinity  
 $S$  = Maximum surface zone salinity

#### NOTE

Figures in diagram show salinity in parts of chlorine per 100,000 parts of water

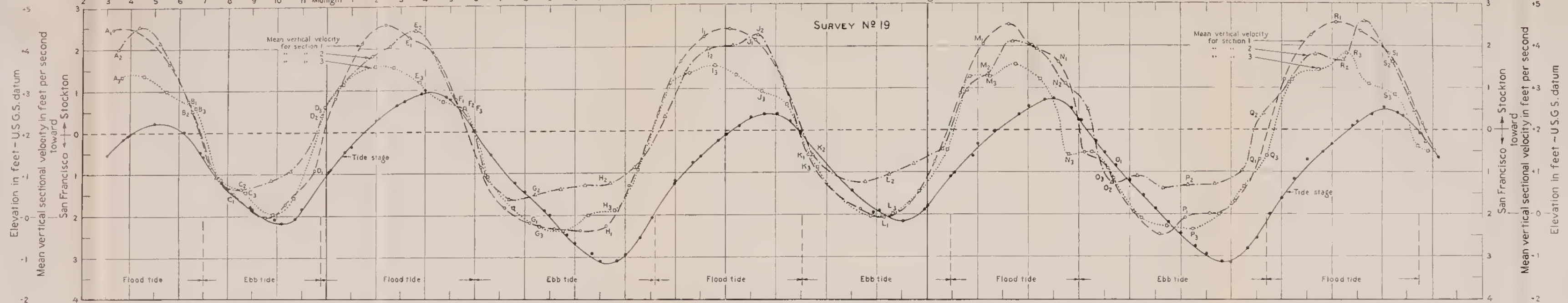
## LATERAL VARIATION OF SALINITY

ELEVATION OF WATER SURFACE AND MEAN VERTICAL SECTIONAL VELOCITY IN FEET PER SECOND

Aug. 21, 1929

Aug. 22, 1929

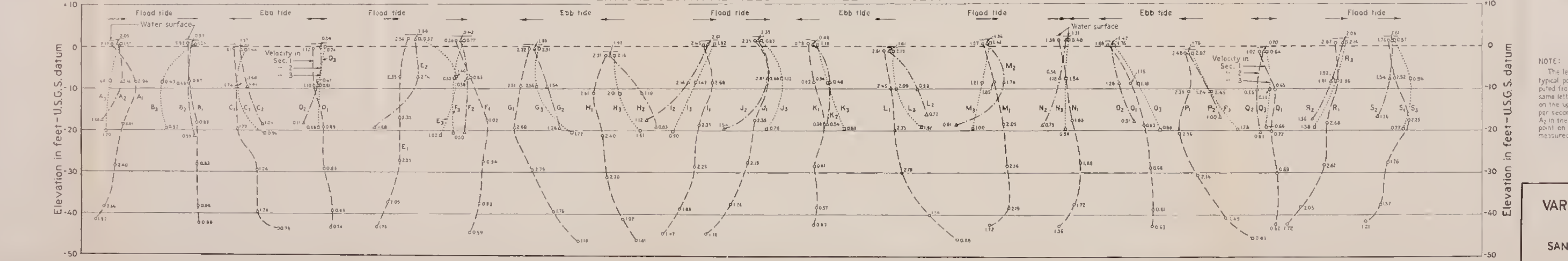
Aug. 23, 1929



**LEGEND**  
 — Tide stage  
 ○ Section 1  
 □ Section 2  
 △ Section 3

**NOTE:**  
 The letters A<sub>1</sub>, A<sub>2</sub>, A<sub>3</sub>, B<sub>1</sub>, etc. on the upper diagram designates typical points of mean vertical velocity for each section, computed from the vertical velocity curves designated by the same letters in the lower diagram. Thus the point marked A<sub>2</sub> on the upper diagram is the mean vertical velocity of 2 feet per second computed from the vertical velocity curve marked A<sub>2</sub> in the lower diagram. The figures shown at each plotted point on the velocity curves in the lower diagram represent measured velocity in feet per second.

VERTICAL SECTIONAL VELOCITY IN FEET PER SECOND



**VARIATION OF TIDAL VELOCITY**  
 IN  
 SAN JOAQUIN RIVER NEAR ANTIOCH

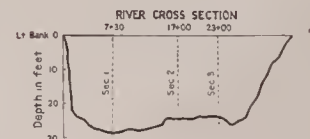
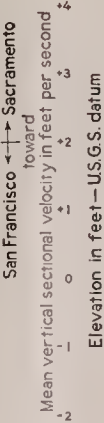
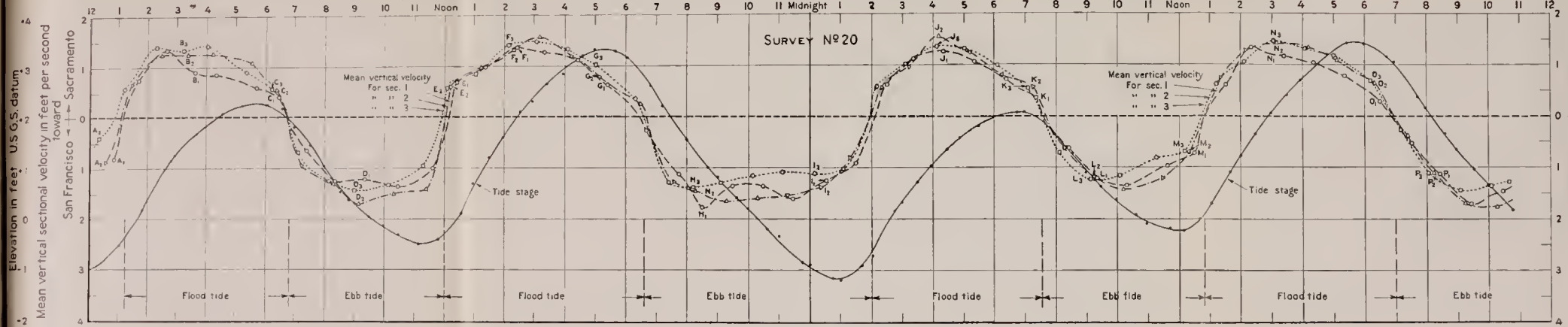


ELEVATION OF WATER SURFACE AND MEAN VERTICAL SECTIONAL VELOCITY IN FEET PER SECOND

September 22, 1929

September 23, 1929

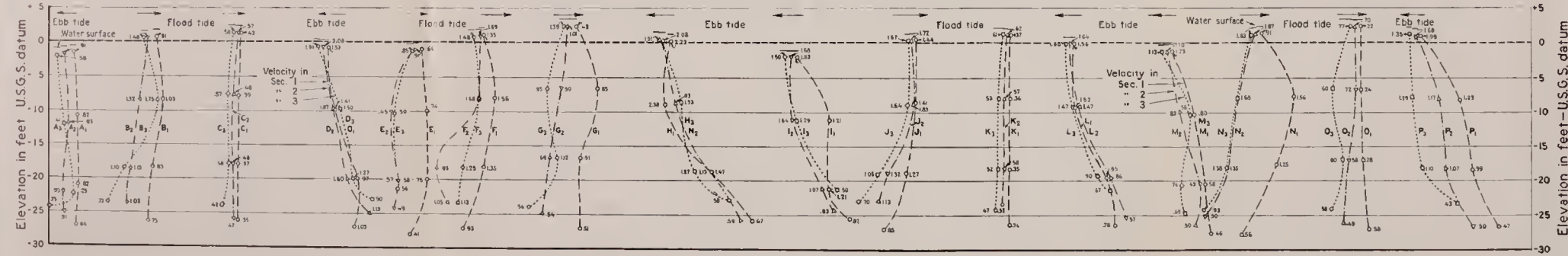
SURVEY N<sup>o</sup> 20



LEGEND

- Tide stage
- Section 1
- Section 2
- Section 3

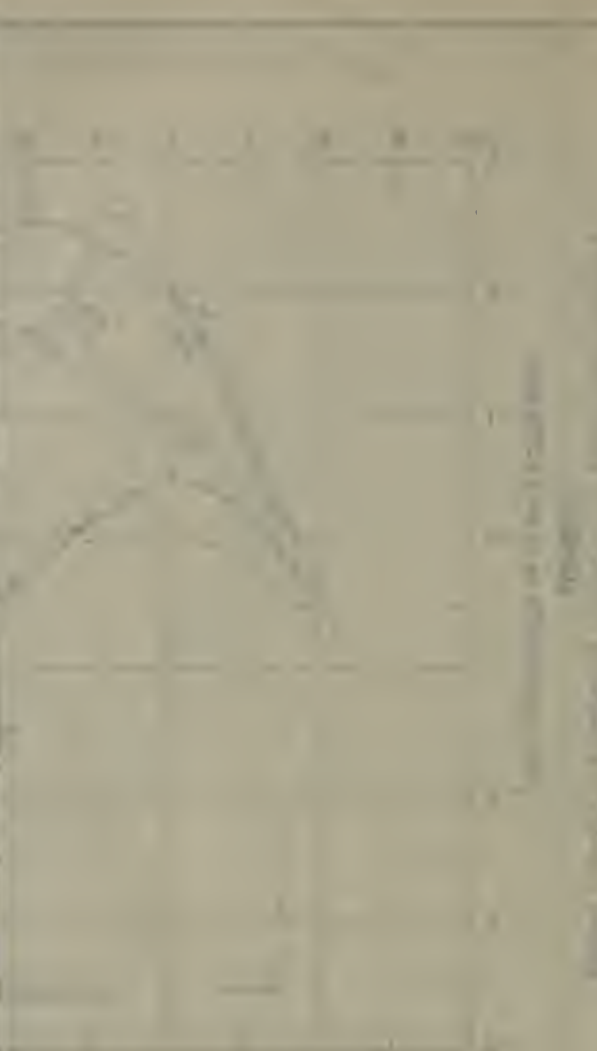
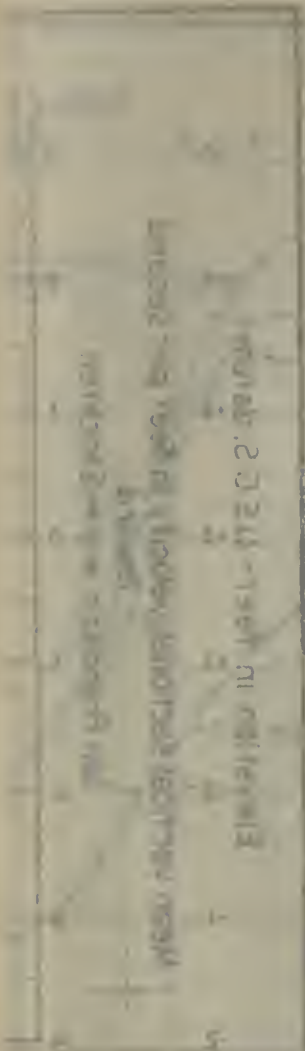
VERTICAL SECTIONAL VELOCITY IN FEET PER SECOND

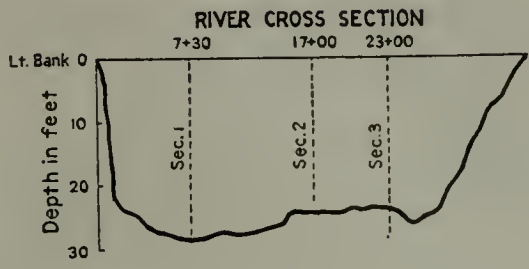
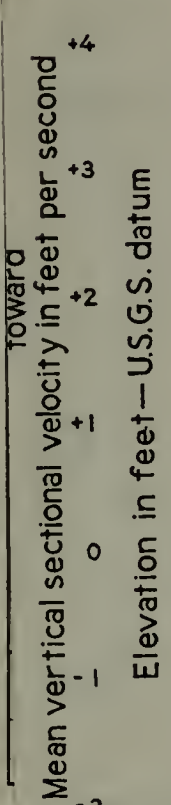
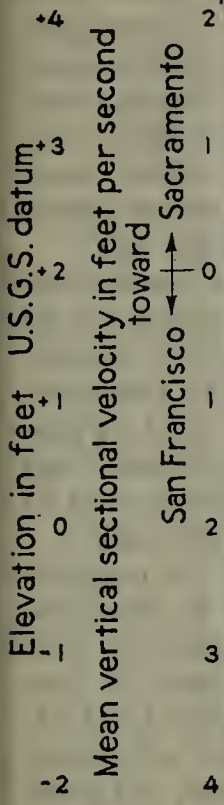


NOTE:

The letters A, A<sub>1</sub>, A<sub>2</sub>, B, etc. on the upper diagram designate typical points of mean vertical velocity for each section computed from the vertical velocity curves designated by the same letters in the lower diagram. Thus, the point marked A<sub>2</sub> on the upper diagram is the mean vertical velocity of 0.9 foot per second computed from the vertical velocity curve marked A<sub>2</sub> in the lower diagram. The figures shown at each plotted point on the velocity curves in the lower diagram represent measured velocity in feet per second.

VARIATION OF TIDAL VELOCITY  
IN  
SACRAMENTO RIVER NEAR COLLINSVILLE



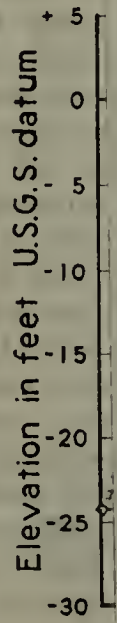


LEGEND

- Tide stage
- Section 1
- △—— " 2
- " 3

NOTE:

The letters A<sub>1</sub>, A<sub>2</sub>, A<sub>3</sub>, B<sub>1</sub>, etc. on the upper diagram designate typical points of mean vertical velocity for each section computed from the vertical velocity curves designated by the same letters in the lower diagram. Thus, the point marked A<sub>2</sub> on the upper diagram is the mean vertical velocity of 0.9 foot per second computed from the vertical velocity curve marked A<sub>2</sub> in the lower diagram. The figures shown at each plotted point on the velocity curves in the lower diagram represent measured velocity in feet per second.



VARIATION OF TIDAL VELOCITY  
IN  
SACRAMENTO RIVER NEAR COLLINSVILLE





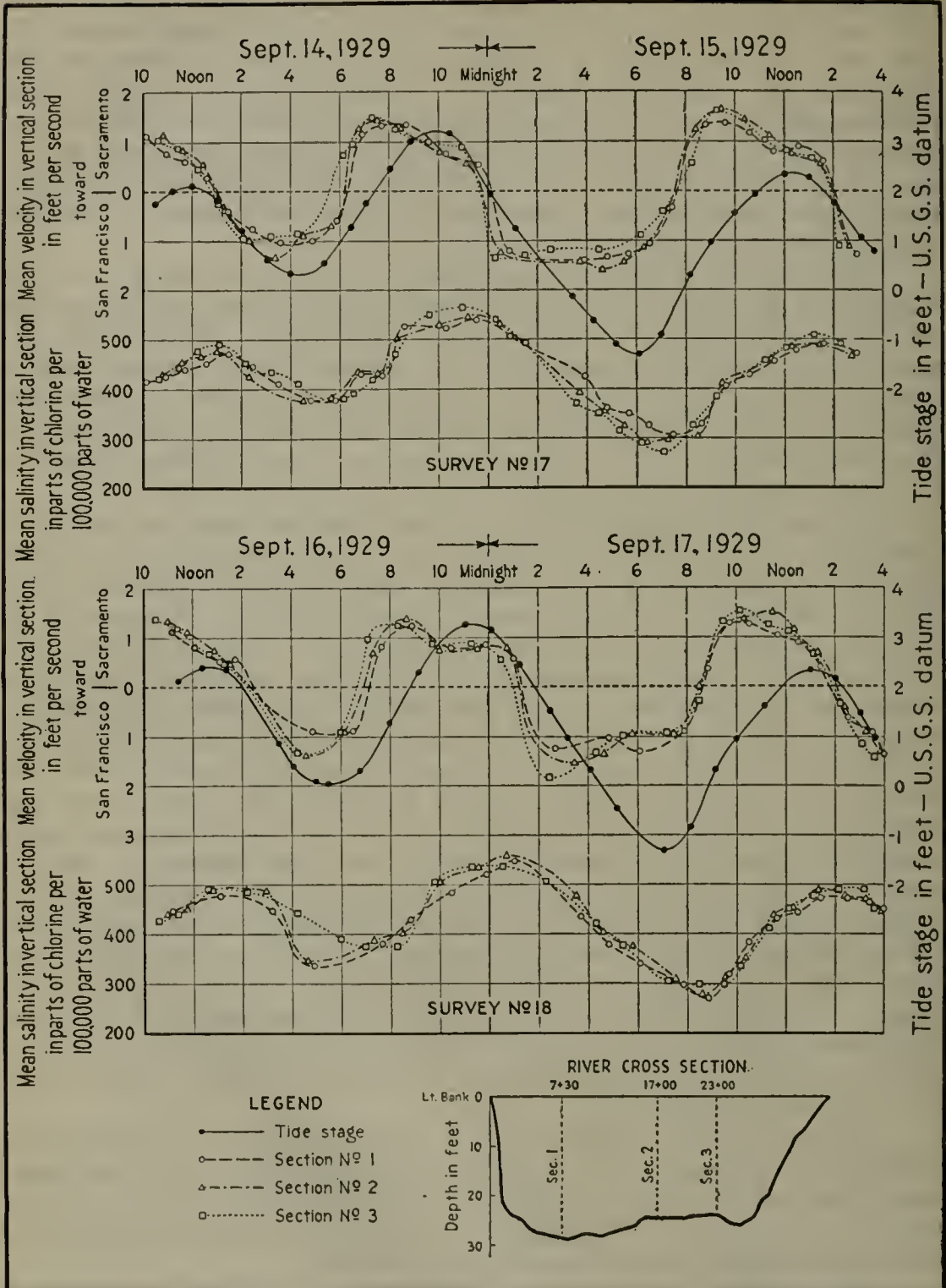
Velocity in San Joaquin River near Antioch," and Plate LXVI, "Variation of Tidal Velocity in Sacramento River near Collinsville." The small diagram on the right hand side of these plates shows, for each river cross-section, the position of the current meter stations designated as sections 1, 2 and 3. At these stations, current meter measurements of velocity were made at hourly intervals and at depth intervals of five to ten feet from surface to bottom throughout one or more tidal cycle periods. Coincident with the current meter observations, water samples were taken at the identical points of velocity measurement and analyzed for salinity.

The variation of tidal velocity with the rise and fall of the tide throughout a tidal cycle is shown graphically for two typical surveys by the upper diagrams on Plates LXV and LXVI. These curves are plotted for each station, using the mean velocity in the vertical section computed from each measurement. The record of tidal stage at the nearby tide gage station is also plotted on these upper graphs. In the lower diagrams, the variation of velocity from surface to bottom in the vertical section is shown by typical velocity curves.

The relation of tidal velocity to tidal stage, as shown by the upper diagram of Plates LXV and LXVI, is of importance as it is characteristic of the tidal movement in the upper bay and delta channels. For the survey on the San Joaquin River section on August 21, 22 and 23, starting at about 3 p.m. on August 21 during a flood tide, the tidal current was upstream towards Stockton, reaching a maximum velocity a little before low-high tide and then gradually diminishing until the point of no velocity or slack water was reached about 7 p.m. or about one and one-half to two hours following low-high tide. As the tide continued to fall in ebb, a tidal current downstream was started, the velocity of which gradually increased, reaching a maximum magnitude immediately before high-low tide. The velocity of this ebb current gradually decreased from the maximum, reaching a zero velocity about midnight or from one and one-half to two hours after the occurrence of high-low tide. Similar variations as related to tidal stage continued to occur throughout the period of measurement, which typify the usual interrelations of tidal fluctuations and currents. The measurements show that the mean velocity at all three current meter stations in each cross-section varied in a parallel manner with the rise and fall of the tide.

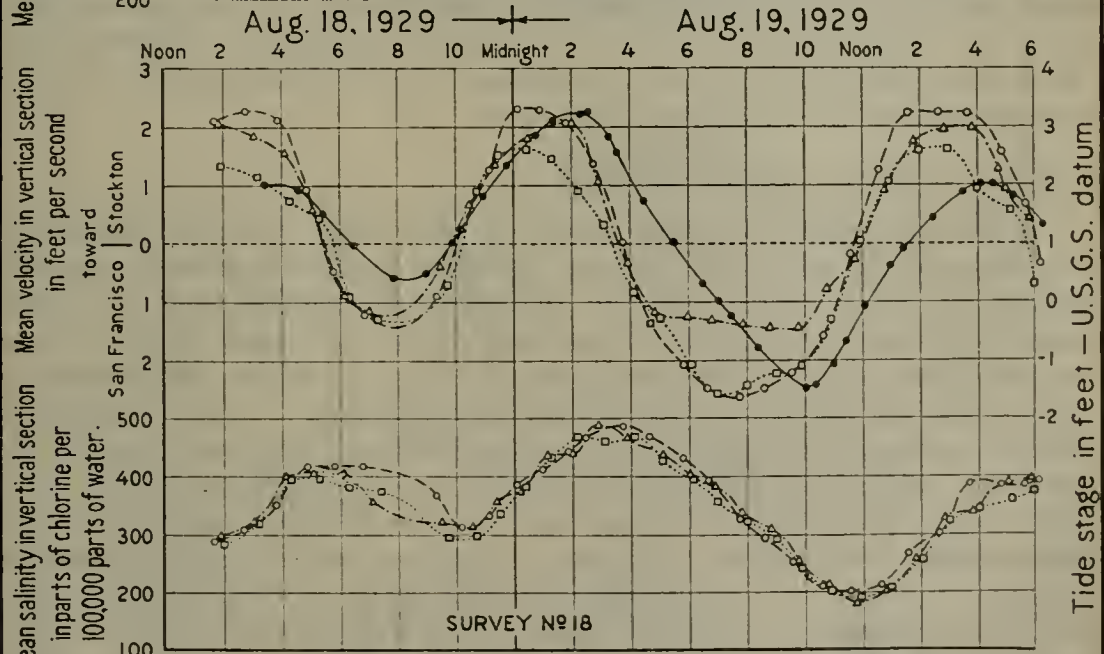
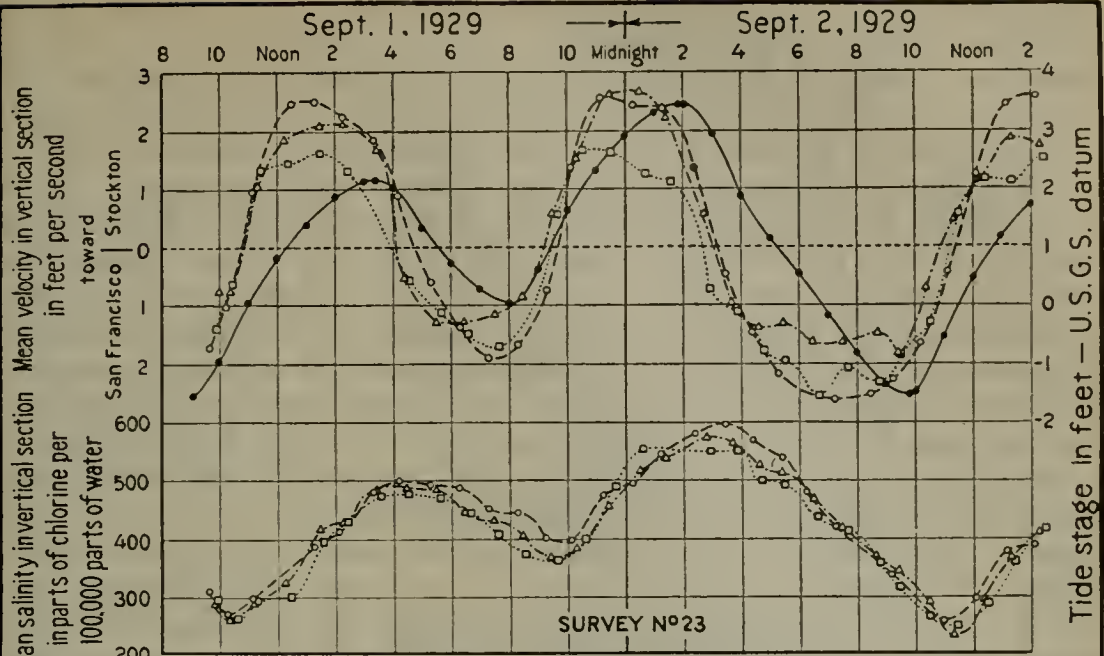
The variation of velocity in the vertical section as shown by the vertical velocity curves in the lower diagrams is similar to the usual variation found in open channels. For the most part, the maximum velocities occur near the surface or at shallow depths, and there is a gradual decrease to a minimum near the bottom.

Plate LXVII, "Variation of Salinity and Tidal Velocity in Sacramento River near Collinsville," and Plate LXVIII, "Variation of Salinity and Tidal Velocity in San Joaquin River near Antioch," show for typical surveys the relation of mean velocity and mean salinity in the vertical section, and tidal stage throughout a tidal cycle. The curves on those plates demonstrate again that maximum and minimum salinities are usually reached at the time of slack water about one to two hours after the occurrence of the high and low tidal stages. It is also interesting to note that both mean salinity and mean tidal



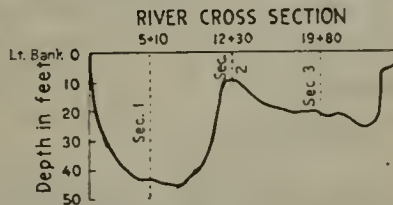
VARIATION OF SALINITY AND TIDAL VELOCITY  
IN  
SACRAMENTO RIVER NEAR COLLINSVILLE





LEGEND

- — Tide stage
- — Section N<sup>o</sup> 1
- △ — Section N<sup>o</sup> 2
- — Section N<sup>o</sup> 3



VARIATION OF SALINITY AND TIDAL VELOCITY

IN

SAN JOAQUIN RIVER NEAR ANTIOCH

velocity at the three different stations in the two river cross sections vary quite uniformly, with only slight differences in the amounts at any particular time. It is evident that, for all practical purposes, the variation of salinity throughout a large river channel is a uniform one and, hence, observations at one point or at one section in a channel may be considered in general to be representative of an entire channel.

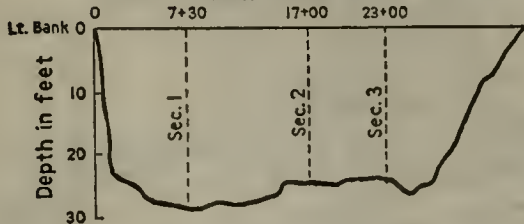
The relation between salinity and tidal velocity perhaps is shown more clearly by the graphs presented on Plate LXIX, "Variation of Salinity and Tidal Velocity with Depth." On these graphs the observed salinity has been plotted directly against simultaneous measurements of velocity at identical points. The upper and lower diagrams present data from typical measurements on the Sacramento and San Joaquin rivers respectively. The data have been plotted for observations at various depths at ten-foot intervals from surface to bottom at one station in each of the sections used on the Sacramento and San Joaquin rivers. The variations indicated are similar for each depth. The relation of mean salinity and mean velocity in the vertical section is shown for each station by the heavy solid line on each graph. As shown by these mean relations, the maximum and minimum salinities during a tidal cycle occur approximately at the time of slack water or when there is no current either upstream or downstream. The curves indicate the cyclic character of the variation of both tidal velocity and salinity during a tidal cycle.

#### **Variation of Salinity with Tidal Flow.**

From the above demonstrations of the direct relation that exists between salinity and tidal velocity, and the inter-relations of these to the rise and fall of the tide, it is evident that tidal flow is a basic factor affecting the variation of salinity. It is a factor entirely independent from stream flow and has an effect of equal importance to stream flow on the advance and retreat of salinity. As the tides rise and fall in flood and ebb, tidal flows of varying magnitude occur, the pulsating action of which cause a mixing and diffusion of the more saline waters from points downstream with the fresher waters upstream. This action of the tides exerts at all times a positive and continuing tendency to push the more saline waters from downstream to points farther upstream in the tidal basin. Opposed to this action, stream flow into the basin is at all times exerting a tendency to push the saline waters to points farther downstream in the tidal basin. It is the relative magnitude of these two opposite and opposing forces which governs the advance or retreat of salinity at any point in the tidal basin.

The effect of tidal action and tidal flow on the variation and advance and retreat of salinity is well illustrated by the data presented on Plate LXX, "Variation of Salinity with Tidal Action and Stream Flow at Antioch, 1929." On this plate, the record of salinity at Antioch is graphically shown for the period July to December, 1929, while in parallel diagrams are shown detailed data covering all of the basic factors affecting the variation of salinity at this point. These basic factors include stream flow into the delta, consumption of water in the delta above Antioch and tidal flow at Antioch. The record of high and low stages of the tide at Antioch is also shown. The upper-

SACRAMENTO RIVER CROSS SECTION



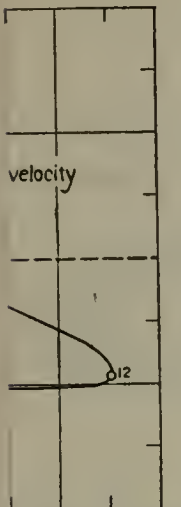
NOTE:

Number 1 Indicates beginning of survey  
 " 21 " end " "

LEGEND

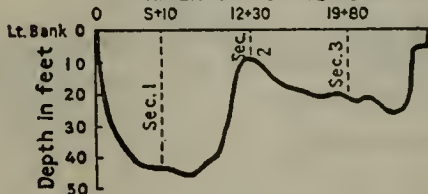
- Mean salinity and velocity
- Salinity and velocity at depth of 1 foot
- △— " " " " " " 10 feet
- " " " " " " 20 "
- " " " " " " 2 feet from bottom

Salinities and velocity as measured in section 1 of Sacramento River cross section.



560 580

SAN JOAQUIN RIVER CROSS SECTION



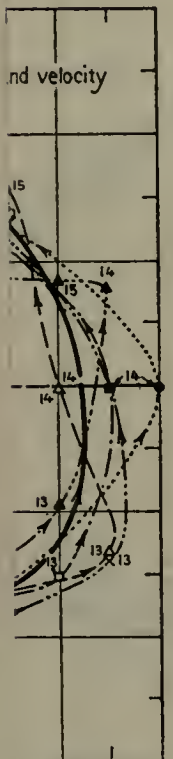
NOTE:

Number 1 Indicates beginning of survey  
 " 25 " end " "

LEGEND

- Mean salinity and velocity
- Salinity and velocity at depth of 1 foot
- △— " " " " " " 10 feet
- " " " " " " 20 "
- " " " " " " 30 "
- x— " " " " " " 40 "
- ▲— " " " " " " 2 feet from bottom

Salinities and velocity as measured in section 1 of San Joaquin River cross section.

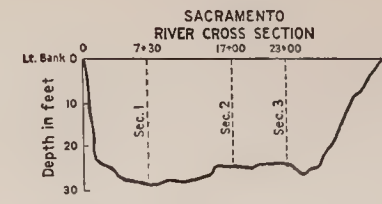
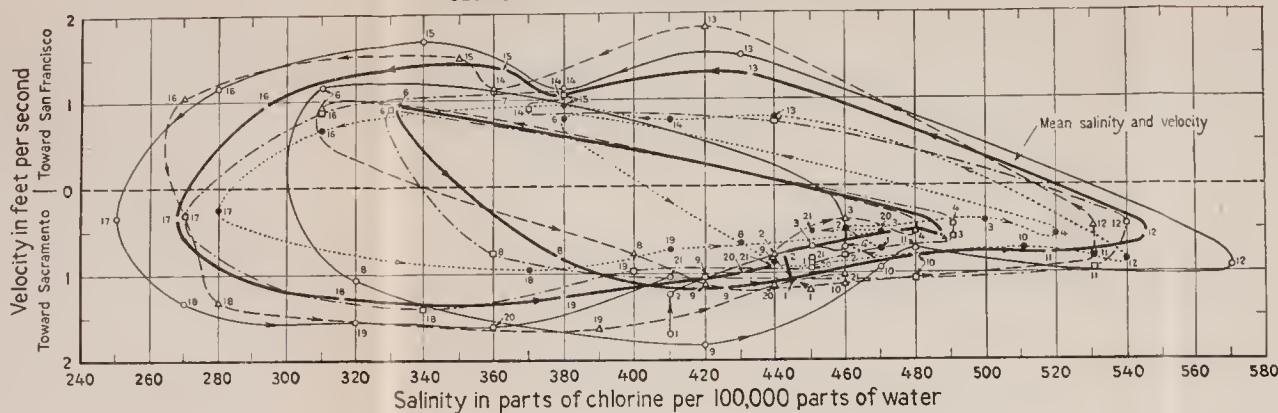


480 500

VARIATION OF SALINITY AND TIDAL VELOCITY WITH DEPTH



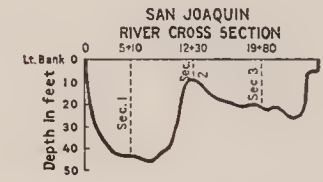
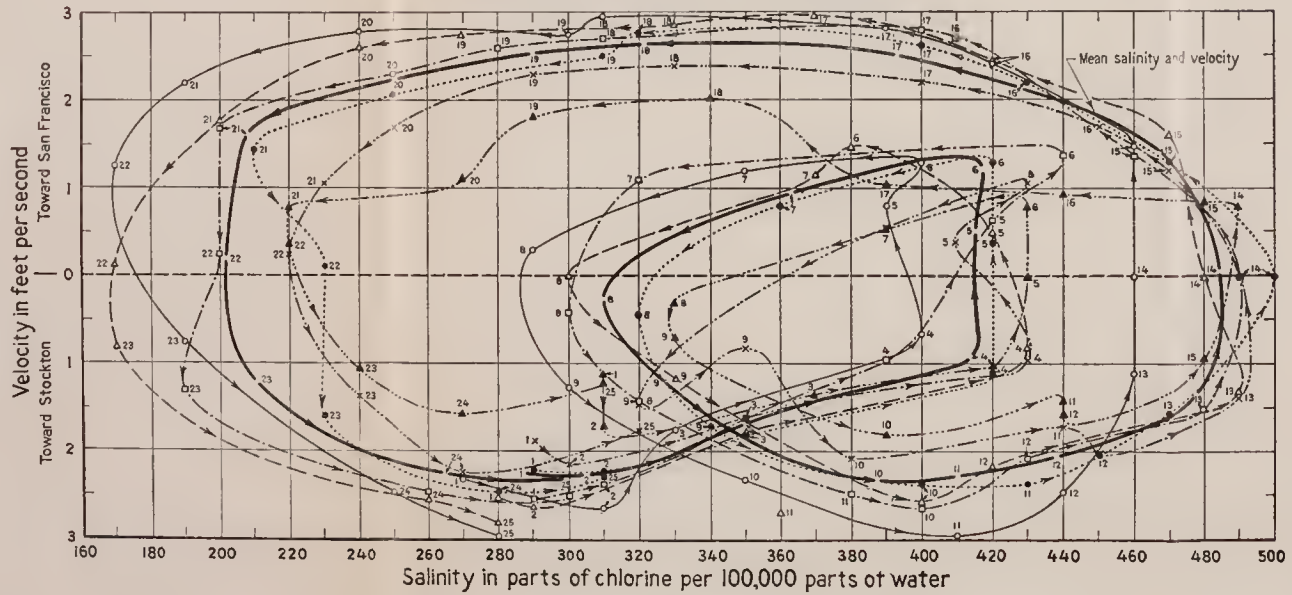
**SACRAMENTO RIVER NEAR COLLINSVILLE**  
SECTION N<sup>o</sup> 1 SURVEY N<sup>o</sup> 18 SEPT. 16-17, 1929



NOTE:  
Number 1 indicates beginning of survey  
" 21 " end " "

**LEGEND**  
 — Mean salinity and velocity  
 ○ Salinity and velocity at depth of 1 foot  
 △ " " " " " 10 feet  
 □ " " " " " 20 "  
 ● " " " " " 2 feet from bottom  
 Salinities and velocity as measured in section I of Sacramento River cross section.

**SAN JOAQUIN RIVER NEAR ANTIOCH**  
SECTION N<sup>o</sup> 1 SURVEY N<sup>o</sup> 18 AUG. 18-19, 1929

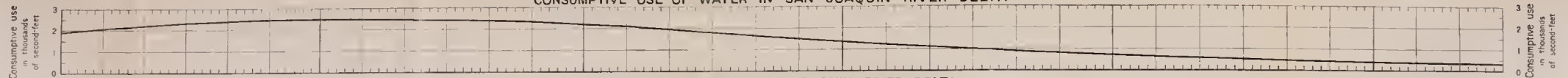


NOTE:  
Number 1 indicates beginning of survey  
" 25 " end " "

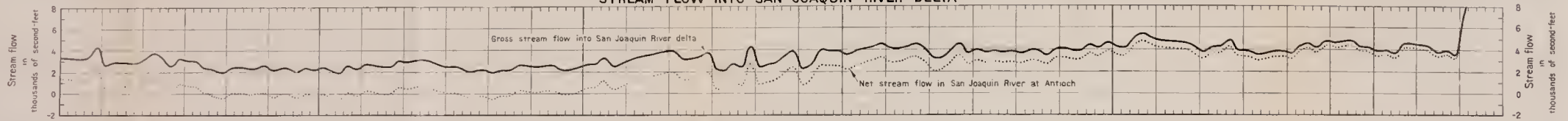
**LEGEND**  
 — Mean salinity and velocity  
 ○ Salinity and velocity at depth of 1 foot  
 △ " " " " " 10 feet  
 □ " " " " " 20 "  
 ● " " " " " 30 "  
 × " " " " " 40 "  
 ▲ " " " " " 2 feet from bottom  
 Salinities and velocity as measured in section I of San Joaquin River cross section.

VARIATION OF  
SALINITY AND TIDAL VELOCITY  
WITH DEPTH

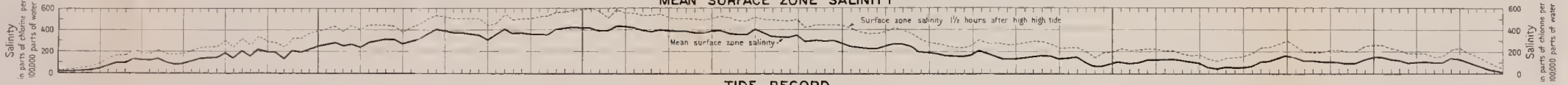
### CONSUMPTIVE USE OF WATER IN SAN JOAQUIN RIVER DELTA



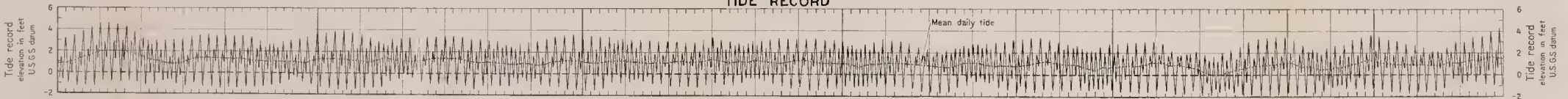
### STREAM FLOW INTO SAN JOAQUIN RIVER DELTA



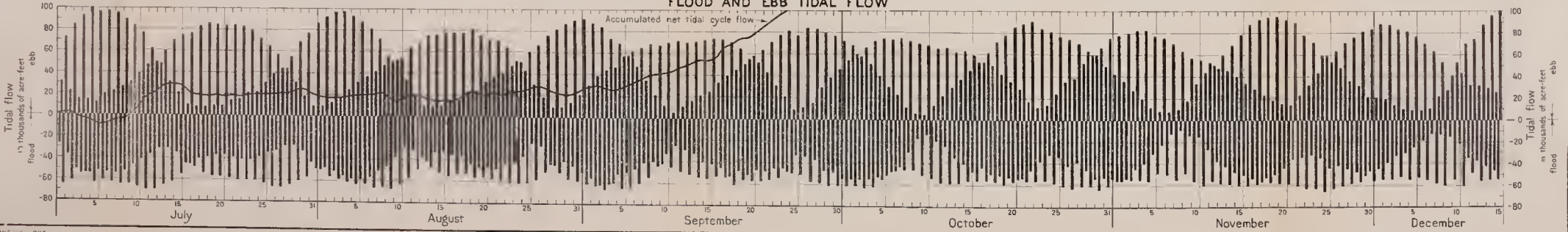
### MEAN SURFACE ZONE SALINITY



### TIDE RECORD



### FLOOD AND EBB TIDAL FLOW



VARIATION OF SALINITY  
WITH  
TIDAL ACTION AND STREAM FLOW  
AT  
ANTIOCH  
1920





most diagram shows the variation of estimated consumptive use of water in the San Joaquin Delta above Antioch. The next diagram below shows the stream flow into the San Joaquin Delta, including inflow of the San Joaquin River and its main tributaries and also the flow from the Sacramento River into the San Joaquin Delta. The light dotted line on this same diagram shows the estimated net stream flow in the San Joaquin River at Antioch, which represents the difference between the gross flow into the San Joaquin Delta and the consumption in the San Joaquin Delta above Antioch. The third diagram from the top shows the variation of salinity at Antioch, the light dashed line showing the actual observed salinities from samples taken in the surface zone usually after high-high tide and the heavy solid line the estimated mean tidal cycle surface zone salinities corresponding thereto. The lower diagram on the plate shows the computed tidal flow into and out of the San Joaquin Delta tidal basin past Antioch. The tidal flow was computed on the basis of the formulae previously presented. There is also shown on this diagram the accumulated net tidal cycle flow from the beginning of July to the latter part of September, which represents the successive accumulations of the net algebraic sums of the two flood and two ebb flows for each tidal cycle. It will be noted that the magnitude of flood and ebb tidal flows is directly related to the magnitude of tidal range as shown by the tide record in the diagram immediately above, and varies between maximum and minimum values reached at intervals of about fourteen to fifteen days.

The data show that the variation of salinity at Antioch during this period is due to the combined effect and relative magnitude of the net stream flow and the flood and ebb tidal flows passing Antioch. On July 1, the salinity at Antioch was about 25 parts with a net stream flow past Antioch of about 1500 second-feet. By July 20 the net stream flow had dropped to practically a zero quantity, remaining so until about the end of August. The net tidal cycle flow, which is approximately equal to net stream flow, was also practically zero during this period. From July 20 to the end of August, the mean salinity at Antioch increased to over 400 parts of chlorine per 100,000 parts of water. Inasmuch as there was practically no change in the net stream flow and the net tidal cycle flow during this period, it is evident that the increase of salinity must have been due to the pulsating flow of the tide. It will be noted that the rate of increase in salinity varied with the magnitude of tidal flow. Thus, from July 1 to July 10, the salinity rapidly increased from about 25 to over 100 parts in parallel with the rapidly increasing magnitude of tidal flow during this period. From July 10 to about July 15 or 16, the salinity remained about the same or, if anything, decreased, corresponding to a simultaneous decrease in magnitude of tidal flow. There then followed another period of greater rate of increase in salinity coincident with an increasing magnitude of tidal flow, with the salinity reaching 200 parts about July 25. Similarly the record of increase in salinity at Antioch may be seen to be in sympathy with the varying magnitude of ebb and flood tidal flows passing Antioch. After the maximum salinity was reached about September 1 to 5, the decrease and retreat of salinity was exceedingly slow during the next 15 days, even though

the net stream flow past Antioch gradually increased to about 2000 second-feet during this period. After September 20, the record of salinity shows a definite trend downward with a gradually increasing stream flow. However, the effect of pulsating tidal flow in definitely retarding the decrease of salinity or even temporarily increasing the salinity at about 14 day intervals when the tidal flow was at a maximum, is evident during this retreat period. Although the net stream flow past Antioch had reached about 4000 second-feet about November 1 and continued at about this rate until December 10, salinity averaging about 100 parts continued to remain at Antioch until a large increase in stream flow starting about December 10 carried the saline water out of the delta entirely. If salinity in any degree is once present at any point in the tidal basin, these data indicate that a larger amount of stream flow is required to effect a decrease in salinity than would be required to prevent salinity of the same degree from increasing at the same point. This will be more fully referred to in a later portion of the report.

It is not a necessary part of the conditions giving rise to saline invasion and increasing salinity at any point in the tidal basin that the net stream flow should drop to zero as it did at Antioch in 1929. In a year like 1927, the records indicate that there was at all times a net flow downstream at the confluence of the Sacramento and San Joaquin rivers. Nevertheless, salinity increased at Collinsville and Antioch and advanced into the lower delta in that year. Thus, if the net stream flow is not sufficient to counteract the force exerted by the pulsating tidal flows tending to push saline water upstream, saline invasion will occur. However, if net stream flow is zero or is actually negative in quantity, it is evident that the effect of tidal action without any repelling force of stream flow would be increased. It is under conditions of negative net stream flow at the lower end of the delta that the more abnormal invasions of salinity such as in 1924 have occurred.

The study demonstrates that tidal flow has a direct effect upon the variation of salinity and that tidal action is a basic factor of equal importance to stream flow governing the rate and extent of advance and retreat of salinity. The positive and continuing effect of tidal action, tending always toward pushing saline water upstream, will always result in an increase and advance of salinity unless the stream flow is of sufficient magnitude to counteract the forces exerted by the pulsating tidal flows.

#### Tidal Diffusion.

The magnitude of advance or retreat of salinity during a particular time interval is measured by the volume of water in the channel or channels through which salinity of a particular degree has traveled. This total amount of advance or retreat is due to the combined effect of tidal action and net stream flow in the particular channel section. The effect of tidal action on the advance or retreat of salinity during a particular time interval is represented by the difference between the total volume of channel through which advance or retreat takes place and the total volume of net stream flow passing the section during the same period of time. It is the result of the pulsating tidal flows, accompanied always by the positive and con-



tinuing tendency to mix the generally more saline waters from downstream with the fresher waters upstream. This effect of tidal action has been designated as "Tidal Diffusion."

The magnitude of tidal diffusion in any channel section of the tidal basin varies with the magnitude of tidal flow passing the particular section. The effect of tidal diffusion in any time interval on the magnitude of advance or retreat of salinity in any channel section depends upon the volume of channel through which diffusion takes place, and upon the amount of net stream flow tending to oppose the same. Tidal diffusion is always directed upstream during both advance and retreat of salinity. However, the net stream flow may be either upstream or downstream at any particular section in the tidal basin, depending at a particular time on the relative magnitude of stream flow into the basin and of water extractions from the basin above the section. The theory evolved for the relation between the magnitude of advance or retreat of salinity and the basic factors of tidal diffusion and net stream flow governing the same, is expressed by the following formulae:

Let  $C$  = the total amount of advance or retreat of salinity in a particular channel section, expressed as the volume of channel through which salinity of a particular degree advances or retreats during a particular time interval.

$D$  = tidal diffusion, or the effect of tidal action on the total amount of advance or retreat of salinity (expressed in terms of channel volume) during the same time interval.

$S$  = the net stream flow passing the particular channel section during the same time interval.

Then,

$$C = D \pm S \text{-----} (1)$$

And  $D = C \mp S \text{-----} (2)$

The above relation evolved between advance or retreat of salinity, tidal diffusion and net stream flow is the most important result of this investigation. The fundamental relation expressed by the formula affords an adequate basis for a complete understanding of the phenomena of advance and retreat of salinity. It furnishes the basis for the determination of the amount of stream flow required for control of salinity.

From equation (1), it is evident that, if the net stream flow "S" is downstream and equal in magnitude to tidal diffusion "D," the advance or retreat of salinity "C" will be zero. If, however, the magnitude of tidal diffusion is greater than the net stream flow even though the latter be in a downstream direction, advance of salinity will result therefrom. If tidal diffusion is smaller in magnitude than net stream flow downstream, there will be retreat of salinity. Finally, if the net stream flow is negative or upstream, both stream flow and tidal diffusion are acting in the same direction and hence, for any given degree of salinity, the maximum advance of salinity will occur. It is under this latter combination of conditions which have occurred frequently during the period of low stream flow in the last ten years or more that the greatest degree and extent of saline invasion has occurred in the upper bay and delta channels.



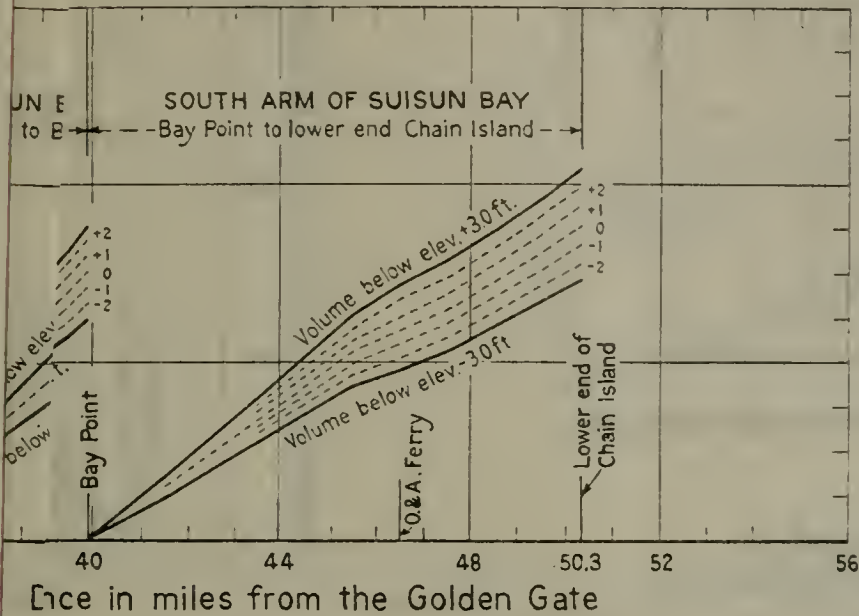
*Magnitude of Tidal Diffusion*—The magnitude of tidal diffusion has been determined from the relations shown in equation (2) by the use of the available data on stream flow, salinity and channel volumes. The net stream flow at any particular section was computed from the records of stream flow into the delta, reduced by the estimated amount of water consumed above the section. The channel volumes for the sections of channel for which diffusion was computed were compiled from the hydrographic surveys of the United States Army Engineers previously referred to in describing the computations of tidal volumes. These channel volumes are graphically shown on Plate LXXI, "Channel Volumes in Suisun Bay, Sacramento and San Joaquin Rivers." The volumes are accumulated with distance upstream from the lower end of the delta near Collinsville for the two river channels and from Army Point to the mouth of the river for Suisun Bay. Separate graphs are shown for volumes below various levels for each foot of elevation. The records of salinity for the period 1920 to 1929 provided the necessary data for determining the time required for various degrees of salinity to advance or retreat through a particular channel volume. Tidal diffusion has been computed for several sections in the tidal basin from Bulls Head Point as far upstream as Emmaton and Jersey. The channel sections selected comprise the following:

Bulls Head Point to Bay Point, Bay Point to O. and A. ferry, O. and A. ferry to Collinsville, Collinsville to Antioch, Collinsville to Mayberry Slough, Collinsville to Emmaton, Antioch to Curtis Landing, Antioch to Jersey, Mayberry Slough to Emmaton, Emmaton to Three Mile Slough. For the sections above Collinsville, the combined channels of the Sacramento and San Joaquin rivers were used in computing tidal diffusion quantities.

The detailed method used for the computations of tidal diffusion during advance of salinity is described briefly as follows:

For any assumed degree of salinity, the time interval required for salinity of this degree to advance from the lower to the upper end of each of the sections was obtained from the salinity records of the regular observation stations. These salinity records were first reduced to mean tidal cycle surface zone salinity. The values of mean salinity for each year of record were then plotted on an appropriate scale and smooth curves drawn to average the points. These graphs of mean salinity for the various key stations are shown on Plates LXXII and LXXIII, "Estimated Mean Surface Zone Salinity." Time intervals for various degrees of salinity to advance from the lower to the upper end of each section were taken from these curves. Having determined the period of time for the advance of a particular degree of salinity, the net stream flow passing the section during the same period of time was then computed in acre-feet as the difference between the total inflow into the basin and the consumption of water above the particular section. The total magnitude of advance was computed as the volume of channel in acre-feet between the two ends of each section. This volume was taken from the curves shown on Plate LXXI, using the mean water level during the period of advance considered. The total tidal diffusion in acre-feet during the particular period of time considered was then computed by equation (2) using the total volume of channel through which the advance occurred and the total net stream flow, due regard being given to the proper algebraic signs of the quan-

SUISUN BAY



All elevations referred to U.S.G.S. datum.

CHANNEL VOLUMES  
 IN  
 SUISUN BAY, SACRAMENTO AND  
 SAN JOAQUIN RIVERS



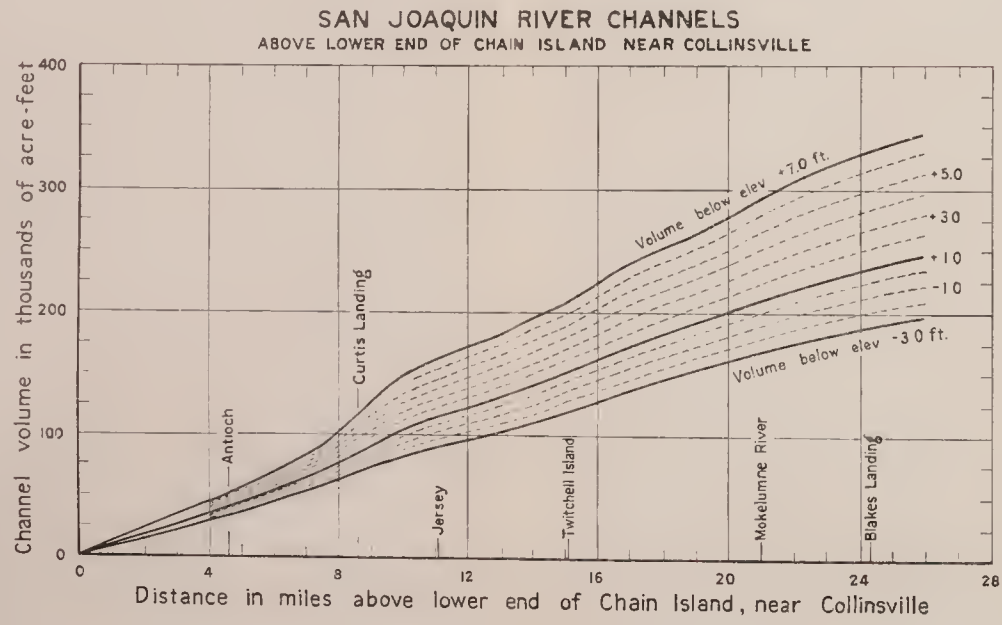
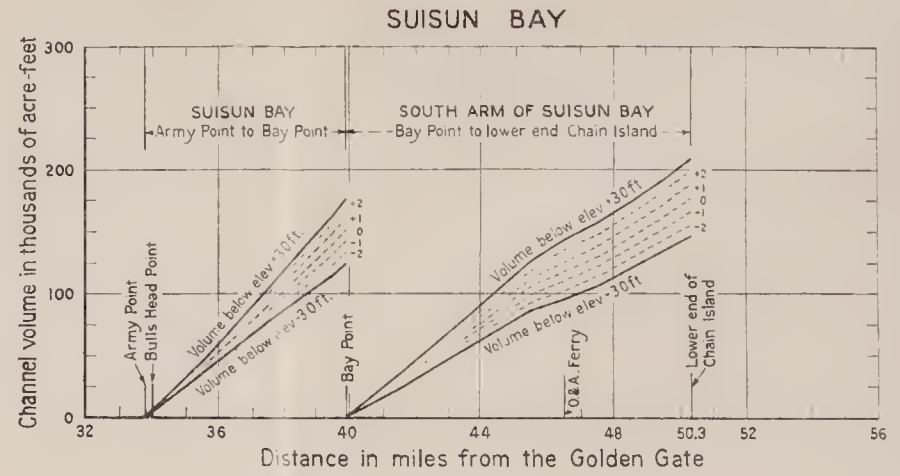
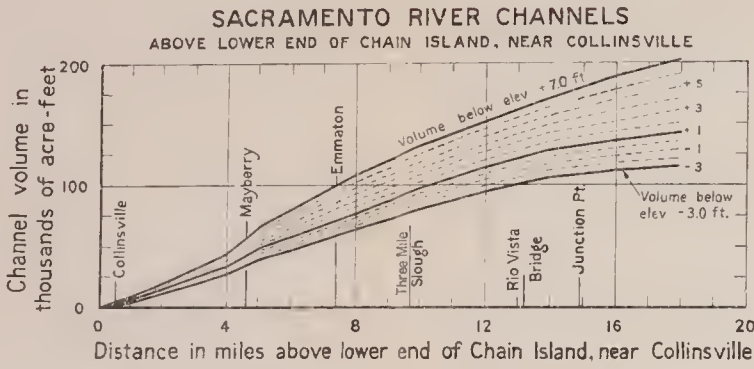
*Magnitude of Tidal Diffusion*—The magnitude of tidal diffusion has been determined from the relations shown in equation (2) by the use of the available data on stream flow, salinity and channel volumes. The net stream flow at any particular section was computed from the records of stream flow into the delta, reduced by the estimated amount of water consumed above the section. The channel volumes for the sections of channel for which diffusion was computed were compiled from the hydrographic surveys of the United States Army Engineers previously referred to in describing the computations of tidal volumes. These channel volumes are graphically shown on Plate LXXI, "Channel Volumes in Suisun Bay, Sacramento and San Joaquin Rivers." The volumes are accumulated with distance upstream from the lower end of the delta near Collinsville for the two river channels and from Army Point to the mouth of the river for Suisun Bay. Separate graphs are shown for volumes below various levels for each foot of elevation. The records of salinity for the period 1920 to 1929 provided the necessary data for determining the time required for various degrees of salinity to advance or retreat through a particular channel volume. Tidal diffusion has been computed for several sections in the tidal basin from Bulls Head Point as far upstream as Emmaton and Jersey. The channel sections selected comprise the following:

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The detailed method used for the computations of tidal diffusion during advance of salinity is described briefly as follows:

For any assumed degree of salinity, the time interval required for salinity of this degree to advance from the lower to the upper end of each of the sections was obtained from the salinity records of the regular observation stations. These salinity records were first reduced to mean tidal cycle surface zone salinity. The values of mean salinity for each year of record were then plotted on an appropriate scale and smooth curves drawn to average the points. These graphs of mean salinity for the various key stations are shown on Plates LXXII and LXXIII, "Estimated Mean Surface Zone Salinity." Time intervals for various degrees of salinity to advance from the lower to the upper end of each section were taken from these curves. Having determined the period of time for the advance of a particular degree of salinity, the net stream flow passing the section during the same period of time was then computed in acre-feet as the difference between the total inflow into the basin and the consumption of water above the particular section. The total magnitude of advance was computed as the volume of channel in acre-feet between the two ends of each section. This volume was taken from the curves shown on Plate LXXI, using the mean water level during the period of advance considered. The total tidal diffusion in acre-feet during the particular period of time considered was then computed by equation (2) using the total volume of channel through which the advance occurred and the total net stream flow, due regard being given to the proper algebraic signs of the quan-

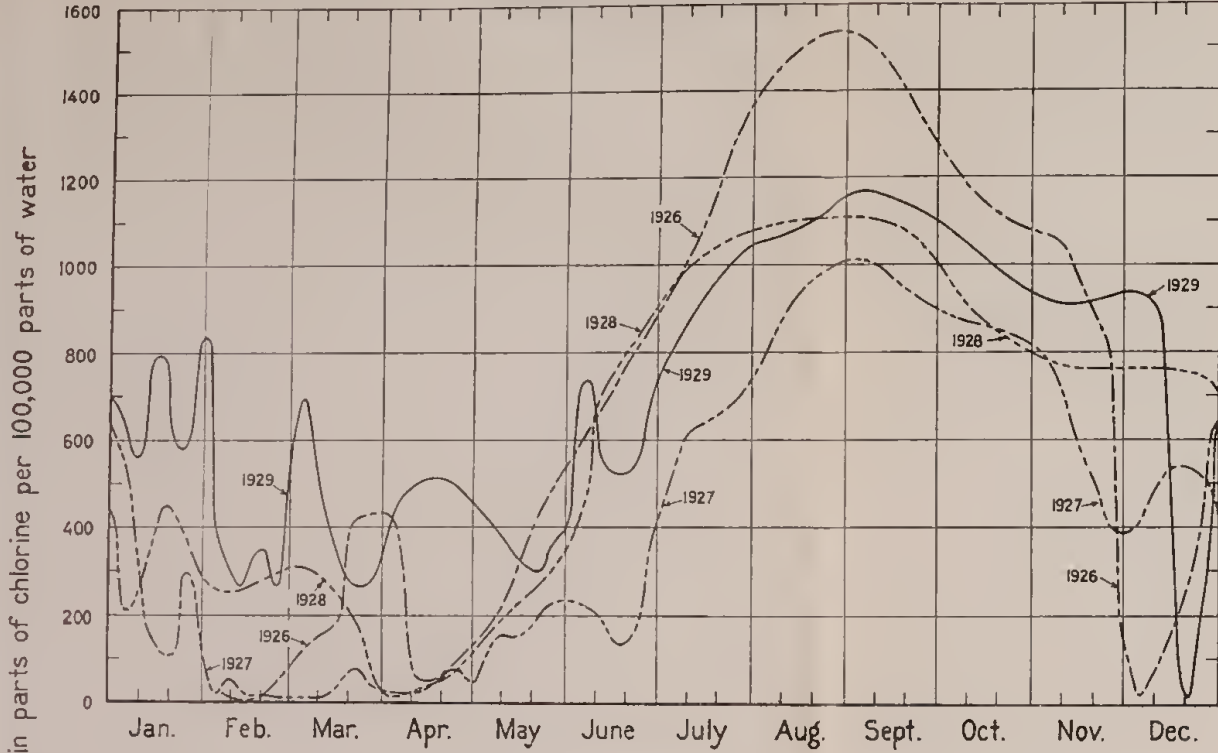




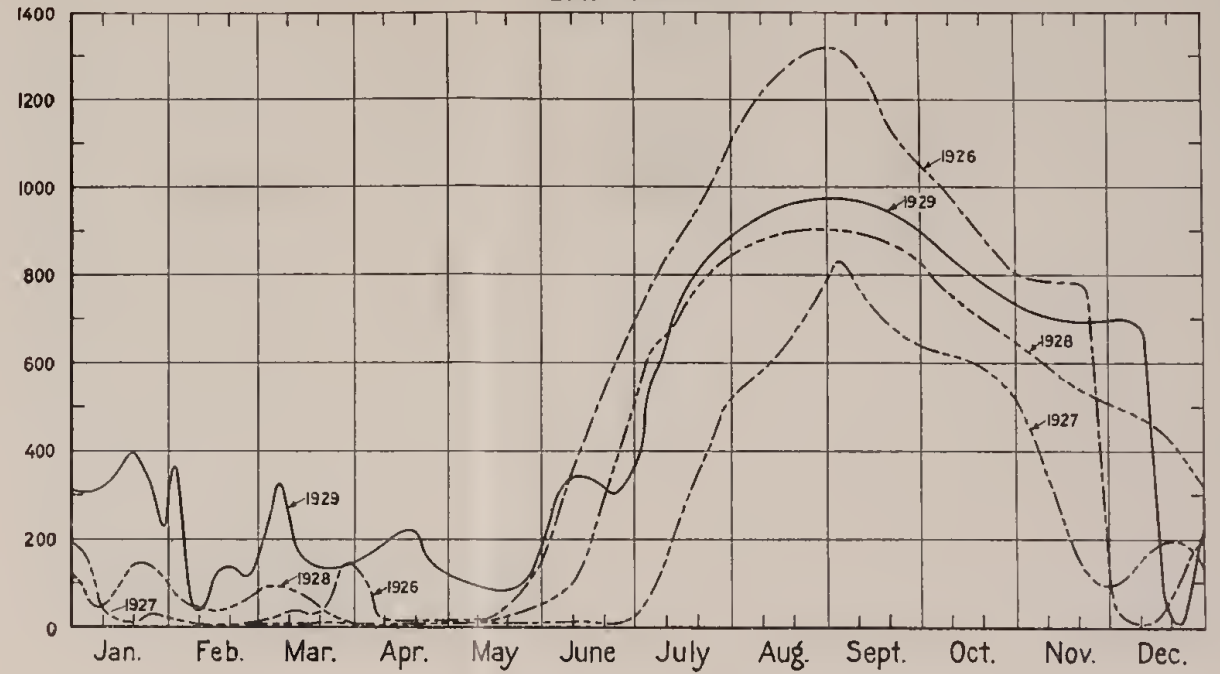
NOTE :-  
All elevations referred to U.S.G.S. datum.

**CHANNEL VOLUMES**  
IN  
SUISUN BAY, SACRAMENTO AND  
SAN JOAQUIN RIVERS

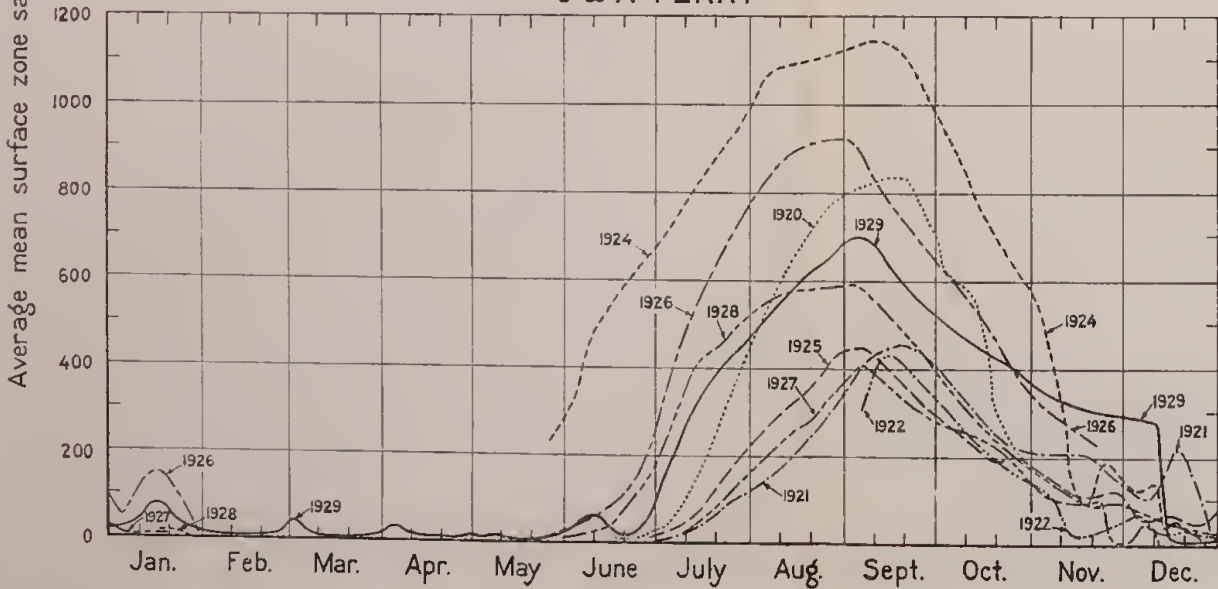
BULLS HEAD POINT



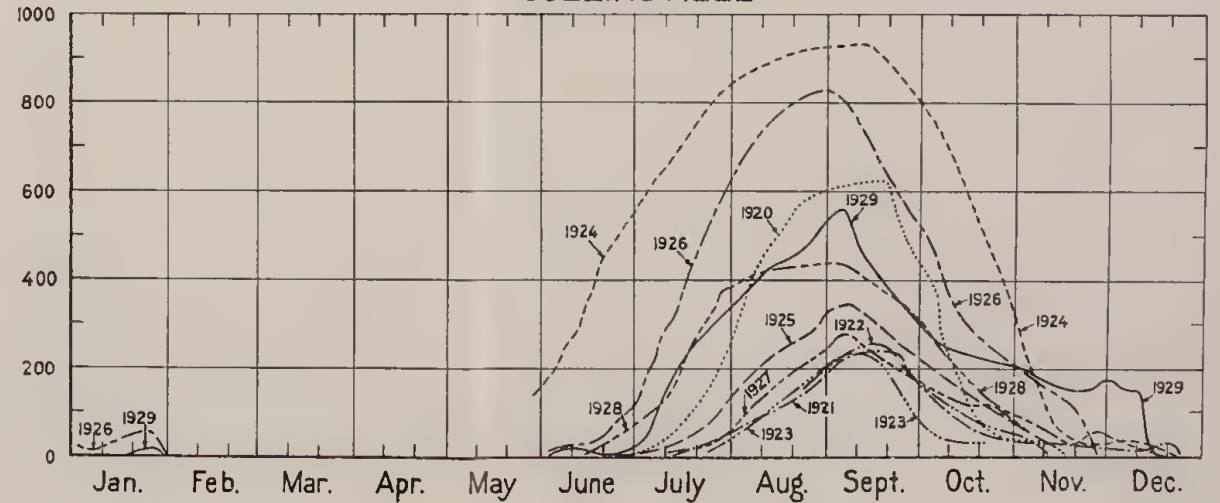
BAY POINT



O & A FERRY

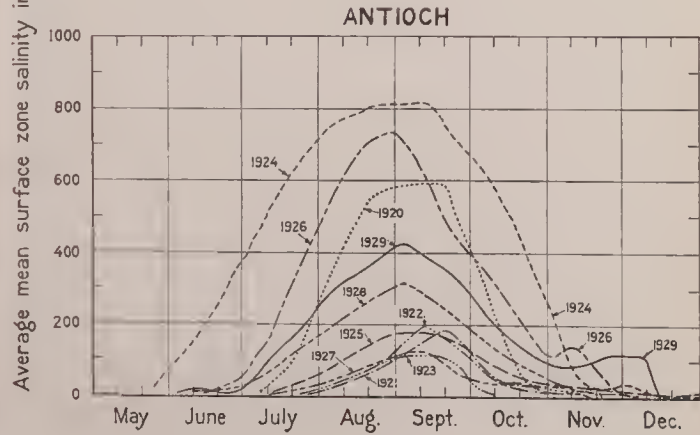
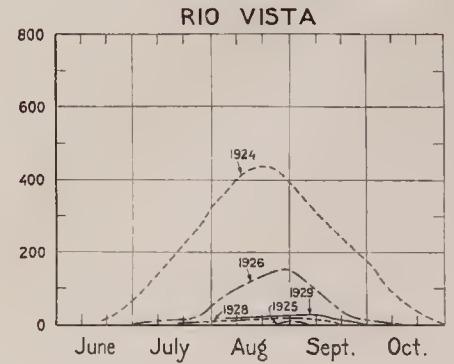
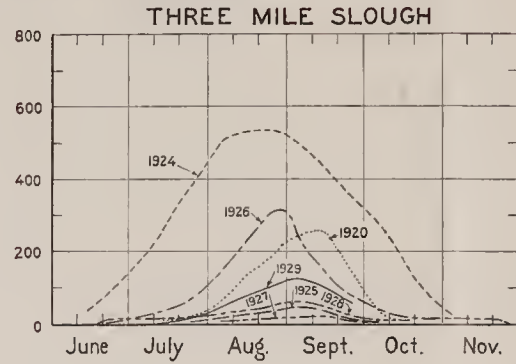
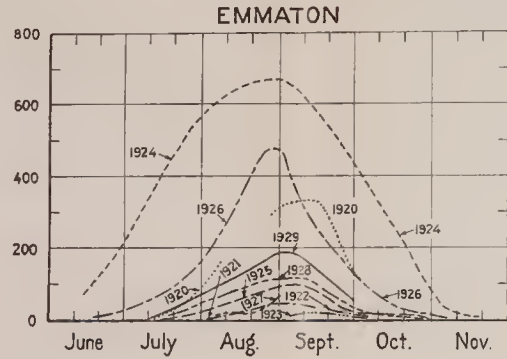
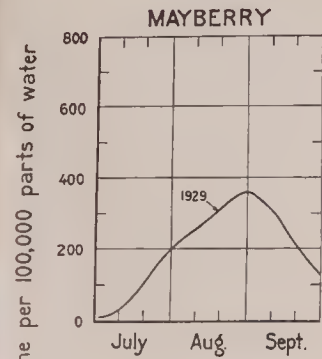


COLLINSVILLE

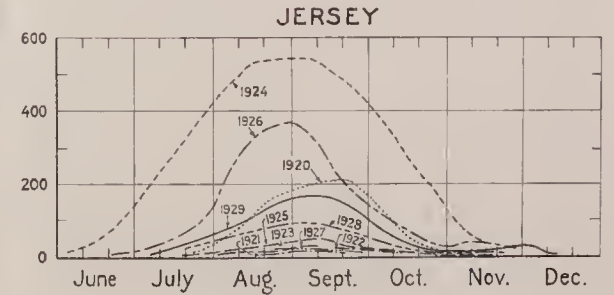
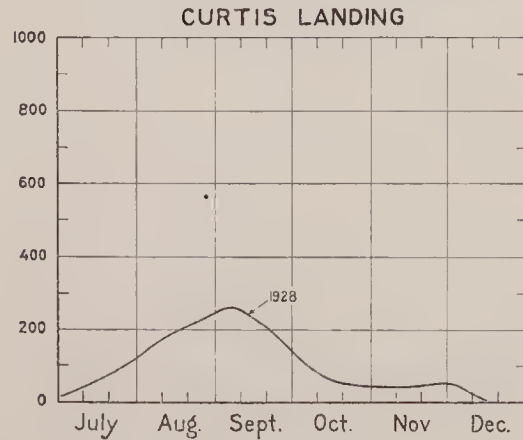


ESTIMATED MEAN  
SURFACE ZONE SALINITY

SACRAMENTO RIVER STATIONS



SAN JOAQUIN RIVER STATIONS

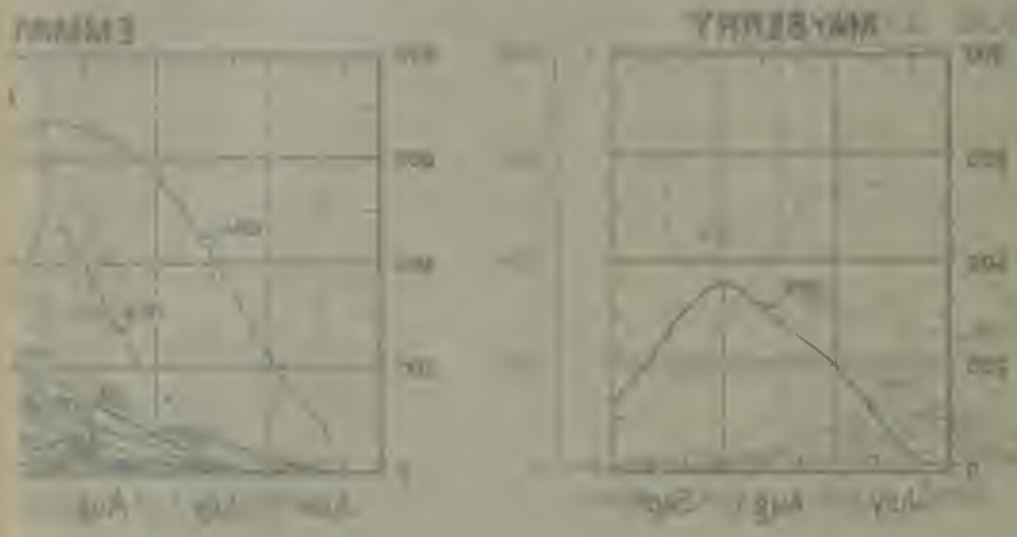


ESTIMATED MEAN  
SURFACE ZONE SALINITY



return to spring 0.0001 in which the spring in question was still in open exposure.

STATISTICAL DATA OF STATIONS



STATISTICAL DATA OF STATIONS



ties. The total tidal diffusion was then divided by the number of days in the particular time interval and a final figure obtained of tidal diffusion in acre-feet per day for the particular degree of salinity and in the particular section of channel considered.

The computations were carried out in this manner for all of the above channel sections for different degrees of mean surface zone salinity, including 15, 25, 50, 75, 150 and higher values as necessary, in parts of chlorine per 100,000 parts of water. The salinity records available for all years from 1920 to 1929 were used in the computations.

The results of these computations of tidal diffusion during the period of advance of salinity are graphically presented on Plate LXXIV, "Tidal Diffusion in the Combined Channels of the Sacramento and San Joaquin Rivers," and Plate LXXV, "Tidal Diffusion in Suisun Bay." The actual computed tidal diffusion quantities are shown by the points plotted on these graphs, a separate legend being used for each year of record. The points are plotted using the mean values of surface zone salinity, for which the diffusion was computed, as ordinates and the computed amounts of tidal diffusion in acre-feet per day as abscissae. Smooth curves have been drawn averaging the plotted points. The amounts of tidal diffusion shown by the graphs may be considered to be mean values corresponding to average tidal flow, because the time intervals involved in the computations of total diffusion in various channel sections generally covered a long enough period to include all of the variations in tidal flow occurring in periods of seven to fifteen days. The magnitude of tidal diffusion would be greater or less than the computed mean values when the tidal flow were respectively greater or less than average.

The amount of departure of the individual points during various years from the average curves drawn probably is due partly to inaccuracies in the basic data comprising records and estimates of salinity, stream flow, water consumption, and channel volumes. Changes in the tidal basin during the ten-year period of record covered by the study, affecting the magnitude of tidal flow, probably explain the discrepancies between the diffusion quantities computed for early years and those of more recent years. This will be referred to more fully in the latter part of this chapter. It is possible that the actual amount of consumption in the delta at the time of maximum saline invasion in the dry years such as 1920 and 1924 may have been less than the full demands estimated and used in the computations, because of curtailment of irrigation diversions. If this were true, the estimated negative net stream flows would be smaller and hence the diffusion quantities for the higher degrees of salinity during those years would be greater than estimated and the indicated negative values of diffusion possibly would be made positive. In plotting the curves, more weight has been given to the data for 1929 and more recent years than in the earlier years, because of the belief that the more recent data are more dependable and accurate, and because the relations for present conditions are of chief concern as related to remedial measures.

Similar computations of tidal diffusion were made for the period of retreat of salinity. For any particular degree of salinity, it was found that the computed amounts of diffusion for each channel section were somewhat greater during retreat than those computed for advance



of salinity. The shape of the diffusion curves was practically the same as those shown on Plates LXXIV and LXXV. It appears that the proportional effect of tidal action on the variation of salinity is greater when the salinity is being pushed downstream by stream flow and retreating than when salinity is advancing upstream with stream flow resisting the same. The diffusion curves for the retreat period have not been presented because they are not related to the chief purpose of this study which is concerned with the factors governing advance of salinity and the means of preventing such advance. Therefore, the discussions and presentation of data which follow in regard to the relation of tidal diffusion to salinity and tidal flow, apply chiefly to tidal diffusion during advance of salinity.

*Variation of Tidal Diffusion with Salinity*—The basic variation of tidal diffusion with degree of salinity for various channel sections is shown by the graphs on Plates LXXIV and LXXV. It is evident from these graphs that the magnitude of tidal diffusion varies with the degree of salinity, increasing from a minimum approaching zero for relatively high salinities to a maximum for low salinities. The empirical relations evolved from the actual data appear to be logical, inasmuch as it is reasonable to presume that, during a continuous advance movement of progressively increasing salinity in any reach of channel, the pulsating flow of the tides would impregnate progressively lesser volumes of channel with an increased degree of salinity in a particular interval of time as the saline content of the water already present gradually increased to greater degrees.

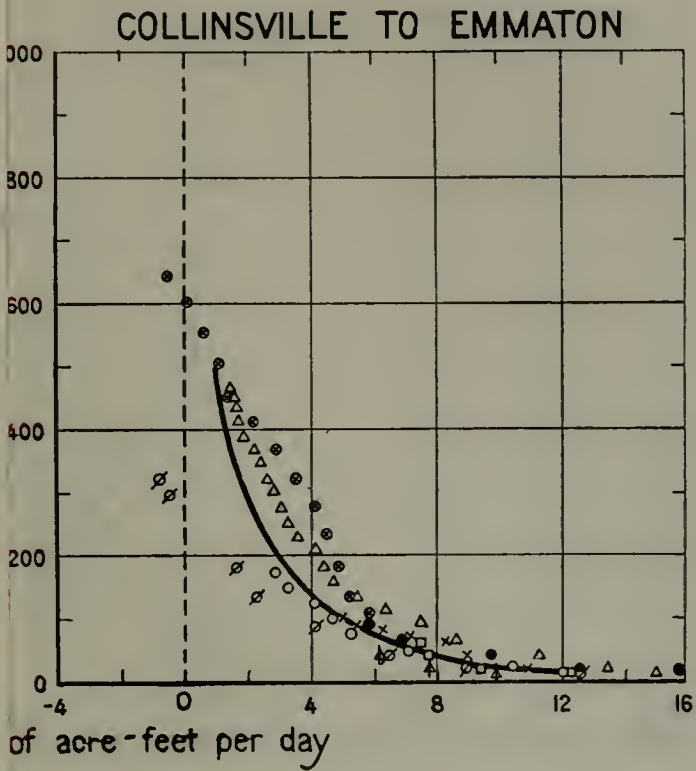
*Geographical Variation of Tidal Diffusion*—A study of these graphs indicates that the magnitude of tidal diffusion for any degree of salinity varies considerably for different geographical locations of the channel sections considered. It will be noted that the amount of tidal diffusion for any particular degree of salinity increases for channel sections farther downstream.

This variation is more clearly shown on Plate LXXVI, "Geographical Variation of Tidal Diffusion." This graph has been compiled from the curves shown on Plates LXXIV and LXXV. The variation of tidal diffusion for different degrees of salinity from 15 to 1000 parts of chlorine to 100,000 parts of water is shown in terms of distance in miles from the Golden Gate. The distances used for the points taken off the curves of tidal diffusion for the various channel sections correspond to the location of the center of mass of the channel volume in each section. Smooth curves have been drawn averaging the plotted points.

The relations depicted on this graph demonstrate that the magnitude of tidal diffusion for any degree of salinity increases for points farther downstream. For example, the diffusion at Bulls Head Point for a degree of salinity of 100 parts of chlorine per 100,000 parts of water is about 94,000 acre-feet per day as compared to about 8600 acre-feet per day at Collinsville or in the ratio of about eleven to one. For greater degrees of salinity, the difference is even more marked. Thus, for a salinity of 500 parts, the tidal diffusion at Bulls Head Point and Collinsville is in the ratio of about eighteen to one.

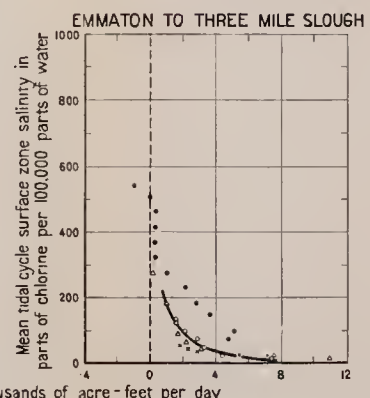
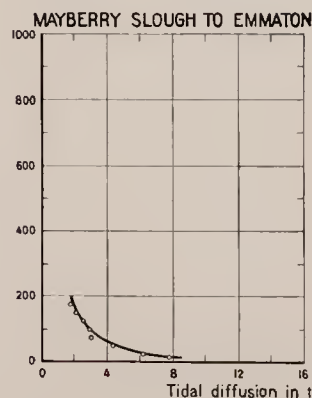
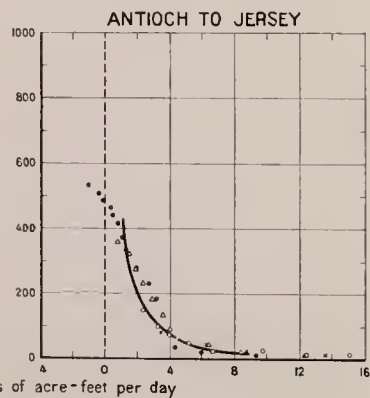
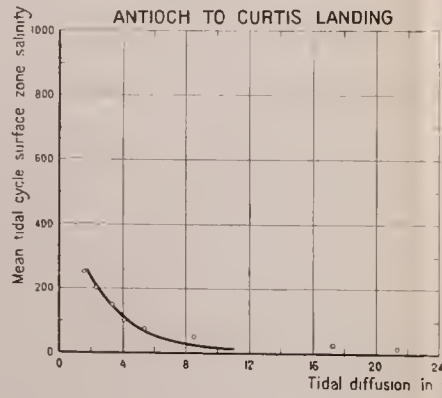
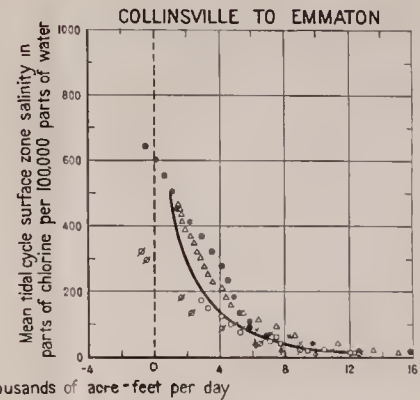
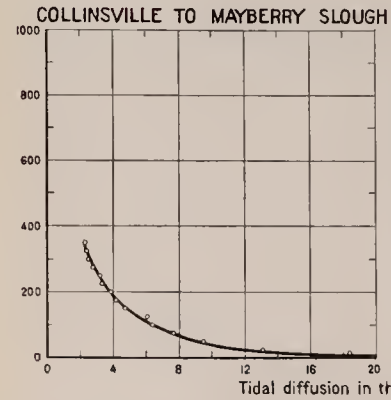
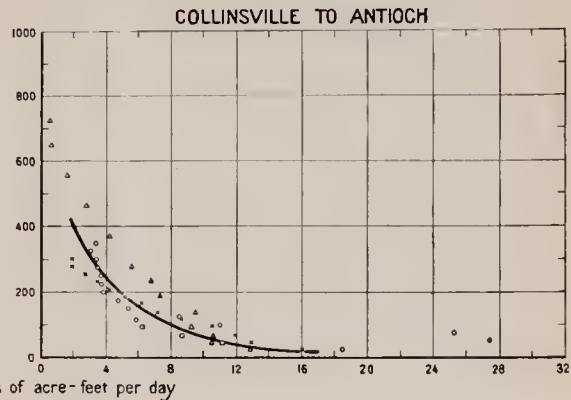
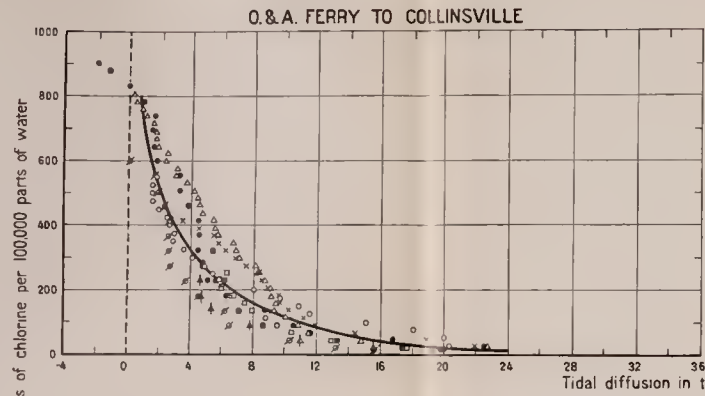
*Relation of Tidal Diffusion to Tidal Flow*—The greater magnitude of tidal diffusion at downstream points as compared to upstream points





- LEGEND
- 1929 data
  - × 1928 "
  - 1927 "
  - △ 1926 "
  - 1925 "
  - ⊙ 1924 "
  - 1923 "
  - None 1922 "
  - † 1921 "
  - ⊘ 1920 "

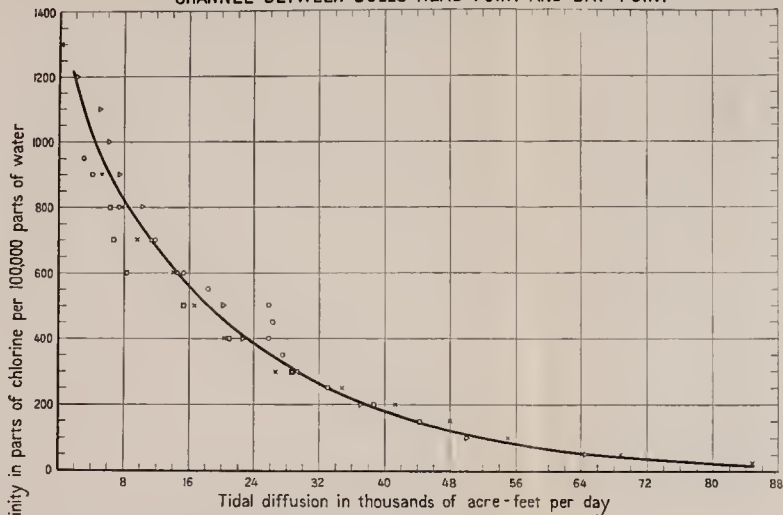
TIDAL DIFFUSION  
 COMBINED CHANNELS OF THE  
 NTO & SAN JOAQUIN RIVERS



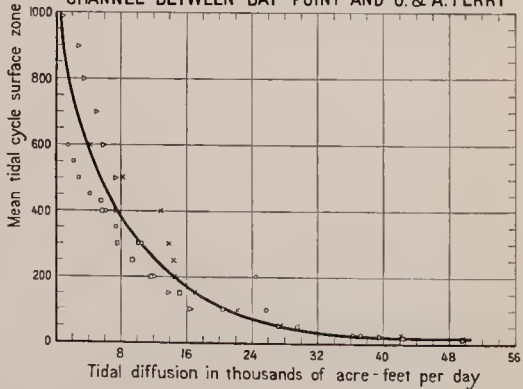
- LEGEND
- 1929 data
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  - ◻ 1923 "
  - None 1922 "
  - ▲ 1921 "
  - ▣ 1920 "

TIDAL DIFFUSION  
IN THE COMBINED CHANNELS OF THE  
SACRAMENTO & SAN JOAQUIN RIVERS

CHANNEL BETWEEN BULLS HEAD POINT AND BAY POINT



CHANNEL BETWEEN BAY POINT AND O. & A. FERRY



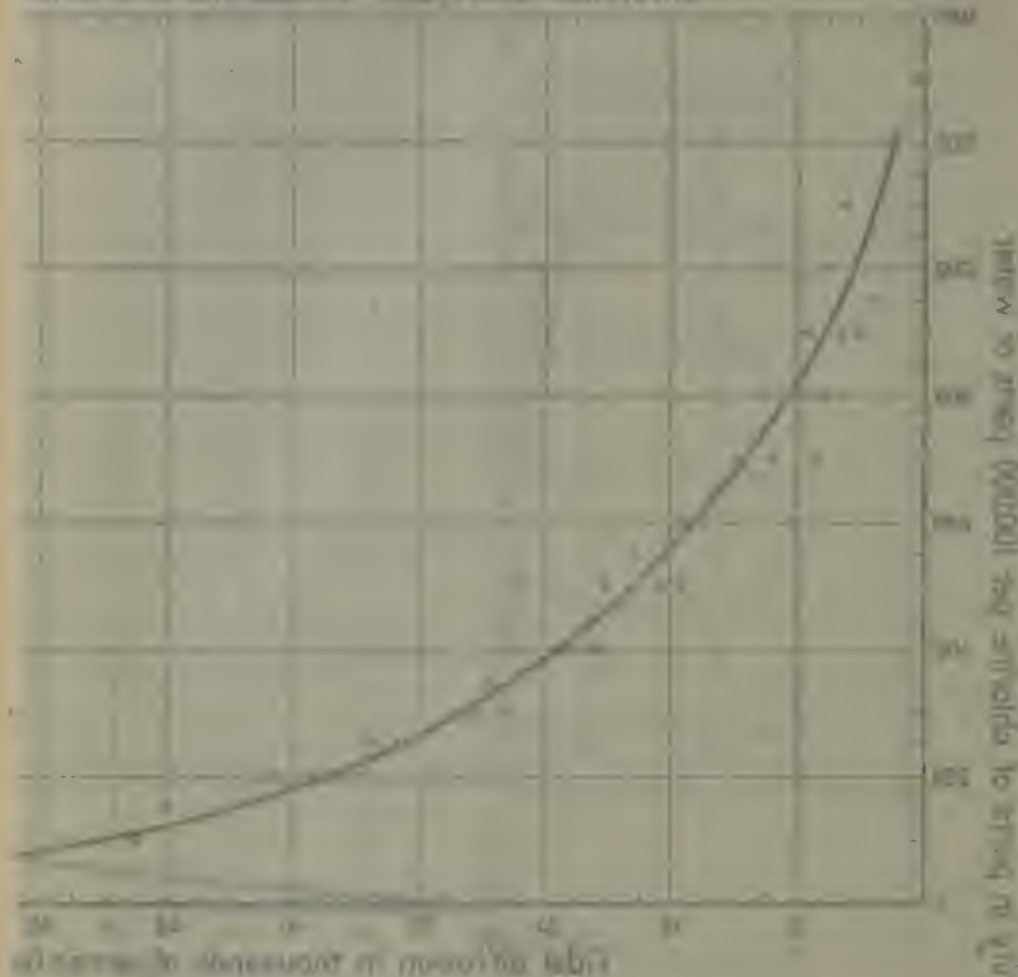
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- 1929 data
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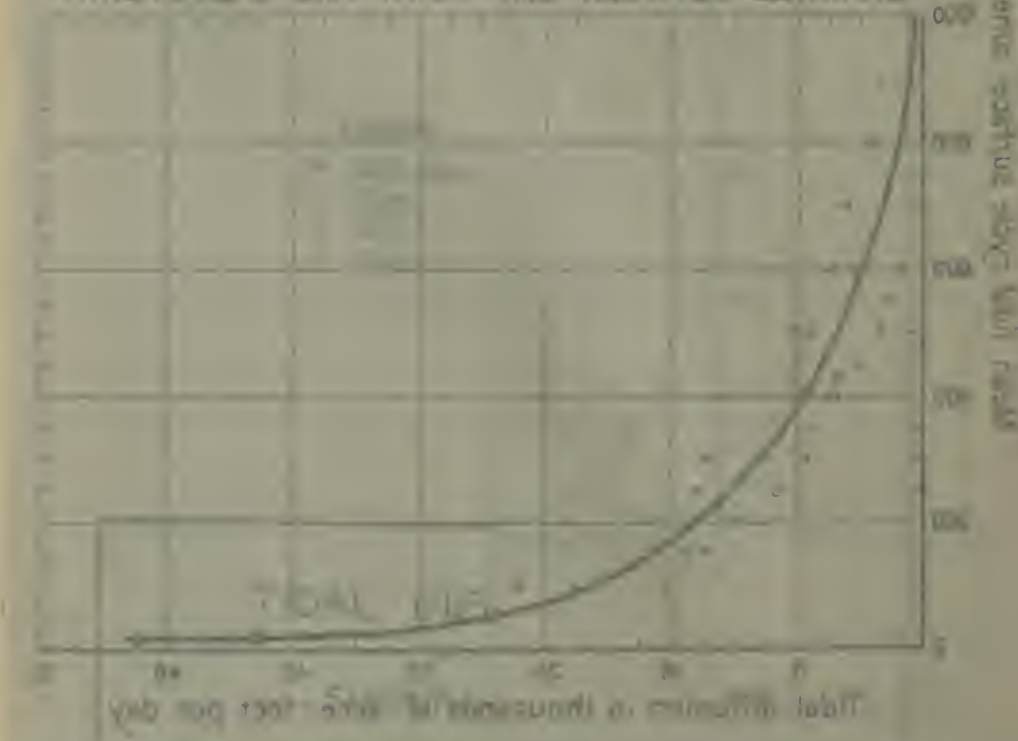
TIDAL DIFFUSION  
IN  
SUISUN BAY

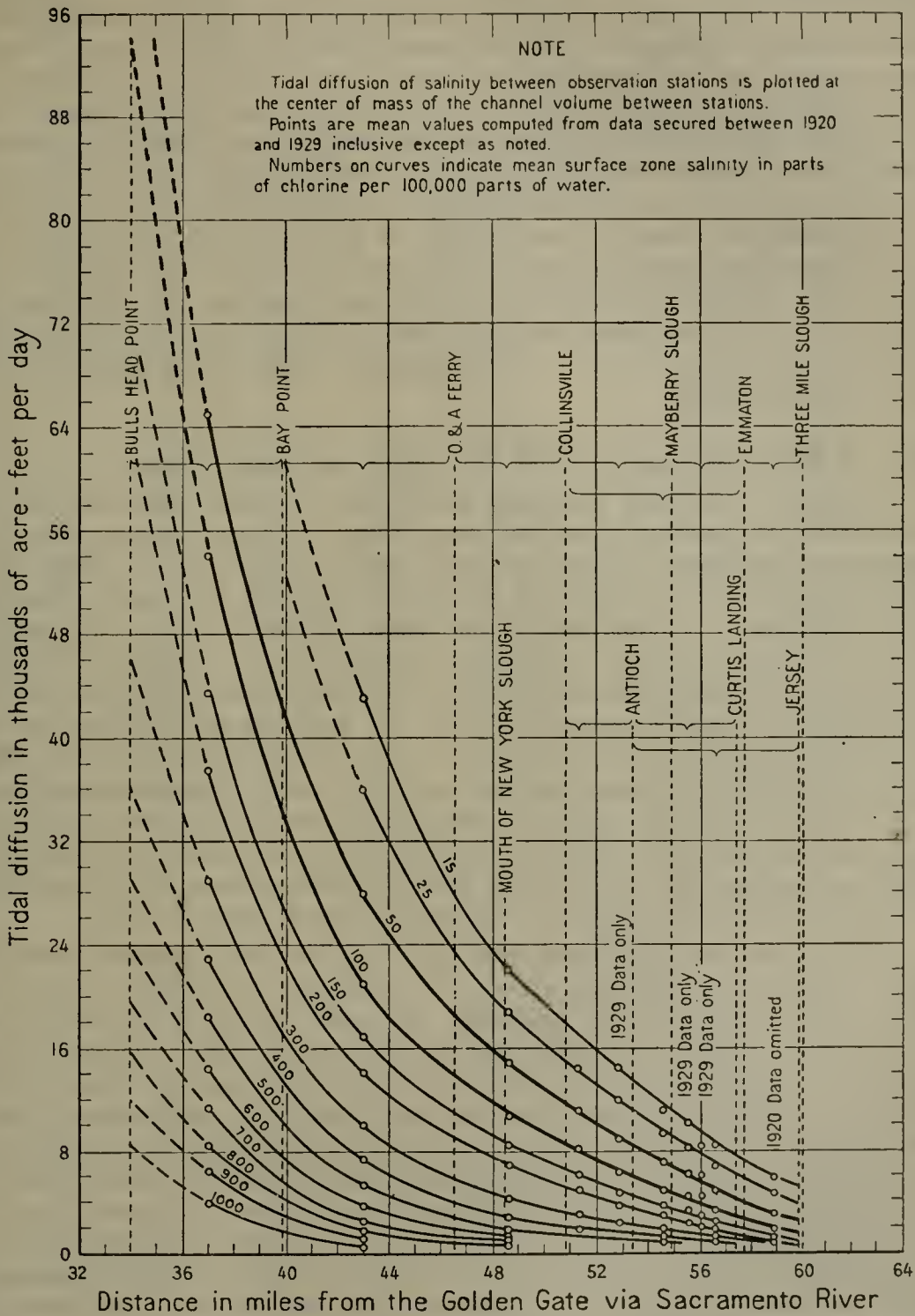


CHANNEL BETWEEN BILUE HEAD POINT



CHANNEL BETWEEN BAY POINT AND O. & A. FERRY





**GEOGRAPHICAL VARIATION  
 OF  
 TIDAL DIFFUSION**

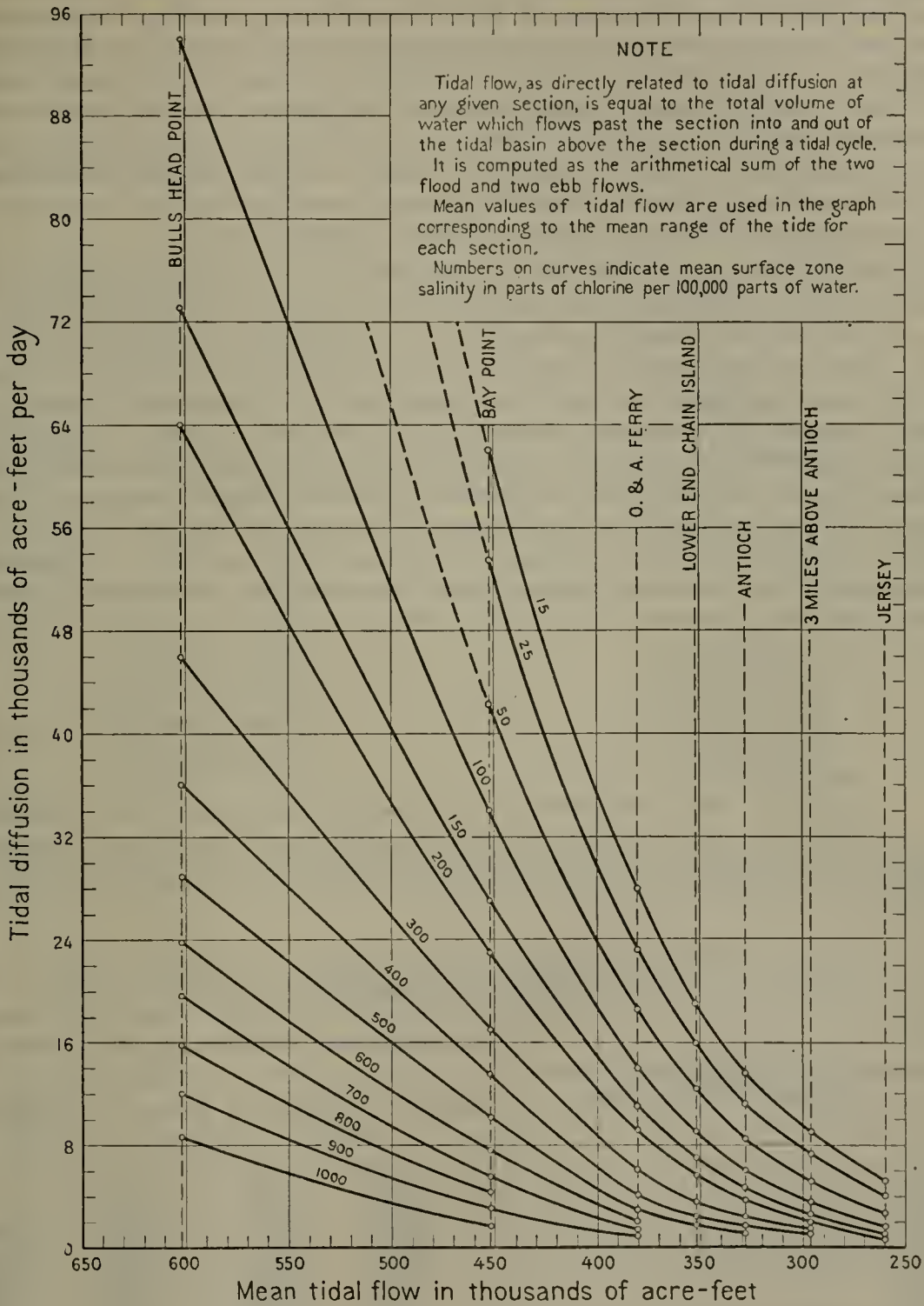
in the tidal basin is to be expected because of the greater magnitude of tidal flow at points farther downstream in the tidal basin. Tidal diffusion of salinity is the result of the pulsating tidal flows and hence tidal diffusion increases with the magnitude of tidal flow. This is demonstrated by the graph presented on Plate LXXVII, "Relation of Tidal Diffusion to Tidal Flow." This graph has been prepared by plotting for the various key stations or sections the tidal flow during a tidal eyele against tidal diffusion for various degrees of salinity as taken from the curves on Plate LXXVI. Tidal flow, as directly related to tidal diffusion at any given section, is equal to the total volume of water which flows past the section into and out of the tidal basin above the section during a tidal eyele. It is computed as the arithmetical sum of the two flood and two ebb flows. Mean values of total tidal flow are used on the graph, corresponding to the mean range of the tide for each section.

#### **Effect of Recent Changes in Delta Tidal Basin on Saline Invasion.**

From the foregoing relations established between tidal action and saline invasion in the upper bay and delta, it is possible to make an approximate estimate of the effect of recent changes in the delta tidal basin on tidal flow into the delta and tidal diffusion of salinity affecting saline invasion. As previously described in this chapter, the recent changes within the delta, which have modified the volume in the delta tidal prism, comprise the widening of the lower Sacramento River from Collinsville to a point above Rio Vista, the flooding of the lower end of Sherman Island, and the flooding of a previously reclaimed area lying south of Dutch Slough and the San Joaquin River. These changes have all had the effect of enlarging the volume in the tidal prism above the lower end of the delta. This has resulted in increasing the volume of tidal flow passing into and out of the tidal basin above all points from the lower end of the delta downstream through Suisun Bay.

The curves presented on Plate LXXVII show the relation between tidal diffusion for various degrees of salinity and tidal flow. The tidal flow used on these diagrams is based upon 1929 conditions in the tidal basin as computed from actual tidal prisms. The amounts of tidal diffusion were determined separately from actual records of salinity, stream flow into the delta, and estimates of consumption of water in the delta. It appears reasonable to assume that the relations established and shown on Plate LXXVII would hold for the different conditions in the tidal basin before these changes occurred, even though the rate of tidal movement in the lower Sacramento River channel probably has been increased to some extent by the deepening of this section of channel. It appears that the rate and character of tidal movement into the delta basin as a whole, past the lower end of the delta at Collinsville, may be considered to be approximately the same both before and after the changes took place. In other words, it is believed that the vertical limits of the tidal prisms in these sections of the tidal basin before the changes were made were probably about the same as those determined for present conditions. This is the chief element affecting the estimate of change in tidal flow, and it is believed that estimates of tidal flow for former years made on the basis of the present tidal prisms may be considered to be a fairly close approxi-





RELATION OF  
TIDAL DIFFUSION  
TO  
TIDAL FLOW

mation. It has been demonstrated that the pulsating tidal flow is the direct cause of the tidal diffusion of salinity and it appears reasonable to conclude that an increase of tidal flow past any section would have the positive effect of increasing the magnitude of tidal diffusion at that section. It is believed that the following estimates of increased tidal diffusion, based upon the application of the change in tidal flow to the relations on Plate LXXVII, may be considered to be a fairly close approximation of the true effect of these changes in the tidal basin. However, the quantities estimated should not be considered as being exact, but as a fair indication of their magnitude.

*Effect of Sacramento River Channel Enlargement*—As previously stated, the enlargement of the Sacramento River channel from Collinsville to a point above Rio Vista has resulted in a progressive enlargement of the area in the tidal prism of about 3000 acres. With a mean tidal range of about three feet in this section of the tidal basin, this would result in increasing the volume in the tidal prism by between 8000 and 9000 acre-feet, and increasing the average total tidal flow passing points downstream by about 32,000 to 36,000 acre-feet. The actual change in tidal flow would not be this much, however, on account of the shape of the tidal prisms. (See Plates XL to XLV). It is estimated that the increase in total tidal flow resulting from this channel enlargement, at various downstream points, would be as follows:

|                       |                  |
|-----------------------|------------------|
| Collinsville .....    | 28,000 acre-feet |
| O. and A. ferry.....  | 32,000 acre-feet |
| Bay Point .....       | 35,000 acre-feet |
| Bulls Head Point..... | 30,000 acre-feet |

Applying these increased amounts of tidal flow to the relations shown on Plate LXXVII, the following tabulation shows the estimated amounts of increased tidal diffusion resulting from this increased tidal flow:

INCREASE OF TIDAL DIFFUSION RESULTING FROM SACRAMENTO RIVER  
CHANNEL ENLARGEMENT

| Mean tidal cycle surface zone salinity in parts of<br>chlorine per 100,000 parts of water | Estimated increase of tidal diffusion in acre-feet per day |               |           |                     |
|---|--|---------------|-----------|---------------------|
|   | Collinsville   | O. & A. Ferry | Bay Point | Bulls Head<br>Point |
| 15.....   | 5,600  | 9,800         |           |                     |
| 25.....   | 4,900  | 7,900         | 17,300    |                     |
| 50.....   | 4,200  | 6,500         | 13,100    |                     |
| 100.....  | 3,300  | 5,200         | 10,600    | 13,000              |
| 150.....  | 2,600  | 4,300         | 8,400     | 10,200              |
| 200.....  | 2,200  | 3,800         | 7,600     | 9,400               |
| 300.....  | 1,200  | 2,600         | 5,500     | 6,300               |
| 400.....  | 900  | 1,700         | 5,100     | 4,800               |
| 500.....  |  | 1,400         | 3,800     | 4,000               |
| 600.....  |  |               | 2,900     | 3,800               |
| 700.....  |  |               | 2,300     | 3,300               |
| 800.....  |  |               | 1,900     | 2,800               |
| 900.....  |  |               | 1,300     | 2,200               |

It is of particular interest to note that the amount of tidal diffusion for a mean surface zone salinity of 100 parts of chlorine per 100,000 parts of water is increased at Collinsville, at the lower end of the delta, by an estimated amount of 3300 acre-feet per day.

Saline invasion through Suisun Bay and into the delta has also been affected by this channel enlargement due to an increased rate of advance of salinity resulting from the increase in amount of tidal diffusion for all degrees of salinity at points down stream from the delta. It is evident from the formula previously presented on the relation between advance of salinity, stream flow and tidal diffusion, that the rate of advance of salinity for any degree would be increased with an increased amount of tidal diffusion. Thus, the time required for any degree of salinity to travel from the lower end of Suisun Bay to the lower end of the delta would be decreased. Hence, for any particular stream flow conditions, the channel enlargement of the lower Sacramento River has resulted in salinity arriving at the lower end of the delta earlier in the season than would have occurred before the enlargement was made.

On the other hand, the rate of advance of salinity along the enlarged channel section of the lower Sacramento River would be decreased. Even with the greater amounts of tidal diffusion resulting from increased tidal flow, studies indicate that the enlarged channel volume would have the effect of increasing the length of time required for any degree of salinity to travel from Collinsville to Rio Vista. Therefore, although this channel enlargement has resulted in saline water arriving at the lower end of the delta at an earlier date than would have occurred before the enlargement was made, it has also resulted in delaying the advance of salinity to points farther upstream in the delta. The studies indicate that the increased and decreased rates of advance below and above Collinsville respectively would tend to balance each other in regard to the total time of travel of salinity from lower Suisun Bay points to Rio Vista and points upstream therefrom on the Sacramento River.

*Effect of Flooding of Previously Reclaimed Lands*—The flooding of the lower end of Sherman Island and the previously reclaimed area south of Dutch Slough and the San Joaquin River has had a similar effect to the enlargement of the lower Sacramento River channel in increasing the volume of the tidal prism, and hence the volume of tidal flow and amount of tidal diffusion at points downstream. The area flooded on lower Sherman Island comprises about 1800 acres, while that near Dutch Slough amounts to 2200 acres or a combined total of about 4000 acres. Based on a similar analysis to that presented for the change on the lower Sacramento River, it is estimated that the tidal flow past Collinsville has been increased by about 30,000 acre-feet as a result of the flooding of these two previously reclaimed areas. The effect on tidal diffusion for any degree of salinity is, therefore, of about the same magnitude as that previously estimated for the channel change in the lower Sacramento River.

It appears from these estimates that, if the flooded reclamations on the lower end of Sherman Island and in the vicinity of Dutch Slough were reclaimed and removed from the tidal prism, the amount of tidal diffusion at the lower end of the delta (Collinsville) would be decreased by about 3200 acre-feet per day, for a mean surface zone salinity of 100 parts, and that the net stream flow required to repel tidal diffusion of salinity at this degree at Collinsville would be correspondingly decreased.



The flooding of the lower end of Sherman Island has probably not affected the tidal flow past the Antioch section; and hence, it may be assumed that the increase in tidal diffusion at Antioch resulting from recent changes in the tidal basin would include only the Dutch Slough reclamation and a portion of the Sacramento River channel enlargement. The effect of the Dutch Slough reclamation itself would be an estimated increase in tidal flow past Antioch of 16,000 acre-feet per day. This would increase tidal diffusion for 100 parts of mean surface zone salinity by 1600 acre-feet per day. The result of the lower Sacramento River channel enlargement at the Antioch section, is estimated to be an increased tidal diffusion of about 1600 acre-feet per day. Thus, if these changes had not occurred, the studies indicate that tidal diffusion at the Antioch section for 100 parts of salinity would be reduced by about 3200 acre-feet per day, and that the net stream flow for repelling tidal diffusion of salinity to this degree at this section would be correspondingly reduced. Moreover, if the previously reclaimed area near Dutch Slough were again reclaimed, the studies indicate that the net stream flow for preventing advance of salinity of 100 parts at the Antioch section might be decreased by about 1600 acre-feet per day.

