HISTORY OF CALIFORNIA STATE PARKS

Edited by Vernon Aubrey Neasham

MISSION BAY STATE PARK

State Park No. 65

by

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Written under auspices of Works Progress Administration
Official Project #465-03-3-133

for

State of California, Department of Natural Resources

Division of Parks

Berkeley, 1937

MISSION BAY STATE PARK

Mission Bay State Park in San Diego County comprising several miles of hard, smooth ocean beach is one of the State's outstanding marine parks. Mission Bay or False Bay is a flat, shallow body of water excellent for recreational and aquatic purposes. It lies north of Point Loma and the city of San Diego, separated from the Pacific Ocean by Medanos Point a narrow sandspit similar to the Coronado Silver Strand. The sand bar encloses the bay extending for three miles to within a quarter of a mile of the south shore. On it, Mission Beach, one of the more recent of San Diego's outlying northern suburbs has been built joining Old Town. North of Medanos Point rise the high sea cliffs on which the residential district of La Jolla is located with similar communities dotting the Pacific coastline northward.

The earliest discoveries and first settlement in California were made in the San Diego Bay region. In 1542 Juan Rodriguez Cabrillo in command of two small Spanish sailing vessels discovered the port and named it San Miguel, Cabrillo remained in the harbor six days to obtain wood and water and refit his vessels. Some of the crew went on land to obtain fresh water, and losing their way came to an en-

closed bay which they at first mistook for the port of San Diego. From this incident the bay became known as the False Bay.[1]

In "The Story of San Diego," Walter Gifford Smith wrote of the discovery of Lake Bay by Cabrillo's party:[2]

> Cabrillo, in his long voyage from the lower coast of Mexico came to need water, and once in San Diego Bay he sent a squad of men to find a fresh supply. The party landed at Point Loma and followed the shore line until it came to the dry bed of a stream, since called the San Diego river, and ascending that found water which answered very well for drinking purposes. Probably a laguna, where water still exists in the dry season was the place at which Cabrillo's sea men replenished their empty casks. It was late in the day when the party began to return, and losing the way it marched in the direction of a sheltered harbor now called False Bay, on which the strangers stood sorely puzzled and alarmed. The surroundings were unfamiliar. Cabrillo's vessels was not in sight and the promontory which loomed above the bay in which the voyagers had taken refuge had seemingly shifted to another point of the compass. The adventurers camped for the night and early the next morning were found by a searching party and guided back to the ship. Their stories of another harbor induced Cabrillo to send a small shallop around the cape to enter it, but the little craft, unable to find the concealed entrance to the

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1. After the establishment of the Misión San Diego de Alcalá, the valley in which it was located was called Mission Valley and the False Bay situated at the lower end of Mission Valley was renamed Mission Bay.
2. W. G. Smith, The story of San Diego, 7-8.

> bay, sailed by for many miles and returned without success. Another party, mounting the headland, saw the sheet of water and made a rude map of it, at the same time describing in its notes the beauty of the view.

The San Diego Bay region was not revisited until sixty years later by Sebastian Vizcaino who entered the harbor November 10, 1603. He renamed the bay San Diego de Alcala for the saint whose day occurred on November 12, while the party remained there. An exploring squad from the expedition who went ashore "climbed to the summit of the hills on the northern peninsula, had a view of the grand harbor and a glimpse of the False Bay."[3]

Vizcaíno remained at San Diego Bay for ten days refitting the ship, and taking on wood and water. All were pleased with the harbor, and surrounding countryside. Some Indians armed with bows and arrows appeared on the beach but they seemed quite friendly and gifts were exchanged with them. On November 20, Vizcaino's party again set sail up the coast.

Following Vizcaíno's voyage more than a century and a half elapsed before Alta California was revisited or any attempt made by Spain to colonize it. In the closing decade of the seventeenth century fear that England, Russia

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3. H. H. Bancroft, History of California, I, 98.

or some foreign power might encroach upon her colonial possession caused Spain to take definite steps toward its settlement. An expedition by land and sea headed by Don Gaspár de Portolá was dispatched from Mexico to establish settlements at San Diego and Monterey. After a long arduous trip over land and water the expeditionists were united at the port of San Diego by July, 1769.

Before the arrival of the Spaniards in 1769 with the exception of the vessels of Cabrillo and Vizcaíno the quiet waters of the San Diego Bay region had been disturbed only by Indian canoes and tule rafts. The sunny beach lands, canyons and mesas beyond the bay shores were inhabited by numerous natives known as Dieguéños. When the first Spanish settlers arrived they found many villages located about San Diego and Mission Bay. Of these tribes Alvena Suhl wrote in "A Historical Geography of San Diego:"[4]

> These villages as the Spaniards called them were in all probability merely small groups of dwellings. Portolá speaks of two of them as having about fifty natives.
>
> The natives were not all agricultural people. Those about the bay subsisted on fish and mollusks, whereas for those further inland baked "mescal" formed a staple. This was made from the flower shoots of the Agave. Coyotes, wild cats and mice were by no means

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4. A. M. Suhl, A historical geography of San Diego County, 24-25.

> seemed as food. Acorns were dried and pounded, then washed to remove the bitterness, made into a gruel and baked. Berries and herbs supplemented this diet.
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> Their houses were merely rude shelters of brush covered with earth. Three posts were planted in a row and connected by a short ridge log against which poles were propped from the sides. A layer of brush kept the soil on top from sifting through.

