

Specifications for Building County Jail  
Monterey County  
(Copy)

(New writing)- Jail was built by Chas. J. Richards in 1854, "A pioneer" from his son Robert F. Richards a native of Monterey Cn'ty, born in 1858.- Mother Carmen Simbreros de Richards.

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Specifications for a Jail Etc. in Monterey according to plan herewith submitted.

**Excavating-**

Trenches for all outside walls to be dug to the ledge, if reached within five feet, otherwise to that depth, and three feet wide- Trenches for yard wall to be two feet wide and three feet deep or to ledge, if reached before that depth. A well to be dug in rear of jail, deep enough for a sufficient supply of water. A Privy to be dug in yard 4 feet in diameter and six feet in depth.- Yard to be levelled, and all surplus Earth and rubbish carted away.

**Stonework.-**

The foundations to be all laid in courses of 3 feet square on the bottom after levelling with concrete of best cement and gravel. The walls to be 2 feet thick with hammered bed and build, and to be laid in courses with the best quality live lime and mortar, and the foundations and walls to be of Monterey Granite.- Each stone used in cell walls to be clamped and dowelled.- The top of cells to be arched with Granite, to lap on each wall one foot, and to be laid in pieces from two feet wide and upwards.- The floors of the cells to be of Granite blocks, one foot thick and at least two feet square and to lap on foundations at least one foot.- Front and rear steps to be of Monterey Granite, as shewn on plan.- All openings to be left as shown, and all iron bars, eyes, loops Etc. required to be built in walls as the work progresses.- A wall to be built of the same kind of stone as present Court House or of Granite, at the option of the Court, round the lot on the South end of the Court House and enclosed lot, or of the same dimensions in any other locality. This wall to be built of good live lime and sand mortar, to be 2 feet thick at surface of the earth, at grade, and 1 foot 9in on top: being plumb on inside and battering on outside, and to average 9 feet in height, to be finished level on top with a concrete of strong cement with broken bottles bedded on same. Two chimneys to be built, one to each front room, to start from top of wall with apertures for stove pipes. Letters over door to be Block letters raised on surface of door lintel. Privy and well to be built up with 12 inch Brickwork from the ledge if reached, otherwise from the bottom. Build Brick arch over cell passages of 12 inch brickwork, substantially laid in good lime and sand mortar, leaving opening for ventilator.

**Iron Work.-**

Bars for cell windows to be upright 2 inches square, and horizontal  $\frac{1}{2}$  inch by  $3\frac{1}{2}$  inch flat iron,- upright bars to be built into wall 2 feet above, and 2 feet below openings and horizontal bars to be

built at least 2 feet into walls on each side windows.- The Debtors room door; each cell door, entrance to cell passage, and rear door, openings, to be each be provided with one close iron door of 3/4 inch boiler iron, rivetted to frame 2 inches by 1/2 inch of good wrought iron; and with one grating door of round iron 1/2 in. in diameter of upright and 3/4 in. by 3 inch horizontal bars.- A substantial iron frame grating over front and rear doors, with upright iron bars 1/2 by 1 1/2 inch 6 inches from centres, and in rear wall 12 inches in height. Eyes for all doors to be of 1/2 inch by 2 inch wrought iron, and in all cases to be let into walls at least 12 inches, and to be forked at least 6 inches.- Each door to have four eyes. Locks and fastenings of iron doors to be of same quality and description as those now used on the County Jail of San Francisco County.- Good iron anchors, 8 feet apart to be used in securing roof to be built in wall. Window Gratings in front to be of same description as grated Doors.- Locks to Jailors room and front Door to be of best quality safe locks.- Dowels to be of inch round iron and clamps of 3/4 in. by 1 1/4 in. flat iron.- Ventilator to be of good boiler iron and finished above as shewn pr plan.-

#### Carpenters Work.-

Rafters for Roof and Joist for ceiling, along entire length of building to be of 3 by 8 inch redwood, 2 feet from centre to centre, Roof to be covered with inch redwood boards and good redwood shingles in 4 inch courses.- Base in front entrance and 2 front rooms 10 inch wide moulded, and of 1 1/2 inch redwood. Joist for entrance and two front room floors to be of redwood 3 by 8 inches, and floors to be of 1 1/4 in grooved and tongued yellow pine. An 1 1/2 inch panel door to Jailors Room.- Front door and frame as shewn pr drawings.- A neat plain sash to each front window of size shewn by openings on plan. Stud partition between entrance and Jailors room to be of 3 by 6 inch redwood, 20 inches apart, with door frame of same material.- Privy to be of redwood 3 by 4 inches framed, and clap boarded with sound redwood boards planed. Roof to be of 3 by 4 in. redwood, and to have 3 seats covered, and a neat panel door.