*Effect on Tidal Diffusion*—In connection with the presentation of the tidal diffusion curves on Plates LXXIV and LXXV, it was pointed out that changes in the tidal basin during the period since 1920 might explain the discrepancies between the computed values of tidal diffusion in the earlier and later years of record. Inasmuch as the foregoing studies indicate that the changes in the tidal basin since 1920 have increased tidal diffusion at the lower end of the delta and points downstream it appears that this offers a reasonable explanation for the diffusion quantities, as computed for such years as 1920 and 1921, being generally smaller than those for the more recent years.

*Effect of Stockton Ship Canal*—The results of these studies indicate that any enlargement in tidal prism volume resulting from the construction of the Stockton Ship Canal would have a similar effect of increasing the amount of tidal diffusion at points lower down in the delta, and, hence, of increasing to some extent the stream flow required for control of salinity in the lower delta. Studies have been made of the proposed construction plans for this work. For the main work along the upper San Joaquin River, it appears that the widening of old channels and the construction of new channels will be largely offset by cutting off and filling in some of the existing channels and submerged areas. If the volume in the tidal prism is not materially increased by the work actually carried out in this section of the project, it would have no effect on salinity conditions. The widening of New York Slough, which is a part of this deep-water project, may have the effect of increasing tidal diffusion below the lower end of New York Slough and possibly increasing to some extent the degree of saline invasion in the vicinity of Pittsburg and Antioch. No studies have been made to estimate the possible effect of this particular channel enlargement.

## CHAPTER V

## CONTROL OF SALINITY

The primary purpose of the investigation of salinity is the determination of an effective means of controlling salinity and preventing the harmful effects of saline invasion in the upper bay and delta region. This is the objective toward which all the activities and studies of the investigation have been directed. The conditions brought about by saline invasion in the upper bay and delta region are of serious concern. The frequent repetition of saline invasions of considerable magnitude and the possibility of even more prolonged and more extensive invasions than have heretofore occurred may result in permanent injury to the rich agricultural lands in the delta. The saline menace has tended already to depreciate land values in the delta. The conditions have been the cause of expensive water right litigation and probably will lead to even more serious and expensive litigation between the delta interests and upstream water users, unless water supplies free from saline invasion are provided for the delta. The industries in the upper bay region have been curtailed in their use of cheap fresh-water supplies from the lower river and are experiencing considerable difficulty and expense in obtaining dependable and adequate fresh-water supplies for their needs. Remedial measures are desirable and necessary to protect the delta and provide adequate and dependable fresh-water supplies for the needs of the delta and upper bay region.

One method for controlling salinity would be the provision of a physical barrier to obstruct the entrance of saline water into the upper bay and delta channels. It is not within the province of this report to consider this method of control. The physical and economic aspects of a salt water barrier are presented in detail in other reports.\*

The intensive investigations and studies presented in the foregoing chapters point to an obvious solution of this entire salinity problem; namely, the control and prevention of saline invasion into the delta by means of stream flow. The records and studies of the variation of salinity and stream flow demonstrate that the more extensive saline invasions into the delta channels have been due to deficiencies in stream flow entering the delta. It has been shown during the period 1920 to 1929 that the stream flow entering the delta in the summer months often has been insufficient to take care of even the consumptive demands of crops and other uses in the delta. It has been under such conditions of deficient stream flow that the maximum invasions of salinity have occurred.

During the years 1921 to 1923, inclusive, and 1927, the stream flow into the delta during the summer months was just about sufficient to take care of the consumptive demands therein. In those years, the

\* Bulletin No. 22, Report on Salt Water Barrier Below Confluence of Sacramento and San Joaquin Rivers, California—2 Vols., Division of Water Resources, 1929.

Bulletin No. 28, Economic Aspects of a Salt Water Barrier Below Confluence of Sacramento and San Joaquin Rivers, Division of Water Resources, 1931.



degree and extent of saline invasion into the delta were relatively small. At the time of maximum extent of invasion, water with a salinity of 100 parts or more of ehlorine per 100,000 parts of water extended only as far up the Sacramento and San Joaquin river channels as a mile below Emmaton and two miles below Jersey, respectively; while the salinity upstream from these points was considerably less, the water being practieally fresh in most of the delta. The maximum extent of invasion in 1925 was but slightly greater. Thus, in these five years, over 95 per cent of the delta had a fresh-water supply suitable for agricultural purposes at all times; and for the greater portion of the season, practically all of the delta had a fresh-water supply entirely free from saline invasion. The records show that when the stream flow into the delta has been sufficient to take care of the consumptive demands of the delta, saline invasion has been of such small degree and extent as to be of little consequence to the delta.

It is evident, therefore, that the primary requirement for control and prevention of the invasion of salinity into the delta is the furnishing of a sufficient water supply flowing into the delta to fully satisfy the consumptive demands of crops together with the natural losses by evaporation and transpiration from vegetation. After this primary requirement is satisfied, additional water is necessary to repel tidal action and the tidal diffusion of salinity resulting therefrom. The amount of additional water required varies with the location at which control is sought or desired and the degree of salinity desired to be controlled at the partieular location.

#### Stream Flow Required for Control of Salinity.

The stream flow required for the control of salinity at any point in the tidal basin is equal to the amount of tidal diffusion at the partieular point with the degree of salinity for which control is sought or desired. The fundamental relation demonstrated in Chapter IV between stream flow, tidal diffusion and advance of salinity furnishes the basic law of control. This law is expressed by equation (1) as follows:

$$C = D - S$$

Where C = the magnitude of advance of salinity for any partieular degree of salinity

S = the net stream flow

D = tidal diffusion for any partieular degree of salinity.

It follows mathematically that if the advance "C" is zero, then "D" must be equal and opposite to "S." In other words, if the net stream flow downstream at a partieular point is equal in magnitude to the tidal diffusion which is always directed upstream, there will be no advance of salinity. Hence, for control of salinity by stream flow at any partieular point and for any partieular degree of salinity, a net stream flow downstream at the partieular point must be provided equal in magnitude to the amount of tidal diffusion with the partieular degree of salinity for which control is sought or desired. The tidal diffusion curves previously presented in Chapter IV provide the basic figures for the determination of the amount of net stream flow required at



any desired point or degree of control. (See Plates LXXIV, LXXV and LXXVI.)

*Net Control Flows*—The net stream flow required for control of salinity to various degrees from Bulls Head Point to Three Mile Slough and Jersey is graphically presented on Plate LXXVIII, "Net Stream Flow for Control of Salinity at Points in Suisun Bay and Lower Delta." The curves on this plate are identical with the curves on Plate LXXVI, on which the geographical variation of tidal diffusion is shown.

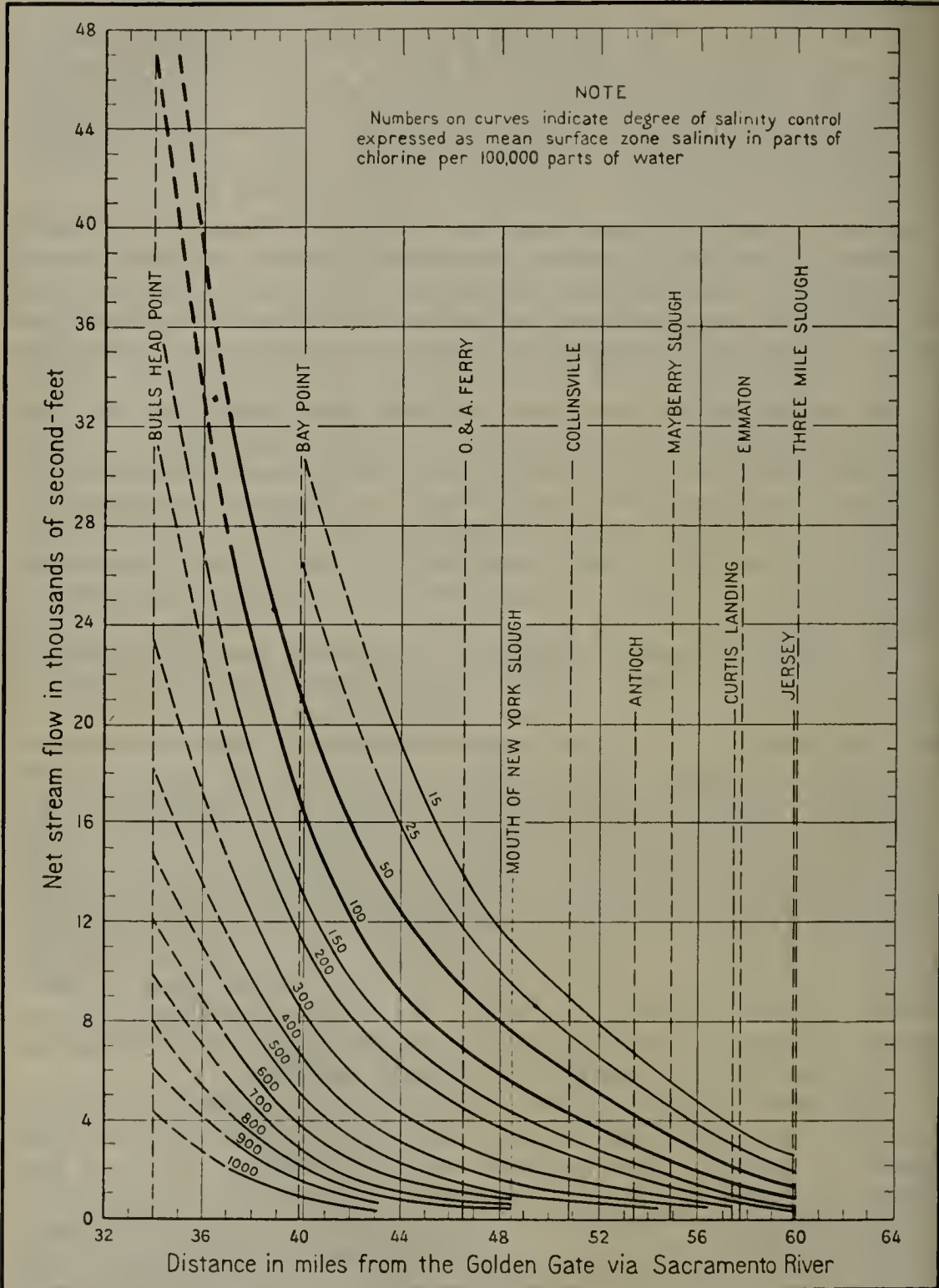
*Desired Point and Degree of Control of Salinity*—The point and degree of control of salinity by stream flow must be based primarily upon a consideration of the needs of the agricultural interests in the delta and the industrial, municipal and agricultural interests in the upper bay region. It would be desirable to adopt such measures of control as would most effectively and, at the same time, most economically provide for the present and ultimate needs of these water users. At the same time, consideration must be given to the general plan for the development and utilization of the State's water resources and the amount of additional water supplies created thereby in relation to the needs not only of the delta and upper bay region but also of the Sacramento and San Joaquin valleys. Finally consideration must be given also to the practical limit of control which is possible of attainment by means of stream flow.

The degree of control required is dependent upon the quality of water necessary for agricultural, industrial and municipal demands. For agricultural use with average conditions and crops in the delta, it has been assumed that water having a salinity of over 100 parts or more of chlorine per 100,000 parts of water would not be suitable for irrigation. Hence, if the invasion of salinity were controlled at the lower end of the delta so that mean tidal cycle surface zone salinity would not exceed 100 parts of chlorine per 100,000 parts of water near Antioch and be considerably less in amount upstream, the water supply in practically the entire delta would be satisfactory in quality for irrigation at all times of the year and the lands and developments of the delta fully protected. There would be only limited areas of small extent in close proximity to Antioch for which a suitable quality of water might not be available in critically dry years for the irrigation of crops particularly susceptible to injury from salt.

The water required for use in boilers and processes by industries and for general domestic use in the upper bay region must be much fresher in quality. The maximum salinity allowable for these uses should not exceed 25 parts and preferably not over 10 parts of chlorine per 100,000 parts of water. In order to obtain water of as fresh a quality as 25 parts of chlorine per 100,000 parts of water (mean tidal cycle surface zone salinity), it will be seen by Plate LXXVIII that a net stream flow downstream would be required of

|        |                                |
|--------|--------------------------------|
| 5600   | second-feet at Antioch         |
| 7550   | second-feet at Collinsville    |
| 11,600 | second-feet at O. and A. ferry |
| 26,800 | second-feet at Bay Point       |

In addition to these net flows required at these points, the total stream flow provided into the delta would have to include the consumptive



NET STREAM FLOW FOR  
CONTROL OF SALINITY  
AT POINTS IN  
SUISUN BAY AND LOWER DELTA



demands above these several points, which for the delta itself varies from a minimum of about 400 second-feet in mid-winter to a maximum of about 3700 second-feet in mid-summer.

As compared to these requirements for industrial and domestic needs alone, control of mean tidal cycle surface zone salinity to 100 parts of chlorine per 100,000 parts of water could be obtained with the following net stream flows:

- 3000 second-feet at Antioch
- 4300 second-feet at Collinsville
- 6900 second-feet at O. and A. Ferry
- 17,000 second-feet at Bay Point

With this latter degree of control maintained near Antioch, the salinity would be considerably less upstream, and the channels of over 95 per cent of the delta would have fresh water suitable for both industrial and domestic use. Hence, fresh-water supplies of the purity required for industrial process and domestic use could be made available in the delta channels, and not far distant from the upper bay region. It is evident that the necessary supplies of fresh water for industrial and domestic use along Suisun Bay could be more economically obtained by conveying fresh water in special conduits from points within the delta, than by means of controlling salinity by stream flow to points farther downstream than the lower end of the delta. For example, to control salinity for obtaining the necessary quality of water for industrial and domestic use down to O. and A. ferry would require about 12,000 second-feet at least as compared with about 3000 second-feet necessary for maintaining fresh water in the delta channels or a difference of about 9000 second-feet. Even with control to this degree as far as O. and A. ferry, the demands of industries and other users located farther downstream could not be furnished except by the construction of a conduit to carry water from the controlled fresh-water area to downstream points.

The greater part of the water used by the industries along Suisun Bay is for purposes of cooling and condensing. Most of these industries are now equipped with such cooling and condensing apparatus, pipes and fittings, as will provide the most economical service with the present supply of water available for this use. As far as this greater part of the water supply demands of the industries is concerned, it appears that the present water supply is satisfactory for this purpose. The cost of cooling water, including operation, maintenance and depreciation expenses, is small. If salinity were controlled to 100 parts of chlorine per 100,000 parts of water near the lower end of the delta, the water downstream would be less saline than under present conditions, especially in the upper part of Suisun Bay and in the vicinity of Pittsburg where the density of industrial development is the greatest. Corrosion would be reduced and the expense of cooling and condensing water decreased.

The city of Antioch now obtains its supply from the San Joaquin River, pumping therefrom when the water is suitable in quality and storing the same in reservoirs for use during the period when the water in the river becomes too saline for domestic use. In order to provide water of the freshness required for domestic use at Antioch at all times, the net flow required would be 6000 second-feet or more, or at



least double the amount required for the degree of control necessary for agricultural purposes in the delta. Therefore, it does not appear practical to consider a degree of control sufficient to provide fresh water at all times in front of Antioch of the quality required for domestic use. It is certain, however, that control to the degree required for agricultural purposes in the delta would improve the saline conditions at Antioch. In the event that the city's needs increase still farther than present facilities provide, it would be entirely feasible to obtain additional supplies by diverting water through a conduit from farther upstream, possibly in combination with service to the area south of Suisun Bay.

*Proposed Net Control Flow*—Based upon the foregoing considerations, it is concluded that the most desirable and practical plan to adopt for controlling salinity by means of stream flow would be a control at a point near Antioch sufficient to limit the increase of mean tidal cycle surface zone salinity to a degree not to exceed 100 parts of chlorine per 100,000 parts of water, and lesser degrees of salinity upstream. This would require a net flow of 3000 second-feet in the combined channels of Sacramento and San Joaquin rivers past Antioch. A quantity of 3300 second-feet has been adopted as the recommended amount of net control flow to be provided as a minimum flow in the combined river channels past Antioch into Suisun Bay. This would put the control point for a maximum degree of mean tidal cycle surface zone salinity of 100 parts of chlorine per 100,000 parts of water about 0.6 miles below Antioch.

It is of interest to determine what the resulting mean salinities would be at other points in the delta and bay channels with this degree of control maintained near Antioch. This is shown in Table 27. For purposes of comparison and interest, the flows required for control of salinity to a degree of 25, 50, 100 and 200 parts of chlorine per 100,000 parts of water (mean tidal cycle surface zone salinity) also are shown, together with the resulting salinities at other points. This table thus presents a clear picture of the relative degrees of salinity control obtained at representative control points in the upper bay and delta with different assumed net control flows at these respective stations. In computing the figures shown in Table 27, the difference in consumptive demands above the several stations has been taken into account in estimating the resulting mean salinities for the assumed control flows.

Of particular importance are the figures shown for the proposed control flow of 3300 second-feet which is recommended for adoption. With this net flow maintained as a minimum past the Antioch section into Suisun Bay, the maximum degrees of mean tidal cycle surface zone salinity, in parts of chlorine per 100,000 parts of water, at various points in Suisun Bay and the delta are estimated as follows:

|                                   |       |
|-----------------------------------|-------|
| Bulls Head Point.....             | 1200± |
| Bay Point .....                   | 700   |
| O. and A. ferry.....              | 275   |
| Lower end of New York Slough..... | 225   |
| Collinsville .....                | 150   |
| Antioch .....                     | 90    |
| Emmaton .....                     | 15    |
| Jersey .....                      | 10    |

TABLE 27  
NET STREAM FLOW FOR CONTROL OF SALINITY AND RESULTING MAXIMUM DEGREE OF MEAN SALINITY

| Control station                   | Degree of salinity control, parts chlorine per 100,000 of water (Mean tidal cycle surface zone salinity) | Net control stream flow at control station in second-feet | Resulting maximum degree of mean tidal cycle surface zone salinity in parts chlorine per 100,000 parts water |           |               |                            |              |                        |         |         |        |
|-----------------------------------|--|---|--|-----------|---------------|----------------------------|--------------|------------------------|---------|---------|--------|
|                                   |  |   | Bulls Head Point   | Bay Point | O. & A. Ferry | New York Slough, lower end | Collinsville | 0.6 mile below Antioch | Antioch | Emmaton | Jersey |
| 0.6 miles below Antioch.....      | 200  | 2,000   | 1,100  | 900       | 425           | 350                        | 275          | 200                    | 175     | 45      | 20     |
| 0.6 miles below Antioch.....      | 100  | 3,300   | 1,100  | 700       | 275           | 225                        | 150          | 100                    | 90      | 15      | 10     |
| 0.6 miles below Antioch.....      | 50   | 4,600   | 1,100  | 650       | 200           | 150                        | 100          | 50                     | 40      | -----   | -----  |
| 0.6 miles below Antioch.....      | 25   | 6,000   | 950  | 475       | 140           | 100                        | 50           | 25                     | 20      | -----   | -----  |
| Jersey.....                       | 100  | 800   | -----  | -----     | -----         | 750                        | 600          | 500                    | 475     | 180     | 100    |
| Jersey.....                       | 50   | 1,300   | -----  | 1,100     | 600           | 500                        | 400          | 350                    | 325     | 110     | 50     |
| Jersey.....                       | 25   | 1,950   | -----  | 925       | 500           | 375                        | 300          | 225                    | 225     | 60      | 25     |
| Emmaton.....                      | 100  | 1,370   | -----  | 1,100     | 600           | 490                        | 380          | 325                    | 300     | 100     | 50     |
| Emmaton.....                      | 50   | 2,030   | -----  | 900       | 450           | 360                        | 280          | 225                    | 200     | 50      | 25     |
| Emmaton.....                      | 25   | 2,950   | -----  | 750       | 325           | 250                        | 190          | 125                    | 110     | 25      | 10     |
| Antioch.....                      | 200  | 1,850   | -----  | 910       | 450           | 375                        | 275          | 225                    | 200     | 50      | 25     |
| Antioch.....                      | 100  | 3,000   | -----  | 725       | 320           | 250                        | 175          | 125                    | 100     | 20      | 10     |
| Antioch.....                      | 50   | 4,200   | -----  | 600       | 225           | 160                        | 100          | 60                     | 50      | 10      | -----  |
| Antioch.....                      | 25   | 5,600   | -----  | 500       | 150           | 100                        | 75           | 35                     | 25      | -----   | -----  |
| Collinsville.....                 | 200  | 2,700   | -----  | 775       | 400           | 275                        | 200          | 150                    | 125     | 25      | 15     |
| Collinsville.....                 | 100  | 4,300   | -----  | 590       | 220           | 150                        | 100          | 60                     | 50      | 10      | -----  |
| Collinsville.....                 | 50   | 5,900   | -----  | 475       | 140           | 100                        | 50           | 25                     | 20      | -----   | -----  |
| Collinsville.....                 | 25   | 7,550   | -----  | 370       | 90            | 50                         | 25           | 15                     | 10      | -----   | -----  |
| Lower end of New York Slough..... | 200  | 3,500   | -----  | 675       | 265           | 200                        | 150          | 90                     | 75      | 15      | -----  |
| Lower end of New York Slough..... | 100  | 5,600   | -----  | 480       | 150           | 100                        | 50           | 30                     | 25      | -----   | -----  |
| Lower end of New York Slough..... | 50   | 7,600   | -----  | 360       | 80            | 50                         | 25           | 15                     | 10      | -----   | -----  |
| Lower end of New York Slough..... | 25   | 9,500   | -----  | 275       | 50            | 25                         | 10           | -----                  | -----   | -----   | -----  |
| O. & A. Ferry.....                | 200  | 4,600   | -----  | 560       | 200           | 140                        | 85           | 50                     | 40      | -----   | -----  |
| O. & A. Ferry.....                | 100  | 6,900   | -----  | 400       | 100           | 60                         | 30           | 20                     | 15      | -----   | -----  |
| O. & A. Ferry.....                | 50   | 9,250   | -----  | 275       | 50            | 25                         | 15           | -----                  | -----   | -----   | -----  |
| O. & A. Ferry.....                | 25   | 11,600  | -----  | 200       | 25            | 10                         | -----        | -----                  | -----   | -----   | -----  |
| Bay Point.....                    | 200  | 11,500  | -----  | 200       | 25            | 10                         | -----        | -----                  | -----   | -----   | -----  |
| Bay Point.....                    | 100  | 17,000  | -----  | 100       | -----         | -----                      | -----        | -----                  | -----   | -----   | -----  |
| Bay Point.....                    | 50   | 21,100  | -----  | 50        | -----         | -----                      | -----        | -----                  | -----   | -----   | -----  |
| Bay Point.....                    | 25   | 26,800  | -----  | 25        | -----         | -----                      | -----        | -----                  | -----   | -----   | -----  |
| Bulls Head Point.....             | 200  | 32,000  | -----  | 15        | -----         | -----                      | -----        | -----                  | -----   | -----   | -----  |
| Bulls Head Point.....             | 100  | 47,000  | -----  | 100       | -----         | -----                      | -----        | -----                  | -----   | -----   | -----  |



It will be noted that, under the proposed control, fresh water of suitable quality for industrial and domestic use would be maintained in the channels of the entire delta above Emmaton or Jersey.

*Gross Stream Flow Into Delta for Control of Salinity*—In order to carry out successfully the proposed method of control by stream flow and maintain the net flow required for control at the lower end of the delta, the consumptive demands of the delta also must be provided. The consumption of water by evaporation and transpiration from marginal vegetation is a continuous although variable demand, reaching a maximum rate in the summer months. Likewise, a considerable portion of the moisture used by crops on the delta lands is supplied by natural seepage into the islands. Hence, although irrigation by artificial diversions of water is essential to the successful production of most crops in the delta, the consumptive use by crops is only partially subject to control. Moreover, irrigation supplies would be artificially diverted as long as water of suitable quality were available. Hence, the primary essential for successful control of salinity by stream flow at the lower end of the delta would be the provision of adequate supplies to care for the full consumptive demands in the delta.

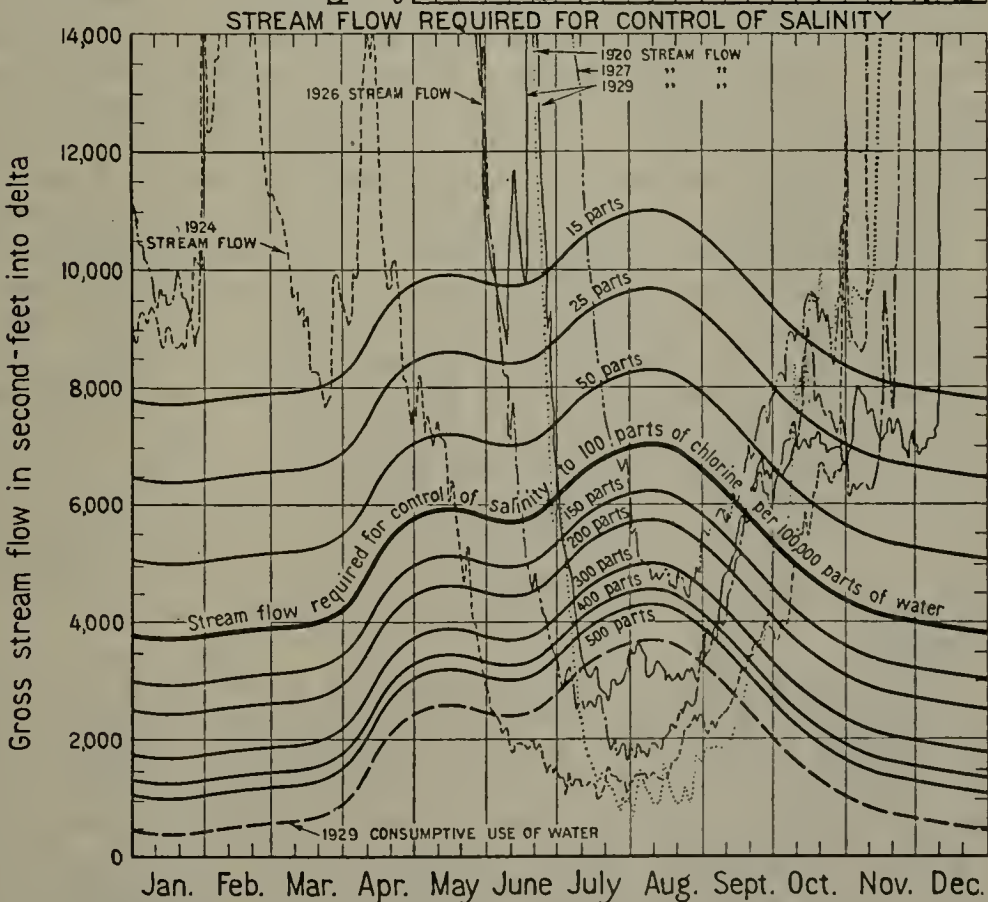
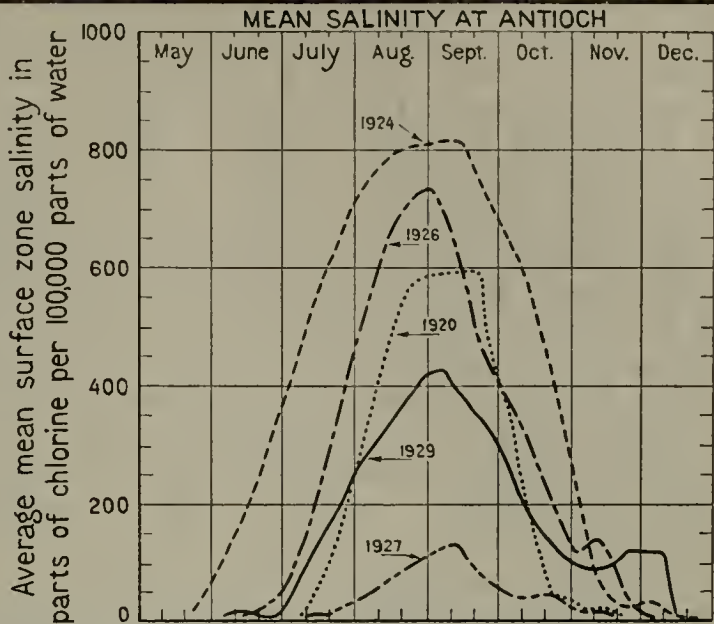
The total stream flow into the delta required for the combined needs of consumptive use in the delta and salinity control varies with the consumptive demands during the irrigation season. At any particular time during the season, the rate of inflow required is equal to the rate of consumption at the particular time plus the rate of net flow required for salinity control. The variation in rate of stream flow into the delta required to satisfy these combined demands, or what may be termed the "gross control flow," is best shown in the form of a graph. Plate LXXIX, "Gross Stream Flow Into Delta for Control of Salinity 0.6 Miles Below Antioch," shows the total gross inflow required throughout the season for various degrees of salinity control at the control section below Antioch. Each of the control curves plotted on this graph takes the same shape as the estimated curve of water consumption in the delta above the Antioch section. They have been obtained by adding to the curve of consumptive use the estimated net control flows required for various degrees of salinity control. The heavy curve shows the variation of gross control flow into the delta required for the proposed control of mean tidal cycle surface zone salinity to 100 parts of chlorine per 100,000 parts of water. As shown by this curve, the rate of gross inflow required for the combined needs of consumptive use and proposed salinity control varies from a minimum of about 4000 second-feet at the beginning of April to a maximum of about 7000 second-feet in August. After reaching the maximum rate in August, the total requirement gradually decreases to about 4000 second-feet in December.

As a means of checking the essential accuracy of this estimate of gross control flow, it is of value to compare the actual records of stream flow into the delta and the resulting salinities which occurred during recent years. For this purpose, graphs of actual stream flow into the delta and of mean tidal cycle surface zone salinity at Antioch (estimated from the actual records of salinity for samples taken in the surface zone usually after high tide), for the years 1920, 1924,



NOTE

The stream flow required to prevent the further advance of any degree of salinity on any date is represented by the ordinate under the curve of control flow for that particular degree of salinity. Thus, to prevent the further advance of a salinity of 100 parts of chlorine per 100,000 parts of water on July 15, a stream flow of 6,600 cubic feet per second is required.



**GROSS STREAM FLOW INTO DELTA  
FOR  
CONTROL OF SALINITY  
0.6 MILES BELOW  
ANTIOCH**

WITH COMPARATIVE STREAM FLOW AND SALINITY RECORDS FOR YEARS 1920-24-26-27 AND '29

1926, 1927 and 1929, are shown on Plate LXXIX. The hydrographs of stream flow are superimposed with appropriate legend on the control curves, making it possible to directly compare the actual stream flow that entered the delta with the gross stream flow into the delta required for salinity control. Directly above the hydrographs of gross control flow and actual measured inflow are shown the curves of variation of mean salinity at Antioch. Thus in 1924, a maximum mean tidal cycle surface zone salinity of slightly more than 800 parts of chlorine per 100,000 parts of water was reached about September 15. On the same date the stream flow was about 3200 second-feet and the required control flow at the same time for 800 parts of salinity, as shown by the curves, is of about the same amount. Thus, the condition was reached of an equality between stream inflow and total requirements of consumption and salinity control at that particular degree of salinity and advance of salinity ceased. Subsequently the flow increased and the salinity gradually retreated. Again in 1926, a maximum mean tidal cycle surface zone salinity of a little less than 750 parts of chlorine per 100,000 parts of water was reached about September 1. On the same date, the stream flow into the delta was about 3500 second-feet or about the same amount which the control curves show as required to prevent further advance of salinity at that degree. Before the maximum salinities were reached in both 1924 and 1926, the stream flow was considerably less than the gross control flow requirements, as shown by the control curves, and hence salinity continued to advance until the stream flow into the delta was sufficient in amount to take care of the control demands for the particular degree of salinity reached. In 1927, a maximum mean tidal cycle surface zone salinity of about 130 parts of chlorine per 100,000 parts of water was reached about September 12. On this same date, the stream flow into the delta was about 6200 second-feet, which is practically the amount shown by the control curves as required to prevent further advance of salinity at that degree. Prior to September 12, and extending back to about July 25, 1927, the stream flow into the delta was insufficient to prevent an increase of salinity to a degree of 130 parts of chlorine per 100,000 parts of water and hence the salinity continued to increase at Antioch until the stream flow was sufficient to take care of the gross control demands. The relations in other years are similar.

These comparisons of actual records of stream flow and salinity with the estimated gross control flows and the salinities resulting therefrom, provide a satisfactory check on the estimated amounts of stream flow required for control of salinity. The relation between stream flow and salinity at the time that maximum salinity is reached during the season, when there is neither advance or retreat occurring, provides the best means of checking the essential accuracy of the estimated net control flows derived from the determination of the magnitude of tidal diffusion of salinity resulting from tidal action. It is only at the time of maximum salinity when there is neither advance or retreat and a definite control point is reached that an absolute check can be made. It is evident that these comparisons with the actual records of stream flow and maximum salinity in recent years demonstrates the essential accuracy of the estimates of the gross stream flow required for salinity



control, including the required net control flow as well as the consumptive demands in the delta.

It is also interesting to compare the records of stream flow and salinity with the estimated control flows and salinities resulting therefrom during the period of advance and retreat of salinity in these several past years. It will be noted in each year that salinity did not start to advance at Antioch until the stream flow into the delta had decreased below the amount which the control curves indicate would be required to prevent the advance of salinity at the lower degrees. In general, the salinity started to increase immediately after the stream flow into the delta reached a rate less than the required amount shown for control at 15 parts of chlorine per 100,000 parts of water. Subsequently, the salinity continued to increase to higher degrees as the flow decreased to amounts less than those shown by the control curves as required to prevent further increase of salinity at these higher degrees. After the maximum salinities of the season were reached and retreat of salinity was in progress, the salinity continued to retreat below a particular degree of salinity when the actual stream flow became greater in magnitude than the control flow into the delta shown by the curves as required for that particular degree. These comparisons further demonstrate the essential accuracy of the control curves.

For any particular degree of salinity, there actually would be required a greater rate of flow to effect retreat than to prevent advance of salinity. This was demonstrated by tidal diffusion studies which were carried out in the investigation, covering the period of retreat of salinity in the same manner as those presented in Chapter IV for the period of advance of salinity. These studies were omitted from the report because of the fact that, from the standpoint of control or limitation of advance of salinity, it is necessary only to give consideration to the magnitude of tidal diffusion during advance of salinity. However, the fact that a greater rate of flow is required to effect retreat of salinity is of importance and points to the desirability of always maintaining a flow not less than the required amount for the desired point and degree of control, in order to obtain the most effective utilization of control flows.

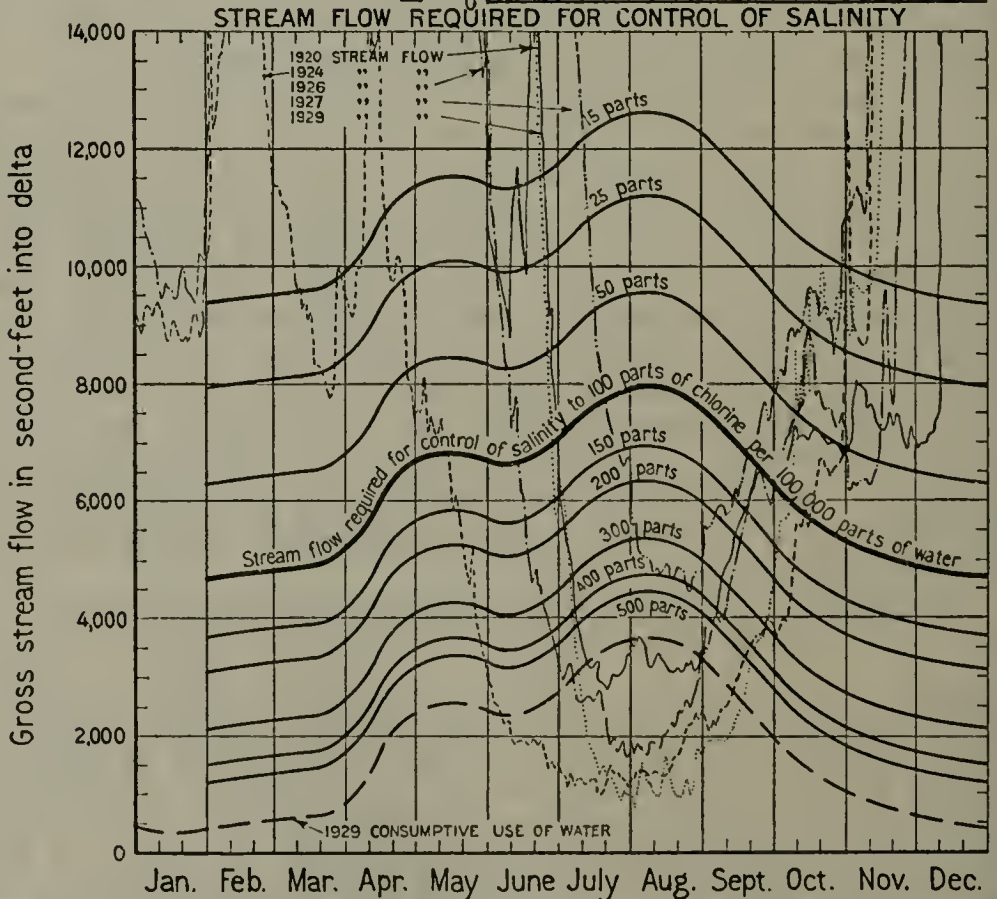
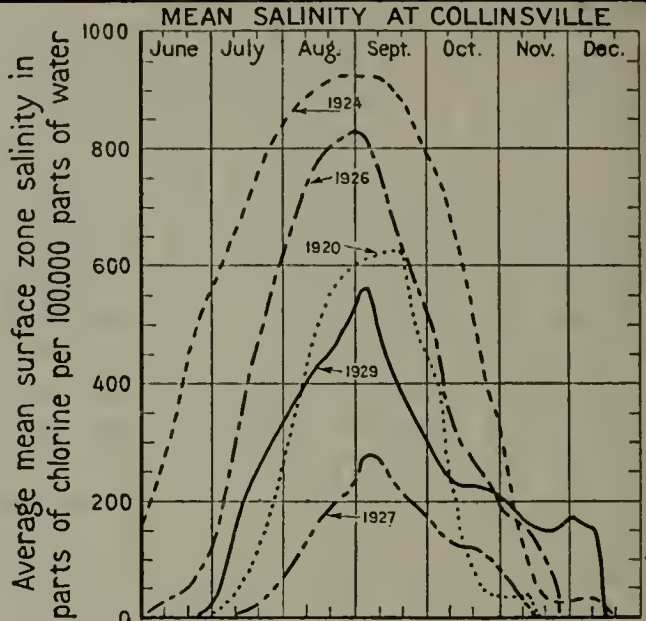
As a matter of interest and comparison, control curves for Collinsville and O. and A. ferry, prepared similarly to those for the adopted point of control below Antioch, are shown on Plates LXXX and LXXXI, respectively. For the same degree of control; namely, for a mean tidal cycle surface zone salinity of 100 parts of chlorine per 100,000 parts of water, the maximum rates of gross control flow into the delta for Collinsville and O. and A. ferry amount to 8000 and 10,800 second-feet, respectively, as compared to 7000 second-feet at the proposed point of control. The relative magnitude of control flows at other times during the season and for different degrees of salinity are in about the same proportion.

It is of value at this point to compare the determinations of gross stream flow for control as shown on Plates LXXIX, LXXX and LXXXI with the rates of stream flow into the delta related to maximum salinity as shown on Plate XX. It will be recalled that the average time of occurrence of maximum salinity during the season was about



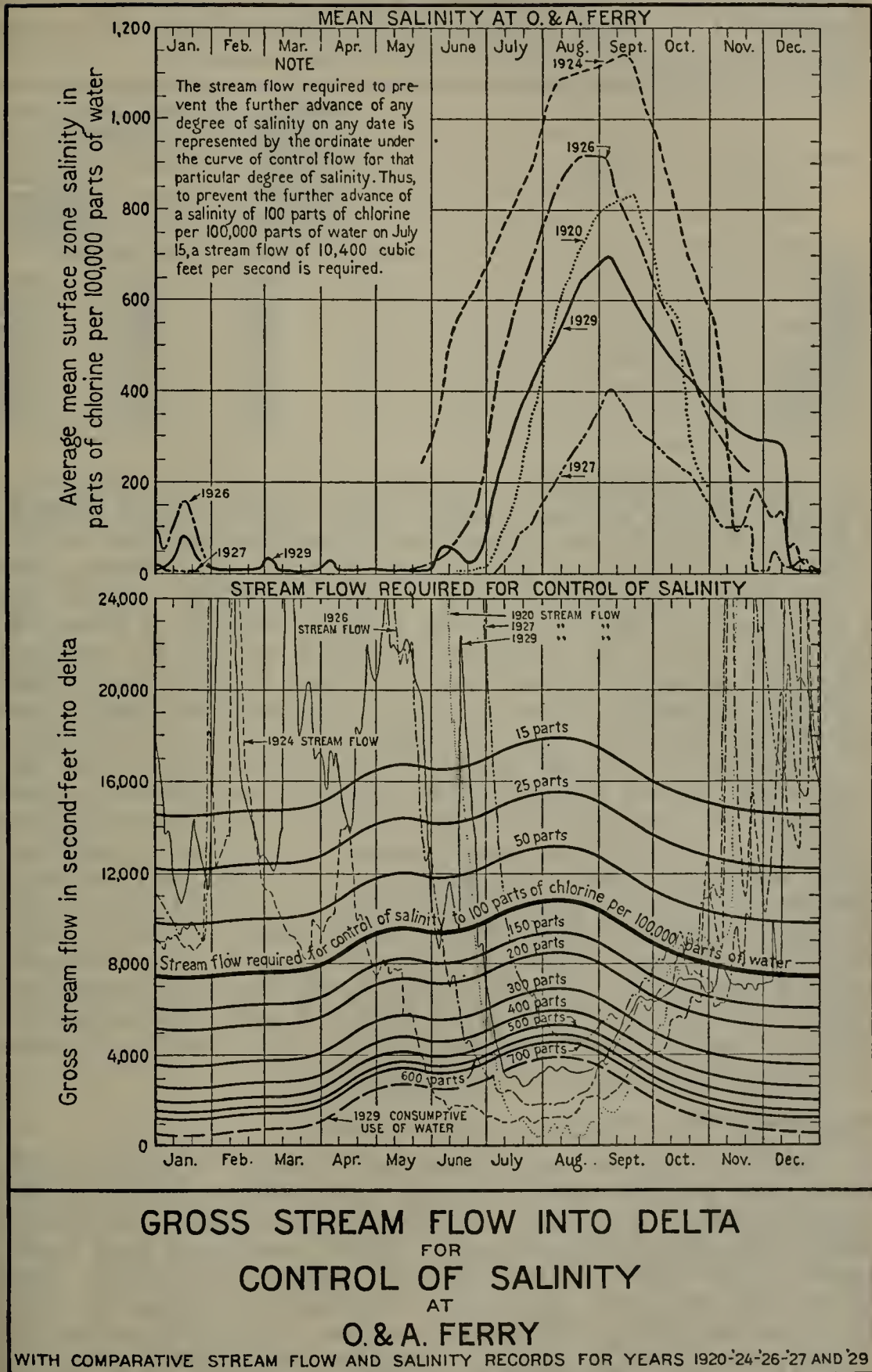
**NOTE**

The stream flow required to prevent the further advance of any degree of salinity on any date is represented by the ordinate under the curve of control flow for that particular degree of salinity. Thus, to prevent the further advance of a salinity of 100 parts of chlorine per 100,000 parts of water on July 15, a stream flow of 7,600 cubic feet per second is required.



**GROSS STREAM FLOW INTO DELTA  
FOR  
CONTROL OF SALINITY  
AT  
COLLINSVILLE**

WITH COMPARATIVE STREAM FLOW AND SALINITY RECORDS FOR YEARS 1920-'24-'26-'27 AND '29



September 1. The comparative amounts of stream flow into the delta as shown by the curves on Plate XX and by the control curves for September 1 on Plates LXXIX, LXXX and LXXXI, for various degrees of salinity, are shown in the following tabulation:

| Station            | Maximum mean tidal cycle surface zone salinity in parts of chlorine per 100,000 parts of water | Rate of stream flow into delta in second-feet |  |
|--------------------|--|---|--|
|                    |  | From plate XX                                 | Control flow from plates LXXIX, LXXX and LXXXI |
| Antioch.....       | 100  | ±6,700  | 6,600  |
| Antioch.....       | 150  | 6,000   | 5,800  |
| Antioch.....       | 200  | 5,400   | 5,300  |
| Collinsville.....  | 100  | ±7,300  | 7,600  |
| Collinsville.....  | 150  | 6,700   | 6,600  |
| Collinsville.....  | 200  | 6,000   | 6,000  |
| O. & A. Ferry..... | 300  | ±6,600  | 6,500  |
| O. & A. Ferry..... | 350  | 6,100   | 6,000  |
| O. & A. Ferry..... | 400  | 5,600   | 5,500  |

The flows obtained from the curves on Plate XX, while not considered as accurate as those from the control curves on Plates LXXIX, LXXX and LXXXI, nevertheless furnish an additional check on the accuracy of the estimated gross control flows for one particular time of the year. The control curves on Plates LXXIX, LXXX and LXXXI are not only more accurate than the relations of Plate XX, but also have the great advantage of showing the gross flow required for control at any time of the year and for any degree of salinity and especially for smaller degrees of salinity than could be obtained from the available data from which the relations on Plate XX were evolved.

Although the analyses leading to the determination of the flow required for control of salinity have necessarily been rather involved because of the complexity of the basic factors governing the same, the estimates of control flow are amply supported by the more simple and direct relations of salinity and stream flow as determined from actual records for the 10-year period, 1920 to 1929. The rate of flow required for control of salinity and the positive effectiveness of control by stream flow do not rest upon theory, but are supported by the observed occurrence of natural control actually effected by the stream flow during this past 10-year period. The proposed control of salinity by stream flow offers not only a positive and dependable means of control, but also one that would be feasible of consummation.

#### Supplemental Water Supply for Control of Salinity.

In order to provide the proposed flow for control of salinity, additional water supplies would be required to supplement the stream flow available as under conditions of the last 10 years or more. The supplemental water supply required may be readily ascertained from a comparison of the available stream flow and required control flow. Estimates have been made, based upon the records of stream flow into the delta from 1920 to 1929 and the estimates of gross control flow for the proposed control at Antioch. The gross control flow provides for a net flow of not less than 3300 second-feet in the combined channels of the Sacramento and San Joaquin rivers past Antioch into Suisun Bay



and the variable consumptive demands of the delta as estimated for 1929. This gross control flow is shown by the curve on Plate LXXIX, marked "Stream Flow Required for Control of Salinity to 100 Parts of Chlorine per 100,000 Parts of Water." The amounts of supplemental flow for several years of this period are indicated graphically on this plate, as the difference between the curve of gross control flow for 100 parts and the hydrograph of actual stream inflow for these years. The area between the two curves is a direct measure of the supplemental flow required, and the rate of supplemental flow required on any particular day is measured by the ordinate between the two curves.

The amounts of supplemental flow required by months and by seasons, with stream flow as during the past 10 seasons from 1919-1920 to 1928-29, are summarized in Tables 28 and 29. In Table 28, the monthly inflow into the delta and the estimated monthly consumption in the delta are shown in the first and second columns respectively and the third column shows the inflow in excess of consumption which, if positive, would be available for control of salinity at the mouth of the river. The negative quantities in this column indicate an excess of consumption over inflow. The last three columns in the table show the estimated monthly supplemental supply to provide the net flow for control of salinity and also to take care of the shortages in the inflow meeting the consumptive demands in the delta. Separate quantities are shown for control of mean tidal cycle surface zone salinity to 100, 50 and 25 parts of chlorine per 100,000 parts of water. The annual summaries presented in Table 29 show the shortages by excess of consumption in the delta over inflow both for the entire year and the maximum month in each year, and the amount of supplemental flow required for salinity control and shortages between supply and consumptive demands for both the entire year and the maximum month. Separate quantities are shown for control for mean tidal cycle surface zone salinities of 100 and 50 parts of chlorine per 100,000 parts of water.

For the proposed degree of control to 100 parts of chlorine per 100,000 parts of water, the maximum amount of supplemental supply would have been required in 1924, the driest year of record up to 1930, with a total of 1,128,000 acre-feet for the year and a maximum monthly amount of 330,000 acre-feet. Of this maximum annual supplemental supply in 1924, the shortage by reason of excess of consumptive demand over supply in the delta amounts to 277,000 acre-feet, with a maximum monthly shortage of 127,000 acre-feet. As to total annual supplemental supply required, the year 1920 is next in magnitude. However, the data indicate that the maximum monthly supplemental supply required in 1920 exceeds that of the maximum month in 1924 by 24,000 acre-feet. Likewise in 1920, the annual shortage in the supply meeting the consumptive demands in the delta totals 225,000 acre-feet, with a maximum monthly shortage of 151,000 acre-feet. The minimum total annual supplemental supply would have been required in 1923, amounting to 149,000 acre-feet, with about the same amount in 1927. The requirements in 1922 would not have been much greater. These years of 1922, 1923 and 1927 represent about average stream flow into the delta during the summer months under present conditions of upstream irrigation and storage developments.

TABLE 28

MONTHLY SUPPLEMENTAL WATER SUPPLY FOR CONTROL OF SALINITY 0.6 MILES  
BELOW ANTIOCH AND FOR SHORTAGES BETWEEN AVAILABLE  
SUPPLY AND CONSUMPTIVE USE IN DELTA

| Year and month | Inflow into delta in acre-feet | Estimated consumption in delta in acre-feet | Inflow in excess of consumption in acre-feet | Required supplemental supply for salinity control* and for shortage between supply and consumption in delta in acre-feet |   |   |
|----------------|--------------------------------|---|--|--|---|---|
|                |                                |   |  | Control to a mean tidal cycle salinity of 100 parts of chlorine per 100,000 parts of water                               | Control to a mean tidal cycle salinity of 50 parts of chlorine per 100,000 parts of water | Control to a mean tidal cycle salinity of 25 parts of chlorine per 100,000 parts of water |
| 1920—          |                                |   |  |  |   |   |
| June.....      | 1,044,000                      | 148,000                                     | +896,000                                     | 8,000  | 10,000  | 27,000  |
| July.....      | 130,000                        | 204,000                                     | -74,000                                      | 277,000  | 357,000   | 443,000   |
| August.....    | 70,000                         | 221,000                                     | -151,000                                     | 354,000  | 434,000   | 520,000   |
| September..... | 168,000                        | 158,000                                     | +10,000                                      | 186,000  | 264,000   | 347,000   |
| October.....   | 510,000                        | 90,000                                      | +420,000                                     | -----  | 11,000  | 31,000  |
| 1921—          |                                |   |  |  |   |   |
| June.....      | 2,360,000                      | 148,000                                     | +2,212,000                                   | -----  | -----   | -----   |
| July.....      | 539,000                        | 204,000                                     | +335,000                                     | 28,000   | 48,000  | 112,000   |
| August.....    | 262,000                        | 221,000                                     | +41,000                                      | 162,000  | 242,000   | 328,000   |
| September..... | 275,000                        | 158,000                                     | +117,000                                     | 79,000   | 157,000   | 240,000   |
| October.....   | 423,000                        | 90,000                                      | +333,000                                     | -----  | 3,000   | 40,000  |
| November.....  | 520,000                        | 46,000                                      | +474,000                                     | -----  | -----   | -----   |
| 1922—          |                                |   |  |  |   |   |
| July.....      | 974,000                        | 204,000                                     | +770,000                                     | 7,000  | 21,000  | 50,000  |
| August.....    | 306,000                        | 221,000                                     | +85,000                                      | 118,000  | 198,000   | 284,000   |
| September..... | 314,000                        | 158,000                                     | +156,000                                     | 64,000   | 118,000   | 201,000   |
| October.....   | 551,000                        | 90,000                                      | +461,000                                     | -----  | -----   | 8,000   |
| 1923—          |                                |   |  |  |   |   |
| July.....      | 712,000                        | 204,000                                     | +508,000                                     | 7,000  | 24,000  | 60,000  |
| August.....    | 312,000                        | 221,000                                     | +91,000                                      | 112,000  | 192,000   | 278,000   |
| September..... | 405,000                        | 158,000                                     | +247,000                                     | 30,000   | 78,000  | 140,000   |
| October.....   | 624,000                        | 90,000                                      | +534,000                                     | -----  | -----   | -----   |
| 1924—          |                                |   |  |  |   |   |
| April.....     | 622,000                        | 105,000                                     | +517,000                                     | -----  | -----   | 5,000   |
| May.....       | 350,000                        | 155,000                                     | +195,000                                     | 60,000   | 100,000   | 174,000   |
| June.....      | 113,000                        | 148,000                                     | -35,000                                      | 231,000  | 309,000   | 392,000   |
| July.....      | 77,000                         | 204,000                                     | -127,000                                     | 330,000  | 410,000   | 496,000   |
| August.....    | 106,000                        | 221,000                                     | -115,000                                     | 318,000  | 398,000   | 484,000   |
| September..... | 183,000                        | 158,000                                     | +25,000                                      | 171,000  | 249,000   | 332,000   |
| October.....   | 375,000                        | 90,000                                      | +285,000                                     | 18,000   | 38,000  | 95,000  |
| November.....  | 789,000                        | 46,000                                      | +743,000                                     | -----  | -----   | -----   |
| 1925—          |                                |   |  |  |   |   |
| June.....      | 1,422,000                      | 148,000                                     | +1,274,000                                   | -----  | -----   | -----   |
| July.....      | 441,000                        | 204,000                                     | +237,000                                     | 56,000   | 92,000  | 156,000   |
| August.....    | 227,000                        | 221,000                                     | +6,000                                       | 197,000  | 277,000   | 363,000   |
| September..... | 334,000                        | 158,000                                     | +176,000                                     | 48,000   | 100,000   | 181,000   |
| October.....   | 522,000                        | 90,000                                      | +432,000                                     | -----  | -----   | 3,000   |
| 1926—          |                                |   |  |  |   |   |
| May.....       | 1,385,000                      | 155,000                                     | +1,230,000                                   | -----  | -----   | -----   |
| June.....      | 367,000                        | 148,000                                     | +219,000                                     | 48,000   | 90,000  | 161,000   |
| July.....      | 144,000                        | 204,000                                     | -60,000                                      | 263,000  | 343,000   | 429,000   |
| August.....    | 141,000                        | 221,000                                     | -80,000                                      | 283,000  | 363,000   | 449,000   |
| September..... | 309,000                        | 158,000                                     | +151,000                                     | 65,000   | 123,000   | 206,000   |
| October.....   | 462,000                        | 90,000                                      | +372,000                                     | -----  | -----   | 14,000  |
| 1927—          |                                |   |  |  |   |   |
| July.....      | 591,000                        | 204,000                                     | +387,000                                     | 12,000   | 34,000  | 70,000  |
| August.....    | 299,000                        | 221,000                                     | +78,000                                      | 125,000  | 205,000   | 291,000   |
| September..... | 388,000                        | 158,000                                     | +230,000                                     | 13,000   | 58,000  | 127,000   |
| October.....   | 564,000                        | 90,000                                      | +474,000                                     | -----  | -----   | -----   |
| 1928—          |                                |   |  |  |   |   |
| June.....      | 605,000                        | 148,000                                     | +457,000                                     | 1,000  | 16,000  | 48,000  |
| July.....      | 293,000                        | 204,000                                     | +89,000                                      | 114,000  | 194,000   | 280,000   |
| August.....    | 218,000                        | 221,000                                     | -3,000                                       | 206,000  | 286,000   | 372,000   |
| September..... | 360,000                        | 158,000                                     | +202,000                                     | 38,000   | 76,000  | 155,000   |
| October.....   | 488,000                        | 90,000                                      | +398,000                                     | -----  | -----   | 8,000   |
| 1929—          |                                |   |  |  |   |   |
| June.....      | 689,000                        | 148,000                                     | +541,000                                     | -----  | 3,000   | 6,000   |
| July.....      | 212,000                        | 204,000                                     | +8,000                                       | 195,000  | 275,000   | 361,000   |
| August.....    | 196,000                        | 221,000                                     | -25,000                                      | 228,000  | 308,000   | 394,000   |
| September..... | 324,000                        | 158,000                                     | +166,000                                     | 57,000   | 108,000   | 191,000   |
| October.....   | 423,000                        | 90,000                                      | +333,000                                     | -----  | -----   | 40,000  |
| November.....  | 434,000                        | 46,000                                      | +388,000                                     | -----  | -----   | -----   |

\*The net flows for control of salinity at Antioch to 100, 50 and 25 parts are respectively 3,300, 4,600 and 6,000 second-feet.



TABLE 29

ANNUAL SUPPLEMENTAL WATER SUPPLY FOR CONTROL OF SALINITY 0.6 MILES BELOW ANTIOCH AND FOR SHORTAGES BETWEEN AVAILABLE SUPPLY AND CONSUMPTIVE USE IN DELTA

| Year             | Shortage between supply and consumption in delta in acre-feet |                 | Required supplemental supply for salinity control* and for shortage between supply and consumption in delta in acre-feet |                 |   |                 |
|------------------|---|-----------------|--|-----------------|---|-----------------|
|                  |   |                 | Control to a mean tidal cycle salinity of 100 parts of chlorine per 100,000 parts of water                               |                 | Control to a mean tidal cycle salinity of 50 parts of chlorine per 100,000 parts of water |                 |
|                  | Total annual  | Maximum monthly | Total annual   | Maximum monthly | Total annual  | Maximum monthly |
| 1920             | 225,000   | 151,000         | 825,000  | 354,000         | 1,076,000   | 434,000         |
| 1921             | 0   | 0               | 269,000  | 162,000         | 450,000   | 242,000         |
| 1922             | 0   | 0               | 189,000  | 118,000         | 337,000   | 198,000         |
| 1923             | 0   | 0               | 149,000  | 112,000         | 294,000   | 192,000         |
| 1924             | 277,000   | 127,000         | 1,128,000  | 330,000         | 1,504,000   | 410,000         |
| 1925             | 0   | 0               | 301,000  | 197,000         | 469,000   | 277,000         |
| 1926             | 140,000   | 80,000          | 659,000  | 283,000         | 919,000   | 363,000         |
| 1927             | 0   | 0               | 150,000  | 125,000         | 297,000   | 205,000         |
| 1928             | 3,000   | 3,000           | 359,000  | 206,000         | 572,000   | 286,000         |
| 1929             | 25,000  | 25,000          | 480,000  | 228,000         | 694,000   | 308,000         |
| Ten year average | 67,000  | 39,000          | 451,000  | 212,000         | 661,000   | 292,000         |

\*The net flows for control of salinity at Antioch to 100 and 50 parts of are respectively 3,300, and 4,600 second-feet.

The total annual amount of supplemental water supply which would have been required during the period 1920 to 1929 to provide only the net control flow of 3300 second-feet past Antioch varies from a minimum of about 150,000 acre-feet in 1923 and 1927 to a maximum of about 850,000 acre-feet in the exceedingly dry year of 1924, 600,000 acre-feet in 1920 and 519,000 acre-feet in the next driest year of 1926. The average for the 10-year period would have been 384,000 acre-feet.

With these supplemental supplies provided during each year of the period, 1920 to 1929, saline invasion would have been controlled and the increase of salinity at Antioch would have been limited to a maximum degree of mean tidal cycle surface zone salinity of 100 parts of chlorine per 100,000 parts of water. Moreover, the water in over 95 per cent of the delta channels, from Emmaton and Jersey upstream, would have been practically fresh. Assuming in each of these years that no additional water supply had been provided beyond that which actually flowed into the delta until such time as the actual flow was less than the required flow for the proposed control at Antioch, and that, thereafter, the required supplemental supplies for control had been provided, the salinity would have increased at Antioch and at other points in the same manner as during these previous years until a mean tidal cycle surface zone salinity of 100 parts of chlorine per 100,000 parts of water was reached at Antioch; but after having reached this degree, the mean salinity would have increased no farther, either at the control station or at points up and downstream.

Works Required for Proposed Control of Salinity by Stream Flow.

The proposed plan for control of salinity by stream flow would involve the construction of mountain storage reservoirs in order to provide required water supplies for release during the summer period



of low stream flow to supplement the supply of water otherwise available and flowing into the delta. The studies of water supply, yield and demand in the operation of major storage units for both the initial and ultimate developments of the State Water Plan\* show that ample supplies could be made available to fully meet the requirements for the proposed control of salinity by stream flow, in addition to the demands of the Great Central Valley, delta and upper San Francisco Bay region.

In addition to the storage works which would have to be provided to furnish the supplemental water supplies required, it would be necessary also to construct additional channel capacity between the Sacramento River and the San Joaquin Delta. As shown in Chapter III, the present channel capacity provided by the two interconnecting channels of Georgiana and Three Mile sloughs are hardly sufficient to take care of the consumptive demands in the San Joaquin Delta, if all or most of the water supply required were to come from the Sacramento River. The net stream flow past Antioch required for prevention of saline invasion into the delta, under the proposed plan of salinity control, must be distributed in both the Sacramento and San Joaquin River channels, in proportion to the magnitude of tidal diffusion in the two channels. Inasmuch as the tidal basin of the San Joaquin Delta is larger in volume than that in the Sacramento Delta, the amount of tidal flow and the magnitude of tidal diffusion in the lower San Joaquin River is greater than that in the lower Sacramento River in approximately the same proportion. The tidal diffusion as computed in the lower channels of the delta appertains to the combined channels of the Sacramento and San Joaquin rivers (see Plates LXXIV, LXXV and LXXVI), and has been determined empirically from the records of stream flow and salinity during the period 1920 to 1929. In all cases in this period, the diffusion quantities for the low degrees of salinity, as computed from the actual records, have been for conditions when there were considerable amounts of stream flow entering the San Joaquin Delta from the San Joaquin River and its tributaries. However, these would not be the conditions in future years if, as appears likely during periods of low flow and maximum demands in the delta, all or most of the water supply for the delta would have to be furnished from the Sacramento River, with little if any supply coming in from the San Joaquin River and its branches, especially with the further increase of storage and irrigation diversions which may be anticipated on the San Joaquin River system. The present connecting channels (see Chapter III) would not give the San Joaquin Delta the portion of the total inflow required. Therefore, it would be necessary to provide additional channel capacity from the Sacramento River to San Joaquin Delta, of such magnitude that complete flexibility in the distribution of the inflow would be available to allow the water to flow automatically to the portions of the basin where needed to satisfy the consumptive demands and the demands of salinity control. This required additional channel capacity, for flexible distribution of water supply furnished from the Sacramento River to control salinity and supply the consumptive demands of the delta, could be combined with the require-

\* Bulletin No. 25, "Report to Legislature of 1931 on State Water Plan," Division of Water Resources, 1930.

Bulletin No. 26, "Sacramento River Basin," Division of Water Resources, 1931.

ment of additional channel capacity for transfer of surplus water from the Sacramento River to the San Joaquin Delta, for exportation to the San Joaquin Valley by the San Joaquin River Pumping System of the proposed State Water Plan.

The preliminary plans\* for additional channel capacity between the Sacramento River and the San Joaquin Delta provide for the construction of a new channel from a point on the Sacramento River below Hood, extending along the old natural channel of Snodgrass Slough to a triple connection with Georgiana Slough and the north and south forks of the Mokelumne River. These latter channels then would be enlarged to some extent to Central Landing. From this point the water would flow to the various portions of the San Joaquin Delta where needed. The proposed plan for opening up and enlarging the old natural channel of Snodgrass Slough would be essentially a restoration of original natural conditions before reclamation development closed off this natural connecting slough as well as several other smaller connecting channels.

#### Results of Proposed Control of Salinity.

It is of particular interest to consider the results which would be obtained from the proposed plan of controlling salinity at the lower end of the delta by stream flow. It has been demonstrated previously that the proposed control at a point below Antioch would provide fresh water of ten parts or less of chlorine per 100,000 parts of water in the channels above Emmaton and Jersey, or in over 95 per cent of the delta. Below the proposed control point, salinity would continue to vary in a similar manner as during the last ten years or more, except that the maximum salinity at points in Suisun Bay would be definitely limited and the modification of stream flow resulting from the proposed State Water Plan of storage regulation and release for various purposes, including control of salinity, would modify to some extent the saline conditions throughout the year. Hence, it is of importance to determine, if possible, the salinity conditions under the proposed plan of control and compare the same with those which actually occurred.

In both the initial and ultimate stages of development of the State Water Plan,\*† provision has been made in the proposed operation of the storage units to furnish without deficiency water requirements of the Sacramento-San Joaquin Delta, including the full consumptive demands and the required supply for salinity control at the lower end of the delta to give positive protection to the water supplies and the lands and developments within the delta area. For the present study, the effect on salinity conditions of the operation of the initial development is considered to be of chief concern. In the proposed initial plan of development, Kennett Reservoir would be constructed with a storage capacity of 2,940,000 acre-feet, and operated to accomplish the following purposes: (See Plates I and II.)

\* Bulletin No. 25, "Report to Legislature of 1931 on State Water Plan," Division of Water Resources, 1930.

Bulletin No. 29, "San Joaquin River Basin," Division of Water Resources, 1931.

† Bulletin No. 26, "Sacramento River Basin," Division of Water Resources, 1931.



1. Floods on the Sacramento River would be controlled to 125,000 second-feet maximum flow at Red Bluff exceeded once in fourteen years on the average.
2. A navigable depth on the Sacramento River of five to six feet would be maintained from the city of Sacramento to Chico Landing with a substantial increase in depths from this latter point to Red Bluff.
3. Irrigation demands on the Sacramento River above Sacramento would be supplied, without deficiency, up to 6000 second-feet maximum draft in July.
4. An irrigation supply without deficiency would be furnished the Sacramento-San Joaquin Delta for its present requirements.
5. A fresh-water flow would be furnished of not less than 3300 second-feet past Antioch into Suisun Bay, controlling salinity to the lower end of the Sacramento-San Joaquin Delta.
6. A water supply without deficiency would be made available in the delta for the developed industrial and agricultural areas along the south shore of Suisun Bay in Contra Costa County.
7. An irrigation supply without deficiency, would be made available in the Sacramento-San Joaquin Delta sufficient in amount to fully supply the "cropped lands" now being served from the San Joaquin River above the mouth of the Merced River. This would be conveyed to these lands by the San Joaquin River Pumping System and would make possible the exportation of all the available supply in the San Joaquin River at Friant.
8. An annual average of 1,581,100,000 kilowatt hours of hydroelectric energy would be generated incidental to other uses.

Under this proposed method of operation, the resulting modified stream flow both into the delta and into Suisun Bay, which would have occurred during the period 1919 to 1929, has been estimated by months. These estimates of modified stream flow have been used for estimating the average monthly salinity which would have occurred during the same period at points from the lower end of Suisun Bay to the lower delta.

In order to carry out a study of estimated salinity conditions under the proposed control flow and operation of the initial development of Kennett Reservoir, it was necessary first to obtain a relation between average monthly salinity and average monthly stream flow, based upon the actual records of salinity and stream flow for the period 1920 to 1929. This special analysis was made for four typical stations in the area between the lower end of Suisun Bay and the lower end of the delta, including Bulls Head Point, Bay Point, O. and A. ferry and Antioch. Curves showing the relation between average monthly stream flow and average monthly salinity were plotted from the data for each year of available record at each of these stations, separate curves resulting for the period of advance and the period of retreat of salinity. For any one year, the two curves provided an empirical relation between average monthly stream flow and salinity covering the cycle of variation of salinity during both advance and retreat.



These curves are similar in character to the tidal diffusion curves heretofore presented, but are substantially different in that the relation between average monthly salinity and stream flow involves the element of time required for salinity to advance or retreat during any particular month, whereas the tidal diffusion curves express an instantaneous relation between tidal diffusion, or net control stream flow, and degree of salinity. The relation established therefore depends upon the variation of stream flow during the month and from month to month in any particular year. For this reason the curves of relation are considerably different in different years of record, depending upon the variation of stream flow.

Based upon these curves of empirical relation established from the actual records, estimates have been made of average monthly and maximum seasonal salinity, for the modified stream flow resulting from the initial plan of operation and development of the State Water Plan. The estimated salinities for each year from 1919 to 1929, inclusive, are shown in Table 30. The tabulation summarizes the maximum salinity for the season and the minimum and mean values of average monthly salinity for each year.

For comparative purposes the table also shows corresponding values of salinity from actual records, and estimated values of salinity actually occurring during years for which no records were available. No records of salinity were available at Antioch and O. and A. ferry prior to 1920, at Bay Point prior to 1926 and at Bulls Head Point prior to 1924. For these missing years of record, the estimated degrees of salinity which actually occurred were obtained from the curves of relation established from years of record, by applying the actual stream flow. These estimates of salinity which actually occurred were made for all four stations for the years 1912 to 1919, and also for the years 1920 to 1925 for Bay Point and 1920 to 1923 for Bulls Head Point. An entirely independent analysis was made also to check these estimates of salinity which actually occurred, based upon a relation established between mean monthly salinity and the water barge travel of the California and Hawaiian Sugar Refining Corporation (see Plate IV). Using the barge travel and the actual records of related salinity available during the last ten years, a relation was established between the distance in miles that the barge traveled above Crockett, averaged over a month, and the corresponding average monthly salinities at points downstream. This relation was then applied to the average monthly barge travel during the years of missing salinity records. The results of this independent method of analysis checked the previous method of analysis within reasonable limits. There were also a few scattered records of salinity at various points in the Suisun Bay area during the period of missing records, which provided some further check of the estimated values of actual salinity. In all cases the records of salinity checked the estimated values within reasonable limits. As a result of these independent checks on the primary basis of estimating mean salinity for both actual and modified stream flow, it is believed that the estimates presented in Table 30 may be considered to be a close approximation.

TABLE 30

COMPARISON OF SALINITY UNDER PROPOSED PLAN OF SALINITY CONTROL  
WITH ACTUAL SALINITY AND WITH SALINITY UNDER  
NATURAL STREAM FLOW

Mean tidal cycle surface zone salinity in parts of chlorine per 100,000 parts of water

| Station and year       | Estimated salinity with modified stream flow <sup>1</sup> |                         |                         | Actual salinity <sup>2</sup> |                         |                         | Estimated salinity with natural stream flow <sup>3</sup> |                         |                         |
|------------------------|---|-------------------------|-------------------------|------------------------------|-------------------------|-------------------------|--|-------------------------|-------------------------|
|                        | Maximum for season  | Minimum average monthly | Mean of average monthly | Maximum for season           | Minimum average monthly | Mean of average monthly | Maximum for season                                       | Minimum average monthly | Mean of average monthly |
| <b>Antioch</b>         |   |                         |                         |                              |                         |                         |  |                         |                         |
| 1912                   |   |                         |                         | *30                          | *0 to 10                | *0 to 10                | 10   | 0 to 10                 | 0 to 10                 |
| 1913                   |   |                         |                         | *50                          | *0 to 10                | *10                     | 30   | 0 to 10                 | 0 to 10                 |
| 1914                   |   |                         |                         | *50                          | *0 to 10                | *10                     | 20   | 0 to 10                 | 0 to 10                 |
| 1915                   |   |                         |                         | *60                          | *0 to 10                | *10                     | 20   | 0 to 10                 | 0 to 10                 |
| 1916                   |   |                         |                         | *60                          | *0 to 10                | *10                     | 10   | 0 to 10                 | 0 to 10                 |
| 1917                   |   |                         |                         | *60                          | *0 to 10                | *15                     | 40   | 0 to 10                 | 10                      |
| 1918                   |   |                         |                         | *190                         | *0 to 10                | *40                     | 80   | 0 to 10                 | 10                      |
| 1919                   | 100   | 0 to 10                 | 20                      | *220                         | *0 to 10                | *50                     | 100  | 0 to 10                 | 20                      |
| 1920                   | 100   | 0 to 10                 | 20                      | 592                          | 0 to 10                 | 109                     | 140  | 0 to 10                 | 20                      |
| 1921                   | 80  | 0 to 10                 | 10                      | 185                          | 0 to 10                 | 24                      | 80   | 0 to 10                 | 20                      |
| 1922                   | 80  | 0 to 10                 | 10                      | 194                          | 0 to 10                 | 22                      | 90   | 0 to 10                 | 15                      |
| 1923                   | 100   | 0 to 10                 | 15                      | 116                          | 0 to 10                 | 19                      | 40   | 0 to 10                 | 10                      |
| 1924                   | 100   | 0 to 10                 | 40                      | 815                          | 0 to 10                 | 246                     | 400  | 0 to 10                 | 65                      |
| 1925                   | 100   | 0 to 10                 | 20                      | 180                          | 0 to 10                 | 38                      | 40   | 0 to 10                 | 10                      |
| 1926                   | 100   | 0 to 10                 | 30                      | 731                          | 0 to 10                 | 152                     | 160  | 0 to 10                 | 25                      |
| 1927                   | 80  | 0 to 10                 | 10                      | 130                          | 0 to 10                 | 21                      | 40   | 0 to 10                 | 10                      |
| 1928                   | 100   | 0 to 10                 | 25                      | 319                          | 0 to 10                 | 62                      | 120  | 0 to 10                 | 30                      |
| 1929                   | 100   | 0 to 10                 | X                       | 425                          | 0 to 10                 | 97                      | 180  | 0 to 10                 | X                       |
| <b>O. and A. Ferry</b> |   |                         |                         |                              |                         |                         |  |                         |                         |
| 1912                   |   |                         |                         | *130                         | *0 to 10                | *40                     | 90   | 0 to 10                 | 35                      |
| 1913                   |   |                         |                         | *200                         | *0 to 10                | *60                     | 150  | 0 to 10                 | 40                      |
| 1914                   |   |                         |                         | *170                         | *0 to 10                | *40                     | 140  | 0 to 10                 | 35                      |
| 1915                   |   |                         |                         | *170                         | *0 to 10                | *40                     | 100  | 0 to 10                 | 30                      |
| 1916                   |   |                         |                         | *170                         | *0 to 10                | *35                     | 100  | 0 to 10                 | 30                      |
| 1917                   |   |                         |                         | *150                         | *0 to 10                | *50                     | 150  | 0 to 10                 | 50                      |
| 1918                   |   |                         |                         | *400                         | *0 to 10                | *100                    | 270  | 0 to 10                 | 75                      |
| 1919                   | 280   | 0 to 10                 | 85                      | *520                         | *0 to 10                | *150                    | 300  | 0 to 10                 | 90                      |
| 1920                   | 280   | 0 to 10                 | 85                      | 834                          | 0 to 10                 | 182                     | 420  | 0 to 10                 | 110                     |
| 1921                   | 260   | 0 to 10                 | 65                      | 454                          | 0 to 10                 | 115                     | 250  | 0 to 10                 | 70                      |
| 1922                   | 260   | 0 to 10                 | 60                      | 435                          | 0 to 10                 | 87                      | 250  | 0 to 10                 | 40                      |
| 1923                   | 280   | 0 to 10                 | 75                      | 417                          | 0 to 10                 | 92                      | 170  | 0 to 10                 | 60                      |
| 1924                   | 280   | 40                      | 140                     | 1,146                        | 20                      | 423                     | 650  | 20                      | 190                     |
| 1925                   | 280   | 0 to 10                 | 80                      | 444                          | 0 to 10                 | 111                     | 160  | 0 to 10                 | 55                      |
| 1926                   | 280   | 0 to 10                 | 95                      | 915                          | 0 to 10                 | 272                     | 400  | 0 to 10                 | 85                      |
| 1927                   | 260   | 0 to 10                 | 60                      | 403                          | 0 to 10                 | 87                      | 160  | 0 to 10                 | 40                      |
| 1928                   | 280   | 0 to 10                 | 100                     | 587                          | 0 to 10                 | 138                     | 350  | 0 to 10                 | 100                     |
| 1929                   | 280   | 30                      | X                       | 700                          | 10                      | 218                     | 180  | 0 to 10                 | X                       |
| <b>Bay Point</b>       |   |                         |                         |                              |                         |                         |  |                         |                         |
| 1912                   |   |                         |                         | *450                         | *80                     | *220                    | 350  | 30                      | 150                     |
| 1913                   |   |                         |                         | *600                         | *60                     | *240                    | 480  | 0 to 10                 | 170                     |
| 1914                   |   |                         |                         | *500                         | *0 to 10                | *150                    | 480  | 0 to 10                 | 160                     |
| 1915                   |   |                         |                         | *500                         | *0 to 10                | *150                    | 400  | 0 to 10                 | 130                     |
| 1916                   |   |                         |                         | *520                         | *0 to 10                | *140                    | 350  | 0 to 10                 | 110                     |
| 1917                   |   |                         |                         | *550                         | *30                     | *210                    | 500  | 0 to 10                 | 200                     |
| 1918                   |   |                         |                         | *800                         | *40                     | *300                    | 680  | 40                      | 280                     |
| 1919                   | 700   | 30                      | 300                     | *900                         | *0 to 10                | *330                    | 700  | 20                      | 290                     |
| 1920                   | 700   | 50                      | 280                     | *1,200                       | *30                     | *390                    | 800  | 40                      | 300                     |
| 1921                   | 680   | 10                      | 230                     | *850                         | *10                     | *270                    | 650  | 0 to 10                 | 220                     |
| 1922                   | 680   | 10                      | 200                     | *800                         | *0 to 10                | *230                    | 650  | 0 to 10                 | 220                     |
| 1923                   | 700   | 50                      | 260                     | *750                         | *60                     | *280                    | 500  | 20                      | 200                     |
| 1924                   | 700   | 210                     | 440                     | *1,350                       | *170                    | *680                    | 900  | 140                     | 450                     |
| 1925                   | 700   | 30                      | 280                     | *800                         | *0 to 10                | *320                    | 500  | 0 to 10                 | 200                     |
| 1926                   | 700   | 40                      | 320                     | 1,320                        | 20                      | 486                     | 800  | 10                      | 270                     |
| 1927                   | 680   | 0 to 10                 | 210                     | 830                          | 10                      | 236                     | 500  | 0 to 10                 | 140                     |
| 1928                   | 700   | 0 to 10                 | 300                     | 910                          | 10                      | 388                     | 700  | 0 to 10                 | 280                     |
| 1929                   | 700   | 170                     | X                       | 980                          | 100                     | 484                     | 850  | 80                      | X                       |

<sup>1</sup> The modified stream is that resulting from the operation of the initial development of the State Water Plan, with Kennett Reservoir (capacity 2,940,000 acre-feet) operated for various purposes, including the proposed control of salinity to the lower end of the delta near Antioch.

<sup>2</sup> Based upon actual records of salinity and estimates of salinity which actually occurred with stream flow during the period of record.

<sup>3</sup> Natural stream flow, based on estimates presented in Chapter III, which would have occurred if upstream irrigation and water supply developments were not in operation.

X Insufficient data for estimating salinity.

\* Estimated.

TABLE 30—Continued

COMPARISON OF SALINITY UNDER PROPOSED PLAN OF SALINITY CONTROL WITH ACTUAL SALINITY AND WITH SALINITY UNDER NATURAL STREAM FLOW

Mean tidal cycle surface zone salinity in parts of chlorine per 100,000 parts of water

| Station and year        | Estimated salinity with modified stream flow <sup>1</sup> |                         |                         | Actual salinity <sup>2</sup> |                         |                         | Estimated salinity with natural stream flow <sup>3</sup> |                         |                         |
|-------------------------|---|-------------------------|-------------------------|------------------------------|-------------------------|-------------------------|--|-------------------------|-------------------------|
|                         | Maximum for season  | Minimum average monthly | Mean of average monthly | Maximum for season           | Minimum average monthly | Mean of average monthly | Maximum for season                                       | Minimum average monthly | Mean of average monthly |
| <b>Bulls Head Point</b> |   |                         |                         |                              |                         |                         |  |                         |                         |
| 1912                    |   |                         |                         | *800                         | *280                    | *520                    | 840  | 180                     | 480                     |
| 1913                    |   |                         |                         | *900                         | *200                    | *490                    | 900  | 170                     | 490                     |
| 1914                    |   |                         |                         | *850                         | *0 to 10                | *330                    | 900  | 0 to 10                 | 350                     |
| 1915                    |   |                         |                         | *800                         | *20                     | *330                    | 800  | 0 to 10                 | 330                     |
| 1916                    |   |                         |                         | *800                         | *50                     | *310                    | 800  | 30                      | 300                     |
| 1917                    |   |                         |                         | *900                         | *130                    | *430                    | 900  | 100                     | 440                     |
| 1918                    |   |                         |                         | *1,100                       | *150                    | *570                    | 1,000  | 140                     | 530                     |
| 1919                    | 1,050   | 130                     | 550                     | *1,200                       | *130                    | *580                    | 1,000  | 100                     | 500                     |
| 1920                    | 1,200   | 230                     | 640                     | *1,650                       | *100                    | *710                    | 1,020  | 140                     | 540                     |
| 1921                    | 1,050   | 90                      | 460                     | *1,200                       | *50                     | *520                    | 950  | 70                      | 410                     |
| 1922                    | 950   | 100                     | 420                     | *1,050                       | *50                     | *400                    | 900  | 60                      | 360                     |
| 1923                    | 1,050   | 240                     | 560                     | *1,000                       | *200                    | *530                    | 900  | 150                     | 450                     |
| 1924                    | 1,200   | 640                     | 880                     | 1,590                        | 300                     | 951                     | 1,100  | 450                     | 740                     |
| 1925                    | 1,100   | 100                     | 540                     | 1,090                        | 100                     | 529                     | 950  | 70                      | 460                     |
| 1926                    | 1,200   | 130                     | 620                     | 1,540                        | 40                      | 718                     | 1,000  | 100                     | 490                     |
| 1927                    | 1,100   | -40                     | 450                     | 1,020                        | 30                      | 436                     | 900  | 40                      | 350                     |
| 1928                    | 1,150   | 70                      | 610                     | 1,110                        | 40                      | 615                     | 950  | 80                      | 480                     |
| 1929                    | 1,150   | 510                     | X                       | 1,170                        | 380                     | 717                     | 1,030  | 250                     | X                       |

<sup>1</sup> The modified stream flow is that resulting from the operation of the initial development of the State Water Plan, with Kennett Reservoir (capacity 2,940,000 acre-feet) operated for various purposes, including the proposed control of salinity to the lower end of the delta near Antioch.

<sup>2</sup> Based upon actual records of salinity and estimates of salinity which actually occurred with stream flow during the period of record.

<sup>3</sup> Natural stream flow, based on estimates presented in Chapter III, which would have occurred if upstream irrigation and water supply developments were not in operation.

X Insufficient data for estimating salinity.

\* Estimated.



Based upon estimates of reduction in stream flow into the delta for the period 1912 to 1929, as presented in Chapter III, it is also possible to obtain an approximation of the salinity conditions which would have occurred if natural stream flow unimpaired by upstream irrigation and storage developments had been available in these years. The estimates of salinity under conditions of unimpaired natural stream flow are of considerable value inasmuch as there has been a conflict of opinion expressed in regard to the probable salinity conditions in Suisun Bay as they naturally occurred prior to the extensive developments of irrigation and storage works on the upper Sacramento and San Joaquin River systems. Therefore, although there has been ample evidence previously presented in this report to show that saline water annually invaded Suisun Bay to the lower end of the delta in early years before any upstream developments occurred, the possibility of estimating the salinity under natural stream flow conditions provides a basis for further confirmation. Based upon the estimated amounts of reduction in stream flow combined with the records and estimates of the actual inflow into the delta, estimates have been made of average monthly salinity which would have occurred under conditions of unimpaired stream flow into the delta by applying the estimated amounts of unimpaired stream flow to the relations established between monthly stream flow and average monthly salinity from records of recent years, as previously described. These estimates of salinity with natural stream flow are tabulated in Table 30, and afford an opportunity of directly comparing estimated salinity under natural stream flow conditions with the observed and estimated salinity which actually occurred, and also with predicted salinity which would have resulted from the proposed control of salinity by stream flow under the proposed plan of control and operation with the initial development of Kennett Reservoir.

The comparative values of predicted and actual salinity shown in Table 30 indicate that salinity conditions for Suisun Bay and the lower delta would have been substantially improved under the proposed plan of control as compared to those actually occurring during the ten-year period, 1919 to 1929. The maximum and average salinity would have been substantially reduced, especially in the upper part of Suisun Bay above Bay Point. Conditions at the lower end of Suisun Bay near Bulls Head Point would not have been materially changed, although the estimates indicate that some reduction of average annual salinity would have been effected under the modified regimen of stream flow, and the maximum salinity would have been reduced in certain years. On the other hand the minimum values of average monthly salinity near Bulls Head Point would have been increased to some extent in certain years due to the effect of storage regulation involved in the proposed operation of Kennett Reservoir. At points in the upper part of Suisun Bay above Bay Point, the minimum degrees of salinity would have been substantially the same as actually occurred during the period 1919 to 1929. This improvement in the quality of water of Suisun Bay, especially in the upper channels from the lower end of the delta to below Pittsburg, would be of value to the industrial developments along the south side of Suisun Bay. Corrosion of cooling water equipment

would be decreased and the present attacks of the teredo on untreated timber piles of industrial water front structures would be prevented or materially reduced.

The comparative values of estimated salinity with the modified stream flow under the plan of proposed salinity control and under conditions of unimpaired natural stream flow are also significant. The estimates indicate that, with the modified flow resulting from the proposed operation of Kennett Reservoir under the initial development of the State Water Plan, salinity conditions in Suisun Bay would have been practically equivalent to those which would have prevailed if the stream flow naturally available had been allowed to flow unimpaired into the delta and Suisun Bay. In dry years, such as 1920, 1924 and 1926, and even in such years as 1928 and 1929, the maximum salinities at Antioch and O. and A. ferry would have been considerably less with the modified stream flow providing for proposed salinity control than with natural stream flow available, and hence salinity conditions would have been even better than under natural stream flow in some years.

Summarizing the foregoing studies, the proposed control of salinity by stream flow at the lower end of the delta coupled with the furnishing of required water supplies to meet the full consumptive demands of the delta would result in the following accomplishments:

1. The delta would be fully protected from any harmful saline invasion and the present salinity menace removed.
2. Ample and dependable irrigation supplies would be assured for the entire delta.
3. Land values in the delta would tend to be increased and the future possibility of expensive water right litigation between the delta and upstream water users would be eliminated.
4. The water in the channels of over 95 per cent of the delta would be fresh enough for industrial and domestic use. This would provide a suitable source of dependable fresh-water supplies for industrial, domestic, municipal and agricultural purposes in the upper bay region. Water supplies now or hereafter made available in the delta channels for these purposes could be feasibly conveyed by conduits.
5. The salinity of the waters in Suisun Bay would be reduced below that prevailing during the past ten years or more and would tend to approach the equivalent of conditions which would have occurred in the same years with natural stream flow unimpaired by upstream irrigation and storage diversions. The reduced salinity would benefit the industrial interests, especially in the upper Suisun Bay area, by decreasing corrosion and depreciation costs of cooling and condensing water equipment and by preventing or materially reducing the present destructive action of the teredo on untreated timber piling in water front structures.

Therefore, the proposed plan of controlling salinity by stream flow offers an effective remedy which, if adopted, and applied, would adequately take care of the salinity problem of the delta and upper bay region.





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APPENDIX A  
FIELD METHODS AND PROCEDURE IN SALINITY  
INVESTIGATION

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## FIELD METHODS AND PROCEDURE IN SALINITY INVESTIGATION

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The program initiated in 1929 for the investigation of salinity in the Sacramento-San Joaquin Delta and upper San Francisco Bay was by far the most comprehensive and intensive in its scope of any undertaken in the previous years of salinity investigation by the State. Although much of the field work undertaken was conducted under methods and procedure similar to those used in previous years, the greatly increased magnitude and scope of the 1929 program of field investigation necessitated a perfection of organization, procedure and methods. Many original and novel methods were developed as the work proceeded. This appendix briefly describes the detailed procedure and methods employed in the field for the investigation of salinity in 1929.

### Organization

The program carried out in 1929 required a much larger field organization than in any previous year. The organization of crews was effected and active work started immediately after the adoption of a program on May 20, 1929. During the course of the work from six to twenty-five men were employed directly in the field. These were grouped in various ways to meet the demands of the different special surveys and operations. Some of the special surveys required as many as twelve to fifteen men to a crew. Because of the large area to be covered, one of the most important necessities was efficient and adequate transportation. Crews were transported by automobile as far as possible, but much of the work required water transportation which was provided by special motor boats, and row boats or skiffs equipped with out-board motors. Much of the work on water had to be done at night under unfavorable weather conditions and with rough water, which at times made the work not only difficult but hazardous. Interference from passing commercial and pleasure craft and fishing boats and nets at times added to the difficulties.

### Salinity Sampling at Regular Observation Stations

The sampling at the regular observation stations comprised a continuation of the program, but greatly enlarged, under which the variation of salinity had been observed at stations in the delta and upper bay for several years. The number of stations was increased greatly over previous years, 76 being maintained during most of the season. As the salinity gradually retreated from the delta in the latter part of the season, the number was reduced correspondingly. However, about eighteen stations were continuously maintained throughout the year, whereas, previously, such all-year stations were only seven in number.



Samples of water were taken by the local observers at all of these regular stations at four-day intervals about one and one-half hours after the predicted time for high tide and immediately below the water surface, designated as the surface zone. In order that the four-day intervals should be the same at all stations, definite arrangements were made for the sampling to be done after the high tides originating at the Golden Gate on the 2d, 6th, 10th, 14th, 18th, 22d, 26th and 30th of each month. Each observer was furnished with a schedule showing the exact time at which samples were to be taken. These schedules were prepared from the published tide tables of the U. S. Coast and Geodetic Survey for San Francisco Bay (at the Golden Gate) and data, previously collected but corrected later during the season, which furnished the average time allowance for travel of the high tide from the Golden Gate to each station. The times for sampling after both the high-high and low-high tides were given in the schedule but the observer was instructed to sample only after the high-high tide when possible. If not possible, or impracticable, the observer was instructed to sample after the low-high tide. At twenty-two stations, samples were taken after both high-high and low-high tide for a period of four months, and at Antioch, samples after both these tides were taken throughout the 1929 season. During periods of variable stream flow such as occurred in June and December, 1929, daily samples were taken at many of the stations.

The samples were taken by means of a weighted bottle and, to insure that there would be no carry-over of salt from a previous sampling, the observers were instructed to thoroughly rinse the bottle with the water in the channel just previous to sampling. Water from the sampling bottle was poured into a two-ounce mailing bottle. The observer filled in upon a sticker previously affixed to the mailing bottle at the laboratory the name of the station, the date, the actual time of sampling (something may have interfered with sampling at the scheduled time), and the tide, whether high-high or low-high. The two-ounce bottle was mailed in an individual cardboard and tin container, previously stamped and addressed, to the testing laboratory of the State Division of Highways at Sacramento, where the samples were analyzed. Upon completion of the analyses, the empty two-ounce bottles and mailing containers in cartons of fifteen were mailed by the laboratory to the observers.

The form used for reporting the results of the laboratory analyses is illustrated by the accompanying reduction shown in Figure 1. These forms were in quadruplet of standard letter size.

STATE OF CALIFORNIA  
 DEPARTMENT OF PUBLIC WORKS  
 DIVISION OF WATER RESOURCES  
 Sacramento-San Joaquin Water Supervisor

Salinity Investigation in Delta of Sacramento and San Joaquin Rivers  
 Daily Laboratory Report of Analysis of Chlorine Content in Water

AT

OBSERVATION STATIONS

Sample taken one foot below water surface and approximately 1½ hours after high tide by local observers

-----19-----  
 (Month) (Day)

| STATIONS   | High High Tide |                |   | Low High Tide |                |   | Remarks |
|--|----------------|----------------|---|---------------|----------------|---|---------|
|  | Date           | Time of Sample | Parts of Chlorine per 100,000 Parts Water | Date          | Time of Sample | Parts of Chlorine per 100,000 Parts Water |         |
| <b>San Francisco—San Pablo &amp; Suisun Bay:</b> |                |                |   |               |                |   |         |
| Point Orient                                     |                |                |   |               |                |   |         |
| Point Davis                                      |                |                |   |               |                |   |         |
| Bulls Head Point                                 |                |                |   |               |                |   |         |
| Bay Point  |                |                |   |               |                |   |         |
| O. and A. Ferry                                  |                |                |   |               |                |   |         |
| Innisfail Ferry                                  |                |                |   |               |                |   |         |
| <b>North San Pablo Bay:</b>                      |                |                |   |               |                |   |         |
| Sonoma Creek Bridge                              |                |                |   |               |                |   |         |
| Grand View                                       |                |                |   |               |                |   |         |
| Vallejo  |                |                |   |               |                |   |         |
| Cuttings Wharf                                   |                |                |   |               |                |   |         |
| Napa   |                |                |   |               |                |   |         |
| Petaluma   |                |                |   |               |                |   |         |
| <b>Sacramento River Delta:</b>                   |                |                |   |               |                |   |         |
| Collinsville                                     |                |                |   |               |                |   |         |
| Mayberry   |                |                |   |               |                |   |         |
| Emmaton  |                |                |   |               |                |   |         |
| Three Mile Slough Bridge                         |                |                |   |               |                |   |         |
| Rio Vista Bridge                                 |                |                |   |               |                |   |         |
| Junction Point                                   |                |                |   |               |                |   |         |
| Liberty Ferry                                    |                |                |   |               |                |   |         |
| Isleton Ferry                                    |                |                |   |               |                |   |         |
| Isleton Bridge                                   |                |                |   |               |                |   |         |
| Howard Ferry                                     |                |                |   |               |                |   |         |
| Sutter Slough                                    |                |                |   |               |                |   |         |
| R. D. 2068                                       |                |                |   |               |                |   |         |
| Little Holland Ferry                             |                |                |   |               |                |   |         |
| Walnut Grove                                     |                |                |   |               |                |   |         |

Figure 1



### Tidal Cycle Salinity Surveys

This work involved the taking of samples at hourly intervals throughout a complete tidal cycle of about twenty-five hours and at vertical depth intervals of five or ten feet, depending on depth of water. It was always the endeavor to obtain at least four samples in the vertical including one in the surface zone (one-foot depth) and one two feet from the bottom.

As the results were to be used to determine the increase and decrease of the salinity with the rise and fall of the tide at the station selected, it was necessary to choose a point in the channel where there would be an unimpaired flow throughout the tidal cycle and where the depth would be representative of the average maximum depth. In some instances a wharf or a structure was found that provided a suitable sampling station. If no wharf or structure could be found, it was necessary to work from a boat.

At stations where it was anticipated that more than one series of samples would be taken, a permanent staff gage was set, and in some instances this gage was referred to a standard datum. At temporary stations a gage was set to an arbitrary datum and removed when the samples had been taken.

In order that the set of vertical samples should be truly representative of the variation of salinity in the vertical, it was necessary that there should be no delay between the taking of the samples. Various methods of sampling were considered and discarded because of requiring too much time, affording too great an opportunity for error under adverse field conditions, or other good reasons. In the first category were weighted bottles or containers and in the next, electrical indicating apparatus. It was considered highly desirable that a sample bottle of water be taken at the proper time and depth, thus insuring a semi-permanent field record and providing a sample which could be analyzed and checked at leisure under the best of conditions.

After trying out various methods, it was decided that some means of pumping a sample of water from the proper depth would overcome the objections outlined and would best answer the requirements. Extreme portability was desired and necessary if the work was to be properly completed at all of the locations selected for this special type of survey. It was considered that the apparatus constructed would be more or less standard for other types of special salinity surveys. Equipment was assembled as follows: A bucket-spray pump was converted by removing the screen and foot piece and welding in its place a one-half inch tee with the "run" horizontal. To one end of the tee was attached a street ell closed with a pipe plug and, at the other end, a hose adapter was inserted. This completed the pump which had a weight of about  $7\frac{1}{2}$  pounds. A high-grade one-half inch garden hose was chosen for a combined sounding line and conduit to convey the water from the desired depth. This was attached to the pump by a female coupling and the free end was closed with a one-half inch vertical check valve. This valve was only necessary when the work was from a wharf or other structure at some distance above the water and, in this case, eliminated the necessity for frequent priming of the pump. To permit rapid sampling even after dark, the



hose was graduated by using hose clamps as markers with one clamp at the ten-foot mark, two clamps at the twenty-foot mark, and, similarly, additional clamps for greater depths. Heavy cord was wrapped at the intervening five-foot marks. This permitted the operator to determine the soundings in the dark by feeling the graduations. In most instances a standard fifteen-pound current meter weight was found sufficient to hold the hose sufficiently perpendicular for all practical purposes when sampling. This weight was fastened so that the bottom was just two feet from the end of the hose, thereby avoiding the possibility of the end of the hose touching bottom and pumping up mud. The capacity of fifty feet of one-half inch hose is about one-half gallon. Therefore, to insure a complete flushing of the apparatus, a gallon of water was pumped before taking each sample. When depths necessitated using two lengths of hose, double the amount was pumped. This apparatus was used very successfully in water with a depth of eighty-six feet and a velocity of about six feet per second. However, with such high velocities, it was necessary to use a graduated stay line, manipulated by an extra man, to maintain the hose in a vertical position.

The containers used for water samples were the standard two-ounce sample bottles. They were packed in a box made from standard box shook and holding about 180 bottles. This number was found sufficient for the average set of samples. The bottles were labeled in advance with a printed sticker for filling in the following data: Name of station, date, test no. and depth. To avoid the possibility of mixing the sample bottles, the men were not permitted to mark the labels in advance on a greater number of bottles than would be used immediately for a group of test samples.

A report form in quadruplet (standard letter size) was kept in the field and when the survey was finished it was put in the box with the samples to be taken to the laboratory. This form is shown reduced in size in Figure 2. The field men were required to fill in the blank spaces in the heading, test number (for each group of samples) and staff gage reading. The standard depth referring to a particular gage height was taken when conditions were favorable, usually at slack water, and furnished a check on the rest of the sampling.

When it was necessary to work from a boat, a buoy carrying a lantern was anchored in the channel at a point selected for sampling to mark the location after dark. In some instances, the travel on the river rendered this impossible so that it was necessary to rely to some extent on the judgment of the men to anchor their boat in about the same place for each group of samples. The buoy used was patterned after those used by fishermen to indicate the location of their nets. It was shaped like a small wooden sled and was about two by three feet in size with runners made from 2" x 4" stock. This sled worked satisfactorily except in very rough water when the spray would splash on the lantern and break the globe. The sled was fastened to a suitable anchor for which the weight and length of rope were determined according to the depth of water and velocity of the current. A length of rope fastened to the sled and kept afloat by a wooden block aided in tying to the buoy and, when maneuvering at night, eliminated the danger of bumping the buoy with the boat.

STATE OF CALIFORNIA—DEPARTMENT OF PUBLIC WORKS  
 DIVISION OF WATER RESOURCES  
 SACRAMENTO-SAN JOAQUIN WATER SUPERVISOR

Salinity Investigation in Delta of Sacramento and San Joaquin Rivers  
 Laboratory Report of Analysis of Chlorine Content in Water for Period

OF

TIDAL CYCLE

STATION\_\_\_\_\_

Tidal Cycle Survey No.\_\_\_\_\_Date\_\_\_\_\_19\_\_\_\_Depth\_\_\_\_\_feet at\_\_\_\_\_gage height  
 (At beginning)

Chlorine content for standard sample\_\_\_\_\_parts per 100,000 (Sample taken one foot below water surface and at specified time after high tide, approximately 1½ hours, in accordance with instruction to local observer at this station. Standard sample for this tidal cycle is at one foot depth for Test\_\_\_\_\_)

| Test No. | Time | Gage Height | Chlorine Content in Parts per 100,000 for Depth in Feet . Below Surface of |  |  |  |  | Remarks |
|----------|------|-------------|--|--|--|--|--|---------|
|          |      |             |  |  |  |  |  |         |
|          |      |             |  |  |  |  |  |         |
|          |      |             |  |  |  |  |  |         |
|          |      |             |  |  |  |  |  |         |
|          |      |             |  |  |  |  |  |         |
|          |      |             |  |  |  |  |  |         |
|          |      |             |  |  |  |  |  |         |
|          |      |             |  |  |  |  |  |         |

T. E. STANTON  
 Materials and Research Engineer

Surveyed by\_\_\_\_\_ By\_\_\_\_\_ Chemist

Figure 2

At most of the locations for the tidal eyele salinity surveys, it was found that two men working in shifts of about six hours each could handle the work very nicely. The procedure would be as follows: Both men would go to the appointed place to get everything in readiness, install the staff gage, locate the channel, measure the standard depth, put out the buoy if necessary, and generally make conditions convenient and comfortable for a thirty-hour stay. One man would then leave. The actual sampling operations were as follows: For conveniencce each set of samples was usually taken on the hour. Just prior to the hour, the man on shift would read the staff gage, calculate the depth, mark the sampling depth on each bottle in the space provided on the label and place the marked bottles in order in a small box provided for this purpose. Ordinarily this would not take more than a few minutes. He would then go to the sampling place, let the weighted hose to the bottom, thereby checking his depth calculation, and start pumping. While some of the men could pump so uniformly as to be able to estimate a gallon very elosely, it was always demanded



that a gallon container be used and filled to insure the pumping of a gallon, or twice the capacity of the hose, before taking each sample. While pumping, the man would pick up his marked bottle, note whether or not it was the correct one, and, after pumping at least a gallon, fill the sample bottle from the pump. The hose would then be lifted successively to the other depths of sampling at five to ten foot intervals from bottom to water surface and the operation repeated at each sampling point.

#### River Cross Section Salinity Surveys

In this type of survey the object was to determine the distribution of salinity throughout an entire channel cross section at a given phase of the tide. Nearly all of these surveys were made at or shortly after high-high tide. The work was complicated because of the fact that, in the period when most of this work was required, the high-high tide occurred at night and the water was usually very rough. These surveys were made at two channel cross sections in the delta, one on the San Joaquin River near Antioch and the other on the Sacramento River at a point north of Antioch. The San Joaquin River section was about 2700 feet wide and varied in depth from 15 to 50 feet. The Sacramento River channel was about 3500 feet wide and had a uniform depth of about 32 feet. In these channels it was desired to take a set of samples at about ten-foot depth intervals from surface to bottom, about every 200 feet across the section. Samples were to be taken from both cross-sections at the same tide and, since one crew only was available for this work, the time factor was of vital importance. A fast, seaworthy speedboat was necessary to permit the crew to travel from one cross-section to the other with a minimum loss of time.

Prior to the beginning of the season's work, sights for range lights were selected at each location to enable the operator of the boat to maintain a course on the section line in the dark. As it was not feasible to buoy the section at 200-foot interval sampling points and too much time would have been consumed in endeavoring to locate the boat by triangulation, dead reckoning was relied upon to locate the sampling points. This was accomplished as follows: The throttle of the speedboat was set at a moderate cruising speed, the quadrant marked, the bow headed into the current and the rudder turned just enough to cause the boat to maintain the course of the section. The elapsed time from shore to shore was measured with a stop watch and the proper allowance for current, wind, and engine speed thus determined. Knowing the number of stops to be made, it was then possible to closely determine the proper traveling time between sampling points.

Three men were used on these surveys. The sampling equipment was the same as that used on the tidal cycle salinity surveys. In the segregation of work, one man was assigned to man the sounding line (graduated hose) and make the soundings, another to man the pump and fill the bottles after flushing the hose between samples, and a third, usually in charge of the party, was responsible for the operation of the boat and the marking of the labels on the bottles as they were filled. Upon arrival at the cross-section, the first duties were to set the light on the north bank, make the speed test across channel and set the light on south bank. It was usually possible to make the preliminary



run across the river in the darkness by the guidance of a star and some point silhouetted against the sky on the south bank. With the shore lights set, the men took their places in the boat and all equipment was put in readiness on the way to the first sampling point. Arriving here, the boat was headed into the current and held on line, without anchoring, by the motor. The sounding was made, the pump man began at once to take the bottom sample and as soon as he commenced filling the bottle, the hose man hauled up for the next depth sample. The alternate pumping, filling of the bottles and hauling were thus continued until the surface zone sample had been taken. The engine throttle was then advanced to give the same cruising speed as that used on the trial trip, and with the aid of a stop watch, the next sampling point was reached. These operations were continued until the opposite shore was reached. Ordinarily the correct number of stops were made, but at times the drift due to wind could not be calculated and more or less than the desired number of stops would be made. That the sampling points were spaced with surprising uniformity, however, was later shown when the soundings were plotted on actual cross-sections made from accurate soundings. Upon reaching the north shore, there remained only to gather the lights and proceed at full speed to the other section, where the same procedure was repeated. Using these methods, a maximum of 70 samples was taken in 70 minutes. This was elapsed time from the beginning of the first sounding until the last bottle was filled at the opposite shore. Recording gages near each of the sections were always inspected prior to each survey. Each bottle was marked with a label on which was filled in the name of the cross-section, the date, the station (sampling point) and the depth of sample. A special report form in quaduplet (letter size) was filled out in the field and sent with the bottles to the laboratory. This form, reduced, is shown in Figure 3.

#### River Cross-Section Tidal Cycle Salinity and Tidal Velocity Surveys

The purpose of this type of survey was to establish the relation between the variations of salinity and tidal velocity throughout a complete tidal cycle and for an entire river cross-section. The observations were made at each of three stations located at fixed points in the channel on each of the river sections previously used for the "River Cross-Section Salinity Surveys." It was considered that three stations on each section would be the maximum that one crew could handle and secure at each station a complete hourly set of velocity readings and water samples. In order to anchor buoys in the channel at the stations, it was necessary to obtain permission from the U. S. Lighthouse Service as both of the sections were on navigable waterways and the placing of new lights in the channel without proper notice would have been confusing to navigators. The buoys, made from fifteen-gallon oil drums painted the prescribed colors, red, white and green, were anchored in the channel with half-inch wire rope. A "sled" was fastened to each buoy with a short piece of rope and on the "sled" was placed a lantern. With the lanterns burning in rough weather and waves not infrequently breaking over the sled, some difficulty was experienced due to cracking of the lantern globes. This caused little delay, however, as the power boat used was equipped with an excellent

spotlight with which an unlighted buoy could be readily located. Considerable difficulty in locating the buoys probably would have occurred, however, had the three lanterns been extinguished simultaneously.

STATE OF CALIFORNIA—DEPARTMENT OF PUBLIC WORKS  
 DIVISION OF WATER RESOURCES  
 SACRAMENTO-SAN JOAQUIN WATER SUPERVISOR

Salinity Investigation in Delta of Sacramento and San Joaquin Rivers  
 Laboratory Report of Analysis of Chlorine Content in Water

IN  
 RIVER CROSS SECTIONS

SECTION-----

Survey No. \_\_\_ Date \_\_\_ 19\_\_ Gage Height: Beginning----Ending----- Time of Survey: Beginning----Ending-----

| Station From Left Bank, In Feet | Depth at Station, In Feet | Chlorine Content in Parts Per 100,000 For Depth in Feet Below Surface of |  |  |  |  |  | Remarks |
|---------------------------------|---------------------------|--|--|--|--|--|--|---------|
|                                 |                           |  |  |  |  |  |  |         |
|                                 |                           |  |  |  |  |  |  |         |
|                                 |                           |  |  |  |  |  |  |         |
|                                 |                           |  |  |  |  |  |  |         |
|                                 |                           |  |  |  |  |  |  |         |
|                                 |                           |  |  |  |  |  |  |         |
|                                 |                           |  |  |  |  |  |  |         |
|                                 |                           |  |  |  |  |  |  |         |
|                                 |                           |  |  |  |  |  |  |         |

Surveyed at Time of Tidal Cycle Stream Flow Measurements:

Georgiana No.-----From-----to-----  
 Three Mile No.-----From-----to-----

T. E. STANTON  
 Materials and Research Engineer

Surveyed by----- By-----  
Chemist

Figure 3

Comprising the equipment used were the standard sampling pump, the two-ounce bottles with the same label as that used for the cross-section surveys, and an electric current meter outfit. A staff gage set up at one end of the section was read at the beginning and end of each series of observations. In meeting the requirements in this work for a boat with plenty of room and one which could be maneuvered handily, a regular double-ended fishing launch was rented from a fisherman who was hired to operate the boat throughout the measurements.

The crew comprised one man for the sampling hose, one to operate the pump and fill the bottles, one to operate the current meter and keep the notes of this operation, and the boatman, who also rendered other assistance when needed. Ordinarily, the men worked in eight-hour



shifts when the work was to extend over a period of several days. For one tidal cycle only, however, one crew would generally put in about one-half of the cycle to a shift. At each station in each section at hourly intervals throughout a tidal cycle or longer, measurements of velocity were taken at the same times and depths as those of the water samples. The time of the velocity reading as well as the depth was entered on the current meter sheet. The observations and samples at all three stations could usually be taken in about forty minutes elapsed time. The salinity samples were reported on the form shown in Figure 3.

#### Tidal Cycle Stream Flow Measurements

As a part of the 1929 investigation, measurements were made of the flow in the Sacramento River and its branch channels below Sacramento for the purpose of determining the division and distribution of the total flow passing Sacramento. All of these channels are affected by tidal action and required special methods and procedure for measurement of flow. The methods and procedure for this type of measurement had been previously developed and used in connection with the work of the Sacramento-San Joaquin water supervisor.

In a tidal channel there is no fixed relation between gage height and discharge as the relation is constantly changing with the change in slope resulting from the rise or fall of the tide. The flow is not only variable in rate but also may change in direction. It was necessary to resort, therefore, to some method of measurement which would determine the mean or net discharge for a complete tidal cycle period of 24 to 25 hours. This was accomplished by making current meter measurements of the flow in the channel at intervals of about one hour throughout a complete tidal cycle and deriving the mean or net discharge for a tidal cycle graphically from the results as plotted on cross-section paper. The hourly discharges in cubic feet per second were plotted as ordinates against time as abscissae. In cases of reversal in flow, the positive flows downstream and the negative flows upstream were plotted respectively above and below the line of zero flow. A smooth curve was then drawn through the plotted points and the total area, within the limits of the beginning and ending of the tidal cycle and enclosed between the curve and the line of zero flow, was measured by planimeter. In cases of reversal in flow, the areas above the line of zero flow, designated as positive for downstream flow, and those below, designated as negative for upstream flow, were planimetered separately and added algebraically. If this algebraic sum was positive, the net flow for the tidal cycle would be downstream, while, if negative, it would be upstream. The net or mean flow for the tidal cycle was then derived by dividing the total area by the length of the intercept between the ordinates at the beginning and ending of the cycle, and multiplying the resulting figure by a factor determined from the ordinate scale.

Because of the rapidly changing gage height and corresponding discharge, it was absolutely essential that each hourly set of current meter readings should be taken with maximum dispatch. Where the channel was of considerable width, therefore, time did not permit the number of velocity observations across the channel which usual stand-



ard methods of current meter measurements would prescribe. It was necessary that the number of velocity readings be reduced and this was accomplished by the following procedure: An initial set of readings was taken across the section in accordance with the usual standard methods; the resulting velocities at each measuring point were then plotted on a graph against distance from a fixed point on one side of the section and a smooth curve drawn through the plotted points; by inspection of this curve, it was then possible to select a smaller number of measuring points where it appeared that the velocities were representative averages for considerable sections of the channel width. The reduced number of measuring points were then used for the hourly current meter velocity readings throughout the tidal cycle. Current meter velocity measurements were taken only at six-tenths depth, as the gain in speed with this method was considered of greater value than the slightly greater accuracy which the use of the two-tenths and eight-tenths depth method would have given.

Further expedition was accomplished by eliminating the necessity for soundings before each hourly set of observations. Based upon accurate initial soundings, there was prepared a set of standard six-tenths depths for each measuring point referred to a specific gage reading. Just before each set of hourly measurements was started, the gage was read and the six-tenths depths for the ensuing measurements were computed and recorded in advance by applying the proper correction to the "standard" six-tenths depths.

Ordinarily the measurements were made from a boat which was fastened to and passed along a cable stretched across the channel on the section. Under these conditions, and using the methods that have been described, the hourly measurement for a channel 600 feet wide and 30 feet deep could be made by an experienced crew in less than fifteen minutes from the first to the last reading. Most of the channels were of smaller width and took less time per measurement.

For this type of measurement, the endeavor was to select a straight stretch of channel of more or less uniform depth. This was of particular importance where reversals of current occurred with the flood and ebb tides. If the channel were not fairly uniform under these conditions, the points selected to give average velocity for one direction of flow might not hold when the flow was in the opposite direction.

The actual measurements were ordinarily begun about two hours after either a high or a low tide. Hourly measurements were continued for a period of about 25 hours or more, or until the gage indicated the same tidal stage during the similar and next succeeding period of flood and ebb tide as that occurring at the beginning of the measurement. In cases of reversal in flow, the time of slack water was observed as nearly as possible by means of a rod float, and it was the usual practice to avoid making current meter measurements near the time of slack water.

