

FRONT

TORREY PINES CLIFF ROAD
PETITIONS, LETTERS, AND PHOTOGRAPHS

1930

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MEMBER, AM. SOC. C.E.

Coronado, Calif.

20 Feby., 1930.

The Park Commission,
City of San Diego, Calif.

Dear Sirs:

According to what I understand are your wishes and pursuant to your letter of January 10, 1930, I now, after careful study, submit the following Report with reference to "Torrey Pines Highways".

Even if your Commission is only concerned with the welfare of Torrey Pines Park, your decisions on that line will probably require to be based on the broader conception of the general welfare and the relation of any road through Torrey Pines Park to the other roads with which it connects outside the Park as well as the character and amount of traffic to be expected in the Park, the future development of the Park, et cetera; Therefore your particular problem seems best approached and exposed by first considering the larger question of which it is a small but important fraction.

This main question is the matter of adequate highway connections, along this coast, between San Diego City proper and the North and North-west.

The so-called "Inland Route" from San Diego via Chesterton-Escondido-Fallbrook-San Bernardino, furnishes a fairly direct route to the North and North-east via the Tehachapi, El Cajon, and San Gorgonio passes. The Coast Highway supplies the route via Delmar, Oceanside, and Serra, to Los Angeles. This latter is the one affecting Torrey Pines Park.

- CONTROLS -

A straight line from San Diego to Los Angeles would traverse the Pacific Ocean west of La Jolla and Delmar. The nearest and

Approach
to
problem

Main
Question

Direct
Route
along
Coast

therefore the most direct and shortest land route lies along the general bow-like curve of the coast between Serra and San Diego, avoiding the sinuosities of the actual shore line and yet keeping as close to the general bow curve as the topography or other physical conditions will permit.

Such a route is demanded by all highway traffic--both pleasure and commercial--and is found in the Coast Highway,-U.S. Route #101-, passing through Delmar.

Delmar may thus be accepted in this case as the first "control point" north of Torrey Pines Park.

Delmar
Controls
Location

Between San Diego and Delmar the old improved highway north of San Diego via La Jolla has been (or is about to be) superseeded, for through traffic desirous of saving mileage and time, by the Rose Canyon Road "Rose Canyon Route" improvement. The Rose Canyon road lies almost on direct line. exactly along an "air-line" between Oldtown (San Diego) and Delmar. It shortens the travel distance through La Jolla by four miles besides furnishing easier grades, flatter and safer turns less in number, and freedom from local traffic in a built-up district.

However, whether the Rose Canyon or the old La Jolla route be taken by north-south traffic, all through traffic over both roads will pass through what may be known (at their northern junction) "Six Points" as "Six Points" where also come in the roads from "The Biological Grade", from Torrey Pines Park, from Sorrento, and from Lindavista.

For the sake of clarity as well perhaps of brevity, it may be well to state here once for all that any "by-passing of La Jolla" will be effected by the Rose Canyon Improvement,--already fixed and well under way--, and not by any rational solution of the Torrey Pines Grade problem seven miles north of La Jolla and at least three miles north of Six Points.

By-Passing
La Jolla
already
determined
by
Rose
Canyon
Improvement

Further, it should be understood that whatever route is taken north from San Diego, highway traffic must climb and pass over the mesa or ridge which extends easterly from Camp Kearney to Six Points and thence northerly to Torrey Pines Park.

The desirability of a through highway close to the coast or shore for its entire length has been suggested. Such a location would not long be satisfactory to more than a small fraction of the traffic because of its sinuosities and excessive length.

A scenic road of that sort may some day be warranted in spite of its costs but at this time it is out of the question--even for the distance between Delmar and San Diego--as a solution of the present main problem.

Six Points, which is on the direct line between San Diego and Delmar, may thus be taken as the first control point south of Torrey Pines Park, and the problem narrows to the selection of the best route between Six Points and Delmar for a main artery of travel, important enough to be recognized as a Federal Aid Route, #101, which latter designation carries from the Mexican Border to Los Angeles and San Francisco.

Six Points is also almost on the air-line from Sixth Street to Delmar so that it makes little difference which entrance to the city is used; for Six Points will remain the southerly Control Point as above stated.

Because of the resulting advantages, such as the scenery, the good drainage, the existing pavement, etc. it will obviously be desirable to retain the direct location of the road northerly from Six Points along the mesa or ridge as far as practicable before starting down to the inevitable low level crossing of the Soledad Canyon mouth. But in order to avoid the difficulties of the Torrey Pines Grade the descent must begin south of that one.

Mesa
Crossing
Necessary

Direct
and not
sinuous
location
desirable

Six Points
a
"Control"
of
Coast
Highway.

Advantages
of Mesa
location
north of
Six Points

And in this new descent it will be expected that the grades and alignment will be sufficiently better to warrant the costs and that the results will be as permanently satisfactory as is possible for this sort of work. Most of all is it demanded that the work done now and toward this end, will not have to be thrown away in a few years nor done over because of its insufficiency, and that it will not create any conditions that may be regrettable before the life of the improvement shall have expired.

The real problem seems therefore to be that of finding a way down from this mesa or ridge north of Six Points to a Soledad Canyon Crossing and thence climbing again to the elevation of Delmar, which way or route probably will be satisfactory for many years to the increasing traffic and at the same time, while avoiding damage to Torrey Pines Park, serve to make the Park more enjoyable to all according to their opportunities for profiting by it.

Descent
from Mesa
to
lower level
necessary.

TORREY PINES PARK

This Park, so generously given to the city by Miss Ellen Scripps, is an as yet undeveloped recreational area of unique charm and possibilities, lying at the north end of the Mesa and on both sides of the present road. It contains healthy living specimens of one or more species of flora indigenous to the locality and which may be said to be almost the last of their race. Further, this park with its adjacent beaches, its canyons, its terrain and vistas affords a rare and extremely valuable opportunity for sane healthful recreation, rest, and outdoor enjoyment at a minimum of cost to the citizens of San Diego.

The "Cliffs" and Beach to the north of Torrey Pines Park, while not now really a part of the Park, should be considered as part of a recreational area to be acquired and preserved as such.

Park
resources
and
possibilities

Beach
a part
of Park

This reality may be contemplated, especially as the Park Commission already controles an area at the north end of the beach where the city line comes to the ocean.

- TRAFFIC -

It is becoming generally understood and agreed that the tendency for traffic is quite the contrary of what it was a generation ago when modern highway work was first begun by the States. Then every small town begged for the State Road to run along its main street. Now these same towns are imploring the States to divert the through traffic out of the town. Segregation of traffic.

And it is recognized that it is not good practice to route commercial and fast traffic through a small recreational area.

Consequently, unless no other way of satisfying the needs of the city for a modern main highway to the north and northwest is possible, the routing of it through Torrey Pines Park and along the adjacent beach is short-sighted to say the least. We close streets running between school playgrounds in Coronado during the hours the latter are in use. Cities are being by-passed by new through routes. In many places the highway or traffic authorities are planning and actually providing through roads for fast and heavy motor traffic entirely segregated from ordinary traffic or common road uses. Notable examples of the foregoing are, the Superhighways out of Detroit, Mich., the heavy traffic highway planned and begun from Jersey City toward Trenton, N. J., the Autostradas of Italy, etc.

The traffic over this highway now is reported by the State Highway Department to be as high as 8 000 vehicles per day and may be conservatively estimated as much as two million cars per year, of which at least 150 000 are busses, trucks, trailers, etc.

Separation
of
Commercial
fast and
traffic
from
activities
desirable.

