

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:

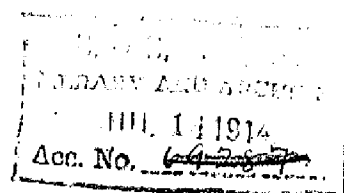
Southern

California

1914  
192

CHIEF OF PARTY:

J.W. Maupin



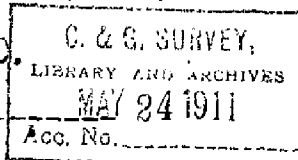
~~Season~~  
and  
Descriptive Report  
of  
Chart Revision Work in Southern California.  
to  
Accompany Original Topographic Sheets.  
(Photo Reproductions)  
1 to 10 inclusive.  
by  
John W. Maupin - Season Jan 21 to May 31  
1914.

Topo = 1645<sup>a</sup>  
1646<sup>a</sup>  
1738<sup>a</sup>  
1898<sup>a</sup>  
1899<sup>a</sup>  
1900<sup>a</sup>  
2013<sup>a</sup>  
2014<sup>a</sup>  
2015<sup>a</sup>  
2016<sup>a</sup>

} 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 <sup>Coast</sup>, 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.



2014

3 (TOPOGRAPHY)

DESCRIPTIVE REPORT

TO ACCOMPANY

ORIGINAL FIELD SHEET

ENTITLED

TOPOGRAPHY Topo. No. 2014

PACIFIC COAST Dec 1645

SOUTHWARD FROM

SAN DIEGUITO VALLEY.

CALIFORNIA

1889

SCALE 1/10,000

Geographic locality  
Latitude 32° 52' - 59'  
Longitude 117° 15'

Aug: O. Dodge &  
Assistant



2014

# Topography

Descriptive Report, to accompany  
my new Field Sketch, entitled

Topography

Pacific Coast

Southward from San Diego's Valley

California, 1889, Scale 1, 10,000

## Locality

Upward locality of Sketch is expressed in above title, though within its limits is the rock known common (rocks) well known along the coast as "Del Mar". Limits of Sketch Geographic, Latitude  $32^{\circ} 52'$  to  $59'$  On Central Meridian of Sketch is  $117^{\circ} 15'$

## Climate

Refer to Sketch & description "Oceanic Vicinity"

## Rainfall

Same reference

## Barometric range

Same reference

## Winds %

Same reference

## Topographic Details

The northern portion of the Chief as far northward as Soledad Valley is a prolongation of the high land known as "Soledad Mountain". The latter contained in limits of that north of this one,

There are no special features to describe except in smoothness of outline of the mesa's or table-lands and the abrupt ruggedness of the gorges, the topography is remarkable.

The greatest elevation is at Round Top  $\approx 450$  feet.

The topography is marked by comparatively high mesa's or ridges & deep abrupt cañons

The bluffs bordering the Coast line on the part of the Chief are quite precipitous & access from the high lands to the beach only practicable at few points by following the bed of gorges, but none of these lead to impenetrable walls or falls at the Coast line; there are no running streams & the direction indicated by present gorges point to causes not now in being or the wear of ages. Individual wear of water

Converted into arable land.

Coast-line formation &

Between 4<sup>th</sup> Century, a  
Chowin on Peak & the opening into Soledad  
Valley the Coast is generally formed of  
"El Morro" bluffs, much broken & showing  
evidence of "Slide" during winter storms  
when the soil becomes saturated with water  
& is heavy.

The opening into Soledad Valley is  
flanked by a very marked Shingle levee.

It has been proposed to utilize this for  
Stunt Baring in San Diego & the Rail  
Road industry at Soledad because  
built for the purpose of transporting this  
material.

Between Soledad & San Diego's Valley  
the Coast line is formed by clay bluffs  
tumbling down during winter storms, but  
the recession consequent is slow owing to  
mild climate & light character of  
storms.

The opening from the Ocean to San

Diablo Valley is also flanked by a Shingle levee, but it is not nearly so marked as the Soladaa levee & sand are dominant in the composition.