In addition to the engineer in charge, the stream-gaging crew for each measuring station usually comprised two men each for three shifts in a twenty-four-hour period. One man would handle the boat and keep notes while the other operated the current meter. At the beginning of the measurement, the engineer in charge would aid in making the proper set-up, selecting the measuring points from the initial

soundings and set of standard gagings, and deciding on all details of procedure.

Essential items of equipment were: row boat, cable, staff gage, electric current meter (cable suspension), rod float, current meter notes, cross-section paper on small drawing board, light block and tackle with a "come-along," lanterns, and temporary camp equipment. The cable was made up from Stone patent clothes line, about 3/16 inch in diameter. This has a twisted steel core and is galvanized. The cable was graduated by forcing strips of flagging through the strands; white strips every ten feet and red every fifty feet. It was necessary to arrange the cable suspension so that the cable could be easily and rapidly slacked to the bottom of the channel to permit the passing of boats and steamers. A rod float was used to observe the direction of current for each hourly measurement.

#### Tide Gage Operation

In order to obtain complete information on tides in the bay and delta channels, required for determining the effect of tidal action on the variation of salinity, a number of tide gage stations were established at the beginning of the work in 1929 to supplement those already in operation under Federal, State and private agencies. The following new stations were established: Benicia, Antioch, Collinsville, Sacramento and San Joaquin ends of Three-Mile Slough, Walnut Grove, San Joaquin end of Georgiana Slough, Mossdale Bridge and Sacramento. At a later time stations were established at Crockett, Point Orient, Hunters Point, San Mateo Bridge and Dumbarton Bridge. Automatic tide gage recorders were installed at all of these stations, including six "Stevens Type B" recorders equipped with special time and gage height ratios, two "Stierles" recorders, and one standard and several portable-type tide gages borrowed from the U. S. Coast and Geodetic Survey.

The maintenance of these new stations and the acquired maintenance of a number of those previously in operation by other agencies practically required the full time of one man who was designated to make the continuous rounds of the stations and keep all equipment in first-class working order. Staff readings were taken and the recorders checked at frequent intervals in accordance with the standard of the U. S. Coast and Geodetic Survey. In addition to the special man assigned to the maintenance and inspection of all gages, local observers were appointed to make daily readings of the staff and clock for a number of the gages.

All tide gages were tied to a common level datum by precise level lines. The basic precise level lines were run by the U. S. Geological Survey in cooperation with the State. From the precise level bench marks thus established, the tide gages were tied in by lines of levels run by the State. This was a most important part of the field work connected with the installation of these tide gages.

#### Summary of Operations

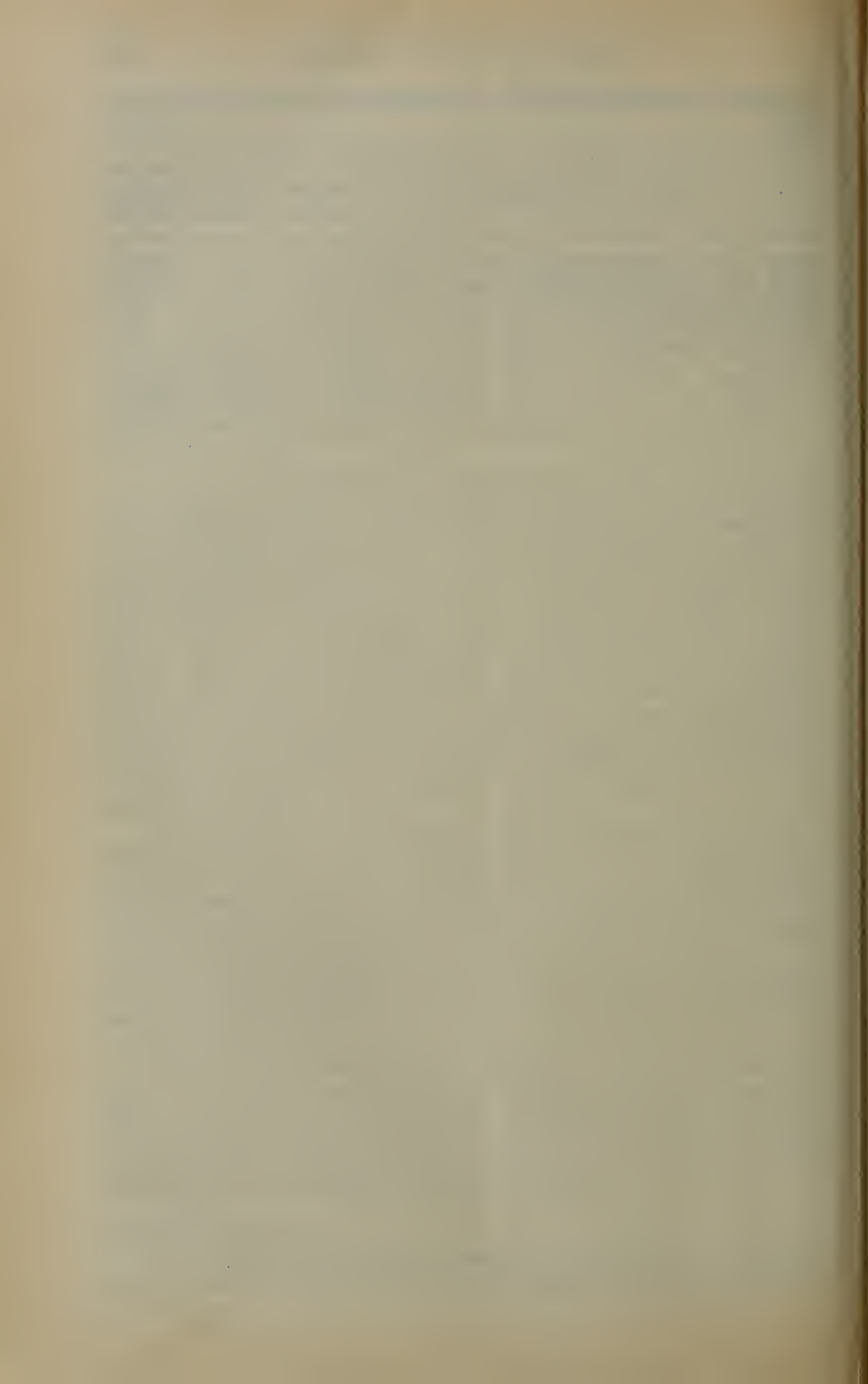
The following tabulation summarizes the number of the various types of special surveys made and the number of samples taken and

analyzed for salinity during the investigation from May to December, 1929 :

| Type of station or survey                         | Number of stations | Number of surveys | Number of salinity samples |
|---|--------------------|-------------------|----------------------------|
| Regular salinity observations-----                | 76                 | --                | 4,695                      |
| Special tidal cycle salinity surveys-----         | 14                 | 90                | 9,457                      |
| Special river cross-section salinity surveys----- | 2                  | 33                | 6,317                      |
| Miscellaneous salinity observations-----          | --                 | --                | 150                        |
| Complete chemical analyses-----                   | *12                | --                | *18                        |
| Special stream gaging-----                        | 5                  | 59                | ----                       |
| Automatic tide gages-----                         | 14                 | --                | ----                       |
| Totals -----                                      | --                 | 182               | 20,637                     |

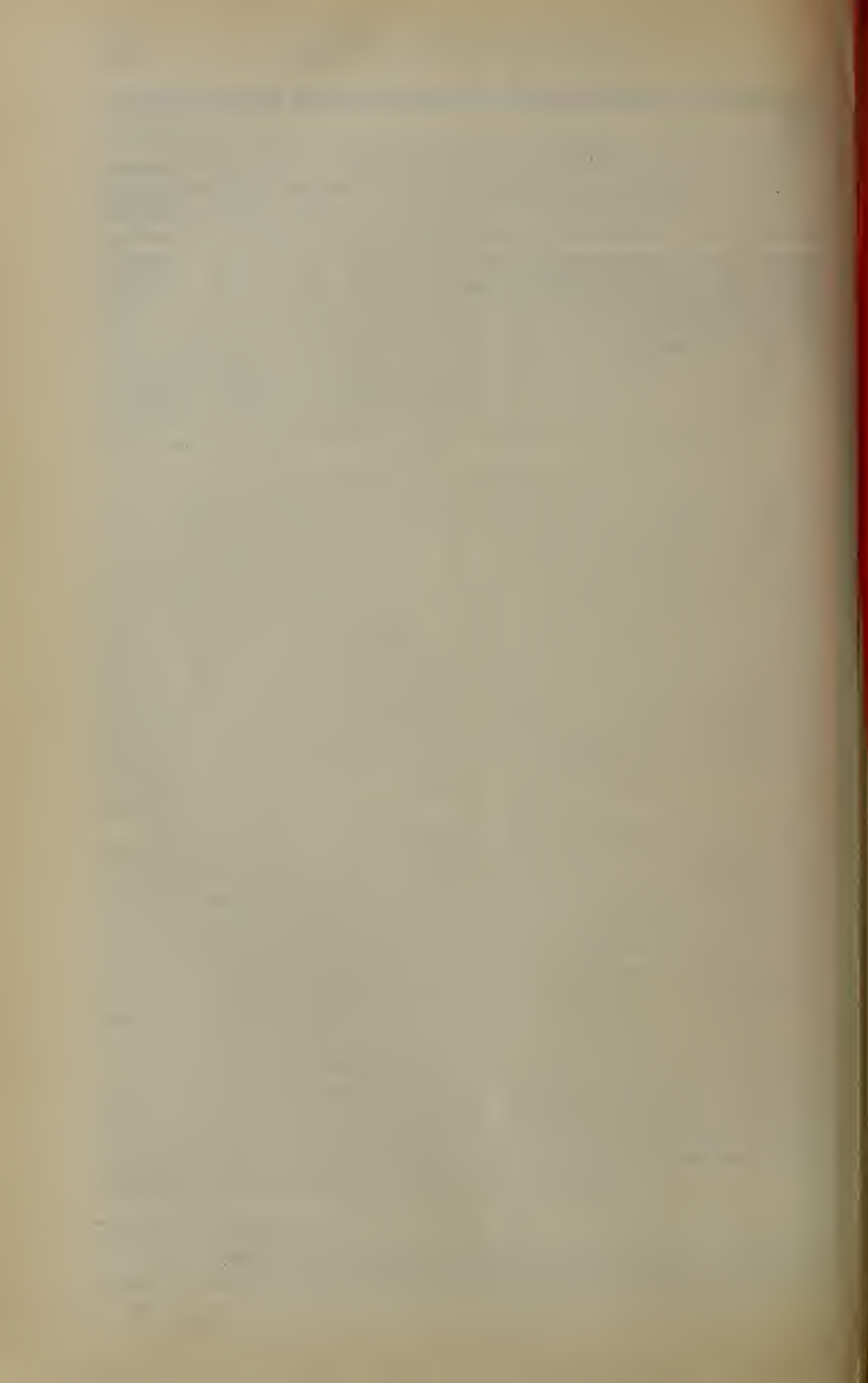
\* Samples taken at four additional stations in January, 1930. (See Table 36.)







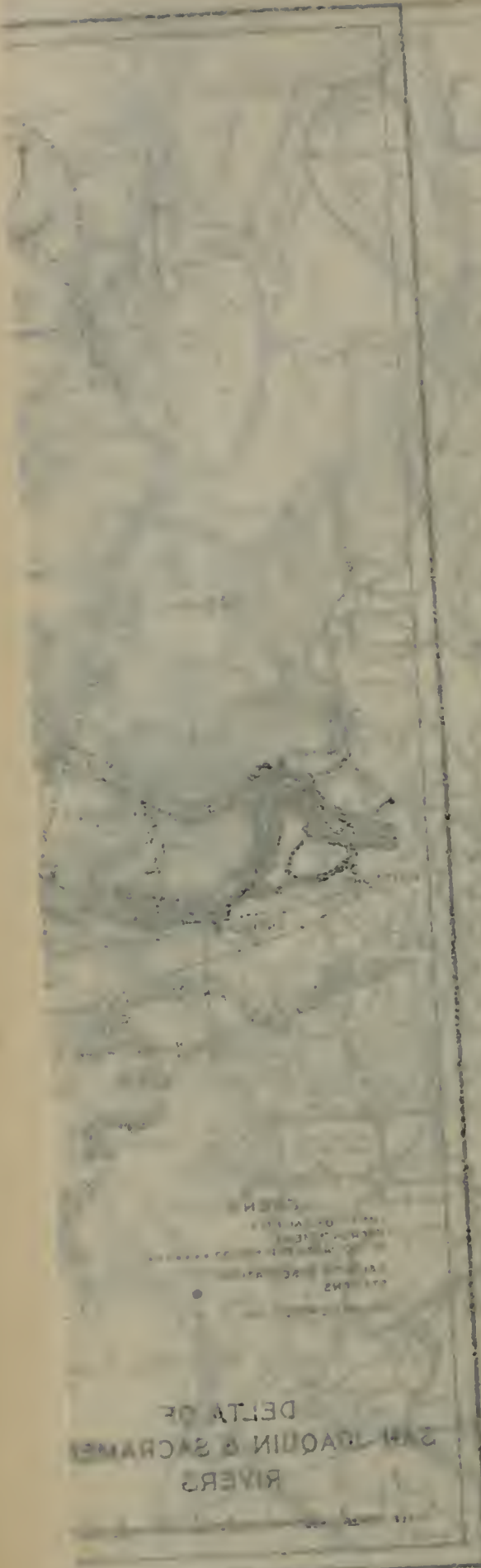
acramento-San Joaquin Water Supervisor of Chlorine per 100,000 Parts of Water, 1920







Delta of Sacramento and San Joaquin Rivers, Showing Limits of Salinity Encroachment of 100 Parts of Chlorine per 100,000 Parts of Water, 1920 to 1931, Inclusive.



DELTA OF  
SACRAMENTO & SACRAMENTO  
RIVERS

CITY  
 RAILROAD  
 CANAL  
 SLOUGH  
 DRAINAGE

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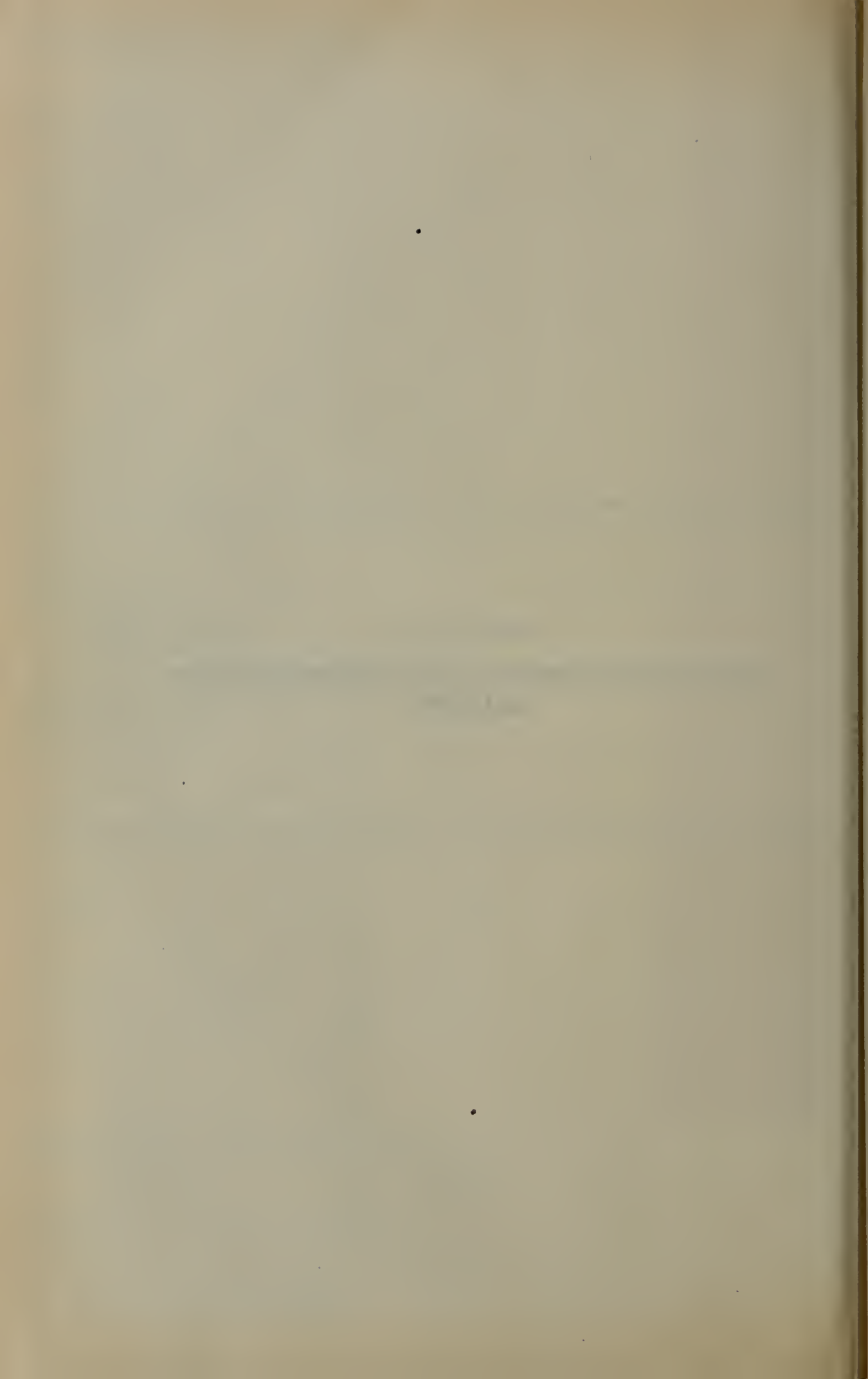
APPENDIX B

LABORATORY METHODS FOR DETERMINATION OF  
SALINITY

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## LABORATORY METHODS FOR DETERMINATION OF SALINITY

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Although there are several methods used for determination of salinity in water, it is recognized generally that the most accurate is a chemical analysis. For a determination of all dissolved salts, this involves a complete quantitative and qualitative chemical analysis of the water. However the salinity of ocean water largely consists of common salt (Na Cl) and it is common practice to express the salinity of ocean water in terms of its chlorine content. Therefore, since the salinity of the waters of the upper bay and delta is mostly the result of invasion of saline water from the ocean, the salinity has been determined, from the beginning of investigations by the State, in terms of chlorine content.

There are three standard methods of chlorine determination.

### 1. Gravimetric Method.

Determination of chlorine combined as chloride by precipitation as silver chloride.

### 2. Volumetric Method. (Volhard.)

Determination of chlorine in acid solution, silver thiocyanate and ferric alum method.

### 3. Mohr Method.

Volumetric determination of chlorine in a neutral solution, silver chromate method.

Under the first, or Gravimetric, the chloride ion is precipitated and weighed as silver chloride; under the second, or Volhard's method, the chloride is precipitated with an excess of silver nitrate, precipitated silver chloride filtered off, and the excess silver nitrate in the filtrate is then titrated with thiocyanate using ferric alum as an indicator; whereas under the third, or Mohr method, the neutral solution is titrated with silver nitrate using potassium chromate as an indicator.

While the precipitation and weighing method is very accurate, it requires considerable time and is subject to various possible errors through manipulation when an attempt is made to speed up the work. Volhard's method is more rapid than the first method, but is subject to the same limitations as to the number of determinations which can be made in a given time. Either the first or second method takes at least ten times as long as a determination by the Mohr method.

### Adopted Method of Analysis

The method adopted and used for the chemical determination of chlorine content of salinity samples is that known as the "Mohr" method, involving the titration of a neutral solution of the sample of water with silver nitrate, using potassium chromate as an indicator.

This method can be used only with a neutral solution but, as the water which was being analyzed was seldom acid or alkaline, it was perfectly adapted to the problem. It is standard for analysis of water, is rapid, easily checked, and, while subject to certain errors, attains a high degree of accuracy by standardized procedure. Very few of the waters were alkaline to phenolphthalein but, where such was the case, the sample was neutralized with 1/50 normal acid. The accuracy obtainable with the method used was found to be close. Two experienced chemists could check one another within the limits of the burette, or 0.1 ml. The salinity range of the water analyzed was from one part to about 1900 parts of chlorine per 100,000 parts of water. Inasmuch as, under the method used, two chemists were able to check each other within a fractional part of one per cent or within 20 parts of chlorine per 100,000 parts of water when determining the highest concentration, it can be seen readily that the accuracy of the method adopted was amply sufficient for the purpose.

#### Laboratory Procedure

The solutions used in the titration of water samples for salinity comprised silver nitrate and potassium chromate. The standard solution of silver nitrate was prepared, in accordance with usual laboratory practice, of such strength that one milliliter (ml.) of the silver nitrate solution would completely react with and be equivalent to one milligram of chlorine in a standard sodium chloride solution containing one gram of chlorine per liter of sodium chloride solution. The standard silver nitrate solution contained about 4.794 grams (dry weight) per liter of silver nitrate solution, the exact amount depending upon the purity of the silver nitrate. The standard sodium chloride solution contained 1.6485 grams (dry weight) per liter of sodium chloride solution. The potassium chromate solution, used as a color indicator, was prepared by dissolving 50 grams of potassium chromate in sufficient distilled water to make one liter of solution. The potassium chromate must be free from chlorides.

In order to have a standard for comparison of color to denote the completion of the titration, a color standard was prepared by adding one milliliter of the potassium chromate solution, as above prepared, to 50 milliliters of distilled water and 0.3 milliliters of the standard silver nitrate solution. This color standard was of a reddish orange color due to the presence of silver chromate resulting from the combination of silver nitrate and potassium chromate. The volume of the color standard was the same as the volume of the diluted samples of water to be analyzed for salinity.

The procedure of titration was then as follows: The water sample to be analyzed for salinity was diluted with distilled water to make a total volume of the diluted sample equal to 50 milliliters. The amount of the water sample used was chosen so that about six milliliters of the standard silver nitrate solution would be required to complete the titration. To this diluted sample, one milliliter of the potassium chromate solution was added followed by the addition of the standard silver nitrate solution until the color of the sample matched with the color standard. The amount of standard silver nitrate solution in the color standard, namely 0.3 milliliters, was then subtracted from the



total amount of silver nitrate solution added to the sample. The remaining number of milliliters of the standard silver nitrate solution used gave the number of milligrams of chlorine in the original quantity of the sample taken for dilution. It was then merely a matter of arithmetic to obtain the number of parts, or grams, of chlorine per 100,000 parts, or cubic centimeters, of the sample.

Two permanent set-ups were used, with the light conditions as near the same as it was possible to obtain. Two chemists were employed constantly for the most part in this work and, in order to eliminate the personal error, the personnel was not changed except that additional assistance was furnished from time to time when more samples were received in a shorter period than two men could handle expeditiously. Each man would prepare two sets of samples (about 30 to a set) and titrate one set. The positions would then be changed and the operators would titrate one another's second set. It was required that all samples check within 0.1 ml. The entire halogen content of the samples were reported in terms of chlorine; no separation between them being made.

When but a limited number of samples of water were being received at the laboratory daily and it was necessary for a chemist to switch from one job to another, such as clerical work, making out reports, and shipping sample bottles, chlorine determination of 60 samples was considered a good day's work for one man, not including a check determination.

During the early summer months of 1929, water samples for salinity investigation began to arrive in large numbers and it became evident that this would increase during the summer months so that a standard method of procedure would be needed to expedite the reporting of results with no delay. The procedure finally adopted to best meet the conditions was as follows:

Samples were handled in box lots as brought to the laboratory in order to complete sets of samples so box lots of clean bottles could be sent out again. All sample boxes contained a tabulated sheet giving time, date, location, and observer. Bottles were counted to check with the number shown and then compared against the list as to location, time and date, to check out any discrepancy so that a suitable record could be made. The time, date, and location of each sample was listed in a record book for further reference.

Thirty samples were run at one time by placing the bottles in a row, placing a beaker in front of each sample bottle, putting a suitable quantity of the sample in the beaker according to amount of salt present, diluting the sample with distilled water and titrating the same, and finally replacing the beaker in original position on the table so as not to leave any empty spaces in the beaker row in order to keep all samples in correct position. Each man took care of his own glassware. By this method one operator was able to report an average of 120 to 130 analyses per day. Where the operator was required to do all clerical work and care of glassware attached to reporting results, an average of 60 samples was analyzed.

Later on when it became apparent that duplicate results would be advisable, the method used was the same except that, instead of placing one beaker in front of the sample bottle, two beakers were placed in

position and two samples of water taken. Duplicate results were obtained by having one operator complete one set and having another operator complete the other set. Results were then compared, and, if not checking within the variation allowed, another set of duplicate determinations were made. By this method of procedure one operator was able to complete an average of 90 samples or 180 determinations per day.

The methods of procedure above described apply particularly to the 1929 season, when over 20,000 samples of water were analyzed in a period of eight months. However, the methods of analysis used were the same in previous years from 1923 to 1929, during which period about 10,000 samples were analyzed; and also have been the same since 1929.

#### Complete Chemical Analysis of Water

For the more complete chemical analysis of water, the residue (total solids) was determined by weighing after evaporation of sample at 110°C. A qualitative and quantitative analysis was then made to determine carbonates, bicarbonates, silicates, iron and alumina, calcium, magnesium, sodium, chlorides, and sulphates. The total hardness was obtained from the magnesia lime content by the following formula:

$$\text{*Hardness (H)} = \text{Ca} \times 2.5 + \text{Mg} \times 4.1.$$

The alkalis, as Na, were calculated as follows:

$$\text{*Na} = .83 \text{ CO}_3 + .41 \text{ HCO}_3 + .71 \text{ Cl.} + .52 \text{ SO}_4 - .5 \text{ H (hardness)}$$

Other constants were obtained by standard practice for water analysis.

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\* U. S. Geological Survey Water Supply Paper 495, 1923, page 95, 96.

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APPENDIX C

RECORDS OF SALINITY OBSERVATIONS

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| Table   | Page          |
|---|---------------|
| 31 Description of salinity observation stations, 1920 to 1931.....  | 268           |
| 32 Period of record of salinity observation stations, 1920 to 1931.....   | 272           |
| 33 Salinity observations, Sacramento-San Joaquin Delta and upper San Francisco Bay, 1920 to 1931.....                               | 274           |
| 34 Miscellaneous salinity observations, prior to 1920.....  | 377           |
| 35 Miscellaneous salinity observations, after 1920.....   | 386           |
| 36 Summary of complete chemical analyses of water at points in San Francisco Bay and Sacramento and San Joaquin River channels..... | Following 392 |

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TABLE 31  
DESCRIPTION OF SALINITY OBSERVATION STATIONS, 1920 TO 1931

| Station  | Miles* from Golden Gate | Time interval between high tide at Golden Gate and time for taking samples at station |         | Location   |
|--|-------------------------|---|---------|--|
|  |                         | Hours   | Minutes |  |
| <b>San Francisco, San Pablo and Suisun Bays</b>    |                         |   |         |  |
| Point Orient.....                                  | 12.3                    | 2   | 20      | Northerly end San Francisco Bay, east shore, one-half mile south of Point San Pablo, at wharf of Standard Oil Company. |
| Point Davis.....                                   | 25.2                    | 3   | 15      | Easterly end San Pablo Bay, south shore, Oleum wharf of Union Oil Co.  |
| Carquinez Light Station.....                       | 26.3                    | 3   | 20      | Carquinez Strait, near junction with Mare Island Strait.   |
| Crockett.....                                      | 27.5                    | 3   | 25      | Carquinez Strait, south bank at wharf of California-Hawaiian Sugar Refining Corp.                                      |
| Bulls Head Point <sup>1</sup> .....                | 34.0                    | 3   | 50      | Westerly end Suisun Bay, south shore, at wharf of Mountain Copper Co.  |
| Bay Point.....                                     | 39.9                    | 4   | 15      | Suisun Bay, south shore, Bay Point wharf of Coos Bay Lumber Co.  |
| Sprig Club.....                                    | 44.7                    | 4   | 30      | Montezuma Slough, about 2 miles from Suisun Bay end.   |
| O. and A. Ferry.....                               | 46.5                    | 4   | 40      | Upper end Suisun Bay between Mallard Station and Chipps Island on Sacramento-Northern R. R. Ferry crossing.            |
| Innisfail Ferry.....                               | 47.3                    | 4   | 50      | Montezuma Slough, about 1 mile east of junction with Cut-off Slough, near northerly end of Grizzly Island.             |
| Pittsburg.....                                     | 50.0                    | 5   | 25      | South bank of New York Slough, at plant of Great Western Electro Chemical Co.  |
| O. and A. Bridge.....                              | 50.6                    | 5   | 20      | Montezuma Slough, at Sacramento-Northern Railroad crossing.  |
| <b>North of San Pablo Bay</b>                      |                         |   |         |  |
| Grand View.....                                    | 27.0                    | 3   | 10      | Petaluma Creek, State Highway drawbridge near town of Grandview.   |
| Sonoma Creek Bridge.....                           | 26.4                    | 3   | 10      | Drawbridge, Sonoma Creek entrance.   |
| Vallejo.....                                       | 29.1                    | 3   | 35      | Sears Point Toll Road bridge, on Napa River, about one mile from Mare Island Navy Yard Causeway.                       |
| Lakeville.....                                     | 33.8                    | 3   | 40      | Petaluma Creek, at town of Lakeville about 7½ miles from mouth of creek.   |
| McGill.....  | 30.6                    | 3   | 25      | Sonoma Creek at McGill on Northwestern Pacific Railroad about 1 mile south of Wingo.                                   |
| Cuttings Wharf.....                                | 36.7                    | 4   | 00      | Right bank of Napa River, opposite north end of Bull Island, near Carneros Station on Southern Pacific Railroad.       |
| Merazo.....  | 32.7                    | 3   | 40      | Hudemann Slough Bridge, due south of Merazo Station on Santa Rosa branch of Southern Pacific Railroad.                 |
| Napa.....  | 43.7                    | 4   | 20      | Third Street bridge on Napa River, at Napa.  |
| Petaluma.....                                      | 45.7                    | 4   | 30      | Petaluma Creek, at Washington Street bridge in Petaluma.   |
| <b>Sacramento River Delta</b>                      |                         |   |         |  |
| Collinsville.....                                  | 50.8                    | 5   | 25      | North bank Sacramento River at junction with San Joaquin River.  |
| Mayberry.....                                      | 54.2                    | 5   | 40      | North bank of Sacramento River just below Mayberry Slough.   |
| Mayberry prior to October, 1929 and in 1931.....   | 54.9                    | 5   | 40      | South bank of Sacramento River just above Mayberry Slough.   |
| Emmaton.....                                       | 57.7                    | 5   | 45      | South bank Sacramento River on Horseshoe Bend.   |
| Three Mile Slough Bridge.....                      | 60.0                    | 5   | 55      | At junction of slough and Sacramento River.  |
| Three Mile Slough Ferry.....                       | 61.2                    | 6   | 00      | Near junction of Three- and Seven-Mile sloughs.  |
| Rio Vista Bridge.....                              | 63.5                    | 6   | 05      | Sacramento River near northerly limits of Rio Vista.   |
| Junction Point.....                                | 65.2                    | 6   | 10      | Right bank of Sacramento River just below the junction with Steamboat Slough.  |
| Ryer Island Ferry.....                             | 66.5                    | 6   | 20      | Lower end of Cache Slough, just above junction with Steamboat Slough.  |
| Liberty Ferry.....                                 | 67.6                    | 6   | 25      | On Cache Slough at junction with Prospect Slough.  |
| Grand Island (Steamboat Slough) <sup>2</sup> ..... | 68.2                    | 6   | 30      | Steamboat Slough at Grand Island Drainage Pumping Plant, 3 miles from Junction Point.                                  |
| Jones Landing.....                                 | 68.2                    | 6   | 30      | Cache Slough, one-half mile above junction of Cache and Lindsay sloughs.   |

TABLE 31—Continued

DESCRIPTION OF SALINITY OBSERVATION STATIONS, 1920 TO 1931

| Station                                     | Miles* from Golden Gate | Time interval between high tide at Golden Gate and time for taking samples at station |         | Location   |
|---|-------------------------|---|---------|--|
|   |                         | Hours   | Minutes |  |
| <b>Sacramento River Delta</b><br>—Continued |                         |   |         |  |
| Isleton Bridge <sup>3</sup> .....           | 68.7                    | 6   | 30      | Sacramento River, one mile upstream from Isleton.  |
| Cache Slough.....                           | 68.7                    | 6   | 35      | On Cache Slough, 1½ miles above junction with Lindsey Slough.  |
| Walker Landing.....                         | 69.6                    | 6   | 40      | On Steamboat Slough, 4 miles above its junction with Sacramento River.                               |
| Howard Ferry.....                           | 71.4                    | 6   | 55      | On Steamboat Slough, 1½ miles below junction with Sutter Slough.                                     |
| Sutter Slough.....                          | 72.8                    | 7   | 00      | At junction with Miner Slough.   |
| Little Holland Ferry.....                   | 73.2                    | 7   | 05      | Back borrow pit of Reclamation District 999, 2 miles above junction with Miner Slough.               |
| Ryde.....                                   | 74.4                    | 7   | 15      | Sacramento River, right bank at town of Ryde.  |
| Grand Island Bridge <sup>4</sup> .....      | 77.4                    | 7   | 25      | Sacramento River, one-half mile below upper end of Steamboat Slough.                                 |
| Walnut Grove.....                           | 77.4                    | 7   | 25      | Sacramento River at highway bridge crossing river.   |
| Paintersville Bridge.....                   | 77.6                    | 7   | 25      | Sacramento River, 1 mile below Courtland.  |
| Hood Ferry.....                             | 82.5                    | 7   | 50      | Sacramento River, one-half mile above Hood.  |
| Freeport Ferry <sup>6</sup> .....           | 90.6                    | 8   | 25      | Sacramento River at Freeport.  |
| Sacramento.....                             | 103.5                   | 9   | 30      | Sacramento River at Southern Pacific Railroad Bridge.  |
| Verona.....                                 | 123.5                   | No  | tide    | Sacramento River just below Verona.  |
| <b>San Joaquin River Delta</b>              |                         |   |         |  |
| Antioch.....                                | 54.9                    | 5   | 55      | San Joaquin River, at City Water Works Pumping Plant.  |
| Sherman Island Ferry.....                   | 58.0                    | 6   | 05      | San Joaquin River, 3 miles above Antioch.  |
| Curtis Landing.....                         | 58.9                    | 6   | 10      | San Joaquin River, right bank, about three-fourths mile above Antioch Toll bridge.                   |
| Jersey.....                                 | 61.4                    | 6   | 20      | San Joaquin River, left bank, 1 mile below mouth of False River.                                     |
| Blylock Landing <sup>4</sup> .....          | 63.5                    | 6   | 25      | San Joaquin River, 1 mile above False River on Bradford Island.                                      |
| Twitchell Island Pump.....                  | 65.4                    | 6   | 30      | San Joaquin River, 1½ miles above Three Mile Slough, on Twitchell Island.                            |
| Webb Point.....                             | 71.0                    | 6   | 55      | San Joaquin River, at northeast corner of Webb Tract opposite mouth of Mokelumne River.              |
| Webb Pump.....                              | 72.0                    | 7   | 00      | False River, 2 miles below Old River Junction.   |
| Central Landing, Bouldin Island.....        | 72.0                    | 7   | 00      | Mokelumne River, left bank, one-half mile above San Joaquin River Junction.                          |
| Central Landing, Main.....                  | 72.0                    | 7   | 00      | Mokelumne River, in main channel opposite Central Landing.   |
| Blakes Landing, Venice Island.....          | 74.6                    | 7   | 15      | San Joaquin River, right bank, about two miles above junction with Old River.                        |
| Quimby Pump.....                            | 77.5                    | 7   | 25      | Sheep Slough at junction with Sand Mound Slough and Old River.                                       |
| Ward Landing.....                           | 79.6                    | 7   | 35      | San Joaquin River near junction with Little Connection Slough on the southwest side of Empire Tract. |
| Holland Pump.....                           | 80.6                    | 7   | 40      | Rock Slough, north bank, 1½ miles west of Old River junction.  |
| Medford Island Pump.....                    | 81.0                    | 7   | 40      | South side Medford Island, on channel connecting Whiskey Slough and Middle River.                    |
| McDonald Pump.....                          | 82.7                    | 7   | 50      | San Joaquin River, northeast corner of McDonald Island, about 1½ miles below Hog Island.             |
| Mandeville Pump.....                        | 83.0                    | 7   | 50      | Connection Slough, north bank, 1 mile west of Middle River, on south end of Mandeville Island.       |
| Camp 3½, King Island <sup>7</sup> .....     | 84.7                    | 8   | 00      | West side King Island at junction of White Slough and Honkers Cut.                                   |
| Zuckerman Pump.....                         | 85.6                    | 8   | 05      | Empire Slough, on north side of Lower Jones Tract, about ¼ mile west of Whiskey Slough junction.     |
| Rindge Pump.....                            | 86.1                    | 8   | 10      | San Joaquin River, north bank, 1 mile below Fourteen Mile Slough junction.                           |
| Orwood Bridge.....                          | 86.3                    | 8   | 10      | Old River, at Santa Fe Railroad crossing, Orwood.  |

TABLE 31—Continued

## DESCRIPTION OF SALINITY OBSERVATION STATIONS, 1920 TO 1931

| Station  | Miles* from Golden Gate | Time interval between high tide at Golden Gate and time for taking samples at station |         | Location   |
|--|-------------------------|---|---------|--|
|  |                         | Hours   | Minutes |  |
| <b>San Joaquin River Delta</b>                           |                         |   |         |  |
| —Continued   |                         |   |         |  |
| Palm Tract.....  | 86.3                    | 8   | 10      | Old River, west bank, near Palm Tract pump, just north of Santa Fe Railroad crossing.                      |
| Sing Kee Landing.....                                    | 86.6                    | 8   | 15      | White Slough, about 2 miles above junction with Honker Cnt.  |
| East Contra Costa Irrigation District <sup>8</sup> ..... | 86.7                    | 8   | 20      | Indian Slough, at East Contra Costa Irrigation District pumping plant.                                     |
| Middle River, Post Office.....                           | 87.7                    | 8   | 20      | Middle River, east bank, at Santa Fe Railroad crossing.  |
| Middle River, Main.....                                  | 87.7                    | 8   | 20      | Middle River, center of main channel, at Santa Fe Railroad crossing.                                       |
| Mansion House.....                                       | 88.4                    | 8   | 30      | Old River, east bank, at junction with North Victoria Canal.   |
| Wakefield Landing.....                                   | 90.1                    | 8   | 40      | San Joaquin River, left bank, just downstream from lower mouth of Burns Cut-off.                           |
| Stockton Country Club.....                               | 90.8                    | 8   | 45      | On Lindley Cut-off (San Joaquin River), north bank, about $\frac{3}{4}$ mile above Burns Cut-off junction. |
| Drexler Bridge.....                                      | 92.3                    | 8   | 55      | Middle River, at southwest corner of Drexler Tract, at Borden Highway bridge.                              |
| Clifton Court Ferry.....                                 | 94.2                    | 9   | 10      | Old River just below junction with Grant Line Canal.   |
| Stockton.....  | 94.8                    | 9   | 15      | Near head of Stockton Channel at wharf of California Transportation Company.                               |
| Williams Bridge.....                                     | 101.6                   | 9   | 55      | Middle River, about 4 miles below Salmon Slough junction.  |
| Whitehall.....   | 104.8                   | 10  | 20      | Old River, west of junction of Salmon Slough and Paradise Cut, due north of Traey.                         |
| Mossdale Highway Bridge <sup>9</sup> .....               | 108.5                   | 10  | 50      | San Joaquin River at Lincoln Highway crossing, about 3 miles southwest of Lathrop.                         |
| Western Pacific Railroad Bridge                          | 109.0                   | 10  | 55      | San Joaquin River, about one-half mile upstream from Mossdale Bridge.                                      |
| Durham Ferry Bridge.....                                 | 125.8                   | No  | tide    | San Joaquin River, one-half mile below San Joaquin City.   |
| <b>Mokelumne River Delta</b>                             |                         |   |         |  |
| Camp 2, Tyler Island.....                                | 78.0                    | 7   | 20      | At junction of North and South Forks of Mokelumne River.   |
| Camp 35, Staten Island.....                              | 78.7                    | 7   | 25      | South Fork Mokelumne River, north bank, 1 mile above junction with North Fork.                             |
| Southwest Point, Staten Island.....                      | 78.8                    | 7   | 25      | North Fork Mokelumne River, south bank, just above junction with South Fork.                               |
| Camp 33, Staten Island.....                              | 80.2                    | 7   | 30      | South Fork Mokelumne River, north bank, 2 miles above North Fork junction.                                 |
| Camp 7, Staten Island.....                               | 81.8                    | 7   | 40      | North Fork Mokelumne River, south bank, approximately 3 miles above South Fork junction.                   |
| Tyler Island Ferry <sup>10</sup> .....                   | 81.9                    | 7   | 40      | Georgiana Slough, about due east of Isleton.   |
| Camp 11, Staten Island <sup>11</sup> .....               | 83.1                    | 7   | 45      | North Fork Mokelumne River, east bank, 4 miles above South Fork junction.                                  |
| Camp 29, Staten Island <sup>12</sup> .....               | 83.4                    | 7   | 50      | South Fork Mokelumne River, north bank, opposite Terminous.  |
| Eagle Tree.....  | 85.8                    | 8   | 05      | North Fork Mokelumne River, south bank $1\frac{3}{4}$ miles below Miller's Ferry Bridge.                   |
| Camp 25, Staten Island.....                              | 86.4                    | 8   | 05      | South Fork Mokelumne River, west bank, 1 mile above Sycamore Slough Junction.                              |
| Camp 24, Staten Island.....                              | 87.0                    | 8   | 10      | South Fork of Mokelumne River, one-half mile below junction with Hog Slough.                               |



TABLE 31—Continued

DESCRIPTION OF SALINITY OBSERVATION STATIONS, 1920 TO 1931

| Station                                   | Miles* from Golden Gate | Time interval between high tide at Golden Gate and time for taking samples at station |         | Location   |
|---|-------------------------|---|---------|--|
|   |                         | Hours   | Minutes |  |
| <b>Mokelumne River Delta</b>              |                         |   |         |  |
| —Continued                                |                         |   |         |  |
| New Hope Bridge-----                      | 87.0                    | 8   | 10      | North end Staten Island near upper junction North and South Forks Mokelumne River                                  |
| Camp 20, Staten Island-----               | 88.9                    | 8   | 30      | South Fork Mokelumne River, west bank, one-half mile below Beaver Slough Junction.                                 |
| <b>Drainage Water Stations</b>            |                         |   |         |  |
| Jersey Drain-----                         | 61.4                    | -----   | -----   | Jersey Island drainage pump on San Joaquin River, about 1 mile below False River.                                  |
| Grand Island Drain, Steamboat Slough----- | 68.2                    | -----   | -----   | Grand Island drainage pump on Steamboat Slough, about 3 miles from Junction Point.                                 |
| Camp 35, Staten Island Drain-----         | 78.7                    | -----   | -----   | Staten Island drainage pump on South Fork Mokelumne River, 1 mile from junction with North Fork Mokelumne River.   |
| McDonald Drain-----                       | 82.7                    | -----   | -----   | McDonald Island drainage pump on San Joaquin River, about 1½ miles below Hog Island.                               |
| Bacon Island Drain-----                   | 82.9                    | -----   | -----   | Bacon Island drainage pump on Old River, near junction with Rock Slough.   |
| Mandeville Drain-----                     | 83.0                    | -----   | -----   | Mandeville Island drainage pump on Connection Slough, about 1 mile from Middle River.                              |
| Camp 11, Staten Island Drain-----         | 83.1                    | -----   | -----   | Staten Island drainage pump on North Fork Mokelumne River, 4 miles above junction with South Fork Mokelumne River. |

\* Mileage from Golden Gate to observation stations is measured along the main channel. For observation stations off the main channel, the mileage shown is the distance along the main channel to a point thereon where the time of occurrence of tidal phases is the same as that at the observation station. (See Plate III for map showing location of observation stations.)

<sup>1</sup> This station is practically in the same location as Army Point. Salinity records in Tables 33 and 35 at this location for the years 1924, 1925 and January to March, 1926, are shown under the station designation "Army Point Site."

<sup>2</sup> Called Island Home in 1920.

<sup>3</sup> Observations during 1920 at Isleton Ferry.

<sup>4</sup> Bridge removed in 1925. Salinity records in 1924 only.

<sup>5</sup> Salinity observations at Freeport Bridge beginning in 1930.

<sup>6</sup> Observations at this station taken only from September 13 to 19, 1919. (See Table 34 for record of observations.)

<sup>7</sup> Observations in 1931 at King Island Pump.

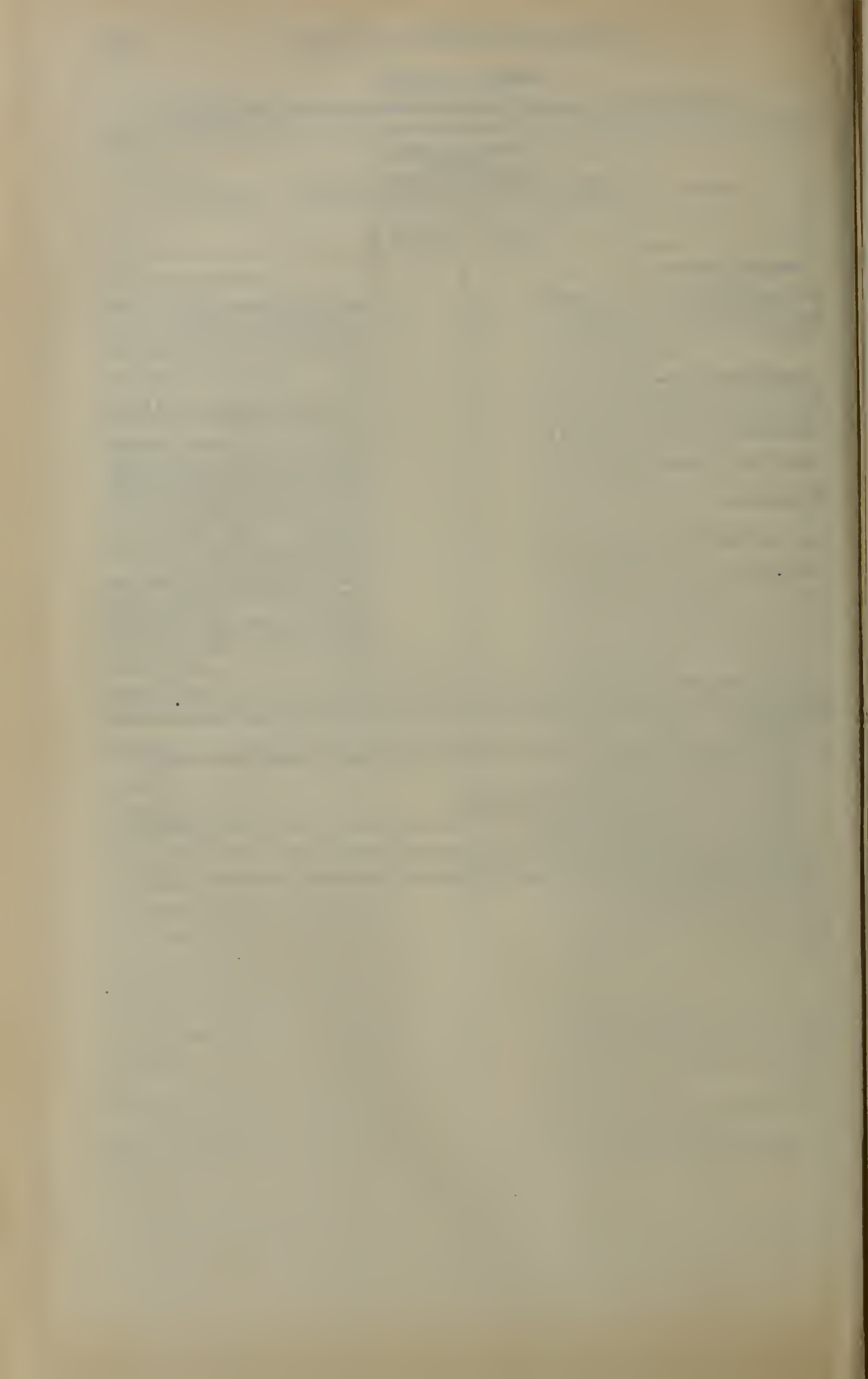
<sup>8</sup> Called East Contra Costa Irrigation Company prior to organization of District in 1926.

<sup>9</sup> Also called Lincoln Highway Bridge and Mossdale Bridge.

<sup>10</sup> Not properly in Mokelumne River Delta, but on Georgiana Slough between Sacramento and Mokelumne rivers.

<sup>11</sup> Called North Fork Pump in 1920.

<sup>12</sup> Also called Terminous in 1920.



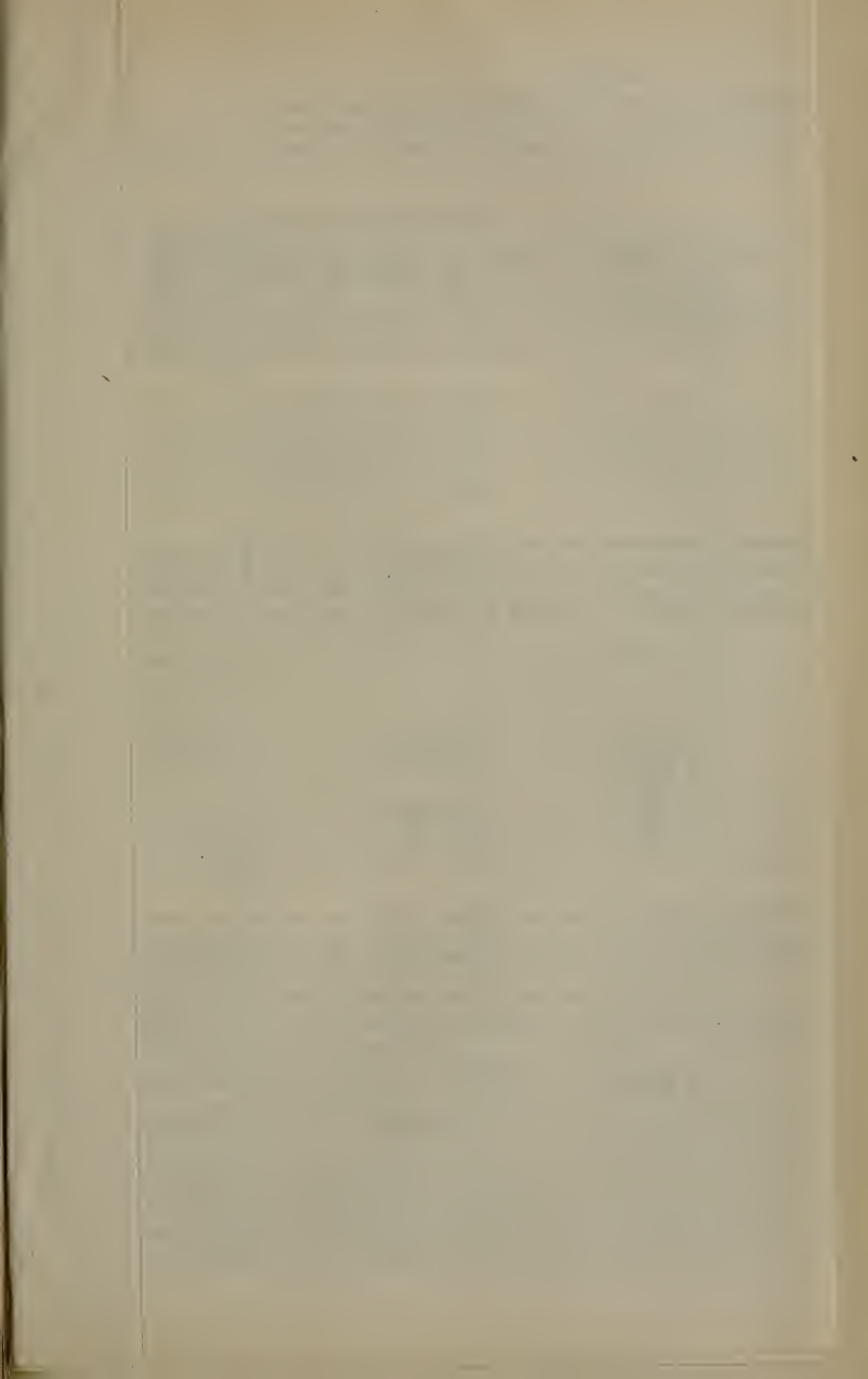




TABLE 32  
PERIOD OF RECORD OF SALINITY OBSERVATION STATIONS, 1920 TO 1931

| Station  | 1920             | 1921            | 1922             | 1923            | 1924            | 1925            | 1926             | 1927            | 1928            | 1929             | 1930            | 1931             |
|--|------------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|------------------|-----------------|------------------|
| <b>San Francisco, San Pablo and Suisun Bays</b>    |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  |                 |                  |
| Point Oriental                                     |                  |                 |                  |                 |                 |                 | Feb. 16-Dec. 30  | Jan. 2-Dec. 30  | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Point Davis  |                  |                 |                  |                 |                 |                 | Feb. 6-Dec. 30   | Jan. 2-Dec. 30  | Jan. 6-Dec. 30  | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Catquines Light Station                            |                  |                 |                  |                 |                 |                 |                  |                 |                 | Jan. 14-Oct. 30  |                 |                  |
| Crocker  |                  | Jan. 10-Dec. 31 | Jan. 8-Dec. 31   | Jan. 2-Aug. 30  | Feb. 18-Dec. 30 | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   | Jan. 4-Dec. 30  | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Bulk Head Point <sup>1</sup>                       |                  | Jan. 4-Dec. 5   | Feb. 9-Dec. 31   |                 | Feb. 5-Dec. 30  | Jan. 2-Dec. 30  | Jan. 8-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Bay Point  |                  |                 |                  |                 |                 |                 | Feb. 2-Dec. 30   | Jan. 2-Dec. 22  | Jan. 6-Dec. 26  | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Spruce Club  |                  |                 |                  |                 |                 |                 |                  |                 |                 | June 10-Sept. 25 |                 |                  |
| G. and A. Ferry                                    | June 2-Dec. 2    | July 1-Dec. 30  | Sept. 6-Dec. 14  | June 24-Nov. 30 | May 24-Dec. 30  | May 12-Dec. 28  | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 31   |
| Unifair Ferry                                      |                  |                 |                  |                 |                 |                 |                  |                 |                 | Jan. 10-Dec. 30  | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| O. and A. Bridge                                   | June 16-Nov. 19  | July 1-Dec. 31  | Sept. 8-Dec. 14  | June 24-Nov. 30 |                 |                 |                  |                 |                 | Jan. 10-Dec. 30  | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Pittsburg  |                  |                 |                  |                 |                 | Jan. 2-Dec. 24  | Jan. 2-Dec. 24   | Jan. 2-Dec. 24  | Jan. 2-Dec. 24  | Jan. 2-Dec. 30   | Jan. 2-Dec. 26  | Jan. 2-Dec. 31   |
| <b>North of San Pablo Bay</b>                      |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  |                 |                  |
| Grand View   |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  | Feb. 28-Dec. 30 | Jan. 2-Dec. 31   |
| Sonoma Creek Bridge                                |                  |                 |                  |                 |                 |                 |                  |                 |                 | June 14-Nov. 2   | Feb. 28-Dec. 30 | Jan. 2-Dec. 18   |
| Vallecito  |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  | Feb. 28-Dec. 30 | Jan. 2-Dec. 28   |
| Lakeville  |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  | Feb. 28-Dec. 29 | Jan. 2-June 6    |
| Metill   |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  | Mar. 6-Dec. 18  |                  |
| Outtings Wharf                                     |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  | Feb. 26-Dec. 30 | Jan. 2-Dec. 26   |
| Merano   |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  | Mar. 6-Nov. 22  | Jan. 2-April 14  |
| Napa   |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  | Feb. 26-Dec. 30 | Jan. 2-June 5    |
| Petaluma   |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  | Feb. 26-Dec. 30 |                  |
| <b>Sacramento River Delta</b>                      |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  |                 |                  |
| Collinsville                                       | June 2-Nov. 25   | July 1-Dec. 23  | Jan. 3-Nov. 30   | June 24-Nov. 28 | May 28-Dec. 30  | May 10-Dec. 30  | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Mayberry   |                  |                 |                  |                 |                 |                 |                  |                 |                 | Jan. 14-Dec. 23  | Apr. 30-Aug. 15 |                  |
| Emmaton  | June 4-Oct. 6    | Aug. 6-Sept. 13 | Sept. 20-Nov. 10 | June 24-Oct. 6  | June 14-Dec. 30 | July 10-Nov. 28 | June 15-Dec. 14  | Aug. 2-Sept. 10 | June 18-Dec. 30 | Jan. 2-Dec. 30   | Jan. 2-Dec. 22  | Jan. 14-Dec. 30  |
| Rio Mira Slough Bridge                             |                  |                 |                  |                 |                 |                 |                  |                 |                 | May 26-Dec. 30   | Jan. 2-Dec. 26  | May 6-Dec. 6     |
| Three Mile Slough Ferry                            | June 2-Oct. 31   | Aug. 7-Oct. 27  |                  | July 2-Oct. 30  | June 14-Dec. 6  | July 24-Dec. 26 | June 10-Dec. 22  | Aug. 2-Nov. 26  | June 18-Dec. 30 | May 26-Dec. 30   | Jan. 2-Dec. 26  | May 6-Dec. 6     |
| Thru Vista Bridge                                  | July 23-Oct. 9   |                 | Sept. 22-Oct. 16 | Aug. 23-Nov. 16 | June 16-Nov. 21 | July 28-Oct. 24 | June 10-Dec. 22  | Aug. 2-Nov. 18  | July 18-Nov. 6  | May 26-Dec. 30   | Jan. 2-Nov. 10  | May 6-Dec. 30    |
| Junction Point                                     |                  |                 |                  |                 |                 |                 |                  |                 |                 | June 10-Oct. 22  | July 18-Nov. 10 | May 26-Dec. 2    |
| River Island Ferry                                 | Aug. 16-Sept. 28 |                 |                  |                 |                 |                 |                  |                 |                 | June 10-Oct. 22  | Jan. 14-Nov. 14 | June 24-Dec. 6   |
| Liberty Ferry                                      |                  |                 |                  |                 | Aug. 4-Nov. 14  |                 | July 10-Nov. 10  |                 | Aug. 26-Oct. 28 | May 20-Dec. 14   |                 |                  |
| Jones Landing                                      | Aug. 27-Sept. 28 |                 |                  |                 |                 | Aug. 22-Dec. 6  |                  |                 |                 |                  |                 |                  |
| Caches Slough                                      |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  | July 18-Oct. 22 |                  |
| Grand Island-Steamboat Slough <sup>2</sup>         | Aug. 14-Sept. 20 |                 |                  |                 |                 |                 |                  |                 |                 |                  |                 |                  |
| Walker Landing                                     | Sept. 15-Oct. 6  |                 |                  |                 |                 |                 |                  |                 |                 |                  |                 |                  |
| Ryde   |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  |                 |                  |
| Elielton Bridge <sup>3</sup>                       | Aug. 14-Sept. 28 |                 |                  |                 | July 2-Nov. 20  | Aug. 4-Nov. 6   | June 30-Oct. 18  |                 | Aug. 14-Nov. 6  | June 14-Oct. 22  | July 18-Nov. 6  | July 10-Oct. 2   |
| Howard Ferry                                       |                  |                 |                  |                 | July 30-Oct. 26 |                 | July 22-Oct. 22  |                 |                 | May 26-Oct. 30   |                 | May 25-Dec. 6    |
| Sutter Slough                                      |                  |                 |                  |                 | July 26-Oct. 30 |                 |                  |                 |                 | May 30-Oct. 30   |                 | July 14-Oct. 10  |
| Little Holland Ferry                               |                  |                 |                  |                 | Aug. 10-Oct. 2  |                 |                  |                 |                 | June 2-Oct. 22   |                 | July 18-Oct. 2   |
| Grand Island Bridge <sup>4</sup>                   |                  |                 |                  |                 | Aug. 6-Oct. 2   |                 |                  |                 |                 | June 2-Oct. 31   |                 | July 27-Oct. 26  |
| Walnut Grove                                       | Aug. 14-Oct. 31  |                 |                  |                 | July 18-Oct. 24 |                 | Aug. 18-Nov. 26  |                 |                 | May 36-Dec. 26   | Jan. 2-Nov. 14  | July 15-Oct. 2   |
| Flaniersville Bridge                               |                  |                 |                  |                 | Aug. 10-Oct. 2  |                 | Aug. 18-Nov. 18  |                 |                 | May 15-Oct. 30   |                 | July 15-Oct. 2   |
| Hood Ferry   |                  |                 |                  |                 | Aug. 10-Oct. 28 |                 |                  |                 |                 | May 26-Oct. 30   |                 | July 18-Oct. 2   |
| Freeport Ferry <sup>5</sup>                        |                  |                 |                  |                 | Aug. 16-Oct. 6  |                 |                  |                 |                 | June 2-Oct. 22   |                 | July 18-Oct. 2   |
| Sacramento   | Sept. 21 (only)  |                 |                  |                 |                 |                 |                  |                 |                 | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Verona   |                  |                 |                  |                 |                 |                 |                  |                 |                 | June 2-Oct. 30   |                 |                  |
| <b>San Joaquin River Delta</b>                     |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  |                 |                  |
| Antioch  | June 3-Nov. 21   | July 6-Nov. 28  | Aug. 28-Nov. 28  | June 28-Nov. 16 | May 24-Dec. 30  | May 2-Dec. 28   | Jan. 2-Dec. 30   | Jan. 6-Dec. 30  | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Sherman Island Ferry                               | June 2-Sept. 30  | Aug. 6-Oct. 31  |                  |                 |                 |                 |                  |                 |                 |                  |                 |                  |
| Curtis Landing                                     |                  |                 |                  |                 |                 |                 |                  |                 |                 |                  |                 |                  |
| Jersey   | June 2-Dec. 14   | Aug. 6-Oct. 31  | Sept. 18-Nov. 10 | June 28-Nov. 20 | May 22-Dec. 30  | July 10-Dec. 28 | June 10-Dec. 22  | Aug. 2-Nov. 22  | June 18-Dec. 30 | May 30-Dec. 30   | Jan. 2-Jan. 28  | April 30-Dec. 26 |
| Tutwiler Island Pump                               |                  |                 |                  |                 |                 |                 |                  |                 |                 | May 30-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 26   |
| Webb Point   |                  |                 |                  |                 |                 |                 |                  |                 |                 | May 30-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 26   |
| Webb Pump  | July 23-Dec. 12  |                 |                  |                 | July 16-Nov. 21 | July 20-Dec. 30 | June 10-Dec. 22  | Aug. 6-Nov. 26  | July 6-Dec. 10  | Jan. 2-Dec. 30   |                 | Jan. 2-Dec. 26   |
| Quimby Pump  | July 23-Nov. 24  |                 |                  |                 |                 |                 |                  |                 |                 | Jan. 2-Dec. 30   |                 | Jan. 2-Dec. 30   |
| Central Landing, Bouldin Island                    | July 22-Nov. 11  |                 |                  |                 |                 |                 |                  |                 |                 | May 30-Dec. 14   | Jan. 2-Dec. 30  | Jan. 2-Dec. 26   |
| Central Landing Main                               |                  |                 | Sept. 2-Nov. 15  | June 28-Aug. 22 | June 22-Dec. 22 | Aug. 6-Nov. 14  | July 10-Dec. 10  |                 | July 22-Oct. 30 | June 2-Dec. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Blakes Landing, Venice Island <sup>6</sup>         | July 23-Nov. 13  |                 |                  |                 |                 |                 |                  |                 |                 | June 2-Dec. 30   |                 | Jan. 2-Dec. 26   |
| Ward Landing                                       |                  |                 |                  |                 | July 26-Dec. 26 | Aug. 6-Dec. 28  | July 2-Dec. 14   |                 | July 18-Nov. 10 | June 2-Dec. 30   |                 | Jan. 2-Dec. 30   |
| Holland Pump                                       |                  |                 |                  |                 | July 18-Nov. 20 | Aug. 4-Nov. 6   |                  |                 |                 | June 2-Dec. 30   |                 | Jan. 2-Dec. 30   |
| McDonald Pump                                      | July 23-Nov. 10  |                 |                  |                 |                 |                 |                  |                 |                 | June 10-Nov. 25  | Sept. 26-Dec. 2 | Aug. 2-Dec. 21   |
| Mansfield Pump                                     |                  |                 |                  |                 |                 |                 |                  |                 |                 | May 30-Oct. 30   | July 18-Dec. 30 | Jan. 2-Dec. 30   |
| Kings Island, Camp 33 <sup>7</sup>                 |                  |                 |                  |                 | Aug. 12-Dec. 26 |                 | Sept. 22-Nov. 25 | June 2-Oct. 22  | Aug. 18-Oct. 30 | June 2-Oct. 22   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Song Kee Landing                                   | Oct. 8-Oct. 14   |                 |                  |                 |                 |                 |                  |                 |                 | June 10-Nov. 25  |                 | Jan. 2-Dec. 30   |
| Zuckerman Pump                                     | July 25-Dec. 3   |                 |                  |                 |                 |                 |                  |                 |                 | May 30-Dec. 30   |                 | Jan. 2-Dec. 30   |
| Ridge Pump   |                  |                 |                  |                 | Aug. 8-Dec. 30  | Aug. 12-Dec. 28 | July 26-Dec. 22  |                 | Aug. 14-Nov. 30 | June 10-Oct. 22  |                 | Jan. 2-Dec. 30   |
| Orwood Bridge                                      | July 22-Nov. 24  |                 |                  |                 |                 |                 |                  |                 |                 | June 10-Oct. 22  |                 | Jan. 2-Dec. 30   |
| Fain Tract   |                  |                 |                  |                 |                 |                 | Aug. 6-Dec. 22   |                 | July 18-Nov. 6  | June 10-Oct. 30  | July 18-Dec. 30 | July 18-Dec. 30  |
| East Contra Costa Irrigation District <sup>8</sup> | Jan. 4-Dec. 1    | Jan. 3-Feb. 2   |                  |                 |                 |                 |                  |                 |                 | June 10-Dec. 30  | Jan. 10-Dec. 26 | Jan. 6-Dec. 30   |
| Middle River P.O.                                  |                  |                 |                  |                 | Aug. 5-Dec. 31  | Aug. 12-Nov. 30 | June 30-Dec. 20  |                 | July 18-Oct. 30 | May 26-Oct. 30   | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Middle River Main                                  |                  |                 |                  |                 |                 |                 |                  |                 |                 | July 18-Dec. 30  |                 | Jan. 2-Dec. 30   |
| Manston House                                      |                  |                 |                  |                 | Aug. 6-Dec. 10  | Aug. 12-Dec. 28 | July 22-Dec. 28  |                 | Aug. 14-Nov. 2  | May 30-Oct. 22   | July 26-Dec. 26 | Jan. 3-Dec. 30   |

TABLE 32—Continued  
 PERIOD OF RECORD OF SALINITY OBSERVATION STATIONS, 1920 TO 1931

| Station                                  | 1920             | 1921 | 1922 | 1923 | 1924            | 1925 | 1926            | 1927 | 1928            | 1929            | 1930            | 1931             |
|--|------------------|------|------|------|-----------------|------|-----------------|------|-----------------|-----------------|-----------------|------------------|
| <b>San Joaquin River Delta—Continued</b> |                  |      |      |      |                 |      |                 |      |                 |                 |                 |                  |
| Wakfield Landing                         | Aug. 7 (only)    |      |      |      | Aug. 18-Dec. 22 |      |                 |      |                 |                 |                 |                  |
| Stockton Country Club                    |                  |      |      |      |                 |      | Aug. 18-Nov. 30 |      |                 | June 2-Dec. 30  | Jan. 2-Dec. 22  | June 10-Dec. 26  |
| Drexler Bridge                           |                  |      |      |      | Aug. 20-Nov. 14 |      |                 |      |                 | June 14-Dec. 30 | Jan. 2-Dec. 30  | June 15-Dec. 30  |
| Clifton Court Ferry                      |                  |      |      |      |                 |      | Aug. 18-Oct. 10 |      |                 | June 2-Oct. 31  | Jan. 2-Dec. 22  | July 15-Dec. 30  |
| Stockton                                 |                  |      |      |      |                 |      |                 |      |                 | June 2-Dec. 18  | Jan. 2-Dec. 22  | Jan. 2-Dec. 26   |
| Williams Bridge                          |                  |      |      |      | Aug. 20-Oct. 20 |      |                 |      |                 | May 27-Oct. 30  |                 | July 15-Nov. 30  |
| Whitehall                                |                  |      |      |      |                 |      | Aug. 18-Nov. 18 |      |                 | June 26-Oct. 30 |                 | July 30-Nov. 10  |
| Western Pacific Railroad Bridge          | Sept. 24 (only)  |      |      |      |                 |      |                 |      |                 |                 |                 |                  |
| Mossdale Highway Bridge <sup>10</sup>    |                  |      |      |      | Sept. 8-Dec. 2  |      |                 |      |                 | June 2-Dec. 30  | Jan. 2-Dec. 30  | Jan. 2-Dec. 30   |
| Durham Ferry Bridge                      |                  |      |      |      |                 |      |                 |      |                 | May 30-Oct. 30  |                 | April 30-Oct. 30 |
| <b>Mokelumne River Delta</b>             |                  |      |      |      |                 |      |                 |      |                 |                 |                 |                  |
| Camp 2, Tyler Island                     |                  |      |      |      |                 |      |                 |      |                 | June 14-Oct. 26 |                 |                  |
| Southwest Point, Staten Island           | Aug. 26-Nov. 19  |      |      |      |                 |      | July 14-Dec. 2  |      | July 18-Nov. 30 | June 2-Oct. 26  | July 18-Nov. 14 | May 3-Dec. 18    |
| Camp 33, Staten Island                   |                  |      |      |      | July 22-Dec. 16 |      | July 14-Dec. 2  |      | July 18-Nov. 30 | June 2-Oct. 26  | July 18-Nov. 14 | May 3-Dec. 6     |
| Camp 7, Staten Island                    |                  |      |      |      |                 |      | July 30-Nov. 22 |      |                 | June 2-Oct. 26  | July 18-Nov. 14 | May 8-Dec. 7     |
| Tyler Island Ferry                       | Aug. 14-Oct. 30  |      |      |      | July 30-Oct. 14 |      | July 22-Oct. 22 |      |                 | July 2-Oct. 30  | July 19-Nov. 6  | May 27-Oct. 30   |
| Camp 11, Staten Island <sup>11</sup>     | Sept. 18-Oct. 9  |      |      |      | July 22-Dec. 18 |      | July 14-Dec. 2  |      |                 | June 2-Oct. 27  |                 | May 3-Dec. 17    |
| Camp 29, Staten Island <sup>11</sup>     | Sept. 18-Nov. 19 |      |      |      | July 14-Dec. 2  |      |                 |      | Aug. 14-Nov. 23 | June 2-Oct. 26  |                 | May 3-Dec. 22    |
| Eagle Tree                               |                  |      |      |      |                 |      | July 30-Nov. 22 |      |                 |                 |                 | May 8-Dec. 7     |
| Camp 25, Staten Island                   |                  |      |      |      | July 30-Dec. 16 |      | July 14-Nov. 22 |      |                 | June 14-Oct. 26 |                 | May 3-Dec. 6     |
| Camp 24, Staten Island                   | Sept. 18-Oct. 19 |      |      |      |                 |      |                 |      |                 |                 |                 |                  |
| New Hope Bridge                          | Aug. 26-Nov. 19  |      |      |      |                 |      | July 30-Nov. 22 |      |                 | June 2-Dec. 18  | Jan. 2-Nov. 10  | May 15-Dec. 26   |
| Camp 20, Staten Island                   |                  |      |      |      |                 |      | July 30-Nov. 22 |      |                 | June 2-Oct. 26  |                 | May 3-Dec. 22    |
| Camp 35, Staten Island                   | Aug. 26 (only)   |      |      |      |                 |      |                 |      |                 |                 |                 |                  |
| <b>Drainage Water Stations</b>           |                  |      |      |      |                 |      |                 |      |                 |                 |                 |                  |
| Jersey Drain                             |                  |      |      |      |                 |      |                 |      |                 | July 10-Dec. 30 | Jan. 2-Dec. 30  | Jan. 2-Dec. 26   |
| Grand Island Drain, Steamboat Slough     |                  |      |      |      |                 |      |                 |      |                 | July 18-Dec. 26 | Jan. 26-Dec. 31 | Jan. 4-Dec. 28   |
| Camp 35, Staten Island Drain             |                  |      |      |      |                 |      |                 |      |                 | June 14-Dec. 18 | Feb. 10-Dec. 30 | Jan. 2-Dec. 18   |
| McDonald Drain                           |                  |      |      |      |                 |      |                 |      |                 | July 6-Dec. 30  | Jan. 2-Dec. 30  | Jan. 31-Dec. 3   |
| Biscan Island Drain                      |                  |      |      |      |                 |      |                 |      |                 | July 11-Dec. 30 | Jan. 2-Dec. 31  | Jan. 3-Dec. 30   |
| Mandelville Drain                        |                  |      |      |      |                 |      |                 |      |                 | July 2-Nov. 30  | Jan. 26-Dec. 30 | Jan. 2-Dec. 30   |
| Camp 11, Staten Island Drain             |                  |      |      |      |                 |      |                 |      |                 | June 14-Dec. 18 | Feb. 10-Dec. 14 | Jan. 10-Dec. 18  |

<sup>1</sup> Observations in 1921 and 1922 by San Francisco Bay Marine Piling Committee. Observations from 1923 to June 14, 1929, by California and Hawaiian Sugar Refining Corporation.

<sup>2</sup> Observations in 1921 and 1922 by San Francisco Bay Marine Piling Committee. Observations in 1924, 1925 and January to March, 1926, by United States Bureau of Reclamation and Mountain Copper Company, are shown under the station designation "Army Point Site."

<sup>3</sup> Called Island Home in 1920.

<sup>4</sup> Observations during 1920 at Isleton Ferry.

<sup>5</sup> Bridge removed in 1925.

<sup>6</sup> Salinity observations at Freeport Bridge beginning in 1930.

<sup>7</sup> Observations in 1920 originally recorded under the station designation "Venice."

<sup>8</sup> Observations during 1931 at King Island pump.

<sup>9</sup> Called East Contra Costa Irrigation Company prior to organization of District in 1926.

<sup>10</sup> Also called Lincoln Highway Bridge and Mossdale Bridge.

<sup>11</sup> Not properly in Mokelumne River Delta, but on Georgians Slough between Sacramento and Mokelumne rivers.

<sup>12</sup> Called North Fork pump in 1920.

<sup>13</sup> Also called Terminus in 1920.

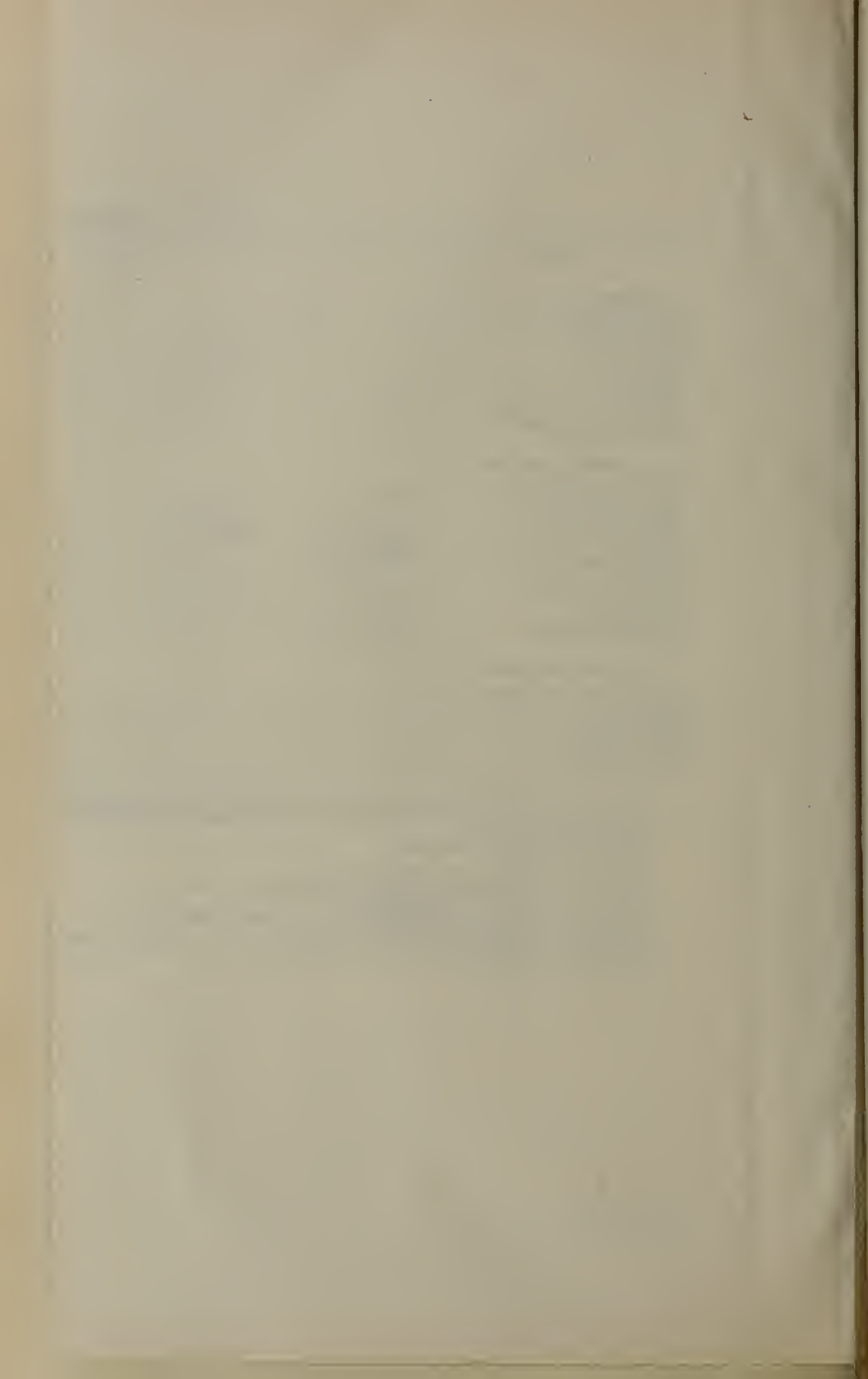






TABLE 33  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1920  
 Samples taken in surface zone usually about two hours after high tide

| Month     | Station  | Salinity in parts of chlorine per 100,000 parts of water |     |    |     |        |     |    |      |       |        |        |       |       |      |       |
|-----------|--|--|-----|----|-----|--------|-----|----|------|-------|--------|--------|-------|-------|------|-------|
|           |  | Day of month   |     |    |     |        |     |    |      |       |        |        |       |       |      |       |
|           |  | 2  | 4   | 6  | 8   | 10     | 12  | 14 | 16   | 18    | 20     | 22     | 24    | 26    | 28   | 30    |
| April     | Carquinez Strait                                   |  |     |    |     |        |     |    |      |       |        |        |       |       |      |       |
|           | Vallejo Junction <sup>1</sup>                      |  |     |    |     | 480    |     |    | 420  |       |        | *240   |       |       |      | 570   |
|           | Benicia <sup>1</sup>                               |  |     |    |     | 180    |     |    | 530  |       |        | *120   |       |       |      | 300   |
| May       | Martinez <sup>1</sup>                              |  |     |    |     | 250    |     |    |      |       | 30     |        |       |       |      | 250   |
|           | Vallejo Junction <sup>1</sup>                      |  |     |    | 150 |        | 400 |    | 400  |       | *420   | 330    |       |       | *390 | 120   |
|           | Benicia <sup>1</sup>                               |  |     |    | 300 |        |     |    |      |       | 150    |        |       |       |      | 160   |
| June      | Martinez <sup>1</sup>                              |  |     |    |     | 120    |     |    |      |       |        |        |       |       |      |       |
|           | Carquinez Strait and Suisun Bay                    |  |     |    |     |        |     |    |      |       |        |        | *750  |       |      |       |
|           | Vallejo Junction <sup>1</sup>                      | *750   |     |    |     | *490   |     |    |      | *850  |        | 48)    |       |       |      | 610   |
| July      | Benicia <sup>1</sup>                               | *450   |     |    |     | *410   |     |    |      | *500  |        |        |       |       |      | 610   |
|           | Martinez <sup>1</sup>                              |  |     |    |     | 240    |     |    |      |       | 420    |        |       |       |      |       |
|           | O. and A. Ferry                                    | 5  | *4  |    |     |        | 11  |    | *14  | 8     |        | 26     | 26    | 37    | *71  | 38    |
| August    | O. and A. Bridge                                   |  |     |    |     |        |     | 5  | 5    |       | 11     | 6      | 26    | 34    | 37   |       |
|           | Sacramento River Delta                             |  |     |    |     |        |     |    |      |       |        |        |       |       |      |       |
|           | Collinsville                                       | 4  | 5   | *4 | 4   | 4      |     |    | *4   |       | 4      | *5     | *5    |       | 7    | *10   |
| September | Emmaton  |  | 4   | 4  | 12  |        |     |    |      | *5    | 6      |        |       | 3     | 6    | *4    |
|           | Threc Mile Slough Ferry                            | 4  | 5   | 4  | *5  | *14    |     | 3  | 7    | *4    |        | *5     | 4     | 4     | *4   | 3     |
|           | San Joaquin River Delta                            |  |     |    |     |        |     |    |      |       |        |        |       |       |      |       |
| October   | Antioch  | *4   | *4  | *6 | *5  | *5     |     | 3  | 3    | 4     | *5     | 6      | 5     | *7    | 10   |       |
|           | Sherman Island Ferry                               | 6  | 6   | 4  | *5  | 5      | 5   | 4  | 4    | 4     | 6      | 6      | *3    | 5     | 4    | 4     |
|           | Jersey   | 5  |     |    | 7   |        | 5   | 15 | *3   |       |        |        |       |       |      |       |
| November  | East Contra Costa Irrigation Com-pany <sup>2</sup> | *2   | *2  | *2 |     | 2      |     |    |      | 2     | *2     |        | 2     | 2     | *3   | *3    |
|           | Carquinez Strait and Suisun Bay                    |  |     |    |     |        |     |    |      |       |        |        |       |       |      |       |
|           | Vallejo Junction <sup>1</sup>                      | 1,200  |     |    |     | *1,100 |     |    |      | 1,400 |        | *1,450 |       |       |      | 1,500 |
| December  | Benicia <sup>1</sup>                               |  |     |    |     | 950    |     |    |      |       | *1,050 |        |       |       |      | 1,260 |
|           | Martinez <sup>1</sup>                              |  | 500 |    |     | 920    | 920 |    |      |       | 1,080  |        | 1,200 | 1,434 | *507 | 1,210 |
|           | O. and A. Ferry                                    | 74   | *79 |    | 127 | 302    | 302 |    | *326 |       | 324    | *418   |       |       |      |       |
| January   | O. and A. Bridge                                   | 46   | 47  | 49 | 73  | 95     | 93  | 94 | 142  | 157   | 218    | 204    | 314   | 351   | 336  | †352  |









TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1920  
 Samples taken in surface zone usually about two hours after high tide

| Month   | Station                         | Salinity in parts of chlorine per 100,000 parts of water |        |      |      |       |       |       |      |     |      |     |     |     |     |     |   |
|---|---------------------------------|--|--------|------|------|-------|-------|-------|------|-----|------|-----|-----|-----|-----|-----|---|
|   |                                 | Day of month   |        |      |      |       |       |       |      |     |      |     |     |     |     |     |   |
|   |                                 | 2  | 4      | 6    | 8    | 10    | 12    | 14    | 16   | 18  | 20   | 22  | 24  | 26  | 28  | 30  |   |
| November  | Carquinez Strait and Suisun Bay |  |        |      |      |       |       |       |      |     |      |     |     |     |     |     |   |
|   | Vallejo Junction <sup>1</sup>   |  | *1,350 |      |      |       | 1,400 |       |      |     | *900 |     |     | 480 |     |     |   |
|   | Benicia                         |  | *1,170 |      |      |       |       | 1,220 |      |     | *920 |     |     |     |     |     |   |
|   | Martinez <sup>1</sup>           |  |        |      |      | 1,060 |       |       |      |     | 760  |     | 60  |     |     | 120 |   |
|   | O. and A. Ferry                 | 197  | 222    | *120 | 334  | *330  |       | 240   | *106 |     | 35   | *10 |     | 3   | *5  |     |   |
|   | O. and A. Bridge                | *219   | *338   | *163 | *370 | *398  | *201  | *50   | *74  | *58 |      |     |     |     |     |     |   |
|   | Sacramento River Delta          |  |        |      |      |       |       |       |      |     |      |     |     |     |     |     |   |
|   | Collinsville                    | *143   | 102    |      |      | 67    | *66   | *18   | 14   |     |      | 3   | 5   | 5   |     |     |   |
|   | San Joaquin River Delta         |  |        |      |      |       |       |       |      |     |      |     |     |     |     |     |   |
|   | Antioch                         | 50   |        | *31  |      | 43    | 61    | 30    | 22   |     | *16  |     |     | 8   |     |     | 5 |
| Jersey  | *32                             | 32   |        |      | *27  | 26    | 19    |       |      |     |      |     |     | 8   | *6  |     |   |
| Webb Pump   | *32                             | *34  | *30    | *29  | *22  | 26    | 22    | 22    |      | *19 | *15  | *14 |     | 14  | *10 | *7  |   |
| Central Landing, Venice Island                    |                                 |  | *37    |      | *24  |       |       |       |      |     |      |     |     |     |     |     |   |
| Blakes Landing, Venice Island                     |                                 |  | 27     | 26   |      | *24   |       |       |      |     |      |     | 13  |     |     |     |   |
| Quimby Pump                                       | *38                             |  |        |      |      |       |       |       |      |     |      |     |     |     |     |     |   |
| McDonald Pump                                     |                                 | *18  | *19    | *16  | *13  | *18   | *14   | *14   | *14  | *18 |      |     |     |     |     |     |   |
| Zuckerman Pump                                    | *22                             | *18  | *14    |      |      |       |       |       |      | *13 | *10  | *10 | *8  | *10 | *8  | *8  |   |
| Orwood Pump                                       | 21                              | 22   | 21     | 19   | 19   | 16    | 18    | 18    | 18   | 11  | 14   | 13  | 8   |     |     |     |   |
| East Contra Costa Irrigation Company <sup>2</sup> | 38                              | *38  |        | 38   | 37   | *36   | *35   | *34   |      |     | 32   | 31  | *30 | *27 | *26 | *26 |   |
| Mokelumne River Delta                             |                                 |  |        |      |      |       |       |       |      |     |      |     |     |     |     |     |   |
| Southwest Point, Staten Island                    |                                 |  |        |      |      |       |       |       |      |     |      |     |     |     |     |     |   |
| Terminus, Camp 29, Staten Island                  |                                 |  |        |      |      |       |       |       |      |     |      |     |     |     |     |     |   |
| New Hope Bridge                                   |                                 |  |        |      |      |       |       |       |      |     |      |     |     |     |     |     |   |





TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1921  
 Samples taken in surface zone usually about two hours after high tide

| Month    | Station                                  | Salinity in parts of chlorine per 100,000 parts of water |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|----------|--|--|------|-----|-----|--------|----|----|----|--------|----|----|----|----|--------|----|----|
|          |  | 1  | 3    | 5   | 7   | 9      | 11 | 13 | 15 | 17     | 19 | 21 | 23 | 25 | 27     | 29 | 31 |
| January  | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     | *1,395 |    |    |    | *1,515 |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     | *340   |    |    |    | *515   |    |    |    |    | *1,140 |    |    |
|          | Black Point <sup>1</sup>                 |  |      |     |     | *375   |    |    |    | *390   |    |    |    |    | *150   |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     | *180   |    |    |    | *240   |    |    |    |    | *150   |    |    |
|          | Port Costa <sup>1</sup>                  |  | *240 |     |     | *140   |    |    |    | *575   |    |    |    |    |        |    |    |
| February | Martinez <sup>1</sup>                    | 85   | 195  |     |     | *120   |    |    |    | *305   |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  | *120 |     |     | *48    |    |    |    | *75    |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        | 60   |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  | *135 |     |     |        |    |    |    | *400   |    |    |    |    |        |    |    |
| March    | Black Point <sup>1</sup>                 |  |      |     |     | *290   |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      | 145 |     | 60     |    |    |    |        |    |    |    |    | 50     |    |    |
|          | Port Costa <sup>1</sup>                  |  |      | *80 |     | 60     |    |    |    | *240   |    |    |    |    |        |    |    |
|          | Martinez <sup>1</sup>                    |  |      | *5  |     |        |    |    |    | 30     |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      |     |     | 5      |    |    |    | 120    |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      |     |     | 5      |    |    |    | 80     |    |    |    |    |        |    |    |
| March    | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      | 290 | 535 |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  | 575  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Martinez <sup>1</sup>                    | *195   |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      | 365 |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      | 5   |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Martinez <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Martinez <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Martinez <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Martinez <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Martinez <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Martinez <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Martinez <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Martinez <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Martinez <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Bulls Head Point <sup>1</sup>            |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Avon <sup>1</sup>                        |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | San Francisco, San Pablo and Suisun Bays |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Tiburon <sup>1</sup>                     |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Green Brae <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Black Point <sup>1</sup>                 |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Crockett <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
|          | Port Costa <sup>1</sup>                  |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |
| March    | Martinez <sup>1</sup>                    |  |      |     |     |        |    |    |    |        |    |    |    |    |        |    |    |







|   | 262   | 302   | 384    | 371   | 288  | 341  | 259    | †171   | 315   | *227   | 333  | 285  | 248    | †86   | 328    |
|---|-------|-------|--------|-------|------|------|--------|--------|-------|--------|------|------|--------|-------|--------|
| <b>Sacramento River Delta</b>                   |       |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| Collinsville                                    |       |       |        |       |      |      | 53     |        |       |        |      |      |        |       |        |
| Emmaton   |       |       |        |       | 28   | 30   | 23     | 24     | 23    |        | 15   | 15   | 14     | 11    | 13     |
| Three Mile Slough Ferry                         |       |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| <b>San Joaquin River Delta</b>                  | 230   |       | 145    | 204   | 198  | 206  | 128    | 245    | 251   | 221    | 235  | 237  | 117    | 51    | 214    |
| Antioch   |       |       | 125    | 98    |      | 55   | 124    | 144    | 141   |        | 154  | 150  |        | 98    | 133    |
| Sherman Island Ferry                            |       |       | 32     | 23    | 37   | 32   | 29     | 25     | 24    | 18     | 19   | 19   | 18     | 22    | 42     |
| Jersey  | *37   |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| <b>San Francisco, San Pablo and Suisun Bays</b> |       |       |        | 1,750 |      |      |        |        |       |        |      |      |        | 1,950 |        |
| Tiburon   |       |       |        |       |      |      | *1,730 |        |       | *1,745 |      |      |        |       |        |
| Green Brae                                      |       |       |        |       |      |      |        |        |       | *1,505 |      |      |        | 1,605 |        |
| Black Point                                     |       |       |        | 1,515 |      |      |        |        |       |        |      |      |        | 1,090 |        |
| Crockett  |       |       | 1,485  |       |      |      | 1,395  |        | 1,320 |        |      |      |        |       |        |
| Port Costa                                      |       |       |        |       |      |      |        | *1,140 |       |        |      |      | *1,335 |       | *1,030 |
| Martinez  | 1,300 |       |        |       |      |      |        | 970    | 1,090 |        |      |      |        | 940   |        |
| Bulls Head Point                                |       |       |        | 970   |      |      |        |        |       |        |      |      |        |       | 755    |
| Avon  |       |       |        |       |      |      |        | 100    |       |        |      |      |        |       |        |
| O. and A. Ferry                                 | 469   | 552   | 506    | 429   | †285 | 314  | 331    | 328    | 462   | 403    | 405  | 253  | 246    | 158   | †318   |
| O. and A. Bridge                                | 526   | 541   | 499    | 501   | 438  | 360  | 453    | 469    | 547   | 573    | 466  | 411  | 446    | 448   | 165    |
|   |       |       |        |       |      |      |        |        |       |        |      |      |        |       | 451    |
| <b>Sacramento River Delta</b>                   |       |       |        | 181   | *203 | †88  | †64    | †75    | †56   | *138   | †125 | 112  | 82     | †45   | †30    |
| Collinsville                                    | 15    | †162  | *†221  |       |      |      |        | 6      | 5     | 5      | 5    | 6    | 5      | 5     |        |
| Three Mile Slough Ferry                         |       |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| <b>San Joaquin River Delta</b>                  | 190   | 258   | 110    | 112   | 51   | 110  | 77     | 86     | 83    | 106    | 65   | †19  |        | 51    | 79     |
| Antioch   | 158   |       | 83     | 63    |      |      |        |        |       |        |      |      |        |       | 4      |
| Sherman Island Ferry                            |       |       | 18     | 14    | 14   | 14   | 13     |        | 11    | 10     | 10   | 10   | 10     | 9     | 9      |
| Jersey  | 34    | 27    |        |       |      |      |        |        |       |        |      |      |        |       |        |
| <b>San Francisco, San Pablo and Suisun Bays</b> |       |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| Tiburon   |       |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| Green Brae                                      |       |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| Black Point                                     |       |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| Crockett  |       |       | 1,210  |       |      |      |        |        | 1,545 |        |      |      |        |       |        |
| Port Costa                                      |       |       | *1,120 |       |      |      |        |        |       |        |      |      | 1,150  |       |        |
| Martinez  |       |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| Bulls Head Point                                |       | 1,090 |        | 970   |      |      |        | 1,150  |       |        |      |      |        | 970   |        |
| Avon  |       |       |        | 940   |      |      |        |        |       |        |      |      |        |       |        |
| O. and A. Ferry                                 | *314  | *277  | *256   | *309  | *75  | 150  | *394   | *†181  | *376  | *264   | *288 | *226 | 145    |       | *373   |
| O. and A. Bridge                                | 451   | 50    | 430    | 350   | 394  | 411  | 421    | 387    | 394   | 341    | 410  | 411  | 414    | 400   | 403    |
|   |       |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| <b>Sacramento River Delta</b>                   | †30   | †32   | 66     |       | *46  | *†61 | *24    | †62    |       |        | 67   | *†5  |        | *†39  |        |
| Collinsville                                    |       |       |        |       |      |      |        |        |       |        |      |      |        |       |        |
| Antioch   | *†41  | *33   | *50    | *52   | *30  | *74  | *39    | *62    | *53   | *38    | *40  | *37  | *37    | *64   |        |

October

November

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1921

Samples taken in surface zone usually about two hours after high tide

| Month    | Station                                  | Salinity in parts of chlorine per 100,000 parts of water |      |       |        |        |        |        |        |       |       |        |        |      |       |        |    |  |
|----------|--|--|------|-------|--------|--------|--------|--------|--------|-------|-------|--------|--------|------|-------|--------|----|--|
|          |  | Day of month   |      |       |        |        |        |        |        |       |       |        |        |      |       |        |    |  |
|          |  | 1  | 3    | 5     | 7      | 9      | 11     | 13     | 15     | 17    | 19    | 21     | 23     | 25   | 27    | 29     | 31 |  |
| December | San Francisco, San Pablo and Suisun Bays |  |      |       |        |        |        |        |        |       |       |        |        |      |       |        |    |  |
|          | Tiburon <sup>1</sup>                     |  |      |       |        | *1,900 |        |        |        |       |       | *1,900 |        |      |       |        |    |  |
|          | Green Brae <sup>1</sup>                  | *1,685   |      |       | *1,540 |        |        |        | *1,545 |       |       |        | *1,180 |      |       | *1,775 |    |  |
|          | Black Point <sup>1</sup>                 | *1,545   |      |       | *1,440 |        |        | *1,460 |        |       |       |        | *1,550 |      |       | *1,160 |    |  |
|          | Crockett <sup>1</sup>                    |  |      | 1,240 | 1,260  | 1,255  | *1,390 | 1,390  | 1,455  | 1,515 | 1,430 |        | 1,365  |      | 1,255 | *730   |    |  |
|          | Port Costa <sup>1</sup>                  | *1,060   |      |       |        |        | *1,170 |        |        |       |       | *1,120 |        |      |       | *410   |    |  |
|          | Martinez <sup>1</sup>                    |  |      | *785  |        |        |        |        | 1,060  |       |       |        |        |      |       | 815    |    |  |
|          | Bulls Head Point <sup>1</sup>            |  |      | 775   |        |        |        |        |        |       |       |        |        |      |       |        |    |  |
|          | Avon <sup>1</sup>                        |  |      |       | 85     |        |        |        |        |       |       |        |        | *85  |       |        |    |  |
|          | O. and A. Ferry                          | *195   | *117 | *90   | *174   | *59    | *166   | *307   | *323   | *341  | *400  | *115   | *251   | *237 | *23   | *7     |    |  |
|          | O. and A. Bridge                         | 416  | 131  | 389   | 304    | 285    | 336    | 470    | 552    | 462   | 80    | 371    | 325    | 38   | 88    | 13     | 10 |  |
|          | Sacramento River Delta                   |  |      |       |        |        |        |        |        |       |       |        |        |      |       |        |    |  |
|          | Collinsville                             | †26  | *34  |       |        |        |        | †24    | †22    |       |       | 82     | 24     |      |       |        |    |  |

\* Observation on next succeeding day.

† Observation after low tide.

<sup>1</sup> From data presented in Figures 93 and 99, pages 249 and 262 of final report, 1927, by San Francisco Bay Marine Piling Committee on "Marine borers and their relation to marine construction on the Pacific Coast."





TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1922  
 Samples taken in surface zone usually about two hours after high tide

| Month                         | Station                                  | Salinity in parts of chlorine per 100,000 parts of water |      |      |        |      |     |       |       |      |        |      |     |     |       |       |
|-------------------------------|--|--|------|------|--------|------|-----|-------|-------|------|--------|------|-----|-----|-------|-------|
|                               |  | Day of month   |      |      |        |      |     |       |       |      |        |      |     |     |       |       |
|                               |  | 2  | 4    | 6    | 8      | 10   | 12  | 14    | 16    | 18   | 20     | 22   | 24  | 26  | 28    | 30    |
| April                         | San Francisco, San Pablo and Suisun Bays |  |      |      |        |      |     | 1,770 |       |      |        |      |     |     |       |       |
|                               | Tiburon <sup>1</sup>                     |  |      |      |        |      |     |       |       |      | *1,165 |      |     |     | 1,635 |       |
|                               | Green Brae <sup>1</sup>                  |  |      | *670 |        |      |     | *605  |       |      |        |      |     |     | 885   |       |
|                               | Black Point <sup>1</sup>                 | 300  |      | 300  | *330   | *170 |     | 330   |       |      |        |      |     |     | 605   |       |
|                               | Crockett <sup>1</sup>                    |  | *90  | *210 |        |      |     |       | 60    | 240  | 605    |      | 560 | 515 | 150   |       |
|                               | Port Costa <sup>1</sup>                  |  | 30   | 170  |        |      | 5   |       |       |      | 305    |      | 195 |     |       | 60    |
|                               | Bulls Head Point <sup>1</sup>            |  |      |      |        |      | 5   |       |       |      |        |      |     |     |       |       |
| Avon <sup>1</sup>             |  |  |      |      |        |      | 5   |       |       |      |        | 60   |     |     |       |       |
| May                           | San Francisco, San Pablo and Suisun Bays |  |      |      |        |      |     |       |       |      |        |      |     |     |       |       |
|                               | Tiburon <sup>1</sup>                     |  |      |      |        |      |     |       |       |      |        |      |     |     |       |       |
|                               | Green Brae <sup>1</sup>                  |  |      |      |        |      | 500 |       |       |      |        |      |     |     |       |       |
|                               | Black Point <sup>1</sup>                 |  |      |      |        |      |     |       |       |      |        |      |     |     |       |       |
|                               | Crockett <sup>1</sup>                    |  | *285 | 140  | *240   | 115  | 115 |       | 120   | 240  | 120    | 180  | 150 |     |       | 495   |
|                               | Port Costa <sup>1</sup>                  |  |      |      |        |      |     |       |       |      | 50     |      |     |     |       | 90    |
|                               | Martinez <sup>1</sup>                    |  | *120 |      |        |      |     |       |       |      | 24     |      |     | *5  |       | 10    |
| Bulls Head Point <sup>1</sup> |  |  |      |      |        | 50   |     |       |       |      |        |      | 50  | 120 | 5     |       |
| Avon <sup>1</sup>             |  |  |      |      |        |      |     |       |       |      |        |      |     |     |       |       |
| June                          | San Francisco, San Pablo and Suisun Bays |  |      |      |        |      |     |       | 1,180 |      |        |      |     |     |       |       |
|                               | Tiburon <sup>1</sup>                     | 1,275  |      |      | *1,320 |      |     |       |       |      |        |      |     |     |       | 1,530 |
|                               | Green Brae <sup>1</sup>                  |  |      |      | *575   |      |     |       |       |      |        |      |     |     |       | 945   |
|                               | Black Point <sup>1</sup>                 |  |      |      |        |      |     |       | 410   |      |        |      |     |     |       |       |
|                               | Crockett <sup>1</sup>                    | 48   | *140 | 115  | 105    | 85   | *85 |       | 210   | *260 |        | *200 | 425 | 395 | 310   | 350   |
|                               | Port Costa <sup>1</sup>                  |  |      |      |        |      |     | 10    |       | *210 |        |      |     |     |       | 50    |
|                               | Martinez <sup>1</sup>                    |  |      |      |        |      |     | 5     |       |      |        |      |     |     |       |       |
| Bulls Head Point <sup>1</sup> |  |  |      |      | 5      |      |     |       | 75    |      |        |      |     |     |       |       |
| Avon <sup>1</sup>             |  |  |      |      |        |      |     |       |       |      |        |      |     |     |       |       |





TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1922  
 Samples taken in surface zone usually about two hours after high tide

| Month    | Station   | Salinity in parts of chlorine per 100,000 parts of water |       |       |        |     |     |     |        |     |     |       |       |        |       |       |     |
|----------|---|--|-------|-------|--------|-----|-----|-----|--------|-----|-----|-------|-------|--------|-------|-------|-----|
|          |   | Day of month   |       |       |        |     |     |     |        |     |     |       |       |        |       |       |     |
|          |   | 2  | 4     | 6     | 8      | 10  | 12  | 14  | 16     | 18  | 20  | 22    | 24    | 26     | 28    | 30    |     |
| October  | <b>San Francisco, San Pablo and Suisun Bays</b> |  |       |       | 1,940  |     |     |     | 1,505  |     |     |       |       |        |       |       |     |
|          |   | Tiburon <sup>1</sup>                                     |       |       |        |     |     |     |        |     |     |       |       | *1,485 |       |       |     |
|          |   | Green Brae <sup>1</sup>                                  |       |       |        |     |     |     |        |     |     |       |       |        |       |       |     |
|          |   | Black Point <sup>1</sup>                                 |       |       |        |     |     |     |        |     |     |       | 1,150 |        |       |       |     |
|          |   | Crockett <sup>1</sup>                                    |       | 1,240 |        |     |     |     |        |     |     | 1,030 |       |        |       |       |     |
|          |   | Port Costa <sup>1</sup>                                  |       |       |        |     |     |     |        |     |     | 1,000 |       |        |       |       |     |
|          |   | Martinez <sup>1</sup>                                    |       |       |        |     |     |     |        |     |     |       |       |        |       |       |     |
|          |   | Bulls Head Point   |       |       |        |     |     |     |        |     |     |       |       |        |       | 780   |     |
|          |   | Avon <sup>1</sup>  |       |       |        |     |     |     |        |     |     | 80    |       |        |       |       |     |
|          |   | O. and A. Ferry  | 392   | 428   | 400    | 368 | 368 | 312 | 634    | 308 | 244 | 272   | 292   | 292    | 320   | 260   | 180 |
|          | O. and A. Bridge                                | 480  | 608   | 508   | 536    | 236 | 280 | 508 | 304    | 500 | 120 | 520   | 504   | 468    | 440   | 496   |     |
|          | <b>Sacramento River Delta</b>                   |  |       |       |        |     |     |     |        |     |     |       |       |        |       |       |     |
|          | Collinsville                                    | 248  | 240   | †60   | 140    | 120 | 152 | 76  | *†22   | †20 | 138 | 64    | 112   | 144    | 106   | 60    |     |
|          | Emmaton   | 22   | 16    | 10    | *6     | 5   |     | 3   |        | 4   | 3   |       | 4     |        |       | 3     |     |
|          | Rio Vista                                       |  | 4     |       |        | 2   |     |     | 2      |     |     |       |       |        |       |       |     |
|          | <b>San Joaquin River Delta</b>                  |  |       |       |        |     |     |     |        |     |     |       |       |        |       |       |     |
|          | Antioch   |  | 156   | 156   | 80     | 112 | 72  | 52  | 65     | 29  | 55  | 84    | 77    | 50     | 20    | 20    |     |
|          | Jersey  | 20   | 19    | 17    |        | 14  | 11  | 10  | 8      | 12  | 9   | 8     | 7     | 8      | 7     | 8     |     |
|          | Central Landing, Bouldin Island                 |  |       |       |        |     |     |     | *4     |     |     |       | *4    |        |       |       |     |
| November | <b>San Francisco, San Pablo and Suisun Bays</b> |  |       |       |        |     |     |     |        |     |     |       |       |        |       |       |     |
|          |   | Tiburon <sup>1</sup>                                     |       | 1,840 |        |     |     |     |        |     |     |       |       |        |       |       |     |
|          |   | Green Brae <sup>1</sup>                                  |       |       |        |     |     |     |        |     |     |       |       |        |       |       |     |
|          |   | Black Point <sup>1</sup>                                 |       |       |        |     |     |     | *1,300 |     |     |       | 1,365 | 1,210  |       |       |     |
|          |   | Crockett <sup>1</sup>                                    |       |       | 1,270  |     |     |     | 910    |     |     |       |       |        |       |       |     |
|          |   | Port Costa <sup>1</sup>                                  |       |       |        |     |     |     |        |     |     | 620   |       |        | 1,000 |       |     |
|          |   | Martinez <sup>1</sup>                                    | 1,090 |       |        |     |     |     |        |     | 820 |       |       | *425   |       |       |     |
|          |   | Bulls Head Point <sup>1</sup>                            | *850  |       | *1,090 |     |     |     |        |     |     | 620   |       |        |       | 1,000 |     |
|          |   | Avon <sup>1</sup>  |       |       |        |     |     |     |        |     |     |       |       |        |       |       |     |
|          |   | O. and A. Ferry  | 200   | 220   |        |     | 184 | 36  | 40     | 38  | 62  | 70    | 69    | 31     | 74    | 75    | 100 |
|          | O. and A. Bridge                                | 420  | 480   | 476   | 428    | 212 | 160 | 252 | 388    | 220 | 304 | 316   | 56    | 312    | 292   | 284   |     |

|   | 28  | 8  | 7    | 8   | †3 | †4    | 7   | 7     | †5   |
|---|-----|----|------|-----|----|-------|-----|-------|------|
| <b>Sacramento River Delta</b>                   |     |    |      |     |    |       |     |       |      |
| Collinsville                                    |     |    |      |     |    |       |     |       |      |
| Emmation  |     |    |      | 2   |    |       |     |       |      |
| Rio Vista                                       | 3   |    |      |     |    |       |     |       |      |
| <b>San Joaquin River Delta</b>                  |     |    |      |     |    |       |     |       |      |
| Antioch   | 14  | 8  | 6    | 6   | 6  | 7     | 7   | 7     |      |
| Jersey  | 7   |    | *4   |     |    |       |     |       |      |
| Central Landing, Bouldin Island                 | 3   |    |      |     |    |       |     |       |      |
| <b>San Francisco, San Pablo and Suisun Bays</b> |     |    |      |     |    |       |     |       |      |
| Tiburon†  |     |    | *665 |     |    | 1,575 |     | 1,605 |      |
| Green Brac†                                     |     |    |      |     |    | 655   |     | *305  |      |
| Black Point†                                    |     |    |      | 990 |    |       |     | *305  |      |
| Crockett†                                       | 820 |    |      | 305 |    | 200   |     | 970   | *485 |
| Port Costa†                                     |     |    |      | 210 |    | 210   |     |       | 485  |
| Martinez†                                       |     |    |      | 75  |    |       | 140 |       | *195 |
| Bulls Head Point†                               |     |    |      | 210 |    | 210   |     | 605   | *485 |
| Avon†   | 80  |    |      | 10  |    |       |     | *50   |      |
| O. and A. Ferry                                 | 77  | 8  | 5    |     |    |       |     |       |      |
| O. and A. Bridge                                | 204 | 75 | 18   |     |    |       |     |       |      |

\* Observation on next succeeding day.

† Observation after low tide.

‡ From data presented in figures 94 and 99, pages 251 and 262 of final report, 1927, of San Francisco Bay Marine Piling Committee, on "Marine borers and their relation to marine construction on the Pacific Coast."





VARIATION AND CONTROL OF SALINITY

|                                      |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
|--------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Collinsville.....                    | 64  | 59  | 69  | 73  | 100 | 133 | 190 | 153 | 154 | 112 | 73  | *256 | 312 | 310 |
| Three Mile Slough Ferry.....         | 6   |     |     | 4   |     |     | 3   |     | 8   |     | *3  | 13   |     | 17  |
| Rio Vista Bridge.....                |     |     |     |     |     |     |     |     |     |     | 4   | *4   |     | *4  |
| <b>San Joaquin River Delta</b>       |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| Antioch.....                         | 31  | 11  | 64  | 75  | 110 | 90  | 135 | 123 | 87  | 151 | 92  | 156  | 209 | 160 |
| Jersey.....                          |     | 3   |     | 5   |     | 18  |     | 9   |     | 8   |     |      | 28  |     |
| Central Landing, Bouldin Island..... | 3   | 3   | 3   | 3   | 4   |     | 4   | 4   | 4   | 4   | 5   |      |     |     |
| <b>Suisun Bay</b>                    |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| O. and A. Ferry.....                 | 380 | 344 | 343 | 373 | 518 | 454 | 457 | 408 | 367 | 374 | 425 | 355  | 322 | 194 |
| O. and A. Bridge.....                | 258 | 365 | 365 |     | 203 |     | 335 |     | 464 |     | 223 | 211  |     | 423 |
| <b>Sacramento River Delta</b>        |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| Collinsville.....                    | 254 | 214 | 153 | 256 | 265 | 358 | 286 | 275 | 236 | 266 | 243 | 227  | 131 | 117 |
| Emmaton.....                         |     | *19 |     |     |     |     |     |     |     |     |     |      |     |     |
| Three Mile Slough Ferry.....         | 14  | 5   | *13 |     | 5   |     | *5  |     | 5   | *4  |     |      | 1   |     |
| Rio Vista Bridge.....                |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| <b>San Joaquin River Delta</b>       |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| Antioch.....                         | 119 | 153 | 153 | 99  | 126 | 239 | 87  | 193 | 112 | 187 | 175 | 139  | 112 | 49  |
| Jersey.....                          |     |     | 19  |     | 31  |     | 33  |     | 27  |     | 34  | 18   |     |     |
| <b>Suisun Bay</b>                    |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| O. and A. Ferry.....                 | 216 | 189 | 169 | 177 | 238 | 254 | 164 | 202 | 100 | 112 | 274 | 176  | 200 | 180 |
| O. and A. Bridge.....                | 205 | 422 | 422 |     | 129 |     | 441 |     | 433 |     | 412 | 247  |     | 162 |
| <b>Sacramento River Delta</b>        |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| Collinsville.....                    | 104 | 88  | 80  | 22  | 103 | 60  | 65  | 57  | 37  | 56  | 74  | 34   | 62  | 68  |
| Emmaton.....                         |     |     | 8   |     |     |     |     |     |     |     |     |      |     |     |
| Three Mile Slough Ferry.....         | 4   |     | 4   |     | 4   |     | 5   |     | 3   |     | 3   | 3    |     | 3   |
| Rio Vista Bridge.....                | 3   |     | 3   |     | 3   | *3  |     | *2  |     |     | *2  |      | *3  |     |
| <b>San Joaquin River Delta</b>       |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| Antioch.....                         | 16  | 62  | 32  | 14  | 43  | 34  | 56  | 29  | 21  | 15  | 17  | 22   | 18  | 27  |
| Jersey.....                          |     | 8   |     | 8   |     | 6   | 7   | 7   |     | 7   |     |      | 6   |     |
| <b>Suisun Bay</b>                    |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| O. and A. Ferry.....                 | 95  | 110 | 176 | 227 | 259 | 251 | 163 | 154 | 184 | 244 | 228 | 223  | 178 | 154 |
| O. and A. Bridge.....                | 270 |     | 332 |     | 313 |     | 356 |     | 96  |     | 352 | 176  |     | 288 |
| <b>Sacramento River Delta</b>        |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| Collinsville.....                    | 43  | 9   | 90  | †29 | 107 | 105 | 100 | 86  | 86  | 96  | 122 | 88   | 48  |     |
| Rio Vista Bridge.....                | *2  | *2  |     | *2  |     | 2   |     | 3   |     |     |     |      |     |     |
| <b>San Joaquin River Delta</b>       |     |     |     |     |     |     |     |     |     |     |     |      |     |     |
| Antioch.....                         | 18  | 21  | 30  | 59  | 63  | 40  | 54  | 54  |     |     |     |      |     |     |
| Jersey.....                          |     | 6   |     | 6   | 5   | 5   |     | 5   |     | 4   |     |      |     |     |

\* Observation on next succeeding day.