One of the members of the colonizing expedition on their arrival at San Diego Bay also wrote of the place and the natives:[5]

> The first task was to look for a watering place where a supply of good water could be obtained to fill the barrels for the use of the men. Skirting the western shore of the port they observed at a short distance a band of Indians, armed with bows and arrows to whom they made signs by means of a white cloth, hailing them in order to obtain information. The Indians did not allow themselves to be overtaken. The Indians stopped from time to time on some height to watch them. When asked by signs for water the Indians pointed to a grave which could be seen at a considerable distance to the northeast, giving us to understand a river or creek flowed through it. They walked for about three leagues till they came to the bank of a river lined on both sides with over spreading cottonwood. It was about twenty yards wide and emptied into a lagoon which at high tide could accomodate (sic) the launch and offered a convenient place to obtain water. The country was of pleasing aspect, and the land in the neighborhood of the river

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5. Suhl, History of San Diego County, 23-25.

appeared of excellent soil capable of producing all sorts of fruits. The river came down from some high mountains through a wide canyon which ran into the interior in an easterly and north-easterly direction. Within a musket shot from the river outside the wood, they discovered a town or village of the same Indians who were guiding our men. It was composed of various shelters made of branches and huts pyramidical in shape, covered with earth. As soon as they saw their companions they came out to receive them. The women were mostly dressed, covered from the waist down to the knees with a closely woven thick net fabric. The Spaniards entered the town which was composed of from thirty to forty families. On one side of it there was observed an enclosure made of branches and of trunks of trees in which they explained they took refuge to defend themselves against the attacks of their enemies, as it is an impregnable fortification against such arms as are in use among them.

The natives are well-built, healthy and active. They go naked without other clothing than a belt woven like a net of very fine agave thread, which they obtain from a plant called lecuguilla. Their quivers which they stick, between the belt and body are made of the skins of wild-cat, coyote, wolf or deer and their bows are two yards long. In addition to these arms they use a sort of throwing stick of very hard wood similar in form to a short curved sabre which they throw edgewise with great force. They throw it further than a stone and never go into the surrounding country without it. When they see a snake or other noxious animal they throw the throwing stick at it and generally cut the animal in two.

As the Spaniards learned afterwards from their continued intercourse with the natives they are of an over-bearing disposition, insolent, covetous, tricky, boastful, and although they have little courage they boast much of their strength and consider the strongest to be the most valiant....

The Spaniards soon made preparations for a permanent settlement and the site for a presidio and mission was selected at a place a few miles north from the bay called by the natives Cosoy, but which became known as Old Town. During the first years of its existence the mission had a very difficult time; few conversions were made and christianity took hold slowly indeed. Due to the lack of water and the poor location food was scarce. The mission was unable to feed the Indians and they were allowed to remain on their rancherias with the exception of a few who lived near the church, the native population for sometime was little disturbed by the presence of the mission.

Bancroft wrote of the stubborn resistance of the natives:[6]

> Prior to April 1770, a full year from the coming of the Spaniards, and perhaps to a still later period, for the register was subsequently destroyed, and the earliest date is not known, not a single neophyte was enrolled at the mission. In all the missionary annals of the north-west there is no other instance where paganism remained so long so stubborn.

In 1774 the mission was moved to a more promising location six miles up Mission Valley, the Indian village of Nipaguay. The new site was more favorable for agriculture

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6. Bancroft, History of California, I, 130.

and had a good water supply. Too, it was away from the influence of the soldiers of the presidio who had a demoralizing effect on the neophytes. At the new location, the mission began to prosper; its growth was slow but steady. With the increase in the number of converts, its wealth and lands soon multiplied. The mission was dependent upon its own industry for most articles and the Indians were taught many useful trades, agriculture, carpentry, masonry, blacksmithing, tanning, weaving, etc. Stock raising was one of the chief sources of the missions wealth. The Indians were employed as herdsmen for the vast herds which roamed the broad acres of the Misión San Diego.[7]

At first the mission properties were confined to the land in the immediate vicinity of Mission Valley and around Mission Bay. As its sphere of influence widened, the Indians further inland were christianized, more acres were added. During the zenith of its power the lands of Misión San Diego extended from the sea to the desert mountain ranges of San Gorgonio and San Jacinto.

Life at San Diego in these early days centered about the mission and presidio. Retired soldiers made their homes outside the presidio walls and a small village soon

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7. T. D. Murphy, On sunset highways, 154-155.

grew up at Old Town. New settlers arrived from time to time to augment the population of the little place. Cattle raising was the leading industry of San Diego back country and about 1822 San Diego became the depot for an enormous hide trade with Yankee trading vessels. The hide houses where hides were cured and stored were located at La Playa on Point Loma. Usually several vessels engaged in the hide traffic were anchored in the bay. Hides were collected from the other ports up the coast, San Pedro, Santa Barbara, San Francisco and Monterey and brought to San Diego for storage.

