



2014

3 (TOPOGRAPHY)

DESCRIPTIVE REPORT

TO ACCOMPANY

ORIGINAL FIELD SHEET

ENTITLED

TOPOGRAPHY Topo. No. 2014

PACIFIC COAST Dec 16 45

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 (root); 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 ≈ 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 4th 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 Soladac levee & sand are dominant in the composition.

Beach Formation

Under Aⁿ Bull, 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 Beds

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
drawn from Aⁿ 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 thought
for fuel, so that wood does not lead all over
the Coreyana mesa.
Fruit & Ornamental trees

Owing to scarcity of water I suspect
then can hardly be said to be an Orchard
within the limits of the Chuk, a short
distance from the coast 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 very 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