### Beach Formation

Under A<sup>n</sup> Ball, there is a beach, a sand beach common, but is broken at intervals by outcrops of rocks, as far north as the "Mussel Rocks", from this latter point there is an unbroken sand beach for forty or fifty miles or a few north as the Valley of San Juan Capistrano & in former times the Shuck of beach was used whenever speedily fast time was to be made on the route from Los Angeles, San Capistrano to San Diego.

### Character of Soil

Refer this to the to the Oceanic & Vicinity  
Shingle levees

There are two special characteristics of the Shingle levees already

incidentally noted as on front of  
 Soledad & San Diego's Valley to  
 invite description. I may mention that  
 the one on front of Soledad is so regular  
 in outline as to lead to inquiry from  
 Strang as to when & why it was built,  
 assuming it to be artificial  
Reception of coastline

Not sufficient evidence  
Signs of Lion Bed

Nothing warranting the name  
Salt Marsh lands

The Salt marsh lands in Soledad Valley  
 have been incidentally mentioned; they cover  
 an area of about ten square miles and  
 the same remarks apply to the Salt  
 marsh lands of San Diego's Valley.  
Travelling dunes

Moss  
Natural Vegetation

The Mosa South of Soledad  
 Valley enjoys the distinction of being the  
 only known habitat of an apparently

Elmer Pine, just described as I understand  
by Professor Carey, in Compliment to  
him Called Pinos "Coreyana", quite a  
thirty grove of these trees exists on the knoll  
acward from A<sup>n</sup> Pine, and a few individual  
trees are scattered as far north as Del Mar.

The mesa on which the Coreyana  
Pine is found, is densely covered in places  
with a Chaparral of Greasewood, Sumach  
& Hunter's Oaks & these lack any much doubt  
for fuel, so that wood was had all over  
the Coreyana mesa.  
Fruit & Ornamental trees

Owing to scarcity of water supply  
then can hardly be said to be an Orchard  
within the limits of the Chuk, a short  
distance from the beach in the valleys  
fruit in great variety are produced  
& 9 miles from Del Mar, in Peñacuyita  
Valley I was able to enumerate more  
than one dozen varieties of Orbits growing  
with abundant yield in a single Orchard  
The property of J. S. Ogden of Hotel "Del Mar".

## Settlements

The town of Del Mar, 22 miles by Rail Road from San Diego, is quite a common resort, it is in fact a collection of pretty cottages occupied by owners in summer & vacated in the winter months.

A feature under the cliffs at Del Mar, is what is called the "Bathing Pool". It is a water tight enclosure with Cement walls, built upon the natural floor of nearly level rocks which are only exposed at extreme low tides. The sea breaks over the walls at ordinary high tide & making sufficient motion in the pool to suggest the open sea, without the dangers of "underflow" or of encountering the Sting-ray, which latter is a common drawback to open surf bathing at many beaches along the South Coast.

There are some small farms north & south of Del Mar, but the light rain fall must be supplemented by irrigation, all along this part of the Coast, to insure good crops

and water is not readily obtainable on any of the Mesa's or higher lands.

The present water supply of Del Mar, comes from San Dieguito Valley, a Picoa well, a steam pump & Pipe line forming the Blank.

### Rail Road

The California Southern Railway operated between San Diego & Los Angeles furnishes good transportation & mail facilities at Del Mar. It has also telegraph & telephone connections north & south.

The grades on to the Del Mar Mesa, both from the Colorado & San Dieguito Valleys, are very heavy & a change of location to the Ocean Beach under the bluff has long been discussed as a prospect for Rail Road traffic. This route would pass along the water front of La Jolla, down the San a Spit in front of Calver Bay, & crossing the entrance to Calver Bay reach the water front of

San Diego Bay, near the present Roseville  
& not far from the traditional landing  
place of "La Playa".

### Wagon roads

Wagon roads need no special  
mention, as they are all natural grades & beds  
except at points of the mesa's abutting upon  
the coast, & where the road leads from these  
across into the valley.

The old stage road (& main line  
of haul before the Rail Road built up valleys  
along the coast) is beyond the limits of the  
Chuk & about four miles eastward from  
Del Mar.

Wharves

None

Bridges

None

Elevations

The contour represents 20 feet difference  
of level & is fixed to A.W. mark

Respectfully Submitted

Ally: C. Rogers B. Assistant