San Diego was more or less isolated from the other California towns and during Spanish, Mexican and even well into the American period grew very slowly. In 1834 Misión San Diego was secularized,[8] and from that time the influence of the padres steadily declined. San Diego was organized as a pueblo in 1834, receiving a grant of eight square leagues of land. Quite a little village grew up at Old Town. After the mission was secularized and the Spanish population increased about the San Diego Bay region, the Indians abandoned their villages along the beaches and shores of San Diego and Mission Bays and moved elsewhere. Many also died

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8. F. T. Cooper, Rider's California, 603.

from diseases of the white men. Mission Bay was isolated and little used except for fishing, hunting, and pleasure jaunts until in the American period.

Life was leisurely and pleasant during Spanish and Mexican days. The social life of the place centered about the homes of the wealthy ranch owners most of whom had their homes at Old Town - the Machados, Bandinis, Estudillos, Carrillos, etc. Many were the gay fandangos, fiestas, bull fights and outdoor barbecues. The beaches of Point Loma, the Coronado Silver Strand and Mission Bay were favorite recreational areas.

The waters of San Diego and Mission Bays teemed with sea otter, whale and many other varieties of fish. Besides a hide depot, La Playa was also a center for whale men who found whaling in these waters very profitable.

The lands about Mission Bay and included in the present state park originally belonged to Misión San Diego. In 1846 Pío Pico last Mexican governor of California, in need of money for the defense of California, sold these with other acres of the mission lands to Santiago Argüello in reward for "important services" rendered.[9]

At the time of the American occupation of California in 1847, J. J. Warner, a resident of San Diego at

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9. Cooper, Rider's California, 609.

that time estimated the population of the town to be about 250 persons.[10] Although Yankee immigrants arrived in increasing numbers after 1846, San Diego retained much of the atmosphere of the old Mexican pueblo and growth was very slow for a number of years.

About 1850 an attempt was made to settle the site of the present city of San Diego. A government barracks was created on Dead Man's Point. William Heath Davis erected a wharf in return for which he received a grant around it from the town. Although a few families built houses there, most of the people remained at Old Town and interest in the project soon died down. There was not yet sufficient population or business to warrant a shift to the new site at that time. After the gold rush was on the wane many 49'ers came to Southern California to regain their health and some of them became permanent settlers of San Diego.

Mission Bay and San Diego Bay are thought originally to have been one body of water until sand deposits from the river built up a broad sandy plain between them. Although an old Spanish chart represents the bays in this manner, it was long before the time of white explorations or settlements in California.[11]

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10. Suhl, Historical geography of San Diego, 49.
11. F. Farquhar, "The topographical reports of Lieutenant George H. Derby in Historical Society, Quarterly, VXI, No. 2, 67.

Until 1811, the San Diego River continued to flow through the northernmost part of the broad sandy plain separating Mission Bay from San Diego Bay. By that time long continued deposits of sand had so elevated the bed of the stream that its channel was shifted to the southwest, but still emptied into Mission Bay. In 1825 a heavy rainfall caused it to overflow its banks and take a new course emptying into San Diego Bay. The deposits from the river combined with the action of the ocean tides threatened to fill in the harbor. The local residents became alarmed and attempted to turn the course of the river with barriers of sand and brush wood. These barriers were away rapidly and it became evident that some other action must be taken. In 1853-1855 the Federal government built a dike under the supervision of Lieutenant George H. Derby, from the foot of Mission Hills to the edge of Point Loma which turned the river back into Mission Bay. The dike was washed out in the 1860's and rebuilt in the late 1870's.

The present city of San Diego had its beginnings in 1867 when the establishment of a railroad from the Mississippi Valley to the Pacific Coast was much talked of. San Diego was considered by many to be the probable Pacific terminus of the line. About the same time E. A. Horton, the father of modern San Diego visited the San Diego bay

region and was impressed with its possibilities. In 1869 he purchased 900 acres along the East Shores of the bay for about twenty-six cents an acre. Mr. Horton laid out a town-site, advertised his project extensively and brought many newcomers to San Diego.

In the "Historical Geography of San Diego County," Alvena Suhl wrote:[12]

> People came largely from San Francisco and Central California, where the gold rush had brought many people. A vigorous advertising campaign brought many of these to San Diego. Houses and stores rose rapidly and within two years a typical frontier town had appeared which far overshadowed Old Town. All went well until 1873. The railroad failed to materialize. LAttle was left to support the town and much of the population disappeared. From 1873-1885 was very quiet. San Diego without a railroad developed slowly.

In 1885 San Diego was connected with the 35th parallel Atlantic and Pacific railroad by a branch from San Bernardino. Large numbers of winter tourists, retired people and health seekers began to come to San Diego and many of them remained to make it their home. From 1868-1888 in San Diego is known as "the great boom." San Diego climate and beautiful location won many newcomers. During this period with the exception of Mission Beach most of the present suburbs and beaches of San Diego were built up, Pa-

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12. Suhl, Historical geography of San Diego County, 56-57.

cific Beach, National City, Chula Vista, Coronado, etc. Tourists and health seekers sought out the beaches and the outlying areas became preferred residential districts. Mission Beach although a popular recreation center for hunting, fishing, and swimming was not opened up until a later period.

In the two years from 1908-1909, San Diego emerged from a sleepy, adobe village with a few hundred inhabitants to a progressive little American city of nearly 20,000. In 1915 the World's Fair brought new people and business. In 1919 the opening of the San Diego and Arizona railway to Yuma gave a new impetus to the city's growth. This period in the history of San Diego brought the development of new communities. Mission Bay and Mission Hills were built up after 1915. Mission Hills spreads over the hill tops overlooking Mission Valley.