Amount
of
Traffic

What the percentage is of cars travelling at high speeds is unknown but undoubtedly it is large.

Traffic is now doubling on our highways ordinarily in five years. And those who know San Diego and vicinity must admit that the possibilities for the development of highway traffic to it are extraordinary.

Something admittedly must be done to improve the situation and remove the obstacles to traffic presented by the present grades and turns of the existing road.

- RELOCATIONS EASTERLY OF TORREY PINES LODGE -

I am advised that City Manager Lockwood first suggested the solution of the Torrey Pines Grade problem by a location to the east of the present road but that this was not accepted because of the 7% grades, rather sharp curves, and heavy cuts and fills through the Park. Two or three lines were run from the Causeway southerly, swinging easterly around the hill and then southerly to join the present road between Torrey Pines Lodge and the Reservoir. Apparently such a line, combining the advantages of these various lines might be had east of Torrey Pines Lodge which would give grades and alignment in accordance with reasonable modern standards and equal to the Cliff Route (later detailed) without excessive cost or damage.

First
Solution
of grade
problem
proposed
by City
Manager
Lockwood

Possibilities
of a
location
Easterly
of
Torrey Pines
Park Lodge

The actual damage to the Park on such a line would be negligible. But very few (possibly four or five) small trees would require cutting or moving. There would be no serious questions as to the stability of the cuts and fills and the latter would not be extraordinary.

Park
Damage

Such an east line for a main highway would not offensively intrude on the park scenery, and the views from it would be a not

unpleasing variety from those on the mesa and those along the shore. It would not "open up the Park" in any sense but would simply afford through travel an opportunity to pass rapidly and easily along the inner (easterly) edge of the Park, without conflict with the local use of the latter, and would in its turn be afforded the protection coming from Park (or city) control of the roadsides. Its main advantage from the Park standpoint would be that it would segregate the commercial travel and offer such traffic and the speeding through traffic a route having all the advantages desired by that traffic and not in any way in conflict with the local or more leisurely tourist traffic desiring to enjoy the Park proper and its scenery. From the general standpoint the advantages of this easterly line over the Cliff route would be a smaller first cost, probably a less annual maintenance cost, slightly easier grades, a not unpleasing variety in the scenery, less damage to the Park and a slightly more direct and shorter (by 850 ft.) line from the mesa to the causeway. The cost of this Easterly line is estimated at about \$158 000.

The length of the present road between a convenient point on the Causeway and a point near the Reservoir on the mesa is 7805 feet. Between the same points via the Cliff Route is 7800 feet, and via the easterly line mentioned it is 6950 feet. There is no possibility of obtaining the alignment and grades necessary for modern heavy and fast traffic on the present road, though some improvements to present conditions in these respects could be there obtained at a reasonable expense as hereinafter set forth. But on both the Easterly line and the Cliff Route equally good lines and grades can be had.

Advantages
of
Easterly
line.

Comparisons
between
Easterly
Line and
Cliff Road

Relative
Lengths of
Easterly,
Present,
and
Cliff Roads.

- THE CLIFF ROAD -

After the proposition of City Manager Lockwood for routes down from the Mesa to the Causeway Easterly of Torrey Pines Lodge had been rejected by the Park Commission, he worked out a westerly route from the present road on the mesa, at a point about 3 000 feet southerly of the Torrey Pines Lodge, northerly and westerly through Torrey Pines Park along the cliff face and to the present causeway across the Soledad Canyon mouth.

The
Cliff Road
proposed

This so called "Cliff Road" would be 7 800 feet in length, or practically the same as the present road (7 805 feet) between the same points. Its maximum grade would be six per cent instead of nine and a quarter percent of the present road, and the sharpest curve of the Cliff Road would have a radius of 1 500 feet instead of 50 feet or less for the "hair-pin" existing.

This proposed Cliff Road is a bold, well developed conception. It seems questionable to me whether the bridge on it proposed over one of the canyons in the park could be built properly for the estimated cost of \$30 000,--and I think its actual cost might easily exceed twice that figure.

Cliff
Road
Bridge

Again, the excavation required by the Cliff road plans, while extraordinarily large, seems possibly to be underestimated. Even should it prove possible to keep the excavation quantities during construction within the figures estimated, it is by no means probable that further excavation would not be required shortly afterward. And this further excavation (such as the removal of slides and slips arising from the heavy cuts seeking a fairly stable angle of repose) is properly a construction and not a maintenance cost.

Cliff Road
Excavation

The usual experience is that heavy excavation, approaching the magnitude of this planned for the Cliff road, opens up the natural formations to such an extent that the resulting slopes do not du-

uplicate the present faces and frequently vary greatly from them.

It is hardly possible to foretell just what will result once the surface is removed to the extent planned for this work. The slopes on the land side of the deep cut for a 1 500 ft. length along the face of the cliffs is planned or estimated to be left at a $\frac{1}{4}$ to 1, i.e., 3 inches back from the perpendicular for every foot of vertical cut. This is the usual form of cut in hard rock. That this fresh exposure of the soft sandy "stone" of this cliff will remain stable at this steep slope is by no means certain and seems unlikely even if it shall prove practicable to make the original cut at such a slope. (In this connection I append as "Exhibit D" some authoritative and extremely valuable data received by me through the courtesy of Dr. T. Wayland Vaughn, Director of the Scripps Institution at La Jolla).

Slopes

If these cuts sloughed back to stability at a $\frac{1}{8}$ to 1 slope the excavation figures would be considerably increased, and the average slope of the cuts might even come to rest at a flatter slope with increased quantities for the excavation.

The total estimated cost of the Cliff Road is given at \$222 150 but apparently it would be safer to estimate it at not less than \$275 000 when the total excavation and bridge costs are included. It might easily run to over \$300 000 or almost twice the cost of the easterly line before mentioned.

Estimated Costs

It is urged that the Cliff Road will "open up" the Park and make it more accessible and its interesting features more apparent and available generally; that these features are not at present readily available to the passing motorist; that the Park will ornament the gateway to the city if the main highway entrance shall thus be taken through the front of the park; that the Park features flora, scenery, etc.) will not be unduly damaged by the construction

Arguments
for
Cliff Road

of the Cliff Road; that the construction of this main traffic highway along the Cliff route is feasible at a not overwhelming first cost, and that no other route offers equal advantages at the same cost.

Careful examinations of the plans for the Cliff route, with visits to the site show the following:-

Because of the cuts through the ridge and high ground necessarily made along the line of the road to secure the low gradients desired, the road will "open up" the Park but not perhaps exactly in the way most to be desired. As a matter of fact, vehicular movement from the proposed road into the Park, or vice versa, will be difficult if not impracticable to arrange for except in a limited way at a few points. The deep cuts or fills will prevent.

Views
from
Cliff
road

What views can be had from the proposed road, except for three or four brief glimpses up the canyons where crossed by the road, will be mainly the sea view and that for only a portion of the transit.

That view, grand as it is, will hardly be better (if as good) from the proposed road in the Park than it is now from numerous places along the road north of the Park. One who has climbed the hill near the north line of the Park and seen the view from the top of the cliffs there should remember that the proposed road will be more than a hundred feet lower and nearer the water level, if built according to the present plans, and that consequently the view will be much less impressive from the roadway. In fact the elevation of the proposed Cliff road at the Cliffs will not be as high as the turn on the Delmar Grade north of the Causeway.

It should also be remembered that the speed and weight of traffic induced or developed by the better lines and grades of the proposed new road will interfere with loitering along it and interfere to some extent with ingress and egress to or from its roadway.

