

1645

a File under T-1645

1646

a

1738

1898

1899

1900

2013

2014

2015

2016

Form 504

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: _____

11-5613

DESCRIPTIVE REPORT.

Topog. _____ Sheet No. _____

LOCALITY:

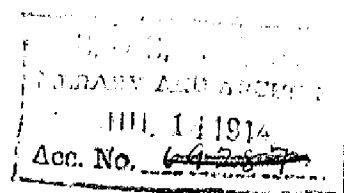
Southern

California

1914
192

CHIEF OF PARTY:

J.W. Maupin



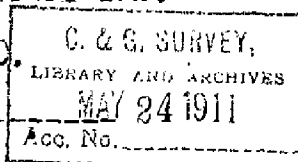
~~Season~~
and
Descriptive Report
of
Chart Revision Work in Southern California.
to
Accompany Original Topographic Sheets.
(Photo Reproductions)
1 to 10 inclusive.
by
John W. Maupin - Season Jan 21 to May 31
1914.

Topo = 1645^a
1646^a
1738^a
1898^a
1899^a
1900^a
2013^a
2014^a
2015^a
2016^a

} to map

DESCRIPTIVE REPORT TO ACCOMPANY REVISED SHORE LINE,
COAST OF SOUTHERN CALIFORNIA, FROM NEW RIVER TO NEWPORT BAY.

SHEETS 1345, 1369 & 1392 - Scales 1/40 000.



Sheet 1345:a

The control of this sheet is based on a scheme of triangulation expanded from the base "Scallop Pt. - Clam Pt." lying across the valley of the Santa Ana River. These old stations were recovered with considerable difficulty, after extensive digging and grading with teams and scrapers.

The triangulation was extended westward as far as the Pavilion at Anaheim Creek, and the corrections along the shore line connected to points trigonometrically determined.

The pleasure pier at Bay City was located on revised chart No. 5/43 by triangulation from the westward but on sheet No. 1345 submitted herewith it has been independently located by the new triangulation.

There is but little change in the shore line at the mouth of Anaheim Creek. The spit at the eastern point of the entrance has moved inshore slightly but is probably subject to frequent small changes.

There is a pleasure pier and about 30 residences at Sunset Beach.

The inlet at Bolsas Creek has been closed for some years, and the creek is now connected by a canal with Anaheim Creek. A dam has been built by the Bosa Chica Gun Club at the point of the bluff as shown. This dam has an automatic gate permitting an outflow from the marsh above it but closing against an inflow from below. The result of this action is that the area above the dam is now practically a fresh water marsh being fed by drainage from the peat land above.

There is a conspicuous high red water tank on the county road about 1/2 mile inshore as shown.

The high water mark throughout this sheet has been corrected by

Season and
Descriptive Report of
Chart Revision work in Southern California
To accompany Sheets (original topographic)
1 to 10 inclusive.

Season Jan 21 - May 31 - 1914.

Limits and General Remarks.

The ground covered by this Season's work extends from a point just south of Newport Bay, where Assistant Rhodes left off in 1910, to (but not including) the town of La Jolla. The revision work covers the territory within the limits shown on the original topographic sheets. The work of recovering and re-marking the old triangulation stations (A.F. Rodgers 1884-86 & 87 and A.W. Chase 1874-75) consumed more time and effort than did the topographic work. Relatively speaking, the area contained in this work, is not at present, of very great importance from a mariner's standpoint, as vessels plying the coast set a straight course from San Pedro Channel to clear Pt Loma (or vice versa), thus passing the greater part of this coast too far out to see ordinary objects.

Prominent Objects.

For future use, and for vessels passing closer inshore, a number of prominent objects, such as

conspicuous ware houses, water tanks, barns, school houses, etc, were determined by sextant angles taken at the triangulation stations and plotted on the sheets. There were no light houses or beacons on this ^{Coast}, Towns and Villages.

Generally speaking, the towns in Southern California, have remained quite inactive since the original topography was done. Oceanside, San Juan Capistrano, Encinitas, Carlsbad (now called Carl) and Del Mar have shown very little advancement, while many of the smaller places have almost become depopulated. Laguna (and additions) has grown some, and a small village called Cardiff, between Encinitas and Del Mar, is being promoted. San Juan, Mateo, San Onofre, Las Flores, Seda, La Costa, and Merle should not be shown as villages on Chart 5100, for there are practically no tenanted houses at any of these places and they are merely crossroad flagging stations for local trains. Oceanside should be given the most prominence on the chart, and Laguna, Encinitas, San Juan Capistrano, Del Mar, Cardiff and Carl, are all about on a par. There are many Realty promoters in Southern California, but not enough people to utilize all of the

sub-divisions. Much of the topography shown on the original sheets was omitted from the copy of Chart 5100 in my possession.