Many varieties of water fowl and numerous fish have long made Mission Bay a paradise for sportsmen. Its splendid beach on the strand is excellent for both bay and surf bathing. Yachting is also a popular sport of Mission Bay.

In 1928 Mission Bay was added to the system of state parks, the valuation of the property acquired being set at well over a million dollars.[13] The park comprises

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13. C. H. Heilbron, History of San Diego County, 236-237.

besides the beautiful bay with some upland adjoining, the Mission Beach Amusement Center, a popular playground built along the ocean front and joining Mission Bay in the east. This was acquired as a gift from the J. D. Spreckles Co. Mission Bay is one of the favorite of the State beach parks, outstanding for its beautiful setting, hard smooth beach and the recreational activities it offers; both surf and bay bathing, excellent sailing, sea and bay fishing.

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S.P. #65

MISSION BAY STATE PARK

(Summary by Lois Ann Woodward)

Mission Bay State Park in San Diego County comprising several miles of hard, smooth ocean beach with some upland on Mission Bay, is one of the State's outstanding marine parks. Mission Bay or Lake Bay is a flat, shallow body of water excellent for recreational and aquatic purposes. It lies north of Point Loma and the city of San Diego, separated from the Pacific Ocean by a narrow three mile long sandspit, Medanos Point. On it, Mission Beach, one of the more recent of San Diego's northern suburbs has been built.

Mission Bay was discovered by Juan Rodriguez Cabrillo in 1542 at the time of his discovery of San Diego Bay. While there some of the party went ashore and while there lost their way and came to a second enclosed harbor which they at first mistook for the port of San Diego. From this incident the bay became known as the Lake Bay, San Diego, was revisited in 1603 by Sebastian Vizcaíno. An exploring party went ashore, climbed the hills on the northern peninsula and had a glimpse of the Lake Bay.

After more than a century and a half had elapsed a colonizing expedition was dispatched from Mexico to San Diego in 1769. The new settlers selected a site for a

mission and presidio near the bay which became known as Old Town. The Spaniards found many Indian villages located about the shores of San Diego and Mission bays. During its first years the mission had a difficult time because of the hostility and resistance of the natives.

In 1774, the mission was removed to a more favorable location in Mission Valley about six miles from Mission Bay. From that time the Lake Bay became known as Mission Bay. Life centered about the mission and presidio, gradually the mission exerted its influence. The padres taught the Indians useful trades and better methods of catching the numerous seal and otter which swarmed in the waters of Mission Bay. Quite a fur trade was built up.

During Spanish, and Mexican days and long after the American occupation, Mission Bay was more or less isolated and undeveloped, used chiefly as a favorite fishing and hunting ground.

In 1846, the lands of Misión San Diego including the portion around Mission Bay and that part comprising the present state park was granted by Pío Pico to Santiago Argüello.

Until 1825, the San Diego River flowed into Mission Bay. Then, heavy rains caused it to overflow and take a new course emptying into San Diego Bay. Continued sand deposits threatened to fill in the harbor. From 1853-1855

a dike was erected which turned the river back into Mission Bay. Washed out in the 1860's, the dike was rebuilt in 1870.

After the American occupation San Diego progressed slowly, but surely. The present city with its site of New Town had its beginnings in 1867. In the succeeding years occurred several boom periods with increased population and business. New districts were built up and the town spread out to include outlying suburbs. The area around Mission Bay and Mission Beach, one of the last districts to be developed was built up after 1915. Long a paradise for sportsmen and pleasure seekers it is today a fine residential district as well. In 1928, Mission Bay was added to the system of State parks. It provides an excellent beach, bay and surf swimming and boating.

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(Summary by Lois Ann Woodward)

Mission Bay State Park beautifully situated north of the city of San Diego comprises several miles of hard smooth ocean beach with some upland on Mission Bay. One of the State's outstanding marine parks, the recreational features include bay and surf bathing, boating, hiking and a well equipped amusement center.

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Mission Bay

Aug 22 '33

Carlsbad, Calif.,
August 21, 1933.

Mr. N. B. Drury,
State Park Commission,
San Francisco, Calif.

Dear Mr. Drury:

I am enclosing herewith a report of the speed boat races held yesterday at Mission Bay, which might be of interest to you. They had a crowd of probably 10,000 or more watching these races, and everybody was greatly excited and enthused over Mission Bay as a State Park. It was certainly a wonderful day and a wonderful turnout. Major Bowers feels sure that this will be the outstanding State Park in America when we finally get it completed. The unemployed are now working on the highway through the park and it is certainly going to be a scenic drive. I think when you come down again we can get the odds and ends cleared up and rounded out to satisfy everyone.

Yours truly,

W. T. Hart

W. T. Hart.

WTH:M

Encl.

RECORD REGATTA CROWD SEES OUTBOARD SPEEDING

By CHARLES BYRNE

Putting on their dare-devil show before one of the largest crowds ever gathered for a motorboat regatta in the Southland, several score of the west's best drivers decided the 1933 southern California outboard championships yesterday in a long and exciting series of races over the Braemar course in Mission bay.