It is true that the Park is as yet undeveloped for leisurely motor traffic through its most interesting parts, but it does not

follow that the proposed Cliff Road would be a real step toward that end.

The protection afforded by the Park is of course not confined solely to the Cliff Route.

The damage to the Park flora can be kept slight, (other than to the 20-25 trees which will require felling or transplanting), though the rigid lines and grades and deep cuts and fills for the Cliff Road through the Park will doubtless scar the Park terrain deeply. Personally, I think, and doubtless there will be many who will agree, that "railroad" cuts and fills are always hideous in scenery, though there are some to whom they appeal as evidences of ability. "De gustos no hay disputas".

Park
Damage

I believe that the Cliff Road is feasible to construct and to maintain, but I think that the actual costs of both construction and maintenance have been underestimated. Mr. Lockwood and his assistants are to be complimented on the idea and its development. Were it not for the Park and Beach interests the carrying out of the Cliff Road project might be well worth while. However, I am sure that its damage to the Park or recreation areas as such would be serious.

It has been suggested that the Cliff Road excavation should be made in order to provide fill and parking space east of and along the Causeway. Of course, the surplus excavation can be so used but at twice or three times the cost for similar material dredged from the low ground adjacent to the proposed fill. And the dredging might be done in a way to provide simultaneously a boat lake, wading pool, or similar recreational feature so that it is questionable if there really is any advantage of the Cliff excavation toward this end. In my opinion there is not.

The objection to all these routes just considered is that they prolong the use of the Causeway along the beach as a general purpose road accomodating fast through and commercial traffic along with the more leisurely pleasure traffic and through a narrow recreational area.

General
Objection
to both
Easterly L
Line
and
Cliff
Road

Further they, and such use of the Causeway, presuppose either the perpetuation of the present undesirable underpass of the Santa Fe Railway just northeasterly of the Causeway and the present grades and curves up the hill to Delmar (these curves and grades fall short of the modern standards urged by the State Highway Department and should be contemplated as temporary) or that an extensive improvement will be made at the north end of the Causeway by rising therefrom on a viaduct over the Santa Fe Railway to the northwesternmost curve of the present highway above it.

Viaduct
from
Causeway
to Delmar
Hill

Such a viaduct would not be an inexpensive affair. It might cost a half million dollars or more, and even then there would remain the curves and grades in the road above it to the top of the hill. So before accepting the perpetuation of the Causeway as a through traffic route and improving a new connection from the Cause way southerly to the Mesa and Six Points by a route through the Park, built according to heavy and fast traffic standards, a large alternative may be suggested and considered.

- NEW LOCATION SUGGESTION -

Beginning at the top of the hill south of Delmar it seems entirely practicable to connect with and to use the old Santa Fe Railway grade down to the bottom and thence across the mouth of McGonigle Canyon to join the old Camino Real southerly of this canyon. Then, by keeping up sufficiently high on the point between McGonigle and Los Penasquitos Canyon, to cross overhead the Santa Fe Railway and the main Soledad Canyon at a narrow point to the south-west side of the latter. Then, running southeasterly along the ground levels above

Suggestion
of Route
to by-pass
Beach
and Park.

high water, to the mouth of Government Canyon or its adjoining canyon, swing southerly or southwesterly up that canyon to join the present Mesa road perhaps $1\frac{1}{2}$ miles north of Six Points or $\frac{1}{2}$ mile South of the Reservoir.

Such a new location would appear to have all the requirements for a modern through highway. Its curves and grades could readily be made up to the standards now established. It would separate the traffic, undesirable through a playground, and for this traffic provide a route which would be a relief. The views from it would not be unattractive to say the least and they might even be considered a pleasing variety from the sea views of north of Delmar.

This suggested route makes liberal use of the Mesa road north of Six Points, and there is considerable advantage to be had from its capabilities for connections when such may become necessary. For

instance, a connection can readily be made with a modernized Camino Real to the north. Another can be made up the Soledad Valley south easterly across the present Sorrento Road to Lindavista, Camp Kearney Mesa and the Inland Highway should such a cut-off ever

become desirable as a connection from the Miramar or Chesterton section northwesterly to the Coast Highway. Temporarily, of course, the connection via the Lindavista--Six Points road may be all that is necessary north of the proposed San Clemente Canyon connection to the Rose Canyon route. And, finally, when desirable, it would be easy to connect the suggested location with the South end of the Present Causeway by a low grade route around the easterly and northerly border of the Mesa slopes, i. e. along the southerly and westerly border of the Soledad Valley flood-lands east of the beach.

(See Map attached as Exhibit A.)

Such a location would avoid any necessity for an expensive aduct over the Santa Fe at the north end of the Causeway by providing a much less expensive overhead crossing at a narrow neck

Advantages
of
Suggestion

Connections
and
Extensions
possible

Cheaper
Viaduct

in the valley.

The matter of building a roadway out of danger of damage by high water on this location is simple and not unduly expensive. The location of the route on the south side of the Penasquitos Canyon mouth itself reduces the danger materially and at the critical point in the present old Sorrento Road route.

High
Water
Dangers
avoided

The early completion of a roadway between the Mesa Road and the top of the Delmar Grade along the route suggested would probably relieve any need for a main route through the Park, and the present road would, if improved as to its lines at a relatively small cost, meet the demands on it quite satisfactorily. Also this suggested construction would be a permanent step in a direction toward which all signs seem to point and for which I have received many suggestions of agreement from the advocates of all the different routes publicly or privately mentioned as "solutions" of the "Torrey Pines Grade Problem".

Permanency
of
improvement

For comparative purposes the following list of distances by different routes from two readily recognized and commonly frequented termini is given:-

Distances from the County Court House, San Diego and the

Stratford Hotel, Delmar-

Route (#1)-	via Oldtown, La Jolla, Six Points, Torrey Pines Grade, Causeway, Underpass, and Delmar Hill	24.2 miles
" (#2)-	" Oldtown, Rose Canyon, Six Points and as above	20.0 "
" (#3)-	" Oldtown, Rose Canyon, Six Points, Sorrento, Old Road and present Delmar Grade	20.6 "
" (#4)-	" Sixth St. Extension, San Clemente Canyon, Six Points, Torrey Pines Grade and present road	22.2 "
" (#5)-	" Oldtown, Rose Canyon, Six Points, along Mesa and then new route and old Santa Fe Railway Grade	18.5 "
" (#6)-	" Sixth St. Extension, Chesterton, Miramar, Lindavista, Six Points, Torrey Pines Grade and present road	28.2 "

Evidently the suggested route saves travel distance over any of the others. It has not been practicable to complete detailed plans and estimates of its cost but my rough estimates make me confident that the total length of four miles for the new section (including the valley crossing and overpass of the Santa Fe) can be built for less than \$600 000. As two miles of this would be outside the City Limits in San Diego County, it might therefore be that through Federal, State, and County Aid the costs to the city on this suggested route would be below Costs and division thereof any other possible by-pass of the present Torrey Pines Grade. At the same time it seems to me that the returns for the money invested would be greater and more lasting for all concerned than if an overhead were put over the Santa Fe at the north end of the Causeway and equally good lines and grades secured on any route from the Causeway to the Mesa either westerly or easterly of the present road.

The by-passing of the present Torrey Pines Grade by such a route to the East of it can hardly be called an abandonment of the "Coast" Route. Abandonment of the Coast Highway, nor do I think that even the Rose Canyon route can be so labelled.