† Observation after low tide.

‡ From records of salinity observations made by California and Hawaiian Sugar Refining Corporation.

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1924  
 Samples taken in surface zone usually about two hours after high tide

| Month                           | Station                         | Salinity in parts of chlorine per 100,000 parts of water |       |       |       |       |       |       |       |       |        |       |       |        |        |       |
|---------------------------------|---------------------------------|--|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|--------|--------|-------|
|                                 |                                 | Day of month   |       |       |       |       |       |       |       |       |        |       |       |        |        |       |
|                                 |                                 | 2  | 4     | 6     | 8     | 10    | 12    | 14    | 16    | 18    | 20     | 22    | 24    | 26     | 28     | 30    |
| February                        | Carquinez Strait                |  |       |       |       |       |       |       |       |       |        |       |       |        |        |       |
|                                 | Crockett <sup>1</sup>           |  |       |       |       |       |       |       |       | 850   | 1,640  | 840   | 750   | 850    | 920    |       |
|                                 | Crockett <sup>1</sup>           | 820  | 995   | 770   | 830   | 830   | 700   | 1,100 | 1,270 | 1,080 | 915    | 1,100 | 1,685 | 1,330  | 825    | *910  |
| March                           | Crockett <sup>1</sup>           | 625  | 760   | 900   | 790   | 910   | 540   | 1,065 | 630   | 715   | 1,025  | 1,100 | 945   | 580    | 930    | *1440 |
|                                 | Carquinez Strait and Suisun Bay |  |       |       |       |       |       |       |       |       |        |       |       |        |        |       |
| May                             | Crockett <sup>1</sup>           | 1,600  | 1,030 | 950   | 900   |       | 1,060 | 880   | 1,160 | 1,440 | 1,320  | 1,180 |       | 1,150  | *1,040 | 980   |
|                                 | Army Point Site <sup>2</sup>    |  |       | *650  |       |       |       | *715  |       |       | *790   |       |       | 282    | 294    | 960   |
|                                 | O. and A. Ferry                 |  |       |       |       |       |       |       |       |       |        |       | 308   |        |        | 334   |
| June                            | Sacramento River Delta          |  |       |       |       |       |       |       |       |       |        |       |       |        |        |       |
|                                 | Collinsville                    |  |       |       |       |       |       |       |       |       |        |       |       |        | 154    | 213   |
|                                 | San Joaquin River Delta         |  |       |       |       |       |       |       |       |       |        |       |       |        |        |       |
| Antioch                         | Jersey                          |  |       |       |       |       |       |       |       |       |        |       |       |        |        |       |
|                                 | Jersey                          |  |       |       |       |       |       |       |       |       |        |       |       |        |        |       |
|                                 | Jersey                          |  |       |       |       |       |       |       |       |       |        |       |       |        |        |       |
| Carquinez Strait and Suisun Bay | Crockett <sup>1</sup>           | 1,630  | 1,190 | 1,470 | 1,320 | 1,430 | 1,380 | 1,450 | 1,320 | 1,320 | *1,510 | 1,420 | 1,460 | 1,500  | 1,510  | 1,610 |
|                                 | Army Point Site <sup>2</sup>    |  |       | *960  |       |       |       | 1,200 |       |       | *1,060 |       |       | *1,220 |        |       |
|                                 | O. and A. Ferry                 | 380  | 448   | 422   | 586   | 472   |       | 682   | 654   | 680   | 610    | 742   | 656   | 668    | 664    | 780   |
| Sacramento River Delta          | Collinsville                    |  |       | 348   | 324   | 300   | 246   | 346   | 390   | 502   | 592    | 542   | 470   | 506    | 644    | 648   |
|                                 | Emmaton                         |  | 274   |       |       |       |       | 98    | 120   | 144   | 260    | 192   | 192   | 218    | 255    | 278   |
|                                 | Three Mile Slough Ferry         |  |       |       |       |       |       | 55    |       | 125   | 222    | 138   | 132   | 146    |        |       |
|                                 | Rio Vista Bridge                |  |       |       |       |       |       |       | 15    | 34    | 84     | 70    | 28    | 36     | 56     | 78    |
|                                 | San Joaquin River Delta         |  |       |       |       |       |       |       |       |       |        |       |       |        |        |       |
| Antioch                         | Jersey                          | 139  | 222   | 260   | 216   | 220   | 210   | 280   | 324   | 342   | 460    | 376   | 378   | 376    | 346    | 468   |
|                                 | Jersey                          |  | 20    | 47    |       | 29    | 34    | 47    | 134   | 144   | 104    |       | 100   | 114    | 119    | 209   |
|                                 | Central Landing, Bouldin Island |  |       |       |       |       |       |       |       |       |        |       | 14    | 16     | 16     | 24    |

| Month                                  | Location                               | 1,390 | 1,310  | 1,500 | 1,520 | 1,620 | 1,640 | 1,720 | 1,550  | 1,020 | *1,550 | 1,980  | 1,510 | 1,380  | 1,530 |
|--|--|-------|--------|-------|-------|-------|-------|-------|--------|-------|--------|--------|-------|--------|-------|
| July                                   | <b>Carquinez Strait and Suisun Bay</b> |       |        |       |       |       |       |       |        |       |        |        |       |        |       |
|  | Crockett <sup>1</sup>                  | 1,390 | *1,310 | 1,500 | 1,520 | 1,620 | 1,640 | 1,720 | 1,550  |       |        |        |       | 1,380  | 1,530 |
|  | Army Point Site <sup>2</sup>           | 792   | 815    | 865   | 900   | 1,325 | 905   | 990   | *1,475 | 965   | 1,020  | 1,050  | 1,040 | 1,045  | 1,120 |
|  | O. and A. Ferry                        |       |        | 775   |       | 875   |       |       |        |       |        |        |       |        |       |
|  | <b>Sacramento River Delta</b>          |       |        |       |       |       |       |       |        |       |        |        |       |        |       |
|  | Collinsville                           | 674   |        | 776   | 738   | 776   | 796   | 800   | 916    | 960   | 876    | 864    | 876   | 710    | 940   |
|  | Emmaton                                | 279   |        | 442   | 424   | 466   | 464   | 450   | 418    | 568   | 570    | 536    | 570   | 664    | 646   |
|  | Three Mile Slough Ferry                |       |        |       |       |       |       |       |        |       |        |        |       | 526    | 598   |
|  | Rio Vista Bridge                       | 79    | 183    | 157   | 168   | 278   | 302   | 276   | 366    | 482   | 396    | 396    | 476   | 363    | 406   |
|  | Isleton Bridge                         | 15    | 56     | 31    | 63    | 105   | 114   | 150   | 144    | 156   | 270    | 400    | 400   | 414    | 470   |
|  | Howard Ferry                           |       |        |       |       |       |       |       |        |       |        |        |       | 163    | 96    |
|  | Sutter Slough                          |       |        |       |       |       |       |       |        |       |        |        |       | 9      |       |
|  | Walnut Grove                           |       |        |       |       |       |       |       |        | 7     | 7      | 16     | 7     | 10     | 10    |
|  | <b>Mokelumne River Delta</b>           |       |        |       |       |       |       |       |        |       |        |        |       |        |       |
|  | Camp 33, Staten Island                 |       |        |       |       |       |       |       |        |       |        | 35     |       | 43     | 43    |
| Tyler Island Ferry                     |  |       |        |       |       |       |       |       |        |       | 12     |        | 20    | 8      |       |
| Camp 11, Staten Island                 |  |       |        |       |       |       |       |       |        |       |        |        | 17    | 23     |       |
| Camp 25, Staten Island                 |  |       |        |       |       |       |       |       |        |       |        |        |       | 25     |       |
| <b>San Joaquin River Delta</b>         |  |       |        |       |       |       |       |       |        |       |        |        |       |        |       |
| Antioch                                | 520                                    | 624   | 594    | 592   | 524   | 614   | 576   | 820   | 810    | 696   | 874    | 696    | 712   | 772    |       |
| Jersey                                 |  | 213   | 302    |       | 274   | 296   | 356   | 398   |        |       | 402    | 392    | 414   |        |       |
| Webb Pump                              |  |       |        |       |       |       | 165   | 216   | 165    | 168   | 180    | 168    | 198   | 220    |       |
| Central Landing, Bouldin Island        | 25                                     | 32    | 39     | 52    | 52    | 56    | 66    | 86    | 87     | 104   | 94     | 104    | 128   | 108    |       |
| Holland Pump                           |  |       |        |       |       |       |       |       |        |       |        |        | 83    | 96     |       |
| Medford Pump                           |  |       |        |       |       |       |       | 26    | 52     | 56    | 47     | 56     | 70    | 78     |       |
| <b>Carquinez Strait and Suisun Bay</b> |  |       |        |       |       |       |       |       |        |       |        |        |       |        |       |
| Crockett <sup>1</sup>                  | 1,420                                  | 1,440 | 1,680  | 1,550 | 1,330 |       | 1,535 | 1,550 | 1,480  |       |        | *1,720 | 1,830 | *1,540 |       |
| Army Point Site <sup>2</sup>           | 1,475                                  |       |        | 1,290 | 1,225 | 1,250 | 1,230 | 1,240 | 1,175  | 1,190 | 1,240  | 1,190  | 1,270 | 1,325  |       |
| O. and A. Ferry                        | 1,155                                  | 1,255 | 1,285  | 1,285 |       |       |       |       |        |       |        |        |       |        |       |
| <b>Sacramento River Delta</b>          |  |       |        |       |       |       |       |       |        |       |        |        |       |        |       |
| Collinsville                           | 1,005                                  | 1,065 | 1,125  | 985   | 940   | 970   | 1,150 | 1,100 | 1,060  | 935   | 1,030  | 935    | 935   |        |       |
| Emmaton                                | 676                                    | 656   | 768    | 636   | 726   | 702   | 726   | 736   | 758    | 720   | 722    | 720    | 760   | 776    |       |
| Three Mile Slough Ferry                | 370                                    | 488   | 524    | 572   | 608   | 462   | 514   | 522   | 438    | 454   | 450    | 454    | 668   | 692    |       |
| Rio Vista Bridge                       |  | 139   | 164    | 179   | 178   | 183   | 192   | 173   | 170    | 188   | 188    | 156    | 514   | 434    |       |
| Liberty Ferry                          |  | 208   | 300    |       | 288   | 310   | 294   | 68    | 118    | 156   | 156    | 138    | 155   | 160    |       |
| Isleton Bridge                         | 88                                     | 100   | 71     | 81    | 84    | 81    | 157   | 76    | 42     | 37    | 37     | *38    | *112  | *18    |       |
| Howard Ferry                           |  | 28    | 46     |       | 36    |       | 45    | 12    |        | 16    | 21     | 10     | 13    | 14     |       |
| Sutter Slough                          |  |       |        |       |       |       |       |       |        |       |        |        |       |        |       |
| Little Holland Ferry                   |  |       |        | 48    | 37    | 31    | 27    | 23    | 24     | 21    | 21     | 11     | 10    | 9      |       |
| Grand Island Bridge                    |  |       | 34     | 47    | 30    | 21    | 13    | 14    | 9      | 15    | *16    | *10    | *11   | *9     |       |
| Walnut Grove                           | *14                                    | *21   | *42    | *29   | *29   | *20   |       | 14    | 11     | *16   | *13    | *12    | 9     | 8      |       |
| Hood Ferry                             |  |       |        | 46    | 30    | 21    | 12    | 15    | 10     | 13    | 12     | 12     | 19    | 8      |       |
| Freeport Ferry                         |  |       |        | 9     |       |       | 15    | 11    | 9      | 10    | 10     | 10     | 9     | 8      |       |



TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1924  
 Samples taken in surface zone usually about two hours after high tide

| Month                                  | Station                         | Salinity in parts of chlorine per 100,000 parts of water |       |       |       |       |        |        |        |       |       |        |       |       |       |       |       |
|--|---------------------------------|--|-------|-------|-------|-------|--------|--------|--------|-------|-------|--------|-------|-------|-------|-------|-------|
|  |                                 | Day of month   |       |       |       |       |        |        |        |       |       |        |       |       |       |       |       |
|  |                                 | 2  | 4     | 6     | 8     | 10    | 12     | 14     | 16     | 18    | 20    | 22     | 24    | 26    | 28    | 30    |       |
| August<br>(Continued)                  | <b>Mokelumne River Delta</b>    |  |       |       |       |       |        |        |        |       |       |        |       |       |       |       |       |
|  | Camp 33, Staten Island          | 58   | 71    | 75    | 76    |       | 85     | 95     | 95     | 84    | 79    | 88     |       | 87    | 92    | 113   |       |
|  | Tyler Island Ferry              | 30   | 23    | 43    | 44    | 33    | 23     | 21     | 12     | 10    | 12    |        |       | 12    | 12    | 10    |       |
|  | Camp 11, Staten Island          | 33   | 49    | 47    | 50    |       | 44     | 62     | 57     | 53    | 44    | 48     |       | 53    | 65    | 61    |       |
|  | Camp 25, Staten Island          | 35   | 44    | 52    | 60    |       | 55     | 57     | 65     | 48    | 54    | 37     |       | 33    | 71    | 55    |       |
|  | <b>San Joaquin River Delta</b>  |  |       |       |       |       |        |        |        |       |       |        |       |       |       |       |       |
|  | Antioch                         | 938  | 928   | 868   | 1,024 | 864   | 904    | 946    | 984    | 958   | 958   | 1,080  | 990   | 822   | 870   | 992   | 1,042 |
|  | Jersey                          |  | 578   | 566   | 532   |       |        | 648    | 666    | 612   | 612   | 558    |       | 490   | 614   | 634   | 708   |
|  | Webb Pump                       | 258  | 199   |       |       |       |        |        |        |       |       | 243    | 264   | 299   | 324   | 356   | 324   |
|  | Central Landing, Bouldin Island | *166   |       |       | 222   | 180   | 182    | 230    | 200    | 176   | 176   | 155    | 155   | 164   | 175   | 200   | 224   |
| Holland Pump                           | 99                              | 148  | 123   | 137   | 98    | 138   | 187    | 186    | 172    | 188   | 136   |        | 164   | 164   | 192   | 200   |       |
| Medford Pump                           | 92                              | 107  | 111   | 100   | 108   | 120   | 140    | 148    | 138    | 138   | 80    |        |       |       |       |       |       |
| King Island, Camp 3½                   |                                 |  |       |       |       | 65    | 66     | 67     | 68     | 68    | 66    | 84     | 75    | 76    | 95    | 99    |       |
| Rindge Pump                            |                                 |  |       | 89    | 89    | 80    | 78     | 85     |        |       | 88    | 88     | 89    | 98    | 106   | 110   |       |
| Middle River P.O.                      |                                 |  |       | 82    | 84    | 82    | 81     | 84     | 74     | 74    | 75    | 86     | 89    | 70    | 85    | 90    |       |
| Mansion House                          |                                 |  | 55    | 73    | 64    | 64    | 74     | 72     | 54     | 54    | 65    | 68     | 73    | 74    | 79    | 90    |       |
| Wakefield Landing                      |                                 |  |       |       |       |       |        |        |        | 24    | 24    | 36     | *38   | *37   | *41   | *27   |       |
| Clifton Court Ferry                    |                                 |  |       |       |       |       |        |        |        |       | 17    | 16     | 10    |       | 18    |       |       |
| Williams Bridge                        |                                 |  |       |       |       |       |        |        |        |       |       |        |       |       |       |       |       |
| <b>Carquinez Strait and Suisun Bay</b> |                                 |  |       |       |       |       |        |        |        |       |       |        |       |       |       |       |       |
| Crockett                               |                                 | 1,460  | 1,500 | 1,720 | 1,720 | 1,320 | *1,640 | *1,430 | *1,650 | 1,730 | 1,630 | *1,480 | 1,600 | 1,650 | 1,570 | 1,610 |       |
| Army Point Site <sup>2</sup>           |                                 |  |       | 1,585 | 1,585 |       |        | 1,555  |        |       |       |        |       |       |       |       |       |
| O. and A. Ferry                        |                                 | 1,300  | 1,295 | 1,150 | 1,150 | 1,235 | 1,330  | 1,335  | 1,345  | 1,340 | 1,250 | 1,190  | 1,275 | 1,150 | 1,160 | 1,270 |       |
| <b>Sacramento River Delta</b>          |                                 |  |       |       |       |       |        |        |        |       |       |        |       |       |       |       |       |
| Collinsville                           | 1,150                           | 966  | 988   | 835   | 1,085 | 960   | 975    | 975    | 1,060  | 1,055 | 1,075 | 840    | 860   |       | 1,085 | 915   |       |
| Emmaston                               | 760                             | 610  | 778   | 586   | 676   | 688   | 734    | 738    | 738    | 696   | 610   | 566    | 608   |       | 546   |       |       |
| Three Mile Slough Ferry                |                                 |  | 384   | 594   | 566   | 650   | 676    | 694    | 524    | 416   | 528   | 488    | 378   |       |       |       |       |
| Rio Vista Bridge                       | 280                             | 496  | 450   | 428   | 402   | 560   | 396    | 450    | 450    | 294   | 210   | 408    | 312   | 258   | 288   | 316   |       |



TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1924  
 Samples taken in surface zone usually about two hours after high tide

| Month                                  | Station                         | Salinity in parts of chlorine per 100,000 parts of water |        |       |       |       |       |      |       |       |       |      |       |        |      |     |  |
|--|---------------------------------|--|--------|-------|-------|-------|-------|------|-------|-------|-------|------|-------|--------|------|-----|--|
|  |                                 | Day of month   |        |       |       |       |       |      |       |       |       |      |       |        |      |     |  |
|  |                                 | 2  | 4      | 6     | 8     | 10    | 12    | 14   | 16    | 18    | 20    | 22   | 24    | 26     | 28   | 30  |  |
| October<br>(Continued)                 | <b>Mokelumne River Delta</b>    |  |        |       |       |       |       |      |       |       |       |      |       |        |      |     |  |
|  | Camp 33, Staten Island          | 52   | 49     | 54    | 52    | 42    |       | 20   | 16    | 19    | 18    | 16   | 16    |        | 12   | 15  |  |
|  | Tyler Island Ferry              | 6  | 6      | 5     | 5     | 7     | 3     | 2    |       |       |       |      |       |        |      |     |  |
|  | Camp 11, Staten Island          | 78   | 82     | 76    | 68    | 82    |       | 56   | 58    | 72    | 74    | 59   | 56    |        | 57   | 44  |  |
|  | Camp 25, Staten Island          | 82   | 84     | 66    | 76    | 80    |       | 57   | 54    | 56    | 59    | 62   | 48    |        | 58   | 57  |  |
|  | <b>San Joaquin River Delta</b>  |  |        |       |       |       |       |      |       |       |       |      |       |        |      |     |  |
|  | Antioch                         | 800  | 790    | 805   | 725   | 735   | 780   | 645  | 604   | 568   | 590   | 425  | 510   | 516    | 534  | 374 |  |
|  | Jersey                          | 478  |        |       | 468   | 434   |       | 370  | 346   | 294   | 320   | 306  | 290   |        | 248  | 248 |  |
|  | Webb Pump                       |  | 225    | 268   | 267   | 253   | 245   | 236  | *200  | *194  | 180   | 148  | 176   | 164    | 154  | 144 |  |
|  | Central Landing, Bouldin Island | 138  | 142    | 152   | 90    | 62    | 62    | 60   |       |       | 44    | 50   | 66    | 84     | 84   | 34  |  |
| Holland Pump                           |                                 | 308  | 260    | 260   | 248   | 274   | 248   | 254  |       | 250   | 226   | 230  | 242   | 220    | 218  |     |  |
| Medford Pump                           | 220                             |  | 180    |       | 173   |       | 192   | *188 |       |       |       | *164 | *162  | *158   | *148 |     |  |
| King Island, Camp 3½                   | 164                             | 164  | 158    | 156   | 136   |       |       | 148  | 154   |       |       | 134  | 132   | 116    | 120  |     |  |
| Rindge Pump                            | 122                             | 122  | 114    | 110   |       | 112   | 89    | 86   | 94    | 62    | 52    | 76   | 94    | 90     | 78   |     |  |
| Middle River P.O.                      | 174                             | 182  | 178    | 180   | 178   | 178   | 152   | 176  | 178   | 168   | 168   | 178  | 164   | 164    | 158  |     |  |
| Mansion House                          |                                 | 138  | 138    |       | 144   | 148   | 128   |      |       | 120   |       | 124  |       | 128    | 98   |     |  |
| Wakefield Landing                      | 88                              | 96   |        | 82    | 80    | 80    | 50    | 50   | 60    | 44    |       |      | 50    | *59    | 52   |     |  |
| Clifton Court Ferry                    | 80                              | 80   | 78     | 75    | 79    | 63    | 51    |      |       |       |       |      |       | 37     | 34   |     |  |
| Williams Bridge                        |                                 | 10   | 10     | 11    | 10    | 11    | 7     | 8    | 10    | 11    | 11    | 12   | 13    | 12     | 12   |     |  |
| Mossdale Bridge                        | 11                              |  |        |       |       |       |       |      |       |       |       |      |       |        |      |     |  |
| <b>Carquinez Strait and Suisun Bay</b> |                                 |  |        |       |       |       |       |      |       |       |       |      |       |        |      |     |  |
| Crockett                               | 1,420                           | 1,300  | 1,410  | 1,210 | 1,260 | 1,320 | 1,450 | 900  | 1,080 | 1,150 | 1,070 | 875  | 1,050 | *1,130 | 895  |     |  |
| Army Point Site                        |                                 |  | *1,125 |       |       |       | 800   |      |       |       | 755   |      |       | *845   |      |     |  |
| O. and A. Ferry                        | 595                             | 635  | 465    | 480   | 456   | 294   | 166   | 144  | 144   | 98    | 132   | 338  | 212   | 238    | 216  |     |  |
| <b>Sacramento River Delta</b>          |                                 |  |        |       |       |       |       |      |       |       |       |      |       |        |      |     |  |
| Collinsville                           | 422                             | 395  | 240    | 200   | 206   | 32    | 66    | 72   | 64    | 70    | 146   | 52   | 22    | 80     | 82   |     |  |
| Enmaton                                | 90                              | 88   | 64     | 48    | 26    | 18    | 10    | 10   | 16    | 14    | 14    | 12   | 10    |        | 13   |     |  |
| Three Mile Slough Ferry                | 66                              | 52   | 33     | 38    | 28    | 14    | 16    | 11   | 11    | 12    |       | 12   |       | 11     | 14   |     |  |
| Rio Vista Bridge                       | 7                               | *5   | *9     |       | 6     | 5     | 5     | *4   |       | *6    |       |      |       |        |      |     |  |
| Liberty Ferry                          | 8                               | 8  | 8      | 9     | 9     | 8     | 6     |      |       |       |       |      |       |        |      |     |  |
| Isteton Bridge                         |                                 | 2  |        | 3     |       | 4     |       | 5    | 5     | 7     |       |      |       |        |      |     |  |



|  |      |       |     |        |     |     |     |     |       |     |     |     |    |     |     |     |
|--|------|-------|-----|--------|-----|-----|-----|-----|-------|-----|-----|-----|----|-----|-----|-----|
| <b>Mokelumne River Delta</b>           |      |       |     |        |     |     |     |     |       |     |     |     |    |     |     |     |
| Camp 23, Staten Island                 | 13   |       |     |        |     |     |     |     |       |     |     | 7   | 13 | 6   | 7   | 8   |
| Camp 11, Staten Island                 | 49   |       |     |        |     |     |     |     |       |     |     | 34  | 20 | 11  | 13  | 14  |
| Camp 25, Staten Island                 | 59   |       |     |        |     |     |     |     |       |     |     | 55  | 31 | 24  | 23  | 25  |
| <b>San Joaquin River Delta</b>         |      |       |     |        |     |     |     |     |       |     |     |     |    |     |     |     |
| Antioch                                | 342  | 204   | 250 | 238    | 176 | 130 | 70  | 66  | 53    | 55  | 60  | 60  | 62 | 72  | 60  | 57  |
| Jersey                                 | 146  | 146   | 128 | 104    | 98  | 94  | 76  |     |       |     |     |     |    |     |     |     |
| Webb Pump                              | 136  | 132   | 128 | 112    | 108 | 70  | 88  | *84 | *75   | *62 |     |     |    |     |     |     |
| Central Landing, Bouldin Island        | 36   | 24    | 31  | 26     | 26  | 16  | 16  | 18  | *20   | 28  | 20  | 20  | 20 | 23  | 17  |     |
| Holland Pump                           | 198  | 172   | 186 | 186    | 180 | 168 | 164 | 150 | 144   | 144 | 130 | 114 |    | 136 | 114 | 104 |
| Medford Pump                           |      | 138   | 124 | 124    |     |     | 114 | 104 |       | *94 |     |     |    |     |     |     |
| King Island, Camp 3½                   |      | 98    | 90  | 102    | 82  | 80  | 76  | 70  | 67    | 56  | 62  | 62  |    | 58  |     | 58  |
| Kingdo Pump                            | 84   | 56    | 62  | 52     | 48  | 52  | 32  | 25  | 19    | 13  | 22  | 22  | 18 | 20  | 28  | 22  |
| Middle River P.O.                      |      | 148   | 146 | 140    | 136 | 128 | 114 |     |       | 73  | 60  | 60  | 60 | 20  | 48  | 46  |
| Mansion House                          | 110  | 74    | 84  |        | 108 | 90  | 42  | 34  |       | 25  | 22  | 22  |    | 25  |     |     |
| Wakefield Landing                      | *44  | 50    | *48 |        | *33 |     | 26  |     | *17   | *16 |     |     |    |     | *18 | *16 |
| Clifton Court Ferry                    | 36   | 29    | 23  | 24     | 22  | 14  | 13  | 5   | 7     | 7   | 7   | 7   | 6  | 6   | 7   | 7   |
| Mossdale Bridge                        | 9    | 12    | 13  | 10     | 9   | 7   | 6   |     |       |     |     |     |    |     |     |     |
| <b>Carquinez Strait and Suisun Bay</b> |      |       |     |        |     |     |     |     |       |     |     |     |    |     |     |     |
| Crockett                               | *890 | 1,030 |     | *1,020 | 880 | 980 |     | 780 | 1,060 | 700 |     |     |    | 820 | 960 | 880 |
| Army Point Site                        |      |       |     | 184    | 302 | 560 | 91  | 118 | 39    | 665 | 107 | 37  |    | 475 | 25  | 50  |
| O. and A. Ferry                        | 164  | 136   | 172 |        |     | 52  |     |     |       | 52  |     |     |    | 51  |     |     |
| <b>Sacramento River Delta</b>          |      |       |     |        |     |     |     |     |       |     |     |     |    |     |     |     |
| Collinsville                           | 108  | 98    | 36  | 46     | 158 | 15  | 17  | 43  | 23    | 15  | 15  | 15  |    | 40  | 17  | 11  |
| Emmaton                                | 16   |       | 8   |        |     | 7   | 6   | 5   | 5     |     |     |     |    |     |     |     |
| Three Mile Slough Ferry                | 12   | 12    |     |        |     |     |     |     |       |     |     |     |    |     |     |     |
| <b>Mokelumne River Delta</b>           |      |       |     |        |     |     |     |     |       |     |     |     |    |     |     |     |
| Camp 33, Staten Island                 | 6    | 7     | 6   | 6      | 3   | 7   | 2   | 7   |       |     |     |     |    |     |     |     |
| Camp 11, Staten Island                 | 12   | 10    | 9   | 9      | 4   | 4   | 3   | 6   |       |     |     |     |    |     |     |     |
| Camp 25, Staten Island                 | 21   | 18    |     | 22     | 16  | 6   | 14  | 16  |       |     |     |     |    |     |     |     |
| <b>San Joaquin River Delta</b>         |      |       |     |        |     |     |     |     |       |     |     |     |    |     |     |     |
| Antioch                                | 58   | 51    | 50  | 50     | 40  | 26  | 28  | 31  | 27    | 22  | 19  | 17  | 17 | 14  | 16  | 17  |
| Jersey                                 |      |       |     |        |     |     |     |     |       |     |     |     |    |     |     | 18  |
| Webb Pump                              | *57  |       | 46  |        | 36  |     |     |     | 32    | 29  |     |     |    |     |     |     |
| Central Landing, Bouldin Island        | 18   |       | 8   | 9      | 8   |     | 11  | 10  | 14    | 5   | 10  |     |    |     |     |     |
| Holland Pump                           | 102  | 87    | 82  | 79     | 68  | 64  | 58  | 54  | 46    | 42  | 44  | 34  |    | 54  |     |     |
| Medford Pump                           |      |       |     |        |     |     |     |     |       |     |     |     |    |     |     |     |
| King Island, Camp 3½                   | 54   | 50    | 47  | 44     |     | 41  |     | 41  | 31    | 30  | 30  | 24  |    | 29  |     |     |
| Kingdo Pump                            | 18   |       | 15  | 21     | 14  | 13  | 14  |     |       | 13  | 13  | 10  |    | 13  | 13  | 11  |
| Middle River P.O.                      | 36   |       | 36  | 31     | 27  | 22  | 21  | 18  |       | 12  | 12  | 12  |    | 12  | 12  | *11 |
| Mansion House                          | 15   | 12    |     | 14     | 6   |     |     |     |       |     |     |     |    |     |     |     |
| Wakefield Landing                      | 16   |       | 12  | *12    | *13 | 15  | 13  | 18  |       | 5   | 12  |     |    |     |     |     |
| Clifton Court Ferry                    | 7    |       | 8   | 4      | 6   | 9   | 8   | 8   | 5     |     | 5   |     |    |     |     |     |
| Williams Bridge                        |      |       |     |        |     |     |     |     |       |     |     |     |    |     |     |     |
| Mossdale Bridge                        | 7    |       |     |        |     |     |     |     |       |     |     |     |    |     |     |     |

\* Observation on next succeeding day.  
 1 From records of salinity observations made by California and Hawaiian Sugar Refining Corporation.  
 2 Average of samples at surface and bottom at high and low tide. Mountain Copper Company records, Bulletin 22, Vol. II, Plate 9-8. See Table 35 for records prior to May 1.

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1925  
 Samples taken in surface zone usually about two hours after high tide

| Month    | Station   | Salinity in parts of chlorine per 100,000 parts of water |     |      |     |     |     |      |      |      |     |       |       |      |     |
|----------|---|--|-----|------|-----|-----|-----|------|------|------|-----|-------|-------|------|-----|
|          |   | Day of month   |     |      |     |     |     |      |      |      |     |       |       |      |     |
| January  | Carquinez Strait and Suisun Bay<br>Crockett <sup>1</sup><br>Pittsburg <sup>2</sup>  | 820  | 705 | 720  | 790 | 790 | 685 | 650  | 760  | 975  | 640 | 1,010 | 1,150 | 850  | 880 |
|          |   | 28   |     |      | 28  |     |     |      | 18   |      |     |       | 19    |      |     |
| February | Crockett <sup>1</sup><br>Pittsburg <sup>2</sup>   | 730  | 830 | *150 | 135 | 135 | 18  | *51  | 8    | 98   | 97  | 188   |       |      |     |
|          |   | 20   |     |      | 13  |     |     |      |      |      |     | 7     |       |      |     |
| March    | Crockett <sup>1</sup><br>Pittsburg <sup>2</sup>   | 103  | 194 | *300 | 358 | 358 | 273 | *265 | 376  | 500  | 126 | 97    | 110   | *110 | 224 |
|          |   | 5  |     |      | 4   |     |     |      | 6    |      |     |       | 4     |      |     |
| April    | Crockett <sup>1</sup><br>Pittsburg <sup>2</sup>   | 273  | 84  | 218  | 350 | 350 |     | 167  | 15   | 15   | 79  | 73    | *170  | 155  |     |
|          |   | 4  |     |      | 6   |     |     |      | 9    |      |     |       | 4     |      |     |
| May      | Carquinez Strait and Suisun Bay<br>Crockett <sup>1</sup><br>Army Point Site <sup>2</sup><br>O. and A. Ferry<br>Pittsburg <sup>3</sup> | 160  | 360 | 330  | 320 | 320 | 170 | 225  | *320 | *420 | 410 | 335   | 330   | 165  | 205 |
|          |   | 4  |     |      | 62  | 62  | 2   | *115 | 2    | 8    | 2   | 102   | 3     | 5    | 4   |
|          | Sacramento River Delta<br>Collinsville  |  |     |      | 4   | 4   |     |      |      |      |     | 7     |       |      |     |
|          |   |  |     |      |     |     |     |      |      |      |     |       |       |      |     |
|          | San Joaquin River Delta<br>Antioch  |  |     |      | 2   | 2   | 2   | 2    | 2    | 2    | 4   |       | 3     |      | 3   |
|          |   |  |     |      |     |     |     |      |      |      |     |       |       |      |     |
| June     | Carquinez Strait and Suisun Bay<br>Crockett <sup>1</sup><br>Army Point Site <sup>2</sup><br>O. and A. Ferry<br>Pittsburg <sup>3</sup> | 405  | 490 | 62   | 230 | 450 | 390 | 535  | 515  | *285 | 595 | 575   | 730   | 620  | 635 |
|          |   | 6  | 4   | 4    | 2   | 7   | 6   | *175 | 7    | *285 | 7   | 8     | 8     | 10   | 465 |
|          | Sacramento River Delta<br>Collinsville  |  |     |      | 8   |     |     | 8    | 8    |      |     | 9     |       |      |     |
|          |   |  |     |      |     |     |     |      |      |      |     |       |       |      |     |
|          | San Joaquin River Delta<br>Antioch  |  |     | 4    | 4   | 4   | 6   | 6    | 7    | 7    | 7   | 8     | 8     | 8    |     |
|          |   |  |     |      |     |     |     |      |      |      |     |       |       |      |     |
|          |   |  | 3   |      | 4   | 4   | 4   | 4    | 4    | 4    | 6   | 5     | 6     |      |     |







| Month                                  | Location                               | 1,300 | 1,090 | 1,130 | 1,140 | 1,180 | 1,120 | *975 | 1,210 | 1,180 | *1,180 | 1,140 | 1,210 |
|--|--|-------|-------|-------|-------|-------|-------|------|-------|-------|--------|-------|-------|
| November                               | <b>Carquinez Strait and Suisun Bay</b> |       |       |       |       |       |       |      |       |       |        |       |       |
|  | Crockett <sup>1</sup>                  | 900   |       |       |       | 180   |       | *975 | 1,210 | 1,180 | *1,180 | 1,140 | 1,210 |
|  | Army Point Site <sup>2</sup>           | 304   | 202   |       | 200   |       |       | 212  |       | 164   | 230    |       | 1,000 |
|  | O. and A. Ferry                        | 125   |       | 85    |       |       | 62    |      |       | 64    |        |       | 210   |
|  | <b>Sacramento River Delta</b>          |       |       |       |       |       |       |      |       |       |        |       |       |
|  | Collinsville                           | 136   | 74    |       | 103   | 43    |       | 42   | 11    | 62    | 115    |       | 92    |
|  | Emmaton                                |       | 12    | 7     | 7     | 7     |       | 8    | 6     | 6     | 13     |       | 9     |
|  | Three Mile Slough Ferry                |       | 5     | 8     |       | 8     |       | 7    | 8     | 7     | 7      |       | 7     |
|  | Isleton Bridge                         | 5     | 6     |       | 5     | 6     |       | 7    |       | 4     |        |       | 5     |
|  | Cache Slough                           | 7     |       |       |       |       |       |      |       |       |        |       |       |
|  | <b>San Joaquin River Delta</b>         |       |       |       |       |       |       |      |       |       |        |       |       |
|  | Antioch                                | 67    | 56    |       | 49    | 29    |       | 48   | 20    | 20    | 60     |       | 65    |
|  | Jersey                                 | 17    | 13    |       | *10   | 10    |       | 10   | 10    | 10    | 9      |       | 11    |
|  | Webb Pump                              | 11    | 11    |       | 10    | 12    |       | 12   | 10    | 13    | 9      |       | 10    |
|  | Central Landing, Bouldin Island        | 8     |       |       | 7     | 6     |       | 13   |       | 12    | 11     |       | 11    |
| Holland Pump                           | 15                                     | 13    |       |       | 14    |       |       |      |       |       |        |       |       |
| Medford Pump                           |  | 14    |       | 14    | 14    |       | 13    | 13   | 13    | 15    |        | 14    |       |
| Ridge Pump                             | 14                                     | 12    |       |       | 14    |       | 7     | 9    | 11    | 9     |        | 8     |       |
| Middle River P. O.                     |  |       |       | 10    | 8     |       | *10   | 7    | 9     | 7     |        | 9     |       |
| Mansion House                          | 7                                      |       |       |       |       |       | 7     |      |       |       |        |       |       |
| <b>Carquinez Strait and Suisun Bay</b> |  |       |       |       |       |       |       |      |       |       |        |       |       |
| Crockett <sup>1</sup>                  | 1,030                                  | 1,030 | 950   | 1,080 | 1,110 | 1,110 | 1,200 | 965  | 880   | 850   | *810   | 1,070 |       |
| Army Point Site <sup>2</sup>           |  |       | 87    |       | 124   | 150   | 150   | 84   | 84    | 84    | 143    | *750  |       |
| O. and A. Ferry                        |  |       | 38    |       |       | 15    |       |      |       |       |        |       |       |
| Pittsburg <sup>3</sup>                 | 69                                     |       |       |       |       |       |       |      |       |       |        |       |       |
| <b>Sacramento River Delta</b>          |  |       |       |       |       |       |       |      |       |       |        |       |       |
| Collinsville                           | 66                                     | 22    |       | 26    | 40    |       |       | 39   |       | 28    | 74     | 35    |       |
| Three Mile Slough Ferry                | 8                                      | 5     |       | 7     | 9     |       |       | 6    |       | 6     |        |       |       |
| Cache Slough                           | 6                                      | 5     |       |       |       |       |       |      |       |       |        |       |       |
| <b>San Joaquin River Delta</b>         |  |       |       |       |       |       |       |      |       |       |        |       |       |
| Antioch                                | 32                                     | 17    |       | 17    | 17    |       | 21    |      | 10    | 14    | 20     |       |       |
| Jersey                                 |  | 9     |       | 9     | 10    |       | 8     | 11   | 10    |       | 10     |       |       |
| Webb Pump                              |  | 10    |       | 10    | *8    |       | 11    | 9    | 11    |       | 8      | 9     |       |
| Holland Pump                           |  | 12    |       | 13    | 10    |       |       | 10   | 11    |       | 9      |       |       |
| Ridge Pump                             |  | 16    |       | 13    | 11    |       |       | 13   | 12    |       | 13     |       |       |
| Mansion House                          |  | 8     |       | 9     | 7     |       |       | 8    | 6     |       | 8      |       |       |

\* Observation on next succeeding day.  
<sup>1</sup> From records of salinity observations made by California and Hawaiian Sugar Refining Corporation.  
<sup>2</sup> Average of samples at surface and bottom at high and low tide. Mountain Copper Company records, Bulletin 22, Volume II, Plate 9-8, See table 35 for records prior to May 1.  
<sup>3</sup> Mean weekly salinities from drip samples by Great Western Electro Chemical Company.













TABLE 33—Continued  
SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1926

Samples taken in surface zone usually about one and one-half hours after high tide

| Month                 | Station                                  | Salinity in parts of chlorine per 100,000 parts of water |    |        |     |        |    |       |    |       |    |       |     |        |      |       |
|-----------------------|--|--|----|--------|-----|--------|----|-------|----|-------|----|-------|-----|--------|------|-------|
|                       |  | Day of month   |    |        |     |        |    |       |    |       |    |       |     |        |      |       |
|                       |  | 2  | 4  | 6      | 8   | 10     | 12 | 14    | 16 | 18    | 20 | 22    | 24  | 26     | 28   | 30    |
| August<br>(Continued) | San Joaquin River Delta                  |  |    |        |     |        |    |       |    |       |    |       |     |        |      |       |
|                       | Antioch                                  | 176  |    | 730    |     | 730    |    | 690   |    | 610   |    | 870   |     | 920    |      | 850   |
|                       | Jersey                                   | 63   |    | 326    |     | 400    |    | 370   |    | 360   |    | 430   |     | 470    |      | 400   |
|                       | Webb Pump                                | 28   |    | 108    |     | 135    |    | 147   |    | 130   |    |       | 116 |        | *114 |       |
|                       | Central Landing, Bouldin Island          | 38   |    | 43     |     | 46     |    | 53    |    | 77    |    | 86    |     | 80     |      | 70    |
|                       | Holland Pump                             | *23  |    | 65     |     | 65     |    | *41   |    | 49    |    | 101   |     | 124    |      | 112   |
|                       | Mandeville Pump                          | 31   |    | *34    |     | *31    |    | 33    |    | 35    |    | 34    |     | 45     |      | 40    |
|                       | Rindge Pump                              |  |    | 44     |     | 33     |    | 30    |    | 50    |    | 47    |     | 45     |      | 40    |
|                       | Palm Traet                               | *19  |    | 25     |     | 26     |    | 20    |    | 23    |    | 28    |     | 33     |      | 42    |
|                       | Middle River P.O.                        |  |    | 24     |     | 20     |    | 13    |    | 28    |    | 29    |     | 43     |      | 47    |
|                       | Mansion House                            |  |    |        |     | 16     |    |       |    | 45    |    | 40    |     | 45     |      | 40    |
|                       | Stockton Country Club                    |  |    |        |     |        |    |       |    | 13    |    | 22    |     | 22     |      | 24    |
|                       | Clifton Court Ferry                      |  |    |        |     |        |    |       |    |       |    | 14    |     | 16     |      | 17    |
|                       | Williams Bridge                          |  |    |        |     |        |    |       |    |       |    |       |     |        |      |       |
| September             | San Francisco, San Pablo and Suisun Bays |  |    |        |     |        |    |       |    |       |    |       |     |        |      |       |
|                       | Point Orient                             | 960  |    | 1,880  |     | 1,830  |    | 2,000 |    | 1,840 |    | 1,900 |     | 1,810  |      | 2,020 |
|                       | Point Davis                              | 1,680  |    | 1,850  |     | 1,720  |    | 1,730 |    | 1,670 |    | 1,610 |     |        |      | 1,730 |
|                       | Crockett                                 | 1,640  |    | *1,550 |     | 1,545  |    | 1,510 |    | 1,530 |    | 1,520 |     | 1,540  |      | 1,540 |
|                       | Bulls Head Point                         | 1,580  |    | 1,410  |     | 1,410  |    | 1,420 |    | 1,420 |    | 1,460 |     | 1,410  |      | 1,510 |
|                       | Bay Point                                | 1,370  |    | *1,390 |     | *1,300 |    | 1,310 |    | 1,220 |    | 1,190 |     | *1,220 |      | 1,010 |
|                       | O. and A. Ferry                          | 1,000  |    | 1,070  |     | 1,020  |    | 900   |    | 1,020 |    | 880   |     | 840    |      | 760   |
|                       | Pittsburg                                | 780  |    |        |     | 775    |    |       |    | 750   |    |       |     | 660    |      |       |
|                       | Sacramento River Delta                   |  |    |        |     |        |    |       |    |       |    |       |     |        |      |       |
|                       | Collinsville                             | 980  |    | 1,020  |     | 820    |    | 810   |    | 750   |    | 760   |     | 690    |      | 570   |
|                       | Emmaton                                  |  |    |        |     | 310    |    |       |    |       |    | 192   |     | 154    |      | 172   |
|                       | Three Mile Slough Bridge                 |  |    |        |     | 254    |    | 230   |    |       |    | 156   |     | 120    |      | 92    |
|                       | Rio Vista Bridge                         | 194  |    | 174    |     | 132    |    | 182   |    |       |    | 50    |     | 27     |      | 20    |
|                       | Liberty Ferry                            | 24   |    | 26     |     | 18     |    | 130   |    |       |    | 11    |     | 12     |      | 9     |
| Isleton Bridge        | 15                                       |  | 16 |        | 16  |        | 13 |       |    |       | 11 |       | 7   |        | 9    |       |
| Howard Ferry          | 15                                       |  | 15 |        | 14  |        | 13 |       |    |       | 12 |       | 9   |        | 6    |       |
| Walnut Grove          | 12                                       |  | 11 |        | 14  |        | 11 |       |    |       | 9  |       | 7   |        | 8    |       |
| Paintersville Bridge  | *17                                      |  | *9 |        | *12 |        | 11 |       |    |       | 9  |       | 7   |        | 7    |       |

|   |       |       |        |        |       |       |       |       |       |
|---|-------|-------|--------|--------|-------|-------|-------|-------|-------|
| <b>Mokelumne River Delta</b>                    |       |       |        |        |       |       |       |       |       |
| Southwest Point, Staten Island                  | 28    | 41    | 24     | 18     | 24    | 22    | 18    | 22    | 18    |
| Camp 33, Staten Island                          | 22    | 32    | 19     | 16     | 12    | 10    | 11    | 11    | 11    |
| Camp 7, Staten Island                           | 12    | 14    | 11     | 9      | 17    | 9     | 7     | 7     | 7     |
| Tyler Island Ferry                              | 17    | 23    | 19     | 17     | 18    | 16    | 14    | 14    | 14    |
| Camp 11, Staten Island                          | 25    | 25    | 22     | 23     | 17    | 13    | 14    | 14    | 14    |
| Camp 29, Staten Island                          | 20    | 23    | 15     | 24     | 18    | 16    | 14    | 14    | 14    |
| Eagle Tree                                      |       |       | 22     |        | 19    |       | 17    | 17    | 17    |
| Camp 25, Staten Island                          |       |       | 17     |        | 13    |       | 15    | 15    | 15    |
| New Hope Bridge                                 |       |       | 21     |        | 20    |       | 21    | 21    | 21    |
| Camp 20, Staten Island                          |       |       |        |        |       |       |       |       |       |
| <b>San Joaquin River Delta</b>                  |       |       |        |        |       |       |       |       |       |
| Antioch   | 870   | 860   | 710    | 790    | 570   | 590   | 490   | 490   | 490   |
| Jersey  | 110   | 460   | 410    | 310    | 310   | 228   | 200   | 200   | 200   |
| Webb Pump                                       | 98    |       |        | 118    | 100   | 96    | 98    | 98    | 98    |
| Central Landing, Bouldin Island                 | 148   |       |        |        | 36    | 42    | 42    | 42    | 42    |
| Holland Pump                                    |       | 144   |        | *35    | 126   |       | 118   | 118   | 118   |
| Mandeville Pump                                 |       | 82    |        | 142    | 130   |       | 124   | 124   | 124   |
| King Island, Camp 3½                            |       |       |        | 82     | 82    |       | 84    | 84    | 84    |
| Ridge Pump                                      |       |       |        |        | 40    |       | 48    | 48    | 48    |
| Palm Tract                                      |       | 37    | 48     | 50     | 45    | 41    | 42    | 42    | 42    |
| Middle River P. O.                              |       | 80    | 85     | 82     | 86    | 86    | 84    | 84    | 84    |
| Mansion House                                   |       | 53    | 55     | 56     | 63    | 64    | 65    | 65    | 65    |
| Stockton Country Club                           |       | 65    | 30     | 62     | 65    | 69    | 67    | 67    | 67    |
| Clifton Court Ferry                             |       | 48    | 45     | 28     | 35    | *28   | *33   | *33   | *33   |
| Williams Bridge                                 | 23    | 32    | 28     | 29     | 25    | 23    | 28    | 28    | 28    |
|   | *18   | 15    | 15     | 14     | 14    | 8     | 12    | 12    | 12    |
| <b>San Francisco, San Pablo and Suisun Bays</b> |       |       |        |        |       |       |       |       |       |
| Point Orient                                    | 1,880 | 1,990 | 1,930  | 1,880  | 1,870 | 1,810 | 1,840 | 1,840 | 1,840 |
| Point Davis                                     | 1,650 | 1,550 | 1,550  | 1,540  | 1,580 |       |       |       |       |
| Crockett  | 1,510 | 1,460 | *1,370 | *1,370 | 1,340 | 1,310 | 1,340 | 1,340 | 1,340 |
| Bulls Head Point                                | 1,390 | 1,290 | 1,340  | 1,260  | 1,240 | 1,280 | 1,140 | 1,140 | 1,140 |
| Bay Point                                       |       | 1,100 |        | 1,070  | 1,070 | 870   | *840  | *840  | *840  |
| O. and A. Ferry                                 | 770   | 780   | 620    | 570    | 670   | 420   | 430   | 430   | 430   |
| Pittsburg                                       | 570   |       | 500    | 400    |       | 325   |       |       |       |
| <b>Sacramento River Delta</b>                   |       |       |        |        |       |       |       |       |       |
| Collinsville                                    | 550   | 640   | 340    | 480    | 440   | 310   | 278   | 278   | 278   |
| Emmaton   | 144   | 156   | 78     | 60     | 56    | 30    | 26    | 26    | 26    |
| Three Mile Slough Bridge                        | 78    | 82    | 62     | 48     | 28    | 23    | 20    | 20    | 20    |
| Rio Vista Bridge                                | 27    | 12    | 12     | 7      | 9     | 5     | 7     | 7     | 7     |
| Liberty Ferry                                   | 8     | 9     | 8      | 6      | 5     | 4     | 4     | 4     | 4     |
| Isleton Bridge                                  | 8     | 5     | 10     | 5      | 6     |       |       |       |       |
| Howard Ferry                                    | 7     | 10    | 7      | 8      | 7     | 4     | 5     | 5     | 5     |
| Walnut Grove                                    | 7     | 7     | *6     | 4      | 7     | 4     | 3     | 3     | 3     |
| Paintersville Bridge                            | 7     | 6     | 7      | 6      | 7     | 6     | 6     | 6     | 6     |

October

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1926  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                  | Station   | Salinity in parts of chlorine per 100,000 parts of water |     |       |     |       |     |       |        |       |       |       |       |        |      |       |     |
|------------------------|---|--|-----|-------|-----|-------|-----|-------|--------|-------|-------|-------|-------|--------|------|-------|-----|
|                        |   | Day of month   |     |       |     |       |     |       |        |       |       |       |       |        |      |       |     |
|                        |   | 2  | 4   | 6     | 8   | 10    | 12  | 14    | 16     | 18    | 20    | 22    | 24    | 26     | 28   | 30    |     |
| October<br>(Continued) | <b>Mokelumne River Delta</b>                    |  |     |       |     |       |     |       |        |       |       |       |       |        |      |       |     |
|                        | Southwest Point, Staten Island                  | 11   |     | 12    |     | 11    |     | 11    |        | 15    |       | 19    |       | 8      |      | 11    |     |
|                        | Camp 33, Staten Island                          | 12   |     | 8     |     | 8     |     | 9     |        | 6     |       | 9     |       | 6      |      | 6     |     |
|                        | Camp 7, Staten Island                           |  |     | 6     |     | 9     |     | 5     |        | 5     |       | 5     |       | 11     |      | 14    |     |
|                        | Tyler Island Ferry                              | 7  |     | 15    |     | 14    |     | 12    |        | 11    |       | 10    |       | 9      |      | 9     |     |
|                        | Camp 11, Staten Island                          | 19   |     | 14    |     | 12    |     | 10    |        | 8     |       | 13    |       | 12     |      | 11    |     |
|                        | Camp 29, Staten Island                          | 15   |     | 14    |     | 15    |     | 13    |        | 18    |       | 13    |       | 12     |      | 13    |     |
|                        | Eagle Tree                                      |  |     | 16    |     | 16    |     | 13    |        |       |       | 13    |       |        |      | 13    |     |
|                        | Camp 25, Staten Island                          | 23   |     |       |     |       |     |       |        |       |       |       |       |        |      |       |     |
|                        | New Hope Bridge                                 |  |     |       |     |       |     |       |        |       |       |       |       |        |      |       |     |
|                        | Camp 20, Staten Island                          |  |     |       |     | 22    |     |       |        |       |       |       |       |        |      |       |     |
|                        |   |  | 630 |       | 480 |       | 460 |       | 380    |       | *320  |       |       |        | 250  |       | 180 |
|                        | <b>San Joaquin River Delta</b>                  | Antioch  | 176 |       | 184 |       | 152 |       | 110    |       | 82    |       | 84    |        | 49   |       | 27  |
|                        |   | Jersey   | 94  |       | 92  |       | 70  |       | 60     |       | 55    |       | 54    |        | 16   |       | 39  |
|                        | Webb Pump                                       | 28   |     | 32    |     | *19   |     | 20    |        | 18    |       | 18    |       | 82     |      | 18    |     |
|                        | Central Landing, Bouldin Island                 | 108  |     | 102   |     | 98    |     | 94    |        | 84    |       | 74    |       | 57     |      | 66    |     |
|                        | Holland Pump                                    |  |     | 69    |     | 67    |     | 73    |        | 65    |       | 57    |       | 32     |      | 53    |     |
|                        | Mandeville Pump                                 | 39   | 38  | 37    | 37  | 30    |     | 34    |        | 37    |       | 25    |       | 26     |      | 31    |     |
|                        | King Island, Camp 3½                            | 36   |     | 38    |     | 76    |     | 34    |        | 32    |       | 26    |       | *49    |      | 25    |     |
|                        | Rindge Pump                                     | 81   |     | 82    |     | 62    |     | 74    |        | 67    |       | 57    |       | 58     |      | 42    |     |
|                        | Palm Tract                                      |  |     |       |     | 62    |     | 62    |        | 61    |       | 57    |       | 45     |      | 44    |     |
|                        | Middle River P. O.                              |  |     |       |     | 52    |     | 49    |        | 26    |       | 45    |       | 20     |      |       |     |
|                        | Mansion House                                   |  |     |       |     | 28    |     | 30    |        |       |       | 23    |       |        |      |       |     |
|                        | Stockton Country Club                           | 32   |     | 22    |     | 24    |     |       |        |       |       |       |       |        |      |       |     |
|                        | Clifton Court Ferry                             | 27   |     | 12    |     | 15    |     | 11    |        | 12    |       | *11   |       | 9      |      |       |     |
|                        | Williams Bridge                                 | *12  |     |       |     |       |     |       |        |       |       |       |       |        |      |       |     |
|                        | <b>San Francisco, San Pablo and Suisun Bays</b> |  |     |       |     |       |     |       |        |       |       |       |       |        |      |       |     |
| November               | Point Orient                                    | 1,750  |     | 1,840 |     | 1,840 |     | 1,820 |        | 1,760 |       | 1,750 |       | 1,780  |      | 1,220 |     |
|                        | Point Davis                                     | 1,470  |     | 1,360 |     | 1,480 |     | 1,450 |        | 1,540 |       | 1,500 |       | 1,040  |      | *370  |     |
|                        | Crockett <sup>1</sup>                           | 1,370  |     | 1,260 | 580 | 1,350 |     | 1,430 | *1,300 | 1,290 | 1,370 |       | 1,180 | *1,100 | *850 | 400   |     |
|                        | Bulls Head Point                                | 1,190  |     | 1,200 |     | 1,300 |     | 990   |        | 1,070 |       | 970   |       | 930    |      | 210   |     |



|   |       |       |       |      |       |     |       |       |       |       |
|---|-------|-------|-------|------|-------|-----|-------|-------|-------|-------|
| Bay Point                                       | 900   | 930   | 830   | *900 | 306   | 100 | 980   | 910   | 20    | 90    |
| O. and A. Ferry                                 | 480   | 412   | 436   |      |       |     | 392   | 330   |       | 6     |
| Pittsburg <sup>3</sup>                          | 280   |       |       |      |       | 135 |       |       | 130   |       |
| <b>Sacramento River Delta</b>                   |       |       |       |      |       |     |       |       |       |       |
| Collinsville                                    | 196   | 228   | 272   |      | 202   |     | 274   | 144   | 29    | 5     |
| Emmaton   |       | 21    | 36    |      | 18    |     | 14    | 10    | 5     | 6     |
| Three Mile Slough Bridge                        | 18    | 24    | 22    |      | 21    |     | 17    | 16    | 6     | 5     |
| Rio Vista Bridge                                | 5     | 9     | 5     |      | 5     |     | 7     | 5     |       |       |
| Liberty Ferry                                   |       | 3     | 8     |      |       |     |       |       |       |       |
| Walnut Grove                                    | 3     |       |       |      | 6     |     | 4     | 5     | 5     |       |
| Paintersville Bridge                            | 5     | 6     | 5     |      | 5     |     | 3     |       |       |       |
| <b>Mokelumne River Delta</b>                    |       |       |       |      |       |     |       |       |       |       |
| Southwest Point, Staten Island                  | 8     | 7     | 7     |      | *7    |     | 5     | 4     |       |       |
| Camp 33, Staten Island                          | 6     | 7     | 8     |      | *6    |     | 5     | 11    |       |       |
| Camp 7, Staten Island                           |       |       | 6     |      |       |     |       | 9     |       |       |
| Camp 11, Staten Island                          | 11    | 10    | 10    |      | *12   |     | 10    | 12    |       |       |
| Camp 29, Staten Island                          | 8     | 10    | 11    |      | *10   |     | 8     | 8     |       |       |
| Eagle Tree                                      |       |       | 13    |      |       |     |       | 9     |       |       |
| Camp 25, Staten Island                          | 11    | 12    | 11    |      | *13   |     | 11    | 11    |       |       |
| New Hope Bridge                                 |       |       | 11    |      |       |     |       | 5     |       |       |
| Camp 20, Staten Island                          |       |       | 16    |      |       |     |       | 12    |       |       |
| <b>San Joaquin River Delta</b>                  |       |       |       |      |       |     |       |       |       |       |
| Antioch   | 154   | 210   | 252   |      | 196   |     | 162   | 174   | 40    | 24    |
| Jersey  |       | 44    | 39    |      | 42    |     | 61    | 35    |       | 18    |
| Webb Pump                                       |       |       |       |      |       | 37  |       |       |       |       |
| Central Landing, Boulain Island                 |       | 18    | 13    |      | 14    |     | 16    | 8     | 8     |       |
| Holland Pump                                    | 58    | 60    | 58    |      | 56    |     | 45    | 45    | 48    | 28    |
| Mandeville Pump                                 |       | 46    | 55    |      |       |     | 37    | 34    |       | 28    |
| King Island, Camp 3½                            |       |       |       |      |       | 31  |       |       | 16    |       |
| Ridge Pump                                      | 25    | 24    | 23    |      | 21    |     | 22    | 22    | 8     | 16    |
| Palm Tract                                      | 37    | 38    | 34    |      | 25    |     | 26    | 26    | 20    | 20    |
| Middle River P. O.                              | 38    | 33    | 34    |      |       |     | 35    | 28    | 21    | 23    |
| Mansion House                                   | 20    | 23    | 21    |      | 23    |     |       |       |       |       |
| Stockton Country Club                           |       |       | 19    |      |       |     | 21    | 21    | 12    | 12    |
| Williams Bridge                                 | 29    | *5    | 8     |      | 10    |     | 8     |       |       |       |
| <b>San Francisco, San Pablo and Suisun Bays</b> |       |       |       |      |       |     |       |       |       |       |
| Point Orient                                    | 1,310 | 1,180 | 1,250 |      | 1,540 |     | 1,500 | 1,260 | 1,350 | 1,250 |
| Point Davis                                     | 760   | 380   | 490   |      | 580   |     | 740   | 730   | 900   | 1,190 |
| Crockett <sup>1</sup>                           | 395   | 510   | 390   |      | *285  | 730 | 1,080 | 550   |       | 880   |
| Bulls Head Point                                | 138   | 24    | 104   |      | 235   |     | 452   | 240   | 320   | 710   |
| Bay Point                                       | 32    | 22    | 8     |      | 10    |     | 111   | 10    | 175   | 384   |
| O. and A. Ferry                                 | 7     | 6     | 5     |      | 9     |     | 9     |       | 35    | 46    |
| Pittsburg <sup>3</sup>                          | 70    |       |       |      |       | 10  |       |       | 5     |       |

December

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1926  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                                | Station                             | Salinity in parts of chlorine per 100,000 parts of water |   |    |   |     |    |    |    |    |    |    |    |    |    |    |
|--------------------------------------|-------------------------------------|--|---|----|---|-----|----|----|----|----|----|----|----|----|----|----|
|                                      |                                     | Day of month   |   |    |   |     |    |    |    |    |    |    |    |    |    |    |
|                                      |                                     | 2  | 4 | 6  | 8 | 10  | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 |
| December<br>(Continued)              | <b>Sacramento River Delta</b>       |  |   |    |   |     |    |    |    |    |    |    |    |    |    |    |
|                                      | Collinsville.....                   | 10   |   | 12 |   | 5   |    | 6  |    | 9  |    | 9  |    | 9  |    | 10 |
|                                      | Emmerton.....                       |  |   | 5  |   | 6   |    | 7  |    | 4  |    | 7  |    | 7  |    |    |
|                                      | Three Mile Slough Bridge.....       | 5  |   | 6  |   |     |    | 5  |    |    |    |    |    |    |    |    |
|                                      | <b>Mokelumne River Delta</b>        |  |   |    |   |     |    |    |    |    |    |    |    |    |    |    |
|                                      | Southwest Point, Staten Island..... | 7  |   |    |   |     |    |    |    |    |    |    |    |    |    |    |
|                                      | Camp 33, Staten Island.....         | 4  |   |    |   |     |    |    |    |    |    |    |    |    |    |    |
|                                      | Camp 11, Staten Island.....         | 6  |   |    |   |     |    |    |    |    |    |    |    |    |    |    |
|                                      | Camp 29, Staten Island.....         | 5  |   |    |   |     |    |    |    |    |    |    |    |    |    |    |
|                                      | <b>San Joaquin River Delta</b>      |  |   |    |   |     |    |    |    |    |    |    |    |    |    |    |
| Antioch.....                         | 20                                  |  |   | 8  |   | 4   |    | 9  |    | 11 |    | 11 |    | 15 |    | 12 |
| Jersey.....                          | 18                                  |  |   | 11 |   | 11  |    | 11 |    | 13 |    | 20 |    |    |    |    |
| Webb Pump.....                       | *20                                 |  |   | 18 |   | 12  |    | 12 |    | 12 |    | 13 |    |    |    |    |
| Central Landing, Bouldin Island..... |                                     |  |   | 5  |   | 7   |    |    |    |    |    |    |    |    |    |    |
| Holland Pump.....                    | 34                                  |  |   | 28 |   | 28  |    | 27 |    |    |    |    |    |    |    |    |
| Mandeville Pump.....                 | 26                                  |  |   | 27 |   | 25  |    |    |    |    |    |    |    |    |    |    |
| Rindge Pump.....                     | 20                                  |  |   | 14 |   | 13  |    | 13 |    | 14 |    | 22 |    |    |    |    |
| Palm Tract.....                      | 19                                  |  |   | 16 |   | *13 |    | 9  |    | 9  |    | 10 |    | 8  |    |    |
| Middle River P. O.....               | 18                                  |  |   | 16 |   | 12  |    | 11 |    | 10 |    | 9  |    |    |    |    |
| Mansion House.....                   |                                     |  |   |    |   |     |    |    |    |    |    |    |    |    | 8  |    |

\* Observation on next succeeding day.

† From records of salinity observations made by California and Hawaiian Sugar Refining Corporation.

‡ Average of samples at surface and bottom at high and low tide. Mountain Copper Co. records. Bulletin 22, Volume II, Plate 9-8.

§ Mean weekly salinities from drip samples, by Great Western Electro Chemical Co.





TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1927  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                  | Station                                   | Day of month |     |        |    |        |     |        |     |        |     |        |     |        |     |     |
|------------------------|---|--------------|-----|--------|----|--------|-----|--------|-----|--------|-----|--------|-----|--------|-----|-----|
|                        |   | 2            | 4   | 6      | 8  | 10     | 12  | 14     | 16  | 18     | 20  | 22     | 24  | 26     | 28  | 30  |
| March                  | San Francisco, San Pablo and Suisun Bays  |              |     |        |    |        |     |        |     |        |     |        |     |        |     |     |
|                        | Point Orient                              | 1,020        |     | 1,250  |    | 1,100  |     | 1,260  |     | 930    |     | 1,230  |     | 1,240  |     |     |
|                        | Point Davis                               | 184          |     | 66     |    | 120    |     | 260    |     | 164    |     | 258    |     |        |     | 464 |
|                        | Crockett <sup>1</sup>                     | 175          | 60  | 54     | 91 | 12     | 113 | 230    |     | 190    | 92  | 280    | 175 |        | 225 | 485 |
|                        | Bulls Head Point                          | 12           |     | 22     |    | 12     | 30  |        |     | 16     |     | 185    |     | 101    |     | 22  |
|                        | Bay Point                                 |              |     | *18    |    | 12     | 16  |        |     | 14     |     | 5      |     | 9      |     | 15  |
|                        | O. and A. Ferry<br>Pittsburg <sup>2</sup> | 5<br>6       |     | 7<br>6 |    | 9<br>6 |     | 6<br>6 |     | 5<br>6 |     | 6<br>4 |     | 5      |     | 6   |
| Sacramento River Delta | Collinsville                              | 6            |     | 8      |    | 7      |     | 6      |     | 5      |     | 8      |     | 5      |     | 6   |
|                        | San Joaquin River Delta                   |              |     |        |    |        |     |        |     |        |     |        |     |        |     |     |
|                        | Antioch                                   | 5            |     | 9      |    | 7      |     | 7      |     | 6      |     | 7      |     | 6      |     | 7   |
|                        |   |              |     |        |    |        |     |        |     |        |     |        |     |        |     |     |
| April                  | San Francisco, San Pablo and Suisun Bays  |              |     |        |    |        |     |        |     |        |     |        |     |        |     |     |
|                        | Point Orient                              | 1,080        |     | 1,010  |    | 700    |     | 340    |     | 890    |     | 1,270  |     | 510    |     |     |
|                        | Point Davis                               |              |     | 76     |    | 272    |     | 194    |     | 290    |     | 500    |     |        |     |     |
|                        | Crockett <sup>1</sup>                     | 192          | 109 | *55    | 42 | *42    | 212 | 158    | 275 | 235    | 250 | 74     | 230 | *395   | 250 |     |
|                        | Bulls Head Point                          | 42           |     | 8      | 8  | 6      | 53  |        |     | 8      | 53  | 158    |     | 158    | 12  |     |
|                        | Bay Point                                 | 9            |     | 8      |    | *4     | 4   |        |     | 5      | 8   | 74     |     | *9     | 5   |     |
|                        | O. and A. Ferry<br>Pittsburg <sup>2</sup> | 7<br>6       |     | 5<br>5 |    | 5<br>5 |     | 5<br>3 |     | 6<br>6 |     | 5<br>5 |     | 6<br>0 |     | 6   |
| Sacramento River Delta | Collinsville                              | 6            |     | 5      |    | 7      |     | 6      |     | 5      |     | 7      |     | 9      |     | 4   |
|                        | San Joaquin River Delta                   |              |     |        |    |        |     |        |     |        |     |        |     |        |     |     |
| Antioch                | 6   |              | 7   |        | 6  |        | 12  |        | 6   |        | 10  |        | 9   |        | 10  |     |

|      |  |       |       |       |       |       |       |       |       |  |       |
|------|--|-------|-------|-------|-------|-------|-------|-------|-------|--|-------|
| May  | San Francisco, San Pablo and Suisun Bays |       |       |       |       |       |       |       |       |  | 1,470 |
|      | Point Orient                             | 610   | 1,120 | 960   | 1,160 | 320   | 1,300 | 1,340 | 1,470 |  |       |
|      | Point Davis                              | 360   | 180   | 440   | 490   | 320   | 480   | *740  | 410   |  |       |
|      | Crockett <sup>1</sup>                    | 215   | 206   | 187   | 300   | 172   | *73   | 365   | 430   |  |       |
|      | Bulls Head Point                         | 34    | 78    | 236   | 194   | 100   | 102   | 350   |       |  |       |
|      | Bay Point                                | *8    | 7     | 19    | 7     | 6     |       | 12    |       |  |       |
|      | O. and A. Ferry                          | 5     | 10    | 10    | 8     | 5     | 6     | 6     |       |  |       |
|      | Pittsburg <sup>2</sup>                   | 2     | 4     |       |       |       |       | 5     |       |  |       |
|      | Collinsville                             | 6     | 25    | 11    |       | 5     | 6     | 7     |       |  | 9     |
|      | Antioch                                  | 11    | 4     | 6     | 9     | 5     | 6     | 8     |       |  | 6     |
| June | San Francisco, San Pablo and Suisun Bays |       |       |       |       |       |       |       |       |  | 1,310 |
|      | Point Orient                             | 1,130 |       | 1,370 | 430   | 1,130 | 1,240 | 1,510 | 1,310 |  |       |
|      | Point Davis                              | 600   | 490   | 590   | 390   | 640   | 390   | 640   |       |  |       |
|      | Crockett <sup>1</sup>                    | *350  | 350   | 515   | 270   | 235   | *490  | 570   | 530   |  |       |
|      | Bulls Head Point                         | 360   | 130   | 510   | 340   | 76    | 220   | 268   |       |  |       |
|      | Bay Point                                | 11    | 13    | 11    | 8     |       | *7    | *11   |       |  |       |
|      | O. and A. Ferry                          | 6     | 9     | 8     | 6     | 5     | 6     | 9     |       |  |       |
|      | Pittsburg <sup>2</sup>                   | 2     | 4     |       |       |       |       | 3     |       |  |       |
|      | Collinsville                             |       | 6     | 7     | 4     | 4     | 7     | 8     |       |  | 8     |
|      | Antioch                                  | 16    | 7     |       | 5     | 7     | 6     | 10    |       |  | 7     |
| July | San Francisco, San Pablo and Suisun Bays |       |       |       |       |       |       |       |       |  | 1,370 |
|      | Point Orient                             | 1,370 | 1,390 | 1,550 | 1,740 | 1,660 | 1,530 | 1,560 | 1,370 |  |       |
|      | Point Davis                              |       | 655   | 890   | 1,200 | 1,100 | 910   | 910   |       |  |       |
|      | Crockett <sup>1</sup>                    |       | *560  | 990   | 830   | 980   | 1,100 | 1,150 | 1,100 |  |       |
|      | Bulls Head Point                         | 600   | 360   | 560   | 810   | 650   | 740   | *900  | *250  |  |       |
|      | Bay Point                                |       | 89    | *272  | *384  | *344  | 378   | 504   |       |  |       |
|      | O. and A. Ferry                          | 8     | 7     | 26    | 83    | 89    | 128   | 178   |       |  |       |
|      | Pittsburg <sup>2</sup>                   | 2     | 4     |       |       |       |       | 30    |       |  |       |
|      | Collinsville                             | 6     | 7     | 4     | 35    | 46    | 35    | 77    |       |  | 119   |
|      | Antioch                                  | 7     | *4    | 4     | 15    | 22    | 20    | 23    |       |  | 90    |





| Location  | 340    | 310   | 370   | 330    | 260   | 280   | 280   | 280   | 250   |
|---|--------|-------|-------|--------|-------|-------|-------|-------|-------|
| <b>Sacramento River Delta</b>                   |        |       |       |        |       |       |       |       |       |
| Collinsville.....                               | 340    | 310   | 370   | 330    | 260   | 280   | 280   | 280   | 250   |
| Emmaton.....                                    | 24     | 21    | 25    | 24     | 25    | 16    | 12    | 12    | 10    |
| Three Mile Slough Bridge.....                   | 9      | 10    | 10    | 7      | 7     | 10    | 10    | 12    | 8     |
| <b>San Joaquin River Delta</b>                  |        |       |       |        |       |       |       |       |       |
| Antioch.....                                    | 128    | 156   | 86    | 164    | 179   | 99    | 83    | 83    | 106   |
| Jersey.....                                     | 39     | 26    | 41    | 53     | 25    | 21    | 29    | 29    | 18    |
| Webb Pump.....                                  | 13     | 14    | 16    | 16     | 12    | 11    | 12    | 12    | 14    |
| <b>San Francisco, San Pablo and Suisun Bays</b> |        |       |       |        |       |       |       |       |       |
| Point Orient.....                               | 1,570  | 1,180 | 1,320 | 1,690  | 1,600 | 1,580 | 1,590 | 1,590 | ---   |
| Point Davis.....                                | 1,240  | 1,220 | 1,220 | 1,220  | 1,200 | 1,270 | ---   | ---   | ---   |
| Crockett <sup>1</sup> .....                     | *1,240 | 1,260 | 1,340 | 1,380  | 1,190 | 1,270 | 1,270 | 1,270 | 1,090 |
| Bulls Head Point.....                           | 1,040  | 990   | 1,000 | 1,010  | 1,020 | 850   | 1,060 | 1,060 | 870   |
| Bay Point.....                                  | 400    | 780   | 670   | 720    | 600   | 630   | 740   | 740   | 550   |
| O. and A. Ferry.....                            | 240    | 270   | 390   | 380    | 310   | 270   | 280   | 280   | 230   |
| Pittsburg <sup>2</sup> .....                    | ---    | 155   | ---   | 160    | ---   | 115   | ---   | ---   | ---   |
| <b>Sacramento River Delta</b>                   |        |       |       |        |       |       |       |       |       |
| Collinsville.....                               | 190    | 190   | 200   | 210    | 170   | 190   | 190   | 190   | 120   |
| Three Mile Slough Bridge.....                   | 11     | 10    | 10    | 12     | 9     | 9     | 8     | 8     | 6     |
| Rio Vista Bridge.....                           | 8      | 8     | 6     | 7      | 9     | 4     | 7     | 7     | 4     |
| <b>San Joaquin River Delta</b>                  |        |       |       |        |       |       |       |       |       |
| Antioch.....                                    | 122    | 56    | 78    | 84     | 82    | 80    | 76    | 76    | 22    |
| Jersey.....                                     | 18     | 20    | 20    | 16     | 15    | 11    | 11    | 11    | 10    |
| Webb Pump.....                                  | 12     | 10    | 11    | 12     | 10    | 10    | 10    | 10    | 8     |
| <b>San Francisco, San Pablo and Suisun Bays</b> |        |       |       |        |       |       |       |       |       |
| Point Orient.....                               | 1,490  | 1,540 | 1,360 | 1,370  | 1,230 | 1,450 | ---   | ---   | 1,250 |
| Point Davis.....                                | 1,080  | 1,140 | 1,260 | 670    | 800   | 760   | ---   | ---   | 650   |
| Crockett <sup>1</sup> .....                     | 1,330  | 1,070 | 1,230 | *1,150 | 700   | 640   | *750  | 700   | *595  |
| Bulls Head Point.....                           | 800    | 1,010 | 990   | 600    | 610   | 630   | 570   | 570   | 330   |
| Bay Point.....                                  | 520    | 600   | 600   | 260    | ---   | 106   | 138   | 138   | 106   |
| O. and A. Ferry.....                            | 140    | 210   | 60    | 30     | 16    | 12    | 8     | 8     | 12    |
| Pittsburg <sup>2</sup> .....                    | 90     | 60    | ---   | 50     | ---   | 20    | ---   | ---   | ---   |
| <b>Sacramento River Delta</b>                   |        |       |       |        |       |       |       |       |       |
| Collinsville.....                               | 68     | 118   | 118   | 20     | 10    | 6     | 4     | 4     | 5     |
| Three Mile Slough Bridge.....                   | 5      | 6     | 4     | 5      | 6     | 5     | 3     | 3     | ---   |
| Rio Vista Bridge.....                           | 3      | 3     | 25    | 2      | 4     | ---   | ---   | ---   | ---   |
| <b>San Joaquin River Delta</b>                  |        |       |       |        |       |       |       |       |       |
| Antioch.....                                    | 16     | 20    | 24    | 14     | 8     | 7     | 5     | 5     | 7     |
| Jersey.....                                     | 13     | 7     | 11    | 12     | 7     | 7     | 7     | 7     | 7     |
| Webb Pump.....                                  | 8      | 8     | 6     | 11     | 6     | 7     | 8     | 8     | ---   |

October

November

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1927  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                  | Station                                  | Salinity in parts of chlorine per 100,000 parts of water |       |       |   |       |     |     |     |       |     |       |    |       |      |       |     |
|------------------------|--|--|-------|-------|---|-------|-----|-----|-----|-------|-----|-------|----|-------|------|-------|-----|
|                        |  | Day of month   |       |       |   |       |     |     |     |       |     |       |    |       |      |       |     |
|                        |  | 2  | 4     | 6     | 8 | 10    | 12  | 14  | 16  | 18    | 20  | 22    | 24 | 26    | 28   | 30    |     |
| December               | San Francisco, San Pablo and Suisun Bays |  |       |       |   |       |     |     |     |       |     |       |    |       |      |       |     |
|                        | Point Orient                             | 620  | 1,400 | 1,450 |   | 1,450 |     |     |     | 1,330 |     | 1,190 |    | 1,000 |      | 1,160 |     |
|                        | Point Davis                              | 670  | *990  | 980   |   | 930   |     | 840 |     |       |     |       |    |       |      |       | 650 |
|                        | Crockett <sup>1</sup>                    | 500  |       | 890   |   | 950   | 790 | 750 | 680 | *850  | 800 | 840   |    |       | *810 | 710   | 660 |
|                        | Bulls Head Point                         | 108  |       | 660   |   | 550   | 480 | 480 |     | 630   |     | 610   |    |       | 610  |       | 420 |
|                        | Bay Point                                | 10   |       | 264   |   | 318   | 178 |     |     |       |     | 340   |    |       |      |       |     |
|                        | O. and A. Ferry                          | 4  |       | 114   |   | 60    | 14  |     |     | 24    |     | 74    |    |       | 26   |       | 6   |
| Pittsburg <sup>2</sup> |  |  |       |       | 7 |       |     | 12  |     |       |     |       | 8  |       |      |       |     |
| Sacramento River Delta | Collinsville                             | 4  |       | 21    |   | 7     |     | 12  |     | 6     |     | 13    |    | 14    |      | 6     |     |
|                        | San Joaquin River Delta                  | 5  |       | 7     |   | 4     |     | 6   |     | 6     |     | 11    |    | 8     |      | 8     |     |

\* Observation on next succeeding day.

<sup>1</sup> From records of salinity observation made by California and Hawaiian Sugar Refining Corporation.

<sup>2</sup> Mean weekly salinities from drip samples, by Great Western Electro Chemical Company.





TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1928  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                   | Station                                  | Salinity in parts of chlorine per 100,000 parts of water |     |       |     |       |     |       |      |       |     |      |     |       |     |        |   |
|-------------------------|--|--|-----|-------|-----|-------|-----|-------|------|-------|-----|------|-----|-------|-----|--------|---|
|                         |  | Day of month   |     |       |     |       |     |       |      |       |     |      |     |       |     |        |   |
|                         |  | 2  | 4   | 6     | 8   | 10    | 12  | 14    | 16   | 18    | 20  | 22   | 24  | 26    | 28  | 30     |   |
| March                   | San Francisco, San Pablo and Suisun Bays |  |     | 1,320 |     | 1,050 |     | 1,120 |      | 1,250 |     |      |     | 1,100 |     |        |   |
|                         | Point Orient                             | 1,360  |     |       |     |       |     |       |      |       |     |      |     |       |     | 570    |   |
|                         | Point Davis                              | 710  |     |       |     |       |     |       |      |       |     | 740  |     | 30    |     | 50     |   |
|                         | Crockett                                 | 605  | 730 | 660   | 610 | 530   | 545 | 425   | 605  | 440   | 550 | 665  | 660 | 585   | 24  | 18     |   |
|                         | Bulls Head Point                         | 360  |     | 368   |     | 378   |     | 192   |      | 470   |     | 388  |     | 220   |     | 14     |   |
|                         | Bay Point                                | 204  |     | 138   |     | 32    |     | 30    |      |       |     | 106  |     | 80    |     | 10     |   |
|                         | O. and A. Ferry                          | 10   |     | 6     |     | 5     |     | 4     |      | 2     |     | 3    |     | 3     |     | 4      |   |
|                         | Pittsburg <sup>2</sup>                   | 10   |     |       | 10  |       |     |       | 10   |       |     |      |     | 10    |     |        |   |
|                         | Sacramento River Delta                   |  |     |       |     |       |     |       |      |       |     |      |     |       |     |        |   |
|                         | Collinsville                             | 5  |     |       |     |       | 2   |       | 4    |       | 3   |      |     |       | 1   |        | 3 |
| April                   | San Joaquin River Delta                  |  |     |       |     |       |     |       |      |       |     |      |     |       |     |        |   |
|                         | Antioch                                  | 3  |     |       |     | 5     |     | 3     |      | 3     |     | 4    |     | 7     |     | 7      |   |
|                         | San Francisco, San Pablo and Suisun Bays |  |     |       |     |       |     |       |      |       |     |      |     |       |     |        |   |
|                         | Point Orient                             | 940  |     | 760   |     | 870   |     | 990   |      | 870   |     | 900  |     | 1,200 |     | *1,160 |   |
|                         | Point Davis                              | 110  |     | 140   |     |       |     | 230   |      | 250   |     | 360  |     | 370   |     | 560    |   |
|                         | Crockett                                 | 18   | 2   | 45    | *73 | 53    | 76  | 140   | *230 | 130   | 220 | *260 | 205 | 155   | 155 | 405    |   |
|                         | Bulls Head Point                         | 14   |     | 8     |     | *10   |     | 104   |      | 39    |     | 100  |     | 50    |     | 264    |   |
|                         | Bay Point                                | 12   |     | 12    |     | 8     |     | 3     |      | 5     |     | 2    |     | 6     |     | 8      |   |
|                         | O. and A. Ferry                          | 4  |     | 3     |     | 5     |     | 3     |      | 3     |     | 7    |     | 5     |     | 4      |   |
|                         | Pittsburg <sup>2</sup>                   | 9  |     |       | 8   |       |     | 3     | 9    |       |     |      |     | 9     |     |        |   |
| Sacramento River Delta  |  |  |     |       |     |       |     |       |      |       |     |      |     |       |     |        |   |
| Collinsville            | 3  |  |     | 4     |     | 4     |     | 4     |      | 3     |     |      |     | 4     |     | 2      |   |
| San Joaquin River Delta |  |  |     |       |     |       |     |       |      |       |     |      |     |       |     |        |   |
| Antioch                 | 4  |  |     | 4     |     | 2     |     | 2     |      | 4     |     | 3    |     | 3     |     | 3      |   |

|  |  |       |       |       |        |        |        |     |       |     |  |
|--|--|-------|-------|-------|--------|--------|--------|-----|-------|-----|--|
| May                                      | San Francisco, San Pablo and Suisun Bays |       |       |       |        |        |        |     |       |     |  |
|  | Point Orient                             | 1,030 | 1,220 | 1,080 | 1,570  | 1,530  | 1,190  | 550 | 1,190 | 550 |  |
|  | Point Davis                              | 710   | 270   | 630   | 820    | 515    | 550    | 535 | 575   |     |  |
|  | Crockett <sup>1</sup>                    | *520  | 300   | 525   | 394    | 570    | 200    | 390 |       |     |  |
|  | Bulls Head Point                         | 158   | 166   | 312   | 35     | 25     | 25     | 5   |       |     |  |
|  | Bay Point                                | 2     | 6     | 68    | 6      | 5      | 6      |     |       |     |  |
|  | O. and A. Ferry                          | 21    | 3     | 6     | 8      | 8      |        |     |       |     |  |
|  | Pittsburg <sup>2</sup>                   |       |       |       |        |        |        |     |       |     |  |
|  | Sacramento River Delta                   |       |       |       |        |        |        |     |       |     |  |
|  | Collinsville                             | 2     | 6     | 4     | 6      | 5      | 5      | 4   |       |     |  |
| San Joaquin River Delta                  |  |       |       |       |        |        |        |     |       |     |  |
| Antioch                                  | 2  | 4     | 3     | 7     | 4      | 4      | 4      |     |       |     |  |
| San Francisco, San Pablo and Suisun Bays |  |       |       |       |        |        |        |     |       |     |  |
| Point Orient                             | 1,320                                    | 1,550 | 1,720 | 1,650 | 1,610  | 1,640  | 1,790  |     |       |     |  |
| Point Davis                              | 930                                      | 920   | 900   | 1,190 | *1,330 | *1,200 | *1,330 |     |       |     |  |
| Crockett <sup>1</sup>                    | 675                                      | 830   | 880   | 1,000 | 1,010  | 1,080  | 1,080  |     |       |     |  |
| Bulls Head Point                         | 440                                      | 740   | 870   | 1,050 | 910    | 820    | 1,180  |     |       |     |  |
| Bay Point                                | 102                                      | 22    | 238   | 88    | 254    | 394    | 1,100  |     |       |     |  |
| O. and A. Ferry                          | 22                                       | 9     | 63    | 10    | 178    | 136    | 544    |     |       |     |  |
| Pittsburg <sup>2</sup>                   |  |       |       |       | 70     |        | 160    |     |       |     |  |
| Sacramento River Delta                   |  |       |       |       |        |        |        |     |       |     |  |
| Collinsville                             | 7  | 14    | 12    | 84    | 83     | 72     | 106    |     |       |     |  |
| Emmaton                                  |  |       |       | 12    | 13     | 14     | 15     |     |       |     |  |
| Three Mile Slough Bridge                 |  |       |       | 11    | 12     | 14     | 13     |     |       |     |  |
| San Joaquin River Delta                  |  |       |       |       |        |        |        |     |       |     |  |
| Antioch                                  | 10                                       | 11    | 11    | 13    | 44     | 26     | 46     |     |       |     |  |
| Jersey                                   |  |       |       | 12    | 12     | 13     | 16     |     |       |     |  |
| Webb Pump                                |  |       |       |       | 11     | 13     | 12     |     |       |     |  |
| San Francisco, San Pablo and Suisun Bays |  |       |       |       |        |        |        |     |       |     |  |
| Point Orient                             | *1,720                                   | 1,720 | 1,830 | 1,780 | 1,640  | 1,780  | *1,870 |     |       |     |  |
| Point Davis                              | 1,420                                    | 1,310 | 1,360 | 1,310 | 1,420  | 1,460  | 1,600  |     |       |     |  |
| Crockett <sup>1</sup>                    | 1,230                                    | 1,280 | 1,280 | 1,230 | *1,280 | 1,400  | 1,370  |     |       |     |  |
| Bulls Head Point                         | 1,180                                    | 900   | 1,180 | 1,320 | 1,200  | 1,090  | 1,190  |     |       |     |  |
| Bay Point                                | 690                                      | 700   | 790   | 850   | 860    | 850    | 950    |     |       |     |  |
| O. and A. Ferry                          | 358                                      | 276   | 510   | 460   | 600    | 460    | 600    |     |       |     |  |
| Pittsburg <sup>2</sup>                   | 80                                       |       | 222   |       | 300    |        |        |     |       |     |  |
| Sacramento River Delta                   |  |       |       |       |        |        |        |     |       |     |  |
| Collinsville                             | 192                                      | 148   | 238   | 390   | 430    | 380    | 490    |     |       |     |  |
| Emmaton                                  | 44                                       | 22    | 27    | 35    | 33     | 50     | 69     |     |       |     |  |
| Three Mile Slough Bridge                 | 16                                       | 17    | 23    | 25    | 26     | 26     | *36    |     |       |     |  |
| Rio Vista Bridge                         |  |       |       | 17    | 13     | 12     | 16     |     |       |     |  |

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1928  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month   | Station                         | Salinity in parts of chlorine per 100,000 parts of water |       |     |       |       |       |        |       |       |       |       |       |       |       |       |
|---|---------------------------------|--|-------|-----|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|
|   |                                 | Day of month   |       |     |       |       |       |        |       |       |       |       |       |       |       |       |
|   |                                 | 2  | 4     | 6   | 8     | 10    | 12    | 14     | 16    | 18    | 20    | 22    | 24    | 26    | 28    | 30    |
| July<br>(Continued)                             | <b>Mokelumne River Delta</b>    |  |       |     |       |       |       |        |       |       |       |       |       |       |       |       |
|   | Southwest Point, Staten Island  |  |       |     |       |       |       |        |       | 13    |       | 13    |       | 10    |       | 18    |
|   | Camp 33, Staten Island          |  |       |     |       |       |       |        |       | 15    |       | 13    |       | 12    |       | 25    |
|   | <b>San Joaquin River Delta</b>  |  |       |     |       |       |       |        |       |       |       |       |       |       |       |       |
|   | Antioch                         | 42   |       | 106 |       | 78    |       | 126    |       | 270   |       | 204   |       | 194   |       | 204   |
|   | Jersey                          | 13   |       | 21  |       | 24    |       | 18     |       | 77    |       | 37    |       | 29    |       | 39    |
|   | Webb Pump                       |  |       | 15  |       | 13    |       | 19     |       | 22    |       | 21    |       | 14    |       | 16    |
|   | Central Landing, Bouldin Island |  |       |     |       |       |       |        |       |       |       | 13    |       | 13    |       | 16    |
|   | Holland Pump                    |  |       |     |       |       |       |        |       |       |       | 17    |       | 15    |       | 19    |
|   | Mandeville Pump                 |  |       |     |       |       |       |        |       |       |       | 18    |       | 14    |       | 17    |
| Palm Tract                                      |                                 |  |       |     |       |       |       |        |       |       | 16    |       | 15    |       | 13    |       |
| Middle River P. O.                              |                                 |  |       |     |       |       |       |        |       |       | 16    |       | 17    |       | 14    |       |
| <b>San Francisco, San Pablo and Suisun Bays</b> |                                 |  |       |     |       |       |       |        |       |       |       |       |       |       |       |       |
| Point Orient                                    | 1,820                           |  | 1,730 |     |       | 1,850 |       | *1,660 |       | 1,600 |       | 1,610 |       | 1,680 |       | 1,700 |
| Point Davis                                     | 1,610                           |  | 1,540 |     |       |       |       | 1,460  |       | 1,380 |       | 1,320 |       | 1,460 |       | 1,510 |
| Crockett  | 1,390                           |  | 1,415 |     | 1,390 | 1,420 | 1,370 | 1,500  | 1,460 | 1,510 | 1,380 | 1,450 | 1,470 | 1,510 | 1,410 | 1,430 |
| Bulls Head Point                                | 1,230                           |  | 1,310 |     |       | 1,410 |       | 1,280  |       | 950   |       | 1,170 |       | 1,120 |       | 1,240 |
| Bay Point                                       | 1,020                           |  | 1,080 |     |       | 1,170 |       | 980    |       | 970   |       | 930   |       |       |       | 1,010 |
| O. and A. Ferry                                 | 600                             |  | 650   |     |       | 630   |       | 640    |       | 690   |       | 750   |       | 690   |       | 680   |
| Pittsburg <sup>2</sup>                          | 270                             |  |       |     | 310   |       |       |        | 360   |       |       |       | 480   |       |       |       |
| <b>Sacramento River Delta</b>                   |                                 |  |       |     |       |       |       |        |       |       |       |       |       |       |       |       |
| Collinsville                                    | 500                             |  | 560   |     |       | 420   |       | 520    |       | 560   |       | 470   |       | 500   |       | 560   |
| Emmaton   | 83                              |  |       |     |       | 72    |       |        |       | 142   |       | 156   |       | 154   |       | 98    |
| Three Mile Slough Bridge                        | 47                              |  | 55    |     |       | 69    |       | 57     |       | 75    |       | 71    |       | 53    |       | 83    |
| Rio Vista Bridge                                | 19                              |  | 18    |     |       | 31    |       | 11     |       | 17    |       | 26    |       | 24    |       | 44    |
| Liberty Ferry                                   |                                 |  |       |     |       |       |       |        |       |       |       |       |       |       |       | 5     |
| Isleton Bridge                                  |                                 |  |       |     |       |       |       | 7      |       | 13    |       | 6     |       | *7    |       | *8    |





TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1928

Samples taken in surface zone usually about one and one-half hours after high tide

| Month                           | Station   | Salinity in parts of chlorine per 100,000 parts of water |        |       |        |       |       |       |       |       |       |       |       |       |       |       |       |
|---------------------------------|---|--|--------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                 |   | Day of month   |        |       |        |       |       |       |       |       |       |       |       |       |       |       |       |
|                                 |   | 2  | 4      | 6     | 8      | 10    | 12    | 14    | 16    | 18    | 20    | 22    | 24    | 26    | 28    | 30    |       |
| October                         | <b>San Francisco, San Pablo and Suisun Bays</b> |  |        |       |        |       |       |       |       |       |       |       |       |       |       |       |       |
|                                 | Point Orient                                    | 1,760  | 1,650  | 1,750 | 1,680  | 1,590 | 1,460 | 1,310 | 1,280 | 1,360 | 1,430 | 1,270 | 1,300 | 1,650 | 1,330 | 1,650 |       |
|                                 | Point Davis                                     | 1,480  | 1,390  | 1,410 | 1,390  | 1,410 | 1,390 | 1,390 | 1,390 | 1,430 | 1,360 | 1,290 | 1,310 | 1,310 | 1,280 | 1,290 | 1,290 |
|                                 | Crockett <sup>1</sup>                           | 1,280  | *1,280 | 1,360 | *1,600 | 1,440 | 1,000 | 880   | 880   | 880   | 750   | 690   | 950   | 950   | 770   | 770   | 770   |
|                                 | Bulls Head Point                                | 1,390  | 960    | 1,110 | 1,000  | 790   | 790   | 790   | 790   | 790   | 750   | 690   | 830   | 830   | 850   | 850   | 850   |
|                                 | Bay Point                                       | 1,030  | 830    | 810   | 790    | 400   | 400   | 400   | 400   | 260   | 280   | 360   | 370   | 370   | 280   | 280   | 280   |
|                                 | O. and A. Ferry                                 | 390  | 460    | 390   | 300    | 390   | 390   | 390   | 390   | 260   | 280   | 360   | 370   | 370   | 280   | 280   | 280   |
|                                 | Pittsburg <sup>2</sup>                          | 330  | 460    | 390   | 300    | 390   | 390   | 390   | 390   | 260   | 280   | 360   | 370   | 370   | 280   | 280   | 280   |
|                                 | <b>Sacramento River Delta</b>                   |  |        |       |        |       |       |       |       |       |       |       |       |       |       |       |       |
|                                 | Collinsville                                    | 390  | 310    | 25    | 270    | 192   | 270   | 270   | 270   | 270   | 192   | 146   | 182   | 182   | 116   | 116   | 116   |
|                                 | Emmaton   | 36   | 28     | 25    | 22     | 10    | 22    | 22    | 22    | 22    | 11    | 10    | 9     | 9     | 26    | 26    | 26    |
|                                 | Three Mile Slough Bridge                        | 33   | 24     | 17    | 13     | 7     | 13    | 13    | 13    | 13    | 2     | 2     | 6     | 6     | 7     | 7     | 7     |
|                                 | Rio Vista Bridge                                | 9  | 5      | 5     | 3      | 2     | 3     | 3     | 3     | 3     | 2     | 2     | 2     | 2     | 2     | 2     | 2     |
|                                 | Liberty Ferry                                   | 5*   | 2      | 2     | 3      | 5     | 3     | 3     | 3     | 3     | 5     | 1     | 3     | 3     | 2     | 2     | 2     |
| Isteton Bridge                  | 6   | 5  | 2      | 3     | 3      | 3     | 3     | 3     | 3     | 3     | 1     | 13    | 13    | *2    | *2    | *2    |       |
| <b>Mokelumne River Delta</b>    |   |  |        |       |        |       |       |       |       |       |       |       |       |       |       |       |       |
| Southwest Point, Staten Island  | 7   | 7  | 4      | 5     | 4      | 4     | 5     | 5     | 5     | 2     | 2     | 3     | 3     | 4     | 4     | 4     |       |
| Camp 33, Staten Island          | 5   | 4  | 3      | 3     | 3      | 3     | 3     | 3     | 3     | 4     | 1     | 3     | 3     | 3     | 3     | 3     |       |
| Camp 29, Staten Island          | 7   | 5  | 5      | 5     | 5      | 5     | 5     | 5     | 5     | 4     | 5     | 6     | 6     | 4     | 4     | 4     |       |
| <b>San Joaquin River Delta</b>  |   |  |        |       |        |       |       |       |       |       |       |       |       |       |       |       |       |
| Antioch                         | 304   | 202  | 184    | 180   | 140    | 180   | 180   | 180   | 180   | 140   | 126   | 120   | 120   | 90    | 90    | 90    |       |
| Jersey                          | 67  | 41   | 40     | 28    | 29     | 28    | 28    | 28    | 28    | 29    | 22    | 17    | 17    | 9     | 9     | 9     |       |
| Webb Pump                       | 24  | 21   | 18     | 20    | 22     | 20    | 20    | 20    | 20    | 22    | 14    | 11    | 11    | 11    | 11    | 11    |       |
| Central Landing, Bouldin Island | 6   | 3  | 7      | 5     | 7      | 5     | 5     | 5     | 5     | 7     | 4     | 4     | 4     | 1     | 1     | 1     |       |
| Holland Pump                    | 27  | 25   | 34     | 22    | 21     | 22    | 22    | 22    | 22    | 21    | 16    | 18    | 18    | 17    | 17    | 17    |       |
| Mandeville Pump                 | 17  | 19   | 18     | 17    | 17     | 17    | 17    | 17    | 17    | 17    | 14    | 12    | 12    | 11    | 11    | 11    |       |
| King Island, Camp 3½            |   |  | 19     | 13    | *14    | 13    | 13    | 13    | 13    | *14   | 11    | 8     | 8     | 7     | 7     | 7     |       |
| Ridge Pump                      | 18  | 16   | 14     | 13    | 10     | 13    | 13    | 13    | 13    | 10    | 9     | 5     | 5     | 8     | 8     | 8     |       |
| Palm Tract                      | 15  | 11   | 10     | 10    | 12     | 10    | 10    | 10    | 10    | 12    | 6     | 8     | 8     | 8     | 8     | 8     |       |
| Middle River P. O.              | 16  | 13   | 13     | *11   | 11     | *11   | 11    | 11    | 11    | 11    | 10    | 8     | 8     | 8     | 8     | 8     |       |
| Mansion House                   | 12  | 10   | 8      | 11    | 8      | 11    | 11    | 11    | 11    | 8     | 10    | 5     | 5     | 5     | 5     | 5     |       |









TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1929

Samples taken in surface zone usually about one and one-half hours after high tide

| Month                                | Station                       | Salinity in parts of chlorine per 100,000 parts of water |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|--------------------------------------|-------------------------------|--|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
|                                      |                               | 2  | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | 24 | 26 | 28 | 30 |
| May<br>(Continued)                   | <b>Sacramento River Delta</b> |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|                                      | Collinsville.....             | 3  |   |   |   | 4  |    | 11 |    | 5  |    | 7  |    | 7  |    | 5  |
|                                      | Mayberry.....                 | 4  |   | 3 |   | 4  |    | 3  |    |    |    | 6  |    | 3  |    | 8  |
|                                      | Emmerton.....                 |  |   |   |   |    |    |    |    |    |    |    |    | 4  |    | 3  |
|                                      | Three Mile Slough Bridge..... |  |   |   |   |    |    |    |    |    |    |    |    | 5  |    | 3  |
|                                      | Rio Vista Bridge.....         |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 3  |
|                                      | Junction Point.....           |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 3  |
|                                      | Liberty Ferry.....            |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 5  |
|                                      | Isleton Bridge.....           |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 4  |
|                                      | Howard Ferry.....             |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 4  |
|                                      | Sutter Slough.....            |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 4  |
|                                      | Little Holland Ferry.....     |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|                                      | Ryde.....                     |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|                                      | Walnut Grove.....             |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|                                      | Paintersville Bridge.....     |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|                                      | Hood Ferry.....               |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|                                      | Freeport Ferry.....           |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|                                      | Sacramento.....               |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|                                      | Vicrona.....                  |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|                                      |                               | <b>San Joaquin River Delta</b>                           |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| Antioch.....                         | 5                             |  |   |   |   | 10 |    | 6  |    | 2  |    | 2  |    | 2  |    | 4  |
| Curtis Landing.....                  |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 4  |
| Jersey.....                          |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 7  |
| Twitchell Island Pump.....           |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| Webb Point.....                      |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| Webb Pump.....                       |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 5  |
| Central Landing, Bouldin Island..... |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| Central Landing, Main.....           |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| Blakes Landing, Venice Island.....   |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| Ward Landing.....                    |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| Holland Pump.....                    |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 11 |
| McDonald Pump.....                   |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
| Mandeville Pump.....                 |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    | 19 |
| King Island, Camp 3½.....            |                               |  |   |   |   |    |    |    |    |    |    |    |    |    |    |    |





TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1929  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month               | Station                         | Salinity in parts of chlorine per 100,000 parts of water |   |    |    |    |    |    |    |     |    |    |    |     |    |     |     |
|---------------------|---------------------------------|--|---|----|----|----|----|----|----|-----|----|----|----|-----|----|-----|-----|
|                     |                                 | Day of month   |   |    |    |    |    |    |    |     |    |    |    |     |    |     |     |
|                     |                                 | 2  | 4 | 6  | 8  | 10 | 12 | 14 | 16 | 18  | 20 | 22 | 24 | 26  | 28 | 30  |     |
| June<br>(Continued) | <b>Sacramento River Delta</b>   |  |   |    |    |    |    |    |    |     |    |    |    |     |    |     |     |
|                     |                                 |  |   |    |    |    |    |    |    |     |    |    |    |     |    |     |     |
|                     |                                 | Junction Point   |   |    |    |    | 3  |    | 5  |     | 3  |    |    |     | 5  |     | 4   |
|                     |                                 | Liberty Ferry  | 2 |    | 15 |    | 7  |    |    |     | 9  |    |    |     | 5  |     | 5   |
|                     |                                 | Isleton Bridge   | 2 |    | 3  |    | 3  |    | 4  |     | *5 |    |    |     | 5  |     | 5   |
|                     |                                 | Howard Ferry   | 3 |    | 3  |    | 2  |    |    |     | 4  |    |    |     | 6  |     | *9  |
|                     |                                 | Sutter Slough  | 4 |    | 4  |    | 3  |    | 4  |     | 4  |    |    |     | 4  |     | 4   |
|                     |                                 | Little Holland Ferry                                     | 4 |    | 2  |    | 7  |    | 3  |     | 4  |    |    |     | 3  |     | 6   |
|                     |                                 | Ryde   | 4 |    |    |    |    |    | 3  |     | 4  |    |    |     | 4  |     | 4   |
|                     |                                 | Walnut Grove   |   |    |    |    |    |    | 3  |     | 4  |    |    |     | 4  |     | 4   |
|                     |                                 | Paintersville Bridge                                     | 4 |    | 5  |    | 3  |    | 4  |     | 3  |    |    |     | 4  |     | 6   |
|                     |                                 | Hood Ferry   | 5 |    | 5  |    | 3  |    | 4  |     | 3  |    |    |     | 6  |     | 5   |
|                     |                                 | Freeport Ferry   |   |    | 2  |    | 3  |    | 2  |     | 3  |    |    |     | 4  |     | 5   |
|                     | Sacramento                      | 1  |   | 2  |    | 3  |    | 4  |    | 2   |    |    |    | 4   |    | 4   |     |
|                     | Verona                          | 3  |   | 1  |    |    |    | 2  |    | 3   |    |    |    | 5   |    | 2   |     |
|                     |                                 |  |   |    |    |    |    |    |    |     |    |    |    | 3   |    | 3   |     |
|                     | <b>San Joaquin River Delta</b>  |  |   |    |    |    |    |    |    |     |    |    |    |     |    |     |     |
|                     | Antioch                         | 6  |   | 22 |    | 21 |    | 18 |    | 16  |    |    |    | 8   |    | 12  | 14  |
|                     | Curtis Landing                  |  |   |    |    |    |    |    |    | 7   |    |    |    | 7   |    | 10  | 7   |
|                     | Jersey                          |  |   | 9  |    |    |    |    |    | 9   |    |    |    | 9   |    | 9   | 9   |
|                     | Twitcheil Island Pump           |  |   | 4  |    | 6  |    |    |    | 6   |    |    |    | 10  |    | 5   | 6   |
|                     | Webb Point                      |  |   |    |    |    |    |    |    | *5  |    |    |    | 7   |    | 7   | 5   |
|                     | Webb Pump                       | 6  |   | 4  |    | 4  |    | 16 |    | 8   |    |    |    | 9   |    | *14 | 5   |
|                     | Central Landing, Bouldin Island | 6  |   | 5  |    | 2  |    | 6  |    | *6  |    |    |    | *6  |    | 5   | 5   |
|                     | Central Landing, Main           |  |   |    |    |    |    |    |    |     |    |    |    |     |    |     |     |
|                     | Blakes Landing, Venice Island   | 7  |   | 6  |    |    |    | 10 |    | 10  |    |    |    | 7   |    | 3   | 5   |
|                     | Ward Landing                    |  |   |    |    |    |    |    |    |     |    |    |    | 9   |    | 10  | 11  |
|                     | Holland Pump                    | 12   |   | 15 |    |    |    | 15 |    | 10  |    |    |    | 9   |    | 9   | *10 |
|                     | McDonald Pump                   |  |   |    |    |    |    | 12 |    |     |    |    |    | 10  |    | 10  | 12  |
|                     | Mandersville Pump               | 12   |   | 11 |    | 9  |    | 13 |    | 11  |    |    |    | 7   |    | 7   | 10  |
|                     | King Island, Camp 3½            | 10   |   | 11 |    | 8  |    | 8  |    | 7   |    |    |    | 7   |    | 7   | 10  |
|                     | Zuekerman Pump                  |  |   |    |    | 10 |    | 11 |    | 12  |    |    |    | 10  |    | 10  | 12  |
|                     | Ridge Pump                      | 11   |   | 14 |    | 11 |    | 12 |    | *15 |    |    |    | *17 |    | 12  | 13  |
|                     | Orwood Bridge                   |  |   |    |    |    |    |    |    | 8   |    |    |    | 4   |    | 10  | 10  |
|                     | Palm Tract                      | 12   |   | 11 |    | 10 |    | 19 |    | 12  |    |    |    | 12  |    | 7   | 9   |





TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1929  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month               | Station                         | Salinity in parts of chlorine per 100,000 parts of water |     |     |      |     |     |      |     |     |     |     |     |     |     |     |     |
|---------------------|---------------------------------|--|-----|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|                     |                                 | Day of month   |     |     |      |     |     |      |     |     |     |     |     |     |     |     |     |
|                     |                                 | 2  | 4   | 6   | 8    | 10  | 12  | 14   | 16  | 18  | 20  | 22  | 24  | 26  | 28  | 30  |     |
| July<br>(Continued) | <b>Sacramento River Delta</b>   |  |     |     |      |     |     |      |     |     |     |     |     |     |     |     |     |
|                     |                                 |  |     |     |      |     |     |      |     |     |     |     |     |     |     |     |     |
|                     |                                 | Isleton Bridge   | 7   |     | 3    |     | 7   |      | 2   |     | *3  |     | 3   |     | 4   |     | *3  |
|                     |                                 | Howard Ferry   | 3   |     | 3    |     | 3   |      | 7   |     | 6   |     | 4   |     | 3   |     | 4   |
|                     |                                 | Sutter Slough  | 6   |     | 9    |     | 6   |      |     |     |     |     | 6   |     | 5   |     | 4   |
|                     |                                 | Little Holland Ferry                                     | 6   |     | *7   |     | 7   |      | 9   |     | 11  |     | 4   |     | 4   |     | 6   |
|                     |                                 | Ryde   |     |     |      |     |     |      |     |     |     |     | 4   |     |     |     | 4   |
|                     |                                 | Walnut Grove   | 6   |     | 7    |     | 3   |      | 3   |     | 9   |     | 4   |     | 4   |     | 3   |
|                     |                                 | Paintersville Bridge                                     | 5   |     | *7   |     | 3   |      | 4   |     | *9  |     | 7   |     | 4   |     | 5   |
|                     |                                 | Hood Ferry   | 7   |     | *2   |     | 10  |      | 10  |     | *7  |     | *4  |     | 4   |     | 3   |
|                     |                                 | Freeport Ferry   | 5   |     |      |     | 8   |      | 7   |     | *6  |     | *4  |     | 4   |     | 3   |
|                     |                                 | Sacramento   | *8  |     |      |     | 3   |      | 3   |     | *3  |     | *2  |     | *3  |     | *3  |
|                     |                                 | Verona   | 4   |     | 5    |     | 3   |      | 2   |     | 6   |     | 6   |     | 2   |     | 2   |
|                     |                                 | <b>San Joaquin River Delta</b>                           |     |     |      |     |     |      |     |     |     |     |     |     |     |     |     |
|                     |                                 | Antioch  | *36 | 61  | *164 | 166 | 190 | *180 | 100 | 180 | 240 | 300 | 320 | 340 | 280 | 320 | 370 |
|                     |                                 | Curtis Land E.   | 10  |     | 35   |     |     |      | 33  |     | 85  |     | 112 |     | 150 |     | 100 |
|                     |                                 | Jersey   | 7   |     | 10   |     | 26  |      | 12  |     | *89 |     | 40  |     | 85  |     | 36  |
|                     | Twitchell Island Pump           | 12   |     | 10  |      | 9   |     | 8    |     | *18 |     | *25 |     | 19  |     | 15  |     |
|                     | Webb Point                      | 7  |     | *5  |      | 7   |     | *9   |     | *8  |     | *7  |     | 9   |     | *13 |     |
|                     | Webb Pump                       | *14  |     | *6  |      | 13  |     | 8    |     | 10  |     |     |     |     |     | 12  |     |
|                     | Central Landing, Bouldin Island | 7  |     | 5   |      | 6   |     | *6   |     | 9   |     | 4   |     | 5   |     | *6  |     |
|                     | Central Landing, Main           | 6  |     |     |      |     |     | 6    |     |     |     | *3  |     | 5   |     | 6   |     |
|                     | Blakes Landing, Venice Island   |  |     |     |      |     |     | 11   |     | 11  |     | 4   |     |     |     |     |     |
|                     | Ward Landing                    |  |     | 6   |      | 9   |     | 13   |     | 10  |     | *8  |     | 7   |     |     |     |
|                     | Holland Pump                    | 14   |     | 15  |      | 9   |     | 12   |     | 14  |     | *15 |     | 9   |     | *12 |     |
|                     | McDonald Pump                   | 12   |     | 15  |      | 11  |     | 16   |     | 15  |     | *13 |     | 10  |     | 13  |     |
|                     | Mandeville Pump                 | 11   |     | *10 |      | 20  |     |      |     | *13 |     | 12  |     | 10  |     | 9   |     |
|                     | King Island, Camp 3½            | 7  |     | 13  |      | 9   |     | 11   |     | 10  |     |     |     | 9   |     | 10  |     |







|   |        |       |        |       |        |       |       |       |        |
|---|--------|-------|--------|-------|--------|-------|-------|-------|--------|
| Zuekerman Pump                                  | 12     | 17    | 14     | 12    | 17     | 12    | 12    | 28    | 24     |
| Ridge Pump                                      | *21    | 20    | *25    | 26    | *22    | 30    | 30    | 12    | *14    |
| Orwood Bridge                                   | 13     | 9     | *12    | 12    | *10    | 11    | 12    | 12    | 14     |
| Palm Tract                                      | *10    | 10    | 10     | 9     | *11    | 9     | 11    | 11    | 11     |
| East Contra Costa Irrigation Dist.              | *10    | 9     | 12     | 12    | 10     | 14    | 11    | 11    | 12     |
| Middle River, P. O.                             | *9     | 9     | 12     | 11    | 10     | 13    | 11    | 12    | 12     |
| Middle River, Main                              | *15    | 12    | 14     | 9     | 9      | 9     | 10    | 12    | 12     |
| Mansion House                                   | 32     | 29    | 36     | 11    | 32     | 12    | 32    | 32    | 30     |
| Stockton Country Club                           | *9     | 11    | 10     | 10    | 11     | 10    | 10    | 11    | 11     |
| Drexler Bridge                                  | *11    | 11    | 11     | 11    | 23     | 10    | 11    | 11    | *10    |
| Clifton Court Ferry                             | *120   | *160  | *90    | 130   | 200    | 130   | 130   | *130  | *115   |
| Stockton  | *10    | *12   | *12    | 9     | 9      | 11    | 11    | 9     | 9      |
| Williams Bridge                                 | *13    | 10    | *13    | 12    | *13    | 10    | 10    | 10    | *9     |
| Whitehall                                       | 13     | 8     | 11     | 10    | 10     | 12    | 12    | 12    | 10     |
| Mossdale Highway Bridge                         | 9      | 12    | 9      | 12    | 10     | 13    | 9     | 9     | 9      |
| Durham Ferry Bridge                             |        |       |        |       |        |       |       |       |        |
| <b>Mokelumne River Delta</b>                    |        |       |        |       |        |       |       |       |        |
| Southwest Point, Staten Island                  | 5      | 6     | 5      | 7     | *7     | 7     | 7     | 5     | 5      |
| Camp 33, Staten Island                          | 4      | 4     | 4      | 4     | *4     | 4     | 4     | 4     | 4      |
| Tyler Island Ferry                              | 3      | 4     | 3      | 5     | 3      | 4     | 4     | 5     | 4      |
| Camp 11, Staten Island                          | *3     | *4    | *4     | 4     | *4     | 4     | 4     | 4     | *6     |
| Camp 29, Staten Island                          | 5      | 5     | 5      | 5     | *3     | 5     | 5     | 5     | 5      |
| Camp 25, Staten Island                          | 6      | 6     | 6      | 6     | *5     | 5     | 6     | 6     | 6      |
| New Hope Bridge                                 | 2      | 4     | 3      | 5     | 5      | 5     | 4     | 4     | 4      |
| Camp 20, Staten Island                          | 7      | 7     | 5      | 8     | *6     | 5     | 6     | 6     | 6      |
| <b>Drainage Water in Delta Islands</b>          |        |       |        |       |        |       |       |       |        |
| Jersey Drain                                    | 32     |       | 42     | 38    | 42     | 36    | 36    | 33    | 33     |
| Grand Island Drain, Steamboat Slough            |        |       |        |       |        |       |       |       |        |
| Camp 35, Staten Island Drain                    | 5      | 6     | 6      | 7     | 5      | 4     | 4     | 6     | 7      |
| McDonald Drain                                  | 15     | 18    | 19     | 10    | 15     | 18    | 16    | 16    | 5      |
| Bacon Island Drain                              | *9     | 10    | *11    | 16    | 10     | 13    | 14    | 14    | *15    |
| Mandeville Drain                                | 10     | 12    |        | 12    | 12     | 13    | 33    | 33    | 13     |
| Camp 11, Staten Island Drain                    | 7      | 8     | 7      | 7     | 5      | 5     | 4     | 4     | 17     |
| <b>San Francisco, San Pablo and Suisun Bays</b> |        |       |        |       |        |       |       |       |        |
| Point Orient                                    | *1,770 | 1,740 | 1,730  | 1,760 | *1,810 | 1,770 | 1,830 | 1,830 | 1,750  |
| Point Davis                                     | *1,520 | 1,470 | 1,500  | 1,580 | *1,550 | 1,590 | 1,540 | 1,540 | *1,540 |
| Carquinez Light Station                         | *1,390 | 1,360 | 1,500  | 1,440 | *1,380 | 1,400 | 1,400 | 1,400 | 1,490  |
| Sonoma Creek Bridge                             | *1,490 | 1,460 | 1,500  | 1,510 | *1,500 | 1,590 | 1,600 | 1,600 | 1,580  |
| Crockett  | *1,520 | 1,430 | 1,460  | 1,510 | *1,490 | 1,530 | 1,510 | 1,510 | *1,400 |
| Bulls Head Point                                | *1,340 | 1,210 | *1,200 | 1,370 | *1,280 | 1,350 | 1,320 | 1,320 | *1,220 |
| Bay Point                                       |        | 1,070 | *1,080 | 1,100 | *1,160 | 1,130 | 1,070 | 1,070 | *1,050 |
| Spring Club                                     |        |       | *880   |       | 860    |       | 820   | 820   |        |
| O. and A. Ferry                                 | 740    | 750   | *800   | 740   | 740    | 690   | 700   | 700   | 560    |
| Innisfail Ferry                                 | 840    | 850   | *830   | 850   | *870   | 860   | 844   | 844   | 820    |
| O. and A. Bridge                                | *710   | 760   | *770   | 750   | 770    | 820   | 850   | 850   | *880   |
| Pittsburg <sup>2</sup>                          | 530    | 570   | 580    | 570   | 530    | 530   | 500   | 500   |        |