The north shoreline was packed with several thousand spectators who turned out to see the champion drivers in action, and the pilots responded with a number of thrilling races despite a handicap imposed by unusually choppy water in the morning and low tide in the late afternoon. Several hundred more watched the event from parked autos along Crown point.

The regatta, pronounced by officials as highly successful, was sponsored by the San Diego Power Boat club and The Union-Tribune Publishing company, with the aid of the Civic Regatta association and the Associated Outboard clubs of southern California. It was the first important regatta held in this district for several years.

Martin Takes Two

Marty Martin, small but iron-nerved Hollywood driver who prob-

(Continued on Page 3, Sec. 2).

Marty Martin

WINS TWO TITLES IN RACES HELD OVER COURSE AT BRAEMAR

(Continued from Page One)

ably has held more world records than anyone else in the outboard game, was the outstanding individual star of the regatta, only contestant to capture two championships. He won both the class C hydroplane and class F hydroplane titles.

Martin drove his famous Blue Streak to decisive victories in both five-mile heats of the class F hydroplane race to post an average speed of 44.59 miles an hour, fastest of the regatta. Considering choppy water prevailing when the hydroplane events were run in the morning, his speed was remarkable, falling short of the world's record by less than six miles an hour. On the straightaways Martin was exceeding 50 miles an hour. He had little competition, R. V. Collins finishing a far-back second in each heat.

Woman Racer Wins

In the class C hydroplane event, another feature attraction, Martin also drove to victory in both heats, winning a thrilling race from Bill Schuyler in the If and Loretta Turnbull in the Sunkist Kid XI. His average speed was 44.117 miles an hour, just a fraction less than that he made in his more powerful class F job.

Mrs. Set Ruhland, one of the two woman drivers entered, demonstrated the ability that recently won for her the world's class B hydroplane speed record, by capturing both heats from a small but select field in the class B event. She drove her tiny Honey daringly with wide open throttle on the straighaway and turns alike to win only by seconds from Dudley in the Miss Santa Barbara and Tarwater in the Nu Dele in both heats, averaging 35.742 miles an hour.

Al Withington took class A hydroplane laurels, also winning two heats, with a bright red little speedster appropriately named On My Way. He outmaneuvered Phil Raber, national professional champion, in the Little Philly, by a narrow margin in the first heat and won easily in the second heat when Raber, making a fast turn during the fourth lap, struck a small wave and spun around with such force that he lost his motor.

the Big Chief Redfeather never did get started. Meanwhile A. L. Lyons in the Junior L., which had been third in the first heat, went on to finish and win the championship.

San Diegans Take Trophies

Four San Diego drivers won trophies, but only one victory was recorded by the local contingent. Fritz Orr won the first heat of the Corsair Boat club race, a nonchampionship affair, while his rivals found the seaweed too difficult to negotiate, and Herb Styris, driving the Trifler sensationally around the turns, got a second in a much faster second heat of the same race. Charley Moss, in the Yowzah, picked up a fifth and a third in the two heats of the class C hydroplanes, racing against such experts as Martin, Miss Turnbull and Schuyler, while Andy Thill in the Patsy M III won third in the final standings of the service C runabouts.

Bud Lundy in his hydroplane Nuffy and E. L. Remlin in his runabout Half Pint, both speedy boats, ran into more than their share of troubles.

Officials in charge of the regatta were Dudley C. Shumway, Al Pearson and Ted Gluskoter of the Civic Regatta association; John Adams, vice commodore of the Southern California Outboard association; Dr. Lee Deming, who acted as referee; D. M. Callis, starter, and E. Rex Chapman and Charles Adams.

Complete summaries will be found elsewhere on the sport page.

Dashing Try Fails

Loretta Turnbull, international class C hydroplane champion from Monrovia, and her father, Judge Rupert Turnbull, commodore of the National Outboard asociation, displayed a pair of the fastest and most powerful hydroplanes in the regatta, but both experienced bad breaks that prevented them from winning any laurels, with the exception of a third place by the judge's daughter.

Loretta was a bang-up third behind Marty Martin and Bill Schuyler in the first heat of their race. Determined to score a victory in the second heat, she became slightly over-anxious and "jumped" the starting clock by about a second. She circled back to recross the line, but in her anxiety failed to come back far enough. Not knowing this, she took out after the field and with a brilliant exhibition of driving, overtook everyone but Martin and lost to him by only a few yards. She was credited with only four laps, however, and was flagged around the course again by officials, picking up a fourth place instead of a second.

Judge Turnbull, in his new class F hydroplane, Old Man River, an expensive and attractive all-white boat of rakish streamline design, failed to finish the first heat when his motor stalled. A little later he got it tuned up and roared out onto the course for a practice spin, not noticing that another race was in progress. This cost him a disqualification and prevented what promised to be a sensational race with Marty Martin in the second heat. In its practice spin the Old Man River showed terrific speed.

Feature Sensational

All runabout races were held in the afternoon and because of the larger entry lists proved more interesting to the spectators, although slightly slower than the hydroplanes, until about half way through the events when the tide became so low that seaweed growing from the bottom caught in the propellers and caused no end of trouble.

The feature runabout event, for class F craft, produced the most sensational race of the entire program in the first heat. J. A. Draffin, defending southern California champion and a former world record holder, driving the Wrangler, held about a 25-yard lead over Al Blohm, present national champion, in the Big Chief Redfeather, for about four and one-half miles. Then the latter began to creep up and with a final burst of speed earned a dead tie with the Wrangler.