There are many places between San Diego and Serra where the old crooked road along the cliff tops has been improved by moving back a little, and elsewhere long stretches where this same Coast Highway passes for miles back out of sight of the ocean. So that a line to the east of the present road through Torrey Pines Park could hardly be said to be a serious division of the Coast Highway from the Coast.

If now, your Commission, having visualized the larger problem and my suggestion for its solution, feels that its province and authority is restricted to passing only on the matter of a right of way through Torrey Pines Park for the proposed "Cliff Road", the foregoing will at least serve to indicate the perspective with which these matters are viewed.

Restrict
authority
of Park
Commission

The route through Soledad Canyon above suggested would run through a small portion of the Park and the City lands, but it could not be said to damage the Park even if the branch around to the beach were built.

Of course, the development of a road system in the Park is another matter. It may be well to understand that such a park system should be planned separately from a through traffic highway.

Park Roads
Separate

- RAILROAD -

The argument has been advanced that the construction of the socalled "Cliff Road" will forestall and prevent the location of a railroad track along the cliffs and the front of Torrey Pines Park with the to-be-expected far greater damage to the Park from the railroad construction.

Why any railroad should contemplate going along the shore line via La Jolla to San Diego from Los Angeles and the north is unexplained when shorter and less expensive routes can readily be found east of Torrey Pines Park. And in these days, it seems hardly credible that a local railway for any reason would be proposed into La Jolla from the north.

In any event, the prior construction of a highway does not, from any experience elsewhere, seem to justify any belief that it would prove an impassable obstacle to railway construction adjacent to it, if such obstacle is argued as desirable.

While a railroad may not be able legally to oust a highway or to cause it to be moved aside, the experience everywhere is that if a railway desires a location occupied by a highway badly enough, by propaganda or otherwise, the highway is moved aside, with (in this case) greater destruction to the Park.

- FUTURE GLIMPSES -

If, as seems to be agreed or at least admitted by all with whom I have talked, a low grade route up Soledad (Sorrento) Canyon such as I have already suggested connecting with the present road north of Five Points is to be visualized as a not far distant certainty the question at once arises--Why build any new main road now through the Park, at the expense and damage it will undoubtedly entail, for heavy traffic as provided by the present plans, when it will be abandoned for that purpose as soon as the canyon road shall be built.

Why build
Cliff road?

And that the Canyon road will materialize shortly seems inevitable. The developments back from the Coast route of Soledad Canyon pre-sage a revival of the Old Camino Real coming southerly to Soledad Canyon east of the old Santa Fe grade a half mile back from the shore. As the capacity of the shore road from Los Angeles becomes taxed the logical relief will come from providing an alternate route which is this Camino Real below Oceanside. The Canyon route would be an improved section of the Camino Real lending itself to an easy and convenient connection at its north end of the canyon to both the shore road and the old Camino Real.

Prospects
for
Canyon
Route

If the heavy and speedy traffic (busses, trucks, and hurrying through traffic) shall be provided for by a suitable wide, low-grade, flat-curved road via Soledad and Rose Canyons, it will be possible to provide, at much less cost and damage, a suitable

park road for more leisurely tourists and pleasure travel via approximately the Cliff Route. The lines and grades of such a road being less rigid and much more adaptable to the topography would permit great reduction in the amount of excavation to be made for it, require less damage to the flora and scenery and really "open up the Park to visitors" more than the proposed heavy-traffic type of road. The diversion of the commercial and hurrying traffic and a moderate limitation of speed on the park road would also reduce materially any interference with the proper recreational use of the park.

Separate
Park Road
Easier

A pleasure traffic roadway along the westerly edge of the Park is desirable and I am confident that such a shore roadway could be built at a moderate cost for the results secured.

On such a purely Park road the objectionable deep cutting into the Cliff could be avoided by a tunnel (with windows on the sea side) similarly to the famous Axenstrasse in Switzerland or, better, to the tunnels at Oneonta Gorge and at Mitchell Point on the Columbia Highway between Portland and Hood River, Oregon. A tunnel, however, would be unsuitable on a main heavy-traffic route.

- FIRE -

The fire danger is always present. I cannot see that the present plans for the Cliff Road bring about any condition whereby the fire danger is reduced by reason to the "berms" or "shoulders" on each side of the pavement. A parked car on these berms is as potential a source of fire as the same car passing would be where no berm existed. My experience is that commercial traffic is a more potent source of fire than is the private car, especially where the latter is loitering along.

- PRESENT ROAD -

In this connection I have been asked to report on the possible improvement of the present road through Torrey Pines Park.

It is impracticable to improve the grades of this road perceptibly but, fortunately, the difficulties of it for pleasure vehicles lie not so much in its grades as in its excessive curvature at a few places and in the lack of visibility at these turns. Present Road possibilities

It is entirely practicable at relatively small cost to relieve these difficulties and to make the road fairly satisfactory for moderate traffic for some years to come.

The turn from the Causeway to the grade can and should be materially flattened. The roadway up the grade to the "hairpin" turn should be widened, preferably by partly duplicating the present one outside (easterly) of the pine tree now half way up this stretch between the north "nose of the hill and the hairpin.

The radius of the "hairpin" curve can be nearly doubled by cutting back into the hill, and then a single flatter curve swung around up the hill to take the place of the four or five small, reversing or brokenbacked curves now between the hairpin and the fill over the arroyo north of the Lodge. Simultaneously, the protruding points inside these curves should be cut back and the ridge inside the hairpin cut down so that necessary sight distances for the traffic may be had. The great existing defect of insufficient visibility at the turns will thus be remedied and a safely usable road provided.

Were this work done now it would be well worth the cost, which I estimate as within \$25 000--depending largely on how much filling and flattening is done to the curve at the causeway end.

Cost on present road

For the present I would not recommend attempting any more extensive work on this old alignment as I do not think changing it past the Lodge would be worth while now.

- SUMMARY -

Summarizing the foregoing my conclusions may be stated briefly thus:-

The proper solution of the Torrey Pines Grade Problem demands a recognition of the larger question, that of the location of the Coast Highway (U. S. Route #101-) between Six Points and Delmar.

That solution calls for a location from the top of the Grade south of Delmar down into Soledad Valley and thence up again to the present highway on the Mesa at a point as far as practicable north of Six Points and almost wholly avoiding Torrey Pines Park as now or likely to be limited.

Such a solution is entirely practicable at not excessive cost, and when made is likely to remain satisfactory as a solution of the main problem for a long period. It also permits additions or connections to be made to it easily as the need for such extensions may develop.

Hence there is no need now for any serious sacrifices by Torrey Pines Park as a Park toward the solution of the larger problem.

Any location of the main Coast Highway through the Park will require large sacrifices in one way or another by the Park.

The proposed Cliff Road is feasible but excessively costly in construction if not in maintenance. It does a maximum of damage to the Park and does not offer good compensatory advantages such as developing the Park for more general use, exceptional scenery, etc.

If a main through-highway has to be built through the Park less damage to the Park, less expense for construction and maintenance and a shorter line may be provided by a route to the east of Torrey Pines Lodge. Such a location would be nothing but a through road and in no way develop Park use.

If a Park road or road system, for opening the Park to travel about it, is desired it should be planned independently of the Coast Highway main line. A highway planned and built for through and commercial traffic if abandoned does not furnish a satisfactory Park road, nor would the latter be satisfactory as a main through traffic highway.