Roads.

A number of new roads, near the coast, were surveyed and many roads and buildings were removed from the chart. Some of the old roads, running back from the coast, ~~and~~ are scarcely ever used, but they were left on the chart under possibility of a revival of their usage. The new coast state highway is the most important road which traverses this territory. This new highway is being concreted and, at the present time, the portion between Las Flores and Oceanside and from South Oceanside to Del Mar has been completed. It is very much traveled and on this account most of the other roads parallel to the coast are falling into disuse. The Coast roads in San Diego county are in much better condition than in Orange County.

Change of Coast line.

With only one exception, there was not evidence of sufficient change in the shore line to affect the accuracy of the published charts. The old triangulation stations, along the coast, which

were recovered, gave excellent evidence of this, and from these old stations the shore line was tested by angles and tangents. The beach at the mouth of San Juan River was the only change of any note.

Methods.

The general method, followed in doing the work, was to recover the triangulation stations first and from these take sextant angles to prominent objects. Roads etc were often run in by compass and distance obtained by counting the revolutions of the wagon wheels. Local maps were obtained, whenever practicable, for correction of roads, streets, etc.

Recovery of old Triangulation Stations.

A total of 92 old triangulation stations were recovered, and, out of this number 86 were re-marked with standard station and reference marks set in concrete piers. There were no considerable stretches where none of the old triangulation stations could be recovered, therefore it was not deemed necessary to establish new ones. The old stubs were usually decayed and were often missing, but, in some cases, they were in fairly good preservation, depending on the kind of

soil they were in. Strange to say, one of the old signals (A Tower) was still standing in its original position, and was so rotten it offered very little resistance, but toppled over, when pushed, and broke in numerous pieces as it fell to the ground.

John W. Maupin
Asst C & G Survey.

Season Jan 21 to May 31-1914.



2013

W (TOPOGRAPHY)

DESCRIPTIVE REPORT

TO ACCOMPANY

ORIGINAL FIELD SHEET

ENTITLED

TOPOGRAPHY Tape No. 2013

PACIFIC COAST Sec T-1645

FROM

FALSE BAY

TO

LA JOLLA.

CALIFORNIA

1889

SCALE 7
TO 0.000

Geographic Locality

Latitude 32° 46' - 52'

Longitude 117° 15'

Wm. C. Rogers
A. B. S. S. S.



2013

Description Report to accompany
Original Field Sheet, Entitled
Topography
Pacific Coast, from
Pulce Bay to La Jolla, California
1889. Scale 1/10,000

Locality

The general locality is expressed
in above title, the limits of the sheet expressed
geographically, are between latitude $32^{\circ} 46'$
 $\pm 52'$, the Central meridian of the sheet
is $117^{\circ} 15'$.

Climate

For this topic the sheet of
Oceanside & Vicinity Lat $33^{\circ} 10'$ to $17'$ Longitude
 $117^{\circ} 23'$ description report forwarded 7th May 1889

Rainfall

Same reference

Winds

Same reference

Barometric range

Do

Topographic Detail &

Commencing at Conthens
End of the Chuk is the long Sand Spit known
as Point Meyano or Mudano's (the latter
word in Spanish, expressing characteristically the
formation "a sand bank on the sea shore")

This Spit extending two miles to
the northward divides the waters of Etele
Bay from the Ocean. It is of dune formation
except at the extreme south end which is but
little above the ocean level & this extremity washed
over by the waves at Etele Spring tides & during
winter storms. Changes outline slightly; the
rest of the Spit north from the Δⁿ "Meyano's"
is formed of undulating sand hills from
10 to 15 feet elevation above tide & covered in
most places with sparse growth of native
grasses.

A part of Etele Bay is included within
the Chuk limits - the entrance formed by Point
Mudanos & the north end of Point Roma,
is about a fourth mile wide, but nearly
closed by Shoals at low tide. The

indicating point to a former connection of the waters of San Diego & Saline Bays leaving Point Loma at that time an island separated from the main land by a stretch of water about one mile in width.

The detritus of fossils from the stream now known as San Diego river, furnished material to close this water way & in course of time Loma was connected with the main shore, & division made between the present San Diego & Saline Bays.

The latter was at one time no doubt of considerable vertical depth, but is rapidly filling with mud banks, which in time are converted into salt marsh lands.

The Mudans & Sand Spit Project continued from the main land, locally known as La Jolla Point or Saline Point, formerly called "Punta Salina" by Spanish navigators from the liability in making a land-fall to mistake the high land back of it, for Point Loma - The

4

North head-land of San Diego Bay.