By the time they came out for the second heat, the low tide had brought on bad seaweed conditions and the Wrangler, soon after starting, suffered a clogged motor, while

Regatta Results

CLASS 220—INBOARDS
First Heat—Five Miles

Boat	Driver	Time
1	Dolphin (Archie Hall)	9:21
2	Ace (Powell)	11:52
3	Goldie (Sullivan)	12:30

CLASS A—HYDROPLANES
First Heat—Five Miles

Boat	Driver	Time
1	On My Way (Withington)	9:40.4
2	Little Philly (Raber)	10:07
3	Mustang (Mustain)	10:14
4	Skippy (Calkins)	.....
5	Mike (Michaels)	.....
	Hot Stuff (Collins)	D.N.F.

CLASS B—HYDROPLANES
First Heat—Five Miles

Boat	Driver	Time
1	Honey (Set Ruhland)	9:03.6
2	Nu Dele (Tarwater)	9:13.4
3	Miss Santa Barbara (Dudley)	9:16.2

CLASS C—HYDROPLANES
First Heat—Five Miles

Boat	river)	Time
1	Blue Streak (Martin)	6:48
2	IF (Schuyler)	7:15
3	Sunkist Kid (Loretta Turnbull)	7:20
4	Honey (Set Ruhland)	7:52
5	Yowzah (Moss)	9:39
	Duffy (Lundy)	D.N.F.

CLASS F—HYDROPLANES
First Heat—Five Miles

Boat	Driver	Time
1	Blue Streak (Martin)	6:34.2
2	Signal Special (Collins)	8:36
	Old Man River (Turnbull)	D.N.F.

Boat	Driver	Time

CLASS 220—INBOARDS
Second Heat—Five Miles

Boat	Driver	Time
1	Dolphin (Hall)	9:56
2	Ace (Powell)	12:21
3	Goldie (Sullivan)	11:20

CLASS A—HYDROPLANES
Second Heat—Five Miles

Boat	Driver	Time
1	On My Way (Withington	8:43
2	Hot Stuff (Collins)	8:59
3	Mike (Michaels)	9:00
4	Mustang (Mustain)	9:28
	Little Philly (Raber)	D.N.F.

Summary: First, On My Way, 34.418 m.p.h.; second, Mustang; third, Mike.

CLASS B—HYDROPLANES
Second Heat—Five Miles

Boat	Driver	Time
1	Honey (Ruhland)	8:23.6
2	Miss Santa Barbara (Dudley)	8:30
3	Nu Dele (Tarwater)	9:40

Summary: First, Honey, 35.742 m.p.h.; second, Miss Santa Barbara; third, Nu Dele.

CLASS C—HYDROPLANES
Second Heat—Five Miles

Boat	Driver	Time
1	Blue Streak (Martin)	7:17
2	IF (Schuyler)	7:26
3	Yowzah (Moss)	7:56
4	Sunkist Kid (Loretta Turnbull)	8:46
5	Honey (Set Ruhland)	8:54
	Nuffy (Lundy)	D.N.F.

Summary: First, Blue Streak, 44.117 m.p.h.; second, IF; third, Sunkist Kid.

CLASS F—HYDROPLANES
Second Heat—Five Miles

Boat	Driver	Time
1	Blue Streak (Martin)	6:45
2	Signal Special (Collins)	8:06

Summary: First, Blue Streak, 44.59 m.p.h.; second, Signal Special.

SERVICE C RUNABOUTS
First Heat—Five Miles

1	Pinky (Peterson)	8:48
2	Hornet (Clabaugh)	8:56
3	Patsy M. III (Thill)	10.01
	Bluey (Higgins)	D.N.F.

RACING C RUNABOUTS
First Heat—Five Miles

1	Dog House (Gerlich)	7:39
2	Humdinger (Schuyler)	7:49
3	Marty (Evans)	8:08
4	Ritzy Zipper (Sinclair)	8:12
5	Allah Bye (Steans)	8:17
6	Blue Streak (Martin)	9:06
7	Half Pint (Remelin)	11:18
8	Scottie (McQueen)	13:16

RACING F RUNABOUTS
First Heat—Five Miles

1	Wrangle (Draffin)	6:41.2
1	Big Chief Red Feather (Blohn)	6:41.2
3	Junior L (Lyons)	7:12
4	Signal Special (Collins)	7:31
5	Wimpy (Ruhland)	8:28

SERVICE C RUNABOUTS
Second Heat—Five Miles

1	Pinky (Peterson)	8:43.6
2	Hornet (Claubaugh)	10:22
3	Bluey (Higgins)	13:32

Summary: First, Pinkie, 34.3 m.p.h.; second, Hornet; third, Patsy M. III.

RACING C RUNABOUTS
Second Heat—Five Miles

1	Dog House (Gerlich)	7:46
2	Humdinger (Schuyler)	7.50
3	Marty (Evans)	7:57
4	Blue Streak (Martin)	8:08
5	Allah Bye (Steans)	8:18

Summary: First, Dog House, 39.215 m.p.h.; second, Humdinger; third, Evans.

RACING F RUNABOUTS
Second Heat—Five Miles

1	Junior L (Lyons)	7:10
2	Signal Special (Collins)	13:11
	Wrangler (Draffin)	D.N.F.

Summary: First, Junior L, 41.86 m.p.h.; second, Signal Special; third, Wrangler.