The present roadway from the Mesa through the centre of the Park to the Causeway can be materially improved at a relatively small cost, and, if so improved, would prove quite satisfactory, for a reasonable time, as a main highway pending the construction of Delmar,-Soledad Valley-Six Points line suggested as the solution of the major problem.

Ultimately a park road along the cliffs will probably be desirable but then it should be carefully planned to make the most of its opportunities as such and with as little damage to the terrain or offense to the Park as possible.

- ACKNOWLEDGEMENTS -

I wish to express my appreciation of the patience and courtesy shown me in many ways and to such a great extent by the members of your Commission and by your forces; particularly by City Manager Lockwood and his assistants, who, busy as they are, have done everything they could to respond generously and promptly to all my requests of them; by Mr. Gardiner and his assistants of the City

Planning Commission; and by such public spirited private citizens as Mr. J. H. Andres,^{Judge Harper} and Mr. H. W. Shelton of La Jolla, Col. E. N. Jones,

former President of the Park Commission, and to Dr. T. Wayland Vaughn, Director of the Scripps Institution. To all of these gentlemen I appealed for assistance in one way or another and in every case the help asked was given me most freely and unselfishly.

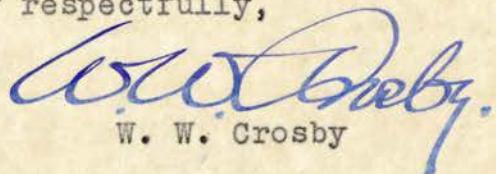
- APPENDICES -

I append hereto a map of the area between Delmar and La Jolla and between the Ocean and Lindavista, which is a U. S. C. & G. S. sheet. If not correct in all details, it at least illustrates the text of this Report fairly satisfactorily. Also is attached a plat of the present road showing my suggestions for its improvement. Appended also are copies of the letters passing between your Secretary and State Highway Engineer, C. H. Purcell, on my request that the points therein contained be cleared up and a letter, a memo and some photos, concerning the geology of the local coast, from Dr. Vaughn.

While I have endeavored to cover all the important points in this matter, it is of course entirely possible that I have neglected one or more in the foregoing which you might wish my conclusions to cover. If so, and you will state them in writing to me, I will be glad to reply to them as promptly and definitely as possible.

I am,

Very respectfully,


W. W. Crosby

WALTER WILSON CROSBY, C.E.
MEMBER, AM. SOC. C.E.

Coronado, Calif.
24 Feb., 1930.

The Board of Park Commissioners
San Diego, Calif.

Dear Sirs:-

In order to help clarify the comparisons of costs of the different routes discussed in my recent Report to you in the matter of the Terrey Pines Grade, I now submit the following in accordance with what I understand is your request:-

In order that the comparisons shall be fair and that the results of the expenditures shall be equally regarded, it is necessary that the termini taken shall include a sufficient length so that all the improvements shall be comprehended. In this case therefore it the entire length between Six Points and the top of the Delmar Grade which must be estimated on.

Via the Cliff Road the total costs may be estimated as follows;

Widening & Paving present road on Mesa	\$83 000.-	
Cliff Road Exca. & Paving (min.)	245 000.-	245,000
Widening & Paving Causeway	30 000.-	
Viaduct, Causeway to Delmar Grade	500 000.-	
Total	\$858 000.-	

Via "Easterly" Line thro Park;

Widening & Paving present road on Mesa	\$83 000.-
Easterly Line Exca. & Paving	160 000.-
Widening & Paving Causeway	30 000. -
Viaduct, Causeway to Delmar Grade	500 000.-
Total	\$773 000.-

Via Canyon & Santa Fe Grade;

Widening & Paving present road on Mesa	\$45 000.-
Grading & Paving new line, including overhead crossing of Rwy. and flood bridge in bottom, less than	600 000.-
Total	\$645 000.-

The above figures do not include "operating costs" which would be somewhat in favor of the latter line due to its saving in distance and grades over either of the other lines. There can be no question but that the line I have suggested will prove cheapest and most satisfactory in the long run.

Very respectfully,

W.W.Crosby
W. W. Crosby

Exhibit C

DIGEST OF LETTERS TO AND FROM STATE HIGHWAY DEPARTMENT
AND PARK DEPARTMENT, --- QUESTIONS AND ANSWERS.

QUESTIONS

#1. Have the Lockwood plans for the new proposed cliff road through Torrey Pines Park been finally approved by State Highway authority?

#2. If such approval has not been formally made, has it been promised?

#3. If State Highway Department approval of the Lockwood cliff road has been made or promised, would the approval of an alternative route be denied, ipso facto, if asked for?

ANSWERS.

The Lockwood plans for the proposed new cliff road through Torrey Pines Park have not been finally approved by the State highway authorities. This approval, if requested, will necessarily consist only in our approval of the grade and alignment of the road as to proper width and grade to care for State traffic. This department will not approve the details of construction and specifications as this is a city project and the execution of it will be by the city engineers.

There has been no promise of approval made on any plans. Mr. Lockwood has been informed of the standards of grade and alignment which the State deems practicable on State highways under similar conditions, as the plans made by the city for the Rose Canyon grading were revised to comply with State highway standards of grade and alignment and I understand he is using these approved standards on his plans for the Torrey Pines re-alignment, although these plans have not been formally presented for our review and approval.

There has been no approval of the Lockwood cliff road only regarding grade and alignment, as stated in reply to the above questions, and accordingly similar approval of a project which carries State traffic as to grade and alignment, if requested by the city authorities, would be given provided this highway is on such alignment that it will serve State traffic and be of interest to such traffic.

#4 Has the State Highway Department ever expressed even tentatively, any idea as to the proper ultimate location for the ~~main~~ highway from Oceanside or Del Mar southerly to San Diego, so called the U. S. Highway #101 ?

#5 Would you or your State Highway Department care to avail itself of this opportunity to make such a suggestion now, in the interests of the general public welfare and for the sake of economy in the eventual expenditure of State and perhaps Federal, as well as City funds?

#6 What portion of the cost of improving U. S. Route #101 between the northern city limits, and say the San Diego Riverbridge, would be borne by the State and Federal Government, if such improvement shall be made at Torrey Pines Park or elsewhere to the satisfaction of the State?

Our representatives have no doubt discussed with Mr. Lockwood the question of ultimate location from Oceanside or Del Mar southerly towards San Diego.

Our State highway ends at the City limits of San Diego at the present time, and this highway can be connected with any route leading southerly to San Diego so that the decision as to location by the City of San Diego will not materially affect the State highway as to its connection. We would be pleased, however, to confer with your engineers as to the effect of any route you may decide upon on the connection to be made with the State highway at the city limits.

The State Highway Commission agreed to pay for the paving of the Rose Canyon section because this took the traffic out of LaJolla and saved the distance of five miles for through traffic. This was such a great benefit to State traffic due to the large amount of mileage saved that an exception to the rule was made in ~~this~~ case and cooperation given. The State Highway Commission has made no promise of aid, and so far as I know, does not plan to contribute further to work within the city limits of San Diego, ~~eitherxxwithinxxlimitsxxofxxSanxxDiegoxx~~, either to the work in Torrey Pines Park or south of the Rose Canyon improvement.

COPY OF LETTER FROM STATE DIVISION OF HIGHWAYS, C. H. PURCELL,
STATE HIGHWAY ENGINEER, --- TORREYPINES ROAD CONTROVERSY.

Sacramento, Calif.,
Feb. 7, 1930.

Mr. A.S.Hill, Executive Secretary
Board of park Commissioners
San Diego, California,

Dear Sir:

Your letter of January 23 addressed to Mr. B. B. Meek has been referred to this office for reply.