Well to be covered with 2 inch redwood plank and a box and chain pump to be properly fixed and left in good order. Cornice around the building to be also of redwood and as shewn per drawing.

#### Plastering.-

All the inside Jail walls to receive two coats of hair and sand lime mortar.- All the other inside walls to receive three coats. Ceilings in entrance and two front rooms and partition to be lath-ed and plastered with 3 coats also all two coat work to be white-washed with two coats.

#### Painting.-

All wood work (except roof) and all iron work to be painted two coats with good paint.-

W. S. Johnson  
Monterey City  
25 Aug. 1854

State of California, County of Monterey

I, James H. Gleason, County Clerk of said County do hereby certify that the foregoing is a true copy of a document filed in my office this 25th of August, 1854 and endorsed Specifications for County Jail in Monterey County - and adopted by the Court of Sessions this 25th of August 1854.

James H. Gleason  
County Clerk of Monterey County  
with seal affixed this  
7th day of October, A.D. 1854

Typewritten copy from document in Custom House Museum.  
March 7, 1938. M.L.G.

Notes on Monterey from Bancroft, Notes

①

1. Cottons description of inhabitants of Monterey in Sanay, Cruise of the Dale  
108.

2. Lights in store doors; fences around wells; fronts of houses swept before 9 a.m.  
on Wednesday and Saturdays; dogs to be tied in houses —

In Hist Soc. Cal., III, 83.

3. Closing of grog shops "The Eye opener," "All Friends Welcome," and

"Come to my Arms" in Oct 20, 1847 — In Californian, S.F., No. 23, II, 82 —

4. July, 1846

A small village from 400 to 600 inhabitants — mostly Californians  
and Mexicans, with a few foreigners — U.S. Consul resided here.

In Hyde Statement, 1-2.

5. Description of town — inhabitants — in Lieut Wise, a few notes,  
III S. 4-5, 9.

6. 1846 mont.

The old capital was a most miserable hole.

In Fowler, Bear Party, 6.

7. Monterey church sacked; in Ryan, Judges + him, 54.

8. Monterey building in 1847:

The town advancing to keep pace with the times — two Eng. + two Span.  
schools open.

There is a prison house + yard.

Govt + several private persons building houses.

In The Californian, S.F., No. 14, Aug. 24, 1847, II, 3.

Notes on Monterey from Bancroft, Notes

9. Monterey building in 1847.

Besides Cotton Hall, 27 houses in rapid progression; first brick house built by Dickerson; improvements on fort under direction of Lt. Ord; large barracks (2 story) built - 25 cannon mounted on ramparts; a large stone ordnance store & good quarters for officers in rapid progress; two companies at the barracks - In Californian, S.F. no 17. Sept 8, 1847, II, 3.

10. First brick house built by Geo. Dickinson in 1847, in Santa Cruz, Courier, Aug. 18, 1876.

11. Ibid; in Monterey, Herald, Sept. 18, 1875.

12. Rise in <sup>1847 in</sup> value of Monterey lots, in Sarkin, Off. Correspondence, II, 124.

13. Dec. 30, <sup>1847</sup> fire in Abrego's store, in Garcia, Apuntes, appendix.

14. Ibid, in The Californian, S.F. no. 36. Jan. 19, 1848. II, 3.

15. <sup>Oct 1847</sup> Sarkin gave ball in barracks, in The Californian, S.F. no. 23, Oct. 20, 1847, II, 2.