CORSAIR CLUB RUNABOUTS
First Heat—Five Miles

1	Wee Gee (Orr)	12:14
2	May (Debbold)	.....

CORSAIR CLUB RUNABOUTS
Second Heat—Three Miles

1	Ship O Hooey (Rogers)	5:58
2	Trifler (Styris)	.....
3	Red Head (Miller)	.....
4	May (Debbold)	.....
5	Wee Gee (Orr)	.....

Note—D.N.F. indicates did not finish.

Reprint from the San Diego Union, July 3rd, 1927

History of the Mission Bay Causeway

By S. F. WOODY

Chairman Pacific Beach Business Men's Ass'n

In the fall of 1925 a former resident of suburban Philadelphia came to the North Shore of San Diego to make his future home.

In driving back and forth he was impressed with the fact that San Diego compared most unfavorably with other cities in reference to its arterial entry from the north. Visitors from Los Angeles and other points north of San Diego are most favorably impressed when they enter La Jolla. This beautiful little city forms a rose bower, as it were, over the entrance gate to San Diego and establishes a standard of comparison in the territory later traversed. This good impression of San Diego is, to a large extent destroyed by the trip south of La Jolla via a circuitous route, under a narrow and dangerous subway at the Santa Fe railway east of Pacific Beach; then follows sharp turns, unsavory odors from the packing plant, an unsightly public dumping ground, and at best indifferent auto camps along the way. Crossing the San Diego river on a narrow bridge 24 feet in width, another sharp turn is encountered, followed by an extremely dangerous one a few blocks west. Immediately following is a turn to the left and a building which practically obstructs the view of the southbound motorist.

While it is true an alternative route is available via Mission Beach, it is illogical to assume that these roadways, 15 feet in width, through Mission Beach were conceived as arterial highways. Moreover, it has been demonstrated that a heavy flow of through traffic over these narrow roadways is destructive to the purpose of their creation. That is, a heavy flow of through traffic interfers with the basic purpose of Mission Beach as an amusement resort, particularly on days when large crowds are in attendance

With all these facts in mind, this man noticed the peninsula, Crown Point, projecting into Mission bay, as though nature had suggested a relief from the conditions heretofore cited, by pointing a more direct and shorter route to San Diego. With this thought in mind, he began investigation as to the feasibility of such a direct route from Crown Point with the southern terminus on Barnett avenue at the marine base. The first persons interviewed were the owners of Crown Point, whose complete approval and co-operation were secured.

William B. Gross, then secretary of the state harbor commission next was consulted in reference to a right-of-way across the tidelands and islands of the bay. Mr. Gross was favorable to the project and suggested that inasmuch as the U. S. government had domain over certain of the waters in the bay, it would be necessary to secure a permit for right-of-way from the war department. He generously offered his assistance toward this end and his co-operation has been valuable.

NAMES COMMITTEE

Later, in a conference with Aubrey Davidson, president of the Southern Trust & Commerce bank and chairman of the civic improvement committee of the San Diego chamber of commerce. Mr. Davidson suggested that the causeway project be presented to this committee. A meeting accordingly was arranged, at which time a special committee to investigate the merit and feasibility of the causeway was appointed by Mr. Davidson, comprising the following: Messrs. Wheeler J. Bailey, chairman; George Burnham, James Byers, Dr. Molitor, Mr. Thorbus, and E. G. Anderson. This committee drove over the entire territory, otherwise fully and completely investigated the project, finally reporting favorably to the committee as a whole.

Next, the services of Watson, Valle & Gough, engineers, were obtained, who made surveys of two tentative routes and an estimate of the cost of construction. These routes and costs were submitted to the San Diego planning commission, who approved the project subject to certain restrictions. The matter, together with a tentative assessment zone was then presented to the city manager s office by Mr. Watson of Watson, Valle & Gough, and the plans and estimates were in a general manner concurred in by Mr. Gregory. It was suggested, however, that out of an abundance of precaution, bids from contractors for the various details of construction, should be secured. This was done by Mr. Watson with a resulting estimated total cost of $322,315. To this amount was added 10 per cent to cover contingencies and incidentals, $32,231, making a total estimated cost of $354,546. The estimated cost includes all the grading, paving, underhead crossing of the La Jolla line of the San Diego Electric Railway company, 2400 feet of causeway built on the islands in the bay, and two 600 feet concrete bridges. It does not include, however, pavement of the streets north and south of the bay (to be determined later), the cost of which will be borne by the owners thereof.

PETITIONS DRAWN

After the soundness of this estimated cost had been confirmed in this manner, petitions were prepared and presented to the property owners throughout the assessment district. Coincident thereto, the matter was presented to various civic organizations in the assessment district, comprising the Pacific Beach chamber of commerce, La Jolla Civic league, La Jolla realty board, and La Jolla Development association, all of which have now approved and indorsed the project. Recently the Mission Beach chamber of commerce passed a resolution heartily indorsing the causeway. In their resolution it was stated while such a route would probably divert some through traffic, the resultant benefit of the causeway to the entire North Shore district would more than compensate Mission Beach.