Question 1. The Lockwood plans for the proposed new cliff road through Torrey Pines Park have not ~~finnnnn~~ been finally approved by the State highway authorities. This approval, if requested, will necessarily consist only in our approval of the grade and alignment of the road as to proper width and grade to care for State traffic. This department will not approve the details of construction and specifications as this is a city project and the execution of it will be by the city engineers.

Question 2. There has been no promise of approval made on any plans. Mr. Lockwood has been informed of the standards of grade and alignment which the State deems practicable on State highways under similar conditions, as the plans made by the city for the Rose Canyon grading were revised to comply with the State highway standards of grade and alignment and I understand he is using these approved standards on his plans for the Torrey Pines re-alignment, although these plans have not been formally presented for our review and approval.

Question 3. There has been no approval of the Lockwood cliff road only regarding grade and alignment, as stated in reply to the above questions, and accordingly similar approval of a project which carries State traffic as to grade and alignment, if requested by the city authorities, would be given provided this highway is on such alignment that it will serve State traffic and be of interest to such traffic.

Question 4. Our representative have no doubt discussed with Mr. Lockwood the question of ultimate location from Oceanside or Del Mar southerly towards San Diego.

Question 5. Our State highway ends at the city limits of San Diego at the present time, and this highway can be connected with any route leading southerly to San Diego so that the decision as to location by the City of San Diego will not materially affect the State highway as to its connection. We would be pleased, however, to confer with your engineers as to the effect of any route you may decide upon on the connection to be made with the State highway at the city limits.

Question 6. The State Highway Commission agreed to pay for the paving of the Rose Canyon section because this took the traffic out of LaJolla and saved the distance of five miles for through traffic. This was such a great benefit to State traffic due to the large amount of mileage saved that an exception to the rule was made in this case and cooperation given. The State Highway Commission has made no promise of aid, and so far as I know, does not plan to contribute further to work within the city limits of San Diego, either to the work in Torrey Pines Park or south of the Rose Canyon improvement.

Yours very truly,

(Signed) C. H. Purcell,

State Highway Engineer.

Illustrations of Significant Features of Torrey Pines

Cliff and of a Nearby Landslide, and What They Mean

The accompanying illustrations have been selected from several dozen photographs in order to help those, who/wish to do so, visualize those features of the cliff that bear upon the problem of the construction of a road along and up the cliff face. It needs to be borne in mind that according to public report the slope on the east side of the road would be one foot horizontal to four feet vertical, which is an angle of 76 degrees from the horizontal. These illustrations show, as follows:

- (1) The effect of sea cutting at the base of the cliff.
- (2) The soft shale, sand, and clay in the basal part of the cliff and how it disintegrates above the beach line; that the slopes of this material are not stable and are far less steep than 76 degrees; and that the slope of the cliff from its foot to its top is much less than 76 degrees.
- (3) The cracks and cleavage planes in the cliff face, masses weighing many tons that have fallen on the edge of the beach, and other masses that are almost ready to fall from the cliff face; the closely crowded nearly vertical cleavage planes in the clay and shale at the mouth of the canyon where the road would turn inland.
- (4) An enormous land slide that has broken from the cliff about two miles south of the Torrey Pines Cliff and has slid downward vertically 200 feet or more.

A description of each illustration is given and after that the significance of the series of figures is stated in a summary way.

Fig. 1. Sea cutting. The bare face of the cliff is caused by the sea cutting into the base of the cliff and the falling of material from above, thereby maintaining exposures of relatively fresh surfaces. Many fallen masses are shown on the edge of the beach at the right hand end of the figure. The slope of the lower part of the cliff at the north end of the view is about 39 degrees, which is too steep for a stable slope in this material.

Fig. 2. Disintegration of beds by weathering and rock masses that have fallen on the beach. Above the man's head it will be seen that the softer material by crumbling and washing has been removed from beneath the harder bed, which, after the process has advanced sufficiently, will break off and fall on the beach. What would be the effect of the falling on an automobile of a mass such a size as that of the one on which the man has his hand? The slope at the north end of the view is about 45 degrees, a slope too steep for stability, but far less than 76 degrees.

Fig. 3. Fallen rock masses. This view shows in more detail some of the features of the first figure. The man in the figure gives an idea of dimensions. Notice the smooth face left after rock has fallen from along a cleavage surface. Most of the rock was soft and has been washed away.

Fig. 4. Cleavage planes. This figure shows that the cleavage planes extend to the top of the cliff face, up to just below the dark brown terrace deposit at the top, and that their angle of slope is less than that, 76 degrees, proposed for the east side of the

road. Note that great slabs of material have fallen and others are about ready to fall.

Fig. 5. A block about ready to fall. Note the surface from which a block has fallen. The slope of the cleavage face is less steep than it appears to be in the figure; it is much less than 76 degrees.

Fig. 6. Undercutting by sapping at mouth of the canyon where the road would turn inland. Note the conical-looking mass at the left below the shelf. The next figure illustrates the southern face of this projection.

Fig. 7. Nearly vertical cleavage lines shown on the southern face of the projection mentioned in the description of figure 6. Such material as this, soft shale and clay, would form part of the road bed. What would happen to freight trucks and heavy buses if the road bed were not adequately protected? The foundation would give way and they might go over the cliff before they could escape.

Fig. 8. Part of a land slide about 2 miles south of Torrey Pines Cliff. This slide is approximately 1350 feet long on its sea front. It has slid down, from the top of the cliff that stands behind it on the east, through a vertical height of 200 feet or more.

What do these illustrations mean? They mean as follows, if a road should be built along the cliff face:

- (1). That the sea would undercut the road, if the base of the cliff were not protected from the onslaught of the waves.
- (2) That the road would be undercut by weathering processes if the slope below the road were not at a low angle.
- (3) That the foundation of the road would probably give away under heavy

vibratory loads unless the slope below the road were less than the angle of repose of the material constituting the foundation.

(4) That the material above the road would become detached and fall on the road, endangering property and life, unless the slopes above the road be gentle and the berm wide.

(5) That the road, if built according to the announced plans, would be a most dangerous piece of highway. No informed sane person would venture on it.

(6) That the construction of a safe road would necessitate an enormous expenditure for excavation and for the protection of the foot of the cliff, would utterly destroy the cliff, and ruin a large part of Torrey Pines Park.

T. Wayland Vaughan

Zalibit D.

W. W. CAMPBELL,
PRESIDENT OF THE UNIVERSITY

THE SCRIPPS INSTITUTION OF OCEANOGRAPHY
OF THE
UNIVERSITY OF CALIFORNIA

T. WAYLAND VAUGHAN,
DIRECTOR

LA JOLLA, CALIFORNIA

January 27, 1930

Colonel W. W. Crosby
c/o The Park Board 1040 Adella Street
San Diego, Calif.
Coronado,

My dear Colonel Crosby:

While I was at luncheon the secretary of the Institution received a telephone message from Mr. Henry Shelton, inquiring if it would be possible for me to put into written form for you all the new data that I have regarding the cliff structure, rate of recession, etc., with reference to the Torrey Pines road, and that he would like to give the statement to you tomorrow. I am accordingly writing you this note.

Recently we have acquired so much additional information regarding the line of cliffs from the southern boundary of the Scripps Institution property to Torrey Pines that it would take several days to write up all the detail that we have. Should it be possible for you to come to see me at the Institution I should be glad to go over with you all of the notes and also all of the specimens that we have brought to the laboratory. Although I can not put all the detail into this letter I think that I can give you in it the information which will be of most service to you in forming your opinion regarding the proposed road up the face of the Torrey Pines cliffs.