16. Fortification of Monterey: letter from Gen. Scott to Kearney, 3 Nov. 1846. in Cults Cong., 70-71.

17. Lieut. Halleck of the engineers laid out the fort at Monterey, on the site of the block-house on the hill, in Ord, Loc. 11 in Misc. Hist. p

18. Description of Monterey in California Star, March, 27, 1847.

19. News from Monterey in Ibid, Oct. 9, 1847.

20. Description of town in Sherman, Memoirs, I, 19-20

21. Water sold at Monterey for 2 reales per week to each family, Miles, Reg

LXXIII, 22

22. The barrack at Monterey erected in 1839 by Abrego has 16 windows on each side & 4 fireplaces. The second story is reached from the outside by a ladder.  
Since the conquest the eastern side has been turned into a chapel & the western into a public library (note).  
in Cabruti, Ramblings (1874), 198.
23. Sept. 26, 1848, Walter Colton appoints Hance, Sarkin and others as board of Trustees to manage a stone building (Colton Hall) erected for public uses out of the municipal funds. In Ashley, Doc., 264.
24. Population of Monterey in 1829 was 522, in S.P. Miss, VI, 6.
25. Ruined state of fortifications in 1826, in Dept. St. P. (Ben. Mil.) LVIII, 1.
26. Aug. 18, 1826, 15-20,000 adobes for repair of presidio and other materials ordered, in S. P. Soc, XIV, 19.
27. May, 14, 1828, Gov. order for peones to build battery, in Dep. Rec., VI, 204.
28. See Morrell, Narr., 207-208 for description
29. See DuRoi - Cilly, Viag, I, 252-255, 261-264; II, 94-95 for Monterey scenes. Also: Beechey, Voy, I, 85-86.
30. DuRoi - Cilly, Viaggio, I, 263-264 gives description of Monterey.  
1827, to right of presidio about 40 houses built since independence.

Notes on Monterey from Bancroft, notes

(4)

31. Vallejo, Docs., XIX, 44 gives inventory of naval property and presidio on Oct. 20, 1827. (Building at new landing).
32. 114 persons in Monterey on May 8, 1826 (?), in Dist St. P., I, 131-132.
33. April, 1821, artilleryman Sgt. Ojeda so violent as to demolish 3 houses in which confined, burning and breaking the doors, leveling walls and floors. In St. P. Sac., XI, 63-64.
34. List of prison shackles in St. P. Sac.; VIII, 18.
35. 1822 M<sup>c</sup> C. N. & Co estat. June, II, XIX, 71 etc (?).

Wharf  
Larkin's Wharf - Monterey

Bancroft  
J  
66  
1110

36<sup>th</sup> Congress } House of Representatives { Report P. C.  
2nd Session } { No. 274

Jacob P. Leese, assignee of Thomas Q. Larkin  
(To accompany Bill H. R. P. C. 106)

Feb. 5, 1861 - Reported from the Court of Claims and  
together with the accompanying bill, committed to  
a Committee of the whole House, and ordered to be printed.

The Court of Claims submitted the following  
Report.

To the honorable the Senate and House of Representatives of  
the United States in Congress assembled.

The Court of Claims respectfully presents the following  
documents as the report in the case of

Jacob P. Leese, assignee of Thomas Q. Larkin vs  
The United States.

1. The petition of the claimant.
2. Claimant's evidence transmitted to the House of Rep.
3. Claimant's brief.
4. United States solicitor's brief.

5. Opinion of the court allowing claimant \$4059.  
with interest at the rate of three per cent. per  
annum from July 7, 1846.

6. Judge Loring's opinion concurring.

7. Bill for the relief of claimant.

By orders of the Court of Claims.

In testimony whereof I have hereunto set my hand  
and affixed the seal of said court, at Washington,  
this fifth day of February, A.D. 1861.

Sam'l H. Huntington,  
Chief Clerk Court of Claims.

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United States Court of Claims.