September

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1929

Samples taken in surface zone usually about one and one-half hours after high tide

| Month                                | Station                        | Salinity in parts of chlorine per 100,000 parts of water |     |     |     |     |      |     |     |      |     |     |     |     |     |     |
|--------------------------------------|--------------------------------|--|-----|-----|-----|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|
|                                      |                                | Day of month   |     |     |     |     |      |     |     |      |     |     |     |     |     |     |
|                                      |                                | 2  | 4   | 6   | 8   | 10  | 12   | 14  | 16  | 18   | 20  | 22  | 24  | 26  | 28  | 30  |
| September<br>(Continued)             | <b>Sacramento River Delta</b>  |  |     |     |     |     |      |     |     |      |     |     |     |     |     |     |
|                                      | Collinsville.....              | *680   | 580 | 590 |     | 510 |      | 580 |     | 590  |     | 530 |     | 440 |     | 420 |
|                                      | Mayberry.....                  | 255  |     | 310 |     | 180 |      | 130 |     | 350  |     | 270 |     | 300 |     | 220 |
|                                      | Emmaton.....                   | 160  |     | 205 |     | 80  |      | 66  |     | *280 |     | 165 |     | 140 |     | 100 |
|                                      | Three Mile Slough Bridge.....  | *67  |     | 40  |     | 49  |      | *47 |     | *160 |     | 130 |     | 120 |     | *5  |
|                                      | Rio Vista Bridge.....          | 11   |     | 17  |     | *11 |      | 10  |     | *21  |     | 7   |     | 15  |     | 3   |
|                                      | Junction Point.....            | *5   |     | 7   |     | 4   |      | 4   |     | *7   |     | 5   |     | 3   |     | 2   |
|                                      | Liberty Ferry.....             |  |     |     |     | 3   |      |     |     | *4   |     | 4   |     | 3   |     |     |
|                                      | Steamboat Slough.....          |  |     |     |     | 3   |      |     |     |      |     | 3   |     |     |     |     |
|                                      | Isleton Bridge.....            | *5   |     | 6   |     | 5   |      | *4  |     | *3   |     | 3   |     | 3   |     | 2   |
|                                      | Howard Ferry.....              | 5  |     | 4   |     | 4   |      | 3   |     | *3   |     |     |     | 2   |     | 2   |
|                                      | Sutter Slough.....             |  |     |     |     |     |      |     |     |      |     |     |     |     |     |     |
|                                      | Little Holland Ferry.....      | *4   |     | 4   |     | 4   |      | 3   |     | *3   |     | 3   |     | 3   |     | 3   |
|                                      | Ryde.....                      |  |     |     |     | 3   |      |     |     |      |     | 3   |     |     |     |     |
|                                      | Walnut Grove.....              | *4   |     | 4   |     | 3   |      |     |     | *3   |     | 2   |     | 2   |     | 3   |
|                                      | Paintersville Bridge.....      | *3   |     | 4   |     | 3   |      | 4   |     | *3   |     | 2   |     | *2  |     |     |
|                                      | Hood Ferry.....                | *3   |     | 4   |     | 3   |      | *3  |     | *2   |     | 2   |     | 2   |     | 2   |
| Freepoint Ferry.....                 | *3                             |  |     |     |     |     |      |     |     |      |     |     |     |     |     |     |
| Sacramento.....                      | *3                             |  | 3   |     | 3   |     | 3    |     | *3  |      |     |     | 2   |     | *2  |     |
| Verona.....                          | 2                              |  | 2   |     | 1   |     | 2    |     | 1   |      | 1   |     | 1   |     | 1   |     |
|                                      |                                |  |     |     |     |     |      |     |     |      |     |     |     |     |     |     |
|                                      | <b>San Joaquin River Delta</b> |  |     |     |     |     |      |     |     |      |     |     |     |     |     |     |
| Antioch.....                         | 570                            | 580  | 550 |     | 510 |     | 500  |     | 480 |      | 490 |     | 420 |     | 440 |     |
| Curtis Landing.....                  | 320                            |  | 400 |     | 450 |     |      |     | 385 |      | 330 |     | 260 |     | 165 |     |
| Jersey.....                          | *365                           |  | 220 |     | 185 |     | *285 |     | 185 |      | 250 |     | 175 |     | 140 |     |
| Twitchell Island Pump.....           | *115                           |  | 98  |     | 55  |     | 69   |     | *82 |      | 73  |     | 36  |     | 46  |     |
| Webb Point.....                      | *37                            |  | 29  |     | 40  |     | 35   |     | *34 |      | 33  |     |     |     |     |     |
| Webb Pump.....                       | *39                            |  | 54  |     | 67  |     | 44   |     | 43  |      | 60  |     | 51  |     |     |     |
| Central Landing, Bouldin Island..... | *19                            |  | 16  |     | 10  |     | *20  |     | *13 |      | 9   |     | *10 |     |     |     |
| Central Landing, Main.....           | 19                             |  | 16  |     | 10  |     | 26   |     | *14 |      | 9   |     | 10  |     |     |     |
| Ward Landing.....                    | *19                            |  | 18  |     | 19  |     | *21  |     | *22 |      | 22  |     | *23 |     | 22  |     |
| Holland Pump.....                    | *39                            |  | 38  |     | 37  |     | *39  |     | *40 |      | 42  |     | *42 |     | *36 |     |
| McDonald Pump.....                   | *17                            |  | 18  |     | 19  |     | 23   |     | *21 |      | 21  |     | 21  |     | *25 |     |
| Mandeville Pump.....                 | *19                            |  | 19  |     | 20  |     | 21   |     | *22 |      | 22  |     | 25  |     | 23  |     |
| King Island, Camp 3½.....            |                                |  |     |     |     |     | 13   |     | *14 |      | 15  |     | 16  |     |     |     |





TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1929  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                           | Station                        | Salinity in parts of chlorine per 100,000 parts of water |     |     |      |     |     |     |     |     |     |     |     |     |     |      |  |
|---------------------------------|--------------------------------|--|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|--|
|                                 |                                | Day of month   |     |     |      |     |     |     |     |     |     |     |     |     |     |      |  |
|                                 |                                | 2  | 4   | 6   | 8    | 10  | 12  | 14  | 16  | 18  | 20  | 22  | 24  | 26  | 28  | 30   |  |
| October<br>(Continued)          | <b>Sacramento River Delta</b>  |  |     |     |      |     |     |     |     |     |     |     |     |     |     |      |  |
|                                 | Collinsville                   | 410  |     | 380 |      | 340 |     | 320 |     | 390 |     | 245 |     | 255 |     | 210  |  |
|                                 | Mayberry                       | 220  |     | 160 |      |     |     |     |     |     |     |     |     |     |     | *175 |  |
|                                 | Emmaton                        | 110  |     | 80  |      | 65  |     | 60  |     | 50  |     | 69  |     | 31  |     | 21   |  |
|                                 | Three Mile Slough Bridge       | 41   |     | 55  |      | 31  |     | 20  |     | 20  |     | 24  |     | 16  |     | 15   |  |
|                                 | Rio Vista Bridge               | 3  |     | 3   |      | 3   |     | 2   |     | 2   |     | 2   |     | 3   |     | 2    |  |
|                                 | Junction Point                 | 3  |     | 3   |      | 2   |     | 3   |     | 3   |     | 2   |     | 2   |     | 3    |  |
|                                 | Liberty Ferry                  | 3  |     | 2   |      | 2   |     | 2   |     | 2   |     | 2   |     | 2   |     | 2    |  |
|                                 | Steamboat Slough               |  |     |     |      |     |     |     |     |     |     |     |     |     |     |      |  |
|                                 | Isleton Bridge                 | 2  |     | 2   |      | 2   |     | 2   |     | 3   |     | 2   |     | *2  |     | 2    |  |
|                                 | Howard Ferry                   | *2   |     | 2   |      | 2   |     | 2   |     | 1   |     | 2   |     | 2   |     | 2    |  |
|                                 | Sutter Slough                  |  |     |     |      |     |     |     |     |     |     |     |     |     |     |      |  |
|                                 | Little Holland Ferry           | 3  |     | 3   |      | 2   |     | 3   |     | 3   |     | 2   |     | 2   |     | *2   |  |
|                                 | Ryde                           |  |     |     |      |     |     |     |     |     |     |     |     |     |     |      |  |
|                                 | Walnut Grove                   | 2  |     | 2   |      | 2   |     | 2   |     | 2   |     | 2   |     | *2  |     | 3    |  |
|                                 | Paintersville Bridge           | 2  |     | 2   |      | 2   |     | 3   |     | 2   |     | 2   |     | *2  |     | 3    |  |
|                                 | Hood Ferry                     | *2   |     | 2   |      | 2   |     | 2   |     | 2   |     | 2   |     | 2   |     | 1    |  |
|                                 | Freeport Ferry                 |  |     |     |      |     |     |     |     |     |     |     |     |     |     |      |  |
|                                 | Sacramento                     | 2  |     | *5  |      |     | *2  |     | 2   |     | 2   |     | *2  |     | *1  | 2    |  |
| Verona                          | 2                              |  | 1   |     |      | 2   |     | 1   |     | 1   |     | 2   |     | 1   | 1   |      |  |
|                                 |                                |  |     |     |      |     |     |     |     |     |     |     |     |     |     |      |  |
|                                 | <b>San Joaquin River Delta</b> |  |     |     |      |     |     |     |     |     |     |     |     |     |     |      |  |
| Antioch                         | 380                            |  | 410 |     | *310 | 280 | 250 | 270 | 310 | 280 | 265 | 290 | 270 | 235 | 200 | 191  |  |
| Curtis Landing                  | 145                            |  | 160 |     |      | 115 |     | 100 |     | 139 |     | 111 |     | 119 |     | 60   |  |
| Jersey                          | 170                            |  | 155 |     |      | 95  |     | 69  |     | 59  |     | 34  |     | 48  |     | 14   |  |
| Twitchell Island Pump           | 34                             |  |     |     |      | 22  |     | 21  |     | 22  |     | 19  |     | *16 |     | 14   |  |
| Webb Point                      | 26                             |  | 25  |     |      | 21  |     | 18  |     | 18  |     | 17  |     | 17  |     | 14   |  |
| Webb Pump                       | 40                             |  | 37  |     |      | 7   |     | 24  |     | 24  |     | 21  |     | 7   |     | 18   |  |
| Central Landing, Bouldin Island | 9                              |  | 10  |     |      |     |     | 7   |     | 9   |     | 7   |     | 7   |     | 6    |  |
| Central Landing, Main           |                                |  |     |     |      |     |     |     |     |     |     |     |     |     |     |      |  |
| Ward Landing                    | 21                             |  | 21  |     |      | 21  |     | 29  |     | 20  |     | 18  |     |     |     | *19  |  |
| Holland Pump                    | 36                             |  | 37  |     |      | 28  |     | 28  |     | 28  |     | 27  |     | *24 |     | 23   |  |
| McDonald Pump                   | 19                             |  | 22  |     |      | *44 |     | 58  |     | 45  |     | 21  |     | *21 |     | 17   |  |



TABLE 33—Continued  
SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1929

Samples taken in surface zone usually about one and one-half hours after high tide

| Month                              | Station                                | Salinity in parts of chlorine per 100,000 parts of water |     |     |     |     |     |      |     |     |     |     |     |     |     |      |     |
|------------------------------------|--|--|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|-----|
|                                    |  | Day of month   |     |     |     |     |     |      |     |     |     |     |     |     |     |      |     |
|                                    |  | 2  | 4   | 6   | 8   | 10  | 12  | 14   | 16  | 18  | 20  | 22  | 24  | 26  | 28  | 30   |     |
| November<br>(Continued)            | <b>Sacramento River Delta</b>          | 240  |     | 280 |     | 270 |     |      |     | 255 |     | 285 |     | 285 |     | 430  |     |
|                                    | Collinsville                           |  |     |     |     |     |     |      |     |     |     |     |     |     |     | *195 |     |
|                                    | Mayberry                               |  |     | 15  |     | 10  |     | 10   |     | 40  |     | 17  |     | 23  |     | 25   |     |
|                                    | Emmaton                                |  |     | 16  |     | 10  |     | 7    |     | 9   |     | 3   |     | 15  |     | 15   |     |
|                                    | Three Mile Slough Bridge               |  |     | 2   |     | 2   |     | 2    |     | 2   |     | 2   |     | 2   |     | 3    |     |
|                                    | Rio Vista Bridge                       |  |     | 3   |     | 2   |     | 2    |     | 3   |     | 2   |     | 2   |     | 2    |     |
|                                    | Liberty Ferry                          |  |     | 2   |     | 2   |     | 2    |     | 2   |     | 3   |     | 2   |     | 2    |     |
|                                    | Walnut Grove                           |  |     | 2   |     | 2   |     | 2    |     | 2   |     | 2   |     | 2   |     | 2    |     |
|                                    | Walnut Grove                           |  |     | *2  |     | 2   |     | 1    |     | 2   |     | *2  |     | 2   |     | 1    |     |
|                                    | Sacramento                             |  |     |     |     |     |     |      |     |     |     |     |     |     |     |      |     |
|                                    |  | <b>San Joaquin River Delta</b>                           | 204 | 225 | 200 | 185 | 170 | *140 | 145 | 180 | 240 | 295 | 200 | 195 | 210 | *245 | 255 |
|                                    | Antioch                                |  |     |     |     |     | 92  |      | 52  |     | 105 |     | 93  |     | 96  |      | 150 |
|                                    | Curtis Landing                         |  | 80  |     | 46  |     | 20  |      | 30  |     | 63  |     | 12  |     | 44  |      | 55  |
|                                    | Jersey                                 |  | 16  |     | 14  |     | 11  |      | 11  |     | 12  |     | 12  |     | 12  |      | 13  |
|                                    | Twitchell Island Pump                  |  | 13  |     | *15 |     | 13  |      | 13  |     | 12  |     | 14  |     | 13  |      | 12  |
| Webb Pump                          |  |  |     |     |     | 3   |     | 4    |     | 5   |     | 5   |     | 5   |     | 5    |     |
| Central Landing, Bouldin Island    |  | 14   |     | 14  |     | 11  |     | 12   |     | 15  |     | 15  |     | *16 |     |      |     |
| Blakes Landing, Venice Island      |  | 17   |     | 17  |     | 17  |     | *15  |     | 18  |     | 16  |     | 16  |     | 15   |     |
| Ward Landing                       |  | 22   |     | 20  |     | 17  |     | 17   |     | 18  |     | 16  |     | 16  |     | 18   |     |
| Holland Pump                       |  | 17   |     | 17  |     | 17  |     | 17   |     | 18  |     | 19  |     | 18  |     | 18   |     |
| McDonald Pump                      |  | 17   |     | 18  |     | 18  |     | 18   |     | 18  |     | 9   |     | 11  |     | 11   |     |
| Rindge Pump                        |  | 10   |     | 9   |     | 12  |     | 9    |     | 9   |     | 8   |     | 18  |     | 12   |     |
| East Contra Costa Irrigation Dist. |  | 11   |     | 20  |     | 11  |     | 8    |     | 8   |     | 8   |     | 10  |     | 90   |     |
| Stockton Country Club              |  | 11   |     | 9   |     | 98  |     | 105  |     | 71  |     | 7   |     | 81  |     | 7    |     |
| Drexler Bridge                     |  | 105  |     | 103 |     | 7   |     | *8   |     | 8   |     | 7   |     | 8   |     |      |     |
| Stockton                           |  | *7   |     | 7   |     | 1   |     | 2    |     | 2   |     | 3   |     | 2   |     | 2    |     |
| Mossdale Highway Bridge            |  |  |     |     |     |     |     |      |     |     |     |     |     |     |     |      |     |
|                                    | <b>Mokelumne River Delta</b>           | 6  |     | 2   |     | 1   |     | 2    |     | 2   |     | 3   |     | 2   |     |      |     |
| New Hope Bridge                    |  |  |     |     |     |     |     |      |     |     |     |     |     |     |     |      |     |
|                                    | <b>Drainage Water in Delta Islands</b> | 49   |     | 36  |     | 46  |     | 31   |     | 37  |     |     |     | 37  |     | 41   |     |
| Jersey Drain                       |  |  |     |     |     |     |     |      |     |     |     |     |     |     |     |      |     |
| Grand Is. Drain, Steamboat Slough  |  | 13   |     | 12  |     | 11  |     | 16   |     | 21  |     | 18  |     | 19  |     | 17   |     |
| Camp 35, Staten Island Drain       |  | 21   |     | 19  |     | 19  |     | 18   |     | 18  |     | 17  |     | 19  |     | 13   |     |
| McDonald Drain                     |  | 18   |     | 14  |     | 17  |     | 14   |     | 14  |     | 15  |     | 13  |     | 13   |     |
| Bacon Island Drain                 |  |  |     | 24  |     | 22  |     | 21   |     | 20  |     | 20  |     | 19  |     | 19   |     |
| Mandeville Drain                   |  |  |     | 30  |     | 27  |     | 13   |     | 15  |     | 9   |     | 14  |     | 12   |     |
| Camp 11, Staten Island Drain       |  | 31   |     |     |     |     |     |      |     |     |     |     |     |     |     |      |     |

1,300 1,310 1,320 1,330 1,340 1,350 1,360 1,370 1,380 1,390 1,400 1,410 1,420 1,430 1,440 1,450



| December                                 | 1,360 | 1,700 | 1,660 | 1,540 | 1,420 | 1,430 | 1,220 | 1,330 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|
| San Francisco, San Pablo and Suisun Bays |       |       |       |       |       |       |       |       |
| Point Orient                             | 1,360 | 1,700 | 1,660 | 1,540 | 1,420 | 1,430 | 1,220 | 1,330 |
| Point Davis                              | 1,120 | 1,280 | 1,290 | 1,220 | 250   | 500   | 600   | 830   |
| Sonoma Creek Bridge                      | 890   | 1,050 | 1,240 | 860   | 28    | *172  | 380   | 480   |
| Bulls Head Point                         | 400   | 700   | 920   | 520   | 8     | 8     | *60   | 78    |
| Bay Point                                | 400   | 400   | 380   | 140   | 11    | 4     | 4     | 7     |
| O. and A. Ferry                          | 610   | 570   | 560   | 400   | 140   | 93    | 64    | 36    |
| Innisfail Ferry                          | 240   |       | 190   | 110   | 16    | 14    | 100   | 10    |
| O. and A. Bridge                         |       |       |       | 20    |       |       |       |       |
| Pittsburg <sup>2</sup>                   |       |       |       |       | 190   |       |       |       |
| Sacramento River Delta                   |       |       |       |       |       |       |       |       |
| Collinsville                             | 320   | 195   | 250   | 48    | 2     | 2     | *4    | 4     |
| Mayberry                                 |       | 110   | 100   | 2     | 2     | *1    |       |       |
| Emmaton                                  | 33    |       | 32    | 5     |       | 2     |       |       |
| Three Mile Slough Bridge                 | 16    | 9     | 8     | 2     | 1     | 1     | 3     | 2     |
| Rio Vista Bridge                         | 2     | 2     | 2     | 1     |       | 1     | 1     | 4     |
| Liberty Ferry                            | 2     | 2     | 2     | 3     |       | 1     |       | 1     |
| Walnut Grove                             | 2     | *2    | 2     | 1     | 1     | 1     | 1     | 1     |
| Sacramento                               | 2     |       | 1     | 1     |       | 1     |       | 1     |
| San Joaquin River Delta                  |       |       |       |       |       |       |       |       |
| Antioch                                  | 230   | 180   | 230   | 75    | 9     | 5     | 4     | 5     |
| Curtis Landing                           | 118   | 79    | 26    | *65   | 6     | *4    | 6     | 4     |
| Jersey                                   | 65    | 46    | 57    | 22    | 7     | *5    |       | 5     |
| Twitchell Island Pump                    | 12    | 10    | 9     | *8    | 3     | 4     | 3     | 5     |
| Webb Pump                                | 11    | 11    | 11    | 10    |       |       |       |       |
| Central Landing, Bouldin Island          | 4     | 4     | 2     | 2     |       | 2     | 2     | 4     |
| Blakes Landing, Venice Island            |       |       |       |       |       |       |       |       |
| Ward Landing                             | 15    | 14    | 13    | 13    | 13    |       |       |       |
| Holland Pump                             |       |       |       |       | 12    | 12    | 11    | 11    |
| McDonald Pump                            | 18    | 17    | 19    | 15    | 20    | 21    | 18    | 18    |
| Rindge Pump                              | 15    | 12    | 11    | 10    | 10    | 11    | 11    | 11    |
| East Contra Costa Irrigation District    |       | 17    | 17    | 15    | 23    | 17    | 17    | 17    |
| Stockton Country Club                    | 11    | 10    | 9     | 10    | 9     | 9     | 8     | 9     |
| Drexler Bridge                           | 122   | 99    |       | 59    | 86    |       |       |       |
| Stockton                                 | *7    | 8     | 8     | 8     | 10    | 9     | 8     | 9     |
| Mossdale Highway Bridge                  |       |       |       |       |       |       |       |       |
| Mokelumne River Delta                    |       |       |       |       |       |       |       |       |
| New Hope Bridge                          | 2     | 2     | 2     |       | 1     |       |       |       |
| Drainage Water in Delta Islands          |       |       |       |       |       |       |       |       |
| Jersey Drain                             | 49    | 34    | 45    |       | 10    | 33    |       | 32    |
| Grand Island Drain, Steamboat Slough     |       | 8     |       |       |       |       |       |       |
| Camp 35, Staten Island Drain             | 16    | 18    | 16    |       | 24    |       |       |       |
| McDonald Drain                           | *15   |       |       |       |       |       |       |       |
| Bacon Island Drain                       | 13    | 13    | 12    | 13    | 12    | 12    | *22   | 22    |
| Mandeville Drain                         |       |       |       |       |       |       | 12    | 12    |
| Camp 11, Staten Island Drain             | 18    | 22    | 20    |       | 14    |       |       |       |

\*Observation on next succeeding day.  
<sup>1</sup> Records prior to June 14, 1929, from salinity observations made by California and Hawaiian Sugar Refining Corporation.  
<sup>2</sup> Mean weekly salinities from drip sampler, by Great Western Electro Chemical Company.

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1930  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                          | Station   | Salinity in parts of chlorine per 100,000 parts of water |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
|--------------------------------|---|--|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|----|-------|-----|-------|
|                                |   | Day of month   |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
|                                |   | 2  | 4   | 6     | 8   | 10    | 12  | 14    | 16  | 18    | 20  | 22    | 24 | 26    | 28  | 30    |
| January                        | <b>San Francisco, San Pablo and Suisun Bays</b> | 1,310  |     | 1,400 |     | 1,220 |     | 1,500 |     | 1,250 |     | 1,190 |    | 1,210 |     | 1,310 |
|                                | Point Orient                                    | 800  |     | 910   |     | 850   |     | 810   |     | 710   |     | 390   |    | 750   |     | 610   |
|                                | Bulls Head Point                                | 400  | 730 | 590   | 620 | 740   | 770 | 670   | 370 | 370   | 330 | 20    | 31 | 345   | 380 | 37    |
|                                | Bay Point                                       | 175  | 375 | 270   | 160 | 268   | 400 | 270   | 75  | 5     | 5   | 5     | 5  | 5     | 5   | 5     |
|                                | O. and A. Ferry                                 | 15   | 41  | 11    | 10  | 18    | 19  | 33    | 73  | 73    | 112 | 45    | 10 | 45    | 10  | 5     |
|                                | Immistal Ferry                                  | 62   |     | 77    |     | 72    |     | 40    |     | 8     |     |       |    |       |     |       |
|                                | Pittsburg <sup>1</sup>                          | 5  |     |       |     | 5     |     |       |     |       |     |       |    |       |     |       |
|                                | <b>North of San Pablo Bay</b>                   |  |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
|                                | Grand View                                      |  |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
|                                | Sonoma Creek Bridge                             |  |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
| Vallejo                        |   |  |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
| Lakeville                      |   |  |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
| Cuttings Wharf                 |   |  |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
| Napa                           |   |  |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
| Petaluma                       |   |  |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
| <b>Sacramento River Delta</b>  |   |  |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
| Collinsville                   | 4   | *6   | 8   | 5     | 4   | *3    | 4   | 5     | 3   | 3     | 3   | 3     | 3  | 3     | 4   |       |
| Emmaton                        | 2   |  | 2   |       | 2   |       | 2   | 3     | 2   | 2     | 2   | 2     | 2  | *3    | 3   |       |
| Three Mile Slough Bridge       | 3   |  | 2   |       | 2   |       | 2   | 3     | 2   | 2     | 2   | 2     | 2  | 2     | 3   |       |
| Rio Vista Bridge               | 2   |  | 2   |       | 1   |       | 2   | 2     | 1   | 1     | 1   | 1     | 2  | 2     | 3   |       |
| Junction Point                 |   |  |     |       |     |       | 2   |       |     | 2     | 2   | 2     |    | 3     | 3   |       |
| Liberty Ferry                  |   |  |     |       |     |       |     |       |     | 2     |     |       |    |       |     |       |
| Isleton Bridge                 |   |  |     |       |     |       |     |       |     | 1     |     |       |    | 1     | 1   |       |
| Walnut Grove                   | 2   |  | 2   |       | 1   |       | 2   | 1     | 1   | 1     |     |       |    | 1     | 1   |       |
| Sacramento                     | 2   |  | 1   |       |     |       | 2   | 2     |     |       |     |       |    | 1     | 1   |       |
| <b>San Joaquin River Delta</b> |   |  |     |       |     |       |     |       |     |       |     |       |    |       |     |       |
| Antioch                        | 5   |  | 6   | 6     | 4   |       | 7   | 5     |     | 5     | 5   | 5     |    | 6     | 5   |       |
| Curtis Landing                 | 6   |  | 6   | 6     |     |       | 5   | 6     |     | 6     | 6   | 6     |    | 5     | 6   |       |
| Jersey                         | 6   |  | 6   | 6     |     | 5     | 6   | 7     |     | 8     | 7   | 7     |    | 7     | 6   |       |
| Twitshell Island               | 4   |  | 4   | 5     |     | 5     | 6   | 6     |     | 6     | 5   | 5     |    | 6     | 6   |       |
| Webb Pump                      | 6   |  | 8   | 8     |     |       | 7   | 7     |     | 12    | 8   | 5     |    | 8     | 8   |       |

<sup>1</sup> Continued from previous page.

|  |       |       |       |       |       |     |       |       |       |
|--|-------|-------|-------|-------|-------|-----|-------|-------|-------|
| Central Landing, Bouldin Island          | 3     | 4     | 2     | 3     | 2     | 11  | 3     | 2     | 2     |
| Ward Landing                             | 13    | 13    | 1     | 13    | 14    | 11  | 1,200 | 1,370 | 1,200 |
| Holland Pump                             | 13    | 12    | 1     | 11    | 11    | 14  | 720   | 720   | 640   |
| Rindge Pump                              | 19    | 20    | 1     | 15    | 9     | 11  | 310   | 310   | 640   |
| East Contra Costa Irrigation District    | 18    | 22    | 1     | 11    | 13    | 16  | 10    | 34    | 265   |
| Stoekton Country Club                    | 95    | 11    | 1     | 9     | 8     | 5   | 2     | 3     | 10    |
| Drexler Bridge                           | 95    | *101  | 1     | 49    | 49    | 9   | 11    | 4     | 2     |
| Mossdale Highway Bridge                  | 8     | 7     | 1     | 5     | 6     | 104 | 55    | 19    | 65    |
| Mokelumne River Delta                    |       |       |       |       |       |     |       |       | 5     |
| New Hope Bridge                          | 2     | 2     | 1     | 1     | 1     | 1   | *1    | 1     | *1    |
| Drainage Water in Delta Islands          |       |       |       |       |       |     |       |       |       |
| Jersey Drain                             | 31    |       |       |       |       |     |       |       | 41    |
| Grand Island Drain, Steamboat Slough     |       |       |       |       |       |     |       |       | 8     |
| Camp 35, Staten Island Drain             | *22   | *22   |       |       |       |     | *22   |       |       |
| McDonald Drain                           | 12    | 12    | 10    | 12    | 17    | 15  | 19    | 15    | 15    |
| Bacon Island Drain                       |       |       |       |       |       |     |       |       | 20    |
| Mandeville Drain                         |       |       |       |       |       |     |       |       |       |
| Camp 11, Staten Island Drain             |       |       |       |       |       |     |       |       |       |
| San Francisco, San Pablo and Suisun Bays |       |       |       |       |       |     |       |       |       |
| Point Orient                             | 1,340 | 1,200 | 1,370 | 1,310 | 1,370 | 640 | 1,200 | 640   | 1,200 |
| Point Davis                              | 310   | 780   | 860   | 720   | 720   | 780 | 640   | 780   | 640   |
| Bulls Head Point                         | 45    | 625   | 280   | 445   | 310   | 243 | 265   | 243   | 265   |
| Bay Point                                | 6     | 6     | 5     | 9     | 4     | 3   | 10    | 3     | 10    |
| O. and A. Ferry                          | 104   | 52    | 33    | 31    | 31    | 19  | 2     | 19    | 2     |
| Innisfail Ferry                          | 10    |       | 5     |       | 5     |     | 65    | 5     | 65    |
| Pittsburg                                |       |       |       |       |       |     | 5     | 5     | 5     |
| North of San Pablo Bay                   |       |       |       |       |       |     |       |       |       |
| Grand View                               |       |       |       |       |       |     | 705   |       | 705   |
| Sonoma Creek Bridge                      |       |       |       |       |       |     | 480   |       | 480   |
| Vallejo                                  |       |       |       |       |       |     | 320   |       | 320   |
| Lakeville                                |       |       |       |       |       |     | 225   |       | 225   |
| Cuttings Wharf                           |       |       |       |       |       |     | 13    |       | 13    |
| Napa                                     |       |       |       |       |       |     | 1     |       | 1     |
| Petaluma                                 |       |       |       |       |       |     | 6     |       | 6     |
| Sacramento River Delta                   |       |       |       |       |       |     |       |       |       |
| Collinsville                             | 5     | 4     | 3     | 3     | 3     | 3   | 3     | 3     | 3     |
| Emmaton                                  | 3     | 3     | 3     | 3     | 3     | 3   | *1    | 3     | *1    |
| Three Mile Slough Bridge                 | 3     | 2     | 2     | 3     | 2     | 2   | 1     | 2     | 1     |
| Rio Vista Bridge                         | 3     | 2     | 1     | 2     | 1     | 1   | 2     | 1     | 2     |
| Junction Point                           |       |       |       |       |       |     |       |       |       |
| Liberty Ferry                            | 2     | 2     | 2     | 2     | 1     | 2   | 2     | 2     | 2     |
| Isleton Bridge                           | 1     | 1     | 1     | 2     | 1     | 1   | 1     | 1     | 1     |
| Walnut Grove                             | 1     | 1     | 1     | 2     | 1     | 1   | 1     | 1     | 1     |
| Sacramento                               | 1     | 1     | 1     | 1     | 1     | 1   | *1    | 1     | *1    |

February



TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1930  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month   | Station                                    | Salinity in parts of chlorine per 100,000 parts of water |   |     |    |       |    |       |    |       |    |    |     |       |    |        |  |
|---|--|--|---|-----|----|-------|----|-------|----|-------|----|----|-----|-------|----|--------|--|
|   |  | Day of month   |   |     |    |       |    |       |    |       |    |    |     |       |    |        |  |
|   |  | 2  | 4 | 6   | 8  | 10    | 12 | 14    | 16 | 18    | 20 | 22 | 24  | 26    | 28 | 30     |  |
| February<br>(Continued)                         | <b>San Joaquin River Delta</b>             |  |   |     |    |       |    |       |    |       |    |    |     |       |    |        |  |
|   | Antioch.....                               | 7  |   | 5   |    | 7     |    | 5     |    | 5     |    | 5  |     | 5     |    |        |  |
|   | Curtis Landing.....                        | 6  |   | 8   |    | 6     |    | 8     |    | 6     |    | 6  |     | 6     |    |        |  |
|   | Jersey.....                                | 5  |   | 7   |    | 5     |    | 5     |    | 4     |    | 5  |     | 4     |    |        |  |
|   | Twitchell Island.....                      | 9  |   | 7   |    | 7     |    | 6     |    | 6     |    | 6  |     | 5     |    |        |  |
|   | Webb Pump.....                             | 2  |   | 2   |    | 3     |    | 1     |    | 1     |    | 2  |     | 2     |    |        |  |
|   | Central Landing, Bouldin Island.....       | 11   |   | 12  |    | 10    |    | 10    |    | 10    |    | 9  |     | 11    |    |        |  |
|   | Ward Landing.....                          | 12   |   | 13  |    | 13    |    | 10    |    | 11    |    | 10 |     | 10    |    |        |  |
|   | Holland Pump.....                          | 17   |   | 10  |    | 13    |    | 13    |    | 13    |    | 14 |     | 14    |    |        |  |
|   | Rindge Pump.....                           | 17   |   | 15  |    | 15    |    | 15    |    | 12    |    | 14 |     | *14   |    |        |  |
|   | East Contra Costa Irrigation District..... | 9  |   | 6   |    | 7     |    | 12    |    | 15    |    | 8  |     | *5    |    |        |  |
|   | Stockton Country Club.....                 | 8  |   | 6   |    | 7     |    | 6     |    | 7     |    | 9  |     | 9     |    |        |  |
|   | Drexler Bridge.....                        | 102  |   |     |    |       |    | 81    |    | 100   |    | 8  |     | 91    |    |        |  |
|   | Stockton.....                              | 4  |   |     |    |       |    | 8     |    | 8     |    | 8  |     | 7     |    |        |  |
|   | Mossdale Highway Bridge.....               |  |   |     |    |       |    |       |    |       |    |    |     |       |    |        |  |
|   | <b>Mokelumne River Delta</b>               |  |   |     |    |       |    |       |    |       |    |    |     |       |    |        |  |
|   | New Hope Bridge.....                       | 2  |   |     | 2  |       | 1  |       | 1  |       | 2  |    | 1   |       | *1 |        |  |
|   | <b>Drainage Water in Delta Islands</b>     |  |   |     |    |       |    |       |    |       |    |    |     |       |    |        |  |
|   | Jersey Drain.....                          | 44   |   |     | 41 |       | 41 |       |    |       |    |    |     |       | 52 |        |  |
|   | Grand Island Drain, Steamboat Slough.....  | 7  |   |     | 7  |       | 9  |       | 7  |       | 8  |    |     |       | 10 |        |  |
| Camp 35, Staten Island Drain.....               |  |  |   |     |    | 25    |    | 17    |    | 19    |    |    |     | 23    |    |        |  |
| McDonald Drain.....                             | 16   |  |   | 14  |    | 13    |    | 16    |    | 21    |    |    | 23  | 20    |    |        |  |
| Bacon Island Drain.....                         | 22   |  |   | 21  |    | 20    |    | 11    |    | 11    |    |    | 11  | 13    |    |        |  |
| Mandeville Drain.....                           |  |  |   |     |    | 34    |    | 20    |    | 21    |    |    | 23  | 21    |    |        |  |
| Campbell, Staten Island Drain.....              |  |  |   |     |    |       |    | 70    |    | 71    |    |    | 58  | 55    |    |        |  |
| <b>San Francisco, San Pablo and Suisun Bays</b> |  |  |   |     |    |       |    |       |    |       |    |    |     |       |    |        |  |
| Point Orient.....                               | 1,080                                      |  |   | 860 |    | 1,160 |    | 1,210 |    | 1,140 |    |    | 980 | 1,360 |    | *1,260 |  |
| Point Davis.....                                | 370  |  |   | 400 |    | 460   |    | 505   |    |       |    |    | 310 | 670   |    | *860   |  |
| Bulls Head Point.....                           | 140  |  |   | 115 |    | 105   |    | 195   |    | 7     |    |    | 65  | 330   |    | *285   |  |



TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1930  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month | Station   | Salinity in parts of chlorine per 100,000 parts of water |   |       |   |        |    |        |    |       |    |      |    |        |    |       |  |
|-------|---|--|---|-------|---|--------|----|--------|----|-------|----|------|----|--------|----|-------|--|
|       |   | Day of month   |   |       |   |        |    |        |    |       |    |      |    |        |    |       |  |
|       |   | 2  | 4 | 6     | 8 | 10     | 12 | 14     | 16 | 18    | 20 | 22   | 24 | 26     | 28 | 30    |  |
| April | <b>San Francisco, San Pablo and Suisun Bays</b> |  |   |       |   |        |    |        |    |       |    |      |    |        |    |       |  |
|       |   | 1,220  |   | 1,220 |   | *1,320 |    | *1,240 |    | 1,230 |    | 970  |    | *1,220 |    | 1,390 |  |
|       |   | 640  |   | 565   |   | *630   |    | *650   |    | 520   |    | 720  |    | *680   |    | *720  |  |
|       |   | 410  |   | 380   |   | *260   |    | *235   |    | 240   |    | *475 |    | *420   |    | *500  |  |
|       |   | 11   |   | 43    |   | 14     |    | *4     |    | 10    |    | 41   |    | 25     |    | *8    |  |
|       |   | 3  |   | 3     |   | *5     |    | *6     |    | 3     |    | *6   |    | *3     |    | *3    |  |
|       |   | 38   |   | 34    |   | 40     |    | 27     |    | 33    |    | 44   |    | 44     |    | 37    |  |
|       |   | 5  |   |       |   | 5      |    |        |    | 10    |    |      |    |        |    | 10    |  |
|       |   |  |   |       |   |        |    |        |    |       |    |      |    |        |    |       |  |
|       |   |  |   |       |   |        |    |        |    |       |    |      |    |        |    |       |  |
|       | <b>North of San Pablo Bay</b>                   |  |   |       |   |        |    |        |    |       |    |      |    |        |    |       |  |
|       |   | 400  |   | 615   |   | 765    |    | 660    |    | 800   |    | 790  |    | 725    |    | 810   |  |
|       |   |  |   | 435   |   | *570   |    | 700    |    | 590   |    | 570  |    | 640    |    | 480   |  |
|       |   |  |   | 345   |   |        |    |        |    | 290   |    | *380 |    | *370   |    |       |  |
|       |   |  |   |       |   |        |    | 350    |    | 380   |    | 415  |    | 420    |    | 470   |  |
|       |   |  |   | 293   |   | 300    |    | 335    |    |       |    |      |    | 280    |    | 400   |  |
|       |   |  |   | 172   |   | 350    |    | 310    |    | 220   |    | 170  |    | 240    |    | 270   |  |
|       |   |  |   |       |   | 340    |    |        |    |       |    |      |    |        |    |       |  |
|       |   |  |   |       |   | 6      |    | 5      |    | 6     |    | 6    |    |        |    | 8     |  |
|       |   |  |   |       |   | 130    |    | 111    |    | 160   |    | 180  |    | 185    |    | 225   |  |
|       |   |  |   |       |   |        |    |        |    |       |    |      |    |        |    |       |  |
|       | <b>Sacramento River Delta</b>                   |  |   |       |   |        |    |        |    |       |    |      |    |        |    |       |  |
|       |   | 3  |   | 3     |   | 1      |    | 4      |    | 3     |    | 3    |    | *2     |    | *3    |  |
|       |   | 2  |   | 2     |   | *2     |    |        |    |       |    | 2    |    | 2      |    | 2     |  |
|       |   | 2  |   | 2     |   | 1      |    | 1      |    | 1     |    | *2   |    | *1     |    | 2     |  |
|       |   | 2  |   | 2     |   | *2     |    | *1     |    | 1     |    | *2   |    | *2     |    | *1    |  |
|       |   | 2  |   | 3     |   | 2      |    | 2      |    | 2     |    | 2    |    | 1      |    | 2     |  |
|       |   | 1  |   | 3     |   | *1     |    | *1     |    | 1     |    | 1    |    | *1     |    | 2     |  |
|       |   | 1  |   |       |   | *1     |    | *1     |    | 1     |    | *1   |    | *1     |    | *1    |  |
|       |   |  |   |       |   |        |    |        |    |       |    |      |    |        |    |       |  |
|       | <b>San Joaquin River Delta</b>                  |  |   |       |   |        |    |        |    |       |    |      |    |        |    |       |  |
|       |   | 3  |   | 4     |   | 5      |    | 5      |    | 5     |    | 4    |    | 3      |    | 4     |  |
|       |   | 4  |   | 6     |   | 4      |    | *5     |    | 5     |    | 6    |    | 5      |    | *4    |  |
|       |   | 2  |   | 4     |   | 3      |    | *3     |    | 5     |    | *4   |    | *4     |    | 3     |  |
|       |   | 6  |   | 7     |   | *5     |    | *6     |    | 6     |    | *7   |    | *5     |    | 5     |  |



|   |      |       |        |        |       |       |        |        |        |
|---|------|-------|--------|--------|-------|-------|--------|--------|--------|
| Central Landing, Bouldin Island                 | 2    | 4     | 2      | 3      | 4     | 4     | 2      | 1      | 1      |
| Ward Landing                                    | 8    | 8     | 8      | 8      | 8     | 8     | 8      | 8      | 8      |
| Holland Pump                                    | 9    | 11    | 9      | *9     | 10    | 9     | *8     | 9      | *8     |
| Kindge Pump                                     | 9    | 10    | 9      | *9     | 9     | *13   | 9      | 6      | 6      |
| East Contra Costa Irrigation Dist.              | 10   | 11    | 9      | *10    | 10    | 9     | 8      | 11     | 11     |
| Stockton Country Club                           | 10   | 15    | 7      | *7     | 7     | 7     | *5     | 4      | 4      |
| Drexler Bridge                                  | 8    | 8     | 8      | *8     | 104   | *89   | *102   | 11     | 11     |
| Stockton  | 92   | 108   | 7      | *100   | 6     | 5     | 3      | 3      | 3      |
| Mossdale Highway Bridge                         | 5    | 7     | *3     | *4     |       |       |        |        |        |
| <b>Mokelumne River Delta</b>                    |      |       |        |        |       |       |        |        |        |
| New Hope Bridge                                 | 1    | 1     |        |        |       |       |        |        |        |
| <b>Drainage Water in Delta Islands</b>          |      |       |        |        |       |       |        |        |        |
| Jersey Drain                                    | 40   | 40    | 27     | *46    | 40    | 34    | 31     | *31    | *31    |
| Grand Island Drain, Steamboat Slough            | *9   | *8    | *7     | *9     | *9    | *7    | *7     | *7     | *7     |
| Camp 35, Staten Island Drain                    | 15   | 11    | *11    | *9     | 9     | 9     | *7     | 17     | 17     |
| McDonald Drain                                  | 17   | 15    | 18     | 15     | 16    | 11    | 12     | 12     | 12     |
| Bacon Island Drain                              | 19   | 11    | 20     | *21    | 22    | 22    | 21     | 19     | 19     |
| Mandeville Drain                                | 17   | 21    | *21    | *62    | *56   | *53   | *31    | 16     | 16     |
| Camp 11, Staten Island Drain                    | *81  | *94   | *91    |        |       |       |        |        | *16    |
| <b>San Francisco, San Pablo and Suisun Bays</b> |      |       |        |        |       |       |        |        |        |
| Point Orient                                    | 550  | 1,290 | *1,360 | *1,350 | 1,440 | 1,330 | *1,270 | *1,540 | *1,540 |
| Point Davis                                     | 525  | 750   | *820   | *700   | 530   | 590   | *910   | *960   | *960   |
| Bulls Head Point                                | 3    | 360   | *480   | *49    | 430   | *545  | *730   | *750   | *750   |
| Bay Point                                       | 3    | 28    | 55     | *49    | 81    | 177   | 177    | *125   | *125   |
| O. and A. Ferry                                 | 34   | *3    | *3     | *5     | 6     | *4    | *15    | *13    | *13    |
| Jonestown Ferry                                 | 8    | 32    | 30     | 32     | 29    | 24    | 10     | 42     | 42     |
| Pittsburg                                       | 8    | 5     | 5      | 5      | 5     | 5     | 10     | 10     | 10     |
| <b>North of San Pablo Bay</b>                   |      |       |        |        |       |       |        |        |        |
| Grand View                                      | 730  | 840   | *900   | 930    | 990   | 880   | 960    | 930    | 930    |
| Sonoma Creek Bridge                             | 690  | 530   | 700    | 720    | 700   | 880   |        | 820    | 820    |
| Vallejo   | 415  | 400   | *410   |        |       |       |        |        |        |
| Lakeville                                       | *550 | 570   | 570    | 560    | 620   | 630   |        | *760   | *760   |
| McGill  | 420  | 380   | 360    | 350    | 380   | 310   | 470    | 520    | 520    |
| Cuttings Wharf                                  | 315  | 740   | 7      | 9      | 9     | *11   | 330    | 330    | 330    |
| Napa  | 7    | *7    | 7      | 360    | 420   | 430   | 450    | 510    | 510    |
| Petaluma  | 265  | 300   | 300    |        |       |       |        |        |        |
| <b>Sacramento River Delta</b>                   |      |       |        |        |       |       |        |        |        |
| Collinsville                                    | 3    | 3     | 3      | 2      | 2     | 4     | 3      | 5      | 5      |
| Emmerton  | 2    | 3     | 2      | 3      | 3     | 3     | 2      | *2     | *2     |
| Three Mile Slough Bridge                        | 2    | 3     | *2     | *2     | 2     | 2     | 2      | *2     | *2     |
| Rio Vista Bridge                                | 2    | *1    | *2     | 2      | 2     | *2    | *4     | *2     | *2     |
| Liberty Ferry                                   | 2    | 1     | 2      | 1      | 2     | 2     | 2      | *2     | *2     |
| Walnut Grove                                    | 2    | *1    | *1     | *2     | 2     | *1    | *3     | *2     | *2     |
| Sacramento                                      | 1    | 1     | 1      | *1     | 1     | 2     | *1     | 1      | 1      |

May



|  |     |       |       |      |       |       |       |       |
|--|-----|-------|-------|------|-------|-------|-------|-------|
| O. and A. Ferry                        | 9   | *13   | *82   | 65   | 89    | *137  | *185  | 215   |
| Innisfail Ferry                        | 42  | *40   | 47    | 77   | 64    | 70    | 119   | 172   |
| Pittsburg <sup>1</sup>                 | 10  |       | 12    |      | 20    |       | 28    |       |
| <b>North of San Pablo Bay</b>          |     |       |       |      |       |       |       |       |
| Grand View                             | 960 | 1,000 | 1,000 | 890  | 1,010 | 1,020 | 1,100 | 1,140 |
| Sonoma Creek Bridge                    | 980 | 920   | 900   | *860 | *940  | 970   |       | 880   |
| Vallejo                                | 530 |       |       | *640 | 700   | 820   |       | 1,060 |
| Lakeville                              | 790 | 810   | 810   |      | 940   | *960  |       | 740   |
| McGill                                 |     |       |       | 540  | 550   | *700  |       | 620   |
| Cuttings Wharf                         | 530 | 540   | 550   | 500  | 83    | 640   | 590   | 180   |
| Napa                                   | 23  | *49   | *56   | 670  | 700   | *117  | *195  | 860   |
| Petaluma                               | 560 | 570   | 620   |      |       | 730   | 760   |       |
| <b>Sacramento Rivet Delta</b>          |     |       |       |      |       |       |       |       |
| Collinsville                           | 4   | 4     | 9     | 36   | 9     | 12    | 41    | 94    |
| Emunaton                               | 3   | 3     | *4    | 4    | 4     |       | 5     | 5     |
| Three Mile Slough Bridge               | 2   | *3    | 4     | 3    | 5     | *4    | *4    | 5     |
| Rio Vista Bridge                       | 2   | *4    | *3    | 2    | 4     | *3    | *6    | 3     |
| Liberty Ferry                          | 2   | 3     |       | 2    | 2     |       |       | 3     |
| Walnut Grove                           | 2   |       | *2    | 1    | *3    | *3    |       | 3     |
| Sacramento                             | 1   | *1    | *1    |      | 1     | *2    | *1    | 2     |
| <b>San Joaquin River Delta</b>         |     |       |       |      |       |       |       |       |
| Antioch                                | 5   | 5     | 6     | 13   | 9     | 7     | 15    | 43    |
| Jersey                                 | 5   |       | 4     | 4    | 6     | 6     | 5     | 10    |
| Twitchell Island                       | 4   | *5    | *4    | 4    | 6     | 5     | *6    | 5     |
| Webb Pump                              | 5   | *6    | *5    | 4    | 5     | *6    | *5    | 6     |
| Central Landing, Bouldin Island        | 3   | 4     | 2     | 2    | 3     | 3     | 4     | 4     |
| Ward Landing                           | 7   | 7     | 7     | 6    | 8     | 7     | 7     | 8     |
| Holland Pump                           | 8   | *7    | *7    | 7    | 7     | 5     | *6    | 7     |
| Ridge Pump                             | 10  | *13   | *9    | 6    | 5     | 6     | *9    | 10    |
| East Contra Costa Irrigation Dist.     |     | 7     | 6     | 6    | 6     | 6     | *4    |       |
| Stockton Country Club                  | 11  | 15    | *7    | 6    | 6     | 9     |       | 12    |
| Drexler Bridge                         | 6   | *6    | *6    | 6    | 4     | *7    | 5     | 4     |
| Stockton                               | 111 | *79   | *82   | 93   | *117  | *108  | *97   |       |
| Mossdale Highway Bridge                | 6   | 3     |       | 2    | 3     | 3     | *4    | 7     |
| <b>Mokelumne River Delta</b>           |     |       |       |      |       |       |       |       |
| New Hope Bridge                        | 1   | 1     | 1     | 1    | 1     | 1     | *1    | 1     |
| <b>Drainage Water in Delta Islands</b> |     |       |       |      |       |       |       |       |
| Jersey Drain                           | 18  |       | 17    | 17   | 17    | 26    | 19    | 17    |
| Grand Island Drain, Steamboat Slough   | 5   | 6     | 6     | 5    | 7     | 7     | 5     | 7     |
| Camp 35, Staten Island Drain           | 4   | 6     |       |      |       |       |       |       |
| McDonald Drain                         | *11 | *11   | *13   | *12  | *9    | *9    | *10   | *7    |
| Bacon Island Drain                     | *7  | *8    | *8    | 8    | 7     | *8    | *6    | 7     |
| Mandeville Drain                       | 16  | 14    | 11    | 10   | 9     | 9     | 8     | 9     |
| Camp 11, Staten Island Drain           | *48 | *52   | *30   | 15   | *19   | *43   | *30   | *18   |





|   |       |        |        |        |       |        |        |        |        |       |
|---|-------|--------|--------|--------|-------|--------|--------|--------|--------|-------|
| Webb Pump.....                                  | *6    | 7      | 5      | 6      | 8     | 15     | 15     | 15     | 15     | 13    |
| Central Landing, Bouldin Island.....            | 5     | 6      | 5      | 5      | 8     | 6      | 6      | 6      | 6      | 9     |
| Blakes Landing, Venice Island.....              | 7     | 8      | 7      | 7      | 8     | 8      | 8      | 8      | 8      | 8     |
| Ward Landing.....                               | 6     | 7      | 6      | 6      | 7     | 7      | 7      | 7      | 7      | 9     |
| Holland Pump.....                               | 13    | 14     | 11     | 11     | 13    | 11     | 11     | 11     | 11     | 9     |
| Mandeville Pump.....                            | 6     | 5      | 5      | 5      | 7     | 7      | 7      | 7      | 7      | 12    |
| Orwood Bridge.....                              | 6     | 5      | 5      | 5      | 7     | 7      | 7      | 7      | 7      | 7     |
| East Contra Costa Irrigation Dist.....          |       |        |        |        |       |        |        |        |        | 8     |
| Middle River, P. O.....                         |       |        |        |        |       |        |        |        |        |       |
| Mansion House.....                              |       |        |        |        |       |        |        |        |        |       |
| Stockton Country Club.....                      |       |        |        |        |       |        |        |        |        |       |
| Drexler Bridge.....                             | 5     | 5      | 4      | 4      | 6     | 7      | 7      | 7      | 7      | 6     |
| Stockton.....                                   | *87   | *62    | *79    | *79    | 85    | 82     | 82     | 82     | 82     | *99   |
| Mossdale Highway Bridge.....                    | 5     | 7      | 7      | 7      | 8     | 8      | 8      | 8      | 8      | *10   |
| <b>Mokelumne River Delta</b>                    |       |        |        |        |       |        |        |        |        |       |
| Southwest Point, Staten Island.....             |       |        |        |        |       |        |        |        |        | 9     |
| Camp 33, Staten Island.....                     |       |        |        |        |       |        |        |        |        | 7     |
| Tyler Island Ferry.....                         |       |        |        |        |       |        |        |        |        | 9     |
| New Hope Bridge.....                            | 1     | 1      | 2      | 2      | 1     | 1      | 1      | 1      | 1      | 1     |
| <b>Drainage Water in Delta Islands</b>          |       |        |        |        |       |        |        |        |        |       |
| Jersey Drain.....                               | 17    | 20     | 26     | 26     | 22    | 23     | 23     | 23     | 23     | 38    |
| Grand Island Drain, Steamboat Slough.....       | 8     | 10     | 6      | 6      | 8     | 8      | 8      | 8      | 8      |       |
| Camp 35, Staten Island Drain.....               |       |        |        |        |       |        |        |        |        | 11    |
| McDonaid Drain.....                             | *7    | *7     | *11    | *11    | *7    | *7     | *7     | *7     | *7     | 8     |
| Bacon Island Drain.....                         |       |        |        |        |       |        |        |        |        | 8     |
| Mandeville Drain.....                           |       |        |        |        |       |        |        |        |        | 8     |
| Camp 11, Staten Island, Drain.....              |       |        |        |        |       |        |        |        |        | *11   |
| <b>San Francisco, San Pablo and Suisun Bays</b> |       |        |        |        |       |        |        |        |        |       |
| Point Orient.....                               | 1,660 | 1,680  | *1,630 | *1,630 | 1,680 | *1,710 | *1,710 | *1,710 | 1,710  | 1,750 |
| Point Davis.....                                | 1,260 | *1,340 | 1,390  | 1,390  | 1,510 | 1,540  | 1,540  | 1,540  | *1,560 | 1,580 |
| Bulls Head Point.....                           | 870   | *1,290 | 1,160  | 1,160  | 1,280 | *1,360 | *1,360 | 1,340  | 1,340  | 1,340 |
| Bay Point.....                                  | 630   | 820    | *950   | *950   | 850   | 950    | 950    | 950    | 1,000  | 980   |
| O. and A. Ferry.....                            | 530   | *625   | 800    | 800    | 750   | *660   | *660   | 680    | 680    | 780   |
| Innisfail Ferry.....                            | 300   | 560    | *650   | *650   | 700   | *720   | *720   | 660    | 660    | 810   |
| Pittsburg.....                                  |       |        |        |        |       |        |        |        | 470    |       |
| <b>North of San Pablo Bay</b>                   |       |        |        |        |       |        |        |        |        |       |
| Grand View.....                                 | 1,200 | 1,320  | 1,420  | 1,420  | 1,480 | 1,500  | 1,500  | 1,500  | 1,430  | 1,540 |
| Sonoma Creek Bridge.....                        | 1,320 | *1,320 | 1,370  | 1,370  | 1,480 | 1,470  | 1,470  | 1,470  | *1,500 |       |
| Vallejo.....                                    | 1,150 | *1,230 |        |        | 1,250 | *1,240 | *1,240 | 1,270  | 1,270  | 1,320 |
| Lakeville.....                                  | 1,240 | 1,320  | 1,330  | 1,330  | 1,340 | 1,340  | 1,340  | 1,340  | 1,340  | 1,520 |
| McGill.....                                     | 1,260 | 1,010  | 1,060  | 1,060  | 1,050 | 1,050  | 1,050  | 1,210  | 1,210  | 1,160 |
| Cuttings Wharf.....                             | 1,040 |        |        |        |       |        |        |        |        |       |
| Merazo.....                                     | 485   | *510   |        |        |       | *620   | *620   | 690    | 690    |       |
| Napa.....                                       | 1,180 | 1,120  | 1,150  | 1,150  | 1,200 | 1,240  | 1,240  | 1,270  | 1,270  |       |
| Petaluma.....                                   |       |        |        |        |       |        |        |        |        |       |

August.....

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1930  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                              | Station                        | Salinity in parts of chlorine per 100,000 parts of water |     |     |     |     |      |     |     |     |     |      |     |     |     |    |     |     |
|------------------------------------|--------------------------------|--|-----|-----|-----|-----|------|-----|-----|-----|-----|------|-----|-----|-----|----|-----|-----|
|                                    |                                | Day of month   |     |     |     |     |      |     |     |     |     |      |     |     |     |    |     |     |
|                                    |                                | 2  | 4   | 6   | 8   | 10  | 12   | 14  | 16  | 18  | 20  | 22   | 24  | 26  | 28  | 30 |     |     |
| August<br>(Continued)              | <b>Sacramento River Delta</b>  |  |     |     |     |     |      |     |     |     |     |      |     |     |     |    |     |     |
|                                    | Collinsville                   | *340   |     | 400 |     | 360 |      | 450 |     | 400 |     | 460  |     | 500 |     |    | 500 |     |
|                                    | Emmaton                        |  |     | 120 |     | 151 |      | 225 |     | 175 |     | 168  |     | 214 |     |    | 214 |     |
|                                    | Three Mile Slough Bridge       | *44  |     | *62 |     | 52  |      | 78  |     | 148 |     | *139 |     | 92  |     |    | 150 |     |
|                                    | Rio Vista Bridge               | *10  |     | *10 |     | *7  |      | 9   |     | 32  |     | *52  |     | 36  |     |    | 10  |     |
|                                    | Junction Point                 |  |     | 5   |     | 26  |      | 6   |     | 8   |     | 10   |     | 10  |     |    | 6   |     |
|                                    | Liberty Ferry                  |  |     | 4   |     | *6  |      | 6   |     | 5   |     | 6    |     | 5   |     |    | 6   |     |
|                                    | Isleton Bridge                 | *6   |     | *6  |     | *6  |      | 6   |     | *7  |     | *10  |     | 4   |     |    | 8   |     |
|                                    | Walnut Grove                   |  |     | *5  |     | *5  |      | 5   |     | *5  |     | *6   |     | 5   |     |    | 4   |     |
|                                    | Sacramento                     | 5  |     | *5  |     | *3  |      |     |     | *4  |     | *4   |     |     |     |    | 2   |     |
|                                    | <b>San Joaquin River Delta</b> |  |     |     |     |     |      |     |     |     |     |      |     |     |     |    |     |     |
|                                    | Antioch                        | 230  |     | 315 |     |     | *420 |     | 435 |     | 315 |      | 380 |     | 460 |    |     | 315 |
|                                    | Jersey                         | 45   |     | 75  |     | 94  |      | 120 |     | 97  |     | 135  |     | 220 |     |    |     | 120 |
|                                    | Twitchell Island               | 18   |     | *24 |     | *46 |      | 23  |     | 23  |     | 56   |     | 50  |     |    |     | 42  |
| Webb Pump                          | *18                            |  | *26 |     | *30 |     | 34   |     | *41 |     | *58 |      | 47  |     |     |    | 61  |     |
| Centra Landing, Bouldin Island     | 6                              |  |     |     | 7   |     | 11   |     | 10  |     | 12  |      | 9   |     |     |    | 11  |     |
| Blakes Landing, Ventec Island      |                                |  | 12  |     | *12 |     |      |     |     |     | 19  |      | 18  |     |     |    | 20  |     |
| Ward Landing                       | 8                              |  | 9   |     | 7   |     | 9    |     | 10  |     | 11  |      | 12  |     |     |    | 13  |     |
| Holland Pump                       | 12                             |  | *14 |     | 13  |     | 12   |     | 12  |     | 22  |      | 23  |     |     |    | 16  |     |
| Mandeville Pump                    | 8                              |  | 8   |     |     |     | 7    |     | 9   |     | *10 |      | 13  |     |     |    | 11  |     |
| Rindge Pump                        | 16                             |  | *12 |     | *10 |     | 14   |     | 14  |     | *15 |      | 13  |     |     |    | *15 |     |
| Orwood Bridge                      | *7                             |  | *7  |     | *6  |     | 8    |     | *8  |     | *8  |      | 7   |     |     |    | *10 |     |
| East Contra Costa Irrigation Dist. | 9                              |  | 9   |     | *7  |     | 9    |     | 8   |     | 5   |      | 6   |     |     |    | 9   |     |
| Middle River P. O.                 | 11                             |  | 7   |     | *6  |     | 9    |     | 8   |     | 7   |      | 8   |     |     |    | *10 |     |
| Mansion House                      |                                |  | *7  |     | *7  |     | 8    |     | 8   |     | 8   |      | 7   |     |     |    | 9   |     |
| Stockton Country Club              | 17                             |  | *18 |     | *16 |     | 17   |     | 17  |     | 15  |      | 15  |     |     |    | 15  |     |
| Drexler Bridge                     | 5                              |  | *7  |     | *6  |     | 7    |     | 7   |     | *6  |      | 7   |     |     |    | 7   |     |
| Stockton                           | *100                           |  | *81 |     | *83 |     |      |     | *88 |     | *85 |      | 7   |     |     |    | 7   |     |
| Mossdale Highway Bridge            | 10                             |  | *9  |     | *5  |     | 6    |     | 5   |     | *6  |      | 95  |     |     |    | *94 |     |
| <b>Mokelumne River Delta</b>       |                                |  |     |     |     |     |      |     |     |     |     |      |     |     |     |    |     |     |
| Southwicks Point, Staten Is and    | 6                              |  | 5   |     | 5   |     | 6    |     | 9   |     | 6   |      | 7   |     |     |    | 5   |     |
| Camp 33, Staten Island             | 5                              |  | 5   |     | *4  |     | 5    |     | 5   |     | 4   |      | 4   |     |     |    | 5   |     |
| Taylor Island Ferry                | 7                              |  | 6   |     | *4  |     | 6    |     | 4   |     |     |      | 4   |     |     |    | 6   |     |
| New Hope Bridge                    | *1                             |  | 1   |     | *1  |     | 1    |     | 1   |     | *1  |      | 1   |     |     |    | 1   |     |



| Location  | 31     | 40     | 36    | 33    | 49    | 78     | 52     | 66    |
|---|--------|--------|-------|-------|-------|--------|--------|-------|
| <b>Drainage Water in Delta Islands</b>          |        |        |       |       |       |        |        |       |
| Jersey Drain                                    | 31     | 40     | 36    | 33    | 49    | 78     | 52     | 66    |
| Grand Island Dr., Steamboat Slough              | 6      | 7      | 6     |       | *6    | 8      |        | *6    |
| Camp 35, Staten Island Drain                    |        |        |       |       |       |        |        |       |
| McDonald Drain                                  | *10    | *10    | 7     | 9     | 9     | *9     | 8      | 11    |
| Bacon Island Drain                              | *7     | *8     | *7    | 8     | 10    | *10    | 13     | 15    |
| Mandeville Drain                                | 7      | 8      | 8     | 7     | 10    |        |        |       |
| Camp 11, Staten Island Drain                    | 8      | 19     | 9     |       | 20    |        | 10     |       |
| <b>San Francisco, San Pablo and Suisun Bays</b> |        |        |       |       |       |        |        |       |
| Point Orient                                    | 1,750  | *1,750 | 1,780 | 1,690 | 1,770 | 1,730  | 1,680  | 1,750 |
| Point Davis                                     | 1,510  | *1,460 | 1,560 | 1,500 | 1,550 | 1,620  | 1,480  |       |
| Bulls Head Point                                | 1,360  | *1,380 | 1,320 | 1,170 | 1,300 | 1,290  | 1,240  | 1,140 |
| Bay Point                                       |        | 1,060  | 1,030 | 940   | 940   | 990    | 980    | 770   |
| O. and A. Ferry                                 | *800   | *690   | 650   | 800   | *750  | 810    | 660    | 560   |
| Innisfail Ferry                                 | 790    | 780    | 790   | 800   | 770   |        | 700    |       |
| Pittsburg                                       | 485    |        | 480   |       | 410   |        | 330    |       |
| <b>North of San Pablo Bay</b>                   |        |        |       |       |       |        |        |       |
| Grand View                                      | 1,570  | 1,550  | 1,610 | 1,580 | 1,590 |        | 1,600  | 1,560 |
| Sonoma Creek Bridge                             | *1,540 | 1,580  | 1,630 | 1,600 | 1,560 | *1,540 | *1,670 |       |
| Vallejo   |        | 1,320  | 1,340 | 1,330 | 1,300 | 1,230  | 1,260  |       |
| Lakeville                                       | 1,530  | 1,500  | 1,510 |       | 1,610 | *1,690 | 1,670  | 1,680 |
| McGill  |        |        |       |       | 1,490 |        |        |       |
| Cuttings Wharf                                  | 1,190  | 1,240  | 1,270 | 1,240 | 1,320 | 1,290  | 1,240  | 1,320 |
| Merazo  | 620    |        |       |       | 1,410 | 840    |        | 900   |
| Napa  | 1,360  | 1,360  | 1,350 | 1,380 | 800   |        | 1,480  | 1,470 |
| Petaluma  |        |        |       |       | 1,450 |        |        |       |
| <b>Sacramento River Delta</b>                   |        |        |       |       |       |        |        |       |
| Collinsville                                    | 570    | 530    | 550   | 450   |       | 365    | 320    | 245   |
| Emnaton   | 146    | *115   | *250  | 200   |       | *80    |        | 17    |
| Three Mile Slough Bridge                        | 105    | 12     | 150   | 70    | *51   | 31     | 24     | 18    |
| Rio Vista Bridge                                | *20    | *12    | 19    | 10    | *9    | 4      | 6      | 5     |
| Junction Point                                  | 10     | 8      | 7     | 5     | 6     | 3      | 4      | 4     |
| Liberty Ferry                                   | 6      | 5      | 5     | *4    | 5     | 3      |        |       |
| Isleton Bridge                                  | *7     | *5     | 5     | 4     | *3    | 3      | 3      | *2    |
| Walnut Grove                                    |        | *3     | 6     | 4     | *5    |        |        | *3    |
| Sacramento                                      | *4     | *3     | 3     | 3     |       | 2      | 3      | 2     |
| <b>San Joaquin River Delta</b>                  |        |        |       |       |       |        |        |       |
| Antioch   | 400    | 400    | 435   | 470   | 280   | 310    | 315    | 240   |
| Jersey  | 160    | 150    | 160   |       | 130   | 100    | 105    | 57    |
| Twichel Island                                  |        | *72    | 37    | 43    |       | *28    | 27     | 14    |
| Webb Pump                                       | *60    | *47    | 44    | 41    | *34   | 27     | 26     | 18    |
| Central Landing, Bouldin Island                 | 14     | 15     | 11    | 10    | 16    | 10     | 6      | 7     |
| Ward Landing                                    | 15     | 13     | 13    | 16    | 18    | 14     | 16     | 13    |
| Holland Pump                                    | 22     | 22     | 18    | 19    | 20    | 20     | 23     | 23    |
| McDonald Pump                                   |        | *14    | 15    | 17    | 16    | *15    | 15     | 14    |
| Mandeville Pump                                 | 14     | *13    | 14    | 16    | 14    | 14     | 11     | 11    |
| Ridge Pump                                      |        |        |       |       |       |        |        |       |

September

TABLE 33 Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1930  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                    | Station                                  | Day of month |   |        |   |       |    |       |    |       |    |    |    |       |    |    |  |
|--------------------------|--|--------------|---|--------|---|-------|----|-------|----|-------|----|----|----|-------|----|----|--|
|                          |  | 2            | 4 | 6      | 8 | 10    | 12 | 14    | 16 | 18    | 20 | 22 | 24 | 26    | 28 | 30 |  |
| September<br>(Continued) | San Joaquin River Delta—Continued        |              |   |        |   |       |    |       |    |       |    |    |    |       |    |    |  |
|                          | Orwood Bridge                            | *11          |   | *11    |   | 11    |    |       |    |       |    |    |    |       | 11 |    |  |
|                          | East Contra Costa Irrigation Dist.       | 9            |   | 8      |   | *10   |    | 11    |    | *12   |    |    |    |       | 9  |    |  |
|                          | Middle River P. O.                       | *10          |   |        |   | 10    |    | 13    |    | *10   |    |    |    |       | 12 |    |  |
|                          | Manson House                             | 9            |   | 8      |   | 9     |    | 11    |    | 8     |    |    |    |       | 8  |    |  |
|                          | Stockton Country Club                    | 15           |   |        |   | 10    |    | 14    |    | *9    |    |    |    |       | 13 |    |  |
|                          | Drexler Bridge                           | 8            |   | *7     |   | 9     |    | 8     |    | 8     |    |    |    |       | 8  |    |  |
|                          | Stockton                                 | *70          |   |        |   | 99    |    | *80   |    | *82   |    |    |    |       | 71 |    |  |
|                          | Mossdale Highway Bridge                  | *5           |   | *4     |   | 7     |    | 7     |    | 5     |    |    |    |       | 7  |    |  |
|                          |  |              |   |        |   |       |    |       |    |       |    |    |    |       |    |    |  |
|                          | Mokelumne River Delta                    |              |   |        |   |       |    |       |    |       |    |    |    |       |    |    |  |
|                          | Southwest Point, Staten Island           | 6            |   | 5      |   | 6     |    | 7     |    | 7     |    |    |    | 4     |    |    |  |
|                          | Camp 33, Staten Island                   | 6            |   | 5      |   | 5     |    | 7     |    | 5     |    |    |    | 4     |    |    |  |
|                          | Tyler Island Ferry                       | 5            |   | 4      |   | 5     |    | 7     |    | 4     |    |    |    | 4     |    |    |  |
|                          | New Hope Bridge                          | 1            |   | *1     |   | 1     |    | 1     |    | 1     |    |    |    | 1     |    |    |  |
|                          | Drainage Water in Delta Islands          |              |   |        |   |       |    |       |    |       |    |    |    |       |    |    |  |
|                          | Jersey Drain                             |              |   | 40     |   | 37    |    |       |    |       |    |    |    | 33    |    |    |  |
|                          | Grand Island Drain, Steamboat Slough     | 6            |   | 6      |   | 7     |    | 9     |    | 9     |    |    |    | 7     |    |    |  |
|                          | Camp 35, Staten Island Drain             |              |   |        |   |       |    |       |    |       |    |    |    | 6     |    |    |  |
|                          | McDonald Drain                           |              |   |        |   |       |    |       |    |       |    |    |    | *7    |    |    |  |
|                          | Bacon Island Drain                       | *12          |   | 11     |   | 14    |    | 15    |    | 12    |    |    |    | 13    |    |    |  |
|                          | Mandeville Drain                         | 16           |   | *16    |   | 19    |    | 21    |    | 19    |    |    |    | 18    |    |    |  |
|                          | Camp 11, Staten Island Drain             | 14           |   | *19    |   |       |    | *24   |    | *39   |    |    |    | 31    |    |    |  |
|                          | San Francisco, San Pablo and Suisun Bays |              |   |        |   |       |    |       |    |       |    |    |    |       |    |    |  |
| October                  | Point Orient                             | 1,700        |   | 1,730  |   | 1,690 |    | 1,660 |    | 1,520 |    |    |    | 1,580 |    |    |  |
|                          | Point Davis                              | 1,310        |   | *1,430 |   | 1,500 |    | 1,380 |    | 1,380 |    |    |    | 1,250 |    |    |  |
|                          | Bulls Head Point                         | *1,080       |   | 1,100  |   | 1,180 |    | 1,120 |    | 980   |    |    |    | 1,050 |    |    |  |
|                          | Bay Point                                | 790          |   | 770    |   | 860   |    | 550   |    | 740   |    |    |    | 650   |    |    |  |
|                          | O. and A. Ferry                          | *400         |   | 350    |   | 560   |    | 340   |    | 305   |    |    |    | 240   |    |    |  |
|                          | Innisfail Ferry                          | 690          |   | 630    |   | 600   |    | 520   |    | 520   |    |    |    | 480   |    |    |  |
|                          | Pittsburg                                | 280          |   |        |   | 210   |    |       |    | 170   |    |    |    | 130   |    |    |  |

| Location                              | 1,600 | 1,560  | 1,490  | 1,490  | 1,520  | 1,500 | 1,520  | 1,520  | 1,500 | 1,360 | 1,520 | 1,450  |
|---------------------------------------|-------|--------|--------|--------|--------|-------|--------|--------|-------|-------|-------|--------|
| <b>North of San Pablo Bay</b>         |       |        |        |        |        |       |        |        |       |       |       |        |
| Grand View                            | 1,600 | 1,560  | 1,490  | 1,490  | 1,520  | 1,500 | 1,520  | 1,520  | 1,500 | 1,360 | 1,520 | 1,450  |
| Sonoma Creek Bridge                   | 1,520 | *1,500 | *1,510 | 1,390  | *1,380 | 1,380 | *1,380 | *1,380 | 1,380 | 1,380 | 1,380 | *1,260 |
| Vallejo                               | 1,160 | 1,140  | 1,200  | 1,120  | 1,080  | 1,060 | 1,080  | 1,080  | 1,060 | 1,060 | 1,060 | 1,000  |
| Lakeville                             | 1,420 | 1,390  | 1,450  | 1,520  | 1,520  | 1,300 | 1,300  | 1,300  | 1,300 | 1,300 | 1,300 | 1,680  |
| McGill                                | 1,280 | 1,290  | 1,200  | *1,180 | 1,180  | 1,160 | 1,180  | 1,180  | 1,160 | 1,160 | 1,140 | 1,200  |
| Cuttings Wharf                        |       | 1,270  | 1,320  |        |        |       |        |        |       |       | 1,210 | 1,170  |
| Merazo                                |       | 875    |        |        |        | 860   | 900    | 900    | 860   |       |       | 850    |
| Napa                                  |       | 1,480  | 1,520  | 1,330  | 1,400  | 1,480 | 1,400  | 1,400  | 1,480 |       | 1,530 | 1,580  |
| Petaluma                              |       |        |        |        |        |       |        |        |       |       |       |        |
| <b>Sacramento River Delta</b>         |       |        |        |        |        |       |        |        |       |       |       |        |
| Collinsville                          | 250   | 230    | 265    | 140    | 160    | 250   | 155    | 155    | 250   |       | 155   | 120    |
| Emmaton                               | 14    | *20    | 10     | 5      | *11    | 11    | 8      | 8      | 11    |       | 8     | *4     |
| Three Mile Slough Bridge              | *2    | 3      | 3      | 2      | 2      | 2     | 3      | 3      | 2     |       | 3     | *3     |
| Rio Vista Bridge                      | 2     | 1      | 3      | 2      | 1      | 1     | 2      | 2      | 1     |       | 2     | 1      |
| Junction Point                        | 2     | 5      | 3      | 2      | 1      | 2     | 2      | 2      | 2     |       | 2     | 3      |
| Liberty Ferry                         | *2    | 2      | 2      | 2      | 1      | 1     | 1      | 1      | 1     |       | 2     | 2      |
| Isleton Bridge                        | *3    | 2      | 2      | 2      | *3     | 2     | 2      | 2      | 2     |       | 2     | 1      |
| Walnut Grove                          | 2     | 2      | 2      | 1      | 1      | 3     | 2      | 2      | 3     |       | 2     | 2      |
| Sacramento                            |       |        |        |        |        |       |        |        |       |       |       | 1      |
| <b>San Joaquin River Delta</b>        |       |        |        |        |        |       |        |        |       |       |       |        |
| Antioch                               | 225   | 200    | 225    | 180    | 140    | 110   | 150    | 150    | 110   |       | 150   | 85     |
| Jersey                                | 48    | 43     | 50     | 44     | 20     | 8     | 27     | 27     | 8     |       | 27    | 10     |
| Twitchell Island                      | 14    | 15     | 12     | 11     | 7      | 8     | 8      | 8      | 8     |       | 8     | 8      |
| Webb Pump                             | *14   | 14     | 14     | 11     | 8      | 12    | 9      | 9      | 12    |       | 9     | 8      |
| Central Landing, Bouldin Island       | 6     | 6      | 5      | 5      | 2      | 6     | 3      | 3      | 6     |       | 3     | 3      |
| Ward Landing                          | 13    | 13     | 12     | 12     | 11     | 12    | 12     | 12     | 12    |       | 12    | 9      |
| Holland Pump                          | 8     | 16     | 17     | 15     | 15     | 15    | 13     | 13     | 15    |       | 13    | 10     |
| McDonald Pump                         | 13    | 13     | 13     | 13     | 12     | *12   | 12     | 12     | *12   |       | 12    | 11     |
| Mandeville Pump                       | 14    | 12     | 11     | 12     | 11     | 10    | 14     | 14     | 10    |       | 14    | 10     |
| Rindge Pump                           | *10   | 8      | 8      | 9      | 7      | 8     | 7      | 7      | 8     |       | 7     | 13     |
| Orwood Bridge                         |       | 7      | 8      | 9      | 7      | 11    | 8      | 8      | 11    |       | 8     | 7      |
| East Contra Costa Irrigation District |       | 10     | 9      | 9      | 13     | 9     | 9      | 9      | 9     |       | 9     | 11     |
| Middle River P. O.                    | 11    | *7     | 8      | 9      | 8      | 8     | 8      | 8      | 8     |       | 8     | 7      |
| Mansion House                         | 8     | 6      | 6      | 14     | 4      | 7     | 10     | 10     | 7     |       | 10    | 11     |
| Stockton Country Club                 |       | 62     | 67     | *81    | 72     | 84    | 68     | 68     | 84    |       | 68    | 6      |
| Drexler Bridge                        | *6    | *6     | 7      | 8      | 5      | 6     | 6      | 6      | 6     |       | 6     | 88     |
| Stockton                              |       |        |        |        |        |       |        |        |       |       |       | 6      |
| Mossdale Highway Bridge               |       |        |        |        |        |       |        |        |       |       |       | 6      |
| <b>Mokelumne River Delta</b>          |       |        |        |        |        |       |        |        |       |       |       |        |
| Southwest Point, Staten Island        | 3     | *3     | 2      | 1      | 1      | 2     | 2      | 2      | 2     |       | 2     | 2      |
| Camp 33, Staten Island                | 3     | *2     | 3      | 2      | 2      | 2     | 2      | 2      | 2     |       | 2     | 2      |
| Tyler Island Ferry                    | 2     | 1      | 3      | 2      | 2      | 2     | 1      | 1      | 2     |       | 1     | 1      |
| New Hope Bridge                       | 1     | *1     | 1      | 1      | 1      | 1     | 1      | 1      | 1     |       | 1     | 1      |











|  |    |    |    |    |    |    |    |   |    |
|--|----|----|----|----|----|----|----|---|----|
| Middle River P. O.                     | 8  | 10 | 9  | 10 | 8  | 8  | 8  | 8 | 8  |
| Mansion House                          | *9 | 8  | 8  | 7  | 9  | 6  | 9  | 6 | 8  |
| Stockton Country Club                  | 11 | 8  | 7  | 6  | 10 | 7  | 7  | 7 | 6  |
| Drexler Bridge                         | 8  | 8  | 7  | 6  | 7  | 57 | 7  | 7 | 9  |
| Stockton                               | 66 | 60 | 4  | 6  | 7  | 7  | 7  | 7 | 9  |
| Mossdale Highway Bridge                | 3  | 7  |    |    |    |    |    |   |    |
| <b>Mokelumne River Delta</b>           |    |    |    |    |    |    |    |   |    |
| Southwest Point, Staten Island         |    |    |    |    |    |    |    |   |    |
| Camp 33, Staten Island                 |    |    |    |    |    |    |    |   |    |
| Tyler Island Ferry                     |    |    |    |    |    |    |    |   |    |
| New Hope Bridge                        |    |    |    |    |    |    |    |   |    |
| <b>Drainage Water in Delta Islands</b> |    |    |    |    |    |    |    |   |    |
| Jersey Drain                           | 31 | 32 | 27 | 28 | 29 | 33 |    |   |    |
| Grand Island Drain, Steamboat Slough   | *5 | *6 | *7 | *6 | 8  | *5 | *5 |   |    |
| Camp 35, Staten Island Drain           |    |    |    | *8 |    | 11 | 11 |   |    |
| McDonald Drain                         | 10 | 11 | 10 | 16 | 10 |    |    |   | *9 |
| Bacon Island Drain                     | 16 | 17 | 15 | 17 | 16 |    |    |   | 14 |
| Mandeville Drain                       | 9  | 10 | 8  |    |    |    |    |   |    |
| Camp 11, Staten Island Drain           |    |    |    |    |    |    |    |   |    |

\* Observation on next succeeding day.  
 † Mean weekly salinities from drip samples, by Great Western Electro Chemical Company.



|   |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| Jersey Drain                                    | 24    | 26    | 31    | 33    | 35    | 37    | 38    | 48    | 49    | 50    | 51    | 52    | 53    | 54  |
| Grand Island Drain, Steamboat Slough            | 4     | 6     | 19    | 18    | 13    | 13    | 13    | 13    | 13    | 13    | 13    | 23    | 23    | 6   |
| Camp 35, Staten Island Drain                    | 7     | 15    | 11    | 9     | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 17    | 17    | 30  |
| McDonald Drain                                  | *11   | 13    | 14    | 15    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 15    | 15    | *15 |
| Bacon Island Drain                              | 14    |       | 21    | 27    |       |       |       | 46    |       |       |       | 38    | 38    | 14  |
| Mandeville Drain                                |       |       |       |       |       |       |       |       |       |       |       |       |       | 38  |
| Camp 11, Staten Island Drain                    |       |       |       |       |       |       |       |       |       |       |       |       |       | 38  |
| <b>San Francisco, San Pablo and Suisun Bays</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Point Orient                                    | 1,550 | 1,470 | 1,540 | 1,320 | 1,330 | 1,330 | 1,330 | 1,330 | 1,330 | 1,330 | 1,330 | 1,360 | 1,360 |     |
| Point Davis                                     | 1,080 | 1,020 | 940   | *990  | *760  | *760  | *760  | *760  | *760  | *760  | *760  | 780   | 780   |     |
| Bulls Head Point                                | 700   | 680   | 780   | 840   | 600   | 600   | 600   | 600   | 600   | 600   | 600   | 500   | 500   |     |
| Bay Point                                       | 465   | 66    | 58    | 81    | 31    | 31    | 31    | 31    | 31    | 31    | 31    | 10    | 10    |     |
| O. and A. Ferry                                 | 92    | 190   | 175   | 190   | 220   | 220   | 220   | 220   | 220   | 220   | 220   | 140   | 140   |     |
| Innisfail Ferry                                 | 170   |       | 12    |       |       |       |       |       |       |       |       |       |       | 10  |
| Pittsburg <sup>1</sup>                          |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| <b>North of San Pablo Bay</b>                   |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Grandview                                       | 950   | 930   | 940   | 910   | 930   | 930   | 930   | 930   | 930   | 930   | 930   | 980   | 980   |     |
| Sonoma Creek Bridge                             | 650   | 770   | 660   | *760  | 680   | 680   | 680   | 680   | 680   | 680   | 680   | 820   | 820   |     |
| Vallejo   | 790   | 690   | 730   | 900   | 900   | 900   | 900   | 900   | 900   | 900   | 900   | 680   | 680   |     |
| Lakeville                                       |       | 980   | 900   | 1,020 | 900   | 900   | 900   | 900   | 900   | 900   | 900   | 910   | 910   |     |
| Cuttings Wharf                                  | 615   | 460   | 490   | 510   | 635   | 635   | 635   | 635   | 635   | 635   | 635   | 400   | 400   |     |
| Napa  |       |       |       | 93    | 63    | 63    | 63    | 63    | 63    | 63    | 63    | 50    | 50    |     |
| Petaluma  | 460   | 520   | 580   |       | 600   | 600   | 600   | 600   | 600   | 600   | 600   | 500   | 500   |     |
| <b>Sacramento River Delta</b>                   |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Collinsville                                    |       | 20    | 22    | 25    | 7     | 7     | 7     | 7     | 7     | 7     | 7     | 7     | 7     |     |
| Ermaton   | 2     | 2     |       |       |       |       |       |       |       |       |       | 3     | 3     |     |
| Sacramento                                      | *2    | 2     | 1     | *1    | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     | 1     |     |
| <b>San Joaquin River Delta</b>                  |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Antioch   | 12    | 12    | 11    | 19    | 9     | 9     | 9     | 9     | 9     | 9     | 9     | 6     | 6     |     |
| Jersey  | 6     | 4     | 5     | 7     | 7     | 7     | 7     | 7     | 7     | 7     | 7     | 5     | 5     |     |
| Webb Pump                                       | 6     | 5     | 6     | 7     | 6     | 6     | 6     | 6     | 6     | 6     | 6     | 8     | 8     |     |
| Central Landing                                 | 4     | 4     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 2     | 4     | 4     |     |
| Holland Pump                                    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 12    | 12    |     |
| Mandeville Pump                                 | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    |     |
| Ridge Pump                                      | 10    | 11    | 12    | 12    | 14    | 14    | 14    | 14    | 14    | 14    | 14    | 12    | 12    |     |
| East Contra Costa Irrigation Dist.              | 12    | 12    | 13    | 12    | 13    | 13    | 13    | 13    | 13    | 13    | 13    | 21    | 21    |     |
| Middle River P. O.                              | 11    | 15    | 9     | 9     | 9     | 9     | 9     | 9     | 9     | 9     | 9     | 9     | 9     |     |
| Mansion House                                   |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Stockton  | 56    | 9     | 61    | *7    | 75    | 75    | 75    | 75    | 75    | 75    | 75    | 66    | 66    |     |
| Mossdale Highway Bridge                         | 6     | 7     | *7    | *7    | 8     | 8     | 8     | 8     | 8     | 8     | 8     | 7     | 7     |     |
| <b>Drainage Water in Delta Islands</b>          |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Jersey Drain                                    | 34    | 47    | 34    | 35    | 38    | 38    | 38    | 38    | 38    | 38    | 38    | 37    | 37    |     |
| Grand Island Drain, Steamboat Slough            | 7     | 7     | 29    | 28    | *6    | *6    | *6    | *6    | *6    | *6    | *6    | 30    | 30    |     |
| Camp 35, Staten Island Drain                    | 41    | 17    | 17    | 16    | 17    | 17    | 17    | 17    | 17    | 17    | 17    | 17    | 17    |     |
| McDonald Drain                                  | *16   | *17   |       |       |       |       |       |       |       |       |       | *14   | *14   |     |
| Bacon Island Drain                              | 10    | 12    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 9     | 9     |     |
| Mandeville Drain                                | 14    | 15    | 11    | 13    | 11    | 11    | 11    | 11    | 11    | 11    | 11    | 13    | 13    |     |
| Camp 11, Staten Island Drain                    | 31    | 57    | 53    | 45    |       |       |       |       |       |       |       | 47    | 47    |     |

February



TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1931  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                              | Station                                  | Salinity in parts of chlorine per 100,000 parts of water |     |       |     |       |     |       |     |       |     |       |     |       |     |       |
|------------------------------------|--|--|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|
|                                    |  | Day of month   |     |       |     |       |     |       |     |       |     |       |     |       |     |       |
|                                    |  | 2  | 4   | 6     | 8   | 10    | 12  | 14    | 16  | 18    | 20  | 22    | 24  | 26    | 28  | 30    |
| March                              | San Francisco, San Pablo and Suisun Bays | 1,490  |     | 1,460 |     | 1,420 |     | 1,340 |     | 1,440 |     | 1,230 |     | 1,240 |     | 1,210 |
|                                    | Point Orient                             | 960  |     | 960   |     | 860   |     | 920   |     | 910   |     |       |     | 580   |     | *920  |
|                                    | Bulls Head Point                         | 710  |     | 640   |     | 660   |     | 450   |     | 490   |     | 370   |     | 200   |     |       |
|                                    | Bay Point                                |  |     | 260   |     | 235   |     | 265   |     | 240   |     |       |     | 75    |     | 163   |
|                                    | O. and A. Ferry                          | 12   |     | 72    |     | 35    |     | 48    |     | 24    |     | 5     |     | 3     |     | *4    |
|                                    | Innisfail Ferry                          | 75   |     | 85    |     | 103   |     | 112   |     |       |     | 106   |     | 106   |     | 79    |
|                                    | Pittsburg                                |  | 5   |       |     | 12    |     |       |     |       | 10  |       |     | 10    |     |       |
|                                    | North of San Pablo Bay                   | 950  |     | 980   |     | 980   |     | 990   |     | 1,020 |     | 1,060 |     | 1,050 |     | 1,020 |
|                                    | Grandview                                | 760  |     |       |     |       |     |       |     |       |     |       |     |       |     |       |
|                                    | Sonoma Creek Bridge                      | 660  |     |       |     |       |     |       |     |       |     |       |     |       |     |       |
| Vallejo                            |  |  |     |       |     |       |     |       |     |       |     |       |     |       |     |       |
| Lakeville                          |  |  |     |       |     |       |     |       |     |       |     |       |     |       |     |       |
| Cuttings Wharf                     | 600                                      |  | 480 |       | 590 |       | 540 |       | 910 |       | 940 |       | 880 |       | 570 |       |
| Napa                               | 67                                       |  | 90  |       | 3   |       | 3   |       | 460 |       |     |       | 260 |       | 300 |       |
| Petaluma                           | 570                                      |  | 660 |       | 660 |       | 520 |       | 500 |       | 520 |       | 600 |       | 630 |       |
| Sacramento River Delta             |  |  |     |       |     |       |     |       |     |       |     |       |     |       |     |       |
| Collinsville                       | 6  |  | 4   |       |     | 11    |     | 8     |     | 3     |     | 1     |     | 2     |     | 3     |
| Mayberry                           |  |  |     |       |     |       |     |       |     |       |     |       |     |       |     |       |
| Ematon                             | 1  |  | 1   |       |     | 1     |     | 2     |     | 1     |     | 1     |     |       |     |       |
| Sacramento                         |  |  |     |       |     |       |     | 1     |     | *1    |     | 1     |     | 1     |     | 1     |
| San Joaquin River Delta            |  |  |     |       |     |       |     |       |     |       |     |       |     |       |     |       |
| Antioch                            | 4  |  | 6   |       |     | 11    |     | 9     |     | 7     |     | 3     |     | 5     |     | 5     |
| Curtis Larding                     |  |  |     |       |     |       |     |       |     |       |     |       |     |       |     |       |
| Jersey                             | 7  |  | 4   |       |     | 5     |     | 5     |     | 6     |     | 4     |     | 4     |     | 5     |
| Webb Pump                          | 7  |  | 6   |       |     | 7     |     | 6     |     | 5     |     | 4     |     | 6     |     | 4     |
| Central Landing                    | 4  |  | 4   |       |     | 4     |     |       |     | 3     |     | 1     |     | 3     |     | 4     |
| Holland Pump                       | 10                                       |  | 9   |       |     | 11    |     | 10    |     | 10    |     | 9     |     | 11    |     | 10    |
| Mandeville Pump                    | *10                                      |  | 11  |       |     | 11    |     | 10    |     | 10    |     | 10    |     | 8     |     | 10    |
| Rindge Pump                        | 12                                       |  | 12  |       |     | 12    |     | 14    |     | 15    |     | 17    |     | 17    |     | 13    |
| East Contra Costa Irrigation Dist. | 14                                       |  | 16  |       |     | 12    |     | 9     |     | 9     |     | 9     |     | 9     |     | 11    |
| Middle River P. O.                 | 12                                       |  | 9   |       |     | 11    |     | 11    |     | 14    |     | 10    |     | 12    |     | 13    |











|   |        |       |       |        |        |       |        |        |  |
|---|--------|-------|-------|--------|--------|-------|--------|--------|--|
| <b>Mokelumne River Delta</b>                    |        |       |       |        |        |       |        |        |  |
| Southwest Point.....                            | 6      | 3     | 5     | 8      | 14     | 10    | 7      | 20     |  |
| Camp 33, Staten Island.....                     | 5      | 4     | 4     | 6      | *5     | *5    | 6      | 10     |  |
| Camp 7, Staten Island.....                      | 4      | 3     | 4     | 3      | *5     | *3    | *6     | *7     |  |
| Tyler Island Ferry.....                         | 4      | 7     | 4     | 7      | *6     | *5    | *8     | *8     |  |
| Camp 11, Staten Island.....                     | 4      | 8     | 4     | 8      | 5      | 6     | 8      | 8      |  |
| Camp 29, Staten Island.....                     | 6      | 5     | 5     | 6      | *8     | *8    | *9     | *8     |  |
| Eagle Tree.....                                 | 6      | 7     | 7     | *6     | *7     | 6     | 9      | 9      |  |
| Camp 25, Staten Island.....                     | 6      | 5     | 7     | 6      | 7      | 6     | 7      | *7     |  |
| New Hope Bridge.....                            | 8      | 7     | 7     | 7      | 6      | 7     | 8      | 10     |  |
| Camp 20, Staten Island.....                     |        |       |       |        |        |       |        |        |  |
| <b>Drainage Water in Delta Islands</b>          |        |       |       |        |        |       |        |        |  |
| Jersey Drain.....                               | *27    | 17    | 30    | 29     | *57    | 56    | 63     | 77     |  |
| Grand Island Drain, Steamboat Slough.....       | 7      | 6     | 7     | 13     | *4     | 8     | 8      | 9      |  |
| Camp 35, Staten Island Drain.....               | *7     | 9     | 8     | 9      | 6      | *8    | *10    | *9     |  |
| McDonald Drain.....                             |        |       |       |        |        | 12    | 13     | 14     |  |
| Bacon Island Drain.....                         | 11     | 8     | 10    | 11     | 11     | 11    | 11     | 14     |  |
| Mandeville Drain.....                           | *9     | 10    | 9     | *8     | *11    | 12    | 17     | *17    |  |
| Camp 11, Staten Island Drain.....               | *8     | 7     | 4     | 7      | 7      | *7    | *9     | *10    |  |
| <b>San Francisco, San Pablo and Suisun Bays</b> |        |       |       |        |        |       |        |        |  |
| Point Orient.....                               |        | 1,770 | 1,780 | *1,780 | 1,770  | 1,820 | 1,830  | *1,840 |  |
| Point Davis.....                                | *1,480 | 1,640 | 1,660 | 1,620  | 1,680  | 1,680 | 1,700  | *1,740 |  |
| Bulls Head Point.....                           | *1,340 | 1,370 | 1,390 | *1,500 | 1,380  | 1,480 | *1,610 | *1,570 |  |
| Bay Point.....                                  | 780    | 870   | 980   | *1,080 | 1,020  | 1,070 | *1,230 | *1,230 |  |
| O. and A. Ferry.....                            |        | 840   | 780   | 910    | 1,030  | 1,080 | 1,140  | *1,230 |  |
| Innisfail Ferry.....                            |        |       | 590   | 800    | 800    |       | 960    |        |  |
| Pittsburg.....                                  | 500    |       |       |        |        |       |        |        |  |
| <b>North of San Pablo Bay</b>                   |        |       |       |        |        |       |        |        |  |
| Grandview.....                                  | 1,570  |       | 1,660 |        | 1,670  |       | 1,760  |        |  |
| Sonoma Creek Bridge.....                        | 1,590  |       | 1,660 |        |        |       |        |        |  |
| Vallejo.....                                    | 1,320  |       | 1,420 |        | *1,560 |       |        |        |  |
| Cuttings Wharf.....                             | 1,050  |       | 1,200 |        |        |       | 1,340  |        |  |
| <b>Sacramento River Delta</b>                   |        |       |       |        |        |       |        |        |  |
| Collinsville.....                               | 620    | 600   | 660   | 810    | 880    | 880   | 1,090  | 1,110  |  |
| Mayberry.....                                   |        |       |       | 660    |        | 770   |        |        |  |
| Emunaton.....                                   | 280    | 365   | 470   | 490    | 560    | 630   | 560    | 655    |  |
| Three Mile Slough Bridge.....                   | *210   | 250   | 290   | 430    | 430    | 500   | *520   | *580   |  |
| Rio Vista Bridge.....                           | *98    | 132   | *156  | *315   | 260    | 450   | 370    | 399    |  |
| Junction Point.....                             |        | 24    |       | 58     | 260    | 280   | 370    |        |  |
| Liberty Ferry.....                              |        | 68    | *22   | *146   | 230    | 250   | *360   | *380   |  |
| Isleton Bridge.....                             |        |       | *83   | 98     | 170    | 190   | 245    | *342   |  |
| Howard Ferry.....                               |        |       |       |        | 58     | 83    | 135    | *220   |  |
| Sutter Slough.....                              |        |       |       |        |        |       | *110   | 142    |  |
| Little Holland Ferry.....                       |        |       | 6     | 29     | 48     | 71    | 109    | 190    |  |
| Ryde.....                                       |        |       |       | *21    | 27     | *76   | 81     | *130   |  |
| Walnut Grove.....                               |        |       |       | *25    | 20     | *48   | *92    | *112   |  |
| Fantersville Bridge.....                        |        |       |       |        | 6      | 8     | 18     | 15     |  |
| Hood Ferry.....                                 |        |       |       | *7     | 7      | *8    | 8      | *7     |  |
| Freeport Ferry.....                             |        | *6    | 6     | *7     | 5      | 5     | *7     | *6     |  |
| Sacramento.....                                 |        |       |       |        |        |       |        |        |  |

July



TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1931  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                          | Station                               | Salinity in parts of chlorine per 100,000 parts of water |    |     |   |     |     |     |    |     |    |      |     |      |     |      |  |
|--------------------------------|---------------------------------------|--|----|-----|---|-----|-----|-----|----|-----|----|------|-----|------|-----|------|--|
|                                |                                       | Day of month   |    |     |   |     |     |     |    |     |    |      |     |      |     |      |  |
|                                |                                       | 2  | 4  | 6   | 8 | 10  | 12  | 14  | 16 | 18  | 20 | 22   | 24  | 26   | 28  | 30   |  |
| July<br>(Continued)            | <b>San Joaquin River Delta</b>        |  |    |     |   |     |     |     |    |     |    |      |     |      |     |      |  |
|                                | Antioch                               | 520  |    | 540 |   | 510 | 710 | 830 |    | 900 |    | 920  |     | 900  |     | 850  |  |
|                                | Curtis Landing                        | *440   |    | 440 |   | 425 | 640 |     |    |     |    | 660  |     | *830 |     | *780 |  |
|                                | Jersey                                | *365   |    | 325 |   | 270 | 430 |     |    |     |    | 500  |     | *790 |     | 480  |  |
|                                | Webb Pump                             | 102  |    | 146 |   | 168 | 245 |     |    |     |    | *380 |     | 460  |     | 260  |  |
|                                | Central Landing, Bouldin Island       | 28   |    | 35  |   | 40  | 60  | 104 |    |     |    | 122  |     | 180  |     | 167  |  |
|                                | Ward Landing                          |  |    |     |   |     |     |     |    |     |    |      |     |      |     | 140  |  |
|                                | Holland Pump                          | *19  |    | *22 |   | 24  | *38 | 46  |    |     |    | 51   |     | *80  |     | *105 |  |
|                                | McDonald Pump                         | 19   |    | *10 |   | 29  | *43 | 55  |    |     |    | 65   |     | 111  |     | *140 |  |
|                                | Mandeville Pump                       | *16  |    | *17 |   | 22  | 24  |     |    |     |    | *47  |     |      |     | *74  |  |
|                                | King Island Pump                      | *18  |    | 22  |   |     | *23 | 25  |    |     |    | 28   |     |      |     | *49  |  |
|                                | Orwood Bridge                         |  |    |     |   |     | *25 | 31  |    |     |    |      |     |      |     | *74  |  |
|                                | East Contra Costa Irrigation District | *12  |    | 12  |   | 14  | 15  | 19  |    |     |    | *21  |     |      |     | *39  |  |
|                                | Middle River P. O.                    | *13  |    | 15  |   | *18 | 22  | 27  |    |     |    | 34   |     |      |     | *79  |  |
|                                | Mansion House                         | *10  |    | 15  |   | 15  | 22  | 26  |    |     |    |      |     |      |     | *66  |  |
|                                | Stockton Country Club                 | *22  |    | 24  |   |     | *25 | *26 |    |     |    | 29   |     |      |     | *44  |  |
|                                | Clifton Court Ferry                   |  |    |     |   |     | *16 | 18  |    |     |    | 19   |     |      |     | *34  |  |
|                                | Stockton                              | *76  |    | *82 |   |     | *80 |     |    |     |    | *88  |     |      |     | *30  |  |
|                                | Williams Bridge                       |  |    |     |   |     | *15 | 15  |    |     |    | *16  |     |      |     | 16   |  |
|                                | Whitehall                             |  |    |     |   |     |     |     |    |     |    |      |     |      |     | *11  |  |
|                                | Mossdale Highway Bridge               | *8   |    | 12  |   |     | *10 | 9   |    |     |    | 9    |     |      |     | 8    |  |
|                                | Durham Ferry Bridge                   | 8  |    | 7   |   |     | 8   |     |    |     |    | 8    |     |      |     | 8    |  |
| <b>Mokelumne River Delta</b>   |                                       |  |    |     |   |     |     |     |    |     |    |      |     |      |     |      |  |
| Southwest Point, Staten Island | 18                                    |  | 26 |     |   | 22  | 114 |     |    |     |    |      | 172 | 230  | 250 | 240  |  |
| Camp 33, Staten Island         | 9                                     |  | 9  |     |   | 13  | 47  |     |    |     |    |      | 80  | 105  | 123 | 115  |  |
| Camp 7, Staten Island          | *7                                    |  | *8 |     |   | *10 | *40 |     |    |     |    |      | 71  | 91   | 96  | 90   |  |
| Tyler Island Ferry             |                                       |  | 5  |     |   | 5   | 6   |     |    |     |    |      |     | 31   | 58  | 92   |  |
| Camp 14, Staten Island         | *8                                    |  | *8 |     |   | *10 | 23  |     |    |     |    |      | 39  | 40   | 47  | 42   |  |
| Camp 29, Staten Island         | 8                                     |  | 9  |     |   | 11  | 31  |     |    |     |    |      | 31  | 55   | *66 | 65   |  |
| Eagle Tree                     | *9                                    |  | *8 |     |   | *7  | 11  |     |    |     |    |      | 18  | 22   | 19  | 16   |  |
| Camp 25, Staten Island         | 7                                     |  | 8  |     |   | 11  | 14  |     |    |     |    |      | 33  | 38   | 41  | 33   |  |
| New Hope Bridge                | *7                                    |  |    |     |   | 8   | *11 |     |    |     |    |      | 13  | 13   | 9   | *6   |  |
| Camp 20, Staten Island         | 9                                     |  | 9  |     |   | 14  | 14  |     |    |     |    |      | 22  | 26   | 27  | *26  |  |

| Location  | *79   | 8 | 141   | *11 | 162    | 11  | 130    | 32 | 126   | 52  | 92    | *41 | *177   | 116 | *180  |
|---|-------|---|-------|-----|--------|-----|--------|----|-------|-----|-------|-----|--------|-----|-------|
| <b>Drainage Water in Delta Islands</b>          |       |   |       |     |        |     |        |    |       |     |       |     |        |     |       |
| Jersey Drain.....                               |       |   |       |     |        |     |        |    |       |     |       |     |        |     |       |
| Grand Island Drain, Steamboat Slough.....       |       |   |       |     |        |     |        |    |       |     |       |     |        |     |       |
| Camp 35, Staten Island Drain.....               | *8    |   | *11   |     | *14    |     | *23    |    | 28    |     |       |     |        | 55  |       |
| McDonald Drain.....                             | 13    |   | 15    |     | 20     |     | 23     |    | 24    |     | 30    |     | 46     |     | 55    |
| Bacon Island Drain.....                         | 15    |   | 18    |     | 21     |     | 29     |    |       |     | 47    |     | 75     |     | 83    |
| Mandeville Drain.....                           | *18   |   | 19    |     | 27     |     | *36    |    | 44    |     | 63    |     | 83     |     | *115  |
| Camp 11, Staten Island Drain.....               | *8    |   | *8    |     | *12    |     | *19    |    | *24   |     |       |     |        | 42  |       |
| <b>San Francisco, San Pablo and Suisun Bays</b> |       |   |       |     |        |     |        |    |       |     |       |     |        |     |       |
| Point Orient.....                               | 1,820 |   | 1,810 |     | 1,860  |     | *1,860 |    | 1,840 |     | 1,870 |     | *1,840 |     | 1,820 |
| Point Davis.....                                | 1,760 |   | 1,770 |     | 1,770  |     | *1,810 |    | 1,690 |     | 1,780 |     | 1,810  |     | 1,740 |
| Bulls Head Point.....                           | 1,660 |   | 1,510 |     | *1,610 |     | *1,570 |    | 1,600 |     | 1,640 |     | *1,690 |     | 1,560 |
| Bay Point.....                                  | 1,240 |   | 1,250 |     | *1,320 |     | *1,320 |    | 1,300 |     | 1,390 |     | *1,380 |     | 1,360 |
| O. and A. Ferry.....                            | 1,180 |   | 1,140 |     | 1,260  |     |        |    | 1,340 |     | 1,400 |     | 1,380  |     | 1,380 |
| Innisfail Ferry.....                            | 1,040 |   |       |     | 1,100  |     |        |    | 1,210 |     | 1,210 |     | 1,230  |     |       |
| Pittsburg.....                                  |       |   |       |     |        |     |        |    |       |     |       |     |        |     |       |
| <b>North of San Pablo Bay</b>                   |       |   |       |     |        |     |        |    |       |     |       |     |        |     |       |
| Grandview.....                                  | 1,820 |   |       |     | 1,820  |     |        |    | 1,800 |     |       |     | 1,870  |     |       |
| Sonoma Creek Bridge.....                        |       |   |       |     | 1,660  |     |        |    | 1,800 |     |       |     |        |     |       |
| Vallejo.....                                    | 1,620 |   |       |     | 1,700  |     |        |    | 1,570 |     |       |     | 1,750  |     |       |
| Cuttings Wharf.....                             | 1,680 |   |       |     |        |     |        |    |       |     |       |     |        |     |       |
| <b>Sacramento River Delta</b>                   |       |   |       |     |        |     |        |    |       |     |       |     |        |     |       |
| Collinsville.....                               | 1,140 |   |       |     | 1,190  |     | 1,120  |    | 1,180 |     | 1,230 |     | 1,240  |     | 1,190 |
| Mayberry.....                                   | 870   |   | 860   |     | 870    |     | 920    |    | 930   |     | 780   |     | 840    |     | 930   |
| Emmaton.....                                    | 680   |   | 760   |     | *60    |     | *793   |    | 790   |     | *670  |     | 840    |     | 780   |
| Three Mile Slough Bridge.....                   | 540   |   | 651   |     | *700   |     | *663   |    | 710   |     | 680   |     | *740   |     | 680   |
| Rio Vista Bridge.....                           | 440   |   | 470   |     | 520    |     | 570    |    | 550   |     | 590   |     | 615    |     | 600   |
| Junction Point.....                             |       |   |       |     | 345    |     | 385    |    |       |     |       |     | 521    |     | *540  |
| Liberty Ferry.....                              | 420   |   | 440   |     | *510   |     | *545   |    | 500   |     | *505  |     | *635   |     | 460   |
| Isleton Bridge.....                             |       |   | 380   |     |        |     | *480   |    |       |     | 485   |     |        |     | 460   |
| Howard Ferry.....                               |       |   |       |     | 235    |     | *320   |    | 303   |     | 225   |     | *155   |     | 120   |
| Sutter Slough.....                              |       |   |       |     | 235    |     | 220    |    |       |     | 225   |     | *250   |     | 120   |
| Little Holland Ferry.....                       | 198   |   | 230   |     | *230   |     | *220   |    | *160  |     | *126  |     | 150    |     | 80    |
| Ryde.....                                       | *280  |   | *180  |     | *200   |     | *220   |    | 120   |     |       |     | *120   |     | 38    |
| Walnut Grove.....                               | 160   |   | *144  |     | *139   |     | *110   |    | 63    |     | *39   |     | *28    |     | 11    |
| Paintersville Bridge.....                       | 122   |   | 12    |     | 8      |     | 8      |    | 10    |     | 11    |     | 10     |     | 10    |
| Hood Ferry.....                                 | 13    |   | 9     |     | *10    |     | *9     |    | 10    |     | 11    |     | 8      |     | 9     |
| Freeport Ferry.....                             | 7     |   | 8     |     | *8     |     |        |    | 9     |     | 9     |     | *10    |     | 7     |
| Sacramento.....                                 | 8     |   |       |     |        |     | 8      |    |       |     |       |     |        |     |       |
| <b>San Joaquin River Delta</b>                  |       |   |       |     |        |     |        |    |       |     |       |     |        |     |       |
| Antioch.....                                    | 1,000 |   | 770   |     | 1,050  |     | 1,090  |    | 1,160 |     | 1,030 |     | 1,100  |     | 1,080 |
| Curtis Landing.....                             |       |   |       |     | 920    |     | *1,020 |    | 990   |     | 920   |     | *1,060 |     |       |
| Jersey.....                                     | 720   |   |       |     | 700    |     | 600    |    | 540   |     | 600   |     | 670    |     | 560   |
| Webb Pump.....                                  | 460   |   | 505   |     | 520    |     | 300    |    | 340   |     | 425   |     | 415    |     | 350   |
| Central Landing, Bouldin Island.....            | 280   |   | 270   |     | 390    | 380 | 300    |    | 275   | 345 | 250   | 430 | 310    |     | 290   |
| Ward Landing.....                               | 165   |   |       |     | 225    |     | 238    |    | 200   |     | 240   |     | *250   |     | 230   |
| Holland Pump.....                               | *116  |   | 74    |     | *180   |     | *180   |    |       |     |       |     |        |     |       |