1. Rate of cliff recession: The small cliff at the southern boundary of the property of the Scripps Institution is 21 feet high and has receded 20 feet since 1918. The first cliff just north of the east end of the Institution's pier is 33 feet high and has receded 15 feet since 1918 and was undercut at the time that the measurement was made to a depth of 8 feet. Just north of this second cliff is a cliff 54 feet high, and since 1918 it has receded between 10 and 12 feet. The heights of these cliffs have been plotted as abscissas on coordinate paper, and the amount of recession has been plotted as ordinates. The equation for the rate of recession in terms of height is

$$y = 138x^{-0.635}$$

Applying this equation to the Torrey Pines cliff, if the cliff were 100 feet high it would recede 7.4 feet in 12 years, if 200 feet high, 4.8 feet in 12 years. The average rate of recession of the Torrey Pines cliff would therefore be about one-half foot per year. The material at the base of the Torrey Pines cliff is less tenacious than that at the base of the cliff 54 feet high on the Scripps Institution property.

Therefore, I think that it is safe to assume that the proportionality of height to rate of recession on the sea front of the Scripps Institution property is applicable to the cliff at Torrey Pines. You of course will see that should the road be built up the Torrey Pines cliff, as soon as the material thrown on the beach has been removed by the waves, the rate of cutting by the sea into the base of the cliff will be accelerated.

2. The Delmar sand which would constitute the road-bed along most of the cliff is composed of alternating beds of sand and clay, with some more indurated oyster beds near the level of the beach. Perhaps except the oyster beds, the entire Delmar formation is weak. None of the rocks are really hard. The sand beds are somewhat more tenacious than the clay beds. The clay is sapped by weathering and then the beds of sandstone form ledges in between the clay slopes (in many places you will see the sandstone beds projecting slightly beyond the underlying clay beds). The best example of this kind of sapping that I saw is exhibited at the mouth of the canyon where I am informed that the road will turn inland. Unless the slope between the road and the beach should be gentle, sapping will continue and the road would eventually be undercut by that process even were the base of the cliff protected by a sea wall. In addition to the conditions that I have mentioned both the sand and the clay in the Delmar formation are cut by small joint planes which dip toward the sea at a steep angle. This system of joints passes through both the clay and the sand. In places you will see that the sandstone breaks along planes which are transverse to the bedding planes. A particularly fine example of the jointing in a clay mass is seen in one that still persists at the mouth of the canyon where the road would turn inland. When I first looked at this particular mass I thought that it had fallen down and that the joint planes were stratification planes. Water tends to work down along these joints and thereby adds to the weakness of an already weak structure. I do not know just how to measure the amount of pressure that the material above described will bear, but I am inclined to the opinion that unless the slopes were made very low, if a vibrating load were placed on it, the foundation would give way and slide down onto the beach. (See postscript)

3. The material above the level of the road in the cliff might be divided into four categories, (a) a part of the Delmar formation, (b) Torrey sand, (c) terrace loam, (d) surface sands which have resulted from washing the binding material from between the sand grains in the loam. The Delmar and the Torrey sand are both composed of not only relatively soft material but they are cut by joint cracks, many of which are sub-parallel to the cliff face. You must have noticed these and that large masses have already fallen from the cliff face, and that other masses are just about ready to fall. My assistant, Mr. G. L. Whipple, examined both of the tunnels that have been driven into the material composing the cliff. The material is, as you know, decidedly incoherent, and in addition to this it is cut by joints which have not yet opened up similar to the joints which are exposed on the cliff face. Should the

✓ east side of the road be steep, breaking off and falling of enormous masses of earth in the course of time will certainly happen. I am told that it has been proposed to make the slope on the east side of the road one to four, that is one, horizontal, to four, vertical. This represents an angle of about 75 degrees. We have measured the angles along which some of the slips on the cliff face between the Institution's property and the Torrey Pines have taken place. The slope of the slip plane of a slide on the Institution's property is about 65° . This particular slide carried down probably more than 100 tons of material, and at the time I examined it, last Saturday, it had not been rained on, showing that the slide was very recent. The point is, if large slides will take place on planes of 65° what may be expected to happen when the slope is about 75° ? From other places it appeared that such slipping would take place on planes of less than 60° . I rather think that what I have said will indicate that the slope of one, horizontal, to four, vertical, is a very dangerous slope and should a road be built in a deep cutting through Delmar formation ^{The} with such a slope the Torrey sand, in the course of time some one would almost certainly be killed.

✓ 4. I have examined very many exposures of the Torrey sand and of the higher terrace materials in order to form an estimate of what would be safe slopes. The remainder of this paragraph will be confined to ^{the} Torrey sand. Some of those who have made examinations in the park, from what has been reported to me, have been misled by some of the rather small, nearly vertical faces. In the Torrey sand two types of faces may be seen. One is an almost smooth face, and the other is a face which is traversed by nearly perpendicular ribs and grooves. In both kinds of faces sand is accumulated at the base of the cliffs and is there forming talus slopes. The smooth cliff face is usually, if not always, due to breaking off of slabs or masses of other shapes from the cliff face. These in their fall strike the talus slope at the base of the cliff and then either bound or roll down. I measured the distance that several such masses had travelled from the base of the cliffs from which they had been detached. One such mass had moved 42 feet on an incline or about 30 feet from the base of the cliff projected vertically downward. The application of this sort of thing to the road problem is that if the face of a cutting should be steep talus will form at its base, and if masses of rock after the formation of such a talus should become detached from such a cliff face they would either roll or bound on the pavement and thereby endanger traffic. I measured the slopes along the sides of some of the canyons in the park and some of these were as steep as 50° , but they were bare, and I think were kept as they are now by fresh erosion. I seriously doubt any slope steeper than 45° really being safe. I am not quite sure that they are accurate, but reports have come to me that the State of California highway engineers place the slope for soft

material at 1 1/2, horizontal, to 1 vertical. The rib and groove face has a talus at its base because of crumbling and the erosion due to rain. There might be in such cliffs the splitting off of slabs such as indicated for the faces above described.

5. The lower part of the terrace deposit which immediately overlies the Torrey sand has faces of the rib and groove kind above indicated. I think that none of the cutting through this material would be very deep, but it can not be expected to stand permanently in steep faces. The talus accumulations at the bottom of such faces will continue and will recede until ultimately a condition of slope equilibrium would be established. The slope for such material probably should be 45° or less, but danger from it is not anticipated as from the Torrey sand and the Delmar.

6. The loose sand that overlies the terrace loam of course will slip unless the slope is very low, that is, the angle of repose for loose sand on the leeward side of sand dunes. This angle is about 33°.

I trust that I have been able to give the pertinent information that you would like to have. I will repeat the invitation extended in the opening paragraph of this letter, which is that I should be very glad to go over with you the notes and specimens that we have at the Scripps Institution if you should find it practicable to come to see me.

Sincerely yours

T. Wayland Vaughan
T. Wayland Vaughan

RR

P. S. Jan. 28. Last night we had at the Institution a discussion by members of the staff of the Institution on the subject of shore line features in the vicinity of the Scripps Institution. I tried yesterday afternoon to get a telephone invitation to you to attend the meeting if practicable for you to do so.