To the honorable the judges of the Court of Claims:

The petition of the undersigned, Jacob P. Leese,  
a citizen of the United States, and of the State of California,  
respectfully represents: That he is the assignee,  
for value paid, of all the right and interests of  
Thomas C. Larkin, under the following contract,  
entered into between Thomas Swords, Quartermaster,  
approved by Brigadier General Kearney on behalf of  
the United States of the one part, and the said

Thomas O. Larkin of the other: "Whereas it appears that in the year one thousand eight hundred and forty-five a contract or agreement was entered into between the administrator of the maritime custom-house at this place and Thomas O. Larkin, for the construction of a wharf in the bay of Monterey, which wharf has been built, and has been taken possession of as the property of the United States; and as it also appears that there is due to the said Thomas O. Larkin, on account of the said wharf, a balance of four thousand and fifty-nine dollars, (\$4,059,) it is hereby agreed that this sum shall be paid to the said Thomas O. Larkin, by collection on account of wharfage made from vessels visiting this harbor, (not vessels of war,) also that he shall be paid interest in the rate of twelve per cent. per annum on the amount now due him, from the seventh day of July, one thousand eight hundred and forty-six, and on the balances that may from time to time be due him; but it is distinctly declared that should the amount collected from the wharf not be sufficient to pay the interest

of the debt of the wharf, in no event does the United States become responsible for its payment otherwise than by appropriating the amount collected for wharfage towards its settlement. The wharf is to be kept in repair by the United States.

"Given at Monterey, capital of California, this seventh day of May, anno Domini one thousand eight hundred and forty-seven."

"Thomas O. Swords

"Quartermaster U.S.A.

"Approved:

"J. W. Kearney,

"Brigadier General."

That in consequence of the foregoing conveyance the said wharf property was immediately taken possession of by the officers and agents of the U.S., by whom it was retained and used during the existence of the late war with Mexico, and some small amounts of wharfage collected. That the whole amount received by the said agreement, as this petitioner has been informed and believes, was in three sums of seventy-eight dollars and forty-seven cents, ninety-four dollars and seventy-one cents and sixty-five cents, on the 11th day, 1850, making in all the sum of five hundred and twenty-four dollars and sixty-five cents. Your petitioner submits that, in any event, he is

entitled to be paid, under the terms of the above contract, the principal sum of the purchase money specified in the above contract, whether any wharfage was collected by the U.S. or not. He further charges that the collection of wharfage was neglected at first, and ultimately entirely abandoned by the government and its officers; and the wharf suffered to fall into dilapidation and ruin for the want of proper care and attention, in consequence whereof there has been a failure to make the said wharf produce sufficient revenue to pay the interest stipulated for in the said contract; and claims that the said consequent loss cannot be thus thrown on your petitioner by the said government. Your petitioner further states that at the date of said contract its terms were highly favorable to the government. Monterey was then the capital city of Upper California, and the wharf was needed by the government for the use of its own vessels of war. That it might have been made profitable with proper management, so as to have paid off your petitioner's claim in full, with the interest, can easily be shown, and it is evident also from the fact that the whole cost

was \$8,200.05, of which \$4,059 was paid to  
the said Larkin within one year after its construction,  
from wharf charges alone, as your petitioner believes  
he will be able to prove.

In the year 1852 your petitioner submitted  
his claim under the said contract to the Honorable  
the Secretary of War, who declined to direct its  
payment for the reasons stated in his communication of  
June 5, 1852 (herewith annexed, marked A)

Jacob P. Leese  
Andrew Wythe  
Attorney for J. P. Leese.

County of Monterey, State of California.

Before me, a notary public in and for said county,  
personally came the above-named Jacob P. Leese, who,  
being duly sworn, says that the facts stated in  
the foregoing petition are true, to the best of his  
knowledge and belief.

Witness my hand and seal of office this  
23rd day of October, 1855.

H. S. Johnson  
Notary Public, Monterey County.

Thomas Larkin testifies —

" I am the Thomas Q. Larkin referred to. About the year 1845 I made a contract with the collector of the custom-house of the California, situated and located in Monterey, for the erection of a wharf, the substance of which contract is contained in a paper to me now shown, marked A, which document was translated and signed by W.<sup>m</sup> E. P. Astrell, at my instance and by my request. I had the original in my possession at the time, and delivered it to Jacob P. Leese, having sold to him my interest in the premises; said document marked A is a true translation. I have not my books to refer to, but according to the best of my recollection the value of the building of said wharf was ten thousand dollars at that time, which sum I paid out to workmen and materials. I am not sure after so many years, I have the books containing the entries. . . .

The wharf was completed in the winter of 1845  
or 1846 or in the spring of 1846. In July 1846,  
it was strong and in very good order; the  
weatherside had a handsome rail, with seats to it.

