U. S. COAST AND GEODETIC SURVEY.

Henry S. Pritchett, Superintendent.

State: Cal.

DESCRIPTIVE REPORT.

Topographic Sheet No. 2483

LOCALITY:

Pacific Coast Resurvey of San Francisco Bay, False Cattle Hill to Laguna de la Merced

1899

CHIEF OF PARTY:

Fremont Morse
Description Report to accompany topographic sheet entitled:

Treasury Department
U.S. Coast and Geodetic Survey
Henry F. Mitchell, Superintendent
Pacific Coast

Survey of San Francisco Bay
False Cattle Hill to Laguna de la Merced
Surveyed June 25-Oct. 10, 1899
By Newton More, Assistant.
Scale 1 \( \text{cm} \) to 1000

This sheet takes in the ocean shore approaches to the city of San Francisco from the south, and some of its outlying points including Oceanview, Lakeside, and Ingleside.

The shore line was not resurveyed but was transferred from the original work. At the south end of the sheet are the bold cliffs of False Cattle Hill with outlying rocks. From the south end of Laguna Salada westward for about two miles the immediate shore line is low and sandy, backed by steep hills rising
to a height of from 600 to 1200 feet. Then the hills come close down to the shore and though there is still a sandy strip of beach between high and low water, for nearly the whole of the remaining extent of the sheet, being interrupted at the Mussel Rocks only, a high bluff forms the distinguishing feature of this part of the coast. Opposite the Mussel Rocks and directly at Dog Cap & this bluff rises to a culminating height of about 720 feet. This height diminishes toward north and south. As we go northward it decrease rather slowly till Colina is reached, where it decreases rapidly till, at a distance of about half a mile north of the station, it reaches a height of about 200 ft. This height it practically maintains to the limit of the shore line shown on the chart.

On the edge of this bluff opposite the upper end of Laguna de la Nuestra is the Southside Life Saving Lookout. It is a small white house, surrounded by a white fence that pokes as a windbreak, and with a tall
Flagstaff standing about ten meters south of it.

Laguna de la Necedad shown near the north end of the sheet consisted originally of two arms, the larger extending on a direct, approximately parallel with the shore line, for a distance of about two miles, and joined at its northern end by the other arm, which extended inland about a mile. A narrow tongue of land almost separated the two branches. At present, this strip of land has been extended by the Hoping Valley Water Co., which came the lake, and the two branches entirely divided, making two lakes instead of one. Lake Merced was formerly one of the principal sources of the San Francisco water supply, and is still drawn upon to furnish a portion of it. With the settling up of the
Elkero draining into the lake, it has become a problem to maintain the purity of its waters. As may be seen from the sheet, there are three main valleys opening into the lake basin on the East. The Northern one takes the drainage of Lakeview and Anglicans into the upper arm, which is now cut off from the main part of the lake. The middle one receives the drainage of Oceanside, and should, if not interrupted, carry it into the main part of the lake. But as a point just below the town, the valley is filled up by a railroad embankment. This is pierced by a large pipe, which empties the drainage into a seeder channel. This channel cuts around from the South side of the valley, turns South and finally exits.
are the next small valley where it discharge and allows the contents to flow down the valley and empty into a small pond formed by damming off the bottom end of the main lake. This pond also receives the drainage brought down from the town of Colma through the third valley mentioned above. Finally, an intercepting open ditch drain takes all the accumulated drainage from this pond along inside the west shore of the lake for a distance of nearly three quarters of a mile and then discharge it through a tunnel into the ocean. By this means the waters of the main body of the lake are kept from pollution. How long this method will prove effective is a question. It may probably be only a short time before the lake will have to be abandoned.
as a source of water supply.

About the middle of the sheet

under the eastern slope of the San

Bernardine Mountains are located some of

the cemeteries of San Francisco. Of

these, Mt. Olive and Holy Cross are the

largest. Cypress Farm lying nearest to Holy Cross

is the most beautiful of them all. Being

on the lines of both the Southern Pacific

and the San Diego Electric cars, the cemeteries

are reached by funeral trains over 3rd

Avenue as well as by carriages from San

Francisco.

Near the South end of the sheet the

hills are devoted to dairying, the fresh

milks being shipped to San Francisco

daily. The region about Colma is given

up to vegetable gardens and hog ranches.
The farmers occupy the valley and hill to the Beetwand of the town. Cottages are the principal product. During the summer season, this stretch of coast is moistened by frequent and heavy fogs, so heavy that one expects of the fact that hardly a drop of rain falls from May to October, the ground in kept moist enough to permit of cabbages being grown without irrigation at all seasons of the year. They are planted at any time. The young plants receive a deep peck of water every when transplanted, and the frogs furnish sufficient moisture to cause them to grow with astonishing rapidity even in the shade of the dry season. The soil is a light sandy loam, in some places almost pure sand. A year deal of fertilizing material is used.
The large orchards lie to the north and east of Colma, along the foot hills of the San Bruno mountains. The animals are fed on small carted out from San Francisco. The odor of one of these ranches on a warm day is anything but agreeable.

Orchards and Ranches are parts of San Francisco, and are settled up quite rapidly since the extension of electric lines has made them easy of access.

At Sutrodale is the racetrack of the Pacific Jockey Club. It lies within the city limits of San Francisco, and recent ordinances of the Board of Supervisors prohibiting foot
selling on the track have stopped much of the racing.