August.....





|   |       |        |       |        |        |       |        |
|---|-------|--------|-------|--------|--------|-------|--------|
| 92  | 48    | 75     | 126   | 180    | 180    | 158   | 170    |
| 130   | 171   | 180    | *210  | 240    | 215    | *220  | 180    |
| 30  |       |        |       |        |        | 58    | 10     |
|   |       |        |       |        |        |       |        |
| <b>San Francisco, San Pablo and Suisun Bays</b> |       |        |       |        |        |       |        |
| 1,800   | 1,820 | *1,780 | 1,800 | 1,760  | 1,800  |       | *1,790 |
| Point Orient                                    |       |        |       |        |        |       |        |
| Point Davis                                     |       |        |       |        |        |       | 1,730  |
| Bulls Head Point                                | 1,660 | *1,580 | 1,620 | *1,640 | 1,750  | 1,500 | 1,550  |
| Bay Point                                       | 1,500 | 1,460  | 1,520 | *1,440 | 1,600  | 1,420 | 1,440  |
| O. and A. Ferry                                 | 1,360 | *1,360 | 1,320 | 1,320  | *1,260 | 1,150 | *1,190 |
| Innisfail Ferry                                 | 1,360 | 1,340  | 1,380 | 1,380  | 1,390  | 1,390 | *1,390 |
| Pittsburg                                       | 1,215 | 1,270  |       | 1,220  |        | 1,130 |        |
| <b>North of San Pablo Bay</b>                   |       |        |       |        |        |       |        |
| 1,820   |       | 1,740  |       | 1,820  |        | 1,835 |        |
| Grandview                                       |       |        |       |        |        |       |        |
| Sonoma Creek Bridge                             |       |        |       |        |        |       |        |
| Vallejo   | 1,680 | 1,780  |       | 1,700  |        | 1,640 |        |
| Cuttings Wharf                                  | 1,600 |        |       | 1,800  |        | 1,740 |        |
| <b>Sacramento River Delta</b>                   |       |        |       |        |        |       |        |
| 1,220   | 1,200 | 1,180  | 1,260 | 1,120  | 960    | 1,070 | 920    |
| Cellinsville                                    |       |        |       |        |        |       |        |
| Mayberry  | 955   |        | 970   | 680    | 660    | 660   | 540    |
| Emmaton   | 860   | 840    | 740   | 400    | *600   | 585   | 410    |
| Three Mile Slough Bridge                        | 740   | *640   | 680   | 310    | *545   | 520   |        |
| Rio Vista Bridge                                | 620   | 600    | 600   | 440    | 435    | 435   |        |
| Junction Point                                  | *560  | *400   | 540   | 280    | 350    | 315   | 200    |
| Liberty Ferry                                   | 560   | *440   | 460   | 230    | 42     | 42    | *198   |
| Isleton   | 480   | 37     | 50    | 18     | 4      |       |        |
| Howard Ferry                                    | 480   | *12    | 7     | 5      |        |       | 4      |
| Sutter Slough                                   | 48    |        | 27    | 11     | 8      | 4     | 5      |
| Little Holland Ferry                            | 90    | 12     | 8     | 5      | 3      | 3     | 3      |
| Ryde  | 42    |        | 8     |        |        |       |        |
| Walnut Grove                                    | 28    | *10    | 8     |        |        |       |        |
| Paintersville Bridge                            | 10    | *7     | 8     | *4     | *3     | 4     |        |
| Hood Ferry                                      | 9     | 7      | 4     | 4      | 3      | 3     | 3      |
| Freeport Bridge                                 |       | *7     | 6     | *4     | *3     | 3     |        |
| Sacramento                                      | 8     | 5      | 5     | 4      | *2     | *3    | 3      |
| <b>San Joaquin River Delta</b>                  |       |        |       |        |        |       |        |
| 1,160   | 1,240 | 1,100  | 1,200 | 1,170  | 980    | 940   | 870    |
| Antioch   |       |        |       |        |        |       |        |
| Curtis Landing                                  | 1,060 | 910    | 1,040 | 1,060  | 930    | 860   | 760    |
| Jersey  | 800   | 800    | 910   |        |        | 690   |        |
| Webb Pump                                       | 680   | *610   | 660   | 600    | 545    | 490   | 470    |
| Central Landing, Bouldin Island                 | 310   | 320    | 212   | 180    | 295    | 178   | 110    |
| Ward Landing                                    | 320   | 330    | 350   | 320    | 320    | 310   | 325    |
| Holland Pump                                    |       |        |       | *280   | *290   | *325  | *382   |
| McDonald Pump                                   | *270  | *246   | *305  | *270   | *290   | *290  | *263   |
| Mandeville Pump                                 | 325   | 350    | 350   | 340    | 345    | 340   | 315    |
| King Island Pump                                |       |        |       |        | *261   | 230   | 235    |
| Rinco Pump                                      | 160   | *180   | 174   | 198    | 188    | 196   | 187    |
| Orwood Bridge                                   | 230   | *230   | 246   | *250   | *255   | 260   | *253   |
| East Contra Costa Irrigation District           | 140   | *150   | 160   | 174    | 180    | *174  |        |

September

TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1931  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                                | Station                           | Salinity in parts of chlorine per 100,000 parts of water |     |      |     |      |     |     |     |     |      |      |    |      |      |     |     |
|--------------------------------------|-----------------------------------|--|-----|------|-----|------|-----|-----|-----|-----|------|------|----|------|------|-----|-----|
|                                      |                                   | Day of month   |     |      |     |      |     |     |     |     |      |      |    |      |      |     |     |
|                                      |                                   | 2  | 4   | 6    | 8   | 10   | 12  | 14  | 16  | 18  | 20   | 22   | 24 | 26   | 28   | 30  |     |
| September<br>(Continued)             | San Joaquin River Delta—Continued |  |     |      |     |      |     |     |     |     |      |      |    |      |      |     |     |
|                                      | Middle River P. O.                | 210  |     | 240  |     | 250  |     | 240 |     | 262 |      | 255  |    | *270 |      | 265 |     |
|                                      | Mansion House                     | 190  |     | 190  |     | 210  |     | 210 |     | 200 |      | 220  |    | 220  |      | 235 |     |
|                                      | Stockton Country Club             | *98  |     | 120  |     |      |     | 122 |     | 110 |      | 118  |    |      |      | 89  |     |
|                                      | Clifton Court Ferry               | 94   |     | 110  |     | *100 |     | 128 |     | 130 |      | 130  |    | 130  |      |     |     |
|                                      | Stockton                          |  |     | *132 |     |      |     | 132 |     |     |      | *50  |    | 114  |      |     |     |
|                                      | Williams Bridge                   | 118  |     | *80  |     | *80  |     | 96  |     | 60  |      | *16  |    | 42   |      |     |     |
|                                      | Whitehall                         | 31   |     | *23  |     | *23  |     | 24  |     | 16  |      | *7   |    | *9   |      |     |     |
|                                      | Mossdale Highway Bridge           | 8  |     | 7    |     | *8   |     | 9   |     | 8   |      | *7   |    | 6    |      |     |     |
|                                      | Durham Ferry Bridge               | 7  |     | 6    |     |      | 7   |     | 7   |     | 6    |      |    |      |      |     |     |
|                                      | Mokelumne River Delta             |  |     |      |     |      |     |     |     |     |      |      |    |      |      |     |     |
|                                      | Southwest Point, Staten Island    | 380  |     | 285  |     | 310  |     | 270 |     | 256 |      | 142  |    |      | *105 |     | 70  |
|                                      | Camp 33, Staten Island            | 200  |     | 160  |     | 210  |     | 180 |     | 156 |      | 98   |    |      | *80  |     | 60  |
|                                      | Camp 7, Staten Island             | 160  |     | 170  |     | 220  |     | 170 |     | 172 |      | *116 |    |      | 104  |     | *89 |
| Tyler Island Ferry                   | 36                                |  |     |      |     |      |     |     | 8   |     |      |      |    | 3    |      | 3   |     |
| Camp 11, Staten Island               | 82                                |  | 90  |      | 138 |      | 116 |     | 134 |     | *100 |      |    | 107  |      | *91 |     |
| Camp 29, Staten Island               | 152                               |  | 152 |      | 184 |      | 184 |     | 166 |     | 132  |      |    | *116 |      | 94  |     |
| Eagle Tree                           | 4                                 |  | 10  |      | 37  |      | 19  |     | 48  |     | *20  |      |    | 29   |      | *33 |     |
| Camp 25, Staten Island               | 96                                |  | 92  |      | 134 |      | 140 |     | 164 |     | 130  |      |    | *133 |      | 123 |     |
| New Hope Bridge                      | 1                                 |  | 1   |      | 5   |      | 6   |     | 23  |     | 20   |      |    | *21  |      | 21  |     |
| Camp 20, Staten Island               | 31                                |  | 44  |      | 68  |      | 83  |     | 117 |     | 98   |      |    | *124 |      | 114 |     |
| Drainage Water in Delta Islands      |                                   |  |     |      |     |      |     |     |     |     |      |      |    |      |      |     |     |
| Jersey Drain                         | 70                                |  |     |      |     | 70   |     | 72  |     |     |      |      |    | 74   |      |     |     |
| Grand Island Drain, Steamboat Slough | 124                               |  |     | 130  |     | 140  |     | 130 |     | 86  |      | 98   |    | 58   |      | 61  |     |
| Camp 35, Staten Island Drain         | 30                                |  |     | 9    |     | 17   |     | 16  |     | 13  |      | 13   |    | 91   |      | 109 |     |
| McDonal Drain                        |                                   |  |     |      |     |      |     |     |     |     |      |      |    |      |      |     |     |
| Bacon Island Drain                   | 110                               |  | 110 |      |     | 160  |     | 180 |     | 150 |      | 118  |    | 124  |      | 125 |     |
| Mandeville Drain                     | 190                               |  |     | 190  |     | 200  |     | 210 |     | 190 |      | 210  |    | 200  |      | 194 |     |
| Camp 11, Staten Island Drain         | 8                                 |  | 6   |      |     | 6    |     | 8   |     | 9   |      | 18   |    | 23   |      | 75  |     |





TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1931  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                                    | Station                           | Salinity in parts of chlorine per 100,000 parts of water |       |     |        |       |       |     |       |     |       |     |       |     |       |    |  |
|--|-----------------------------------|--|-------|-----|--------|-------|-------|-----|-------|-----|-------|-----|-------|-----|-------|----|--|
|  |                                   | Day of month   |       |     |        |       |       |     |       |     |       |     |       |     |       |    |  |
|  |                                   | 2  | 4     | 6   | 8      | 10    | 12    | 14  | 16    | 18  | 20    | 22  | 24    | 26  | 28    | 30 |  |
| October<br>(Continued)                   | San Joaquin River Delta—Continued |  |       |     |        |       |       |     |       |     |       |     |       |     |       |    |  |
|  | Stockton                          | 130  |       | *76 |        | 74    |       |     |       | *84 |       | 89  |       | 73  |       | 51 |  |
|  | Williams Bridge                   | 21   |       | 19  |        | 24    |       | *11 |       |     | 11    | 8   |       | 8   |       | 11 |  |
|  | Whitehall                         | 11   |       | 12  |        | 8     |       | *8  |       | *8  |       | 8   |       | *8  |       | 9  |  |
|  | Mossdale Highway Bridge           | 8  |       | 8   |        | 8     |       | *8  |       | 7   |       | 8   |       | *8  |       | 9  |  |
|  | Durham Ferry Bridge               | 7  |       | 7   | 5      |       | 6     |     | 6     |     |       | 7   |       | 8   |       | 9  |  |
|  | Mokelumne River Delta             |  |       |     |        |       |       |     |       |     |       |     |       |     |       |    |  |
|  | Southwest Point, Staten Island    | 76   |       | 111 |        | 90    |       | *76 |       | 76  |       | 62  |       | 24  |       | 20 |  |
|  | Camp 33, Staten Island            | 61   |       | 70  |        | 66    |       | 43  |       | 38  |       | 37  |       | 22  |       | 16 |  |
|  | Camp 7, Staten Island             | *87  |       | *91 |        | 71    |       | 71  |       | 63  |       | *59 |       | *54 |       | 42 |  |
|  | Tyler Island Ferry                | 3  |       | 3   |        | 2     |       | 3   |       | 2   |       | 1   |       | 2   |       | 2  |  |
|  | Camp 11, Staten Island            | *94  |       | *86 |        | *82   |       | 77  |       | 72  |       | *69 |       | *64 |       | 60 |  |
|  | Camp 20, Staten Island            | 87   |       | 74  |        | 75    |       | *65 |       | 56  |       | 55  |       | 44  |       | 37 |  |
|  | Eagle Tree                        | *36  |       | *39 |        | *50   |       | 53  |       | 57  |       | *56 |       | *55 |       | 57 |  |
| Camp 25, Staten Island                   | 116                               |  | 100   |     | 92     |       | *89   |     | 83    |     | 78    |     | 68    |     | 67    |    |  |
| New Hope Bridge                          | 22                                |  | 30    |     | 50     |       | 37    |     | 64    |     | 64    |     | *64   |     | 45    |    |  |
| Camp 20, Staten Island                   | 116                               |  | 114   |     | 110    |       | *104  |     | 102   |     | 96    |     | 91    |     | 89    |    |  |
| Drainage Water in Delta Islands          |                                   |  |       |     |        |       |       |     |       |     |       |     |       |     |       |    |  |
| Jersey Drain                             |                                   |  | 78    |     |        |       |       |     |       | 63  |       | 60  |       | 60  |       | 83 |  |
| Grand Island Drain, Steamboat Slough     |                                   |  |       |     |        |       |       |     |       |     |       |     |       |     |       |    |  |
| Camp 35, Staten Island Drain             | *119                              |  | *62   |     | *63    |       | *99   |     | *19   |     | *25   |     |       | *59 |       | 59 |  |
| McDonald Drain                           | 133                               |  | 191   |     | 190    |       | 204   |     | 255   |     | 247   |     | 206   |     | 182   |    |  |
| Bacon Island Drain                       | 195                               |  | *102  |     | 196    |       | 187   |     | 188   |     | 186   |     | 191   |     | 187   |    |  |
| Mandeville Drain                         |                                   |  |       |     | *95    |       | 79    |     | 48    |     | 34    |     | *58   |     | 45    |    |  |
| Camp 11, Staten Island Drain             | *100                              |  |       |     |        |       |       |     |       |     |       |     |       |     |       |    |  |
| San Francisco, San Pablo and Suisun Bays |                                   |  |       |     |        |       |       |     |       |     |       |     |       |     |       |    |  |
| Point Orient                             | 1,755                             |  |       |     |        | 1,785 | 1,761 |     | 1,735 |     | 1,780 |     | 1,720 |     | 1,770 |    |  |
| Point Davis                              |                                   |  |       |     | 1,490  |       | 1,510 |     | 1,515 |     | 1,455 |     | 1,470 |     | 1,370 |    |  |
| Bulls Head Point                         | 1,345                             |  | 1,300 |     | 1,360  |       | 1,385 |     | 1,040 |     | 1,010 |     | 1,230 |     | 1,080 |    |  |
| Bay Point                                |                                   |  | 1,095 |     | *1,155 |       | 1,070 |     | 930   |     | 850   |     | 970   |     | 840   |    |  |
| O. and A. Ferry                          | 825                               |  | 740   |     | 780    |       | 815   |     | 595   |     | 655   |     | 640   |     | 610   |    |  |



TABLE 33—Continued  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1931  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                                    | Station                         | Salinity in parts of chlorine per 10,000 parts of water |       |     |       |       |     |    |    |       |    |       |     |       |     |     |
|--|---------------------------------|---|-------|-----|-------|-------|-----|----|----|-------|----|-------|-----|-------|-----|-----|
|  |                                 | Day of month  |       |     |       |       |     |    |    |       |    |       |     |       |     |     |
|  |                                 | 2   | 4     | 6   | 8     | 10    | 12  | 14 | 16 | 18    | 20 | 22    | 24  | 26    | 28  |     |
| November<br>(Continued)                  | Mokelumne River Delta           |   |       |     |       |       |     |    |    |       |    |       |     |       |     |     |
|  | Southwest Point Staten Island   | 41  |       | 42  |       | 24    | 28  |    |    | 19    |    | 6     |     | 13    |     | 5   |
|  | Camp 33, Staten Island          | 14  |       | 14  |       | 9     | 10  |    |    | 11    |    | 9     |     | 6     |     | 6   |
|  | Camp 7, Staten Island           | *38   |       | *31 |       | *30   | *32 |    |    | *27   |    | *24   |     | *23   |     | *31 |
|  | Tyler Island Ferry              |   |       |     |       |       |     |    |    |       |    |       |     |       |     |     |
|  | Camp 11, Staten Island          | *59   |       | *52 |       | *49   | *52 |    |    | *45   |    | *38   |     | *41   |     | *46 |
|  | Camp 29, Staten Island          | 28  |       | 21  |       | 19    | 20  |    |    | 17    |    | 17    |     | 12    |     | 21  |
|  | Eagle Tree                      | *60   |       | *57 |       | *57   | *59 |    |    | *56   |    | *53   |     | *53   |     | *51 |
|  | Camp 25, Staten Island          | 52  |       | 55  |       | 44    | 42  |    |    | 37    |    | 40    |     | 33    |     | 40  |
|  | New Hope Bridge                 | 48  |       | 48  |       | 48    | 48  |    |    | 47    |    | 52    |     |       |     | 32  |
|  | Camp 20, Staten Island          | 85  |       | 78  |       | 75    | 72  |    |    | 62    |    | 62    |     | 53    |     | 57  |
|  | Drainage Water in Delta Islands |   |       |     |       |       |     |    |    |       |    |       |     |       |     |     |
|  | Jersey Drain                    | 68  |       |     |       |       |     |    |    |       |    |       |     |       |     |     |
|  | Grand Island Drain, Steamboat   |   |       |     |       |       |     |    |    |       |    |       |     |       |     |     |
| Slough                                   | 21                              |   | 21    |     | 22    | 17    |     |    |    | *31   |    | 21    |     | 16    |     |     |
| Camp 35, Staten Island Drain             | *54                             |   | *61   |     | *53   | *54   |     |    |    |       |    | 50    |     | *62   |     |     |
| McDonald Drain                           |                                 |   |       |     |       |       |     |    |    |       |    |       |     |       |     |     |
| Bacon Island Drain                       | 175                             |   | 168   |     | 160   | 96    |     |    |    | 111   |    | 96    |     | 68    |     |     |
| Mandeville Drain                         | 184                             |   | 180   |     | 180   | 176   |     |    |    | 176   |    | 172   |     |       |     |     |
| Camp 11, Staten Island Drain             | *74                             |   | *62   |     | *64   | *59   |     |    |    | *73   |    | 60    |     | *51   |     |     |
| San Francisco, San Pablo and Suisun Bays |                                 |   |       |     |       |       |     |    |    |       |    |       |     |       |     |     |
| Point Orient                             | *1,750                          |   | 1,660 |     | 1,820 | 1,680 |     |    |    | 1,660 |    | 1,650 |     | 1,680 |     |     |
| Point Davis                              | 1,390                           |   | 1,400 |     | 1,500 | 1,320 |     |    |    | 1,310 |    | 1,415 |     |       |     |     |
| Bulls Head Point                         | 1,020                           |   | 1,220 |     | 1,235 | 975   |     |    |    | 965   |    | 1,235 |     | 1,020 |     |     |
| Bay Point                                | 880                             |   | 960   |     | 460   | 730   |     |    |    | 690   |    | 950   |     |       |     |     |
| O. and A. Ferry                          | 500                             |   | 480   |     | 320   | 775   |     |    |    | 690   |    | 665   |     | 20    |     |     |
| Innisfail Ferry                          | 820                             |   | *700  |     | 320   | 340   |     |    |    |       |    |       |     | 480   |     |     |
| Pittsburg <sup>1</sup>                   | 385                             |   |       |     |       |       |     |    |    |       |    |       | 290 |       |     |     |
| North of San Pablo Bay                   |                                 |   |       |     |       |       |     |    |    |       |    |       |     |       |     |     |
| Grandview                                | 1,740                           |   |       |     | 1,660 |       |     |    |    | 1,640 |    |       |     | 1,300 |     |     |
| Sonoma Creek Bridge                      |                                 |   |       |     |       |       |     |    |    | 1,385 |    |       |     |       |     |     |
| Vallejo                                  | *1,270                          |   |       |     | 1,210 |       |     |    |    |       |    |       |     |       | 482 |     |
| Cuttings Wharf                           | 1,320                           |   |       |     | 1,400 |       |     |    |    | 1,275 |    |       |     | 440   |     |     |





TABLE 33—Concluded  
 SALINITY OBSERVATIONS, SACRAMENTO-SAN JOAQUIN DELTA AND UPPER SAN FRANCISCO BAY, 1931  
 Samples taken in surface zone usually about one and one-half hours after high tide

| Month                        | Station                                | Salinity in parts of chlorine per 100,000 parts of water |   |     |     |     |     |     |    |     |    |    |    |     |     |    |
|------------------------------|--|--|---|-----|-----|-----|-----|-----|----|-----|----|----|----|-----|-----|----|
|                              |  | Day of month   |   |     |     |     |     |     |    |     |    |    |    |     |     |    |
|                              |  | 2  | 4 | 6   | 8   | 10  | 12  | 14  | 16 | 18  | 20 | 22 | 24 | 26  | 28  | 30 |
| December<br>(Continued)      | <b>Mokelumne River Delta</b>           |  |   |     |     |     |     |     |    |     |    |    |    |     |     |    |
|                              | Southwest Point Staten Island          | 21   |   | 28  | *63 |     | *11 |     |    | 16  |    |    |    |     |     |    |
|                              | Camp 33, Staten Island                 | 6  |   | 4   |     |     |     |     |    |     |    |    |    |     |     |    |
|                              | Camp 7, Staten Island                  | *16  |   | *10 |     |     |     |     |    |     |    |    |    |     |     |    |
|                              | Tyler Island Ferry                     |  |   |     |     |     |     | 42  | *8 |     |    |    |    |     |     |    |
|                              | Camp 11, Staten Island                 | *30  |   | *26 |     | 21  |     |     |    |     |    |    |    |     |     |    |
|                              | Camp 29, Staten Island                 | 11   |   | 7   | *6  |     |     | *12 |    |     | 11 | 7  |    |     |     |    |
|                              | Eagle Tree                             | *48  |   | *44 |     |     |     |     |    |     |    |    |    |     |     |    |
|                              | Camp 25, Staten Island                 | 38   |   | 24  |     |     |     |     |    |     |    |    |    |     |     |    |
|                              | New Hope Bridge                        | 30   |   |     |     |     | 44  |     | 30 |     | 32 |    |    |     | 2   |    |
|                              | Camp 20, Staten Island                 | 51   |   |     | 43  | *39 |     | *44 |    |     | 44 | 40 |    |     |     |    |
|                              | <b>Drainage Water in Delta Islands</b> |  |   |     |     |     |     |     |    |     |    |    |    |     |     |    |
|                              | Jersey Drain                           | 77   |   |     |     |     |     |     | 96 |     |    |    |    |     | 88  |    |
|                              | Grand Island Drain, Steamboat Slough   |  |   | 24  |     | 18  |     |     |    | 14  |    |    |    | 12  |     | 15 |
| Camp 35, Staten Island Drain | *43                                    |  |   | 38  |     | 46  |     | 24  |    | 48  |    |    |    |     |     |    |
| McDonald Drain               | *55                                    |  |   |     |     |     |     |     |    |     |    |    |    |     |     |    |
| Bacon Island Drain           |  |  |   | 42  |     | 33  |     | 53  |    | 60  |    |    |    | 50  | 49  |    |
| Mandeville Drain             | 162                                    |  |   | 160 |     | 162 |     | 155 |    | 149 |    |    |    | 128 | 114 |    |
| Camp 11, Staten Island Drain |  |  |   | 56  |     | 50  |     | 29  |    | 63  |    |    |    |     |     |    |

\* Observation on next succeeding day.

† Mean weekly salinities from drip samples, by Great Western Electro Chemical Company.

TABLE 34

MISCELLANEOUS SALINITY OBSERVATIONS, PRIOR TO 1920

| Location                                       | Date                     | Salinity in parts of chlorine per 100,000 parts of water | Tidal phase        | Observer                             |
|--|--------------------------|--|--------------------|--------------------------------------|
| Southern Pacific Railroad Bridge, near Lathrop | Sept. 21-30, 1906        | 6  | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Oct. 1-10, 1906          | 8  | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Oct. 11-20, 1906         | 9  | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Oct. 21-31, 1906         | 9  | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Nov. 1-10, 1906          | 8  | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Nov. 11-20, 1906         | 7  | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Aug. 7-16, 1908          | 10   | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Aug. 17-26, 1908         | 10   | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Aug. 27 to Sept. 5, 1908 | 11   | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Sept. 6-15, 1908         | 12   | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Sept. 16-25, 1908        | 12   | Not given          | U. S. Geological Survey <sup>1</sup> |
| Southern Pacific Railroad Bridge, near Lathrop | Sept. 26 to Oct. 5, 1908 | 9  | Not given          | U. S. Geological Survey <sup>1</sup> |
| Pittsburg                                      | July 25, 1910            | 40   | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | July 27, 1910            | 25   | $\frac{2}{3}$ high | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 1, 1910             | 21   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 1, 1910             | 50   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 2, 1910             | 21   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 2, 1910             | 39   | $\frac{1}{2}$ tide | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 3, 1910             | 19   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 5, 1910             | 31   | $\frac{3}{4}$ high | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 10, 1910            | 22   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 12, 1910            | 36   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 18, 1910            | 37   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 29, 1910            | 35   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Sept. 8, 1910            | 58   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Oct. 22, 1910            | 46   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Dec. 3, 1910             | 12   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Dec. 6, 1910             | 14   | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Dec. 9, 1910             | 5  | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Dec. 11, 1910            | 6  | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Dec. 27, 1910            | 6  | $\frac{1}{2}$ tide | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Jan. 18, 1911            | 3  | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 28, 1911            | 14   | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Sept. 5, 1911            | 7  | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Sept. 8, 1911            | 26   | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Sept. 11, 1911           | 30   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Sept. 13, 1911           | 15   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Sept. 15, 1911           | 22   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Sept. 20, 1911           | 54   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Sept. 21, 1911           | 41   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Oct. 5, 1911             | 19   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Jan. 8, 1912             | 50   | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Feb. 2, 1912             | 4  | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | April 25, 1912           | 2  | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | May 30, 1912             | 3  | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 31, 1912            | 18   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Sept. 12, 1912           | 18   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Sept. 17, 1912           | 38   | $\frac{1}{2}$ high | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Oct. 23, 1912            | 42   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Nov. 11, 1912            | 7  | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | July 16, 1913            | 14   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 6, 1913             | 48   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 13, 1913            | 31   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 19, 1913            | 52   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 26, 1913            | 67   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Aug. 27, 1913            | 55   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Oct. 25, 1913            | 84   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Oct. 27, 1913            | 106  | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Nov. 6, 1913             | 95   | Low                | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Nov. 11, 1913            | 102  | $\frac{3}{4}$ high | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Nov. 17, 1913            | 134  | High               | Black Diamond Water Co. <sup>2</sup> |
| Pittsburg                                      | Nov. 21, 1913            | 32   | Low                | Black Diamond Water Co. <sup>2</sup> |



TABLE 34—Continued

## MISCELLANEOUS SALINITY OBSERVATIONS, PRIOR TO 1920

| Location                                     | Date           | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase | Observer   |
|--|----------------|---|-------------|--|
| Pittsburg                                    | Nov. 23, 1913  | 31  | High        | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Nov. 25, 1913  | 102   | High        | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Aug. 13, 1914  | 10  | ½ high      | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Aug. 31, 1914  | 34  | ½ high      | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Nov. 23, 1914  | 30  | Low         | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Dec. 12, 1914  | 1   | ¾ low       | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Aug. 1, 1915   | 9   | Not given   | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Nov. — 1915    | 49  | High        | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Dec. 20, 1915  | 0   | High        | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Sept. 23, 1916 | 44  | Low         | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Sept. 26, 1916 | 48  | Low         | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Oct. 7, 1916   | 27  | Low         | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Oct. 9, 1916   | 32  | Low         | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Oct. 12, 1916  | 24  | Low         | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Oct. 13, 1916  | 23  | Low         | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Oct. 16, 1916  | 13  | Low         | Black Diamond Water Co. <sup>3</sup>                 |
| Pittsburg                                    | Oct. 7, 1916   | 59  | High        | State Water Commission <sup>5</sup>                  |
| Pittsburg                                    | Oct. 8, 1916   | 70  | High        | State Water Commission <sup>5</sup>                  |
| Pittsburg                                    | Oct. 9, 1916   | 70  | High        | State Water Commission <sup>5</sup>                  |
| Pittsburg                                    | Oct. 10, 1916  | 23  | Low         | State Water Commission <sup>5</sup>                  |
| Pittsburg                                    | Oct. 12, 1916  | 76  | High        | State Water Commission <sup>5</sup>                  |
| Pittsburg                                    | Oct. 13, 1916  | 85  | High        | State Water Commission <sup>5</sup>                  |
| Pittsburg                                    | Oct. 14, 1916  | 76  | High        | State Water Commission <sup>5</sup>                  |
| Pittsburg                                    | Oct. 15, 1916  | 35  | High        | State Water Commission <sup>5</sup>                  |
| Pittsburg                                    | Feb. 25, 1919  | 10  | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | July 9, 1919   | 66  | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | July 14, 1919  | 236   | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Aug. 16, 1919  | 561   | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Aug. 28, 1919  | 493   | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Sept. 16, 1919 | 451   | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Sept. 27, 1919 | 425   | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Oct. 3, 1919   | 221   | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Oct. 14, 1919  | 183   | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Oct. 29, 1919  | 65  | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Oct. 31, 1919  | 65  | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Nov. 9, 1919   | 58  | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Nov. 24, 1919  | 47  | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Dec. 16, 1919  | 13  | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Pittsburg                                    | Dec. 31, 1919  | 14  | Not given   | Great Western Electro Chemi-<br>cal Co. <sup>4</sup> |
| Sherman Island, opposite<br>Toland's Landing | Sept. 26, 1913 | 3   | High high   | Haviland, Dozier & Tibbetts <sup>6</sup>             |
| Antioch                                      | Sept. 26, 1913 | 63  | Low high    | Haviland, Dozier & Tibbetts <sup>6</sup>             |
| Dutch Slough                                 | Sept. 27, 1913 | 4   | Low high    | Haviland, Dozier & Tibbetts <sup>6</sup>             |
| False River                                  | Sept. 26, 1913 | 3   | Low high    | Haviland, Dozier & Tibbetts <sup>6</sup>             |
| Antioch                                      | Sept. 20, 1913 | 112   | Not given   | Haviland, Dozier & Tibbetts <sup>6</sup>             |
| Dutch Slough                                 | Sept. 20, 1913 | 6   | Not given   | Haviland, Dozier & Tibbetts <sup>6</sup>             |
| False River                                  | Sept. 20, 1913 | 2   | Not given   | Haviland, Dozier & Tibbetts <sup>6</sup>             |
| Toland's Landing                             | Sept. 20, 1913 | 1   | Not given   | Haviland, Dozier & Tibbetts <sup>6</sup>             |
| Toland's Landing                             | Nov. 1, 1913   | 1   | Not given   | Haviland, Dozier & Tibbetts <sup>6</sup>             |
| Suisun Wharf, Suisun                         | Jan. 4, 1916   | 71  | Not given   | Pacific Portland Cement Co. <sup>6</sup>             |
| Suisun Wharf, Suisun                         | Jan. 6, 1916   | 70  | Not given   | Pacific Portland Cement Co. <sup>6</sup>             |
| Suisun Wharf, Suisun                         | Jan. 11, 1916  | 37  | Not given   | Pacific Portland Cement Co. <sup>6</sup>             |
| Suisun Wharf, Suisun                         | Jan. 13, 1916  | 36  | Not given   | Pacific Portland Cement Co. <sup>6</sup>             |
| Suisun Wharf, Suisun                         | Jan. 15, 1916  | 22  | Not given   | Pacific Portland Cement Co. <sup>6</sup>             |
| Suisun Wharf, Suisun                         | Jan. 31, 1916  | 39  | Not given   | Pacific Portland Cement Co. <sup>6</sup>             |
| Suisun Wharf, Suisun                         | Feb. 2, 1916   | 34  | Not given   | Pacific Portland Cement Co. <sup>6</sup>             |
| Suisun Wharf, Suisun                         | Feb. 7, 1916   | 32  | Not given   | Pacific Portland Cement Co. <sup>6</sup>             |
| Suisun Wharf, Suisun                         | Feb. 9, 1916   | 34  | Not given   | Pacific Portland Cement Co. <sup>6</sup>             |
| Suisun Wharf, Suisun                         | Feb. 15, 1916  | 39  | Not given   | Pacific Portland Cement Co. <sup>6</sup>             |

TABLE 34—Continued  
MISCELLANEOUS SALINITY OBSERVATIONS, PRIOR TO 1920

| Location                    | Date           | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase | Observer                                 |
|-----------------------------|----------------|---|-------------|--|
| Suisun Wharf, Suisun        | Feb. 21, 1916  | 52  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | Mar. 1, 1916   | 48  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | Mar. 6, 1916   | 48  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | Mar. 8, 1916   | 49  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | Mar. 11, 1916  | 48  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | Mar. 21, 1916  | 64  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | Mar. 23, 1916  | 72  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | Mar. 28, 1916  | 64  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | Mar. 31, 1916  | 62  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | April 3, 1916  | 71  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | April 5, 1916  | 72  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | April 7, 1916  | 69  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | April 22, 1916 | 74  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | April 24, 1916 | 65  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | May 1, 1916    | 64  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | May 3, 1916    | 64  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | May 5, 1916    | 67  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | May 8, 1916    | 68  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | May 12, 1916   | 76  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | June 2, 1916   | 52  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | June 5, 1916   | 61  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | June 7, 1916   | 52  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | June 12, 1916  | 47  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | June 16, 1916  | 99  | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | June 30, 1916  | 111   | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | July 3, 1916   | 111   | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | July 5, 1916   | 112   | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | July 11, 1916  | 127   | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Suisun Wharf, Suisun        | July 31, 1916  | 106   | Not given   | Pacific Portland Cement Co. <sup>6</sup> |
| Montezuma Slough, lower end | Oct. 8, 1916   | 350   | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, lower end | Oct. 9, 1916   | 330   | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, lower end | Oct. 10, 1916  | 390   | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, lower end | Oct. 11, 1916  | 390   | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, lower end | Oct. 12, 1916  | 330   | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, lower end | Oct. 13, 1916  | 310   | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, lower end | Oct. 14, 1916  | 420   | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, lower end | Oct. 15, 1916  | 310   | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, upper end | Oct. 7, 1916   | 16  | Low         | State Water Commission <sup>3</sup>      |
| Montezuma Slough, upper end | Oct. 8, 1916   | 12  | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, upper end | Oct. 9, 1916   | 13  | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, upper end | Oct. 10, 1916  | 11  | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, upper end | Oct. 11, 1916  | 9   | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, upper end | Oct. 12, 1916  | 9   | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, upper end | Oct. 13, 1916  | 22  | High        | State Water Commission <sup>3</sup>      |
| Montezuma Slough, upper end | Oct. 14, 1916  | 12  | Low         | State Water Commission <sup>3</sup>      |
| Montezuma Slough, upper end | Oct. 15, 1916  | 10  | High        | State Water Commission <sup>3</sup>      |
| Bay Point                   | Oct. 9, 1916   | 340   | High        | State Water Commission <sup>3</sup>      |
| Bay Point                   | Oct. 10, 1916  | 350   | High        | State Water Commission <sup>3</sup>      |
| Bay Point                   | Oct. 11, 1916  | 400   | High        | State Water Commission <sup>3</sup>      |
| Bay Point                   | Oct. 12, 1916  | 330   | High        | State Water Commission <sup>3</sup>      |
| Bay Point                   | Oct. 13, 1916  | 270   | Low         | State Water Commission <sup>3</sup>      |
| Bay Point                   | Oct. 14, 1916  | 330   | High        | State Water Commission <sup>3</sup>      |
| Collinsville                | Sept. 13, 1919 | 143   | High        | State Water Commission <sup>3</sup>      |
| Collinsville                | Sept. 14, 1919 | 161   | High        | State Water Commission <sup>3</sup>      |



TABLE 34—Continued

## MISCELLANEOUS SALINITY OBSERVATIONS, PRIOR TO 1920

| Location        | Date           | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase | Observer                            |
|-----------------|----------------|---|-------------|-------------------------------------|
| Collinsville    | Sept. 15, 1919 | 184   | High        | State Water Commission <sup>3</sup> |
| Collinsville    | Sept. 16, 1919 | 246   | High        | State Water Commission <sup>3</sup> |
| Collinsville    | Sept. 17, 1919 | 240   | High        | State Water Commission <sup>3</sup> |
| Collinsville    | Sept. 18, 1919 | 176   | High        | State Water Commission <sup>3</sup> |
| Collinsville    | Sept. 19, 1919 | 122   | High        | State Water Commission <sup>3</sup> |
| Emmaton         | Sept. 14, 1919 | 51  | High        | State Water Commission <sup>3</sup> |
| Emmaton         | Sept. 15, 1919 | 53  | High        | State Water Commission <sup>3</sup> |
| Emmaton         | Sept. 16, 1919 | 55  | High        | State Water Commission <sup>3</sup> |
| Emmaton         | Sept. 17, 1919 | 53  | High        | State Water Commission <sup>3</sup> |
| Emmaton         | Sept. 18, 1919 | 41  | High        | State Water Commission <sup>3</sup> |
| Emmaton         | Sept. 19, 1919 | 47  | High        | State Water Commission <sup>3</sup> |
| Emmaton         | Sept. 24, 1919 | 47  | Not given   | Stephen E. Kieffer <sup>4</sup>     |
| Emmaton         | Sept. 28, 1919 | 33  | Not given   | Stephen E. Kieffer <sup>4</sup>     |
| Emmaton         | Oct. 2, 1919   | 14  | Not given   | Stephen E. Kieffer <sup>4</sup>     |
| Emmaton         | Oct. 7, 1919   | 7   | Not given   | Stephen E. Kieffer <sup>4</sup>     |
| Rio Vista       | Sept. 13, 1919 | 12  | High        | State Water Commission <sup>3</sup> |
| Rio Vista       | Sept. 15, 1919 | 12  | High        | State Water Commission <sup>3</sup> |
| Rio Vista       | Sept. 16, 1919 | 12  | High        | State Water Commission <sup>3</sup> |
| Rio Vista       | Sept. 17, 1919 | 12  | High        | State Water Commission <sup>3</sup> |
| Rio Vista       | Sept. 18, 1919 | 12  | High        | State Water Commission <sup>3</sup> |
| Rio Vista       | Sept. 19, 1919 | 12  | High        | State Water Commission <sup>3</sup> |
| Antioch         | May 31, 1916   | 1   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | July 5, 1916   | 1   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | July 11, 1916  | 1   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | July 31, 1916  | 1   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Aug. 5, 1916   | 2   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Aug. 9, 1916   | 1   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Sept. 19, 1916 | 6   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Oct. 20, 1916  | 4   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Nov. 28, 1916  | 3   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Feb. 2, 1917   | 3   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Sept. 9, 1917  | 9   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Oct. 9, 1917   | 20  | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Jan. 23, 1918  | 7   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Feb. 20, 1918  | 3   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Mar. 19, 1918  | 4   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | May 16, 1918   | 1   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | June 19, 1918  | 2   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Aug. 6, 1918   | 80  | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Aug. 20, 1918  | 158   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Sept. 25, 1918 | 82  | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Oct. 25, 1918  | 7   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Nov. 6, 1918   | 8   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Dec. 9, 1918   | 4   | Not given   | City of Antioch <sup>4</sup>        |
| Antioch         | Oct. 3, 1917   | 20  | Not given   | State Board of Health <sup>4</sup>  |
| Antioch         | July 25, 1918  | 86  | Not given   | State Board of Health <sup>4</sup>  |
| Antioch         | Aug. 13, 1918  | 180   | Not given   | State Board of Health <sup>4</sup>  |
| Antioch         | Sept. 23, 1918 | 95  | Not given   | State Board of Health <sup>4</sup>  |
| Antioch         | July 15, 1919  | 93  | Not given   | State Board of Health <sup>4</sup>  |
| Antioch         | July 28, 1919  | 72  | Not given   | State Board of Health <sup>4</sup>  |
| Antioch         | Aug. 12, 1919  | 72  | Not given   | State Board of Health <sup>5</sup>  |
| Antioch         | Sept. 14, 1919 | 105   | High        | State Water Commission <sup>3</sup> |
| Antioch         | Sept. 15, 1919 | 96  | High        | State Water Commission <sup>3</sup> |
| Antioch         | Sept. 16, 1919 | 96  | High        | State Water Commission <sup>3</sup> |
| Antioch         | Sept. 17, 1919 | 95  | High        | State Water Commission <sup>3</sup> |
| Antioch         | Sept. 18, 1919 | 87  | High        | State Water Commission <sup>3</sup> |
| Antioch         | Sept. 19, 1919 | 95  | High        | State Water Commission <sup>3</sup> |
| Jersey          | Sept. 13, 1919 | 63  | High        | State Water Commission <sup>3</sup> |
| Jersey          | Sept. 14, 1919 | 58  | High        | State Water Commission <sup>3</sup> |
| Jersey          | Sept. 15, 1919 | 52  | High        | State Water Commission <sup>3</sup> |
| Jersey          | Sept. 16, 1919 | 55  | High        | State Water Commission <sup>3</sup> |
| Jersey          | Sept. 17, 1919 | 55  | High        | State Water Commission <sup>3</sup> |
| Jersey          | Sept. 18, 1919 | 47  | High        | State Water Commission <sup>3</sup> |
| Curtis Landing  | Sept. 24, 1919 | 188   | Not given   | Stephen E. Kieffer <sup>4</sup>     |
| Curtis Landing  | Sept. 28, 1919 | 152   | Not given   | Stephen E. Kieffer <sup>4</sup>     |
| Curtis Landing  | Oct. 3, 1919   | 43  | Not given   | Stephen E. Kieffer <sup>4</sup>     |
| Curtis Landing  | Oct. 7, 1919   | 30  | Not given   | Stephen E. Kieffer <sup>4</sup>     |
| Blylock Landing | Sept. 13, 1919 | 36  | Low         | State Water Commission <sup>3</sup> |
| Blylock Landing | Sept. 14, 1919 | 35  | High        | State Water Commission <sup>3</sup> |
| Blylock Landing | Sept. 15, 1919 | 37  | High        | State Water Commission <sup>3</sup> |



TABLE 34—Continued  
 MISCELLANEOUS SALINITY OBSERVATIONS, PRIOR TO 1920

| Location  | Date                | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase | Observer  |
|---|---------------------|---|-------------|---|
| Blylock Landing.....                                  | Sept. 16, 1919..... | 39  | High        | State Water Commission <sup>3</sup>                                 |
| Blylock Landing.....                                  | Sept. 17, 1919..... | 36  | High        | State Water Commission <sup>3</sup>                                 |
| Blylock Landing.....                                  | Sept. 18, 1919..... | 35  | High        | State Water Commission <sup>3</sup>                                 |
| Blylock Landing.....                                  | Sept. 19, 1919..... | 34  | High        | State Water Commission <sup>3</sup>                                 |
| Central Landing.....                                  | Sept. 13, 1919..... | 18  | High        | State Water Commission <sup>3</sup>                                 |
| Central Landing.....                                  | Sept. 14, 1919..... | 24  | High        | State Water Commission <sup>3</sup>                                 |
| Central Landing.....                                  | Sept. 15, 1919..... | 19  | Low         | State Water Commission <sup>3</sup>                                 |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Nov. 5, 1919.....   | 23  | High        | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Nov. 6, 1919.....   | 23  | Low         | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Nov. 24, 1919.....  | 24  | Not given   | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Nov. 25, 1919.....  | 24  | Not given   | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Dec. 1, 1919.....   | 24  | Not given   | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Dec. 4, 1919.....   | 23  | Not given   | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Dec. 6, 1919.....   | 24  | Not given   | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Dec. 11, 1919.....  | 24  | Not given   | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Dec. 15, 1919.....  | 24  | Not given   | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Dec. 19, 1919.....  | 24  | Not given   | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| East Contra Costa Irriga-<br>tion Company Pump.....   | Dec. 26, 1919.....  | 23  | Not given   | East Contra Costa Irrigation<br>Company <sup>7</sup>                |
| Antioch.....  | Oct. 28, 1919.....  | 41  | High        | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| East Point of West Island...                          | Oct. 28, 1919.....  | 15  | High        | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Dutch Slough, west entrance                           | Oct. 28, 1919.....  | 12  | High        | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| False River, west entrance...                         | Oct. 28, 1919.....  | 12  | High        | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Three Mile Slough, San Joa-<br>quin end.....          | Oct. 28, 1919.....  | 4   | Ebbing      | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| San Joaquin River, opposite<br>Three Mile Slough..... | Oct. 28, 1919.....  | 8   | Ebbing      | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Oultens' Landing.....                                 | Oct. 28, 1919.....  | 12  | Ebbing      | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Seven Mile Slough.....                                | Oct. 28, 1919.....  | 12  | Ebbing      | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| San Joaquin River, oppo:ite<br>Seven Mile Slough..... | Oct. 28, 1919.....  | 12  | Ebbing      | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Mouth of Mokelumne River                              | Oct. 28, 1919.....  | 10  | Ebbing      | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| San Joaquin River, oppo:ite<br>Mokelumne River.....   | Oct. 28, 1919.....  | 12  | Ebbing      | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| San Joaquin River, opposite<br>Old River.....         | Oct. 28, 1919.....  | 12  | Ebbing      | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Old River mouth.....                                  | Oct. 28, 1919.....  | 12  | Ebbing      | California Hawaiian Sugar<br>Co. <sup>8</sup> (Capt. S. A. Johnson) |

TABLE 34—Continued

## MISCELLANEOUS SALINITY OBSERVATIONS, PRIOR TO 1920

| Location  | Date               | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase    | Observer   |
|---|--------------------|---|----------------|--|
| Washington Slough, or False River, east entrance..... | Oct. 28, 1919..... | 14  | Ebbing         | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| San I Mound Slough, Casa Rio Landing.....             | Oct. 28, 1919..... | 17  | Ebbing         | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| East entrance of Rock Slough                          | Oct. 28, 1919..... | 18  | Ebbing         | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Orwood.....   | Oct. 28, 1919..... | 12  | Low            | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| East entrance Indian Slough                           | Oct. 28, 1919..... | 14  | Low            | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| West end of Indian Slough..                           | Oct. 28, 1919..... | 14  | Low            | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| One-half mile from west end of Indian Slough.....     | Oct. 28, 1919..... | 15  | Low            | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Werner's Bridge.....                                  | Oct. 28, 1919..... | 15  | First of flood | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Werner's Landing.....                                 | Oct. 28, 1919..... | 17  | Mid-flood      | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Werner's Landing.....                                 | Oct. 28, 1919..... | 18  | High           | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| West end Indian Slough.....                           | Oct. 29, 1919..... | 14  | High           | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| One-half mile from west end of Indian Slough.....     | Oct. 29, 1919..... | 15  | High           | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| West end of Indian Slough..                           | Oct. 29, 1919..... | 14  | High           | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Indian Slough.....                                    | Oct. 29, 1919..... | 14  | High           | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction Rock and Indian sloughs.....                 | Oct. 29, 1919..... | 20  | First of ebb   | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction of Sand Mound and Dutch sloughs.....         | Oct. 29, 1919..... | 21  | Ebbing         | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction Rock and Dutch sloughs.....                  | Oct. 29, 1919..... | 20  | Ebbing         | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction Taylor and Dutch sloughs.....                | Oct. 29, 1919..... | 21  | Ebbing         | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| West entrance Dutch Slough                            | Oct. 29, 1919..... | 15  | Last of ebb    | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Antioch.....  | Nov. 5, 1919.....  | 14  | Last of ebb    | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| East Point of West Island...                          | Nov. 5, 1919.....  | 8   | Last of ebb    | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| West entrance Dutch Slough                            | Nov. 5, 1919.....  | 16  | Low            | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| West entrance of False River                          | Nov. 5, 1919.....  | 11  | First of flood | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| San Joaquin end of Three Mile Slough.....             | Nov. 5, 1919.....  | 8   | First of flood | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| San Joaquin River opposite Three Mile Slough.....     | Nov. 5, 1919.....  | 10  | First of flood | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Oulton's Landing.....                                 | Nov. 5, 1919.....  | 10  | Flood          | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Seven Mile Slough.....                                | Nov. 5, 1919.....  | 8   | Flood          | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| San Joaquin River opposite Seven Mile Slough.....     | Nov. 5, 1919.....  | 10  | Flood          | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Mouth of Mokelumne River                              | Nov. 5, 1919.....  | 3   | Flood          | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| San Joaquin River opposite Mokelumne River.....       | Nov. 5, 1919.....  | 11  | Flood          | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Old River.....  | Nov. 5, 1919.....  | 13  | Flood          | California Hawaiian Sugar Co. <sup>s</sup> (Capt. S. A. Johnson) |

TABLE 34—Continued

## MISCELLANEOUS SALINITY OBSERVATIONS, PRIOR TO 1920

| Location   | Date               | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase  | Observer  |
|--|--------------------|---|--------------|---|
| Mouth of Old River.....  | Nov. 5, 1919.....  | 12  | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| East entrance of False River..                                       | Nov. 5, 1919.....  | 12  | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Sand Mound Slough at Casa<br>Rio Landing.....                        | Nov. 5, 1919.....  | 17  | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| East entrance of Rock Slough..                                       | Nov. 5, 1919.....  | 17  | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Orwood.....  | Nov. 5, 1919.....  | 14  | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| East entrance Indian Slough..  | Nov. 5, 1919.....  | 13  | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Werner's Landing.....  | Nov. 5, 1919.....  | 17  | High         | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Dam at Intake of East<br>Contra Costa Irrigation<br>Co. Canal.....   | Nov. 5, 1919.....  | 14  | High         | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| One-half mile from west end<br>of Indian Slough.....                 | Nov. 5, 1919.....  | 14  | High         | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| East Contra Costa Irriga-<br>tion Co. Pump.....                      | Nov. 6, 1919.....  | 14  | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Dam at Intake of East Con-<br>tra Costa Irrigation Co.<br>Canal..... | Nov. 6, 1919.....  | 14  | Low          | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| West end of Indian Slough..  | Nov. 6, 1919.....  | 15  | Not given    | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| East end of Indian Slough..  | Nov. 6, 1919.....  | 13  | Low          | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Canal between Old and<br>Middle rivers.....                          | Nov. 6, 1919.....  | 14  | Low          | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction of Old River and<br>Italian Slough.....                     | Nov. 6, 1919.....  | 10  | Low          | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Old River at Herdlyn.....  | Nov. 6, 1919.....  | 9   | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Bethany Ferry on Old River..   | Nov. 6, 1919.....  | 9   | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Naglee School on Old River..   | Nov. 6, 1919.....  | 9   | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Whitehall, on Tom Payne<br>Slough.....                               | Nov. 6, 1919.....  | 8   | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| East entrance of Grant Line<br>Canal.....                            | Nov. 6, 1919.....  | 8   | Flood        | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction of Middle River<br>and Woodward Canal.....                  | Nov. 7, 1919.....  | 15  | Low          | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction of Middle River<br>and Victoria Canal.....                  | Nov. 7, 1919.....  | 11  | Low          | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Middle River Bridge.....   | Nov. 7, 1919.....  | 8   | Low          | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Middle River 1½ miles<br>south from Bridge.....                      | Nov. 7, 1919.....  | 8   | Low          | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction of Rock and Indian<br>sloughs.....                          | Nov. 7, 1919.....  | 17  | High         | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction of Rock and Dutch<br>sloughs.....                           | Nov. 7, 1919.....  | 17  | High         | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction of Sand Mound and<br>Dutch sloughs.....                     | Nov. 7, 1919.....  | 16  | First of ebb | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Junction of Taylor and<br>Dutch sloughs.....                         | Nov. 7, 1919.....  | 15  | First of ebb | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |
| Rio Vista.....   | Nov. 11, 1919..... | 2   | High         | California Hawaiian Sugar<br>Co. <sup>s</sup> (Capt. S. A. Johnson) |



TABLE 34—Continued

## MISCELLANEOUS SALINITY OBSERVATIONS, PRIOR TO 1920

| Location  | Date          | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase     | Observer   |
|---|---------------|---|-----------------|--|
| Newtown   | Nov. 11, 1919 | 2   | High            | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Junction of Sacramento River and Cache Slough       | Nov. 11, 1919 | 1   | High            | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Miner Slough  | Nov. 11, 1919 | 2   | First of ebb    | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Prospect Slough                                     | Nov. 11, 1919 | 2   | First of ebb    | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Lindsey Slough                                      | Nov. 11, 1919 | 2   | First of ebb    | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Solano Irrigated Farms Canal                        | Nov. 11, 1919 | 6   | Middle of ebb   | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| End of Solano Irrigated Farms Canal                 | Nov. 11, 1919 | 8   | Low             | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Halfway up Lindsey Slough                           | Nov. 11, 1919 | 5   | First of flood  | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| One-half mile up Lindsey Slough                     | Nov. 11, 1919 | 3   | First of flood  | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Two miles up Hass Slough                            | Nov. 11, 1919 | 4   | First of flood  | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Junction of Hass Slough and Alamo Creek             | Nov. 11, 1919 | 5   | First of flood  | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Main Prairie  | Nov. 11, 1919 | 6   | Middle of flood | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Junction of Steamboat and Cache sloughs             | Nov. 12, 1919 | 2   | First of flood  | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Junction of Three Mile Slough and Seven Mile Slough | Nov. 13, 1919 | 2   | High            | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Sacramento River, end of Three Mile Slough          | Nov. 13, 1919 | 2   | High            | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Emmaton Landing                                     | Nov. 13, 1919 | 3   | First of ebb    | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Perley's Landing                                    | Nov. 13, 1919 | 7   | First of ebb    | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Williams Landing                                    | Nov. 13, 1919 | 28  | Ebb             | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Rio Vista   | Dec. 3, 1919  | 2   | High            | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Junction Point                                      | Dec. 3, 1919  | 2   | High            | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Junction of Cache and Lindsey sloughs               | Dec. 3, 1919  | 2   | Flood           | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| One mile up Lindsey Slough                          | Dec. 3, 1919  | 2   | Flood           | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Two miles up Lindsey Slough                         | Dec. 3, 1919  | 3   | Flood           | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Three miles up Lindsey Slough                       | Dec. 3, 1919  | 5   | Flood           | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Four miles up Lindsey Slough                        | Dec. 3, 1919  | 5   | Flood           | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Entrance of Solano Irrigated Farms Canal            | Dec. 3, 1919  | 6   | Flood           | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Intake of Solano Irrigated Farms Canal              | Dec. 3, 1919  | 6   | High            | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Junction of Hass Slough and Alamo Creek             | Dec. 3, 1919  | 5   | First of ebb    | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |
| Entrance to Steamboat Slough                        | Dec. 4, 1919  | 2   | High            | California Hawaiian Sugar Co. <sup>9</sup> (Capt. S. A. Johnson) |

TABLE 34—Concluded  
MISCELLANEOUS SALINITY OBSERVATIONS, PRIOR TO 1920

| Location   | Date              | Salinity in parts of chlorine per 100,000 parts of water | Tidal phase  | Observer   |
|--|-------------------|--|--------------|--|
| Entrance to Miner Slough---                      | Dec. 4, 1919----- | 2  | Flood        | California Hawaiian Sugar Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Entrance to Prospect Slough.                     | Dec. 4, 1919----- | 2  | Flood        | California Hawaiian Sugar Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Entrance to Egbert Cu'-----                      | Dec. 4, 1919----- | 2  | Flood        | California Hawaiian Sugar Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Entrance to Duck Slough---                       | Dec. 4, 1919----- | 1  | Flood        | California Hawaiian Sugar Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Head of Netherlands Canal.                       | Dec. 4, 1919----- | 1  | High         | California Hawaiian Sugar Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Halfway up Netherlands Canal-----                | Dec. 4, 1919----- | 1  | First of ebb | California Hawaiian Sugar Co. <sup>8</sup> (Capt. S. A. Johnson) |
| Junction of Netherlands Canal and Dutch Slough-- | Dec. 4, 1919----- | 1  | Ebb          | California Hawaiian Sugar Co. <sup>8</sup> (Capt. S. A. Johnson) |

<sup>1</sup> From Water Supply Paper Number 237, pages 46 and 47.

<sup>2</sup> From records on file in office of State Division of Water Resources, furnished by Black Diamond Water Company of Pittsburg in 1916.

<sup>3</sup> From data on file in office of State Division of Water Resources. Values of salinity approximate, having been determined by the electrolytic method.

<sup>4</sup> From records in Volumes II and III of transcript of "Antioch" suit.

<sup>5</sup> From report on Richmond Municipal Water District, by Haviland, Dozier and Tibbetts, 1913.

<sup>6</sup> From data furnished by Thomas H. Means, Consulting Engineer.

<sup>7</sup> From records on file in office of Division of Water Resources of salinity observations at pumping plant of East Contra Costa Irrigation Company (now East Contra Costa Irrigation District) near west end of Indian Slough in San Joaquin River Delta. See Tables 33 and 35 for records in 1920 and subsequent thereto.

<sup>8</sup> From records on file in office of Division of Water Resources, furnished by California and Hawaiian Sugar Refining Corporation.

TABLE 35  
MISCELLANEOUS SALINITY OBSERVATIONS, AFTER 1920

| Location   | Date           | Salinity<br>in parts of<br>ehlorine<br>per 100,000<br>parts of<br>water | Tidal phase | Observer  |
|--|----------------|---|-------------|---|
| Dumbarton Bridge   | July 19, 1923  | 1,730   | High-Low    | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Dumbarton Bridge   | July 20, 1923  | 1,730   | Low-Low     | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Dumbarton Bridge   | July 26, 1923  | 1,710   | High-Low    | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Dumbarton Bridge   | July 27, 1923  | 1,760   | Low-Low     | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Oakland Mole   | July 10, 1923  | 1,590   | High-Low    | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Oakland Mole   | July 11, 1923  | 1,590   | Low-Low     | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Oakland Mole   | July 16, 1923  | 1,620   | High-Low    | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Oakland Mole   | July 17, 1923  | 1,620   | Low-Low     | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Oakland Mole   | July 23, 1923  | 1,730   | High-Low    | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Oakland Mole   | July 24, 1923  | 1,670   | Low-Low     | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| San Francisco (Ferry Bldg.)                                  | July 11, 1923  | 1,740   | High-High   | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| San Francisco (Ferry Bldg.)                                  | July 12, 1923  | 1,640   | Low-Low     | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| San Francisco (Ferry Bldg.)                                  | July 17, 1923  | 1,780   | High-Low    | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| San Francisco (Ferry Bldg.)                                  | July 18, 1923  | 1,790   | Low-High    | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| San Francisco (Ferry Bldg.)                                  | July 24, 1923  | 1,810   | High-High   | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| San Francisco (Ferry Bldg.)                                  | July 25, 1923  | 1,720   | Low-Low     | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Fort Scott (Golden Gate)                                     | July 12, 1923  | 1,850   | High-High   | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Fort Scott (Golden Gate)                                     | July 13, 1923  | 1,780   | Low-Low     | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Fort Scott (Golden Gate)                                     | July 18, 1923  | 1,880   | High-High   | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Fort Scott (Golden Gate)                                     | July 19, 1923  | 1,910   | Low-High    | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Fort Scott (Golden Gate)                                     | July 25, 1923  | 1,930   | High-High   | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Fort Scott (Golden Gate)                                     | July 26, 1923  | 1,850   | Low-Low     | San Francisco Bay Marine<br>Piling Committee <sup>1</sup> |
| Point San Pablo Site   | Feb. 3, 1925   | 425   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | Mar. 12, 1925  | 935   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | April 16, 1925 | 835   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | May 16, 1925   | 950   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | June 15, 1925  | 1,135   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | July 7, 1925   | 1,315   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | Sept. 2, 1925  | 1,615   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | Oct. 16, 1925  | 1,580   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | Nov. 17, 1925  | 1,530   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | Dec. 17, 1925  | 1,510   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | Jan. 15, 1926  | 1,510   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| Point San Pablo Site   | Feb. 12, 1926  | 860   |             | U. S. Bureau of Reclamation <sup>2</sup>                  |
| 15,500 feet south of Mare<br>Island Strait Bascule<br>Bridge | Jan. 14, 1923  | 630   | High        | U. S. Navy Yard <sup>3</sup>                              |
| 15,500 feet south of Mare<br>Island Strait Bascule<br>Bridge | Feb. 16, 1923  | 430   | High        | U. S. Navy Yard <sup>3</sup>                              |
| 15,500 feet south of Mare<br>Island Strait Bascule<br>Bridge | Mar. 16, 1923  | 450   | High        | U. S. Navy Yard <sup>3</sup>                              |
| 15,500 feet south of Mare<br>Island Strait Bascule<br>Bridge | April 18, 1923 | 330   | High        | U. S. Navy Yard <sup>3</sup>                              |
| 15,500 feet south of Mare<br>Island Strait Bascule<br>Bridge | May 16, 1923   | 270   | High        | U. S. Navy Yard <sup>3</sup>                              |
| 15,500 feet south of Mare<br>Island Strait Bascule<br>Bridge | July 16, 1923  | 790   | High        | U. S. Navy Yard <sup>3</sup>                              |



TABLE 35—Continued  
MISCELLANEOUS SALINITY OBSERVATIONS, AFTER 1920

| Location   | Date           | Salinity in parts of chlorine per 100,000 parts of water | Tidal phase | Observer                         |
|--|----------------|--|-------------|----------------------------------|
| 15,500 feet south of Mare Island Strait Bascule Bridge | Sept. 28, 1923 | 1,260  | High        | U. S. Navy Yard <sup>3</sup>     |
| 15,500 feet south of Mare Island Strait Bascule Bridge | Oct. 28, 1923  | 1,180  | High        | U. S. Navy Yard <sup>3</sup>     |
| 15,500 feet south of Mare Island Strait Bascule Bridge | Nov. 18, 1923  | 1,350  | High        | U. S. Navy Yard <sup>3</sup>     |
| 15,500 feet south of Mare Island Strait Bascule Bridge | Dec. 16, 1923  | 1,190  | High        | U. S. Navy Yard <sup>3</sup>     |
| 15,500 feet south of Mare Island Strait Bascule Bridge | Jan. 30, 1924  | 1,060  | High        | U. S. Navy Yard <sup>3</sup>     |
| 15,500 feet south of Mare Island Strait Bascule Bridge | May 18, 1924   | 1,070  | High        | U. S. Navy Yard <sup>3</sup>     |
| 15,500 feet south of Mare Island Strait Bascule Bridge | June 28, 1924  | 1,430  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | Jan. 14, 1923  | 550  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | Feb. 16, 1923  | 380  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | Mar. 16, 1923  | 460  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | April 18, 1923 | 280  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | May 16, 1923   | 250  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | July 16, 1923  | 630  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | Sept. 28, 1923 | 1,190  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | Oct. 28, 1923  | 1,060  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | Nov. 18, 1923  | 1,250  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | Dec. 16, 1923  | 1,110  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | Jan. 30, 1924  | 970  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | May 18, 1924   | 1,040  | High        | U. S. Navy Yard <sup>3</sup>     |
| Mare Island Strait Bascule Bridge                      | June 28, 1924  | 1,250  | High        | U. S. Navy Yard <sup>3</sup>     |
| Army Point Site  | Feb. 5, 1924   | 525  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Feb. 13, 1924  | 325  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Feb. 22, 1924  | 325  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Mar. 1, 1924   | 375  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Mar. 11, 1924  | 425  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Mar. 28, 1924  | 650  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | April 8, 1924  | 660  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | April 15, 1924 | 385  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | April 22, 1924 | 640  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | April 30, 1924 | 565  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Jan. 1, 1925   | 325  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Jan. 11, 1925  | 385  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Jan. 18, 1925  | 375  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Jan. 26, 1925  | 510  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Feb. 1, 1925   | 335  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Feb. 10, 1925  | 15   |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Feb. 21, 1925  | 45   |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Feb. 25, 1925  | 10   |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Mar. 3, 1925   | 225  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Mar. 12, 1925  | 125  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Mar. 18, 1925  | 165  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | Mar. 26, 1925  | 120  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | April 2, 1925  | 238  |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | April 9, 1925  | 82   |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | April 16, 1925 | 55   |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | April 24, 1925 | 30   |             | Mountain Copper Co. <sup>4</sup> |
| Army Point Site  | April 30, 1925 | 115  |             | Mountain Copper Co. <sup>4</sup> |

TABLE 35—Continued

## MISCELLANEOUS SALINITY OBSERVATIONS, AFTER 1920

| Location                                  | Date           | Salinity<br>in parts of<br>ehlorine<br>per 100,000<br>parts of<br>water | Tidal phase | Observer                                  |
|---|----------------|---|-------------|---|
| East Contra Costa Irrigation Company pump | Jan. 4, 1920   | 21  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Jan. 12, 1920  | 22  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Jan. 22, 1920  | 20  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Jan. 29, 1920  | 20  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Jan. 31, 1920  | 19  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Feb. 9, 1920   | 17  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Feb. 12, 1920  | 18  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Feb. 14, 1920  | 16  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Feb. 17, 1920  | 14  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Feb. 19, 1920  | 13  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Feb. 21, 1920  | 14  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Feb. 23, 1920  | 14  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Feb. 25, 1920  | 14  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Feb. 28, 1920  | 15  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 4, 1920   | 15  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 6, 1920   | 15  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 8, 1920   | 15  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 11, 1920  | 14  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 13, 1920  | 13  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 15, 1920  | 13  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 17, 1920  | 13  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 24, 1920  | 9   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 25, 1920  | 9   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 27, 1920  | 7   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Mar. 29, 1920  | 5   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | April 1, 1920  | 4   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | April 5, 1920  | 3   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | April 7, 1920  | 3   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | April 10, 1920 | 2   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | April 15, 1920 | 3   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | April 19, 1920 | 4   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | April 22, 1920 | 4   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | April 24, 1920 | 5   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | April 26, 1920 | 5   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | April 29, 1920 | 4   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | May 3, 1920    | 3   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | May 5, 1920    | 3   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | May 8, 1920    | 4   |             | East Contra Costa Irrig. Co. <sup>5</sup> |



TABLE 35—Continued

MISCELLANEOUS SALINITY OBSERVATIONS, AFTER 1920

| Location                                  | Date           | Salinity in parts of chlorine per 100,000 parts of water | Tidal phase | Observer                                  |
|---|----------------|--|-------------|---|
| East Contra Costa Irrigation Company pump | May 10, 1920   | 4  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | May 13, 1920   | 3  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | May 17, 1920   | 2  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | May 19, 1920   | 2  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | May 21, 1920   | 2  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | May 26, 1920   | 1  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | May 27, 1920   | 2  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | May 29, 1920   | 1  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Jan. 3, 1921   | 10   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Jan. 6, 1921   | 10   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Jan. 11, 1921  | 11   |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Jan. 20, 1921  | 8  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Jan. 27, 1921  | 7  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| East Contra Costa Irrigation Company pump | Feb. 2, 1921   | 7  |             | East Contra Costa Irrig. Co. <sup>5</sup> |
| Nicholls                                  | May 17, 1920   | 7  |             | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | May 25, 1920   | 2  |             | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | May 31, 1920   | 2  | ½ flood     | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | June 9, 1920   | 1  | Low         | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | June 14, 1920  | 6  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | June 21, 1920  | 142  | ¾ ebb       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | June 28, 1920  | 52   | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | July 6, 1920   | 262  | ½ ebb       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | July 13, 1920  | 518  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | July 16, 1920  | 317  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | July 20, 1920  | 406  | ¼ flood     | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | July 26, 1920  | 645  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Aug. 2, 1920   | 665  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Aug. 9, 1920   | 919  | ½ ebb       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Aug. 16, 1920  | 1,020  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Aug. 23, 1920  | 1,030  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Aug. 30, 1920  | 1,168  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Sept. 10, 1920 | 1,203  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Sept. 13, 1920 | 1,203  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Sept. 20, 1920 | 1,211  | ½ ebb       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Sept. 27, 1920 | 1,177  | Flood       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Oct. 5, 1920   | 1,092  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Oct. 11, 1920  | 1,159  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Oct. 18, 1920  | 925  | ¼ ebb       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Oct. 25, 1920  | 620  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Nov. 1, 1920   | 396  | ½ flood     | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Nov. 8, 1920   | 520  | ¾ ebb       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Nov. 15, 1920  | 293  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Nov. 22, 1920  | 11   | ¾ ebb       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Nov. 29, 1920  | 5  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Dec. 6, 1920   | 4  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Dec. 13, 1920  | 3  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Dec. 21, 1920  | 2  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Dec. 28, 1920  | 4  | ½ ebb       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Jan. 3, 1921   | 4  | Low         | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Jan. 10, 1921  | 2  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Jan. 17, 1921  | 22   | Low         | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Jan. 24, 1921  | 2  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Feb. 1, 1921   | 3  | Low         | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Feb. 7, 1921   | 2  | ½ ebb       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Feb. 15, 1921  | 2  | Low         | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Feb. 23, 1921  | 3  | ¾ flood     | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Mar. 2, 1921   | 2  | High        | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Mar. 8, 1921   | 2  | ½ ebb       | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Mar. 14, 1921  | 2  | ½ flood     | General Chemical Company <sup>6</sup>     |
| Nicholls                                  | Mar. 23, 1921  | 2  | ¼ ebb       | General Chemical Company <sup>6</sup>     |



TABLE 35—Continued

## MISCELLANEOUS SALINITY OBSERVATIONS, AFTER 1920

| Location | Date           | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase         | Observer                              |
|----------|----------------|---|---------------------|---------------------------------------|
| Nicholls | Mar. 30, 1921  | 2   | $\frac{1}{3}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | April 5, 1921  | 1   | $\frac{2}{3}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | April 11, 1921 | 2   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | April 18, 1921 | 2   | $\frac{1}{2}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | April 25, 1921 | 1   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | May 2, 1921    | 1   | $\frac{1}{2}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | May 9, 1921    | 2   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | May 16, 1921   | 1   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | May 23, 1921   | 2   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | May 31, 1921   | 1   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | June 6, 1921   | 2   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | June 13, 1921  | 1   | $\frac{3}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | June 20, 1921  | 2   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | June 27, 1921  | 1   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | July 5, 1921   | 60  | $\frac{7}{8}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | July 7, 1921   | 34  | $\frac{1}{3}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | July 9, 1921   | 169   | $\frac{3}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | July 12, 1921  | 149   | $\frac{3}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 3, 1921   | 382   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 8, 1921   | 369   | $\frac{1}{3}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 15, 1921  | 268   | $\frac{3}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 21, 1921  | 616   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 29, 1921  | 701   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 5, 1921  | 616   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 11, 1921 | 817   | $\frac{1}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 20, 1921 | 819   | $\frac{1}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 26, 1921 | 718   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 27, 1921 | 761   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 2, 1921   | 867   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 11, 1921  | 659   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 17, 1921  | 615   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 24, 1921  | 613   | $\frac{1}{2}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 31, 1921  | 634   | $\frac{1}{3}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 8, 1921   | 509   | $\frac{2}{3}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 15, 1921  | 474   | $\frac{1}{2}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 21, 1921  | 504   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 29, 1921  | 404   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 5, 1921   | 308   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 12, 1921  | 593   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 19, 1921  | 425   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 27, 1921  | 150   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 7, 1922   | 42  | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 16, 1922  | 30  | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 23, 1922  | 130   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 30, 1922  | 70  | $\frac{1}{2}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 7, 1922   | 248   | $\frac{1}{3}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 13, 1922  | 5   | $\frac{1}{2}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 20, 1922  | 4   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 27, 1922  | 2   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 6, 1922   | 2   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 13, 1922  | 4   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 20, 1922  | 2   | $\frac{1}{2}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 29, 1922  | 3   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | April 3, 1922  | 2   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | April 10, 1922 | 2   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | April 17, 1922 | 2   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | April 24, 1922 | 2   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | May 1, 1922    | 2   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | May 8, 1922    | 1   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | May 15, 1922   | 1   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | May 22, 1922   | 1   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | May 29, 1922   | 1   | $\frac{1}{2}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | June 5, 1922   | 1   | $\frac{1}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | June 12, 1922  | 1   | $\frac{1}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | June 19, 1922  | 1   | $\frac{1}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | June 26, 1922  | 2   | $\frac{1}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | July 6, 1922   | 0   | $\frac{1}{3}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | July 10, 1922  | 4   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 7, 1922   | 167   | $\frac{7}{8}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 14, 1922  | 266   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 21, 1922  | 451   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 28, 1922  | 407   | $\frac{1}{3}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 4, 1922  | 596   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 11, 1922 | 575   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 18, 1922 | 696   | $\frac{7}{8}$ ebb   | General Chemical Company <sup>6</sup> |

TABLE 35—Continued

MISCELLANEOUS SALINITY OBSERVATIONS, AFTER 1920

| Location | Date           | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase | Observer                              |
|----------|----------------|---|-------------|---------------------------------------|
| Nicholls | Sept. 25, 1922 | 534   | 1/8 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 2, 1922   | 735   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 9, 1922   | 413   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 16, 1922  | 540   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 23, 1922  | 339   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 30, 1922  | 484   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 6, 1922   | 295   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 11, 1922  | 121   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 27, 1922  | 204   | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 4, 1922   | 267   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 18, 1922  | 4   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 26, 1922  | 56  | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 1, 1923   | 4   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 8, 1923   | 4   | 1/2 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 15, 1923  | 21  | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 22, 1923  | 5   | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 29, 1923  | 4   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 5, 1923   | 5   | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 12, 1923  | 29  | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 19, 1923  | 5   | 1/3 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 26, 1923  | 11  | 1/4 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 5, 1923   | 6   | 1/3 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 12, 1923  | 7   | 1/2 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 19, 1923  | 7   | 1/4 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 26, 1923  | 11  | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | April 2, 1923  | 26  | 1/4 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | April 9, 1923  | 2   | 1/2 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | April 16, 1923 | 3   | 1/2 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | April 23, 1923 | 2   | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | April 30, 1923 | 3   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | May 7, 1923    | 2   | 3/4 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | May 14, 1923   | 2   | 1/4 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | May 21, 1923   | 2   | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | May 28, 1923   | 2   | 1/2 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | June 4, 1923   | 4   | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | June 11, 1923  | 5   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | June 19, 1923  | 9   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | June 27, 1923  | 31  | 1/2 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | July 2, 1923   | 26  | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | July 16, 1923  | 41  | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | July 30, 1923  | 350   | 1/8 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 6, 1923   | 407   | 1/4 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 13, 1923  | 334   | 1/2 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 20, 1923  | 574   | 3/4 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 27, 1923  | 540   | 3/4 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 4, 1923  | 610   | 3/4 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 10, 1923 | 667   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 17, 1923 | 574   | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 24, 1923 | 690   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 1, 1923   | 620   | 3/8 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 8, 1923   | 427   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 15, 1923  | 317   | 1/2 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 22, 1923  | 494   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 29, 1923  | 334   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 5, 1923   | 567   | 1/4 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 12, 1923  | 327   | 1/2 flood   | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 19, 1923  | 634   | 1/4 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 26, 1923  | 394   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 3, 1923   | 627   | 1/2 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 10, 1923  | 314   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 17, 1923  | 527   | 1/2 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 24, 1923  | 554   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 31, 1923  | 457   | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 7, 1924   | 434   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 14, 1924  | 407   | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 21, 1924  | 640   | 1/2 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Jan. 28, 1924  | 407   | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 4, 1924   | 227   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 11, 1924  | 11  | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 18, 1924  | 128   | High        | General Chemical Company <sup>6</sup> |
| Nicholls | Feb. 25, 1924  | 25  | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 3, 1924   | 297   | 1/3 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 10, 1924  | 55  | Low         | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 17, 1924  | 377   | 1/2 ebb     | General Chemical Company <sup>6</sup> |
| Nicholls | Mar. 24, 1924  | 175   | Low         | General Chemical Company <sup>6</sup> |



TABLE 35—Concluded

## MISCELLANEOUS SALINITY OBSERVATIONS, AFTER 1920

| Location      | Date                | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase         | Observer                              |
|---------------|---------------------|---|---------------------|---------------------------------------|
| Nicholls..... | Mar. 31, 1924.....  | 377   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | April 7, 1924.....  | 167   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | April 14, 1924..... | 152   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | April 21, 1924..... | 97  | $\frac{1}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls..... | April 28, 1924..... | 290   | $\frac{1}{3}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls..... | May 5, 1924.....    | 88  | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | May 12, 1924.....   | 197   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | May 19, 1924.....   | 286   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls..... | May 26, 1924.....   | 393   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | June 2, 1924.....   | 543   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | June 9, 1924.....   | 619   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | June 30, 1924.....  | 952   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls..... | July 7, 1924.....   | 1,166   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | July 14, 1924.....  | 1,126   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | July 21, 1924.....  | 1,139   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | July 28, 1924.....  | 1,245   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Aug. 4, 1924.....   | 1,199   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | Aug. 11, 1924.....  | 1,365   | $\frac{1}{3}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls..... | Aug. 18, 1924.....  | 1,245   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | Aug. 25, 1924.....  | 1,439   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | Sept. 1, 1924.....  | 1,345   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls..... | Sept. 8, 1924.....  | 1,492   | $\frac{1}{2}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls..... | Sept. 15, 1924..... | 1,425   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | Sept. 22, 1924..... | 1,461   | $\frac{3}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls..... | Sept. 29, 1924..... | 1,346   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Oct. 6, 1924.....   | 1,346   | $\frac{3}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls..... | Oct. 13, 1924.....  | 645   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Oct. 20, 1924.....  | 1,221   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Oct. 27, 1924.....  | 1,121   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Nov. 3, 1924.....   | 786   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | Nov. 10, 1924.....  | 680   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Nov. 17, 1924.....  | 288   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls..... | Nov. 24, 1924.....  | 560   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Dec. 1, 1924.....   | 345   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Dec. 8, 1924.....   | 528   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Dec. 15, 1924.....  | 195   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Dec. 22, 1924.....  | 538   | High                | General Chemical Company <sup>6</sup> |
| Nicholls..... | Dec. 29, 1924.....  | 58  | High                | General Chemical Company <sup>6</sup> |

<sup>1</sup> From data in final report, 1927, of San Francisco Bay Marine Piling Committee on "Marine borers and their relation to marine construction on the Pacific Coast." (Figures 131 to 135 inclusive opposite page 266)

<sup>2</sup> From data on Plate 9-8, Vol. II, Bulletin No. 22, "Report on Salt Water Barrier," Division of Water Resources, 1929. Values of salinity represent the average of samples taken at ten-foot intervals from surface to bottom at slack water following higher high and lower low waters on dates indicated.

<sup>3</sup> From data of salinity observations in Mare Island Strait furnished by U. S. Navy Yard.

<sup>4</sup> From data on Plate 9-8, Vol. II, Bulletin No. 22, "Report on Salt Water Barrier," Division of Water Resources, 1929. Values of salinity represent the average of samples taken at the surface and bottom at high and low tides on the dates indicated.

<sup>5</sup> From records on file in office of Division of Water Resources of salinity observations at pumping plant of East Contra Costa Irrigation Company (now East Contra Costa Irrigation District) near west end of Indian Slough in San Joaquin River Delta. See Table 33 for records subsequent to May, 1923. See Table 34 for records in 1919.

<sup>6</sup> From data furnished by C. W. Schedler, Jr., from observations by General Chemical Company.



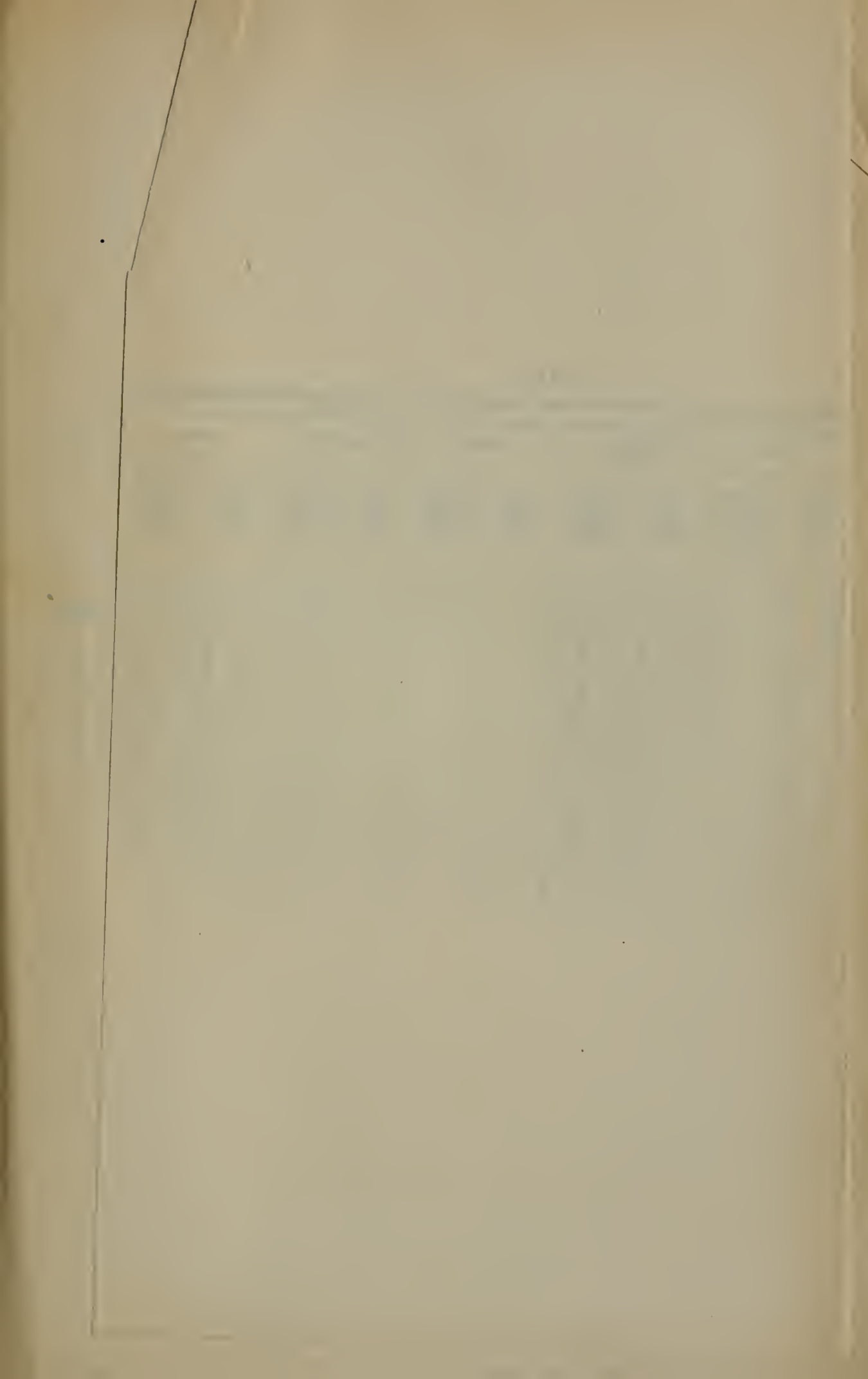


TABLE 35—Concluded  
MISCELLANEOUS SALINITY OBSERVATIONS, AFTER 1920

| Location | Date           | Salinity<br>in parts of<br>chlorine<br>per 100,000<br>parts of<br>water | Tidal phase         | Observer                              |
|----------|----------------|---|---------------------|---------------------------------------|
| Nicholls | Mar. 31, 1924  | 377   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | April 7, 1924  | 167   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | April 14, 1924 | 152   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | April 21, 1924 | 97  | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | April 28, 1924 | 290   | $\frac{1}{8}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | May 5, 1924    | 88  | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | May 12, 1924   | 197   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | May 19, 1924   | 286   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | May 26, 1924   | 393   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | June 2, 1924   | 543   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | June 9, 1924   | 619   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | June 30, 1924  | 952   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | July 7, 1924   | 1,166   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | July 14, 1924  | 1,126   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | July 21, 1924  | 1,139   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | July 28, 1924  | 1,245   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 4, 1924   | 1,199   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 11, 1924  | 1,365   | $\frac{1}{2}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 18, 1924  | 1,245   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Aug. 25, 1924  | 1,439   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 1, 1924  | 1,345   | $\frac{3}{4}$ flood | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 8, 1924  | 1,492   | $\frac{1}{2}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 15, 1924 | 1,425   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 22, 1924 | 1,461   | $\frac{3}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Sept. 29, 1924 | 1,346   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 6, 1924   | 1,346   | $\frac{3}{4}$ ebb   | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 13, 1924  | 645   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 20, 1924  | 1,221   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Oct. 27, 1924  | 1,121   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 3, 1924   | 786   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 10, 1924  | 680   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 17, 1924  | 288   | Low                 | General Chemical Company <sup>6</sup> |
| Nicholls | Nov. 24, 1924  | 560   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 1, 1924   | 345   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 8, 1924   | 528   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 15, 1924  | 195   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 22, 1924  | 538   | High                | General Chemical Company <sup>6</sup> |
| Nicholls | Dec. 29, 1924  | 58  | High                | General Chemical Company <sup>6</sup> |

<sup>1</sup> From data in final report, 1927, of San Francisco Bay Marine Piling Committee on "Marine borers and their relation to marine construction on the Pacific Coast." (Figures 101 to 105 inclusive opposite page 266)

<sup>2</sup> From data on Plate 9-8, Vol. II, Bulletin No. 22, "Report on Salt Water Barrier," Division of Water Resources, 1929. Values of salinity represent the average of samples taken at ten-foot intervals from surface to bottom at slack water following higher high and lower low waters on dates indicated.

<sup>3</sup> From data of salinity observations in Mare Island Strait furnished by U. S. Navy Yard.

<sup>4</sup> From data on Plate 9-8, Vol. II, Bulletin No. 22, "Report on Salt Water Barrier," Division of Water Resources, 1929. Values of salinity represent the average of samples taken at the surface and bottom at high and low tides on the dates indicated.

<sup>5</sup> From records on file in office of Division of Water Resources of salinity observations at pumping plant of East Contra Costa Irrigation Company (now East Contra Costa Irrigation District) near west end of Indian Slough in San Joaquin River Delta. See Table 33 for records subsequent to May, 1920. See Table 34 for records in 1919.

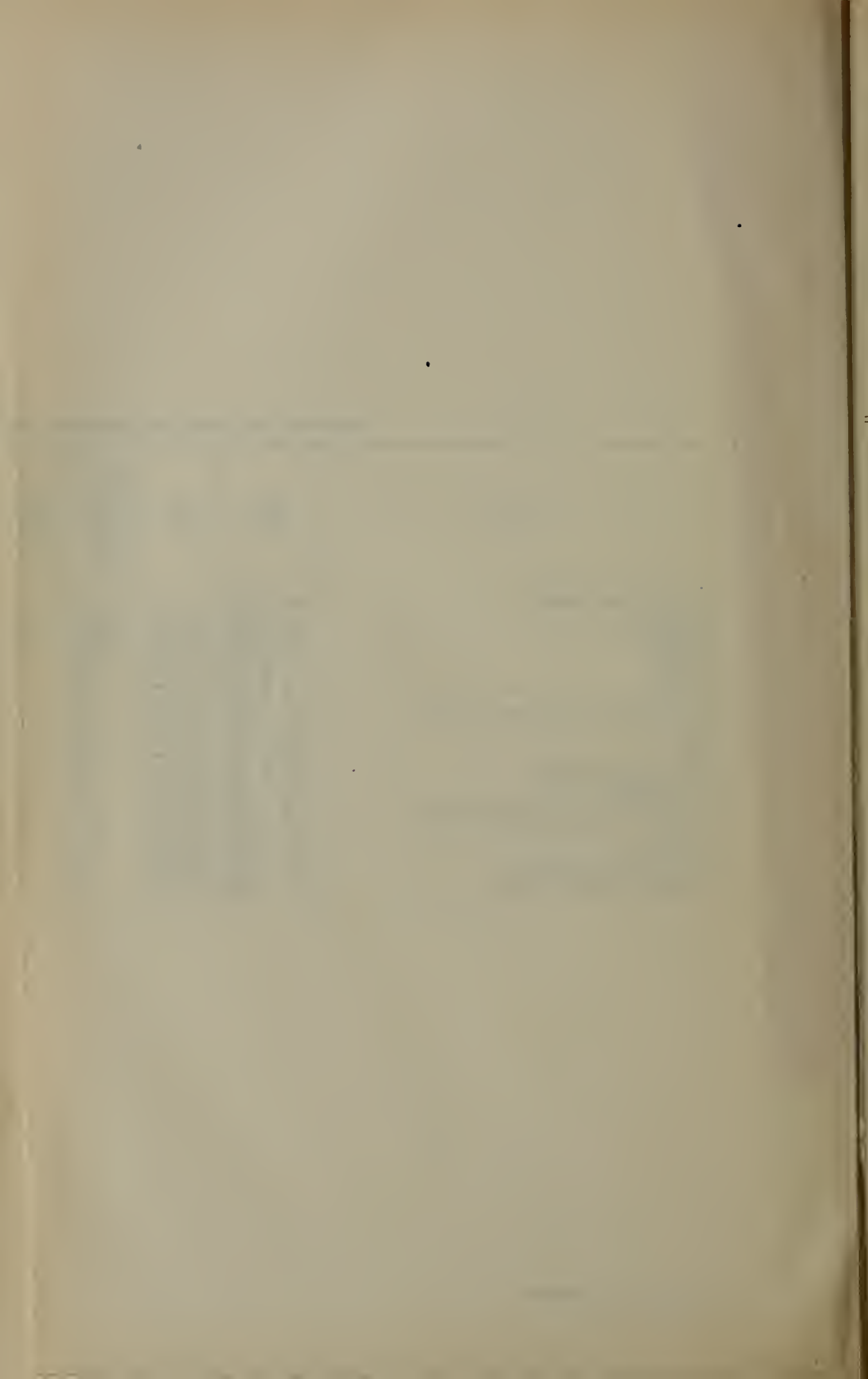
<sup>6</sup> From data furnished by C. W. Schedler, Jr., from observations by General Chemical Company.

TABLE 36

## SUMMARY OF COMPLETE CHEMICAL ANALYSES OF WATER AT POINTS IN SAN FRANCISCO BAY AND SACRAMENTO AND SAN JOAQUIN RIVER CHANNELS

| Station   | Date of sample | Time of sample | Residue on evaporation at 110° C. in parts per million | Total hardness, parts per million | Carbonates        |   | Bicarbonates      |   | Silicates         |   | Iron and alumina  |   | Calcium           |   | Magnesium         |   | Chlorides         |   | Sulphates         |   | Sodium            |   |
|---|----------------|----------------|--|-----------------------------------|-------------------|---|-------------------|---|-------------------|---|-------------------|---|-------------------|---|-------------------|---|-------------------|---|-------------------|---|-------------------|---|
|   |                |                |  |                                   | Parts per million | Per cent of total chemical constituents | Parts per million | Per cent of total chemical constituents | Parts per million | Per cent of total chemical constituents | Parts per million | Per cent of total chemical constituents | Parts per million | Per cent of total chemical constituents | Parts per million | Per cent of total chemical constituents | Parts per million | Per cent of total chemical constituents | Parts per million | Per cent of total chemical constituents | Parts per million | Per cent of total chemical constituents |
| Pacific Ocean near Cliff House                  | Aug. 7, 1929   |                | 33,394   | 6,034                             | Nd                |   | 159               | 0.5                                     | 12                | 0.0                                     | 60                | 0.2                                     | 426               | 1.3                                     | 1,212             | 3.6                                     | 18,200            | 53.7                                    | 2,510             | 7.4                                     | 11,275            | 31.1                                    |
| Point Orient                                    | June 26, 1929  | 3:18 a.m.      | 28,304   | 5,721                             | 14                | 0.1                                     | 105               | 0.4                                     |                   |   |                   |   | 906               | 3.2                                     | 843               | 3.0                                     | 15,300            | 54.8                                    | 1,780             | 6.4                                     | 8,084             | 28.1                                    |
| Point Orient                                    | Sept. 14, 1929 | 10:45 p.m.     | 32,826   | 4,947                             | Nd                |   | 139               | 0.4                                     | 28                | 0.1                                     | 21                | 0.1                                     | 324               | 0.4                                     | 1,131             | 3.4                                     | 17,800            | 53.9                                    | 2,325             | 7.1                                     | 11,430            | 34.4                                    |
| Bay Point                                       | June 26, 1929  | 5:18 a.m.      | 6,177  | 1,024                             | 1                 | 0.0                                     | 61                | 1.0                                     |                   |   |                   |   | 121               | 1.8                                     | 176               | 2.7                                     | 3,800             | 55.3                                    | 268               | 4.1                                     | 2,288             | 15.1                                    |
| Bay point                                       | Sept. 15, 1929 | 12:55 p.m.     | 22,370   | 456                               | Nd                |   | 116               | 0.5                                     | 5                 | 0.0                                     | 21                | 0.1                                     | 84                | 0.4                                     | 60                | 0.3                                     | 12,000            | 53.0                                    | 1,592             | 6.9                                     | 9,108             | 29.8                                    |
| Emmaton   | June 26, 1929  | 6:03 a.m.      | 156  | 91                                | 1                 | 0.6                                     | 88                | 51.2                                    |                   |   |                   |   | 33                | 19.2                                    | 2                 | 1.2                                     | 20                | 11.6                                    | 45                | 8.7                                     | 13                | 7.5                                     |
| Emmaton   | Aug. 30, 1929  | 1:40 p.m.      | 4,437  | 821                               | Nd                |   | 165               | 3.6                                     | 5                 | 0.1                                     | 15                | 0.3                                     | 84                | 1.8                                     | 119               | 3.2                                     | 2,400             | 51.7                                    | 420               | 6.9                                     | 1,502             | 32.4                                    |
| Walnut Grove                                    | June 26, 1929  | 7:48 a.m.      | 159  | 87                                | Trace             | 0.0                                     | 98                | 58.3                                    |                   |   |                   |   | 25                | 14.0                                    | 6                 | 3.6                                     | 16                | 9.5                                     | 15                | 8.9                                     | 8                 | 4.8                                     |
| Sacramento, one-quarter mile below sewer outlet | Aug. 1, 1929   | 8:05 p.m.      | 171  | 150                               | Nd                |   | 132               | 53.0                                    | 18                | 7.2                                     | 5                 | 2.0                                     | 24                | 9.7                                     | 21                | 8.4                                     | 30                | 13.1                                    | 12                | 4.8                                     | 7                 | 2.8                                     |
| Verona  | June 26, 1929  | No tide        | 145  | 75                                | 12                | 8.1                                     | 66                | 44.3                                    |                   |   |                   |   | 27                | 18.1                                    | 2                 | 1.3                                     | 18                | 12.1                                    | 8                 | 5.4                                     | 16                | 10.7                                    |
| Jersey  | June 26, 1929  | 7:18 a.m.      | 206  | 103                               | 10                | 9.5                                     | 51                | 25.5                                    |                   |   |                   |   | 30                | 19.5                                    | 4                 | 2.0                                     | 44                | 22.0                                    | 18                | 9.0                                     | 25                | 12.5                                    |
| Jersey  | Sept. 24, 1929 | 6:10 p.m.      | 4,640  | 911                               | Nd                |   | 116               | 2.5                                     | 18                | 0.4                                     | 24                | 0.5                                     | 91                | 2.0                                     | 167               | 3.6                                     | 2,400             | 51.8                                    | 444               | 7.4                                     | 1,474             | 31.8                                    |
| Blakes Landing, Venice Island                   | June 26, 1929  | 8:18 a.m.      | 216  | 97                                | 12                | 6.5                                     | 49                | 26.3                                    |                   |   |                   |   | 35                | 18.8                                    | 2.5               | 1.6                                     | 46                | 24.7                                    | 18                | 9.7                                     | 21                | 12.4                                    |
| Blakes Landing, Venice Island                   | Sept. 15, 1929 | 5:20 p.m.      | 617  | 286                               | Nd                |   | 116               | 16.5                                    | 24                | 3.4                                     | 21                | 3.0                                     | 36                | 5.1                                     | 48                | 6.8                                     | 260               | 37.0                                    | 65                | 9.1                                     | 133               | 19.9                                    |
| New Hope Bridge                                 | Aug. 1, 1929   | 11:55 a.m.     | 114  | 77                                | Nd                |   | 59                | 42.8                                    | 2                 | 1.5                                     | 6                 | 4.3                                     | 25                | 18.1                                    | 4                 | 2.9                                     | 26                | 18.8                                    | 8                 | 5.8                                     | 8                 | 5.8                                     |
| Stockton at California Transportation Co. wharf | Aug. 1, 1929   | 1:47 p.m.      | 1,086  | 689                               | Nd                |   | 139               | 6.9                                     | 32                | 1.6                                     | 9                 | 0.5                                     | 232               | 11.5                                    | 29                | 1.4                                     | 1,080             | 53.5                                    | 18                | 0.9                                     | 476               | 23.7                                    |
| Stockton at California Transportation Co. wharf | Sept. 3, 1929  | 3:15 p.m.      | 1,871  | 752                               | Nd                |   | 161               | 8.0                                     | 58                | 2.9                                     | 4                 | 0.2                                     | 235               | 11.6                                    | 40                | 2.0                                     | 1,060             | 52.5                                    | 12                | 0.6                                     | 449               | 22.2                                    |
| Vernalis  | Jan. 5, 1930   | 3:00 p.m.      | 263  | 149                               | Nd                |   | 93                | 29.7                                    | 27                | 7.7                                     | 4                 | 1.2                                     | 85                | 24.4                                    | 21                | 6.0                                     | 57                | 16.3                                    | 20                | 5.7                                     | 42                | 12.0                                    |
| Durham Ferry                                    | June 26, 1929  | No tide        | 261  | 118                               | 17                | 7.1                                     | 68                | 28.4                                    |                   |   |                   |   | 26                | 10.9                                    | 12                | 5.0                                     | 60                | 8.4                                     | 20                | 15.1                                    | 36                | 15.1                                    |
| Stanslaus River at Elliot Ranch                 | Jan. 5, 1930   | 2:40 p.m.      | 146  | 90                                | Nd                |   | 122               | 58.1                                    | 20                | 9.5                                     | 5                 | 2.4                                     | 31                | 14.8                                    | 3                 | 1.4                                     | 10                | 4.8                                     | 4                 | 1.9                                     | 15                | 7.1                                     |
| Tuolumne River at Tuolumne City                 | Jan. 5, 1930   | 3:35 p.m.      | 126  | 79                                | Nd                |   | 73                | 44.3                                    | 20                | 12.1                                    | 4                 | 2.4                                     | 21                | 12.7                                    | 4                 | 2.4                                     | 27                | 16.4                                    | 2                 | 1.2                                     | 14                | 8.5                                     |
| Merced River at Hills Ferry Bridge              | Jan. 6, 1930   | 4:15 p.m.      | 176  | 84                                | Nd                |   | 122               | 53.3                                    | 20                | 8.7                                     | 5                 | 2.2                                     | 30                | 13.1                                    | 9                 | 3.9                                     | 19                | 8.1                                     | 2                 | 0.9                                     | 22                | 9.6                                     |





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APPENDIX D

**STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA**

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| TABLE   | PAGE |
|---|------|
| 37 Daily stream flow into Sacramento-San Joaquin Delta, 1919-20 to<br>1928-29 -----   | 394  |
| Basis of compilation of Table 37-----   | 424  |
| 38 Monthly stream flow into Sacramento-San Joaquin Delta, 1911-12 to<br>1928-29 ----- | 428  |
| Basis of compilation of Table 38-----   | 430  |
| 39 Seasonal stream flow into Sacramento-San Joaquin Delta-----                        | 432  |

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DIVISION OF WATER RESOURCES

TABLE 37  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1919-1920  
Flow in second-feet

| Day                      | October, 1919    |                   |                 | November, 1919   |                   |                 | December, 1919   |                   |                 | January, 1920    |                   |                 |
|--------------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                          | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                        | 6,000            | 700               | 6,700           | 7,000            | 700               | 7,700           | 7,000            | 800               | 7,800           | 10,000           | 1,700             | 11,700          |
| 2                        | 6,800            | 700               | 7,500           | 7,000            | 800               | 7,800           | 7,000            | 1,100             | 8,100           | 9,000            | 1,400             | 10,400          |
| 3                        | 7,500            | 800               | 8,300           | 7,000            | 700               | 7,700           | 7,000            | 2,500             | 10,500          | 9,000            | 1,400             | 10,400          |
| 4                        | 7,300            | 700               | 8,000           | 7,000            | 700               | 7,700           | 9,000            | 1,900             | 10,900          | 8,500            | 1,400             | 9,900           |
| 5                        | 7,100            | 700               | 7,800           | 7,000            | 700               | 7,700           | 8,000            | 1,600             | 9,600           | 8,500            | 1,300             | 9,800           |
| 6                        | 6,800            | 600               | 7,400           | 7,000            | 800               | 7,800           | 7,500            | 1,500             | 9,000           | 9,000            | 1,300             | 10,300          |
| 7                        | 6,400            | 700               | 7,100           | 7,500            | 800               | 8,300           | 7,500            | 1,300             | 8,800           | 8,500            | 1,200             | 9,700           |
| 8                        | 6,700            | 700               | 7,400           | 7,500            | 800               | 8,300           | 7,800            | 1,200             | 9,000           | 9,000            | 1,200             | 10,200          |
| 9                        | 6,700            | 700               | 7,400           | 7,000            | 700               | 7,700           | 8,000            | 1,200             | 9,200           | 8,500            | 1,100             | 9,600           |
| 10                       | 6,500            | 700               | 7,200           | 7,500            | 700               | 8,200           | 8,000            | 1,600             | 9,600           | 8,500            | 1,100             | 9,600           |
| 11                       | 6,400            | 600               | 7,000           | 7,200            | 800               | 8,000           | 10,000           | 1,900             | 11,900          | 8,000            | 1,100             | 9,100           |
| 12                       | 6,400            | 600               | 7,000           | 7,200            | 800               | 8,000           | 26,000           | 3,100             | 29,100          | 8,000            | 1,100             | 9,100           |
| 13                       | 6,300            | 600               | 6,900           | 7,200            | 800               | 8,000           | 20,000           | 2,700             | 22,700          | 8,000            | 1,100             | 9,100           |
| 14                       | 6,100            | 600               | 6,700           | 7,300            | 800               | 8,100           | 12,000           | 2,400             | 14,400          | 8,000            | 1,100             | 9,100           |
| 15                       | 6,100            | 600               | 6,700           | 7,200            | 700               | 7,900           | 10,000           | 2,100             | 12,100          | 8,000            | 1,100             | 9,100           |
| 16                       | 6,000            | 600               | 6,600           | 7,000            | 800               | 7,800           | 9,000            | 1,800             | 10,800          | 8,000            | 1,100             | 9,100           |
| 17                       | 6,100            | 600               | 6,700           | 7,000            | 800               | 7,800           | 9,000            | 1,700             | 10,700          | 8,000            | 1,100             | 9,100           |
| 18                       | 6,200            | 600               | 6,800           | 7,000            | 800               | 7,800           | 9,000            | 1,700             | 10,700          | 8,000            | 1,100             | 9,100           |
| 19                       | 6,100            | 600               | 6,700           | 7,000            | 800               | 7,800           | 9,000            | 1,700             | 10,700          | 8,000            | 1,200             | 9,200           |
| 20                       | 6,100            | 600               | 6,700           | 7,000            | 800               | 7,800           | 9,000            | 1,700             | 10,700          | 8,000            | 1,100             | 9,100           |
| 21                       | 6,200            | 600               | 6,800           | 7,000            | 800               | 7,800           | 10,000           | 1,700             | 11,700          | 8,500            | 1,100             | 9,600           |
| 22                       | 6,200            | 600               | 6,800           | 6,500            | 800               | 7,300           | 11,000           | 1,700             | 12,700          | 8,000            | 1,300             | 9,300           |
| 23                       | 6,300            | 600               | 6,900           | 6,500            | 800               | 7,300           | 12,000           | 1,700             | 13,700          | 8,000            | 1,600             | 9,600           |
| 24                       | 6,400            | 600               | 7,000           | 7,000            | 700               | 7,700           | 12,000           | 1,700             | 13,700          | 9,000            | 1,400             | 10,400          |
| 25                       | 6,400            | 600               | 7,000           | 6,800            | 800               | 7,600           | 12,000           | 1,700             | 13,700          | 9,000            | 1,500             | 10,500          |
| 26                       | 6,600            | 700               | 7,300           | 11,000           | 1,600             | 12,600          | 11,000           | 1,600             | 12,600          | 9,000            | 1,300             | 10,300          |
| 27                       | 6,400            | 700               | 7,100           | 10,000           | 1,700             | 11,700          | 10,000           | 1,700             | 11,700          | 8,500            | 1,300             | 9,800           |
| 28                       | 6,200            | 700               | 6,900           | 10,000           | 900               | 6,900           | 10,000           | 1,700             | 11,700          | 8,500            | 1,300             | 9,800           |
| 29                       | 6,200            | 700               | 6,900           | 6,000            | 900               | 6,900           | 9,500            | 1,500             | 11,000          | 8,500            | 1,300             | 9,800           |
| 30                       | 6,200            | 700               | 6,900           | 6,000            | 900               | 6,900           | 9,500            | 1,700             | 11,200          | 8,500            | 1,200             | 9,700           |
| 31                       | 6,200            | 700               | 6,900           | 6,000            | 800               | 6,800           | 10,000           | 1,700             | 11,700          | 8,500            | 1,200             | 9,700           |
| Totals in acre-feet..... | 393,800          | 40,000            | 433,800         | 410,300          | 46,300            | 456,600         | 630,200          | 106,700           | 736,900         | 519,800          | 76,400            | 596,200         |

Total for season 1919-1920, in acre-feet.....  
 Total for season 1919-1920, in acre-feet.....  
 Total for season 1919-1920, in acre-feet.....

Sacramento River.....  
 San Joaquin River.....  
 Combined rivers.....

7,729,500  
 3,014,000  
 10,743,500



TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1919-1920  
Flow in second-feet

| Day                 | February, 1920   |                   |                 | March, 1920      |                   |                 | April, 1920      |                   |                 | May, 1920        |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 8,000            | 1,300             | 9,300           | 15,000           | 6,800             | 21,800          | 21,300           | 5,300             | 26,600          | 30,800           | 10,900            | 41,700          |
| 2                   | 8,000            | 1,200             | 9,200           | 17,000           | 18,200            | 35,200          | 21,000           | 4,800             | 25,800          | 29,600           | 9,200             | 38,800          |
| 3                   | 8,000            | 1,300             | 9,300           | 24,000           | 11,300            | 35,300          | 20,200           | 4,100             | 24,300          | 28,500           | 8,300             | 36,800          |
| 4                   | 8,000            | 1,300             | 9,300           | 22,000           | 6,300             | 28,300          | 18,500           | 3,200             | 21,700          | 27,000           | 9,300             | 36,300          |
| 5                   | 8,000            | 1,200             | 9,200           | 18,000           | 4,700             | 22,700          | 18,200           | 4,200             | 22,400          | 25,200           | 9,200             | 34,400          |
| 6                   | 8,000            | 1,200             | 9,200           | 17,000           | 4,200             | 21,200          | 19,100           | 5,400             | 24,500          | 24,200           | 10,000            | 34,200          |
| 7                   | 8,000            | 1,100             | 9,100           | 16,000           | 2,500             | 18,500          | 20,700           | 5,800             | 26,500          | 24,200           | 12,300            | 36,500          |
| 8                   | 8,000            | 1,000             | 9,000           | 15,000           | 2,200             | 17,200          | 22,100           | 6,600             | 28,700          | 25,000           | 13,100            | 38,100          |
| 9                   | 9,000            | 1,000             | 10,000          | 15,000           | 2,100             | 17,100          | 23,900           | 7,200             | 31,100          | 25,500           | 13,600            | 39,100          |
| 10                  | 12,000           | 1,100             | 13,100          | 16,000           | 6,000             | 22,000          | 29,500           | 7,600             | 37,100          | 26,100           | 10,900            | 37,000          |
| 11                  | 16,000           | 1,100             | 17,100          | 18,000           | 4,000             | 22,000          | 31,000           | 7,100             | 38,100          | 23,900           | 9,600             | 33,500          |
| 12                  | 20,000           | 1,100             | 21,100          | 18,000           | 2,900             | 20,900          | 32,900           | 6,300             | 39,200          | 20,100           | 10,300            | 30,400          |
| 13                  | 14,000           | 1,100             | 15,100          | 17,000           | 2,700             | 19,700          | 31,700           | 6,400             | 38,100          | 20,800           | 10,700            | 31,000          |
| 14                  | 11,000           | 1,100             | 12,100          | 17,000           | 2,600             | 19,600          | 30,000           | 6,100             | 36,100          | 20,800           | 11,800            | 32,600          |
| 15                  | 9,000            | 1,100             | 10,100          | 18,000           | 2,600             | 20,600          | 31,400           | 12,400            | 43,800          | 21,800           | 13,900            | 35,400          |
| 16                  | 9,000            | 1,000             | 10,000          | 18,000           | 6,900             | 24,900          | 32,100           | 23,700            | 75,800          | 22,800           | 15,300            | 38,100          |
| 17                  | 17,000           | 1,100             | 18,100          | 18,000           | 9,000             | 27,000          | 57,300           | 17,400            | 74,700          | 24,100           | 19,900            | 44,000          |
| 18                  | 9,000            | 1,000             | 10,000          | 18,000           | 6,500             | 24,500          | 57,300           | 11,200            | 68,500          | 25,800           | 22,200            | 47,700          |
| 19                  | 9,000            | 900               | 9,900           | 18,000           | 4,300             | 22,300          | 54,200           | 8,600             | 62,800          | 25,800           | 25,600            | 51,400          |
| 20                  | 9,000            | 1,100             | 10,100          | 18,000           | 4,400             | 22,400          | 49,000           | 8,000             | 57,000          | 25,700           | 28,000            | 53,700          |
| 21                  | 9,000            | 1,200             | 10,200          | 19,000           | 16,200            | 35,200          | 43,900           | 7,500             | 51,400          | 26,000           | 28,900            | 54,900          |
| 22                  | 9,000            | 1,200             | 10,200          | 22,000           | 24,500            | 46,500          | 38,900           | 6,100             | 45,000          | 25,800           | 27,200            | 53,000          |
| 23                  | 9,000            | 1,200             | 10,200          | 26,000           | 19,800            | 45,800          | 35,100           | 5,500             | 40,600          | 24,600           | 22,300            | 46,900          |
| 24                  | 9,000            | 1,300             | 10,300          | 31,000           | 12,400            | 43,400          | 31,900           | 5,400             | 37,300          | 19,200           | 18,000            | 37,200          |
| 25                  | 9,000            | 1,400             | 10,400          | 33,000           | 9,800             | 42,800          | 30,000           | 4,300             | 34,300          | 16,300           | 16,300            | 32,600          |
| 26                  | 10,000           | 1,400             | 11,400          | 32,000           | 10,400            | 42,400          | 27,600           | 4,600             | 32,200          | 16,500           | 17,000            | 33,500          |
| 27                  | 12,000           | 1,500             | 13,500          | 28,000           | 9,000             | 37,000          | 26,400           | 5,400             | 31,800          | 14,700           | 18,700            | 33,400          |
| 28                  | 12,000           | 1,400             | 13,400          | 24,000           | 7,500             | 31,500          | 27,300           | 7,700             | 35,000          | 14,800           | 20,400            | 35,200          |
| 29                  | 16,000           | 1,700             | 17,700          | 20,000           | 6,800             | 26,800          | 28,400           | 10,300            | 38,700          | 14,900           | 22,200            | 37,100          |
| 30                  |                  |                   |                 | 19,000           | 6,100             | 25,100          | 30,500           | 13,200            | 43,700          | 14,800           | 22,000            | 36,800          |
| 31                  |                  |                   |                 | 18,000           | 5,800             | 23,800          |                  |                   |                 | 13,800           | 20,200            | 34,000          |
| Totals in acre-feet | 582,100          | 68,500            | 650,600         | 1,237,500        | 472,200           | 1,709,700       | 1,903,900        | 458,200           | 2,361,800       | 1,382,000        | 1,004,500         | 2,386,500       |

Total for season 1919-1920, in acre-feet.....  
 Total for season 1919-1920, in acre-feet.....  
 Total for season 1919-1920, in acre-feet.....