... The wharf commences about one hundred feet

from the north end of the custom-house, and runs  
into the sea. The locality can be fixed with ease  
by any person on the spot, as the custom-house and  
wharf are localities well known by hundreds of  
people in Monterey, and there was no other in 1846

... The deposition of Thomas Q. Larkin, taken  
at the request of Jacob P. Leese, ...

Edward L. Williams,  
Special Commissioner, & Clerk of County Monterey.

David Spence testified — On this 17<sup>th</sup> day of  
July, 1857. ... "My name is David Spence; I have

resided in Monterey over thirty-two years; I am  
by occupation a stock raiser; I am aged 58 years

... I have known Thomas Q. Larkin since the  
year 1832; at the time the wharf was building  
understood that a contract had been entered into  
between said Larkin and the collector of the  
custom-house at Monterey, then Pablo de la Guerra.

The wharf was completed, ... in the year  
1845 or 1846; but I well recollect that when the  
American forces took possession of Monterey, in July 1846,  
the wharf was then new and in good order ...

... I know of W. Randall having repaired the  
wharf during the time he was collector, and I  
think he was the only government officer who  
ever made any repairs.

Joseph Abrego testified: ... I am acquainted  
with Thomas O. Larkin. He was living in Monterey  
when I first arrived. I was present at the time  
when Larkin and the said administrator made  
a contract, about the year 1844 or 1845 for  
building a wharf at this place. I was then a  
government officer. I held the position of treasurer  
of the department of Calif. and jefe de la hacienda,  
the last-named position is equivalent to that of  
being inspector of the accounts of the custom house  
officers, and such were my duties.  
The wharf cost at that time from eight to ten  
thousand dollars. I recollect of one  
account that was paid by Larkin, of nine  
or ten hundred dollars; that was for hauling  
stone and filling up the interior portion of  
the wharf.

Joseph Boston testified: ... I have resided in Monterey on & off since April 1849. I am a merchant and trader by occupation. ... I am acquainted with Thomas Q. Larkin. ... My place of business for the last four years is about a quarter of a mile distant from the wharf, but I have had many opportunities of seeing the amount of goods being received & shipped and think that for the last four years the wharf has been more used than the first four years of my residence here when I occupied a store in its vicinity.

The wharf having become almost worthless, parties are now engaged in building a new one in another place under a charter from the State. ... I recognize the handwriting of A. Randall ... I recognize the signature of Capt. E. K. Kane, - Captain and Acting Quartermaster U.S.A.

Simpson Conover testified: - on July 14, 1857 -

I am acquainted with Thomas Q. Larkin ... I am interested in the building of a new wharf here, and have of late, made several calculations based upon my knowledge of goods shipped & received prior to entering into building a new wharf, in order to see whether it would pay or not ...

Charles A. Johnson - testified: - I have resided in Monterey, since the year 1848. I am inspector of customs, my name is Charles A. Johnson, aged 31 years. ... I know of no repairs having been made during my residence here except those made by A. Randall, whilst he was collector in 1851.

Pablo de la Guerra - testified ... I have been acquainted with Thomas O. Larkin for more than twenty years. - - -

J. Hughes delivered the opinion of the Court.  
... a failure or refusal, on the part of the U.S. to proceed under the contract to collect the wharfrage, and for that purpose to keep the wharf in repair, opens to the petitioner the way to prove what amount of money might have been realized from a proper performance of the contract, and to claim as much as such performance would have given him. ... The petitioner is entitled to four thousand and fifty nine dollars for his principal debt with interest thereon, at the rate of three per cent per annum, from the sum of 5-24.65 ...

Wharf

from Early Recollections of Calif. 1846 - 47  
in Memories - Genl. W. T. Sherman.

vol. 1. p. 14 -

... when the old Lexington dropped anchor in Monterey Bay, on Jan 21, 1847, after a voyage of one hundred and ninety-eight days from New York. Everything on shore looked bright and beautiful, the hills covered with grass and flowers, the live-oaks so warm and homelike, and the low adobe houses, with red-tiled roofs and white washed walls, contrasted well with the dark pine-trees behind... There was a small wharf and an adobe custom-house in possession of the navy; also a barrack of two-stories... The U.S. consul and most prominent man there at the time, was Thomas Larkin, who had a store and a pretty good two story house and we were to have possession of the warehouse or custom-house for

Start

Sherman's Memoirs

2

strange. We found the people of Monterey  
a mixed set of Americans, native Mexicans and  
Indians, about one thousand in all.

