1645 a File under T-1645

1646 a

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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

LIBRARY AND ARCHIVES
JUL 1 1914
Acc. No. ~~[illegible]~~

~~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.

Top: 1645 a
1646 a
1738 a
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1900 a
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2014 a
2015 a
2016 a

} Maupin

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.

C. & G. SURVEY,
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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.5143 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 seasons 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 warehouses, 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, Mates, 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 omited 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 Pouw) 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
Ass't C+G Survey.

Season Jan 21 to May 31-1914.