Sacramento River..... 7,729,500  
 San Joaquin River..... 3,014,000  
 Combined rivers..... 10,743,500

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1919-1920

Flow in second-feet

| Day                 | June, 1920       |                   |                 | July, 1920       |                   |                 | August, 1920     |                   |                 | September, 1920  |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 13,100           | 19,000            | 32,100          | 3,400            | 2,900             | 6,300           | 300              | 400               | 700             | 1,600            | 400               | 2,000           |
| 2                   | 11,900           | 18,000            | 29,900          | 3,100            | 2,500             | 5,600           | 600              | 400               | 1,000           | 1,400            | 400               | 1,800           |
| 3                   | 11,300           | 17,500            | 28,800          | 2,800            | 2,100             | 4,900           | 700              | 500               | 1,200           | 1,400            | 400               | 1,800           |
| 4                   | 11,200           | 17,400            | 28,600          | 2,600            | 1,800             | 4,400           | 1,000            | 500               | 1,500           | 1,400            | 400               | 1,800           |
| 5                   | 11,200           | 17,300            | 28,500          | 2,400            | 1,600             | 4,000           | 700              | 500               | 1,200           | 1,400            | 400               | 1,800           |
| 6                   | 11,000           | 17,000            | 28,000          | 2,000            | 1,400             | 3,400           | 700              | 500               | 1,200           | 1,400            | 400               | 1,800           |
| 7                   | 9,600            | 16,800            | 26,400          | 1,900            | 1,200             | 3,100           | 700              | 500               | 1,200           | 1,300            | 400               | 1,700           |
| 8                   | 9,200            | 16,800            | 26,000          | 1,800            | 1,100             | 2,900           | 500              | 400               | 900             | 1,300            | 400               | 1,700           |
| 9                   | 8,700            | 16,300            | 25,000          | 1,500            | 1,100             | 2,600           | 500              | 400               | 900             | 1,400            | 400               | 1,800           |
| 10                  | 8,200            | 14,400            | 22,600          | 1,300            | 1,000             | 2,300           | 500              | 400               | 900             | 1,400            | 400               | 1,800           |
| 11                  | 7,000            | 13,600            | 20,600          | 1,200            | 900               | 2,100           | 700              | 500               | 1,200           | 1,500            | 400               | 1,900           |
| 12                  | 6,500            | 12,200            | 18,700          | 1,000            | 800               | 1,800           | 1,100            | 500               | 1,600           | 1,800            | 400               | 2,200           |
| 13                  | 7,200            | 19,200            | 26,400          | 1,300            | 800               | 2,100           | 500              | 500               | 1,000           | 1,800            | 400               | 2,200           |
| 14                  | 5,600            | 11,300            | 16,900          | 800              | 800               | 1,600           | 700              | 400               | 1,100           | 2,000            | 400               | 2,400           |
| 15                  | 3,400            | 10,600            | 14,000          | 700              | 700               | 1,400           | 500              | 400               | 900             | 2,200            | 400               | 2,600           |
| 16                  | 6,800            | 12,100            | 18,900          | 600              | 700               | 1,300           | 500              | 400               | 900             | 2,200            | 400               | 2,600           |
| 17                  | 6,900            | 9,400             | 16,300          | 600              | 700               | 1,300           | 400              | 400               | 800             | 2,400            | 400               | 2,800           |
| 18                  | 6,400            | 8,600             | 15,000          | 700              | 700               | 1,400           | 500              | 400               | 900             | 2,800            | 300               | 3,100           |
| 19                  | 6,100            | 8,400             | 14,500          | 800              | 600               | 1,400           | 600              | 400               | 1,000           | 2,800            | 400               | 3,200           |
| 20                  | 5,600            | 8,300             | 13,900          | 600              | 600               | 1,200           | 600              | 400               | 1,000           | 2,900            | 400               | 3,300           |
| 21                  | 5,000            | 7,700             | 12,700          | 600              | 600               | 1,200           | 800              | 400               | 1,200           | 3,000            | 400               | 3,400           |
| 22                  | 4,600            | 6,600             | 11,200          | 600              | 600               | 1,200           | 600              | 300               | 900             | 3,200            | 400               | 3,600           |
| 23                  | 4,300            | 5,800             | 10,100          | 500              | 500               | 1,000           | 600              | 300               | 900             | 3,300            | 400               | 3,700           |
| 24                  | 4,500            | 4,800             | 9,300           | 500              | 500               | 1,000           | 700              | 400               | 1,100           | 3,300            | 300               | 3,600           |
| 25                  | 4,000            | 7,800             | 11,800          | 400              | 500               | 900             | 900              | 400               | 1,300           | 3,500            | 400               | 3,900           |
| 26                  | 3,400            | 3,400             | 6,800           | 400              | 400               | 800             | 900              | 300               | 1,200           | 3,500            | 400               | 3,900           |
| 27                  | 3,000            | 3,100             | 6,100           | 600              | 400               | 1,000           | 800              | 300               | 1,100           | 3,800            | 400               | 4,200           |
| 28                  | 2,800            | 2,900             | 5,700           | 500              | 500               | 1,000           | 1,300            | 400               | 1,700           | 4,100            | 300               | 4,400           |
| 29                  | 2,700            | 2,700             | 5,400           | 500              | 500               | 1,000           | 1,200            | 300               | 1,500           | 4,400            | 400               | 4,800           |
| 30                  | 3,500            | 2,700             | 6,200           | 400              | 500               | 900             | 1,200            | 400               | 1,600           | 4,700            | 400               | 5,100           |
| 31                  |                  |                   |                 | 300              | 500               | 800             | 1,400            | 200               | 1,600           |                  |                   |                 |
| Totals in acre-feet | 409,300          | 634,600           | 1,043,900       | 71,100           | 58,600            | 129,700         | 44,900           | 24,800            | 69,700          | 144,900          | 23,200            | 168,100         |

Total for season 1919-1920, in acre-feet -----  
 Total for season 1919-1920, in acre-feet -----  
 Total for season 1919-1920, in acre-feet -----  
 Sacramento River ----- 7,729,500  
 San Joaquin Rivers ----- 3,014,000  
 Combined rivers ----- 10,743,500

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1920-1921  
Flow in second-feet

| Day                      | October, 1920    |                   |                 | November, 1920   |                   |                 | December, 1920   |                   |                 | January, 1921    |                   |                 |
|--------------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                          | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                        | 4,900            | 500               | 5,400           | 7,000            | 1,800             | 8,800           | 57,500           | 3,400             | 60,900          | 58,700           | 7,500             | 66,200          |
| 2                        | 5,000            | 600               | 5,600           | 7,000            | 1,700             | 8,700           | 58,600           | 4,000             | 62,600          | 57,600           | 6,800             | 64,400          |
| 3                        | 5,200            | 500               | 5,700           | 8,000            | 1,700             | 9,700           | 57,800           | 4,000             | 61,800          | 56,000           | 6,600             | 62,600          |
| 4                        | 5,000            | 500               | 5,500           | 8,000            | 1,600             | 9,600           | 56,400           | 3,700             | 60,100          | 53,900           | 6,400             | 60,300          |
| 5                        | 5,300            | 600               | 5,900           | 8,000            | 1,500             | 9,500           | 54,800           | 3,600             | 58,400          | 52,900           | 6,200             | 59,100          |
| 6                        | 6,200            | 800               | 7,000           | 8,000            | 1,400             | 9,400           | 52,100           | 3,400             | 55,500          | 54,800           | 7,200             | 62,000          |
| 7                        | 7,500            | 1,000             | 8,500           | 8,000            | 1,500             | 9,500           | 49,200           | 3,900             | 53,100          | 54,200           | 6,200             | 60,400          |
| 8                        | 6,500            | 1,000             | 7,500           | 8,000            | 1,600             | 9,600           | 47,700           | 4,200             | 52,200          | 59,400           | 5,900             | 65,300          |
| 9                        | 6,900            | 1,200             | 8,100           | 8,000            | 1,600             | 9,600           | 47,400           | 4,200             | 51,600          | 59,600           | 5,700             | 65,300          |
| 10                       | 7,000            | 1,200             | 8,200           | 8,000            | 1,800             | 9,800           | 52,800           | 6,000             | 58,800          | 59,600           | 5,500             | 65,100          |
| 11                       | 7,000            | 1,200             | 8,200           | 8,000            | 2,000             | 10,000          | 60,700           | 7,300             | 68,100          | 57,100           | 5,200             | 62,300          |
| 12                       | 6,500            | 1,100             | 7,600           | 8,000            | 2,000             | 10,000          | 67,900           | 7,300             | 75,200          | 53,100           | 5,200             | 58,300          |
| 13                       | 7,100            | 1,300             | 8,400           | 9,000            | 3,300             | 12,300          | 66,400           | 6,100             | 71,500          | 49,800           | 5,200             | 55,000          |
| 14                       | 7,800            | 1,400             | 9,200           | 12,000           | 3,300             | 15,300          | 63,600           | 4,900             | 68,500          | 46,100           | 5,100             | 51,200          |
| 15                       | 8,100            | 1,400             | 9,500           | 15,000           | 3,000             | 18,000          | 61,900           | 4,400             | 66,300          | 42,700           | 5,000             | 47,700          |
| 16                       | 7,900            | 1,500             | 9,400           | 17,000           | 3,000             | 20,000          | 59,500           | 4,100             | 63,600          | 38,800           | 4,900             | 43,700          |
| 17                       | 8,100            | 1,400             | 9,500           | 20,000           | 3,200             | 23,200          | 55,400           | 4,000             | 59,400          | 60,600           | 6,300             | 66,900          |
| 18                       | 8,200            | 1,300             | 9,500           | 25,000           | 3,100             | 28,100          | 50,700           | 3,900             | 54,600          | 69,500           | 7,300             | 76,800          |
| 19                       | 8,200            | 1,800             | 10,000          | 35,000           | 3,200             | 38,200          | 54,300           | 5,200             | 59,500          | 96,100           | 37,500            | 133,600         |
| 20                       | 7,900            | 1,700             | 9,600           | 70,000           | 6,900             | 76,900          | 62,600           | 5,800             | 68,400          | 117,600          | 34,600            | 152,200         |
| 21                       | 7,500            | 1,600             | 9,100           | 68,000           | 4,700             | 72,700          | 67,400           | 4,900             | 72,300          | 122,500          | 25,600            | 148,100         |
| 22                       | 7,500            | 1,500             | 9,000           | 69,000           | 4,100             | 71,100          | 70,700           | 5,200             | 75,900          | 117,800          | 20,300            | 138,100         |
| 23                       | 7,300            | 1,700             | 9,000           | 67,000           | 4,800             | 71,800          | 72,500           | 8,500             | 81,000          | 109,700          | 18,900            | 128,600         |
| 24                       | 7,300            | 1,500             | 8,800           | 66,000           | 3,500             | 69,500          | 74,000           | 7,800             | 78,000          | 99,900           | 18,000            | 117,900         |
| 25                       | 7,200            | 1,800             | 9,000           | 63,000           | 3,200             | 66,200          | 77,900           | 8,700             | 86,600          | 91,100           | 11,500            | 102,600         |
| 26                       | 7,300            | 1,900             | 9,200           | 60,000           | 3,100             | 63,100          | 79,800           | 7,700             | 87,500          | 86,000           | 10,600            | 96,600          |
| 27                       | 7,500            | 2,000             | 9,500           | 54,000           | 3,300             | 57,300          | 76,400           | 7,000             | 83,400          | 84,600           | 12,600            | 97,200          |
| 28                       | 7,500            | 2,000             | 9,500           | 61,000           | 4,000             | 65,000          | 72,900           | 7,000             | 79,900          | 87,000           | 15,900            | 102,900         |
| 29                       | 7,500            | 2,000             | 9,500           | 62,000           | 4,000             | 66,000          | 65,500           | 6,700             | 72,200          | 92,000           | 14,400            | 106,400         |
| 30                       | 7,300            | 1,900             | 9,200           | 62,000           | 3,600             | 65,600          | 59,500           | 6,600             | 66,100          | 99,900           | 42,800            | 142,700         |
| 31                       | 7,300            | 1,800             | 9,100           | 62,000           | 3,400             | 65,400          | 60,900           | 8,300             | 69,200          | 128,000          | 18,500            | 146,500         |
| Totals in acre-feet..... | 428,300          | 81,400            | 509,700         | 1,839,400        | 168,900           | 2,008,300       | 3,789,300        | 341,000           | 4,130,300       | 4,586,900        | 909,600           | 5,496,500       |

Total for season 1920-1921, in acre-feet..... Sacramento River..... 25,719,700  
 Total for season 1920-1921, in acre-feet..... San Joaquin River..... 5,770,600  
 Total for season 1920-1921, in acre-feet..... Combined rivers..... 31,490,300



TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1920-1921  
Flow in second-feet

| Day                      | February, 1921   |                   |                 | March, 1921      |                   |                 | April, 1921      |                   |                 | May, 1921        |                   |                 |
|--------------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                          | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                        | 132,800          | 15,000            | 147,800         | 58,400           | 11,200            | 69,600          | 54,800           | 11,500            | 66,300          | 43,800           | 19,300            | 63,100          |
| 2                        | 128,400          | 13,900            | 142,300         | 57,700           | 12,000            | 69,700          | 54,800           | 13,100            | 67,900          | 43,800           | 14,500            | 58,300          |
| 3                        | 125,700          | 13,500            | 139,200         | 57,300           | 13,000            | 70,300          | 55,400           | 12,800            | 68,200          | 43,500           | 13,800            | 57,300          |
| 4                        | 117,600          | 12,900            | 130,500         | 57,600           | 17,000            | 74,600          | 56,300           | 10,700            | 67,000          | 42,000           | 14,300            | 56,300          |
| 5                        | 101,200          | 15,000            | 116,200         | 58,600           | 16,300            | 74,900          | 54,700           | 8,900             | 63,600          | 40,500           | 13,100            | 53,600          |
| 6                        | 95,900           | 12,100            | 108,000         | 59,700           | 15,500            | 75,200          | 52,200           | 7,700             | 59,900          | 37,600           | 12,400            | 50,000          |
| 7                        | 89,500           | 11,500            | 101,000         | 60,700           | 14,200            | 74,900          | 49,900           | 7,100             | 57,000          | 35,800           | 11,600            | 47,400          |
| 8                        | 64,400           | 11,100            | 75,500          | 61,400           | 13,300            | 74,700          | 47,400           | 6,900             | 54,300          | 34,900           | 11,700            | 46,600          |
| 9                        | 61,400           | 10,600            | 72,000          | 61,300           | 13,100            | 74,400          | 45,200           | 7,900             | 53,100          | 35,200           | 13,000            | 48,200          |
| 10                       | 58,400           | 10,300            | 68,700          | 60,900           | 12,700            | 73,600          | 44,400           | 8,100             | 52,500          | 35,500           | 14,100            | 49,600          |
| 11                       | 57,300           | 10,500            | 67,800          | 59,500           | 12,600            | 72,100          | 43,300           | 7,900             | 51,200          | 37,000           | 16,800            | 53,800          |
| 12                       | 54,900           | 10,500            | 65,400          | 58,100           | 12,100            | 70,200          | 43,000           | 7,200             | 50,200          | 38,200           | 20,600            | 58,800          |
| 13                       | 54,400           | 10,700            | 65,100          | 58,900           | 17,000            | 75,900          | 43,300           | 7,500             | 50,800          | 39,900           | 23,200            | 63,100          |
| 14                       | 54,700           | 13,100            | 67,800          | 64,700           | 17,300            | 82,000          | 44,400           | 7,000             | 51,400          | 42,600           | 24,800            | 67,400          |
| 15                       | 57,400           | 11,900            | 69,300          | 65,400           | 15,500            | 80,900          | 44,100           | 5,700             | 49,800          | 41,300           | 26,500            | 70,800          |
| 16                       | 58,700           | 11,700            | 70,400          | 65,300           | 13,900            | 79,200          | 42,400           | 5,000             | 47,400          | 44,800           | 26,800            | 71,600          |
| 17                       | 60,800           | 11,400            | 72,200          | 64,800           | 13,700            | 78,500          | 40,300           | 4,600             | 44,900          | 45,400           | 17,200            | 62,600          |
| 18                       | 62,100           | 11,300            | 73,400          | 64,000           | 14,400            | 78,400          | 38,600           | 4,600             | 43,200          | 43,500           | 13,900            | 57,400          |
| 19                       | 62,500           | 10,900            | 73,400          | 65,600           | 14,100            | 79,700          | 37,300           | 4,800             | 42,100          | 40,800           | 12,500            | 53,300          |
| 20                       | 61,400           | 10,100            | 71,500          | 64,600           | 13,100            | 77,700          | 36,500           | 5,200             | 41,700          | 37,600           | 12,600            | 50,200          |
| 21                       | 61,400           | 11,100            | 72,500          | 63,100           | 11,400            | 74,500          | 36,200           | 7,700             | 43,900          | 35,200           | 13,000            | 48,200          |
| 22                       | 64,700           | 11,400            | 76,100          | 63,300           | 11,900            | 75,200          | 37,000           | 10,500            | 47,500          | 34,900           | 13,200            | 48,100          |
| 23                       | 64,100           | 10,900            | 75,000          | 65,300           | 11,700            | 77,000          | 39,700           | 12,600            | 52,300          | 35,200           | 13,700            | 48,900          |
| 24                       | 62,500           | 10,100            | 72,600          | 64,800           | 10,600            | 75,400          | 39,700           | 11,400            | 51,100          | 35,700           | 14,700            | 50,400          |
| 25                       | 61,500           | 9,400             | 70,900          | 64,200           | 10,700            | 74,900          | 41,100           | 9,800             | 50,900          | 36,700           | 17,300            | 54,000          |
| 26                       | 61,300           | 9,800             | 71,100          | 64,100           | 10,100            | 74,200          | 40,000           | 9,000             | 49,000          | 37,900           | 22,100            | 60,000          |
| 27                       | 60,800           | 9,900             | 70,700          | 62,500           | 9,400             | 71,900          | 38,800           | 11,200            | 50,000          | 40,000           | 26,400            | 66,400          |
| 28                       | 59,600           | 10,500            | 70,100          | 58,500           | 9,200             | 67,700          | 38,800           | 14,300            | 53,000          | 47,800           | 23,500            | 71,300          |
| 29                       |                  |                   |                 | 57,300           | 9,400             | 66,700          | 40,200           | 16,700            | 56,900          | 43,800           | 19,200            | 63,000          |
| 30                       |                  |                   |                 | 55,700           | 10,100            | 65,800          | 42,300           | 18,500            | 60,800          | 40,800           | 16,500            | 57,300          |
| 31                       |                  |                   |                 |                  |                   |                 |                  |                   |                 | 36,400           | 15,200            | 51,600          |
| Totals in acre-feet..... | 4,069,700        | 635,800           | 4,705,500       | 3,769,500        | 784,700           | 4,554,200       | 2,621,900        | 546,100           | 3,168,000       | 2,437,600        | 1,044,400         | 3,482,000       |

Total for season 1920-1921, in acre-feet..... Sacramento River.....  
 Total for season 1920-1921, in acre-feet..... San Joaquin River.....  
 Total for season 1920-1921, in acre-feet..... Combined rivers.....

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1920-1921  
Flow in second-feet

| Day                 | June, 1921       |                   |                 | July, 1921       |                   |                 | August, 1921     |                   |                 | September, 1921  |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 28,300           | 12,200            | 40,500          | 10,600           | 6,400             | 17,000          | 4,400            | 700               | 5,100           | 3,670            | 600               | 4,200           |
| 2                   | 27,300           | 12,600            | 39,900          | 10,200           | 6,100             | 16,300          | 4,500            | 700               | 5,200           | 3,600            | 600               | 4,200           |
| 3                   | 28,400           | 14,900            | 43,300          | 10,030           | 6,030             | 16,060          | 4,400            | 700               | 5,100           | 3,500            | 500               | 4,000           |
| 4                   | 29,300           | 16,900            | 45,300          | 9,100            | 5,700             | 14,800          | 4,300            | 700               | 5,000           | 3,400            | 500               | 3,900           |
| 5                   | 31,100           | 19,900            | 51,000          | 8,500            | 4,500             | 13,300          | 4,200            | 700               | 5,000           | 3,500            | 500               | 4,000           |
| 6                   | 32,700           | 24,500            | 57,200          | 8,400            | 3,500             | 11,900          | 4,200            | 800               | 5,000           | 3,700            | 500               | 4,200           |
| 7                   | 32,500           | 28,300            | 60,800          | 8,400            | 3,300             | 11,700          | 3,900            | 800               | 4,700           | 3,600            | 500               | 4,100           |
| 8                   | 31,800           | 28,700            | 60,500          | 7,900            | 3,100             | 11,000          | 4,100            | 700               | 4,800           | 3,700            | 500               | 4,200           |
| 9                   | 31,300           | 27,200            | 58,500          | 7,900            | 2,700             | 10,500          | 4,200            | 700               | 4,900           | 3,700            | 500               | 4,200           |
| 10                  | 30,600           | 27,900            | 58,500          | 7,300            | 2,500             | 9,800           | 4,000            | 700               | 4,700           | 3,500            | 500               | 4,000           |
| 11                  | 29,800           | 29,200            | 59,000          | 6,500            | 2,100             | 8,900           | 3,800            | 700               | 4,500           | 3,400            | 500               | 3,900           |
| 12                  | 29,000           | 29,200            | 58,200          | 6,500            | 1,800             | 8,300           | 3,600            | 700               | 4,300           | 3,400            | 500               | 3,900           |
| 13                  | 26,800           | 28,300            | 55,200          | 6,500            | 1,900             | 8,400           | 3,600            | 600               | 4,200           | 3,600            | 500               | 4,100           |
| 14                  | 25,800           | 23,600            | 50,800          | 6,300            | 1,800             | 8,100           | 3,600            | 600               | 4,200           | 3,800            | 500               | 4,300           |
| 15                  | 21,800           | 23,600            | 45,400          | 6,300            | 1,600             | 7,900           | 3,500            | 600               | 4,100           | 3,900            | 500               | 4,400           |
| 16                  | 19,200           | 16,200            | 35,400          | 5,900            | 1,400             | 7,300           | 3,600            | 600               | 4,200           | 3,900            | 500               | 4,400           |
| 17                  | 19,100           | 11,900            | 31,900          | 5,800            | 1,400             | 7,200           | 3,400            | 600               | 4,000           | 3,900            | 500               | 4,400           |
| 18                  | 16,300           | 10,200            | 26,700          | 5,800            | 1,100             | 6,900           | 3,400            | 600               | 4,000           | 3,900            | 500               | 4,400           |
| 19                  | 15,000           | 10,100            | 25,100          | 5,500            | 1,200             | 6,700           | 3,400            | 600               | 4,000           | 4,200            | 500               | 4,700           |
| 20                  | 13,100           | 11,000            | 26,100          | 5,400            | 1,300             | 6,700           | 3,400            | 600               | 4,000           | 4,600            | 500               | 5,100           |
| 21                  | 13,200           | 14,400            | 29,600          | 5,400            | 1,200             | 6,600           | 3,400            | 600               | 4,000           | 4,800            | 500               | 5,300           |
| 22                  | 16,300           | 18,200            | 34,700          | 5,300            | 1,200             | 6,500           | 3,200            | 500               | 3,700           | 4,800            | 500               | 5,300           |
| 23                  | 16,300           | 17,900            | 34,200          | 5,200            | 1,200             | 6,400           | 3,000            | 600               | 3,600           | 4,800            | 500               | 5,300           |
| 24                  | 15,100           | 15,400            | 30,500          | 5,100            | 900               | 6,000           | 3,000            | 600               | 3,600           | 4,800            | 500               | 5,300           |
| 25                  | 14,400           | 13,700            | 28,100          | 4,900            | 800               | 5,700           | 3,100            | 500               | 3,600           | 5,000            | 500               | 5,500           |
| 26                  | 13,400           | 10,300            | 23,700          | 4,700            | 800               | 5,500           | 3,200            | 500               | 3,700           | 4,900            | 400               | 5,300           |
| 27                  | 13,400           | 9,900             | 23,300          | 4,900            | 800               | 5,700           | 3,300            | 500               | 3,800           | 4,900            | 500               | 5,400           |
| 28                  | 12,000           | 8,900             | 20,900          | 4,700            | 800               | 5,500           | 3,400            | 500               | 3,900           | 5,000            | 500               | 5,500           |
| 29                  | 11,500           | 8,400             | 19,900          | 4,600            | 700               | 5,300           | 3,300            | 500               | 3,800           | 5,000            | 500               | 5,500           |
| 30                  | 11,300           | 7,200             | 18,500          | 4,500            | 800               | 5,300           | 3,300            | 500               | 3,800           | 5,300            | 500               | 5,800           |
| 31                  | 4,400            | 800               | 5,200           | 4,400            | 800               | 5,200           | 3,400            | 500               | 3,900           | 5,300            | 500               | 5,800           |
| Totals in acre-feet | 1,306,400        | 1,053,400         | 2,359,800       | 401,900          | 137,400           | 539,300         | 223,900          | 38,000            | 261,900         | 244,900          | 29,900            | 274,800         |

Total for season 1920-1921, in acre-feet..... Sacramento River..... 25,719,700  
 Total for season 1920-1921, in acre-feet..... San Joaquin River..... 5,770,600  
 Total for season 1920-1921, in acre-feet..... Combined rivers..... 31,490,300

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1921-1922  
Flow in second-feet

| Day                 | October, 1921    |                   |                 | November, 1921   |                   |                 | December, 1921   |                   |                 | January, 1922    |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 5,500            | 600               | 6,100           | 7,000            | 1,000             | 8,000           | 10,000           | 1,000             | 11,000          | 35,000           | 11,400            | 46,400          |
| 2                   | 5,400            | 600               | 6,000           | 7,000            | 800               | 7,800           | 11,000           | 1,000             | 12,000          | 40,000           | 22,100            | 62,100          |
| 3                   | 5,300            | 500               | 5,800           | 7,000            | 800               | 7,800           | 14,000           | 1,100             | 15,100          | 41,000           | 15,100            | 56,100          |
| 4                   | 5,400            | 700               | 6,100           | 7,000            | 800               | 7,800           | 12,000           | 1,100             | 13,100          | 38,000           | 12,000            | 50,000          |
| 5                   | 5,900            | 700               | 6,600           | 6,800            | 800               | 7,600           | 11,000           | 1,000             | 12,000          | 32,000           | 10,800            | 42,800          |
| 6                   | 5,900            | 700               | 6,600           | 6,600            | 800               | 7,400           | 9,700            | 1,000             | 10,700          | 27,000           | 10,700            | 37,700          |
| 7                   | 5,900            | 700               | 6,600           | 6,600            | 800               | 7,400           | 9,700            | 1,000             | 10,700          | 25,000           | 10,800            | 35,800          |
| 8                   | 6,000            | 700               | 6,700           | 6,900            | 900               | 7,800           | 8,700            | 800               | 9,500           | 24,000           | 9,600             | 33,600          |
| 9                   | 5,900            | 700               | 6,600           | 6,900            | 900               | 7,800           | 8,700            | 800               | 9,500           | 23,000           | 8,900             | 31,900          |
| 10                  | 5,600            | 700               | 6,300           | 6,900            | 1,000             | 7,900           | 9,000            | 800               | 9,800           | 23,000           | 8,100             | 31,100          |
| 11                  | 5,500            | 700               | 6,200           | 6,700            | 1,000             | 7,700           | 8,500            | 800               | 9,300           | 20,000           | 7,000             | 27,000          |
| 12                  | 5,800            | 700               | 6,500           | 6,800            | 900               | 7,700           | 8,600            | 800               | 9,400           | 16,000           | 6,300             | 22,300          |
| 13                  | 6,000            | 700               | 6,700           | 6,700            | 900               | 7,600           | 8,600            | 900               | 9,500           | 14,000           | 5,900             | 19,900          |
| 14                  | 6,100            | 700               | 6,800           | 6,800            | 900               | 7,700           | 8,600            | 900               | 9,500           | 12,000           | 5,400             | 17,400          |
| 15                  | 6,300            | 700               | 7,000           | 6,900            | 900               | 7,800           | 8,300            | 900               | 9,200           | 11,000           | 5,200             | 16,200          |
| 16                  | 6,200            | 700               | 6,900           | 7,100            | 900               | 8,000           | 8,100            | 900               | 9,000           | 11,000           | 4,400             | 15,400          |
| 17                  | 6,300            | 700               | 7,000           | 7,100            | 900               | 8,000           | 7,900            | 900               | 8,800           | 11,000           | 4,300             | 15,300          |
| 18                  | 7,000            | 700               | 7,700           | 7,100            | 900               | 8,000           | 8,300            | 1,000             | 9,300           | 11,000           | 4,400             | 15,400          |
| 19                  | 7,300            | 800               | 8,100           | 7,000            | 900               | 7,900           | 8,500            | 1,200             | 9,700           | 11,000           | 4,200             | 15,200          |
| 20                  | 7,200            | 800               | 8,000           | 6,500            | 900               | 7,400           | 11,000           | 1,600             | 12,600          | 10,000           | 3,700             | 13,700          |
| 21                  | 7,100            | 800               | 7,900           | 6,300            | 900               | 7,200           | 13,000           | 3,200             | 16,200          | 10,000           | 3,700             | 13,700          |
| 22                  | 6,600            | 800               | 7,400           | 6,300            | 900               | 7,200           | 18,000           | 5,100             | 23,100          | 9,500            | 3,900             | 13,400          |
| 23                  | 6,200            | 800               | 7,000           | 8,000            | 1,000             | 9,000           | 20,000           | 4,000             | 24,000          | 9,800            | 3,600             | 13,400          |
| 24                  | 6,000            | 900               | 6,900           | 9,000            | 1,100             | 10,100          | 23,000           | 8,900             | 31,900          | 9,700            | 3,700             | 13,400          |
| 25                  | 6,000            | 700               | 6,700           | 11,000           | 1,000             | 12,000          | 24,000           | 10,600            | 34,600          | 10,000           | 3,600             | 13,600          |
| 26                  | 6,200            | 800               | 7,000           | 12,000           | 900               | 12,900          | 33,000           | 12,600            | 45,600          | 10,000           | 3,500             | 13,500          |
| 27                  | 6,300            | 800               | 7,100           | 11,000           | 1,000             | 12,000          | 39,000           | 15,600            | 54,600          | 10,000           | 3,500             | 13,500          |
| 28                  | 6,700            | 800               | 7,500           | 11,000           | 1,000             | 12,000          | 45,000           | 13,400            | 58,400          | 10,000           | 3,500             | 13,500          |
| 29                  | 6,700            | 900               | 7,600           | 11,000           | 1,000             | 12,000          | 44,000           | 10,400            | 54,400          | 9,900            | 3,500             | 13,400          |
| 30                  | 6,400            | 800               | 7,200           | 11,000           | 1,000             | 12,000          | 39,000           | 9,400             | 48,400          | 9,900            | 4,600             | 14,500          |
| 31                  | 6,400            | 900               | 7,300           | 11,000           | 1,000             | 12,000          | 36,000           | 9,700             | 45,700          | 11,000           | 5,800             | 16,800          |
| Totals in acre-feet | 378,400          | 45,100            | 423,500         | 465,700          | 54,400            | 520,100         | 1,039,700        | 242,500           | 1,282,200       | 1,078,700        | 422,100           | 1,500,800       |

Total for season 1921-1922, in acre-feet.....  
 Total for season 1921-1922, in acre-feet.....  
 Total for season 1921-1922, in acre-feet.....

Sacramento River..... 18,279,400  
 San Joaquin River..... 8,350,000  
 Combined rivers..... 26,629,400



TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1921-1922  
Flow in second-feet

| Day                 | February, 1922   |                   |                 | March, 1922      |                   |                 | April, 1922      |                   |                 | May, 1922        |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 10,000           | 6,800             | 16,800          | 76,800           | 16,100            | 92,900          | 54,000           | 22,300            | 76,300          | 63,000           | 22,500            | 85,500          |
| 2                   | 11,000           | 6,600             | 17,600          | 73,400           | 13,900            | 87,300          | 57,100           | 14,700            | 71,800          | 62,700           | 17,800            | 80,500          |
| 3                   | 11,000           | 6,100             | 17,100          | 68,200           | 12,400            | 80,600          | 57,600           | 17,100            | 74,700          | 62,400           | 24,800            | 87,200          |
| 4                   | 10,000           | 5,400             | 15,400          | 61,400           | 11,600            | 73,000          | 58,600           | 17,700            | 76,300          | 62,300           | 26,900            | 89,200          |
| 5                   | 10,000           | 5,200             | 15,200          | 56,000           | 11,300            | 67,300          | 59,600           | 16,800            | 76,400          | 64,000           | 30,500            | 94,500          |
| 6                   | 10,000           | 4,900             | 14,900          | 51,100           | 9,700             | 60,800          | 59,100           | 15,500            | 74,200          | 66,800           | 34,800            | 101,600         |
| 7                   | 10,000           | 4,800             | 14,800          | 46,500           | 8,700             | 55,200          | 57,800           | 13,800            | 71,600          | 70,300           | 37,200            | 107,500         |
| 8                   | 12,000           | 7,400             | 19,400          | 41,100           | 7,900             | 49,000          | 55,900           | 13,400            | 69,300          | 71,600           | 34,900            | 106,500         |
| 9                   | 33,000           | 39,700            | 72,700          | 37,000           | 7,300             | 44,300          | 54,800           | 12,700            | 67,500          | 70,000           | 20,300            | 90,300          |
| 10                  | 58,000           | 44,500            | 102,500         | 33,300           | 7,000             | 40,300          | 52,600           | 11,500            | 64,100          | 70,000           | 17,300            | 87,300          |
| 11                  | 66,000           | 43,700            | 109,700         | 31,600           | 8,900             | 40,500          | 50,400           | 10,700            | 61,100          | 66,200           | 17,000            | 83,200          |
| 12                  | 59,000           | 26,700            | 85,700          | 31,500           | 8,700             | 40,200          | 47,800           | 10,200            | 58,000          | 66,200           | 20,700            | 86,900          |
| 13                  | 49,000           | 21,500            | 70,500          | 30,600           | 8,900             | 39,500          | 46,000           | 10,200            | 56,200          | 58,400           | 20,700            | 79,100          |
| 14                  | 41,000           | 18,500            | 59,500          | 29,800           | 9,200             | 39,000          | 44,100           | 9,500             | 53,600          | 56,700           | 27,300            | 84,000          |
| 15                  | 34,000           | 17,000            | 51,000          | 30,000           | 9,200             | 39,200          | 42,600           | 8,800             | 51,400          | 55,600           | 34,670            | 90,200          |
| 16                  | 31,000           | 15,400            | 46,400          | 34,400           | 22,600            | 57,000          | 40,100           | 7,800             | 47,900          | 58,700           | 33,900            | 92,600          |
| 17                  | 30,000           | 14,600            | 44,600          | 42,200           | 21,500            | 63,700          | 37,400           | 7,200             | 44,600          | 62,300           | 40,300            | 102,600         |
| 18                  | 36,000           | 22,300            | 58,300          | 42,100           | 18,700            | 61,100          | 34,800           | 5,800             | 40,600          | 66,000           | 43,500            | 109,500         |
| 19                  | 56,000           | 25,900            | 81,900          | 40,200           | 16,200            | 56,700          | 32,600           | 6,630             | 39,200          | 70,000           | 41,700            | 111,700         |
| 20                  | 77,000           | 54,000            | 131,000         | 37,200           | 16,200            | 53,400          | 31,400           | 7,500             | 38,900          | 72,400           | 40,700            | 113,100         |
| 21                  | 75,000           | 33,500            | 108,500         | 35,100           | 15,300            | 50,400          | 32,200           | 9,600             | 41,800          | 77,700           | 33,390            | 111,000         |
| 22                  | 63,000           | 26,400            | 89,400          | 34,000           | 14,500            | 48,500          | 35,000           | 11,300            | 46,300          | 73,100           | 30,200            | 103,300         |
| 23                  | 67,000           | 22,000            | 89,000          | 33,700           | 14,400            | 48,100          | 35,800           | 13,600            | 49,400          | 72,490           | 33,400            | 105,800         |
| 24                  | 64,000           | 21,000            | 85,000          | 34,200           | 14,900            | 49,100          | 43,800           | 16,300            | 60,100          | 72,490           | 39,200            | 111,690         |
| 25                  | 62,000           | 20,800            | 82,800          | 35,690           | 14,400            | 50,000          | 48,500           | 18,000            | 66,500          | 72,800           | 41,690            | 114,490         |
| 26                  | 62,000           | 21,300            | 83,300          | 37,300           | 15,000            | 52,300          | 53,000           | 19,500            | 72,500          | 72,100           | 31,990            | 104,090         |
| 27                  | 71,000           | 21,900            | 92,900          | 39,100           | 15,000            | 54,100          | 57,000           | 20,700            | 77,700          | 67,100           | 30,800            | 97,900          |
| 28                  | 70,000           | 18,700            | 88,700          | 40,000           | 17,200            | 57,200          | 59,500           | 21,700            | 81,200          | 63,800           | 34,900            | 98,700          |
| 29                  | ---              | ---               | ---             | 42,400           | 17,000            | 59,400          | 61,800           | 22,800            | 84,600          | 62,690           | 38,700            | 101,390         |
| 30                  | ---              | ---               | ---             | 45,600           | 17,200            | 62,800          | 63,000           | 22,800            | 85,200          | 60,700           | 41,500            | 102,200         |
| 31                  | ---              | ---               | ---             | 49,600           | 22,600            | 72,200          | ---              | ---               | ---             | 62,400           | 45,700            | 108,100         |
| Totals in acre-feet | 2,362,100        | 1,141,900         | 3,504,000       | 2,616,200        | 839,100           | 3,455,300       | 2,904,500        | 821,900           | 3,726,400       | 4,067,900        | 1,990,500         | 6,058,800       |

Total for season 1921-1922, in acre-feet.....  
 Total for season 1921-1920, in acre-feet.....  
 Total for season 1921-1922, in acre-feet.....

Sacramento River.....  
 San Joaquin River.....  
 Combined rivers.....

18,279,400  
 8,350,000  
 26,629,400

TABLE 37 - Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1921-1922  
Flow in second-foot

| Day                 | June, 1922       |                   |                 | July, 1922       |                   |                 | August, 1922     |                   |                 | September, 1922  |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 64,900           | 45,200            | 110,100         | 15,100           | 22,600            | 37,700          | 4,400            | 2,100             | 6,500           | 3,500            | 900               | 4,400           |
| 2                   | 63,800           | 46,000            | 109,800         | 13,800           | 21,200            | 35,000          | 4,500            | 2,000             | 6,500           | 3,400            | 900               | 4,300           |
| 3                   | 63,500           | 45,200            | 112,700         | 12,600           | 20,100            | 32,700          | 4,300            | 1,900             | 6,200           | 3,400            | 900               | 4,300           |
| 4                   | 65,800           | 48,300            | 114,100         | 11,700           | 19,200            | 30,900          | 4,300            | 1,800             | 6,100           | 3,500            | 900               | 4,400           |
| 5                   | 63,900           | 48,500            | 112,400         | 11,400           | 19,200            | 30,600          | 4,200            | 1,800             | 6,000           | 3,400            | 900               | 4,300           |
| 6                   | 62,800           | 45,900            | 108,700         | 11,100           | 18,400            | 29,500          | 4,000            | 1,800             | 5,800           | 3,300            | 900               | 4,200           |
| 7                   | 60,200           | 42,600            | 102,800         | 10,500           | 16,900            | 27,400          | 4,100            | 1,700             | 5,800           | 3,500            | 900               | 4,400           |
| 8                   | 56,600           | 41,500            | 98,100          | 9,800            | 15,500            | 25,300          | 3,800            | 1,600             | 5,400           | 3,700            | 900               | 4,600           |
| 9                   | 52,800           | 38,900            | 91,700          | 9,100            | 15,500            | 24,600          | 4,000            | 1,650             | 5,650           | 3,800            | 900               | 4,700           |
| 10                  | 50,000           | 34,900            | 84,900          | 8,500            | 13,600            | 22,100          | 3,900            | 1,500             | 5,400           | 4,000            | 900               | 4,900           |
| 11                  | 48,300           | 32,200            | 80,500          | 7,800            | 11,200            | 19,000          | 3,500            | 1,500             | 5,000           | 4,500            | 800               | 5,300           |
| 12                  | 42,200           | 33,600            | 75,800          | 7,700            | 8,300             | 16,000          | 3,600            | 1,400             | 5,000           | 4,700            | 800               | 5,500           |
| 13                  | 40,100           | 34,600            | 74,700          | 7,400            | 6,700             | 14,100          | 3,500            | 1,400             | 4,900           | 4,500            | 700               | 5,200           |
| 14                  | 38,700           | 32,200            | 70,900          | 7,200            | 6,000             | 13,200          | 3,400            | 1,400             | 4,800           | 4,500            | 700               | 5,200           |
| 15                  | 36,600           | 34,900            | 71,500          | 7,000            | 4,900             | 11,900          | 3,300            | 1,400             | 4,700           | 4,500            | 700               | 5,200           |
| 16                  | 36,300           | 37,500            | 73,800          | 6,700            | 4,500             | 11,200          | 3,300            | 1,300             | 4,600           | 4,600            | 700               | 5,300           |
| 17                  | 36,900           | 38,100            | 75,000          | 6,000            | 4,000             | 10,000          | 3,300            | 1,300             | 4,600           | 4,500            | 700               | 5,200           |
| 18                  | 35,400           | 36,500            | 71,900          | 5,700            | 3,700             | 9,400           | 3,400            | 1,300             | 4,700           | 4,400            | 700               | 5,100           |
| 19                  | 34,200           | 36,300            | 70,500          | 5,800            | 3,200             | 9,000           | 3,400            | 1,200             | 4,600           | 4,300            | 700               | 5,000           |
| 20                  | 33,100           | 36,000            | 69,100          | 5,700            | 4,100             | 9,800           | 3,200            | 1,200             | 4,400           | 4,700            | 700               | 5,400           |
| 21                  | 31,100           | 34,100            | 65,200          | 5,500            | 3,600             | 9,100           | 3,200            | 1,100             | 4,300           | 5,000            | 700               | 5,700           |
| 22                  | 29,100           | 32,100            | 61,200          | 5,400            | 3,100             | 8,500           | 3,100            | 1,200             | 4,300           | 5,000            | 700               | 5,700           |
| 23                  | 27,700           | 30,200            | 57,900          | 5,100            | 2,700             | 7,800           | 3,100            | 1,100             | 4,200           | 5,000            | 700               | 5,700           |
| 24                  | 24,500           | 28,600            | 53,100          | 4,900            | 2,600             | 7,500           | 3,100            | 1,100             | 4,200           | 5,100            | 700               | 5,800           |
| 25                  | 21,800           | 27,500            | 49,300          | 4,600            | 2,200             | 6,800           | 3,300            | 1,100             | 4,400           | 5,400            | 700               | 6,100           |
| 26                  | 21,700           | 29,700            | 51,400          | 4,800            | 2,200             | 7,000           | 3,300            | 1,100             | 4,400           | 5,300            | 700               | 6,000           |
| 27                  | 21,100           | 31,000            | 52,100          | 4,700            | 2,000             | 6,700           | 3,400            | 1,100             | 4,500           | 5,400            | 700               | 6,100           |
| 28                  | 20,600           | 29,400            | 50,000          | 4,700            | 2,000             | 6,700           | 3,300            | 1,100             | 4,400           | 5,700            | 700               | 6,400           |
| 29                  | 18,300           | 26,600            | 44,900          | 4,700            | 1,800             | 6,500           | 3,200            | 1,000             | 4,200           | 5,900            | 700               | 6,600           |
| 30                  | 17,000           | 25,000            | 42,000          | 4,600            | 1,700             | 6,300           | 3,300            | 1,000             | 4,300           | 5,800            | 700               | 6,500           |
| 31                  |                  |                   |                 | 4,500            | 1,500             | 6,000           | 3,400            | 900               | 4,300           | 5,900            | 700               | 6,600           |
| Totals in acre-feet | 2,414,400        | 2,150,500         | 4,564,900       | 462,400          | 510,600           | 973,500         | 221,200          | 85,100            | 306,300         | 267,700          | 45,900            | 313,600         |

Total for season 1921-1922, in acre-feet ..... Sacramento River ..... 18,279,400  
 Total for season 1921-1922, in acre-feet ..... San Joaquin River ..... 8,350,000  
 Total for season 1921-1922, in acre-feet ..... Combined rivers ..... 26,629,400

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1922-1923  
Flow in second-feet

| Day                 | October, 1922    |                   |                 | November, 1922   |                   |                 | December, 1922   |                   |                 | January, 1923    |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 6,000            | 800               | 6,800           | 7,000            | 1,300             | 8,300           | 8,000            | 1,600             | 9,600           | 60,000           | 9,200             | 69,200          |
| 2                   | 6,000            | 800               | 6,800           | 7,000            | 1,300             | 8,300           | 8,000            | 2,600             | 10,600          | 56,000           | 8,500             | 64,500          |
| 3                   | 6,200            | 900               | 7,100           | 7,000            | 1,400             | 8,400           | 8,000            | 3,300             | 11,300          | 52,000           | 7,900             | 59,900          |
| 4                   | 7,100            | 900               | 8,000           | 7,000            | 1,400             | 8,400           | 8,000            | 2,000             | 10,000          | 46,000           | 7,400             | 53,400          |
| 5                   | 8,600            | 1,000             | 9,600           | 7,000            | 1,400             | 8,400           | 9,000            | 2,000             | 11,000          | 38,000           | 7,100             | 45,100          |
| 6                   | 9,700            | 1,000             | 10,700          | 7,500            | 1,400             | 8,900           | 14,000           | 3,400             | 17,400          | 34,000           | 6,800             | 40,800          |
| 7                   | 9,500            | 1,000             | 10,500          | 8,000            | 1,800             | 9,800           | 20,000           | 7,400             | 27,400          | 30,000           | 6,500             | 36,500          |
| 8                   | 8,800            | 1,100             | 9,900           | 14,000           | 2,200             | 16,200          | 21,000           | 7,500             | 28,500          | 26,000           | 6,200             | 32,200          |
| 9                   | 8,300            | 1,000             | 9,300           | 20,000           | 4,500             | 24,500          | 21,000           | 4,400             | 25,400          | 24,000           | 6,100             | 30,100          |
| 10                  | 8,000            | 1,000             | 9,000           | 26,000           | 4,800             | 30,800          | 44,000           | 9,200             | 53,200          | 22,000           | 5,700             | 27,700          |
| 11                  | 8,200            | 1,000             | 9,200           | 25,000           | 5,200             | 30,200          | 48,000           | 12,700            | 60,700          | 20,000           | 5,500             | 25,500          |
| 12                  | 8,300            | 1,000             | 9,300           | 24,000           | 4,600             | 28,600          | 50,000           | 26,400            | 76,400          | 18,000           | 5,200             | 23,200          |
| 13                  | 8,400            | 1,000             | 9,400           | 18,000           | 3,600             | 21,600          | 67,000           | 39,400            | 106,400         | 17,000           | 4,800             | 21,800          |
| 14                  | 8,700            | 1,000             | 9,700           | 13,000           | 3,300             | 16,300          | 80,000           | 30,300            | 110,300         | 16,000           | 4,800             | 20,800          |
| 15                  | 8,400            | 1,000             | 9,400           | 11,000           | 2,900             | 13,900          | 70,000           | 20,300            | 90,300          | 16,000           | 4,700             | 20,700          |
| 16                  | 8,100            | 1,000             | 9,100           | 10,000           | 2,900             | 12,900          | 63,000           | 15,100            | 78,100          | 16,000           | 4,700             | 20,700          |
| 17                  | 7,800            | 1,000             | 8,800           | 10,000           | 2,800             | 12,800          | 56,000           | 13,800            | 69,800          | 20,000           | 7,400             | 27,400          |
| 18                  | 8,000            | 1,000             | 9,000           | 10,000           | 2,600             | 12,600          | 48,000           | 12,600            | 60,600          | 28,000           | 8,000             | 36,000          |
| 19                  | 8,000            | 1,000             | 9,000           | 10,000           | 2,500             | 12,500          | 40,000           | 10,800            | 50,800          | 32,000           | 7,300             | 39,300          |
| 20                  | 8,300            | 1,000             | 9,300           | 9,000            | 1,800             | 10,800          | 41,000           | 9,700             | 50,700          | 30,000           | 6,400             | 36,400          |
| 21                  | 8,100            | 1,000             | 9,100           | 9,000            | 1,700             | 10,700          | 30,000           | 8,600             | 38,600          | 30,000           | 6,000             | 36,000          |
| 22                  | 7,900            | 1,000             | 8,900           | 9,000            | 1,700             | 10,700          | 26,000           | 7,200             | 33,200          | 28,000           | 7,100             | 35,100          |
| 23                  | 7,500            | 1,000             | 8,500           | 8,500            | 3,500             | 12,000          | 27,000           | 7,200             | 34,200          | 32,000           | 51,400            | 83,400          |
| 24                  | 7,500            | 1,100             | 8,600           | 8,500            | 2,500             | 11,000          | 21,000           | 6,400             | 27,400          | 46,000           | 28,400            | 74,400          |
| 25                  | 7,600            | 1,100             | 8,700           | 8,000            | 1,700             | 9,700           | 18,000           | 6,200             | 24,200          | 46,000           | 22,400            | 68,400          |
| 26                  | 7,800            | 1,100             | 8,900           | 8,000            | 1,700             | 9,700           | 16,000           | 5,700             | 21,700          | 40,000           | 16,400            | 56,400          |
| 27                  | 7,800            | 1,100             | 8,900           | 8,000            | 1,600             | 9,600           | 20,000           | 5,100             | 25,100          | 40,000           | 14,500            | 54,500          |
| 28                  | 8,100            | 1,200             | 9,300           | 8,000            | 1,700             | 9,700           | 33,000           | 26,100            | 59,100          | 36,000           | 13,500            | 49,500          |
| 29                  | 8,200            | 1,200             | 9,400           | 8,000            | 1,600             | 9,600           | 56,000           | 10,800            | 66,800          | 32,000           | 45,900            | 77,900          |
| 30                  | 7,200            | 1,200             | 8,400           | 8,000            | 1,600             | 9,600           | 53,000           | 8,500             | 61,500          | 30,000           | 13,900            | 43,900          |
| 31                  | 7,700            | 1,200             | 8,900           | 8,000            | 1,600             | 9,600           | 55,000           | 8,700             | 63,700          | 26,000           | 11,800            | 37,800          |
| Totals in acre-feet | 488,100          | 62,800            | 550,900         | 660,300          | 144,500           | 804,800         | 2,136,400        | 652,400           | 2,788,800       | 1,966,100        | 588,900           | 2,555,000       |

Total for season 1922-1923, in acre-feet.....  
 Total for season 1922-1923, in acre-feet.....  
 Total for season 1922-1923, in acre-feet.....

Sacramento River..... 13,405,500  
 San Joaquin River..... 5,188,000  
 Combined rivers..... 18,593,500



TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1922-1923  
Flow in second-feet

| Day                 | February, 1923   |                   |                 | March, 1923      |                   |                 | April, 1923      |                   |                 | May, 1923        |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 24,000           | 9,600             | 33,600          | 22,000           | 5,300             | 27,300          | 23,900           | 3,800             | 27,700          | 28,700           | 8,900             | 37,600          |
| 2                   | 22,000           | 8,200             | 30,200          | 22,000           | 6,000             | 28,000          | 24,600           | 4,200             | 28,800          | 28,500           | 9,800             | 38,300          |
| 3                   | 20,000           | 8,200             | 28,200          | 22,000           | 6,000             | 28,000          | 26,400           | 4,800             | 31,200          | 28,600           | 10,600            | 39,200          |
| 4                   | 18,000           | 9,500             | 27,500          | 21,000           | 5,600             | 26,600          | 28,000           | 4,300             | 32,300          | 28,600           | 11,100            | 39,700          |
| 5                   | 17,000           | 9,800             | 26,800          | 20,000           | 5,700             | 25,700          | 29,600           | 3,900             | 33,500          | 28,200           | 13,300            | 41,500          |
| 6                   | 17,000           | 9,300             | 26,300          | 19,000           | 5,900             | 24,900          | 43,400           | 22,300            | 65,700          | 29,100           | 15,300            | 44,400          |
| 7                   | 17,000           | 8,200             | 25,200          | 18,000           | 5,100             | 23,100          | 48,200           | 20,100            | 68,300          | 30,200           | 21,300            | 51,500          |
| 8                   | 17,000           | 7,000             | 24,000          | 18,000           | 4,900             | 22,900          | 53,400           | 14,500            | 72,900          | 31,900           | 23,600            | 55,500          |
| 9                   | 17,000           | 7,200             | 24,200          | 18,000           | 4,900             | 22,900          | 57,600           | 12,800            | 70,400          | 33,500           | 23,800            | 57,300          |
| 10                  | 17,000           | 6,900             | 23,900          | 18,000           | 4,900             | 22,900          | 59,100           | 17,100            | 76,200          | 33,800           | 25,000            | 58,800          |
| 11                  | 17,000           | 6,700             | 23,700          | 17,000           | 4,700             | 21,700          | 60,200           | 18,900            | 79,100          | 34,700           | 23,100            | 57,800          |
| 12                  | 17,000           | 8,900             | 25,900          | 17,000           | 4,400             | 21,400          | 60,200           | 17,400            | 76,100          | 33,800           | 22,000            | 55,800          |
| 13                  | 19,000           | 8,900             | 27,900          | 17,000           | 4,300             | 21,300          | 57,000           | 16,200            | 73,200          | 31,600           | 17,900            | 49,500          |
| 14                  | 20,000           | 8,300             | 28,300          | 17,000           | 4,200             | 21,200          | 55,100           | 15,700            | 70,800          | 29,300           | 19,100            | 48,400          |
| 15                  | 19,000           | 7,800             | 26,800          | 17,000           | 4,200             | 21,200          | 52,300           | 15,400            | 67,700          | 29,300           | 19,800            | 49,100          |
| 16                  | 18,000           | 6,800             | 24,800          | 17,000           | 3,900             | 20,900          | 50,100           | 17,800            | 67,900          | 30,100           | 24,300            | 54,400          |
| 17                  | 17,000           | 6,600             | 23,600          | 17,000           | 3,900             | 20,900          | 48,800           | 19,800            | 68,300          | 32,200           | 24,000            | 56,200          |
| 18                  | 17,000           | 6,300             | 23,300          | 17,000           | 3,400             | 20,400          | 47,300           | 18,800            | 66,100          | 32,200           | 22,400            | 54,600          |
| 19                  | 18,000           | 6,200             | 24,200          | 17,000           | 3,000             | 20,000          | 45,000           | 17,700            | 62,700          | 30,100           | 20,800            | 50,900          |
| 20                  | 18,000           | 6,200             | 24,200          | 17,000           | 3,700             | 20,700          | 42,300           | 16,500            | 58,800          | 28,400           | 19,000            | 47,400          |
| 21                  | 18,000           | 6,000             | 24,000          | 17,000           | 3,500             | 20,500          | 40,500           | 16,300            | 56,800          | 25,800           | 17,700            | 43,500          |
| 22                  | 19,000           | 6,100             | 25,100          | 17,000           | 3,700             | 20,700          | 38,200           | 15,000            | 53,200          | 23,900           | 17,300            | 41,200          |
| 23                  | 21,000           | 6,500             | 27,500          | 17,000           | 3,500             | 20,500          | 35,400           | 13,800            | 49,200          | 23,700           | 18,200            | 41,900          |
| 24                  | 22,000           | 7,200             | 29,200          | 17,000           | 3,200             | 20,200          | 33,100           | 12,600            | 45,700          | 23,700           | 21,700            | 45,400          |
| 25                  | 22,000           | 7,600             | 29,600          | 17,000           | 3,400             | 20,400          | 30,500           | 10,900            | 41,400          | 25,200           | 23,200            | 48,400          |
| 26                  | 22,000           | 8,600             | 30,600          | 17,000           | 3,700             | 20,700          | 30,200           | 10,600            | 40,800          | 25,500           | 20,600            | 46,100          |
| 27                  | 22,000           | 8,400             | 30,400          | 18,000           | 4,100             | 22,100          | 29,600           | 9,800             | 39,400          | 24,100           | 18,500            | 42,600          |
| 28                  | 22,000           | 6,400             | 28,400          | 20,000           | 4,200             | 24,200          | 28,800           | 8,800             | 37,600          | 21,100           | 17,000            | 38,100          |
| 29                  | -----            | -----             | -----           | 22,000           | 4,200             | 26,200          | 29,200           | 9,100             | 38,300          | 18,800           | 15,800            | 34,600          |
| 30                  | -----            | -----             | -----           | 23,000           | 4,200             | 26,200          | 29,200           | 8,900             | 38,100          | 20,800           | 15,500            | 36,300          |
| 31                  | -----            | -----             | -----           | 23,000           | 4,500             | 27,500          | -----            | -----             | -----           | 20,000           | 14,200            | 34,200          |
| Totals in acre-feet | 1,057,300        | 422,500           | 1,479,800       | 1,138,500        | 269,700           | 1,408,200       | 2,456,000        | 791,600           | 3,247,600       | 1,714,900        | 1,138,100         | 2,853,000       |

Total for season 1922-1923, in acre-feet.-----  
 Total for season 1922-1923, in acre-feet.-----  
 Total for season 1922-1923, in acre-feet.-----

Sacramento River-----  
 San Joaquin River-----  
 Combined rivers-----

13,405,500  
 5,188,000  
 18,593,500

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1922-1923

Flow in second-foot

| Day                 | June, 1923       |                   |                 | July, 1923       |                   |                 | August, 1923     |                   |                 | September, 1923  |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 17,700           | 12,800            | 30,500          | 11,000           | 10,800            | 21,800          | 4,000            | 1,900             | 5,900           | 3,700            | 1,300             | 5,000           |
| 2                   | 16,600           | 11,900            | 28,500          | 10,400           | 10,900            | 21,300          | 4,100            | 1,800             | 5,900           | 3,700            | 1,200             | 4,900           |
| 3                   | 15,000           | 11,600            | 26,600          | 9,700            | 10,500            | 20,200          | 3,900            | 1,800             | 5,700           | 3,700            | 1,200             | 4,900           |
| 4                   | 16,100           | 11,500            | 27,600          | 9,000            | 10,500            | 19,500          | 3,800            | 1,800             | 5,600           | 3,500            | 1,300             | 4,800           |
| 5                   | 15,700           | 11,100            | 26,800          | 8,600            | 10,300            | 18,900          | 3,700            | 1,800             | 5,500           | 3,700            | 1,200             | 4,900           |
| 6                   | 15,600           | 10,600            | 26,200          | 8,000            | 9,800             | 17,800          | 3,600            | 1,700             | 5,300           | 4,100            | 1,200             | 5,300           |
| 7                   | 16,400           | 10,600            | 27,000          | 8,100            | 8,000             | 16,100          | 3,300            | 1,700             | 5,000           | 4,300            | 1,200             | 5,500           |
| 8                   | 16,500           | 10,100            | 26,600          | 7,700            | 7,800             | 15,500          | 3,600            | 1,600             | 5,200           | 4,300            | 1,100             | 5,400           |
| 9                   | 17,400           | 10,100            | 27,500          | 7,100            | 7,900             | 15,000          | 3,800            | 1,600             | 5,400           | 4,200            | 1,200             | 5,400           |
| 10                  | 18,500           | 12,400            | 30,900          | 6,900            | 7,700             | 14,600          | 3,800            | 1,690             | 5,400           | 4,100            | 1,100             | 5,200           |
| 11                  | 19,100           | 13,900            | 33,000          | 7,100            | 6,700             | 13,800          | 3,600            | 1,690             | 5,200           | 3,900            | 1,100             | 5,000           |
| 12                  | 18,200           | 16,800            | 35,000          | 6,800            | 5,700             | 12,500          | 3,300            | 1,600             | 4,900           | 4,200            | 1,200             | 5,400           |
| 13                  | 15,600           | 16,400            | 32,000          | 6,500            | 5,000             | 11,500          | 3,400            | 1,700             | 5,100           | 4,700            | 1,100             | 5,800           |
| 14                  | 14,100           | 11,000            | 25,100          | 6,300            | 4,400             | 10,700          | 3,200            | 1,800             | 5,000           | 5,000            | 1,200             | 6,200           |
| 15                  | 12,800           | 9,400             | 22,200          | 6,100            | 3,900             | 10,000          | 3,500            | 1,700             | 5,200           | 5,300            | 1,200             | 6,500           |
| 16                  | 12,900           | 9,800             | 22,700          | 5,900            | 3,700             | 9,600           | 4,100            | 1,700             | 5,800           | 5,400            | 1,200             | 6,600           |
| 17                  | 12,500           | 9,990             | 22,400          | 5,600            | 3,500             | 9,100           | 3,900            | 1,600             | 5,500           | 5,100            | 1,100             | 6,200           |
| 18                  | 11,800           | 9,400             | 21,200          | 5,500            | 3,200             | 8,700           | 3,700            | 1,500             | 5,200           | 4,700            | 1,200             | 5,900           |
| 19                  | 11,600           | 8,700             | 20,300          | 5,500            | 3,100             | 8,600           | 3,600            | 1,500             | 5,100           | 4,800            | 1,200             | 6,000           |
| 20                  | 11,800           | 8,100             | 19,900          | 5,400            | 2,900             | 8,300           | 3,300            | 1,500             | 4,800           | 4,900            | 1,200             | 6,100           |
| 21                  | 11,900           | 7,500             | 19,400          | 5,500            | 2,800             | 8,300           | 3,000            | 1,500             | 4,500           | 5,300            | 1,200             | 6,500           |
| 22                  | 11,900           | 7,500             | 19,400          | 5,300            | 2,700             | 8,000           | 3,200            | 1,400             | 4,600           | 5,700            | 1,200             | 6,900           |
| 23                  | 11,900           | 6,500             | 18,400          | 5,000            | 2,700             | 7,700           | 3,600            | 1,400             | 5,000           | 6,000            | 1,300             | 7,300           |
| 24                  | 15,100           | 7,000             | 22,100          | 4,600            | 2,600             | 7,200           | 5,600            | 1,400             | 5,000           | 6,400            | 1,500             | 7,900           |
| 25                  | 15,400           | 7,900             | 23,300          | 4,600            | 2,400             | 7,000           | 3,500            | 1,300             | 4,800           | 6,600            | 2,000             | 8,600           |
| 26                  | 14,200           | 8,900             | 23,100          | 4,600            | 2,300             | 6,900           | 3,300            | 1,300             | 4,600           | 7,800            | 2,400             | 10,200          |
| 27                  | 13,100           | 8,700             | 21,800          | 4,500            | 2,200             | 6,700           | 3,200            | 1,300             | 4,500           | 9,600            | 2,600             | 12,200          |
| 28                  | 12,200           | 9,700             | 21,900          | 4,400            | 2,100             | 6,500           | 3,000            | 1,300             | 4,300           | 9,000            | 2,700             | 11,700          |
| 29                  | 12,100           | 10,000            | 22,100          | 4,100            | 2,000             | 6,100           | 3,300            | 1,200             | 4,500           | 8,600            | 2,800             | 11,400          |
| 30                  | 11,700           | 10,400            | 22,100          | 3,800            | 1,900             | 5,700           | 3,400            | 1,200             | 4,600           | 8,100            | 2,800             | 10,900          |
| 31                  |                  |                   |                 | 3,800            | 2,000             | 5,800           | 3,500            | 1,200             | 4,700           |                  |                   |                 |
| Totals in acre-feet | 862,100          | 614,200           | 1,476,300       | 390,800          | 320,800           | 711,600         | 217,400          | 95,000            | 312,400         | 317,600          | 87,500            | 405,100         |

Total for season 1922-1923, in acre-feet.....  
 Total for season 1922-1923, in acre-feet.....  
 Total for season 1922-1923, in acre-feet.....

Sacramento River..... 13,405,500  
 San Joaquin River..... 5,188,000  
 Combined rivers..... 18,593,500

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1923-1924  
Flow in second-feet

| Day                 | October, 1923    |                   |                 | November, 1923   |                   |                 | December, 1923   |                   |                 | January, 1924    |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 7,450            | 2,900             | 10,350          | 7,300            | 1,600             | 8,900           | 6,500            | 1,600             | 8,100           | 7,100            | 1,900             | 9,000           |
| 2                   | 7,000            | 3,000             | 10,000          | 7,300            | 1,600             | 8,900           | 6,700            | 1,600             | 8,300           | 7,200            | 1,900             | 9,100           |
| 3                   | 7,200            | 3,000             | 10,200          | 7,300            | 1,500             | 8,700           | 6,700            | 1,600             | 8,300           | 6,800            | 1,900             | 8,700           |
| 4                   | 7,200            | 3,000             | 10,200          | 7,100            | 1,500             | 8,600           | 6,400            | 1,600             | 8,000           | 7,000            | 2,000             | 9,000           |
| 5                   | 7,500            | 3,000             | 10,500          | 6,900            | 1,500             | 8,400           | 6,400            | 1,600             | 8,000           | 7,400            | 1,900             | 9,300           |
| 6                   | 8,000            | 3,100             | 11,100          | 6,800            | 1,600             | 8,400           | 6,400            | 1,600             | 8,000           | 7,400            | 1,900             | 9,300           |
| 7                   | 8,200            | 3,100             | 11,300          | 7,000            | 1,600             | 8,600           | 6,500            | 1,700             | 8,200           | 7,300            | 1,900             | 9,200           |
| 8                   | 8,800            | 3,200             | 12,000          | 7,000            | 1,600             | 8,600           | 7,800            | 1,700             | 9,500           | 7,100            | 2,000             | 9,100           |
| 9                   | 8,300            | 3,200             | 11,500          | 6,900            | 1,600             | 8,500           | 7,900            | 1,800             | 9,700           | 7,400            | 1,900             | 9,300           |
| 10                  | 8,000            | 3,200             | 11,200          | 7,000            | 1,600             | 8,600           | 7,100            | 1,800             | 8,900           | 7,600            | 1,800             | 9,400           |
| 11                  | 7,900            | 3,300             | 11,200          | 7,000            | 1,600             | 8,600           | 6,600            | 1,800             | 8,400           | 7,400            | 1,800             | 9,200           |
| 12                  | 7,800            | 3,400             | 11,200          | 6,600            | 1,500             | 8,100           | 6,800            | 1,900             | 8,700           | 7,500            | 1,700             | 9,200           |
| 13                  | 7,800            | 4,000             | 11,800          | 6,600            | 1,600             | 8,200           | 7,000            | 1,900             | 8,900           | 7,300            | 1,700             | 9,000           |
| 14                  | 7,200            | 4,700             | 11,900          | 6,600            | 1,600             | 8,200           | 7,500            | 1,900             | 9,400           | 7,300            | 1,700             | 9,000           |
| 15                  | 6,900            | 4,700             | 11,600          | 7,100            | 1,600             | 8,700           | 7,800            | 2,000             | 9,800           | 7,000            | 1,600             | 8,600           |
| 16                  | 6,900            | 4,400             | 11,300          | 7,200            | 1,600             | 8,800           | 7,800            | 1,900             | 9,700           | 7,300            | 1,700             | 9,000           |
| 17                  | 7,200            | 3,200             | 10,400          | 7,200            | 1,500             | 8,700           | 7,400            | 1,900             | 9,300           | 7,300            | 1,700             | 9,000           |
| 18                  | 7,200            | 2,700             | 9,900           | 7,000            | 1,600             | 8,600           | 7,400            | 1,900             | 9,300           | 7,300            | 1,700             | 9,000           |
| 19                  | 7,100            | 2,600             | 9,700           | 6,900            | 1,600             | 8,500           | 7,700            | 1,900             | 9,600           | 7,200            | 1,700             | 8,900           |
| 20                  | 7,000            | 2,600             | 9,600           | 6,800            | 1,600             | 8,400           | 7,600            | 1,900             | 9,500           | 7,100            | 1,600             | 8,700           |
| 21                  | 7,000            | 2,600             | 9,600           | 6,700            | 1,500             | 8,200           | 7,600            | 1,900             | 9,500           | 7,000            | 1,600             | 8,600           |
| 22                  | 6,900            | 2,100             | 9,000           | 6,700            | 1,500             | 8,200           | 7,500            | 1,900             | 9,400           | 7,000            | 1,600             | 8,600           |
| 23                  | 7,000            | 1,900             | 8,900           | 6,700            | 1,500             | 8,200           | 7,600            | 1,800             | 9,400           | 7,000            | 1,700             | 8,700           |
| 24                  | 7,100            | 1,800             | 8,900           | 6,700            | 1,600             | 8,300           | 7,300            | 1,800             | 9,100           | 6,900            | 1,700             | 8,600           |
| 25                  | 7,500            | 1,700             | 9,200           | 6,500            | 1,500             | 8,000           | 7,000            | 1,900             | 8,900           | 7,300            | 1,800             | 9,100           |
| 26                  | 7,700            | 1,700             | 9,400           | 6,500            | 1,500             | 8,000           | 7,200            | 1,900             | 9,100           | 7,500            | 1,800             | 9,300           |
| 27                  | 7,400            | 1,700             | 9,100           | 6,300            | 1,500             | 7,800           | 7,000            | 2,000             | 9,000           | 8,500            | 1,800             | 10,300          |
| 28                  | 7,200            | 1,600             | 8,800           | 6,500            | 1,500             | 8,000           | 7,100            | 2,000             | 9,100           | 12,400           | 2,100             | 14,500          |
| 29                  | 6,900            | 1,600             | 8,500           | 6,400            | 1,500             | 7,900           | 7,000            | 2,000             | 9,000           | 16,000           | 2,100             | 18,100          |
| 30                  | 7,000            | 1,500             | 8,500           | 6,600            | 1,600             | 8,200           | 7,000            | 1,900             | 8,900           | 16,300           | 2,000             | 18,300          |
| 31                  | 7,200            | 1,400             | 8,600           | 6,600            | 1,600             | 8,200           | 7,100            | 1,900             | 9,000           | 14,300           | 2,100             | 16,400          |
| Totals in acre-feet | 454,400          | 170,100           | 624,500         | 406,900          | 92,700            | 499,600         | 438,400          | 112,100           | 550,500         | 505,300          | 111,500           | 616,800         |

Total for season 1923-1924, in acre-feet..... Sacramento River..... 4,532,700  
 Total for season 1923-1924, in acre-feet..... San Joaquin River..... 1,043,400  
 Total for season 1923-1924, in acre-feet..... Combined rivers..... 5,576,100



TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1923-1924

Flow in second-feet

| Day                 | February, 1924   |                   |                 | March, 1924      |                   |                 | April, 1924      |                   |                 | May, 1924        |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 12,000           | 2,100             | 14,100          | 9,800            | 1,500             | 11,300          | 7,800            | 1,500             | 9,300           | 5,000            | 2,400             | 7,400           |
| 2                   | 10,300           | 2,000             | 12,300          | 9,800            | 1,500             | 11,300          | 7,500            | 1,500             | 9,000           | 5,100            | 2,500             | 7,600           |
| 3                   | 10,700           | 2,000             | 12,700          | 9,700            | 1,400             | 11,100          | 7,600            | 1,500             | 9,100           | 5,300            | 3,800             | 8,100           |
| 4                   | 10,900           | 1,900             | 12,800          | 9,500            | 1,500             | 11,000          | 8,200            | 1,700             | 9,900           | 4,800            | 3,000             | 7,800           |
| 5                   | 11,900           | 1,800             | 13,700          | 9,500            | 1,500             | 11,000          | 8,000            | 1,800             | 9,800           | 4,400            | 2,700             | 7,100           |
| 6                   | 11,700           | 2,000             | 13,700          | 9,400            | 1,400             | 10,800          | 8,200            | 1,700             | 9,900           | 4,400            | 3,000             | 7,400           |
| 7                   | 15,200           | 2,400             | 17,600          | 9,300            | 1,300             | 10,600          | 8,900            | 1,700             | 10,600          | 4,400            | 2,800             | 7,200           |
| 8                   | 41,700           | 3,800             | 45,500          | 9,000            | 1,300             | 10,300          | 10,200           | 2,100             | 12,300          | 4,300            | 2,700             | 7,000           |
| 9                   | 39,600           | 3,400             | 43,000          | 8,600            | 1,200             | 9,800           | 10,400           | 2,200             | 12,600          | 4,300            | 2,900             | 7,100           |
| 10                  | 47,800           | 2,600             | 50,400          | 8,300            | 1,200             | 9,500           | 11,200           | 2,300             | 13,500          | 4,400            | 3,000             | 7,400           |
| 11                  | 43,400           | 2,300             | 45,700          | 8,400            | 1,200             | 9,600           | 11,200           | 2,800             | 14,000          | 4,300            | 3,000             | 7,300           |
| 12                  | 43,600           | 2,100             | 45,700          | 8,100            | 1,100             | 9,200           | 10,800           | 3,000             | 13,800          | 4,000            | 3,000             | 7,000*          |
| 13                  | 36,400           | 2,100             | 38,500          | 8,200            | 1,100             | 9,300           | 10,300           | 3,200             | 13,500          | 4,300            | 2,900             | 6,900           |
| 14                  | 29,700           | 2,000             | 31,700          | 8,000            | 1,000             | 9,000           | 10,500           | 3,600             | 14,100          | 3,700            | 2,600             | 6,300           |
| 15                  | 24,800           | 1,900             | 26,700          | 8,100            | 1,100             | 9,200           | 9,700            | 3,500             | 13,200          | 3,400            | 2,400             | 5,800           |
| 16                  | 19,800           | 1,800             | 21,600          | 8,000            | 1,000             | 9,000           | 8,700            | 3,200             | 11,900          | 3,800            | 2,400             | 6,200           |
| 17                  | 17,600           | 1,800             | 19,400          | 7,200            | 1,000             | 8,200           | 8,100            | 2,600             | 10,700          | 3,800            | 2,200             | 6,000           |
| 18                  | 15,400           | 1,700             | 17,100          | 7,200            | 1,000             | 8,200           | 7,700            | 2,600             | 10,300          | 3,600            | 2,000             | 5,600           |
| 19                  | 14,500           | 1,800             | 16,300          | 7,200            | 1,000             | 8,200           | 7,100            | 2,600             | 9,700           | 3,500            | 1,900             | 5,400           |
| 20                  | 13,400           | 1,800             | 15,200          | 7,200            | 1,000             | 8,200           | 7,300            | 2,400             | 9,700           | 3,200            | 1,800             | 5,000           |
| 21                  | 13,200           | 1,800             | 15,000          | 7,100            | 1,000             | 8,100           | 7,300            | 2,500             | 9,700           | 3,100            | 1,800             | 4,900           |
| 22                  | 12,500           | 1,800             | 14,300          | 6,900            | 1,000             | 7,900           | 7,600            | 2,500             | 10,100          | 3,000            | 1,500             | 4,500           |
| 23                  | 12,000           | 1,800             | 13,800          | 6,600            | 1,000             | 7,700           | 7,400            | 2,500             | 10,100          | 2,600            | 1,400             | 4,000           |
| 24                  | 11,100           | 1,800             | 12,900          | 6,700            | 1,100             | 7,800           | 7,400            | 2,300             | 9,700           | 2,600            | 1,400             | 4,000           |
| 25                  | 10,800           | 1,700             | 12,500          | 7,300            | 1,300             | 8,600           | 6,900            | 2,200             | 9,100           | 2,600            | 1,200             | 3,800           |
| 26                  | 10,300           | 1,700             | 12,000          | 8,000            | 1,500             | 9,500           | 6,000            | 2,000             | 8,000           | 2,600            | 1,100             | 3,700           |
| 27                  | 10,200           | 1,600             | 11,800          | 8,400            | 1,500             | 9,900           | 6,100            | 1,900             | 8,000           | 2,500            | 1,000             | 3,500           |
| 28                  | 9,700            | 1,600             | 11,300          | 8,300            | 1,500             | 9,800           | 5,800            | 1,900             | 7,700           | 2,400            | 900               | 3,300           |
| 29                  | 9,700            | 1,600             | 11,300          | 8,100            | 1,400             | 9,500           | 5,500            | 1,800             | 7,300           | 2,300            | 800               | 3,100           |
| 30                  | -----            | -----             | -----           | 8,000            | 1,500             | 9,500           | 5,300            | 2,200             | 7,500           | 2,100            | 700               | 2,900           |
| 31                  | -----            | -----             | -----           | 7,900            | 1,500             | 9,400           | -----            | -----             | -----           | 2,000            | -----             | 2,700           |
| Totals in acre-feet | 1,138,300        | 116,200           | 1,254,500       | 502,500          | 76,600            | 579,100         | 485,100          | 137,200           | 622,300         | 223,100          | 127,300           | 350,400         |

Total for season 1923-1924, in acre-feet-----  
 Total for season 1923-1924, in acre-feet-----  
 Total for season 1923-1924, in acre-feet-----  
 Sacramento River-----  
 San Joaquin River-----  
 Combined rivers-----

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1923-1924

Flow in second-feet

| Day                 | June, 1924       |                   |                 | July, 1924       |                   |                 | August, 1924     |                   |                 | September, 1924  |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 1,800            | 800               | 2,600           | 900              | 400               | 1,300           | 900              | 400               | 1,300           | 1,900            | 300               | 2,200           |
| 2                   | 1,700            | 800               | 2,500           | 900              | 400               | 1,300           | 1,000            | 400               | 1,400           | 1,800            | 300               | 2,100           |
| 3                   | 1,700            | 800               | 2,500           | 800              | 300               | 1,100           | 1,000            | 400               | 1,400           | 1,800            | 400               | 2,200           |
| 4                   | 1,700            | 700               | 2,400           | 1,000            | 300               | 1,400           | 1,000            | 400               | 1,400           | 1,900            | 400               | 2,300           |
| 5                   | 1,500            | 700               | 2,200           | 900              | 300               | 1,200           | 1,000            | 400               | 1,400           | 1,900            | 300               | 2,200           |
| 6                   | 1,500            | 600               | 2,100           | 800              | 400               | 1,200           | 1,100            | 300               | 1,400           | 1,900            | 400               | 2,300           |
| 7                   | 1,500            | 700               | 2,200           | 900              | 400               | 1,300           | 1,000            | 300               | 1,300           | 2,000            | 400               | 2,400           |
| 8                   | 1,500            | 700               | 2,200           | 900              | 400               | 1,300           | 1,000            | 300               | 1,300           | 2,000            | 400               | 2,400           |
| 9                   | 1,300            | 600               | 1,900           | 900              | 400               | 1,300           | 1,000            | 400               | 1,400           | 2,100            | 400               | 2,500           |
| 10                  | 1,200            | 600               | 1,800           | 900              | 300               | 1,200           | 1,000            | 400               | 1,400           | 2,200            | 400               | 2,600           |
| 11                  | 1,200            | 500               | 1,700           | 900              | 300               | 1,200           | 1,000            | 300               | 1,300           | 2,300            | 400               | 2,700           |
| 12                  | 1,300            | 600               | 1,900           | 900              | 300               | 1,200           | 1,000            | 300               | 1,300           | 2,500            | 300               | 2,800           |
| 13                  | 1,300            | 600               | 1,900           | 900              | 400               | 1,300           | 1,000            | 300               | 1,300           | 2,600            | 300               | 2,900           |
| 14                  | 1,300            | 600               | 1,900           | 1,000            | 300               | 1,300           | 1,000            | 300               | 1,300           | 2,800            | 300               | 3,100           |
| 15                  | 1,300            | 600               | 1,900           | 900              | 400               | 1,300           | 1,100            | 300               | 1,400           | 2,800            | 400               | 3,200           |
| 16                  | 1,300            | 600               | 1,900           | 700              | 300               | 1,000           | 1,200            | 300               | 1,500           | 2,800            | 400               | 3,200           |
| 17                  | 1,300            | 500               | 1,800           | 700              | 300               | 1,000           | 1,300            | 400               | 1,700           | 2,900            | 400               | 3,200           |
| 18                  | 1,400            | 600               | 2,000           | 800              | 300               | 1,100           | 1,300            | 400               | 1,700           | 3,000            | 400               | 3,400           |
| 19                  | 1,400            | 600               | 2,000           | 900              | 300               | 1,200           | 1,300            | 400               | 1,700           | 3,000            | 400               | 3,400           |
| 20                  | 1,400            | 500               | 1,900           | 900              | 400               | 1,300           | 1,400            | 400               | 1,800           | 3,100            | 400               | 3,500           |
| 21                  | 1,300            | 500               | 1,800           | 1,200            | 400               | 1,600           | 1,500            | 400               | 1,900           | 3,200            | 400               | 3,600           |
| 22                  | 1,400            | 500               | 1,900           | 1,100            | 300               | 1,400           | 1,700            | 300               | 2,000           | 3,300            | 400               | 3,700           |
| 23                  | 1,200            | 500               | 1,700           | 1,000            | 400               | 1,400           | 1,800            | 400               | 2,200           | 3,300            | 400               | 3,700           |
| 24                  | 1,100            | 500               | 1,600           | 1,000            | 400               | 1,400           | 1,900            | 300               | 2,200           | 3,300            | 400               | 3,700           |
| 25                  | 1,000            | 400               | 1,400           | 900              | 400               | 1,300           | 1,900            | 300               | 2,200           | 3,400            | 300               | 3,700           |
| 26                  | 1,100            | 400               | 1,500           | 900              | 400               | 1,300           | 2,000            | 300               | 2,300           | 3,500            | 400               | 3,900           |
| 27                  | 1,100            | 400               | 1,500           | 900              | 400               | 1,300           | 2,000            | 400               | 2,400           | 3,600            | 400               | 4,000           |
| 28                  | 1,000            | 400               | 1,400           | 900              | 400               | 1,300           | 1,900            | 400               | 2,300           | 3,500            | 400               | 3,900           |
| 29                  | 1,000            | 500               | 1,500           | 800              | 300               | 1,100           | 2,100            | 300               | 2,400           | 3,500            | 400               | 3,900           |
| 30                  | 1,000            | 400               | 1,400           | 800              | 300               | 1,100           | 2,100            | 300               | 2,400           | 3,300            | 400               | 3,700           |
| 31                  | 1,000            | 400               | 1,400           | 900              | 400               | 1,300           | 2,000            | 300               | 2,300           | 3,300            | 400               | 3,700           |
| Totals in acre-feet | 78,800           | 33,900            | 112,700         | 55,200           | 22,000            | 77,200          | 84,100           | 21,400            | 105,500         | 163,600          | 22,400            | 183,000         |

Total for season 1923-1924, in acre-feet.....  
 Total for season 1923-1924, in acre-feet.....  
 Total for season 1923-1924, in acre-feet.....

Sacramento River.....  
 San Joaquin River.....  
 Combined rivers.....

4,532,700  
 1,043,400  
 5,576,100

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1924-1925  
Flow in second-feet

| Day                 | October, 1924    |                   |                 | November, 1924   |                   |                 | December, 1924   |                   |                 | January, 1925    |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 3,400            | 300               | 3,700           | 8,800            | 1,100             | 9,900           | 7,800            | 1,800             | 9,600           | 28,000           | 8,900             | 36,900          |
| 2                   | 3,500            | 400               | 3,900           | 8,100            | 1,000             | 9,100           | 7,800            | 1,800             | 9,600           | 23,700           | 7,700             | 31,400          |
| 3                   | 3,600            | 400               | 4,000           | 8,000            | 900               | 8,900           | 8,200            | 1,800             | 10,000          | 20,200           | 6,900             | 27,100          |
| 4                   | 3,500            | 400               | 3,900           | 7,800            | 1,000             | 8,800           | 9,300            | 1,800             | 11,100          | 18,700           | 5,000             | 23,700          |
| 5                   | 3,600            | 500               | 4,100           | 7,700            | 1,000             | 8,700           | 10,500           | 1,800             | 12,300          | 17,200           | 3,900             | 21,100          |
| 6                   | 3,900            | 500               | 4,400           | 7,800            | 900               | 8,700           | 11,200           | 1,700             | 12,900          | 15,500           | 3,000             | 18,500          |
| 7                   | 4,500            | 500               | 5,000           | 7,700            | 900               | 8,600           | 13,100           | 1,700             | 15,400          | 14,600           | 2,400             | 17,000          |
| 8                   | 5,000            | 500               | 5,500           | 7,600            | 1,300             | 8,900           | 13,100           | 2,300             | 15,400          | 13,800           | 2,300             | 16,100          |
| 9                   | 5,000            | 600               | 5,600           | 11,900           | 1,700             | 13,600          | 16,800           | 2,900             | 19,700          | 13,200           | 2,200             | 15,400          |
| 10                  | 4,900            | 600               | 5,500           | 22,900           | 2,300             | 25,200          | 17,200           | 2,900             | 20,100          | 12,800           | 2,300             | 15,100          |
| 11                  | 4,900            | 600               | 5,500           | 22,900           | 5,700             | 28,600          | 16,000           | 3,000             | 19,000          | 12,400           | 2,100             | 14,500          |
| 12                  | 5,100            | 700               | 5,800           | 20,500           | 4,100             | 24,600          | 14,600           | 2,800             | 17,400          | 11,800           | 1,900             | 13,700          |
| 13                  | 5,000            | 600               | 5,600           | 16,800           | 3,100             | 19,900          | 13,400           | 2,500             | 15,900          | 11,500           | 1,800             | 13,300          |
| 14                  | 4,900            | 600               | 5,500           | 14,300           | 2,600             | 16,900          | 12,500           | 2,400             | 14,900          | 11,900           | 1,800             | 13,700          |
| 15                  | 5,200            | 600               | 5,800           | 12,500           | 2,500             | 15,000          | 12,100           | 2,300             | 14,400          | 12,200           | 1,900             | 14,100          |
| 16                  | 5,300            | 600               | 5,900           | 11,200           | 2,400             | 13,600          | 11,600           | 2,300             | 13,900          | 12,100           | 1,700             | 13,800          |
| 17                  | 5,500            | 700               | 6,200           | 10,400           | 2,300             | 12,700          | 11,700           | 2,200             | 14,000          | 12,100           | 1,600             | 13,700          |
| 18                  | 5,700            | 700               | 6,400           | 9,800            | 1,800             | 11,600          | 11,900           | 2,300             | 14,200          | 11,800           | 1,700             | 13,500          |
| 19                  | 6,000            | 700               | 6,700           | 9,400            | 1,700             | 11,100          | 11,400           | 2,400             | 13,800          | 11,500           | 1,600             | 13,100          |
| 20                  | 5,800            | 700               | 6,500           | 9,100            | 1,800             | 10,900          | 10,500           | 2,400             | 12,900          | 11,300           | 1,500             | 12,800          |
| 21                  | 5,800            | 700               | 6,500           | 9,000            | 1,800             | 10,800          | 11,300           | 2,600             | 13,900          | 11,000           | 1,500             | 12,500          |
| 22                  | 5,700            | 700               | 6,400           | 11,000           | 1,800             | 12,800          | 34,400           | 4,000             | 38,400          | 11,000           | 1,400             | 12,400          |
| 23                  | 5,700            | 600               | 6,300           | 13,700           | 1,800             | 15,500          | 30,400           | 3,500             | 33,900          | 10,900           | 1,400             | 12,300          |
| 24                  | 5,700            | 600               | 6,300           | 13,000           | 1,800             | 14,800          | 22,600           | 4,100             | 26,700          | 10,700           | 1,400             | 12,100          |
| 25                  | 5,800            | 600               | 6,400           | 11,500           | 1,800             | 13,300          | 18,200           | 3,900             | 22,100          | 12,100           | 1,500             | 13,600          |
| 26                  | 5,900            | 600               | 6,500           | 10,700           | 1,800             | 12,500          | 15,500           | 3,600             | 19,100          | 17,000           | 2,100             | 19,200          |
| 27                  | 5,900            | 600               | 6,500           | 9,900            | 1,800             | 11,700          | 13,800           | 3,100             | 16,900          | 17,000           | 2,900             | 19,200          |
| 28                  | 6,000            | 600               | 6,600           | 9,300            | 1,900             | 11,200          | 13,400           | 3,200             | 16,600          | 19,100           | 2,100             | 21,200          |
| 29                  | 7,600            | 700               | 8,300           | 8,600            | 1,800             | 10,400          | 14,100           | 5,600             | 20,000          | 20,800           | 2,300             | 23,100          |
| 30                  | 11,700           | 900               | 12,600          | 8,400            | 1,800             | 10,200          | 17,200           | 5,600             | 22,800          | 20,600           | 2,100             | 22,700          |
| 31                  | 10,200           | 1,000             | 11,200          | 8,400            | 1,800             | 10,200          | 27,000           | 8,100             | 35,100          | 20,400           | 1,900             | 22,300          |
| Totals in acre-feet | 337,800          | 37,200            | 375,000         | 673,800          | 115,200           | 789,000         | 905,100          | 178,400           | 1,083,500       | 925,600          | 162,600           | 1,088,200       |

Total for season 1924-1925, in acre-feet.....  
 Total for season 1924-1925, in acre-feet.....  
 Total for season 1924-1925, in acre-feet.....

Sacramento River..... 16,764,400  
 San Joaquin River..... 4,084,600  
 Combined rivers..... 21,449,000



TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1924-1925

Flow in second-feet

| Day                      | February, 1925   |                   |                 | March, 1925      |                   |                 | April, 1925      |                   |                 | May, 1925        |                   |                 |
|--------------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                          | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                        | 19,500           | 2,400             | 21,900          | 72,500           | 5,800             | 78,400          | 33,600           | 13,500            | 47,100          | 44,800           | 16,200            | 61,000          |
| 2                        | 20,900           | 2,300             | 23,200          | 67,000           | 5,700             | 72,700          | 37,300           | 12,700            | 50,000          | 43,500           | 20,700            | 64,200          |
| 3                        | 22,400           | 2,300             | 24,700          | 62,100           | 5,700             | 67,800          | 39,700           | 11,900            | 51,600          | 43,400           | 25,600            | 69,000          |
| 4                        | 28,900           | 3,800             | 32,700          | 57,300           | 5,600             | 62,900          | 40,100           | 18,900            | 59,000          | 43,700           | 27,400            | 71,100          |
| 5                        | 58,100           | 13,900            | 72,000          | 52,800           | 5,900             | 58,700          | 42,000           | 22,600            | 64,600          | 43,600           | 30,600            | 74,200          |
| 6                        | 82,700           | 47,400            | 130,100         | 48,500           | 5,900             | 54,400          | 44,300           | 18,700            | 63,000          | 43,900           | 29,000            | 72,900          |
| 7                        | 101,200          | 34,800            | 136,000         | 44,400           | 5,600             | 50,000          | 46,200           | 14,000            | 60,200          | 43,600           | 27,700            | 71,300          |
| 8                        | 140,100          | 18,700            | 158,800         | 40,700           | 5,700             | 46,400          | 48,600           | 11,300            | 59,900          | 41,700           | 24,500            | 64,500          |
| 9                        | 136,900          | 13,700            | 150,600         | 37,900           | 7,600             | 45,500          | 50,400           | 11,100            | 61,500          | 33,800           | 20,300            | 59,100          |
| 10                       | 127,400          | 10,700            | 138,100         | 35,400           | 7,800             | 43,200          | 50,600           | 11,500            | 62,100          | 35,600           | 16,900            | 52,500          |
| 11                       | 116,800          | 8,800             | 125,600         | 33,300           | 7,300             | 40,600          | 50,700           | 20,500            | 71,200          | 31,900           | 14,600            | 46,500          |
| 12                       | 122,600          | 13,400            | 136,000         | 31,300           | 7,100             | 38,400          | 55,100           | 22,500            | 77,600          | 29,600           | 13,000            | 42,600          |
| 13                       | 120,300          | 24,300            | 144,600         | 29,900           | 6,900             | 36,700          | 53,900           | 19,700            | 73,600          | 29,000           | 14,600            | 43,600          |
| 14                       | 119,800          | 17,900            | 137,700         | 28,200           | 6,500             | 34,700          | 53,100           | 18,900            | 72,000          | 32,200           | 14,200            | 46,900          |
| 15                       | 138,600          | 12,900            | 151,500         | 27,000           | 6,600             | 33,600          | 53,000           | 19,100            | 72,100          | 33,200           | 14,700            | 47,400          |
| 16                       | 142,800          | 9,700             | 152,500         | 26,200           | 5,700             | 31,900          | 54,900           | 22,900            | 77,800          | 33,400           | 16,900            | 52,300          |
| 17                       | 130,000          | 8,100             | 138,100         | 25,600           | 4,900             | 30,500          | 59,100           | 24,900            | 84,000          | 33,000           | 18,500            | 56,500          |
| 18                       | 111,100          | 7,100             | 118,200         | 25,600           | 4,200             | 29,800          | 59,100           | 19,700            | 78,800          | 36,000           | 17,700            | 53,700          |
| 19                       | 92,600           | 6,900             | 99,500          | 25,200           | 4,000             | 29,200          | 56,600           | 16,700            | 73,300          | 34,400           | 18,900            | 53,300          |
| 20                       | 79,200           | 7,100             | 86,300          | 24,900           | 4,400             | 29,300          | 57,500           | 16,900            | 74,400          | 35,900           | 19,800            | 55,700          |
| 21                       | 72,300           | 9,800             | 82,100          | 25,200           | 4,400             | 29,600          | 58,400           | 14,900            | 73,300          | 35,900           | 19,400            | 55,300          |
| 22                       | 69,700           | 8,600             | 78,300          | 26,100           | 5,100             | 31,200          | 57,600           | 13,900            | 71,500          | 35,100           | 18,900            | 54,000          |
| 23                       | 71,100           | 13,600            | 84,700          | 28,300           | 5,500             | 33,800          | 58,000           | 14,400            | 72,400          | 35,200           | 20,600            | 55,800          |
| 24                       | 74,000           | 11,300            | 85,300          | 29,700           | 5,600             | 35,300          | 57,200           | 13,200            | 70,400          | 34,800           | 21,800            | 56,600          |
| 25                       | 74,500           | 8,600             | 83,100          | 30,000           | 5,300             | 35,300          | 54,900           | 12,800            | 67,700          | 32,800           | 25,500            | 58,300          |
| 26                       | 76,500           | 7,400             | 83,900          | 29,600           | 5,400             | 35,000          | 53,300           | 13,800            | 67,100          | 31,400           | 26,300            | 57,700          |
| 27                       | 78,600           | 6,700             | 85,300          | 29,400           | 5,600             | 35,000          | 52,400           | 14,900            | 66,300          | 30,600           | 26,900            | 57,500          |
| 28                       | 77,500           | 6,100             | 83,600          | 29,600           | 5,600             | 35,200          | 50,700           | 15,900            | 66,600          | 29,400           | 26,100            | 55,500          |
| 29                       | ---              | ---               | ---             | 37,100           | 7,100             | 44,200          | 48,400           | 16,600            | 65,000          | 27,800           | 25,200            | 53,000          |
| 30                       | ---              | ---               | ---             | 30,000           | 7,800             | 37,800          | 30,000           | 16,300            | 46,300          | 26,800           | 22,100            | 48,900          |
| 31                       | ---              | ---               | ---             | 34,900           | 11,900            | 46,800          | 46,100           | 16,300            | 62,400          | 25,100           | 19,200            | 44,300          |
| Totals in acre-feet..... | 4,962,100        | 670,400           | 5,632,500       | 2,214,800        | 372,600           | 2,587,400       | 3,015,100        | 979,500           | 3,994,600       | 2,184,100        | 1,291,200         | 3,475,300       |

Total for season 1924-1925, in acre-feet..... Sacramento River..... 16,764,400  
 Total for season 1924-1925, in acre-feet..... San Joaquin River..... 4,684,600  
 Total for season 1924-1925, in acre-feet..... Combined rivers..... 21,449,000

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1924-1925  
Flow in second-feet

| Day                 | June, 1925       |                   |                 | July, 1925       |                   |                 | August, 1925     |                   |                 | September, 1925  |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 10,600           | 16,500            | 36,100          | 7,000            | 5,500             | 12,500          | 3,400            | 800               | 4,200           | 2,900            | 500               | 3,400           |
| 2                   | 18,800           | 14,900            | 33,700          | 6,900            | 5,900             | 12,800          | 3,400            | 900               | 4,300           | 3,100            | 500               | 3,600           |
| 3                   | 18,100           | 13,300            | 31,400          | 6,700            | 6,500             | 13,200          | 3,200            | 800               | 4,000           | 3,100            | 700               | 3,800           |
| 4                   | 18,900           | 12,600            | 31,500          | 6,500            | 5,400             | 11,900          | 2,900            | 800               | 3,700           | 3,200            | 700               | 3,900           |
| 5                   | 20,300           | 11,500            | 31,800          | 6,300            | 5,000             | 11,300          | 2,800            | 700               | 3,500           | 2,200            | 500               | 3,700           |
| 6                   | 20,800           | 11,100            | 31,900          | 6,400            | 4,800             | 11,200          | 2,800            | 600               | 3,400           | 3,400            | 500               | 3,900           |
| 7                   | 18,800           | 10,100            | 28,900          | 5,900            | 4,400             | 10,300          | 2,800            | 600               | 3,400           | 3,500            | 700               | 4,200           |
| 8                   | 17,900           | 10,300            | 28,200          | 5,700            | 3,700             | 9,400           | 2,800            | 600               | 3,400           | 3,630            | 800               | 4,400           |
| 9                   | 16,900           | 9,900             | 26,800          | 5,400            | 3,300             | 8,700           | 2,800            | 700               | 3,500           | 4,000            | 900               | 4,900           |
| 10                  | 15,900           | 10,100            | 26,000          | 5,300            | 3,000             | 8,300           | 2,800            | 700               | 3,500           | 4,400            | 1,000             | 5,400           |
| 11                  | 15,100           | 10,000            | 25,100          | 5,000            | 2,700             | 7,700           | 2,800            | 700               | 3,500           | 4,600            | 1,100             | 5,700           |
| 12                  | 14,600           | 10,800            | 25,400          | 4,800            | 2,500             | 7,300           | 2,900            | 700               | 3,600           | 4,800            | 1,200             | 6,000           |
| 13                  | 14,100           | 10,900            | 25,000          | 4,300            | 2,300             | 6,600           | 3,300            | 600               | 3,900           | 4,800            | 1,200             | 6,000           |
| 14                  | 13,700           | 11,700            | 25,400          | 3,900            | 1,900             | 5,800           | 3,600            | 700               | 4,300           | 4,700            | 1,200             | 5,900           |
| 15                  | 12,900           | 12,000            | 24,900          | 4,100            | 1,700             | 5,800           | 3,500            | 700               | 4,200           | 4,500            | 1,100             | 5,600           |
| 16                  | 11,900           | 11,600            | 23,500          | 4,200            | 1,500             | 5,700           | 3,200            | 700               | 3,900           | 4,400            | 1,100             | 5,500           |
| 17                  | 11,500           | 11,000            | 22,500          | 4,200            | 1,500             | 5,700           | 3,200            | 700               | 3,900           | 4,600            | 1,100             | 5,700           |
| 18                  | 11,300           | 10,300            | 21,600          | 4,100            | 1,400             | 5,500           | 2,900            | 700               | 3,600           | 5,000            | 1,000             | 6,000           |
| 19                  | 11,400           | 10,100            | 21,500          | 4,100            | 1,300             | 5,400           | 2,900            | 700               | 3,600           | 5,600            | 1,000             | 6,600           |
| 20                  | 11,400           | 10,400            | 21,800          | 3,800            | 1,300             | 5,100           | 2,800            | 600               | 3,400           | 5,700            | 1,100             | 6,800           |
| 21                  | 11,200           | 10,400            | 21,600          | 3,700            | 1,200             | 4,900           | 3,000            | 600               | 3,600           | 5,600            | 1,200             | 6,800           |
| 22                  | 10,400           | 10,600            | 21,000          | 4,000            | 1,100             | 5,100           | 2,900            | 600               | 3,500           | 5,700            | 1,100             | 6,800           |
| 23                  | 9,400            | 9,600             | 19,000          | 3,900            | 1,000             | 4,900           | 2,900            | 700               | 3,600           | 5,800            | 1,200             | 7,000           |
| 24                  | 9,100            | 9,300             | 18,400          | 3,800            | 1,000             | 4,800           | 3,100            | 700               | 3,800           | 5,600            | 1,100             | 6,700           |
| 25                  | 8,900            | 9,000             | 17,900          | 3,800            | 1,000             | 4,800           | 3,100            | 600               | 3,700           | 5,700            | 1,100             | 6,800           |
| 26                  | 8,500            | 9,000             | 17,500          | 3,900            | 1,100             | 5,000           | 2,900            | 600               | 3,500           | 5,500            | 1,100             | 6,600           |
| 27                  | 8,100            | 8,400             | 16,500          | 3,700            | 1,100             | 4,800           | 3,100            | 600               | 3,700           | 5,500            | 1,200             | 6,700           |
| 28                  | 7,400            | 7,400             | 14,800          | 3,600            | 1,000             | 4,600           | 3,100            | 600               | 3,700           | 5,300            | 1,200             | 6,500           |
| 29                  | 7,900            | 7,000             | 14,900          | 3,700            | 1,000             | 4,700           | 3,000            | 600               | 3,600           | 5,500            | 1,200             | 6,700           |
| 30                  | 7,200            | 6,200             | 13,400          | 3,600            | 800               | 4,400           | 3,000            | 600               | 3,600           | 6,000            | 1,200             | 7,200           |
| 31                  | -----            | -----             | -----           | 3,500            | 800               | 4,300           | 2,900            | 600               | 3,500           | -----            | -----             | -----           |
| Totals in acre-feet | 796,000          | 625,700           | 1,421,700       | 288,700          | 152,200           | 440,900         | 185,500          | 41,400            | 226,900         | 275,800          | 58,200            | 334,000         |

Total for season 1924-1925, in acre-feet ----- 16,764,400  
 Total for season 1924-1925, in acre-feet ----- 4,684,600  
 Total for season 1924-1925, in acre-feet ----- 21,449,000

Sacramento River -----  
 San Joaquin River -----  
 Combined rivers -----

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1925-1926

Flow in second-feet

| Day                      | October, 1925    |                   |                 | November, 1925   |                   |                 | December, 1925   |                   |                 | January, 1926    |                   |                 |
|--------------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                          | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                        | 6,100            | 1,300             | 7,400           | 6,000            | 2,100             | 8,100           | 8,100            | 2,500             | 10,600          | 8,300            | 2,700             | 11,000          |
| 2                        | 6,400            | 1,400             | 7,800           | 5,800            | 2,100             | 7,900           | 12,300           | 2,900             | 15,200          | 8,100            | 2,800             | 10,900          |
| 3                        | 6,300            | 1,400             | 7,700           | 5,700            | 2,200             | 7,900           | 18,200           | 3,200             | 21,400          | 7,600            | 2,800             | 10,400          |
| 4                        | 6,300            | 1,400             | 7,700           | 6,200            | 2,200             | 8,400           | 18,500           | 3,200             | 21,700          | 7,600            | 2,800             | 10,400          |
| 5                        | 6,400            | 1,400             | 7,800           | 6,400            | 2,300             | 8,700           | 15,900           | 3,100             | 19,000          | 7,500            | 2,700             | 10,200          |
| 6                        | 6,200            | 1,400             | 7,600           | 6,500            | 2,300             | 8,800           | 13,400           | 3,000             | 16,400          | 7,700            | 2,500             | 10,200          |
| 7                        | 6,800            | 1,400             | 8,200           | 6,500            | 2,300             | 8,800           | 11,700           | 2,900             | 14,600          | 7,700            | 2,400             | 10,100          |
| 8                        | 7,700            | 1,400             | 9,100           | 6,500            | 2,300             | 8,800           | 10,400           | 2,900             | 13,300          | 7,600            | 2,400             | 10,000          |
| 9                        | 7,900            | 1,500             | 9,400           | 6,400            | 2,300             | 8,700           | 10,000           | 2,900             | 12,900          | 7,500            | 2,400             | 9,900           |
| 10                       | 7,700            | 1,400             | 9,100           | 6,300            | 2,300             | 8,600           | 9,600            | 2,900             | 12,500          | 7,400            | 2,300             | 9,700           |
| 11                       | 7,300            | 1,500             | 8,800           | 7,100            | 2,400             | 9,500           | 9,400            | 3,900             | 13,300          | 7,300            | 2,200             | 9,500           |
| 12                       | 7,200            | 1,600             | 8,800           | 7,700            | 2,500             | 10,200          | 9,300            | 3,900             | 13,200          | 7,100            | 2,200             | 9,300           |
| 13                       | 7,400            | 1,600             | 9,000           | 9,000            | 2,500             | 11,500          | 9,300            | 3,900             | 13,200          | 7,500            | 2,200             | 9,700           |
| 14                       | 7,800            | 1,700             | 9,500           | 10,200           | 2,600             | 12,800          | 8,900            | 3,800             | 12,700          | 7,400            | 2,200             | 9,600           |
| 15                       | 7,700            | 1,700             | 9,400           | 9,000            | 2,700             | 11,700          | 8,500            | 3,600             | 12,100          | 7,400            | 2,200             | 9,600           |
| 16                       | 7,400            | 1,800             | 9,200           | 8,400            | 2,700             | 11,100          | 8,800            | 3,600             | 12,400          | 7,300            | 2,100             | 9,400           |
| 17                       | 7,200            | 1,800             | 9,000           | 8,200            | 2,600             | 10,800          | 8,500            | 3,600             | 12,100          | 7,300            | 2,100             | 9,400           |
| 18                       | 7,100            | 1,800             | 8,900           | 9,000            | 2,600             | 11,600          | 8,800            | 3,600             | 12,400          | 7,300            | 2,100             | 9,400           |
| 19                       | 6,700            | 1,800             | 8,500           | 9,300            | 2,600             | 11,900          | 9,400            | 3,500             | 12,900          | 7,300            | 2,100             | 9,400           |
| 20                       | 6,400            | 1,800             | 8,200           | 8,900            | 2,500             | 11,400          | 10,200           | 3,500             | 13,700          | 7,800            | 2,100             | 9,900           |
| 21                       | 6,700            | 1,900             | 8,600           | 8,800            | 2,500             | 11,300          | 10,100           | 3,400             | 13,500          | 7,700            | 2,000             | 9,700           |
| 22                       | 6,800            | 2,000             | 8,800           | 8,500            | 2,500             | 11,000          | 9,700            | 3,100             | 12,800          | 7,500            | 2,000             | 9,500           |
| 23                       | 6,600            | 2,100             | 8,700           | 8,300            | 2,600             | 10,900          | 9,900            | 2,800             | 12,700          | 7,600            | 1,900             | 9,500           |
| 24                       | 6,600            | 2,100             | 8,700           | 7,800            | 2,900             | 10,700          | 9,300            | 2,800             | 12,100          | 7,300            | 1,900             | 9,200           |
| 25                       | 6,500            | 2,000             | 8,500           | 8,000            | 2,500             | 10,500          | 9,100            | 2,900             | 12,000          | 7,200            | 1,900             | 9,100           |
| 26                       | 6,300            | 2,000             | 8,300           | 7,900            | 2,500             | 10,400          | 8,800            | 2,900             | 11,700          | 7,000            | 1,800             | 8,800           |
| 27                       | 6,000            | 2,000             | 8,000           | 7,700            | 2,500             | 10,200          | 8,200            | 2,800             | 11,000          | 7,000            | 1,800             | 8,800           |
| 28                       | 6,100            | 2,100             | 8,200           | 7,400            | 2,400             | 9,800           | 8,300            | 2,900             | 11,200          | 7,100            | 1,900             | 9,000           |
| 29                       | 6,300            | 2,100             | 8,400           | 7,600            | 2,500             | 10,100          | 8,200            | 3,000             | 11,200          | 16,600           | 2,200             | 18,800          |
| 30                       | 6,200            | 2,100             | 8,300           | 7,500            | 2,500             | 10,000          | 8,500            | 2,500             | 11,000          | 30,400           | 3,000             | 33,400          |
| 31                       | 6,000            | 2,100             | 8,100           | 7,500            | 2,500             | 10,000          | 8,400            | 2,600             | 11,000          | 45,700           | 3,400             | 49,100          |
| Totals in acre-feet..... | 416,000          | 105,900           | 521,900         | 452,600          | 144,300           | 596,900         | 630,000          | 194,200           | 824,200         | 597,600          | 140,800           | 738,400         |

Total for season 1925-1926, in acre-feet.....  
 Total for season 1925-1926, in acre-feet.....  
 Total for season 1925-1926, in acre-feet.....