3-2-38 P.  
Monterey

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Brooks, Charles S.  
A Western Mind  
New York, 1935.

pp 58-60

### Wharves

If Carmel lives largely in the present, with only a crumbled Franciscan Mission to bind it to the past, it is an historic background on the contrary that is chiefly cherished at Monterey. The city, however, does not sit like a rheumatic grandame in a chimney-corner and gossip always of its youth. For there is a brisk street of retail commerce that attracts the patronage of the extensive suburbs; and the cut and color of the fabrics in the windows of these shops change with the fashionable whim of every season. A lively garrison of artillery, moreover, is posted on a hill top at the city's center, and its harbor guns and brasses are freshly polished. In the musty Chronicles of the Spanish Viscainos or English Drake there would be no mention of such vicious engines of destruction.

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3-238. H. (2)  
Monterey

Wharves

pp 58-60.

and there are busy wharves at Monterey. These piers, it is true, are not constructed of reinforced concrete under huge glass domes such as a modern gilded liner chooses. Rather, they are ancient platforms, held on piles that are scaled with ocean shells and green with clinging seaweed.

One has only to observe whether these latter shimmering boards are pointing to land or to sea to know whether the tide is running in or out. In the quiet water behind the City's point are vessels that smell of fish which will be scaled presently in tin and scattered among the country's housewives. Now and then a vagrant freighter comes to anchor in the Bay and unloads the produce of the Orient—Chinese tuna undercuts the price of the local packers and puts its workmen on the dole, silks embroidered by cheap labor in Japan—but most of this mighty commerce smacks the deeper parts of Los Angeles and San Francisco, a last specimen of these

3-2-38. H. (3)

Manitoway

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Wharves

pp 58-60. Larger vessels, now discarded and stripped of canvas, rocks in the shelter of the piers. A certain rich man of the coast, as we were told, bought it cheaply as a plaything with the intention of equipping it with soft cushions and hard liquor—both suitable for holiday excursions with his friends. But he has never used his toy, and its dirty hull is rotting from lack of paint. One sees, also in this anchorage, the trim spars of wealthy sailing craft of a smaller sort and decks that are forever scrubbed.

Wharf - There are two wharves in Monterey, one  
T belonging to the Monterey Wharf Company, and  
the other to the owner of the Saw-mill.  
The last named is private property, without  
privilege, situated on the bank of the  
owner, and only used by himself.

California Farmer, Dec 7, 1860; J. F. Cahf.  
Assessor Report - signed "Wm. Burns,  
County Assessor, by C. Richards, Deputy"  
& dated Nov. 23, 1860.

Wharf - pine piles cut from forest behind  
Monterey in June 1874, for wharf; piles  
driven in June, 1874.

Wharf

Wharf - The town is to have a narrow-gauge railroad to link it with Salinas. . . . The cars run out to meet vessels in the harbor. The wharf is built extending some hundreds of feet into the bay. . . .

Wharf - "When I arrived. . . there was no wharf for vessels to land on the beach, and passengers either landed on the beach or on the rocks in front of the Custom House; the first wharf was not built until 1845, when it was built of pine cuttings filled with stone, by T. O. Larkin, for the Mexican Government."

Weekly Herald, August 1, 1874

Wharf - Railroad wharf at Monterey is provided with tracks for wagons; used by vessels.

Wharf - " . . . How many resorts there are, animated with sentiment, that radiate from the old town. Close to this shelving baylet, near the old wharf rises the clump-like form of a live oak, under which, tradition says, Jimenez Serra celebrated his first mass in the new land. . . ."  
S. F. Call, July 22, 1877

Wharf - Contract to repair the old wharf in Monterey in Dec. 1874; Mr. Greenleaf of Santa Cruz, the contractor; piles of redwood brought from Santa Cruz

Wharf - Redwood shoots emerged from piles of the Monterey Wharf in 1875; some in Sept. were 3 ft long.