Petitions with signatures representing an estimate of approximately 75 per cent of the property values in the district were presented to the city council May 9, and at that time the council took the matter under advisement for future action on May 23. On this date a large and representative body appeared before the council and that matter was thoroughly discussed. While a few property nolders from Pacific Beach voiced some objection, the council unanimously passed a resolution authorizing the necessary initial action, namely the appointment of engineers and attorneys to prepare the necessary maps, estimates of cost and the assessment district, together with the necessary legal procedure. The engineers estimate that it will require 90 days at least to complete this work, after which the matter again will be presented to the council in its entirety for approval. When aproved by the council, a formal resloution of intention will be published for 21 days after the expiration of which bids will be advertised for.

On Saturday, June 4, the engineers and attorneys had a conference with Major H. A. Finch, chief engineer of the war department at Los Angeles, at which interview the details of the application to the war department were determined and the necessary steps taken to secure the right-of-way from the war department, with the assurance from Major Finch that he would use his best efforts to put the matter through with all possible speed.

With a knowledge of the facts, this project is sound from every analysis. In first or fundamental analysis, any project of this nature which redounds to the benefit of the community at large and does not exact an excessive tribute or cost from any class or community, must be, and is, fundamentally sound.

SAVING IN TIME

Secondarily, there is an economic phase which is manifested in a compilation of savings in time and motor car mileage costs to the residents of the district which discloses in practically all individual assessments a saving in these costs equalling or exceeding annually, the amount of the assessments. These savings confirm the economic soundness of the project.

There is something about a beautiful bridge across a body of water which has a general and universal appeal. As a confirmation, one of the foremost features appearing in the advertising of London, England, is the London bridge and houses of parliament. When built, the Brooklyn bridge was an outstanding accomplishment and constituted the principal feature in the advertising of New York and Brooklyn for many years. The Niagara Falls bridge is comparable in its prominence in the advertising of that locality. Independence hall for many years has been the foremost feature in Philadelphia advertising. Now our attention is directed to the wonderful new bridge across the Delaware river from Philadelphia to Camden. Likewise the Lincoln cut-off across the Great Salt Lake is featured as one of the outstanding engineering accomplishments of the world. Continuing west Suisun cut-off across the Tule lands west of Sacramento is a much advertised feature of that community. The Arroyo Seco bridge at Pasadena is featured in practically every bit of advertising from that city. The Cabrillo bridge in Balboa park is one of San Diego's outstanding points of interest.

While the Mission bay causeway will be a public highway without any toll charges, the following facts in reference to recently constructed toll bridges and causeways show the trend toward bridging large bodies of water to provide better and shorter routes. These facts also offer a confirmation of the soundness of the Mission bay causeway project:

The constructing engineers' estimate of the first year's income from tolls over the recently completed bridge at Carquinez straits near San Francisco, was $574,636. Tolls the first nine days after the opening of this bridge totaled 50,478, almost 10 per cent of the estimated annual total. This astounding fact offers proof of the widespread use of a new and better route, once it is opened to the public.

In the Literary Digest, Aprl 2, 1927, it was stated:

"Lake Pontchartrain at New Orleans is to have the longest highway bridge of the type ever undertaken in the United States. It will be 10,000 feet longer than the Gandy causeway between St. Petersburgh and Tampa, Fla., and will cost $5,500,000. Tolls will be $1.25 for each automobile and driver, and 10 cents for each additional passenger.''

MORE CARS HERE

In 1926 motor car registrations in California totalled 1,647,500 as compared with 239,500 in Louisiana. In other words there are approximately seven times as many motor cars in California as there are in Louisiana. From this comparison a graphic idea of the comparative justification of the Mission bay couseway may be formed.

The San Diego Union of June 27, 1927, announced the completion of another large bridge and causeway as follows:

"With the opening of Cochrane bridge across Mobile bay, the last remaining gap in the Old Spanish Trail has been spanned giving motorists an uninterrupted passage from Florida to San Diego. Constructed with a causeway 11 miles long, extending across the headwaters of Mobile bay, the bridge crosses five rivers and three smaller bays. It affords direct routing through Mobile on the Florida midwest highway, the Mississippi Valley highway and other motor arteries between the gulf coast and the north and middle west."

In the Los Angeles Examiner, May 2, 1927, there appeared the following:

"All progressive American cities are in the same category as regards traffic problems. They were laid out in the days before the automobile; now they must remake themselves to meet modern transportation requirements. One of the biggest projects is Wacker drive in Chicago, constructed at a cost of $21,000,000. This double-decked thoroughfare, approximately three-quarters of a mile long, has completely transformed the character of the territory which it serves. New buildings, higher valuations and increased business activity marks its length. Wherever major improvements have advanced far enough to make themselves felt, they have invariably resulted in increased business and higher valuations."

This featuring of bridges in community advertising is due to a psychological reaction in the public mind indicative of the spirit and indomitable will characteristic of the American pioneer. When an obstacle is encountered, such as a body of water, instead of evading the issue by going around, a bridge is erected directly across, constituting not only a monument to this indomitable will, but a lasting and beautiful tribute.

Such a structure will be this causeway across Mission bay, opening a straight sea-level and beautiful entry into San Diego. Paving 40 feet in width will permit four lines of travel abreast. There will be no laterals nor dangerous curves and turns from Pacific Beach on the north, to the marine base on the south, a distance of approximately two and one-half miles.