Sacramento River..... 12,969,700  
 San Joaquin River..... 2,503,000  
 Combined rivers..... 15,472,700



TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1925-1926  
Flow in second-feet

| Day                 | February, 1926   |                   |                 | March, 1926      |                   |                 | April, 1926      |                   |                 | May, 1926        |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 45,000           | 4,300             | 49,300          | 38,800           | 3,800             | 42,600          | 18,500           | 2,800             | 21,300          | 23,200           | 10,300            | 33,500          |
| 2                   | 48,600           | 4,600             | 53,200          | 35,200           | 4,100             | 39,300          | 18,100           | 2,700             | 20,800          | 22,000           | 8,900             | 30,900          |
| 3                   | 60,600           | 6,000             | 66,600          | 32,500           | 3,900             | 36,400          | 17,000           | 3,500             | 20,500          | 20,700           | 9,000             | 29,700          |
| 4                   | 80,200           | 6,400             | 86,600          | 30,700           | 3,900             | 34,600          | 17,700           | 3,300             | 21,000          | 19,800           | 9,700             | 29,500          |
| 5                   | 81,700           | 6,400             | 88,100          | 29,700           | 3,900             | 33,600          | 41,300           | 7,100             | 48,400          | 22,400           | 10,600            | 33,000          |
| 6                   | 94,100           | 5,600             | 99,700          | 20,000           | 4,100             | 33,100          | 54,900           | 12,100            | 66,100          | 25,400           | 10,100            | 35,500          |
| 7                   | 115,500          | 4,200             | 119,700         | 27,300           | 4,200             | 31,500          | 61,400           | 15,100            | 76,500          | 24,900           | 7,500             | 32,400          |
| 8                   | 121,900          | 3,700             | 125,600         | 27,000           | 4,300             | 31,300          | 60,500           | 20,500            | 111,000         | 23,700           | 5,800             | 29,500          |
| 9                   | 114,800          | 3,100             | 117,900         | 26,800           | 4,400             | 31,200          | 87,000           | 20,400            | 107,400         | 22,500           | 5,500             | 28,000          |
| 10                  | 102,500          | 3,000             | 105,500         | 26,600           | 4,500             | 31,100          | 96,600           | 16,100            | 112,700         | 20,900           | 5,200             | 26,100          |
| 11                  | 90,700           | 2,900             | 93,600          | 26,900           | 4,500             | 31,400          | 109,400          | 14,000            | 123,400         | 19,200           | 4,700             | 23,900          |
| 12                  | 84,000           | 7,200             | 91,200          | 25,800           | 4,300             | 30,100          | 111,100          | 13,100            | 124,200         | 19,200           | 4,400             | 23,600          |
| 13                  | 88,200           | 9,500             | 97,700          | 25,100           | 4,000             | 29,100          | 105,300          | 13,000            | 118,300         | 16,500           | 4,900             | 21,400          |
| 14                  | 94,200           | 13,500            | 107,700         | 25,200           | 4,100             | 29,300          | 95,800           | 13,400            | 109,200         | 15,600           | 5,900             | 21,500          |
| 15                  | 90,600           | 10,700            | 101,300         | 25,200           | 4,200             | 29,400          | 87,100           | 14,000            | 101,100         | 15,100           | 7,000             | 22,100          |
| 16                  | 83,700           | 10,400            | 94,100          | 25,600           | 4,500             | 30,100          | 78,500           | 15,000            | 93,500          | 14,500           | 7,700             | 22,200          |
| 17                  | 70,600           | 9,000             | 85,600          | 25,800           | 4,400             | 30,200          | 71,600           | 15,600            | 87,200          | 13,600           | 8,200             | 21,800          |
| 18                  | 71,600           | 6,700             | 78,300          | 25,000           | 4,200             | 29,200          | 64,500           | 14,400            | 78,900          | 13,000           | 8,400             | 21,400          |
| 19                  | 68,500           | 5,900             | 74,400          | 24,100           | 4,000             | 28,100          | 57,900           | 12,400            | 70,300          | 12,800           | 9,200             | 22,000          |
| 20                  | 70,000           | 8,100             | 78,100          | 23,200           | 3,900             | 27,100          | 52,400           | 11,400            | 63,800          | 13,000           | 9,700             | 22,700          |
| 21                  | 71,100           | 6,600             | 77,700          | 22,800           | 3,700             | 26,500          | 47,500           | 11,700            | 59,200          | 12,600           | 9,600             | 22,200          |
| 22                  | 69,500           | 5,500             | 75,000          | 22,000           | 3,600             | 25,600          | 43,000           | 12,300            | 55,300          | 11,800           | 8,200             | 20,000          |
| 23                  | 66,900           | 5,000             | 71,900          | 21,400           | 3,700             | 25,100          | 37,300           | 13,200            | 50,500          | 11,400           | 6,800             | 18,200          |
| 24                  | 62,700           | 4,600             | 67,300          | 22,200           | 3,800             | 26,000          | 34,800           | 12,700            | 47,500          | 10,800           | 6,200             | 17,000          |
| 25                  | 57,700           | 4,100             | 61,800          | 21,500           | 3,900             | 25,400          | 33,700           | 13,200            | 46,900          | 10,000           | 5,200             | 15,200          |
| 26                  | 52,800           | 3,900             | 56,700          | 21,300           | 3,900             | 25,200          | 30,300           | 13,900            | 44,200          | 9,500            | 4,300             | 13,800          |
| 27                  | 47,400           | 3,800             | 51,200          | 20,900           | 3,600             | 24,500          | 32,700           | 13,300            | 46,000          | 9,100            | 4,000             | 13,100          |
| 28                  | 42,800           | 5,800             | 48,600          | 20,400           | 3,400             | 23,800          | 28,700           | 12,200            | 40,900          | 8,600            | 5,000             | 13,600          |
| 29                  | ---              | ---               | ---             | 19,000           | 3,500             | 22,500          | 28,600           | 11,500            | 40,100          | 8,300            | 4,500             | 12,800          |
| 30                  | ---              | ---               | ---             | 18,400           | 3,600             | 22,000          | 28,200           | 11,300            | 39,500          | 8,100            | 4,400             | 12,500          |
| 31                  | ---              | ---               | ---             | 18,000           | 3,600             | 21,600          | ---              | ---               | ---             | 7,700            | 4,200             | 11,900          |
| Totals in acre-feet | 4,264,700        | 333,600           | 4,598,300       | 1,551,100        | 244,500           | 1,795,600       | 3,330,600        | 721,100           | 4,051,700       | 958,900          | 425,900           | 1,384,800       |

Total for season 1925-1926, in acre-feet.-----  
 Total for season 1925-1926, in acre-feet.-----  
 Total for season 1925-1926, in acre-feet.-----  
 Sacramento River-----  
 San Joaquin River-----  
 Combined rivers-----

12,969,700  
 2,503,000  
 15,472,700

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1925-1926  
Flow in second-feet

| Day                 | June, 1926       |                   |                 | July, 1926       |                   |                 | August, 1926     |                   |                 | September, 1926  |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 7,300            | 3,600             | 10,900          | 2,200            | 700               | 2,900           | 1,500            | 300               | 1,800           | 3,000            | 400               | 3,400           |
| 2                   | 7,000            | 3,500             | 10,500          | 2,300            | 700               | 3,000           | 1,400            | 300               | 1,700           | 3,100            | 400               | 3,500           |
| 3                   | 6,600            | 3,400             | 10,000          | 2,400            | 700               | 3,100           | 1,600            | 300               | 1,900           | 3,200            | 300               | 3,500           |
| 4                   | 6,300            | 3,100             | 9,400           | 2,400            | 900               | 3,300           | 1,500            | 300               | 1,800           | 3,400            | 400               | 3,800           |
| 5                   | 6,000            | 3,100             | 9,100           | 2,200            | 900               | 3,100           | 1,600            | 200               | 1,800           | 3,500            | 400               | 3,900           |
| 6                   | 5,800            | 2,800             | 8,600           | 2,200            | 600               | 2,800           | 1,500            | 200               | 1,700           | 3,600            | 400               | 4,000           |
| 7                   | 5,600            | 2,600             | 8,200           | 2,000            | 500               | 2,500           | 1,500            | 200               | 1,700           | 3,600            | 400               | 4,000           |
| 8                   | 5,700            | 2,500             | 8,200           | 2,100            | 500               | 2,600           | 1,500            | 300               | 1,800           | 3,500            | 400               | 3,900           |
| 9                   | 5,100            | 2,400             | 7,500           | 2,000            | 500               | 2,500           | 1,600            | 300               | 1,900           | 3,700            | 400               | 4,100           |
| 10                  | 5,000            | 2,200             | 7,200           | 2,000            | 500               | 2,500           | 1,600            | 300               | 1,900           | 4,000            | 500               | 4,500           |
| 11                  | 4,800            | 2,900             | 7,800           | 2,000            | 600               | 2,600           | 1,500            | 300               | 1,800           | 4,200            | 500               | 4,700           |
| 12                  | 4,600            | 2,200             | 6,800           | 2,000            | 600               | 2,600           | 1,500            | 300               | 1,800           | 4,200            | 500               | 4,700           |
| 13                  | 4,400            | 2,000             | 6,400           | 2,100            | 500               | 2,600           | 1,700            | 300               | 2,000           | 4,300            | 800               | 5,100           |
| 14                  | 4,200            | 1,800             | 6,000           | 2,100            | 400               | 2,500           | 1,700            | 300               | 2,000           | 4,300            | 800               | 5,100           |
| 15                  | 3,800            | 2,100             | 6,000           | 2,300            | 400               | 2,700           | 1,800            | 300               | 2,100           | 4,700            | 700               | 5,400           |
| 16                  | 3,700            | 1,500             | 5,200           | 2,300            | 400               | 2,700           | 1,900            | 400               | 2,300           | 4,900            | 700               | 5,600           |
| 17                  | 3,600            | 1,400             | 5,000           | 2,000            | 400               | 2,400           | 1,800            | 400               | 2,200           | 5,200            | 700               | 5,900           |
| 18                  | 3,400            | 1,400             | 4,800           | 2,000            | 400               | 2,400           | 1,900            | 400               | 2,300           | 5,300            | 800               | 6,100           |
| 19                  | 3,300            | 1,300             | 4,600           | 1,800            | 400               | 2,200           | 2,000            | 400               | 2,400           | 5,400            | 800               | 6,200           |
| 20                  | 3,500            | 1,300             | 4,800           | 1,600            | 400               | 2,000           | 2,200            | 300               | 2,500           | 5,600            | 700               | 6,300           |
| 21                  | 3,300            | 1,200             | 4,500           | 1,500            | 300               | 1,800           | 2,100            | 300               | 2,400           | 5,500            | 700               | 6,200           |
| 22                  | 3,200            | 1,300             | 4,500           | 1,700            | 300               | 2,000           | 2,300            | 300               | 2,600           | 5,700            | 600               | 6,300           |
| 23                  | 3,100            | 1,100             | 4,200           | 1,400            | 300               | 1,700           | 2,400            | 300               | 2,700           | 6,000            | 500               | 6,500           |
| 24                  | 3,000            | 1,100             | 4,100           | 1,400            | 300               | 1,700           | 2,300            | 300               | 2,600           | 6,000            | 400               | 6,400           |
| 25                  | 2,800            | 1,000             | 3,800           | 1,500            | 300               | 1,800           | 2,300            | 300               | 2,600           | 5,900            | 400               | 6,300           |
| 26                  | 2,800            | 900               | 3,700           | 1,500            | 300               | 1,800           | 2,300            | 300               | 2,600           | 5,800            | 400               | 6,200           |
| 27                  | 2,600            | 900               | 3,500           | 1,500            | 300               | 1,800           | 2,300            | 400               | 3,000           | 5,800            | 400               | 6,200           |
| 28                  | 2,600            | 1,000             | 3,500           | 1,500            | 300               | 1,800           | 2,600            | 300               | 2,900           | 5,400            | 400               | 5,800           |
| 29                  | 2,600            | 800               | 3,400           | 1,300            | 300               | 1,700           | 2,900            | 400               | 3,300           | 5,700            | 400               | 6,100           |
| 30                  | 2,300            | 800               | 3,100           | 1,400            | 400               | 1,900           | 3,100            | 400               | 3,500           | 5,900            | 400               | 6,300           |
| 31                  |                  |                   |                 | 1,500            | 400               | 1,900           | 3,100            | 400               | 3,500           |                  |                   |                 |
| Totals in acre-feet | 253,600          | 113,300           | 366,900         | 115,200          | 28,900            | 144,100         | 121,400          | 19,200            | 140,600         | 278,000          | 31,300            | 309,300         |

Total for season 1925-1926, in acre-feet.....  
 Total for season 1925-1926, in acre-feet.....  
 Total for season 1925-1926, in acre-feet.....

Sacramento River.....  
 San Joaquin River.....  
 Combined rivers.....

12,969,700  
 2,503,000  
 15,472,700

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1926-1927  
Flow in second-feet

| Day                 | October, 1926    |                   |                 | November, 1926   |                   |                 | December, 1926   |                   |                 | January, 1927    |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 5,900            | 600               | 6,500           | 4,800            | 1,400             | 6,200           | 80,000           | 5,100             | 85,100          | 13,500           | 3,400             | 16,900          |
| 2                   | 6,000            | 700               | 6,700           | 4,700            | 1,500             | 6,200           | 82,200           | 4,800             | 87,000          | 14,800           | 3,400             | 18,200          |
| 3                   | 6,200            | 800               | 7,000           | 4,800            | 1,600             | 6,400           | 85,800           | 5,200             | 91,000          | 20,100           | 3,500             | 23,600          |
| 4                   | 6,400            | 700               | 7,100           | 4,800            | 1,500             | 6,300           | 89,200           | 5,300             | 94,500          | 28,200           | 4,400             | 32,600          |
| 5                   | 6,300            | 800               | 7,100           | 4,900            | 1,400             | 6,300           | 91,200           | 4,900             | 96,100          | 31,200           | 4,700             | 35,900          |
| 6                   | 6,400            | 900               | 7,300           | 4,900            | 1,500             | 6,400           | 93,500           | 4,700             | 98,200          | 32,400           | 6,800             | 39,200          |
| 7                   | 6,400            | 1,000             | 7,400           | 4,900            | 1,500             | 6,400           | 92,400           | 4,900             | 97,300          | 37,900           | 6,700             | 44,600          |
| 8                   | 6,300            | 1,000             | 7,300           | 4,900            | 1,500             | 6,400           | 84,300           | 4,500             | 88,800          | 40,500           | 5,700             | 46,200          |
| 9                   | 6,100            | 1,100             | 7,200           | 4,800            | 1,500             | 6,300           | 73,500           | 4,100             | 77,600          | 40,400           | 5,200             | 45,600          |
| 10                  | 6,200            | 1,200             | 7,400           | 4,800            | 1,500             | 6,300           | 64,300           | 3,900             | 68,200          | 38,400           | 5,400             | 43,800          |
| 11                  | 6,500            | 1,100             | 7,600           | 4,900            | 1,500             | 6,400           | 56,500           | 3,700             | 60,200          | 41,000           | 6,100             | 47,100          |
| 12                  | 7,500            | 1,100             | 8,600           | 5,200            | 1,500             | 6,700           | 48,200           | 3,600             | 51,800          | 37,200           | 5,600             | 42,800          |
| 13                  | 8,000            | 1,100             | 9,100           | 5,800            | 1,600             | 7,400           | 40,500           | 3,400             | 43,900          | 36,000           | 5,300             | 41,300          |
| 14                  | 7,600            | 1,100             | 8,700           | 7,400            | 1,600             | 9,000           | 34,000           | 3,400             | 37,400          | 35,700           | 4,900             | 40,600          |
| 15                  | 7,000            | 1,200             | 8,200           | 8,100            | 1,600             | 9,700           | 28,700           | 3,200             | 31,900          | 34,800           | 4,300             | 39,100          |
| 16                  | 6,600            | 1,200             | 7,800           | 7,200            | 1,600             | 8,800           | 21,800           | 3,100             | 24,900          | 34,100           | 4,500             | 38,600          |
| 17                  | 6,500            | 1,200             | 7,700           | 6,400            | 1,500             | 7,900           | 20,000           | 3,100             | 23,100          | 37,000           | 4,700             | 41,700          |
| 18                  | 6,600            | 1,200             | 7,800           | 6,100            | 1,500             | 7,600           | 19,100           | 3,100             | 22,200          | 37,300           | 4,500             | 41,800          |
| 19                  | 6,500            | 1,200             | 7,700           | 6,200            | 1,500             | 7,700           | 18,800           | 3,100             | 21,900          | 38,200           | 4,300             | 42,500          |
| 20                  | 6,500            | 1,100             | 7,600           | 8,900            | 1,600             | 10,500          | 18,100           | 3,100             | 21,200          | 39,000           | 4,800             | 43,800          |
| 21                  | 6,400            | 1,200             | 7,600           | 8,400            | 1,700             | 10,100          | 17,300           | 3,000             | 20,300          | 42,800           | 5,300             | 48,100          |
| 22                  | 6,300            | 1,200             | 7,500           | 10,300           | 1,800             | 12,100          | 17,400           | 3,100             | 20,500          | 43,800           | 5,800             | 49,600          |
| 23                  | 6,300            | 1,300             | 7,600           | 17,800           | 1,700             | 19,500          | 17,200           | 3,200             | 20,400          | 43,200           | 5,600             | 48,800          |
| 24                  | 6,300            | 1,300             | 7,600           | 34,100           | 2,500             | 36,600          | 16,900           | 3,500             | 20,400          | 41,600           | 5,200             | 46,800          |
| 25                  | 6,100            | 1,300             | 7,400           | 46,000           | 5,100             | 51,100          | 16,200           | 3,500             | 19,700          | 38,700           | 4,800             | 43,500          |
| 26                  | 5,900            | 1,300             | 7,200           | 50,700           | 5,600             | 56,300          | 15,700           | 3,500             | 19,200          | 35,300           | 4,300             | 39,600          |
| 27                  | 6,000            | 1,300             | 7,300           | 59,900           | 9,600             | 69,500          | 14,900           | 3,500             | 18,400          | 34,300           | 4,500             | 38,800          |
| 28                  | 6,100            | 1,300             | 7,400           | 67,900           | 7,900             | 75,800          | 14,500           | 3,500             | 18,000          | 37,200           | 4,100             | 41,300          |
| 29                  | 6,100            | 1,300             | 7,400           | 70,700           | 6,100             | 76,800          | 14,100           | 3,500             | 17,600          | 40,000           | 4,700             | 44,700          |
| 30                  | 5,900            | 1,300             | 7,200           | 76,600           | 5,900             | 82,500          | 14,000           | 3,400             | 17,400          | 43,400           | 4,400             | 47,800          |
| 31                  | 5,800            | 1,400             | 7,200           | -----            | -----             | -----           | 13,800           | 3,400             | 17,200          | 44,400           | 4,100             | 48,500          |
| Totals in acre-feet | 393,400          | 68,300            | 461,700         | 1,102,700        | 155,200           | 1,257,900       | 2,601,900        | 232,300           | 2,834,200       | 2,203,100        | 299,000           | 2,502,100       |

Total for season 1926-1927, in acre-feet.-----  
 Total for season 1926-1927, in acre-feet.-----  
 Total for season 1926-1927, in acre-feet.-----  
 Sacramento River.-----  
 San Joaquin River.-----  
 Combined rivers.-----  
 25,459,600  
 5,438,300  
 30,897,900



TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1926-1927  
Flow in second-feet

| Day                      | February, 1927   |                   |                 | March, 1927      |                   |                 | April, 1927      |                   |                 | May, 1927        |                   |                 |
|--------------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                          | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                        | 45,400           | 3,900             | 49,300          | 120,400          | 16,800            | 137,200         | 61,300           | 16,000            | 77,300          | 58,600           | 16,300            | 74,900          |
| 2                        | 46,000           | 4,000             | 50,000          | 108,000          | 17,800            | 125,800         | 64,600           | 19,800            | 84,400          | 55,400           | 17,000            | 72,400          |
| 3                        | 56,200           | 10,900            | 67,100          | 97,200           | 17,000            | 114,200         | 83,200           | 33,200            | 116,400         | 53,300           | 16,100            | 69,400          |
| 4                        | 69,900           | 20,800            | 90,700          | 87,800           | 16,900            | 104,700         | 91,400           | 32,600            | 124,000         | 51,300           | 15,000            | 66,300          |
| 5                        | 73,600           | 13,900            | 87,500          | 81,600           | 15,800            | 97,400          | 94,800           | 25,000            | 119,800         | 49,600           | 14,600            | 64,200          |
| 6                        | 77,200           | 11,600            | 88,800          | 76,400           | 14,900            | 91,300          | 104,600          | 20,500            | 125,100         | 49,000           | 14,800            | 63,800          |
| 7                        | 83,600           | 10,800            | 94,400          | 74,600           | 14,300            | 88,900          | 107,600          | 18,300            | 125,900         | 46,400           | 16,500            | 62,900          |
| 8                        | 89,800           | 10,000            | 99,800          | 72,400           | 16,800            | 89,200          | 104,000          | 16,800            | 120,800         | 43,000           | 16,500            | 59,500          |
| 9                        | 87,800           | 9,300             | 97,100          | 68,600           | 14,100            | 82,700          | 94,200           | 14,000            | 108,200         | 40,700           | 14,800            | 55,500          |
| 10                       | 83,200           | 7,600             | 90,800          | 67,000           | 11,100            | 78,100          | 87,400           | 11,500            | 99,000          | 38,300           | 13,400            | 51,700          |
| 11                       | 76,000           | 5,700             | 81,700          | 64,400           | 8,000             | 72,400          | 78,400           | 10,500            | 88,900          | 37,200           | 12,400            | 49,600          |
| 12                       | 71,000           | 5,300             | 76,300          | 61,400           | 7,700             | 69,100          | 73,800           | 9,700             | 83,500          | 37,400           | 12,600            | 50,000          |
| 13                       | 65,200           | 5,000             | 70,200          | 60,800           | 7,000             | 68,500          | 69,400           | 10,700            | 80,100          | 39,100           | 13,100            | 52,200          |
| 14                       | 60,800           | 5,700             | 66,500          | 64,200           | 12,000            | 76,200          | 65,800           | 12,600            | 78,400          | 42,100           | 14,200            | 56,300          |
| 15                       | 62,400           | 13,800            | 76,200          | 69,000           | 10,600            | 79,600          | 62,600           | 11,000            | 73,600          | 46,100           | 16,200            | 62,300          |
| 16                       | 72,700           | 17,300            | 90,000          | 69,400           | 9,500             | 78,900          | 59,200           | 10,300            | 70,100          | 52,000           | 17,000            | 69,000          |
| 17                       | 88,400           | 16,100            | 104,500         | 69,600           | 8,700             | 78,300          | 55,100           | 8,500             | 63,600          | 51,300           | 17,600            | 68,900          |
| 18                       | 112,600          | 26,100            | 138,700         | 70,400           | 8,100             | 78,500          | 51,000           | 8,600             | 59,600          | 49,600           | 18,300            | 67,900          |
| 19                       | 159,000          | 24,400            | 183,400         | 68,800           | 7,900             | 76,700          | 48,300           | 8,800             | 57,100          | 46,200           | 18,000            | 64,200          |
| 20                       | 170,600          | 23,000            | 193,600         | 65,600           | 7,300             | 72,900          | 47,900           | 9,400             | 57,300          | 41,900           | 17,300            | 59,200          |
| 21                       | 188,000          | 29,500            | 217,500         | 63,400           | 8,000             | 71,400          | 46,200           | 10,000            | 56,200          | 37,200           | 16,000            | 53,200          |
| 22                       | 236,000          | 31,100            | 267,100         | 59,800           | 10,100            | 69,900          | 45,100           | 11,200            | 56,300          | 32,500           | 14,200            | 46,700          |
| 23                       | 232,200          | 26,800            | 259,000         | 56,800           | 11,300            | 68,100          | 45,900           | 12,900            | 58,800          | 28,900           | 12,400            | 41,300          |
| 24                       | 218,600          | 24,200            | 242,800         | 54,000           | 11,200            | 65,200          | 47,400           | 15,200            | 62,600          | 27,700           | 11,200            | 38,900          |
| 25                       | 200,800          | 23,300            | 224,100         | 51,400           | 11,500            | 62,900          | 49,600           | 15,200            | 64,800          | 28,900           | 11,300            | 40,200          |
| 26                       | 176,200          | 21,700            | 197,900         | 49,900           | 10,500            | 60,400          | 52,500           | 19,700            | 72,200          | 30,400           | 13,100            | 43,500          |
| 27                       | 150,200          | 21,600            | 171,800         | 48,400           | 10,700            | 59,100          | 55,900           | 24,500            | 80,200          | 30,900           | 14,700            | 45,600          |
| 28                       | 131,800          | 17,800            | 149,600         | 47,400           | 11,900            | 59,300          | 58,000           | 17,800            | 75,800          | 30,100           | 15,600            | 45,700          |
| 29                       | -----            | -----             | -----           | 45,900           | 10,700            | 56,600          | 58,700           | 17,400            | 76,100          | 27,000           | 15,000            | 42,000          |
| 30                       | -----            | -----             | -----           | 44,700           | 8,600             | 53,300          | 59,800           | 24,400            | 84,200          | 25,500           | 13,500            | 39,000          |
| 31                       | -----            | -----             | -----           | 43,800           | 7,600             | 51,400          | 59,800           | -----             | -----           | 23,900           | 12,400            | 36,300          |
| Totals in acre-feet..... | 6,306,700        | 873,600           | 7,180,300       | 4,124,500        | 697,600           | 4,822,100       | 4,006,900        | 943,700           | 4,950,600       | 2,479,300        | 913,000           | 3,392,300       |

Total for season 1926-1927, in acre-feet.....  
 Total for season 1926-1927, in acre-feet.....  
 Total for season 1926-1927, in acre-feet.....

Sacramento River..... 2,459,600  
 San Joaquin River..... 5,438,300  
 Combined rivers..... 30,897,900

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1926-1927  
Flow in second-feet

| Day                      | June, 1927       |                   |                 | July, 1927       |                   |                 | August, 1927     |                   |                 | September, 1927  |                   |                 |
|--------------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                          | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                        | 22,800           | 12,000            | 34,800          | 9,700            | 9,500             | 19,200          | 4,000            | 1,600             | 5,600           | 4,200            | 1,400             | 5,600           |
| 2                        | 22,500           | 12,000            | 34,500          | 9,400            | 7,800             | 17,200          | 4,000            | 1,600             | 5,600           | 4,200            | 1,400             | 5,600           |
| 3                        | 23,000           | 11,800            | 34,800          | 9,100            | 7,600             | 16,700          | 3,800            | 1,400             | 5,200           | 4,200            | 1,300             | 5,500           |
| 4                        | 24,100           | 12,200            | 36,300          | 8,800            | 7,200             | 16,000          | 3,800            | 1,300             | 5,100           | 4,400            | 1,300             | 5,700           |
| 5                        | 25,200           | 12,500            | 37,700          | 8,500            | 6,800             | 15,300          | 3,800            | 1,300             | 5,100           | 4,500            | 1,300             | 5,800           |
| 6                        | 27,000           | 13,600            | 40,600          | 7,900            | 5,700             | 13,600          | 3,700            | 1,300             | 5,000           | 4,500            | 1,100             | 5,900           |
| 7                        | 29,100           | 14,800            | 43,900          | 7,400            | 5,900             | 13,300          | 3,700            | 1,300             | 5,000           | 4,600            | 1,300             | 5,900           |
| 8                        | 30,400           | 16,400            | 46,800          | 7,200            | 4,900             | 12,100          | 3,700            | 1,300             | 5,000           | 4,600            | 1,300             | 5,900           |
| 9                        | 29,600           | 16,600            | 46,200          | 6,800            | 4,100             | 10,900          | 3,600            | 1,200             | 4,800           | 4,400            | 1,300             | 5,700           |
| 10                       | 29,900           | 16,400            | 46,300          | 6,700            | 3,800             | 10,500          | 3,600            | 1,100             | 4,700           | 4,500            | 1,300             | 5,800           |
| 11                       | 30,300           | 16,700            | 47,000          | 6,600            | 3,400             | 10,000          | 3,600            | 1,200             | 4,800           | 4,400            | 1,400             | 5,800           |
| 12                       | 30,000           | 16,800            | 46,800          | 6,500            | 3,200             | 9,700           | 3,600            | 1,100             | 4,700           | 4,700            | 1,500             | 6,200           |
| 13                       | 30,100           | 17,100            | 47,200          | 6,400            | 2,900             | 9,300           | 3,600            | 1,100             | 4,700           | 4,500            | 1,500             | 6,000           |
| 14                       | 30,000           | 17,700            | 47,700          | 5,900            | 2,700             | 8,600           | 3,600            | 1,200             | 4,800           | 4,700            | 1,400             | 6,100           |
| 15                       | 28,600           | 18,300            | 46,900          | 5,700            | 2,500             | 8,200           | 3,700            | 1,200             | 4,900           | 4,900            | 1,400             | 6,300           |
| 16                       | 27,700           | 18,200            | 45,900          | 5,800            | 2,300             | 8,100           | 3,500            | 1,200             | 4,700           | 5,000            | 1,400             | 6,400           |
| 17                       | 26,000           | 18,300            | 44,300          | 5,700            | 2,200             | 7,900           | 3,600            | 1,100             | 4,700           | 5,100            | 1,400             | 6,500           |
| 18                       | 23,200           | 18,300            | 41,400          | 5,400            | 2,200             | 7,600           | 3,500            | 1,100             | 4,600           | 5,200            | 1,600             | 6,800           |
| 19                       | 21,600           | 17,900            | 39,500          | 5,200            | 2,000             | 7,200           | 3,700            | 1,100             | 4,800           | 5,400            | 1,600             | 7,000           |
| 20                       | 19,500           | 17,000            | 36,500          | 5,200            | 2,000             | 7,100           | 3,600            | 1,100             | 4,700           | 5,300            | 1,400             | 6,700           |
| 21                       | 18,000           | 15,900            | 33,900          | 5,100            | 1,900             | 7,000           | 3,700            | 1,100             | 4,800           | 5,600            | 1,400             | 7,000           |
| 22                       | 17,000           | 14,900            | 31,900          | 5,000            | 1,800             | 6,900           | 3,600            | 1,100             | 4,700           | 5,700            | 1,400             | 7,100           |
| 23                       | 16,100           | 13,800            | 29,900          | 4,900            | 1,800             | 6,800           | 3,400            | 1,100             | 4,500           | 5,900            | 1,500             | 7,400           |
| 24                       | 15,500           | 13,100            | 28,600          | 4,900            | 1,700             | 6,700           | 3,400            | 1,000             | 4,400           | 6,000            | 1,500             | 7,500           |
| 25                       | 15,600           | 13,100            | 28,700          | 4,900            | 1,700             | 6,600           | 3,500            | 1,100             | 4,600           | 6,200            | 1,500             | 7,700           |
| 26                       | 14,900           | 13,100            | 28,000          | 4,800            | 1,700             | 6,500           | 3,600            | 1,100             | 4,700           | 6,100            | 1,600             | 7,700           |
| 27                       | 13,300           | 13,200            | 26,500          | 4,600            | 2,100             | 6,700           | 3,600            | 1,100             | 4,700           | 5,800            | 1,600             | 7,400           |
| 28                       | 12,000           | 12,500            | 24,500          | 4,300            | 1,500             | 5,800           | 3,700            | 1,200             | 4,900           | 6,000            | 1,500             | 7,500           |
| 29                       | 11,000           | 11,500            | 22,500          | 4,400            | 1,500             | 5,900           | 3,700            | 1,100             | 4,800           | 6,300            | 1,500             | 7,800           |
| 30                       | 10,200           | 10,900            | 21,100          | 4,000            | 1,500             | 5,500           | 3,700            | 1,200             | 4,900           | 6,200            | 1,600             | 7,800           |
| 31                       |                  |                   |                 | 4,100            | 1,500             | 5,600           | 4,000            | 1,300             | 5,300           |                  |                   |                 |
| Totals in acre-feet..... | 1,334,900        | 884,000           | 2,218,900       | 378,200          | 212,800           | 591,000         | 224,900          | 73,700            | 298,600         | 303,100          | 85,100            | 388,200         |

Total for season 1926-1927, in acre-feet..... Sacramento River..... 25,459,600  
 Total for season 1926-1927, in acre-feet..... San Joaquin River..... 5,438,300  
 Total for season 1926-1927, in acre-feet..... Combined rivers..... 30,897,900

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1927-1928  
Flow in second-feet

| Day                 | October, 1927    |                   |                 | November, 1927   |                   |                 | December, 1927   |                   |                 | January, 1928    |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 6,400            | 1,500             | 7,900           | 8,500            | 3,000             | 11,500          | 16,600           | 3,500             | 20,100          | 28,100           | 5,000             | 33,100          |
| 2                   | 6,600            | 1,600             | 8,200           | 8,800            | 2,900             | 11,700          | 16,200           | 3,500             | 19,700          | 25,800           | 5,100             | 30,900          |
| 3                   | 6,400            | 1,800             | 8,200           | 8,300            | 3,100             | 11,400          | 15,800           | 3,500             | 19,300          | 26,700           | 5,900             | 32,600          |
| 4                   | 6,300            | 1,800             | 8,100           | 8,200            | 3,100             | 11,300          | 15,000           | 3,500             | 18,500          | 29,700           | 4,700             | 34,400          |
| 5                   | 6,600            | 2,000             | 8,600           | 7,800            | 3,400             | 11,200          | 14,400           | 3,500             | 17,900          | 31,400           | 4,900             | 36,300          |
| 6                   | 6,600            | 2,300             | 8,900           | 7,600            | 3,600             | 11,200          | 13,700           | 3,400             | 17,100          | 30,700           | 4,700             | 35,400          |
| 7                   | 6,600            | 2,300             | 8,900           | 7,200            | 3,600             | 10,800          | 13,400           | 3,300             | 16,700          | 29,100           | 4,600             | 33,700          |
| 8                   | 6,600            | 2,100             | 8,700           | 7,800            | 3,600             | 11,400          | 13,200           | 3,400             | 16,600          | 27,000           | 4,500             | 31,500          |
| 9                   | 6,800            | 2,100             | 8,900           | 11,000           | 3,700             | 14,700          | 13,000           | 3,300             | 16,300          | 24,500           | 3,500             | 28,000          |
| 10                  | 6,700            | 2,200             | 8,900           | 27,800           | 3,900             | 31,700          | 12,600           | 3,400             | 16,000          | 21,500           | 3,600             | 25,100          |
| 11                  | 6,600            | 2,200             | 8,800           | 27,900           | 5,000             | 32,900          | 13,100           | 3,400             | 16,500          | 20,500           | 3,600             | 24,100          |
| 12                  | 6,900            | 2,300             | 9,200           | 31,600           | 3,900             | 35,500          | 14,200           | 3,400             | 17,600          | 19,900           | 3,600             | 23,500          |
| 13                  | 7,100            | 2,400             | 9,500           | 33,700           | 3,600             | 37,300          | 14,500           | 3,500             | 18,000          | 19,200           | 3,500             | 22,700          |
| 14                  | 7,100            | 2,500             | 9,600           | 28,400           | 4,200             | 32,600          | 15,200           | 4,300             | 19,500          | 18,900           | 3,600             | 22,500          |
| 15                  | 7,100            | 2,500             | 9,600           | 29,000           | 3,800             | 32,800          | 17,100           | 4,300             | 21,400          | 18,400           | 3,500             | 21,900          |
| 16                  | 6,900            | 2,500             | 9,400           | 26,800           | 3,700             | 30,500          | 16,600           | 4,200             | 20,800          | 17,900           | 4,100             | 22,000          |
| 17                  | 6,700            | 2,500             | 9,200           | 22,900           | 3,800             | 26,700          | 15,800           | 4,100             | 19,900          | 17,600           | 4,000             | 21,600          |
| 18                  | 6,800            | 2,400             | 9,200           | 21,200           | 5,200             | 26,400          | 14,800           | 4,000             | 18,800          | 17,100           | 3,500             | 20,600          |
| 19                  | 6,800            | 2,500             | 9,300           | 19,900           | 5,600             | 25,500          | 13,400           | 4,500             | 17,900          | 16,700           | 3,700             | 20,400          |
| 20                  | 6,800            | 2,600             | 9,400           | 19,200           | 5,400             | 24,600          | 12,800           | 3,900             | 16,700          | 16,000           | 3,500             | 19,500          |
| 21                  | 6,700            | 2,600             | 9,300           | 20,800           | 6,300             | 27,100          | 12,400           | 3,300             | 15,700          | 15,500           | 3,500             | 19,000          |
| 22                  | 6,900            | 2,400             | 9,300           | 22,500           | 6,100             | 28,600          | 12,100           | 4,000             | 16,100          | 15,100           | 3,200             | 18,300          |
| 23                  | 6,900            | 2,400             | 9,300           | 27,400           | 5,800             | 33,200          | 11,800           | 3,700             | 15,500          | 15,500           | 3,800             | 19,300          |
| 24                  | 6,700            | 2,300             | 9,000           | 27,100           | 4,200             | 31,300          | 11,800           | 3,800             | 15,600          | 16,200           | 4,100             | 20,300          |
| 25                  | 6,400            | 1,900             | 8,300           | 25,800           | 3,200             | 29,000          | 16,400           | 4,200             | 20,600          | 16,400           | 3,600             | 20,000          |
| 26                  | 6,700            | 2,100             | 8,800           | 20,900           | 3,300             | 24,200          | 21,900           | 3,400             | 25,300          | 16,800           | 3,300             | 20,100          |
| 27                  | 7,100            | 2,600             | 9,700           | 19,500           | 3,300             | 22,800          | 26,400           | 4,000             | 30,400          | 17,100           | 3,300             | 20,400          |
| 28                  | 7,800            | 3,000             | 10,800          | 20,000           | 3,400             | 23,400          | 27,400           | 4,900             | 32,300          | 17,000           | 3,100             | 20,100          |
| 29                  | 7,900            | 2,900             | 10,800          | 19,800           | 3,200             | 23,000          | 31,400           | 11,900            | 43,300          | 19,400           | 2,900             | 22,300          |
| 30                  | 7,900            | 2,700             | 10,600          | 18,200           | 3,100             | 21,300          | 34,300           | 7,800             | 42,100          | 25,100           | 3,800             | 28,900          |
| 31                  | 8,100            | 2,700             | 10,800          | 18,200           | 3,100             | 21,300          | 30,500           | 6,700             | 37,200          | 27,600           | 3,300             | 30,900          |
| Totals in acre-feet | 422,100          | 142,000           | 564,100         | 1,159,500        | 237,000           | 1,396,500       | 1,045,000        | 260,600           | 1,305,600       | 1,303,600        | 239,600           | 1,543,200       |

Total for season 1927-1928, in acre-feet-----  
 Total for season 1927-1928, in acre-feet-----  
 Total for season 1927-1928, in acre-feet-----

Sacramento River-----  
 San Joaquin River-----  
 Combined rivers-----

17,672,800  
 3,815,800  
 21,488,600



TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1927-1928  
Flow in second-feet

| Day                 | February, 1928   |                   |                 | March, 1928      |                   |                 | April, 1928      |                   |                 | May, 1928        |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 31,300           | 2,900             | 34,200          | 17,600           | 2,500             | 20,100          | 190,700          | 19,500            | 210,200         | 33,700           | 8,500             | 42,200          |
| 2                   | 35,500           | 2,900             | 38,400          | 17,700           | 2,500             | 20,200          | 168,900          | 21,300            | 190,200         | 34,000           | 9,500             | 43,500          |
| 3                   | 37,500           | 5,100             | 42,600          | 18,400           | 2,400             | 20,800          | 154,800          | 23,700            | 178,500         | 33,000           | 9,100             | 42,100          |
| 4                   | 48,400           | 14,100            | 62,500          | 19,400           | 2,900             | 22,300          | 140,900          | 16,000            | 156,900         | 31,600           | 8,300             | 39,900          |
| 5                   | 59,700           | 9,100             | 68,800          | 21,100           | 2,900             | 24,000          | 124,400          | 14,800            | 139,200         | 29,900           | 7,600             | 37,500          |
| 6                   | 66,500           | 6,300             | 72,800          | 21,900           | 3,200             | 25,100          | 114,400          | 14,200            | 128,600         | 29,300           | 8,400             | 37,700          |
| 7                   | 71,900           | 5,600             | 77,500          | 22,700           | 4,100             | 26,800          | 103,100          | 13,700            | 116,800         | 29,100           | 9,700             | 38,800          |
| 8                   | 78,600           | 4,700             | 83,300          | 23,500           | 4,900             | 28,400          | 94,600           | 13,300            | 107,900         | 29,000           | 10,300            | 39,300          |
| 9                   | 81,600           | 4,400             | 86,000          | 26,700           | 3,700             | 30,400          | 88,200           | 13,100            | 101,300         | 28,600           | 10,700            | 39,300          |
| 10                  | 78,500           | 4,000             | 82,500          | 30,800           | 3,600             | 34,400          | 83,400           | 12,800            | 96,200          | 27,900           | 10,300            | 38,200          |
| 11                  | 71,100           | 3,600             | 74,700          | 34,300           | 3,600             | 37,900          | 78,100           | 12,800            | 90,900          | 27,600           | 10,300            | 38,100          |
| 12                  | 63,700           | 3,400             | 67,100          | 35,400           | 3,700             | 39,100          | 74,700           | 12,500            | 87,200          | 26,900           | 10,800            | 37,700          |
| 13                  | 56,100           | 3,900             | 60,000          | 34,700           | 3,900             | 38,600          | 72,100           | 11,700            | 83,800          | 26,100           | 10,700            | 36,800          |
| 14                  | 48,900           | 4,700             | 53,600          | 33,400           | 4,000             | 37,400          | 68,100           | 11,500            | 79,600          | 25,100           | 10,900            | 36,000          |
| 15                  | 42,900           | 4,700             | 47,600          | 32,400           | 4,100             | 36,500          | 64,400           | 11,500            | 75,900          | 24,200           | 11,000            | 35,200          |
| 16                  | 37,400           | 4,500             | 41,900          | 30,600           | 4,200             | 34,800          | 60,200           | 11,500            | 71,700          | 23,000           | 10,300            | 33,300          |
| 17                  | 32,600           | 4,300             | 36,900          | 28,900           | 4,400             | 33,300          | 56,100           | 11,400            | 67,500          | 22,100           | 9,500             | 31,600          |
| 18                  | 28,500           | 4,300             | 32,800          | 26,500           | 4,200             | 30,700          | 52,000           | 10,900            | 62,900          | 21,300           | 8,800             | 30,100          |
| 19                  | 22,200           | 4,200             | 26,400          | 25,500           | 4,100             | 29,600          | 49,100           | 10,600            | 59,700          | 20,300           | 8,400             | 28,700          |
| 20                  | 21,000           | 4,100             | 25,100          | 24,700           | 4,000             | 28,700          | 46,800           | 10,200            | 57,000          | 19,500           | 8,400             | 27,900          |
| 21                  | 20,200           | 4,300             | 24,500          | 26,600           | 3,800             | 30,400          | 43,500           | 7,400             | 50,900          | 19,000           | 10,400            | 29,400          |
| 22                  | 19,600           | 4,200             | 23,800          | 26,200           | 3,900             | 30,100          | 41,300           | 7,100             | 48,400          | 18,400           | 10,900            | 29,300          |
| 23                  | 19,000           | 4,200             | 23,200          | 29,800           | 5,500             | 35,300          | 38,100           | 7,800             | 45,900          | 18,300           | 10,900            | 29,200          |
| 24                  | 18,600           | 4,400             | 23,000          | 55,100           | 17,200            | 72,300          | 38,500           | 7,400             | 45,900          | 17,600           | 10,500            | 28,100          |
| 25                  | 18,200           | 4,200             | 22,400          | 91,800           | 72,800            | 164,600         | 36,900           | 7,300             | 44,200          | 17,000           | 11,400            | 28,400          |
| 26                  | 18,500           | 3,000             | 21,500          | 154,700          | 81,300            | 236,000         | 35,000           | 6,800             | 41,800          | 17,000           | 11,800            | 28,800          |
| 27                  | 18,600           | 2,600             | 21,200          | 280,500          | 68,400            | 348,900         | 34,400           | 7,000             | 41,400          | 15,600           | 12,100            | 27,700          |
| 28                  | 18,100           | 2,700             | 20,800          | 294,300          | 58,400            | 352,700         | 34,600           | 7,600             | 42,200          | 14,700           | 12,200            | 26,900          |
| 29                  | 17,700           | 2,700             | 20,400          | 271,100          | 43,400            | 314,500         | 34,600           | 8,400             | 43,000          | 13,500           | 11,800            | 24,800          |
| 30                  |                  |                   |                 | 249,000          | 37,100            | 286,100         | 34,600           | 8,000             | 42,600          | 12,600           | 10,000            | 22,600          |
| 31                  |                  |                   |                 | 220,800          | 33,500            | 254,300         |                  |                   |                 |                  |                   |                 |
| Totals in acre-feet | 2,341,200        | 263,500           | 2,604,700       | 4,407,700        | 986,400           | 5,394,100       | 4,467,900        | 696,800           | 5,164,700       | 1,421,600        | 618,800           | 2,040,400       |

Total for season 1927-1928, in acre-feet -----  
 Total for season 1927-1928, in acre-feet -----  
 Total for season 1927-1928, in acre-feet -----

Sacramento River ----- 17,672,800  
 San Joaquin River ----- 3,815,800  
 Combined rivers ----- 21,488,600

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1927-1928  
Flow in second-feet

| Day                 | June, 1928       |                   |                 | July, 1928       |                   |                 | August, 1928     |                   |                 | September, 1928  |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 11,200           | 9,300             | 20,500          | 4,800            | 1,300             | 6,100           | 3,200            | 700               | 3,900           | 3,200            | 1,000             | 4,200           |
| 2                   | 10,900           | 7,700             | 18,600          | 4,700            | 1,300             | 6,000           | 3,200            | 700               | 3,900           | 3,400            | 1,000             | 4,400           |
| 3                   | 10,300           | 6,400             | 16,700          | 4,600            | 1,300             | 5,900           | 3,200            | 700               | 3,900           | 3,600            | 900               | 4,500           |
| 4                   | 9,800            | 6,900             | 16,700          | 4,600            | 1,400             | 6,000           | 3,200            | 700               | 3,900           | 3,700            | 900               | 4,600           |
| 5                   | 9,200            | 7,300             | 16,500          | 4,500            | 1,400             | 5,900           | 3,000            | 900               | 3,900           | 3,800            | 1,000             | 4,800           |
| 6                   | 8,800            | 7,200             | 16,000          | 4,400            | 1,200             | 5,600           | 2,900            | 800               | 3,700           | 4,000            | 1,100             | 5,100           |
| 7                   | 8,400            | 5,900             | 14,300          | 4,200            | 1,100             | 5,300           | 2,800            | 800               | 3,600           | 4,100            | 1,100             | 5,200           |
| 8                   | 8,000            | 4,600             | 12,600          | 4,200            | 1,100             | 5,300           | 2,800            | 700               | 3,500           | 4,100            | 1,100             | 5,200           |
| 9                   | 7,600            | 4,100             | 11,700          | 4,100            | 1,000             | 5,100           | 2,900            | 700               | 3,600           | 4,300            | 1,200             | 5,500           |
| 10                  | 7,400            | 3,900             | 11,300          | 3,900            | 1,000             | 4,900           | 2,800            | 600               | 3,400           | 4,200            | 1,200             | 5,400           |
| 11                  | 6,800            | 3,500             | 10,300          | 3,800            | 900               | 4,700           | 2,800            | 500               | 3,300           | 4,400            | 1,200             | 5,600           |
| 12                  | 6,700            | 3,300             | 10,000          | 3,800            | 800               | 4,600           | 2,700            | 700               | 3,400           | 4,500            | 1,200             | 5,700           |
| 13                  | 6,700            | 2,800             | 9,500           | 3,800            | 900               | 4,700           | 2,600            | 600               | 3,200           | 4,800            | 1,300             | 6,100           |
| 14                  | 6,600            | 2,500             | 9,100           | 3,700            | 900               | 4,600           | 2,600            | 600               | 3,200           | 5,100            | 1,300             | 6,400           |
| 15                  | 6,700            | 2,300             | 9,000           | 3,700            | 900               | 4,600           | 2,600            | 600               | 3,200           | 5,300            | 1,300             | 6,600           |
| 16                  | 6,400            | 2,100             | 8,500           | 3,700            | 800               | 4,500           | 2,600            | 600               | 3,200           | 5,700            | 1,300             | 7,000           |
| 17                  | 6,300            | 2,000             | 8,300           | 3,400            | 800               | 4,200           | 2,600            | 600               | 3,200           | 5,600            | 1,400             | 7,000           |
| 18                  | 5,800            | 1,900             | 7,700           | 3,300            | 800               | 4,100           | 2,700            | 600               | 3,300           | 5,600            | 1,300             | 6,900           |
| 19                  | 5,800            | 1,800             | 7,600           | 3,300            | 700               | 4,000           | 2,800            | 700               | 3,500           | 5,600            | 1,200             | 6,800           |
| 20                  | 5,500            | 1,700             | 7,200           | 3,400            | 700               | 4,100           | 2,800            | 600               | 3,400           | 5,600            | 1,200             | 6,800           |
| 21                  | 5,300            | 1,700             | 7,000           | 3,600            | 700               | 4,300           | 2,800            | 700               | 3,500           | 5,500            | 1,200             | 6,700           |
| 22                  | 5,100            | 1,600             | 6,700           | 3,500            | 700               | 4,200           | 2,800            | 600               | 3,400           | 5,500            | 1,200             | 6,700           |
| 23                  | 5,100            | 1,600             | 6,700           | 3,700            | 700               | 4,400           | 3,000            | 600               | 3,600           | 5,400            | 1,300             | 6,700           |
| 24                  | 5,200            | 1,600             | 6,800           | 3,600            | 700               | 4,300           | 3,000            | 600               | 3,600           | 5,500            | 1,300             | 6,800           |
| 25                  | 5,000            | 1,600             | 6,600           | 3,500            | 700               | 4,200           | 2,900            | 600               | 3,500           | 5,500            | 1,200             | 6,700           |
| 26                  | 5,000            | 1,400             | 6,400           | 3,700            | 700               | 4,400           | 2,800            | 700               | 3,500           | 5,500            | 1,300             | 6,800           |
| 27                  | 4,500            | 1,400             | 5,900           | 3,700            | 700               | 4,400           | 2,900            | 700               | 3,600           | 5,500            | 1,300             | 6,800           |
| 28                  | 4,500            | 1,300             | 5,800           | 3,800            | 800               | 4,600           | 2,900            | 700               | 3,600           | 5,500            | 1,300             | 6,800           |
| 29                  | 4,300            | 1,400             | 5,700           | 3,700            | 900               | 4,600           | 3,000            | 700               | 3,700           | 5,500            | 1,300             | 6,900           |
| 30                  | 4,500            | 1,300             | 5,800           | 3,500            | 800               | 4,300           | 3,100            | 700               | 3,800           | 5,600            | 1,300             | 6,900           |
| 31                  | 4,500            | 1,300             | 5,800           | 3,300            | 800               | 4,100           | 3,200            | 900               | 4,100           | 5,600            | 1,300             | 6,900           |
| Totals in acre-feet | 402,700          | 202,200           | 604,900         | 236,600          | 56,400            | 293,000         | 176,400          | 41,400            | 217,800         | 288,500          | 71,100            | 359,600         |

Total for season 1927-1928, in acre-feet.....  
 Total for season 1927-1928, in acre-feet.....  
 Total for season 1927-1928, in acre-feet.....

Sacramento River..... 17,672,800  
 San Joaquin River..... 3,815,800  
 Combined rivers..... 21,488,600

TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1928-1929  
Flow in second-feet

| Day                      | October, 1928    |                   |                 | November, 1928   |                   |                 | December, 1928   |                   |                 | January, 1929    |                   |                 |
|--------------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                          | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                        | 5,500            | 1,300             | 6,800           | 6,200            | 2,500             | 8,700           | 6,700            | 2,400             | 9,100           | 15,600           | 2,400             | 18,000          |
| 2                        | 5,500            | 1,400             | 6,900           | 6,300            | 2,400             | 8,700           | 6,900            | 2,400             | 9,300           | 14,900           | 2,600             | 17,500          |
| 3                        | 5,700            | 1,500             | 7,200           | 6,500            | 2,600             | 9,100           | 6,700            | 2,400             | 9,100           | 13,400           | 2,500             | 15,900          |
| 4                        | 5,700            | 1,500             | 7,200           | 6,500            | 2,400             | 8,900           | 6,700            | 2,500             | 9,200           | 13,000           | 2,700             | 15,700          |
| 5                        | 5,700            | 1,600             | 7,300           | 6,900            | 1,900             | 8,800           | 6,900            | 2,600             | 9,500           | 12,200           | 2,600             | 14,800          |
| 6                        | 5,900            | 1,600             | 7,500           | 7,200            | 1,800             | 9,000           | 6,900            | 2,700             | 9,600           | 11,800           | 2,500             | 14,300          |
| 7                        | 6,000            | 1,700             | 7,700           | 7,300            | 1,700             | 9,000           | 7,000            | 2,700             | 9,700           | 11,100           | 2,500             | 13,600          |
| 8                        | 6,000            | 1,800             | 7,800           | 7,500            | 1,700             | 9,200           | 7,100            | 2,800             | 9,900           | 11,500           | 2,500             | 14,000          |
| 9                        | 5,900            | 1,800             | 7,700           | 7,700            | 1,700             | 9,400           | 7,000            | 2,800             | 9,800           | 10,000           | 2,500             | 12,500          |
| 10                       | 5,700            | 1,800             | 7,500           | 7,500            | 1,800             | 9,300           | 6,900            | 2,800             | 9,700           | 9,700            | 2,500             | 12,200          |
| 11                       | 5,900            | 1,800             | 7,700           | 7,000            | 1,700             | 8,700           | 8,500            | 2,800             | 11,300          | 9,400            | 2,400             | 11,800          |
| 12                       | 5,700            | 1,700             | 7,400           | 7,000            | 1,700             | 8,700           | 10,300           | 3,000             | 13,300          | 9,200            | 2,400             | 11,600          |
| 13                       | 5,700            | 1,800             | 7,500           | 7,300            | 1,900             | 9,200           | 14,100           | 3,000             | 17,100          | 8,900            | 2,300             | 11,200          |
| 14                       | 5,800            | 1,900             | 7,700           | 8,900            | 2,700             | 11,600          | 14,200           | 3,000             | 17,200          | 8,600            | 2,300             | 10,900          |
| 15                       | 5,900            | 1,900             | 7,800           | 12,400           | 3,000             | 15,400          | 13,800           | 3,000             | 16,800          | 8,400            | 2,200             | 10,600          |
| 16                       | 5,600            | 2,000             | 7,600           | 15,200           | 3,100             | 18,300          | 12,300           | 3,000             | 15,300          | 8,700            | 2,400             | 11,100          |
| 17                       | 5,700            | 2,000             | 7,700           | 15,400           | 3,100             | 18,500          | 11,100           | 3,000             | 14,100          | 8,900            | 2,700             | 11,600          |
| 18                       | 6,000            | 2,200             | 8,200           | 13,300           | 3,100             | 16,400          | 9,900            | 2,900             | 12,800          | 8,900            | 2,700             | 11,600          |
| 19                       | 6,100            | 2,300             | 8,400           | 10,800           | 3,100             | 13,900          | 9,500            | 2,800             | 12,300          | 9,100            | 3,000             | 12,100          |
| 20                       | 6,200            | 2,300             | 8,500           | 9,600            | 3,000             | 12,600          | 9,000            | 2,900             | 11,900          | 9,900            | 3,600             | 13,500          |
| 21                       | 6,100            | 2,400             | 8,500           | 8,800            | 3,000             | 11,800          | 8,700            | 2,800             | 11,500          | 10,500           | 3,800             | 14,300          |
| 22                       | 6,100            | 2,300             | 8,400           | 8,300            | 3,000             | 11,300          | 8,400            | 2,600             | 11,000          | 11,200           | 3,600             | 14,800          |
| 23                       | 6,000            | 2,300             | 8,300           | 8,100            | 3,200             | 11,300          | 8,300            | 2,400             | 10,700          | 10,300           | 3,300             | 13,600          |
| 24                       | 6,100            | 2,400             | 8,500           | 8,000            | 3,200             | 11,200          | 8,100            | 2,300             | 10,400          | 10,000           | 3,100             | 13,100          |
| 25                       | 6,100            | 2,300             | 8,400           | 7,800            | 3,200             | 11,000          | 8,600            | 2,400             | 11,000          | 9,600            | 2,900             | 12,500          |
| 26                       | 6,200            | 2,300             | 8,500           | 8,000            | 3,100             | 11,100          | 10,900           | 2,600             | 13,500          | 9,400            | 2,800             | 12,200          |
| 27                       | 6,300            | 2,300             | 8,600           | 8,000            | 3,000             | 11,000          | 12,000           | 2,400             | 14,400          | 9,400            | 2,700             | 12,100          |
| 28                       | 6,400            | 2,400             | 8,800           | 7,900            | 2,700             | 10,600          | 12,000           | 2,400             | 14,400          | 9,100            | 2,600             | 11,800          |
| 29                       | 6,400            | 2,400             | 8,800           | 7,800            | 2,500             | 10,300          | 13,500           | 2,500             | 16,000          | 9,000            | 2,500             | 11,500          |
| 30                       | 6,200            | 2,500             | 8,700           | 7,600            | 2,400             | 10,000          | 15,500           | 2,400             | 17,900          | 9,400            | 2,400             | 11,900          |
| 31                       | 6,400            | 2,700             | 9,100           | 16,100           | 2,500             | 18,600          | 16,100           | 2,500             | 18,600          | 10,800           | 2,400             | 13,200          |
| Totals in acre-feet..... | 365,300          | 123,000           | 488,300         | 507,700          | 150,900           | 658,600         | 601,100          | 163,900           | 765,000         | 637,400          | 165,100           | 802,500         |

Total for season 1928-1929, in acre-feet..... Sacramento River..... 7,421,300  
 Total for season 1928-1929, in acre-feet..... San Joaquin River..... 1,551,200  
 Total for season 1928-1929, in acre-feet..... Combined rivers..... 8,972,500



TABLE 37—Continued  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1928-1929

Flow in second-feet

| Day                 | February, 1929   |                   |                 | March, 1929      |                   |                 | April, 1929      |                   |                 | May, 1929        |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 11,600           | 2,300             | 13,900          | 11,000           | 1,900             | 12,900          | 14,600           | 1,800             | 16,400          | 19,700           | 2,300             | 22,000          |
| 2                   | 13,300           | 2,900             | 16,200          | 10,600           | 1,800             | 12,400          | 14,000           | 1,700             | 15,700          | 20,100           | 2,400             | 22,500          |
| 3                   | 25,100           | 4,100             | 29,200          | 10,600           | 1,800             | 12,400          | 13,800           | 1,900             | 15,700          | 20,700           | 3,000             | 23,700          |
| 4                   | 32,200           | 7,600             | 39,800          | 10,200           | 1,900             | 12,100          | 13,700           | 2,100             | 15,800          | 21,800           | 3,000             | 24,800          |
| 5                   | 43,800           | 6,500             | 50,300          | 10,500           | 1,900             | 12,400          | 14,800           | 2,700             | 17,500          | 21,500           | 3,000             | 24,500          |
| 6                   | 44,900           | 5,200             | 50,100          | 11,100           | 2,000             | 13,100          | 15,200           | 2,400             | 17,600          | 21,000           | 3,100             | 24,100          |
| 7                   | 45,500           | 4,600             | 50,100          | 11,500           | 2,000             | 13,500          | 14,700           | 2,300             | 17,000          | 20,100           | 2,800             | 22,900          |
| 8                   | 45,600           | 4,000             | 49,600          | 11,800           | 2,100             | 13,900          | 14,200           | 2,500             | 16,700          | 19,700           | 2,800             | 22,500          |
| 9                   | 42,500           | 3,600             | 46,100          | 12,100           | 2,900             | 14,100          | 14,500           | 3,000             | 17,500          | 19,500           | 2,600             | 22,100          |
| 10                  | 37,200           | 3,300             | 40,500          | 15,800           | 4,100             | 19,900          | 14,200           | 2,800             | 17,000          | 18,900           | 3,000             | 21,900          |
| 11                  | 31,500           | 3,200             | 34,700          | 24,300           | 3,800             | 28,100          | 13,200           | 2,600             | 15,800          | 18,400           | 3,200             | 21,600          |
| 12                  | 27,800           | 3,000             | 30,800          | 26,400           | 3,400             | 29,800          | 12,500           | 2,600             | 15,100          | 18,100           | 3,500             | 21,600          |
| 13                  | 20,000           | 3,000             | 23,000          | 27,800           | 2,900             | 30,700          | 12,300           | 2,100             | 14,400          | 18,000           | 3,600             | 21,600          |
| 14                  | 16,900           | 3,000             | 19,900          | 26,000           | 2,600             | 28,600          | 11,900           | 2,300             | 14,200          | 18,300           | 3,700             | 22,000          |
| 15                  | 15,200           | 2,900             | 18,100          | 23,600           | 2,400             | 26,000          | 11,300           | 2,400             | 13,700          | 18,000           | 3,700             | 21,700          |
| 16                  | 14,200           | 2,800             | 17,000          | 19,300           | 2,300             | 21,600          | 11,400           | 2,400             | 13,800          | 18,300           | 3,700             | 22,000          |
| 17                  | 13,500           | 2,700             | 16,200          | 18,000           | 2,300             | 20,300          | 12,500           | 2,500             | 15,000          | 18,700           | 3,700             | 22,400          |
| 18                  | 13,000           | 2,600             | 15,600          | 17,200           | 2,200             | 19,400          | 13,900           | 2,500             | 16,400          | 18,800           | 3,800             | 22,600          |
| 19                  | 12,500           | 2,500             | 15,000          | 16,600           | 2,200             | 18,800          | 14,700           | 2,500             | 17,200          | 18,000           | 3,800             | 22,200          |
| 20                  | 12,300           | 2,500             | 14,800          | 16,300           | 2,100             | 18,400          | 14,700           | 3,200             | 17,900          | 18,000           | 4,200             | 22,200          |
| 21                  | 11,900           | 2,500             | 14,400          | 15,900           | 2,100             | 18,000          | 15,100           | 3,200             | 18,300          | 17,100           | 4,700             | 21,800          |
| 22                  | 11,700           | 2,500             | 14,200          | 15,900           | 2,100             | 18,000          | 15,900           | 2,200             | 18,100          | 16,900           | 5,000             | 21,900          |
| 23                  | 11,500           | 2,500             | 14,000          | 18,300           | 2,200             | 20,500          | 17,100           | 2,200             | 19,300          | 16,300           | 4,000             | 20,300          |
| 24                  | 11,200           | 2,400             | 13,600          | 18,100           | 2,500             | 20,600          | 18,800           | 2,100             | 20,900          | 15,900           | 4,200             | 20,100          |
| 25                  | 10,900           | 2,300             | 13,200          | 16,900           | 2,300             | 19,200          | 20,000           | 2,200             | 22,200          | 14,800           | 4,900             | 19,700          |
| 26                  | 10,800           | 2,300             | 13,100          | 15,700           | 2,200             | 17,900          | 20,100           | 2,200             | 22,300          | 13,200           | 5,100             | 18,300          |
| 27                  | 10,600           | 2,100             | 12,700          | 15,000           | 2,300             | 17,300          | 19,300           | 2,500             | 21,800          | 11,700           | 5,000             | 16,700          |
| 28                  | 10,900           | 2,000             | 12,900          | 14,700           | 2,300             | 17,000          | 19,000           | 2,600             | 21,600          | 10,100           | 4,100             | 14,200          |
| 29                  | -----            | -----             | -----           | 15,000           | 2,200             | 17,200          | 18,600           | 2,500             | 21,100          | 9,400            | 2,800             | 12,200          |
| 30                  | -----            | -----             | -----           | 15,300           | 2,100             | 17,400          | 18,100           | 2,400             | 20,500          | 8,700            | 2,500             | 11,100          |
| 31                  | -----            | -----             | -----           | 15,200           | 2,100             | 17,300          | 18,100           | 2,400             | 20,500          | 8,300            | 2,200             | 10,500          |
| Totals in acre-feet | 1,204,000        | 180,000           | 1,384,000       | 1,093,900        | 142,700           | 1,146,600       | 995,800          | 142,200           | 1,048,000       | 1,043,100        | 216,000           | 1,259,100       |

Total for season 1928-29, in acre-feet.....  
 Total for season 1928-29, in acre-feet.....  
 Total for season 1928-29, in acre-feet.....

Sacramento River..... 7,421,300  
 San Joaquin River..... 1,551,200  
 Combined rivers..... 8,972,500

TABLE 37--Concluded  
DAILY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, SEASON 1928-1929  
Flow in second-feet

| Day                 | June, 1929       |                   |                 | July, 1929       |                   |                 | August, 1929     |                   |                 | September, 1929  |                   |                 |
|---------------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|                     | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers | Sacramento River | San Joaquin River | Combined rivers |
| 1                   | 8,000            | 2,200             | 10,200          | 4,500            | 1,200             | 5,700           | 2,900            | 500               | 3,400           | 3,200            | 600               | 3,800           |
| 2                   | 7,800            | 2,200             | 10,000          | 4,200            | 1,100             | 5,300           | 2,900            | 500               | 3,400           | 3,200            | 600               | 3,800           |
| 3                   | 7,700            | 2,200             | 9,900           | 3,900            | 1,000             | 4,900           | 3,000            | 600               | 3,600           | 3,100            | 600               | 3,700           |
| 4                   | 7,400            | 2,100             | 9,500           | 3,900            | 1,100             | 5,000           | 2,900            | 600               | 3,500           | 3,100            | 500               | 3,600           |
| 5                   | 7,400            | 1,900             | 9,300           | 3,800            | 900               | 4,700           | 2,900            | 500               | 3,400           | 3,100            | 600               | 3,700           |
| 6                   | 7,300            | 1,700             | 9,000           | 3,500            | 800               | 4,300           | 2,700            | 500               | 3,200           | 3,400            | 800               | 4,200           |
| 7                   | 7,200            | 1,500             | 8,700           | 3,300            | 700               | 4,000           | 2,800            | 300               | 3,100           | 3,600            | 300               | 4,400           |
| 8                   | 7,200            | 2,800             | 10,000          | 3,200            | 600               | 3,800           | 2,800            | 300               | 3,100           | 3,800            | 1,000             | 4,800           |
| 9                   | 8,200            | 2,400             | 10,600          | 2,900            | 500               | 3,400           | 2,800            | 300               | 3,100           | 4,000            | 800               | 4,800           |
| 10                  | 8,800            | 2,300             | 11,100          | 2,800            | 500               | 3,300           | 2,800            | 300               | 3,100           | 3,900            | 1,000             | 4,900           |
| 11                  | 9,000            | 2,800             | 11,800          | 2,800            | 400               | 3,200           | 2,900            | 500               | 3,400           | 4,000            | 1,000             | 5,000           |
| 12                  | 8,600            | 2,500             | 11,100          | 2,700            | 400               | 3,100           | 2,900            | 400               | 3,300           | 4,200            | 1,000             | 5,200           |
| 13                  | 8,300            | 2,100             | 10,400          | 2,700            | 400               | 3,100           | 2,800            | 400               | 3,200           | 4,500            | 1,000             | 5,500           |
| 14                  | 7,800            | 2,000             | 9,800           | 2,600            | 500               | 3,100           | 2,700            | 300               | 3,000           | 4,600            | 1,100             | 5,700           |
| 15                  | 7,800            | 2,000             | 9,800           | 2,600            | 600               | 3,200           | 2,700            | 400               | 3,100           | 4,700            | 1,100             | 5,800           |
| 16                  | 13,500           | 3,500             | 17,000          | 2,400            | 400               | 2,800           | 2,600            | 400               | 3,000           | 4,700            | 1,100             | 5,800           |
| 17                  | 17,000           | 4,600             | 21,600          | 2,500            | 300               | 2,800           | 2,700            | 300               | 3,000           | 4,600            | 1,100             | 5,700           |
| 18                  | 17,500           | 5,200             | 22,700          | 2,400            | 300               | 2,700           | 2,700            | 400               | 3,100           | 4,900            | 1,100             | 6,000           |
| 19                  | 16,100           | 5,100             | 21,200          | 2,400            | 300               | 2,700           | 2,700            | 400               | 3,100           | 5,000            | 1,200             | 6,200           |
| 20                  | 13,500           | 4,600             | 18,100          | 2,400            | 300               | 2,700           | 2,600            | 400               | 3,000           | 5,100            | 1,100             | 6,200           |
| 21                  | 11,300           | 3,700             | 15,000          | 2,300            | 300               | 2,600           | 2,700            | 300               | 3,000           | 5,200            | 1,200             | 6,400           |
| 22                  | 9,900            | 3,000             | 12,900          | 2,500            | 400               | 2,900           | 2,700            | 300               | 3,000           | 5,300            | 1,300             | 6,600           |
| 23                  | 9,100            | 2,800             | 11,900          | 2,600            | 400               | 3,000           | 2,800            | 400               | 3,200           | 5,400            | 1,300             | 6,700           |
| 24                  | 8,000            | 2,200             | 10,200          | 2,600            | 300               | 2,900           | 2,800            | 300               | 3,100           | 5,200            | 1,200             | 6,400           |
| 25                  | 7,300            | 1,700             | 9,000           | 2,700            | 200               | 2,900           | 2,800            | 400               | 3,200           | 5,200            | 1,300             | 6,500           |
| 26                  | 7,700            | 1,500             | 9,200           | 2,700            | 300               | 3,000           | 2,800            | 400               | 3,200           | 5,200            | 1,200             | 6,400           |
| 27                  | 6,300            | 1,500             | 7,800           | 2,700            | 300               | 3,000           | 2,600            | 400               | 3,000           | 5,100            | 1,200             | 6,300           |
| 28                  | 5,900            | 1,300             | 7,200           | 2,800            | 400               | 3,200           | 2,700            | 300               | 3,000           | 5,200            | 1,200             | 6,400           |
| 29                  | 5,400            | 1,300             | 6,700           | 2,900            | 400               | 3,300           | 2,900            | 400               | 3,300           | 5,200            | 1,300             | 6,500           |
| 30                  | 4,900            | 1,300             | 6,200           | 2,700            | 400               | 3,100           | 3,100            | 300               | 3,400           | 5,200            | 1,300             | 6,500           |
| 31                  |                  |                   |                 | 2,800            | 600               | 3,400           | 3,100            | 400               | 3,500           |                  |                   |                 |
| Totals in acre-feet | 538,400          | 150,500           | 688,900         | 179,800          | 32,300            | 212,100         | 171,700          | 24,000            | 195,700         | 263,100          | 60,600            | 323,700         |

Total for season 1928-29, in acre-feet-----  
 Total for season 1928-29, in acre-feet-----  
 Total for season 1928-29, in acre-feet-----

Sacramento River-----  
 San Joaquin River-----  
 Combined rivers-----

7,421,300  
 1,551,200  
 8,972,500

## BASIS OF COMPILATION OF TABLE 37

(See Plates I and II for location of gaging stations)

## Sacramento River.

The daily stream flow of the Sacramento River into the delta was compiled from the following stream flow records and estimates.

1. Sacramento River at Sacramento (used only when the flow at Sacramento is unaffected by tidal action or is 24,000 second-feet or more). (State and U. S. Weather Bureau Records.)

2. Sacramento River at Verona (U. S. G. S. Records).

3. Sacramento River at Knights Landing (U. S. G. S. and U. S. Weather Bureau Records).

4. Feather River at Nicolaus (U. S. G. S. and U. S. Weather Bureau Records).

5. American River at Fair Oaks (U. S. G. S. Records).

6. American River at H Street Bridge (State Records).

7. Yolo By-pass at Lisbon (State Records) (used only when the flow at this station is unaffected by tidal action).

8. Cache Creek at Yolo (U. S. G. S. Records).

9. Putah Creek at Winters (U. S. G. S. Records).

10. Estimate based upon U. S. Weather Bureau and State Records of single daily gage height at Sacramento and Lisbon, combined with a comparative study of the total daily flow at upstream stations near the rim of the valley.

11. Estimated net diversions below gaging stations and above Sacramento (based upon records in reports by Sacramento-San Joaquin Water Supervisor, 1924 to 1929).

12. Records of net diversions from measurements of Sacramento-San Joaquin Water Supervisor (1924 to 1929).

In general, the total combined flow of the Sacramento River into the delta was compiled from the records of the farthest downstream stations available. Thus, (1) and (7) were always used when the records were available and the flow at these stations is unaffected by tidal action. When records at these stations were not available, or could not be used on account of tidal effects, the best records available at stations immediately upstream were used.

Thus, when (1) was not available, the flow of the main Sacramento River was compiled from the sum of the following records:

1919-20 to 1923-24, inclusive—(3), (4) and (6) or (5) less (11).

1924-25 to 1928-29, inclusive—(2), (6) or (5) less (12).

Similarly, when the flow at (7) was low or affected by tidal action, the flow in the Yolo By-pass into the delta was compiled as the sum of (8) and (9) for the entire period 1919 to 1929.

During the periods of large winter flow from 1919 to 1923, inclusive, the records at (1) and (7) were incomplete and inaccurate and no winter records were available at (3) and (4). The winter flow



during this period of missing records at (1) and (7) was estimated from relations established on the basis of comparative hydrographs of flow at upstream stations near the rim of the valley and at the lower stations for the period 1923 to 1929 when records at both rim and lower stations were available.

#### San Joaquin River.

The daily stream flow of the San Joaquin River into the delta was compiled from the following stream flow records and estimates:

1. San Joaquin River at Vernalis (U. S. G. S. Records). (This record was available only during the periods of small discharge and was always used when available.)

2. San Joaquin River at Newman (U. S. G. S.). (This record was used only when the Vernalis station record was not available.)

3. Calaveras River at Jenny Lind (U. S. G. S. Records).

4. Mokelumne River at Thornton (U. S. G. S. Records). (This record was only available during 1929 and was used in preference to Woodbridge or Clements when available.)

5. Mokelumne River at Woodbridge (U. S. G. S. Records). (This record was available for low water periods of 1924 and 1925 and for entire period from 1926 to 1929, inclusive. This record was used in preference to the record at Clements (6).)

6. Mokelumne River at Clements (U. S. G. S. Records). (Used only when both Thornton (4) and Woodbridge (5) records were not available.)

7. Tuolumne River at La Grange (U. S. G. S. Records). (Used only when the Newman record (2) was used.)

8. Stanislaus River at Knights Ferry (U. S. G. S. Records). (Used only when the Newman record (2) was used.)

9. Cosumnes River at Michigan Bar (U. S. G. S. Records).

10. Dry Creek at Galt (U. S. G. S. Records and estimates).

11. Diversions below points of measurement and above delta.

a. When Vernalis record (1) was used the following records and estimates of diversions were used.

1. By delta uplands below Vernalis (Records from 1924 to 1929 were from measurements by Sacramento-San Joaquin Water Supervisor and previous to 1924 were estimated based on those records).

2. From Mokelumne River (U. S. G. S. and Woodbridge Irrigation District Records). (When Thornton (4) and Woodbridge (5) records were used, no correction was made for this diversion.)

b. When Newman record (2) was used, the following records and estimates of diversions were used.

1. By Modesto and Turlock Irrigation Districts from Tuolumne River (U. S. G. S. Records).

2. By Oakdale and South San Joaquin Irrigation Districts from Stanislaus River (U. S. G. S. Records).
3. By delta uplands and from main San Joaquin River below Newman. (Sacramento-San Joaquin Water Supervisor Records, 1924 to 1929, and estimates from 1919 to 1923.)
4. From Mokelumne River (U. S. G. S. and Woodbridge Irrigation District Records). (When Thornton (4) and Woodbridge (5) records were used, no correction was made for this diversion.)

12. Estimated return flow below points of measurement and above delta.

- a. When Vernalis record was used, the following return flow was estimated:
  1. From 75 per cent of diversions to South San Joaquin Irrigation District.
  2. From delta uplands diversions.
  3. From Woodbridge Irrigation District diversions. (When Thornton record was used no return flow was estimated.)
- b. When Newman record was used, the following return flow was estimated.
  1. From Modesto, Oakdale, South San Joaquin Irrigation District diversions.
  2. From 85 per cent of Turlock Irrigation District diversions.
  3. From Woodbridge Irrigation District diversions. (When Thornton (4) record was used, no return flow was estimated.)
  4. From delta uplands and lower San Joaquin River (below Newman) diversions.

The total return flow from the Oakdale, South San Joaquin, Modesto and Turlock Irrigation District diversions was estimated as being 35 per cent of the total annual diversions, and for the delta uplands and lower San Joaquin River as being 15 per cent of the total annual diversions. This total return flow was segregated monthly as follows:

*Monthly Return Flow in Per Cent of Annual Return Flow*

| Jan. | Feb. | Mar. | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. |
|------|------|------|------|-----|------|------|------|-------|------|------|------|
| 7    | 7    | 7    | 7    | 8   | 11   | 12   | 10   | 9     | 8    | 7    | 7    |

For the Mokelumne River the total return flow was estimated as being 14 per cent of the total annual diversions and segregated monthly by computing the return flow of any month as equal to 14 per cent of the previous month's diversions.

In general, the total combined daily flow of the San Joaquin River into the delta was compiled from the records of the farthest downstream stations available. Thus the total sum of (1), (3), (4) or (5), (9), (10) and (12a), less (11a) was always used when the records were available. When the record at (1) was not available, then the total sum of the following items was used: (2), (7), (8), (3), (4) or (5) or (6), (9), (10) and (12b), less (11b).



TABLE 38  
MONTHLY STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA, 1911-12 TO 1928-29

| Source                   | Inflow in acre-feet |           |           |            |           |           |           |           |           |           |         |         | Total seasonal |
|--------------------------|---------------------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|---------|---------|----------------|
|                          | Oct.                | Nov.      | Dec.      | Jan.       | Feb.      | Mar.      | April     | May       | June      | July      | Aug.    | Sept.   |                |
| <b>Season of 1911-12</b> |                     |           |           |            |           |           |           |           |           |           |         |         |                |
| Sacramento River.....    | 726,000             | 541,000   | 552,000   | 982,000    | 1,059,000 | 1,493,000 | 1,340,000 | 2,046,000 | 1,217,000 | 708,000   | 529,000 | 602,000 | 11,795,000     |
| San Joaquin River.....   | 53,000              | 69,000    | 64,000    | 120,000    | 74,000    | 148,000   | 166,000   | 768,000   | 913,000   | 79,000    | 28,000  | 33,000  | 2,515,000      |
| Combined rivers.....     | 779,000             | 610,000   | 616,000   | 1,102,000  | 1,133,000 | 1,641,000 | 1,506,000 | 2,814,000 | 2,130,000 | 787,000   | 557,000 | 635,000 | 14,310,000     |
| <b>Season of 1912-13</b> |                     |           |           |            |           |           |           |           |           |           |         |         |                |
| Sacramento River.....    | 549,000             | 988,000   | 786,000   | 1,536,000  | 994,000   | 1,206,000 | 2,375,000 | 2,592,000 | 1,109,000 | 604,000   | 460,000 | 382,000 | 13,581,000     |
| San Joaquin River.....   | 36,700              | 97,100    | 51,300    | 107,300    | 80,300    | 98,400    | 336,400   | 515,300   | 251,900   | 55,900    | 33,500  | 37,300  | 1,701,400      |
| Combined rivers.....     | 585,700             | 1,085,100 | 837,300   | 1,643,300  | 1,074,300 | 1,304,400 | 2,711,400 | 3,107,300 | 1,360,900 | 659,900   | 493,500 | 419,300 | 15,282,400     |
| <b>Season of 1913-14</b> |                     |           |           |            |           |           |           |           |           |           |         |         |                |
| Sacramento River.....    | 413,000             | 612,000   | 1,364,000 | 10,365,000 | 5,019,000 | 4,352,000 | 4,443,000 | 3,513,000 | 2,512,000 | 775,000   | 427,000 | 381,000 | 34,176,000     |
| San Joaquin River.....   | 31,200              | 55,600    | 114,300   | 1,739,300  | 1,205,300 | 1,019,600 | 1,181,600 | 1,770,000 | 1,739,600 | 886,800   | 121,600 | 43,900  | 9,908,800      |
| Combined rivers.....     | 444,200             | 667,600   | 1,478,300 | 12,104,300 | 6,224,300 | 5,371,600 | 5,624,600 | 5,283,000 | 4,251,600 | 1,661,800 | 548,600 | 424,900 | 44,084,800     |
| <b>Season of 1914-15</b> |                     |           |           |            |           |           |           |           |           |           |         |         |                |
| Sacramento River.....    | 466,000             | 598,000   | 814,000   | 1,998,000  | 7,415,000 | 3,845,000 | 4,041,000 | 5,198,000 | 2,849,000 | 811,000   | 476,000 | 363,000 | 28,874,000     |
| San Joaquin River.....   | 57,900              | 82,600    | 109,300   | 239,300    | 1,037,300 | 570,700   | 908,100   | 1,502,900 | 1,818,200 | 544,600   | 59,900  | 39,500  | 6,970,300      |
| Combined rivers.....     | 523,900             | 680,600   | 923,300   | 2,237,300  | 8,452,300 | 4,415,700 | 4,949,100 | 6,700,900 | 4,667,200 | 1,355,600 | 535,900 | 402,500 | 35,844,300     |
| <b>Season of 1915-16</b> |                     |           |           |            |           |           |           |           |           |           |         |         |                |
| Sacramento River.....    | 623,000             | 568,000   | 1,703,000 | 3,924,000  | 5,954,000 | 5,649,900 | 4,511,000 | 2,854,000 | 1,526,000 | 705,000   | 391,000 | 355,000 | 28,763,000     |
| San Joaquin River.....   | 42,500              | 48,900    | 127,600   | 1,164,600  | 1,266,600 | 1,905,800 | 1,663,800 | 1,754,800 | 1,490,300 | 563,100   | 108,700 | 55,300  | 10,192,100     |
| Combined rivers.....     | 665,500             | 616,900   | 1,830,600 | 5,088,600  | 7,220,600 | 7,554,900 | 6,174,800 | 4,608,800 | 3,016,300 | 1,268,100 | 499,700 | 410,300 | 38,955,100     |
| <b>Season of 1916-17</b> |                     |           |           |            |           |           |           |           |           |           |         |         |                |
| Sacramento River.....    | 503,000             | 618,000   | 1,188,000 | 951,000    | 1,746,000 | 3,344,000 | 3,137,000 | 3,143,000 | 1,808,000 | 543,000   | 355,000 | 351,000 | 17,690,000     |
| San Joaquin River.....   | 180,300             | 143,000   | 272,600   | 318,600    | 953,600   | 605,600   | 705,600   | 1,307,000 | 1,889,800 | 439,900   | 56,100  | 43,900  | 6,916,000      |
| Combined rivers.....     | 683,300             | 761,000   | 1,460,600 | 1,272,600  | 2,699,600 | 3,949,600 | 3,842,600 | 4,450,000 | 3,697,800 | 982,900   | 411,100 | 394,900 | 24,606,000     |
| <b>Season of 1917-18</b> |                     |           |           |            |           |           |           |           |           |           |         |         |                |
| Sacramento River.....    | 408,000             | 475,000   | 614,000   | 541,000    | 1,055,000 | 2,054,000 | 2,698,000 | 1,173,000 | 381,000   | 169,000   | 153,000 | 299,000 | 10,020,000     |
| San Joaquin River.....   | 35,200              | 50,700    | 58,300    | 51,300     | 184,300   | 1,226,200 | 789,700   | 737,200   | 884,400   | 79,800    | 33,400  | 39,900  | 4,170,400      |
| Combined rivers.....     | 443,200             | 525,700   | 672,300   | 592,300    | 1,239,300 | 3,280,200 | 3,487,700 | 1,910,200 | 1,265,400 | 248,800   | 186,400 | 338,900 | 14,190,400     |
| <b>Season of 1918-19</b> |                     |           |           |            |           |           |           |           |           |           |         |         |                |
| Sacramento River.....    | 550,000             | 606,000   | 647,000   | 1,198,000  | 3,499,000 | 3,095,000 | 3,147,000 | 2,440,000 | 622,000   | 194,000   | 155,000 | 229,000 | 16,422,000     |
| San Joaquin River.....   | 164,300             | 123,600   | 173,200   | 117,200    | 386,200   | 450,200   | 667,200   | 1,282,000 | 224,500   | 26,700    | 16,100  | 17,500  | 3,648,700      |
| Combined rivers.....     | 714,300             | 729,600   | 820,200   | 1,315,200  | 3,885,200 | 3,545,200 | 3,814,200 | 3,722,000 | 846,500   | 220,700   | 171,100 | 246,500 | 20,070,700     |
| <b>Season of 1919-20</b> |                     |           |           |            |           |           |           |           |           |           |         |         |                |
| Sacramento River.....    | 393,800             | 410,300   | 630,200   | 519,800    | 582,100   | 1,237,500 | 1,903,600 | 1,382,000 | 400,300   | 71,100    | 44,900  | 144,900 | 7,729,500      |
| San Joaquin River.....   | 40,000              | 46,300    | 106,700   | 76,400     | 68,500    | 472,200   | 488,200   | 1,004,500 | 634,600   | 58,600    | 24,800  | 23,200  | 3,014,000      |
| Combined rivers.....     | 433,800             | 456,600   | 736,900   | 596,200    | 650,600   | 1,709,700 | 2,391,800 | 2,386,500 | 1,043,900 | 129,700   | 69,700  | 168,100 | 10,743,500     |





## BASIS OF COMPILATION OF TABLE 38

For period 1911-12 to 1918-19

(See Plates I and II for location of gaging stations)

## Sacramento River

A. The monthly stream flow of the Sacramento River into the delta during the winter period from November to March, each season, was compiled from the following stream flow records and estimates.

1. Hydrographs of the combined daily flow of the following rim stations having a continuous record were compiled:
  - a. Sacramento River at Red Bluff (U. S. G. S. Records).
  - b. Feather River at Oroville (U. S. G. S. Records).
  - c. Yuba River at Smartsville (U. S. G. S. Records).
  - d. Bear River at Van Trent (U. S. G. S. Records).
  - e. American River at Fair Oaks (U. S. G. S. Records).
  - f. Cache Creek at Yolo (U. S. G. S. Records).
  - g. Putah Creek at Winters (U. S. G. S. Records).
2. Hydrographs of the total daily flow of the Sacramento River into the delta were then estimated from the hydrographs of combined flow of the rim stations compiled under item (1), based upon the relation established between the flow at the rim stations and the measured flow passing Sacramento and Lisbon (Yolo By-pass) from a study of comparative hydrographs compiled for the seasons 1923-24 to 1928-29, inclusive, when records at both rim and lower stations were available. As a check on this method, all available records of the single daily gage heights at the Sacramento and Lisbon stations applied to the rating curves at these stations, were used as a guide to estimate the daily flow during periods of large discharge.

The monthly stream flow of the Sacramento River into the delta was compiled from the summations of the estimated daily flows taken from the hydrographs compiled under Item (2). No correction was necessary for diversions or return water under this method.

B. The stream flow during the period from April to October, each season, was compiled from the following stream flow records and estimates.

1. Records of stream flow at the following stations:
  - a. Feather River at Nicolaus—U. S. Weather Bureau gage heights applied to State rating curve.
  - b. Sacramento River at Knights Landing—U. S. Weather Bureau gage heights applied to State rating curve.
  - c. American River at Fair Oaks—U. S. G. S. Records.
  - d. Cache Creek at Yolo—U. S. G. S. Records.
  - e. Putah Creek at Winters—U. S. G. S. Records.
2. Diversions and return water between these stations and Sacramento were small in amount during this period. No corrections were made for such amounts, except for the



season 1918-19, when a deduction was made for estimated net diversions.

### San Joaquin River

The monthly stream flow of the San Joaquin River into the delta was compiled from the following stream flow records and estimates.

1. Stream flow records at the following stations:
  - a. San Joaquin River at Newman—U. S. G. S. Records.
  - b. Tuolumne River at La Grange—U. S. G. S. Records.
  - c. Stanislaus River at Knights Ferry—U. S. G. S. Records.
  - d. Calaveras River at Jenny Lind—U. S. G. S. Records.
  - e. Mokelumne River at Clements—U. S. G. S. Records.
  - f. Cosumnes River at Michigan Bar—U. S. G. S. Records.
2. Diversions below points of measurement:
  - a. From Tuolumne River below La Grange—U. S. G. S. Records.
  - b. From Stanislaus River below Knights Ferry—U. S. G. S. Records.
  - c. From main San Joaquin River and to delta uplands below Newman (estimated).
  - d. From Mokelumne River below Clements—Woodbridge Irrigation District records and estimates.
3. Estimated return flow from the following diversions:
  - a. Oakdale and South San Joaquin Irrigation Districts on Stanislaus River; Modesto Irrigation District and a portion (85 per cent) of Turlock Irrigation District on the Tuolumne River.
    1. For the above annual diversions, the total return water was computed as being 35 per cent of the total annual diversions and distributed as follows:

*Monthly Return Water in Per Cent of Annual Return Water*

| <i>Jau.</i> | <i>Feb.</i> | <i>Mar.</i> | <i>Apr.</i> | <i>May</i> | <i>June</i> | <i>July</i> | <i>Aug.</i> | <i>Sept.</i> | <i>Oct.</i> | <i>Nov.</i> | <i>Dec.</i> |
|-------------|-------------|-------------|-------------|------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|
| 7           | 7           | 7           | 7           | 8          | 11          | 12          | 10          | 9            | 8           | 7           | 7           |

- b. Delta Uplands and Lower San Joaquin River below Newman.

1. The total return water was computed as being 15 per cent of the total annual diversions and distributed as above in item (a-1).

- c. Mokelumne River Diversions.

1. The total return water was computed as being 14 per cent of the total annual diversions and distributed as follows:

Monthly return water was computed as being 14 per cent of the previous month's diversion.

The monthly stream flow of the San Joaquin River into the delta was compiled as the sum of items (1) and (3), less item (2).

TABLE 39

## SEASONAL STREAM FLOW INTO SACRAMENTO-SAN JOAQUIN DELTA

| Season                          | Seasonal stream flow in<br>in acre-feet |                      |                    | Seasonal stream flow in per cent<br>of 58-year Mean |                      |                    |
|---------------------------------|---|----------------------|--------------------|---|----------------------|--------------------|
|                                 | Sacramento<br>River                     | San Joaquin<br>River | Combined<br>rivers | Sacramento<br>River                                 | San Joaquin<br>River | Combined<br>rivers |
| 1911-12                         | 11,795,000                              | 2,515,000            | 14,310,000         | 50  | 32                   | 46                 |
| 1912-13                         | 13,581,000                              | 1,701,000            | 15,282,000         | 58  | 22                   | 49                 |
| 1913-14                         | 34,176,000                              | 9,909,000            | 44,085,000         | 146   | 125                  | 141                |
| 1914-15                         | 28,874,000                              | 6,970,000            | 35,844,000         | 123   | 88                   | 114                |
| 1915-16                         | 28,763,000                              | 10,192,000           | 38,955,000         | 123   | 129                  | 124                |
| 1916-17                         | 17,690,000                              | 6,916,000            | 24,606,000         | 75  | 88                   | 78                 |
| 1917-18                         | 10,020,000                              | 4,170,000            | 14,190,000         | 43  | 53                   | 45                 |
| 1918-19                         | 16,422,000                              | 3,649,000            | 20,071,000         | 70  | 46                   | 64                 |
| 1919-20                         | 7,730,000                               | 3,014,000            | 10,744,000         | 33  | 38                   | 34                 |
| 1920-21                         | 25,720,000                              | 5,771,000            | 31,491,000         | 110   | 73                   | 101                |
| 1921-22                         | 18,279,000                              | 8,350,000            | 26,629,000         | 78  | 106                  | 85                 |
| 1922-23                         | 13,406,000                              | 5,188,000            | 18,594,000         | 57  | 66                   | 59                 |
| 1923-24                         | 4,533,000                               | 1,043,000            | 5,576,000          | 19  | 13                   | 18                 |
| 1924-25                         | 16,764,000                              | 4,685,000            | 21,449,000         | 71  | 59                   | 68                 |
| 1925-26                         | 12,970,000                              | 2,503,000            | 15,473,000         | 55  | 32                   | 49                 |
| 1926-27                         | 25,460,000                              | 5,438,000            | 30,898,000         | 109   | 69                   | 99                 |
| 1927-28                         | 17,673,000                              | 3,816,000            | 21,489,000         | 75  | 48                   | 69                 |
| 1928-29                         | 7,422,000                               | 1,551,000            | 8,973,000          | 32  | 20                   | 29                 |
| 58-year mean 1871-72 to 1928-29 | 23,449,000                              | 7,897,000            | 31,346,000         | 100   | 100                  | 100                |
| 40-year mean 1889-90 to 1928-29 | 23,442,000                              | 7,805,000            | 31,247,000         | 100   | 99                   | 100                |
| 20-year mean 1909-10 to 1928-29 | 18,228,000                              | 5,537,000            | 23,765,000         | 78  | 70                   | 76                 |
| 10-year mean 1919-20 to 1928-29 | 14,995,000                              | 4,136,000            | 19,131,000         | 64  | 52                   | 61                 |
| 5-year mean 1924-25 to 1928-29  | 16,058,000                              | 3,599,000            | 19,657,000         | 68  | 46                   | 63                 |

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**GLOSSARY**

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## GLOSSARY

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### DEFINITION OF TECHNICAL TERMS

- Advance of salinity.** The movement upstream of saline water, from the ocean or lower portion of a tidal basin, to the upper part of a tidal basin into which streams discharge fresh water continuously or intermittently in varying amount. The phenomenon is due to the lack of a sufficient stream inflow to counteract the force exerted by pulsating tidal flows, which mix and diffuse the more saline waters from downstream with the fresher waters upstream, and continuously tend to push saline water upstream.
- Consumptive use.** Designates the amount of water actually consumed through evaporation, transpiration by plant growth and other processes. As applied to use of water in the Sacramento-San Joaquin Delta, consumptive use is used in its absolute sense, representing total amount of water consumed irrespective of source of supply.
- Cycle.** An interval of time in which a regularly recurring succession of events or phenomenon is completed.
- Cyclic.** Moving or occurring in cycles or in more or less regularly recurring intervals of time.
- Degree of salinity** Designates the number of parts (by weight) of chlorine per 100,000 parts of water. (See "Salinity.")
- Dry year or season.** A year or season (12 months) having a smaller amount of precipitation or run-off than normal, as compared to the average or mean of amounts occurring in a series of previous years or seasons. "Dry season" is also used to designate that portion of the year when there is usually little if any precipitation. (See "Wet year or season.")
- Fresh water.** Water having little if any salt content. As used in this report, fresh water designates the quality of water usually found flowing in the streams tributary to the delta and bay and having a salinity of ten parts or less of chlorine per 100,000 parts of water.
- Half tide.** The mean or average of the water levels reached by the four tidal phases of one or more tidal cycles. Over a long period of time, half tide is approximately the same as mean tide. (See "Tidal phase.")
- Mean tide.** The mean or average level of fluctuating tidal waters over any particular period of time. It is usually computed as an average of hourly tidal stages.
- Return water or flow.** Water emanating from irrigated lands and appearing in channels downstream from irrigated areas, being that portion of the total water applied to the land for irrigation which is not consumed by plant transpiration and evaporation but passes to the stream channels below partly as surface waste and partly through underground strata.
- Retreat of salinity.** The movement downstream of saline water subsequent to a previous saline invasion, due to the stream flow into a tidal basin becoming sufficient to overcome the force exerted by tidal action and tidal diffusion of salinity resulting therefrom, thus displacing the saline water with fresh water and pushing the saline water downstream.
- Saline.** Salty or having some degree of salinity.
- Saline invasion.** The movement of saline water from the ocean upstream into tidal estuaries or channels through which fresh water streams flow, resulting in the fresh water becoming saline. An annually recurring phenomenon in the channels of upper San Francisco Bay and the delta of the Sacramento

and San Joaquin rivers, when the flow of these streams is small during the summer and fall months. (See "Advance of salinity.")

**Salinity.** Degree of saltness or salt content. In general, it is inclusive of all kinds of salt. However, since common salt (NaCl) predominates in ocean water, salinity of water impregnated with ocean water is commonly expressed in terms of its chlorine (Cl) content. In this report, salinity or degree of salinity of water is expressed in parts (by weight) of chlorine per 100,000 parts by volume.

**Salinity.** { Advance of }  
 { Retreat of }. See "Advance of salinity" and "Retreat of salinity."

**Salt water.** Water having a high degree of salinity, such as ocean water. The water of the Pacific Ocean has a salinity of 1800 to 1900 parts of chlorine per 100,000 parts of water.

**Seasonal (season).** Of or pertaining to a particular period of time relating to a special activity or occurrence. "Seasonal" stream flow designates the total flow during the period October 1 of one year to October 1 of the succeeding year. "Seasonal" precipitation designates the total precipitation from July 1 of one year to July 1 of the succeeding year. The terms "a wet season" and "a dry season" designate seasons having respectively greater and smaller amounts of precipitation or run-off than normal, as compared to the average or mean of amounts occurring in a series of previous seasons. "Seasonal" consumptive use designates the amount of water consumed by crops or plants during the period of growth, and by evaporation or other agencies during the entire period of substantially continuous use. As related to salinity in the upper San Francisco Bay and Sacramento-San Joaquin Delta channels, "seasonal" or "season" is used with reference to the period of saline invasion or retreat. With reference to precipitation and run-off, the terms, "the wet season" and "the dry season" are used to designate respectively the period of the year during which most of the precipitation and run-off occurs and the period when little if any precipitation and only a small part of the run-off occurs.

**Surface zone.** Designation applied to the upper six inches to one foot of water in which samples of water for regular salinity observations are taken in any channel.

**Teredo navalis.** A species of shipworm living in salt water, having an extraordinary capacity for speedy and complete destruction of timber exposed to its ravages. This species of teredo will not live in water having a salinity continuously below about 300 parts of chlorine per 100,000 parts of water. However, it is able to survive limited periods of fresher water by protecting itself in its burrows from exposure to the same, but, under such conditions, its activities are curtailed. If the period of fresh water is not too prolonged, a subsequent recurrence of saline water of over 300 parts of chlorine per 100,000 parts of water revives the organism and its activities are resumed.

This species of teredo was not present in San Francisco Bay prior to 1913. It is believed that it was first introduced in the summer of that year, perhaps through the medium of a shipment of piling infected with the organism.

**Tidal action.** The action of the tide, or the alternate rising and falling of the water surface of the ocean and connecting bays, estuaries, rivers and other water courses; coupled with the currents and flow induced thereby in these tidal channels. The tide is due to forces exerted by the moon and the sun on the waters of the ocean. (See "Tidal phase" and "Tidal cycle.")

**Tidal basin.** A bay, estuary or other water course connected with the ocean, affected by tidal action. (See "Tidal action.")

**Tidal channel.** A water course connected to the ocean and affected by tidal action as exhibited by the characteristic tidal fluctuations of water level and tidal currents and flow induced thereby.

**Tidal current.** The movement of water through a tidal channel, induced by tidal action and resulting from tidal flow into and out of the tidal basin above any particular section of tidal channel.

**Tidal cycle.** As used in this report, a tidal cycle is the interval of time (about 24 to 25 hours, or approximately a lunar day) for the tide to pass from one



particular phase (i.e., low-low tide) through its characteristic intervening fluctuations to the identical phase next succeeding. (See "Tidal phase.")

**Tidal diffusion.** As defined in this report, tidal diffusion designates the effect of the pulsating tidal flows in the channels of a tidal basin, which cause a mixing of the saline waters from the ocean or from downstream with the fresh waters upstream emanating from stream inflow, resulting in a positive and continuing tendency for saline water to advance upstream. It applies particularly to tidal channels into which or through which streams discharge fresh water continuously or intermittently in varying amount. If the stream inflow is not sufficient to counteract the force of tidal action and tidal diffusion of salinity resulting therefrom, saline water will advance upstream. If the magnitude of stream flow is sufficient, it may overcome this force of tidal action, pushing the saline water downstream and displacing it with fresh water.

**Tidal flow.** The flow of water past any particular section of tidal channel into and out of a tidal basin above the section, as a result of tidal action. Tidal flow, as distinct from stream flow, is typified by alternate periods of flow in opposite directions past a particular section in a tidal channel. The tidal flow taking place when the tide is falling or in "ebb," is directed toward the ocean and is designated an "ebb," flow. The tidal flow occurring during the period when the tide is rising or in "flood" is from the ocean upstream into the tidal basin and is designated a "flood" flow.

**Tidal phase.** A particular level of tidal waters recurring with varying elevation at fairly regular intervals. On the Pacific coast, there are usually two high and two low tidal phases or levels, occurring at intervals of about six hours apart during a tidal cycle, designated as low-low, high-low, low-high and high-high tides, in accordance with their relative elevations in a particular tidal cycle. The sequence of occurrence of tidal phases during a lunar day, or what may be termed a tidal cycle period of from 24 to 25 hours, is generally as follows: Starting with a low-low tide, the water level rises in a flood period to a low-high tide. This is followed by a period of ebb with the water level falling to a second but higher low tide (high-low tide). The water level again rises in another flood period to a second but higher high tide (high-high tide) of the tidal cycle and finally falls in an ebb period to a low-low tide which marks the end of one tidal cycle and the beginning of a new one. Occasionally, the sequence of occurrence of the lower and higher levels of low and high tides on a particular day is reversed, but the above sequence is the more usual on the Pacific coast of California and in the San Francisco Bay tidal basin. (See "Half tide" and "Mean tide.")

**Tidal prism (tidal prism volume).** As generally defined, a tidal prism is the volumetrical space in a tidal basin bounded by the limiting levels of tidal fluctuation or range. (See Plate XV.) In this report, the volume corresponding to this general definition of a tidal prism has been designated as the "tidal volume," in order to differentiate it from actual tidal prism volumes. (See "Tidal volume.") An actual tidal prism, defining the change in volume in a tidal basin during the interval between any two successive tidal phases, is bounded by the positions of the water surface over the entire basin, coincident with the two successive tidal phases at the lower end of the basin. Because of the progressive tidal movement from the lower to the upper end of a tidal basin, with identical tidal phases occurring at increasingly later times after their occurrence at the lower end as the distance from the lower end increases, the water surface levels at a particular time at points distant from the lower end are not of the same phase as that at the lower end, but may be of some different phase or at some intermediate tidal stage, varying at different points. Hence, the volume of actual tidal prisms may and frequently does comprise only a fractional part of the total tidal volume within the limiting levels of tidal fluctuation or range, even with a maximum tidal range between successive tidal phases at the lower end of the basin. (See Plates XL to XLV.)

**Tidal range.** The difference in water level reached by any two tidal phases.

**Tidal stage.** The height of tidal water with respect to a fixed point or plane of reference. Tidal level or gage height.

**Tidal volume.** In this report, it designates the total gross tidal prism volume in a tidal basin between the limits of tidal range over the entire basin. The



maximum potentially effective tidal volume is the total volume in a tidal basin within the extreme limits of tidal range from higher-high water to lower-low water in all parts of a tidal basin. (See Plate XV.)

**Tide gage.** In its simplest form, a staff graduated in linear measure, on which the height of tidal waters is read to obtain a record of fluctuating tidal levels and high and low tidal stages. Automatic recording instruments (automatic tide gages) are instruments which automatically and continuously record the height of water level.

**Tide**  $\left\{ \begin{array}{l} \text{Half} \\ \text{Mean} \end{array} \right\}$ . See "Half tide" and "Mean tide."

**Titration.** An analytical chemical process consisting in the addition of a liquid in measured volume to a known volume of another liquid, till a certain definite effect, usually a change in color in a color medium, is observed. Thus, salinity of water is determined by titration against silver nitrate with the use of potassium chromate as a color indicator.

**Wet year or season.** A year or season (12 months) having a greater amount of precipitation or run-off than normal, as compared to the average or mean of amounts occurring in a series of previous years or seasons. "Wet season" is also used to designate that portion of the year when precipitation occurs. (See "Dry year or season.")

PUBLICATIONS OF THE  
**DIVISION OF WATER RESOURCES**  
**DEPARTMENT OF PUBLIC WORKS**  
**STATE OF CALIFORNIA**

When the Department of Public Works was created in July, 1921, the State Water Commission was succeeded by the Division of Water Rights, and the Department of Engineering was succeeded by the Division of Engineering and Irrigation in all duties except those pertaining to State Architect. Both the Division of Water Rights and the Division of Engineering and Irrigation functioned until August, 1929, when they were consolidated to form the Division of Water Resources.

**STATE WATER COMMISSION**

- First Report, State Water Commission, March 24 to November 1, 1912.
- Second Report, State Water Commission, November 1, 1912 to April 1, 1914.
- \*Biennial Report, State Water Commission, March 1, 1915, to December 1, 1916.
- Biennial Report, State Water Commission, December 1, 1916, to September 1, 1918.
- Biennial Report, State Water Commission, September 1, 1918, to September 1, 1920.

**DIVISION OF WATER RIGHTS**

- \*Bulletin No. 1—Hydrographic Investigation of San Joaquin River, 1920-1923.
- \*Bulletin No. 2—Kings River Investigation, Water Master's Reports, 1918-1923.
- \*Bulletin No. 3—Proceedings First Sacramento-San Joaquin River Problems Conference, 1924.
- \*Bulletin No. 4—Proceedings Second Sacramento-San Joaquin River Problems Conference, and Water Supervisor's Report, 1924.
- \*Bulletin No. 5—San Gabriel Investigation—Basic Data, 1923-1926.
- Bulletin No. 6—San Gabriel Investigation—Basic Data, 1926-1928.
- Bulletin No. 7—San Gabriel Investigation—Analysis and Conclusions, 1929.
- \*Biennial Report, Division of Water Rights, 1920-1922.
- \*Biennial Report, Division of Water Rights, 1922-1924.
- Biennial Report, Division of Water Rights, 1924-1926.
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**DEPARTMENT OF ENGINEERING**

- \*Bulletin No. 1—Cooperative Irrigation Investigations in California, 1912-1914.
- \*Bulletin No. 2—Irrigation Districts in California, 1887-1915.
- Bulletin No. 3—Investigations of Economic Duty of Water for Alfalfa in Sacramento Valley, California, 1915.
- \*Bulletin No. 4—Preliminary Report on Conservation and Control of Flood Waters in Coachella Valley, California, 1917.
- \*Bulletin No. 5—Report on the Utilization of Mojave River for Irrigation in Victor Valley, California, 1918.
- \*Bulletin No. 6—California Irrigation District Laws, 1919 (now obsolete).
- Bulletin No. 7—Use of water from Kings River, California, 1918.
- \*Bulletin No. 8—Flood Problems of the Calaveras River, 1919.
- Bulletin No. 9—Water Resources of Kern River and Adjacent Streams and Their Utilization, 1920.
- \*Biennial Report, Department of Engineering, 1907-1908.
- \*Biennial Report, Department of Engineering, 1908-1910.
- \*Biennial Report, Department of Engineering, 1910-1912.
- \*Biennial Report, Department of Engineering, 1912-1914.
- \*Biennial Report, Department of Engineering, 1914-1916.
- \*Biennial Report, Department of Engineering, 1916-1918.
- \*Biennial Report, Department of Engineering, 1918-1920.

\* Reports and Bulletins out of print. These may be borrowed by your local library from the California State Library at Sacramento, California.

## DIVISION OF WATER RESOURCES

Including Reports of the Former Division of Engineering and Irrigation

- \*Bulletin No. 1—California Irrigation District Laws, 1921 (now obsolete).
- \*Bulletin No. 2—Formation of Irrigation Districts, Issuance of Bonds, etc., 1922.
- Bulletin No. 3—Water Resources of Tulare County and Their Utilization, 1922.
- Bulletin No. 4—Water Resources of California, 1923.
- Bulletin No. 5—Flow in California Streams, 1923.
- Bulletin No. 6—Irrigation Requirements of California Lands, 1923.
- \*Bulletin No. 7—California Irrigation District Laws, 1923 (now obsolete).
- \*Bulletin No. 8—Cost of Water to Irrigators in California, 1925.
- Bulletin No. 9—Supplemental Report on Water Resources of California, 1925.
- \*Bulletin No. 10—California Irrigation District Laws, 1925 (now obsolete).
- Bulletin No. 11—Ground Water Resources of Southern San Joaquin Valley, 1927.
- Bulletin No. 12—Summary Report on the Water Resources of California and a Coordinated Plan for Their Development, 1927.
- Bulletin No. 13—The Development of the Upper Sacramento River, containing U. S. R. S. Cooperative Report on Iron Canyon Project, 1927.
- Bulletin No. 14—The Control of Floods by Reservoirs, 1928.
- \*Bulletin No. 18—California Irrigation District Laws, 1927 (now obsolete).
- \*Bulletin No. 18—California Irrigation District Laws, 1929 Revision (now obsolete).
- Bulletin No. 18-B—California Irrigation District Laws, 1931, Revision.
- Bulletin No. 19—Santa Ana Investigation, Flood Control and Conservation (with packet of maps), 1928.
- Bulletin No. 20—Kennett Reservoir Development, an Analysis of Methods and Extent of Financing by Electric Power Revenue, 1929.
- Bulletin No. 21—Irrigation Districts in California, 1929.
- Bulletin No. 21-A—Report on Irrigation Districts in California for the Year 1929, 1930.
- Bulletin No. 21-B—Report on Irrigation Districts in California for the year 1930, 1931.
- Bulletin No. 22—Report on Salt Water Barrier (two volumes), 1929.
- Bulletin No. 23—Report of Sacramento-San Joaquin Water Supervisor, 1924–1928.
- Bulletin No. 24—A Proposed Major Development on American River, 1929.
- Bulletin No. 25—Report to Legislature of 1931 on State Water Plan, 1930.
- Bulletin No. 27—Variation and Control of Salinity in Sacramento-San Joaquin Delta and Upper San Francisco Bay, 1931.
- Bulletin No. 28—Economic Aspects of a Salt Water Barrier Below Confluence of Sacramento and San Joaquin Rivers, 1931.
- Bulletin No. 28-A—Industrial Survey of Upper San Francisco Bay Area, 1930.
- Bulletin No. 31—Santa Ana River Basin, 1930.
- Bulletin No. 32—South Coastal Basin, a Cooperative Symposium, 1930.
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- Bulletin No. 34—Permissible Annual Charges for Irrigation Water in Upper San Joaquin Valley, 1930.
- Bulletin No. 35—Permissible Economic Rate of Irrigation Development in California, 1930.
- \*Bulletin No. 36—Cost of Irrigation Water in California, 1930.
- Bulletin No. 37—Financial and General Data Pertaining to Irrigation, Reclamation and Other Public Districts in California, 1930.
- Bulletin No. 38—Report of Kings River Water Master for the Period 1918–1930.
- Bulletin No. 39—South Coastal Basin Investigation, Records of Ground Water Levels at Wells, 1932.
- Biennial Report, Division of Engineering and Irrigation, 1920–1922.
- Biennial Report, Division of Engineering and Irrigation, 1922–1924.
- Biennial Report, Division of Engineering and Irrigation, 1924–1926.
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## PAMPHLETS

- Rules and Regulations Governing the Supervision of Dams in California, 1929.  
 Water Commission Act with Amendments Thereto, 1931.  
 Rules, Regulations and Information Pertaining to Appropriation of Water in California, 1930.  
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 Tables of Discharge for Parshall Measuring Flumes, 1928.  
 General Plans, Specifications and Bills of Material for Six and Nine Inch Parshall Measuring Flumes, 1930.

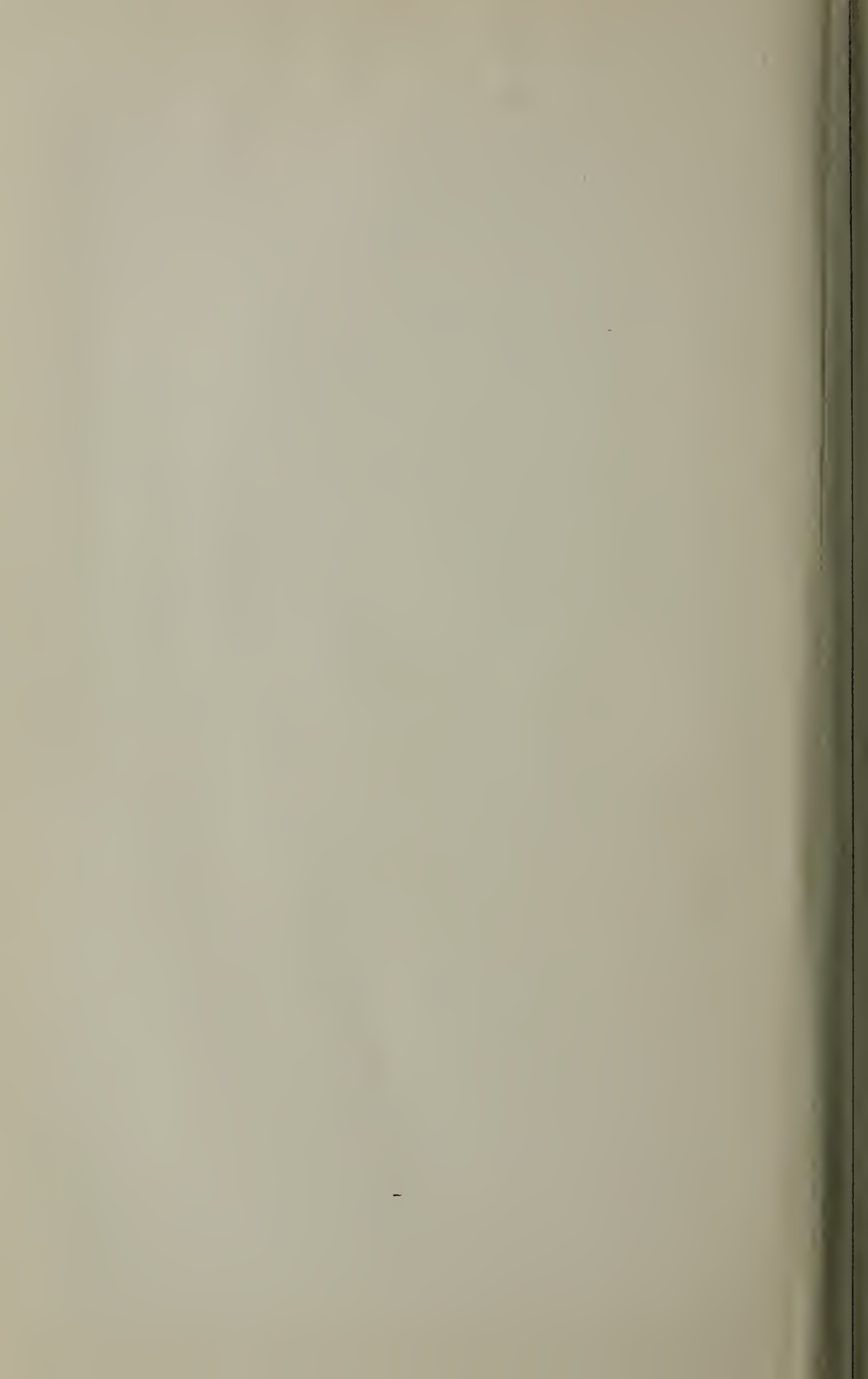
## COOPERATIVE AND MISCELLANEOUS REPORTS

- \*Report of the Conservation Commission of California, 1912.
- \*Irrigation Resources of California and Their Utilization (Bul. 254, Office of Exp. U. S. D. A.) 1913.
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- \*Report on Pit River Basin, April, 1915.
- \*Report on Lower Pit River Project, July, 1915.
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- Report of Commission Appointed to Investigate Causes Leading to the Failure of St. Francis Dam, 1928.
- Report of the Joint Committee of the Senate and Assembly Dealing With the Water Problems of the State, 1929.
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