Wharf - 2 wharves in Monterey in 1875; R.R. wharf 1500 ft long

Wharf - started in June, 1869 - (Jacks(?) and Navigation Co.)

Wharf - in Monterey in 1864 known as Jack's wharf.

Wharf - "Crash! The falling in of the Empire Docks, at the foot of Alvarado Street, was not occasioned (as we are informed) by the freights accumulated for shipment, but was the result of defective timber used in their construction. But few of the wooden docks now remain in our port and we trust, that the Empire corporation will rebuild with granite and go out to the contemplated water line."

Monterey Gazette. Feb. 26, 1864

Wharf - "The wharf having been swept away last winter, we were obliged to drop anchor midway of an arm of the Bay."  
Sentinel, July 18, 1869

Wharf - "The shore is a rocky bluff, and they land among  
the rocks in little boats, there being no wharf  
built out into the water at this place."  
Alta California - June 13, 1867

Wharf - "Considerable improvements have been made at  
Monterey Wharf, which is now carried out to deep  
water. Before this improvement passengers were  
landed from little boats on the rocks along the shore."  
1862

Wharf - "It is of course, a little more settled...  
I strained my optics in hopes of seeing a wharf,  
but 'nary a wharf was 'thar' "  
Sentinel, May 27, 1868

Wharf - "A new wharf - the old one having been  
washed away - will shortly be built at  
Monterey, and passengers may be landed with  
some degree of comfort..."  
Sentinel June 9, 1868

Wharf - want of wharf in 1862

Wharf - Merchandise unloaded as near shore as possible and  
loaded on men's backs who waded to shore  
1868

Wharf - Jackie Wharf not built in 1868 (?)  
(to left of Custom House on site of old mole?)

Wharf - Two wharves to be built in 1869  
1. Steamer wharf started from joint just beyond Custom  
House. Transportation Co's (?) N.P.T. Co's (?)  
2. Other wharf placed in line of Washington St. (Jackie?)

Wharf - "The wharf of the Steamship Company is making  
all possible progress; will be ready for vessels, solidly  
and skillfully built, and out of the best material,  
all the lumber used in it being brought from  
Puget Sound. Starting from the shore, to which it  
will be anchored with heavy beams and stones,  
arranged carefully for that purpose, there will be a  
roadway, 20 feet in width and 200 feet long out to  
water 15 feet deep at low tide, where the main wharf  
will commence to be 40 to 60 feet wide by 300 feet  
long, and extending to a water depth of 36 feet. There  
will be ample accommodation, therefore, for vessels of  
the largest class, and at the same time the direction  
of the wharf will present it precisely to the line of  
wind and current usual in this port. No pains  
will be spared to brace the whole structure in the  
manner approved by experience, with timbers lengthwise  
and athwart ships, and in a word, as far as skill  
can make it, the work will defy everything but the worm.

The probabilities are that the wharf proper will be covered with a shed and close to the land end there will be erected a capacious warehouse. Monterey and the people outside are then assured in a short time, of the best accommodation of this sort. The foreman indeed, says that by the second trip of the steamer, things will be so arranged as to hoist from boats under the wharf, and so obviate the troublesome and risky landing in the surf now the only resource." Democrat, June 26, 1869

Wharf - Finished N. P. T. Co's wharf:  
1. roadway 300 feet long by 20 ft wide to the wharf proper.  
2. wharf proper 240 ft by 40 ft  
3. buoys used to hold off steamer from wharf  
1869?

Wharf - Gang working in May 1870, grading place for depot at foot of Washington St; wharf to be 1000 feet long; 30 days allowed for building wharf; warehouse on depot grounds = 500x50 ft; Old Pacific Hotel used as workshop in construction of cars; (42 flat cars, 8 box cars, 2 passenger cars)  
Monterey Democrat May 20, 1874

Wharf - out 624 feet; planking and track completed about 600 feet; 600 ft. out stairs down to water edge for the accommodation of boats; water

20 feet deep at high tide, at 600 feet out; wharf to  
width ~~at~~ 800 ft; July 11, 1874

Wharf - R.R. wharf built in 1874 for narrow gauge R.R.

Wharf - Two barrels of liquor smashed on wharf  
by Lieut. Sherman, Apr. 17(?) 1847