The greatest elevation of the Chuk is that of Colidad Mountain 824 feet in height; its Southern Slopes are light & covered with bushes; grass lands & brush-wood, but on the North side heavy evergreen brush, Mountain mahogany, Quercus & Stunted Oaks, give it a dark hue.

A deep Cañon upon the Eastern side of Colidad Mountain now known as Rose Cañon, contains the old Stage & County road leading Northward from San Diego Bay & gives natural grade to the branch of the Atchison Topeka & Santa Fe Rail road, known as the Californian Southern Railway, between San Diego & the City of Los Angeles.

Rose Cañon contains a small stream, with but slight summer flow. Some water can be obtained beneath the surface.

A well & the Pump house shown in Chuk, in Rose Cañon, furnishing the only water supply for the town of

La Golla, hereafter more particularly mentioned under head of "Old men".

North of Poladas Mountain is the small Valley called "La Hoya". This spelling is contended by some to be the true spelling of the name given the same sound as "La Golla". The word "Hoya" is a Spanish word, & its interpretation accords well with the characteristic feature of the Coast line formation, which is said to have given name to the present "La Golla", viz the Caves or Pits in the rock's, giving strong resemblance to the School geography picture of the "Giants Causeway" upon the Coast of Ireland.

Coast line formation

Except along the Sand Spit Mudano of the Creek & the clay formed bluffs extending about one mile north from the Sand Spit the shore is a rock bound & rock fringed at low water, with intervening stretches of sand beach. This characteristic continues

Until reaching the opening of La Jolla Valley, where is found a broad, level sand beach over one mile in length.

Beach formation

This is included in former or foregoing topic, there are no special beach characteristics to describe. The beaches are either rocky or sandy & where sandy there seem to be no oblying rocks.

Character of Soil

Refer to Chart of "Oceanside & Vicinity"; there are no special characteristics of soil within limits of San Diego Bay La Jolla Creek, not generally described in the description of the accompanying Chart

referred to

Thrush Loos

There is none on San Diego Bay to La Jolla Creek.

Reception of Coast Water

No evidences apparent

Rivers & Runnels

None

Salt Marsh Land

The Salt Marsh lands of Salas Bay were surveyed in 1851 & 52; Meas were not at disposal to determine increase of area at date of survey in 1889; At the opening of La Hoya Valley a small area of Salt Marsh land is shown upon sketch.

Travelling Dunes

The dunes upon Medanos S and Spit were originally moving but are now held in place by vegetation & only in places is the sand liable to drift.

At San Sana Ridge on La Jolla Point, there is a travelling dune, but it is small in extent, local & the wind currents which build the dune, are not forcible enough to extend its area.

Natural Vegetation

This topic referred to Description Report Occurrence & Vicinity
Shrub, Small trees &

Some reference, all kinds of fruit
 Citrus & "deciduous" & small good luxuriant with migration.

Settlements 4

Pacific Beach upon the
 North Slope of Palomar Mountain or
 between those & the Shore of San Diego Bay
 is laid out to contain a population
 of 500-000 but at present has perhaps
 reached 500 Souls. It contains an
 endowed University, said to have prospects
 for the future. Pacific Beach is
 quite a bathing beach & for pleasure parties
 from San Diego. A Steam Motor Rail
 way furnishes rapid & comfortable con-
 nection with the City. It has a Post Office.

La Jolla Park, was laid out under the
 impulse of Speculation, its site is one of the most
 picturesque on the Coast of San Diego County
 & the La Jolla Caves before referred to are deemed
 quite an attraction. Its present population
 consists of perhaps half a dozen families.

Connected with San Diego via Stage
 to Pacific Beach, No Post Office but Pacific
 Beach, No Telegraph line, but Telephone
 wires connect it with San Diego

Little meads to

The only other little meads than Pacific Beach & La Jolla are in Rose Cañon, East of Solidad Mountain, & consist of Dairy Ranches.

Rail Road to

The Atchison Topeka & Santa Fe branch known as California Southern Rail way, shown in Rose Cañon and the Steam Motor Rail way connecting Pacific Beach with San Diego, are the only Rail Road within limits of Chuk.

Wagon Road to

There appear to need no special description, as they are without exception, natural grades & beds, the Stage & County Road through Rose Cañon is supposed to follow the line of the original Indian trail leading up & down the cañon, later used by the Mission Priests & by all travelers prior to introduction of wheels and after that event, adopted as offering the best line of route for staging between Pitting North & South.

Wharves

Now

Bridges

have

Elevations

The Contours of Level are 20 feet
Vertical Differing and are referred to
Mean High Water marks

Respectfully Submitted

Wm. C. Proctor
A. P. Staulk