One of the topics that we discussed was the load that the Delmar formation ^{in the cliff face} might be expected to bear. Dr. McEwen presented the subject from the standpoint of a steady load, using the Rankine equation for earth pressures. You will recall that this equation is:

$$\text{Lateral Pressure} = \frac{(1 - \sin \phi)}{(1 + \sin \phi)} (\text{Vert. Pressure}), \text{ where tangent } \phi =$$

μ = coefficient of friction of the material, and ϕ = the angle of repose.

The deduction that may be made from this formulation of the problem is that no slope steeper than the angle of repose is a safe slope.

As a visitor at our conference we had Professor John B. Porter, who for many years was the head of the Department of Mining Engineering at McGill University. Professor Porter is not only both a mining engineer and

a geologist but he has had extensive experience in railroad construction. For one of the Canadian railroads he conducted a series of experiments on the effect of vibrating loads, especially on clay foundations. The vibrating load has a far greater effect on a foundation than a steady load. Although we could not get a precise formulation it was the opinion of Professor Porter and Dr. McEwen and myself that safety for a vibrating load over the Delmar foundation would require a slope appreciably lower than the angle of repose of that material.

Although I have never had an opportunity to discuss such a matter as this with you, you have had so much experience with such problems that it is entirely probable that you are familiar with everything that I have said above. Perhaps my only excuse for mentioning this matter is to let you know that we also have thought of it.

Sincerely yours

P. Wayman Vaughan

Enclosures:

1. Table of cliff heights in feet, and rates of recession in feet per year, by Geo. F. McEwen.

2. Rough diagram of fault north side of First canyon ^{South}_{ward} of Flat Rock, with a note on the probable north extension of this fault.

Enclosure No. 1.

Table of Cliff Heights in Feet and Rates of Recession
in feet per year.

Computed from the formula $y = 138 x^{-0.635}$

Height = x	Recession rates = y	Observations	
		Height	Recession in 12 yrs.
5	4.100		
10	2.650		
15	2.080		
20	1.720	21	20
25	1.490		
30	1.330	33	15
40	1.100		
50	.960	54	11
75	.740		
100	.620		
150	.470		
200	.400		
250	.340		
300	.300		
400	.250		
500	.220		

DR. JOHN A. COMSTOCK
Vice-President

ELBERT BENJAMINE
Vice-President

DR. MARS F. BAUMGARDT
Vice-President

ADDIE BELLE PINNICK
Secretary

JULIA O. COVALT
Treasurer

MINNIE REED, M.S.
Chairman Program Committee

ALFRED COOKMAN, M.S.
President

517 McKinley Ave.
Pomona, California

517 McKinley Ave.
Pomona, California

The Nature Club of Southern California

Los Angeles, California

~~DORA A. DAYTON
Executive Secretary
3915 Walton Avenue~~

ALFRED G. KOB
Chairman Botany Section

ADA B. MAESCHER
Chairman Bird Study Section

NORMAN F. SISSON
Chairman Membership

V. E. MAESCHER
Chairman Publicity

JUNE K. MEAD
Chairman Hospitality

MRS. SUSAN W. HUTCHINSON
Secretary, Wild Flower Conservation
Committee
724 S. Orange Drive

724 So. Orange Dr.
Los Angeles, Calif., Feb. 17, 1930.

San Diego Park Commission,
San Diego, California.

Gentlemen: - The Nature Club of Southern California unanimously expressed the opinion that the destruction of the Torrey Pines would be deplorable. It feels that no effort should be spared to save these rare and beautiful trees.

In this age, when motoring has become
an almost universal pleasure for the masses
of the people, and when scenic beauty is
appreciated more and more by hundreds
of thousands of motorists, the matter of doing
something practical to preserve our natural
beauty becomes a patriotic duty.

It cannot be that we are so lacking in
vision, that we are willing to throw away
our first asset.

May we all wish to see the Tonawanda River
for prosperity.

Very cordially yours,

(Mrs.) Susan M. Hutchison
Society of Conservation Committee

S.D. Union 2/2/30

CALLS ATTENTION TO FINDINGS OF GEOLOGIST IN TORREY ROAD

Editor San Diego Union: A condensed statement was published in The Union of Friday last by Dr. T. Wayland Vaughan, giving the results of his examination of the geology of the cliffs at Torrey Pines park. He is emphatic in asserting that a safe highway along the proposed route could not be constructed except at enormous expense. His findings make it plain that to build a road according to Mr. Lockwood's specifications would be suicidal, or rather murderous.

This authoritative statement by a geologist of Dr. Vaughan's standing, along with certain other opinions which have already been made public, should put an immediate stop to the present propaganda in favor of the cliff road. Simple honesty as well as elementary common sense ought to compel the proponents of the cliff road to suspend their activities until they are able to refute these statements by Dr. Vaughan and others, and can muster convincing evidence in favor of their own cause. One might at least expect them to halt their aggressive campaign for the road until the engineer appointed by the park board, with the approval of their own legal representative, had rendered his opinion on the subject. But, no. It appears that our city council is still being bombarded with petitions and resolutions from this group of promoters.

Were the cliff-diggers really concerned in the least with the question of the safety of their project, they would not have needed to wait for the testimony of geologists and engineers to discover facts calculated to shake their confidence most rudely. Anyone who has strolled along the beach at low tide, from the Scripps institution to Torrey Pines park, can see for himself evidence of continuous and extensive land-slips and rock-falls. For many years, I, myself, have been in a position to watch the striking changes in the profile of these cliffs at certain points. Some of these piles of fallen material were recently measured by James Ross and myself. One great mass of shale and soft sandstone, most of which had probably fallen within a year or less, was approximately 243 feet in length, along the shore; 124 feet in width, from the ocean to the base of the cliff, and about 30 feet high at the highest point. The great slide near the old "Indian Spring" trail first became conspicuous at some date later than 1917. A large part has certainly come down since that time. Its present dimensions are approximately: length along beach, 450 feet; width,

from water's edge to cliff, 175 feet; height 200 feet. It now forms an immense talus slope, extending from about two-thirds of the height of the cliff, out into the water so far that its furthermost margin is only uncovered at extreme low tide.

Much nearer Torrey Pines park is a place where a section of the mesa, about a quarter of a mile long and 100 or so feet wide, settled down at no remote date for a distance of about 50 feet. Some single masses of sandstone, of dimensions approaching the size of a house, have become detached in an undivided condition and have fallen at various points along the bases of these cliffs. The largest one measured was approximately 37x17x14 feet. Even one of the armored tanks of war time would have had a rough experience if it had happened by this point at the wrong moment.

The slips here discussed occurred, it is true, some distance to the south of the Torrey Pines. But this is all one continuous cliff, and the nature of the material (shale and soft sandstone) is sufficiently similar throughout to make comparisons legitimate. Granting that such immense slides are less likely to occur where the cliffs are somewhat lower, one can hardly regard with equanimity the building of a road anywhere near such a menacing source of avalanches.

FRANCIS B. SUMNER.

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W. W. CAMPBELL,
PRESIDENT OF THE UNIVERSITY

THE SCRIPPS INSTITUTION OF OCEANOGRAPHY
OF THE
UNIVERSITY OF CALIFORNIA

T. WAYLAND VAUGHAN,
DIRECTOR

LA JOLLA, CALIFORNIA

Feb. 4, 1930

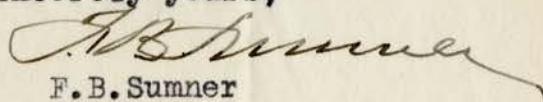
Mr. L. T. Olmstead,
President Park Board,
San Diego, Calif.,

Dear Mr. Olmstead:

I am submitting the inclosed clipping from the San Diego Union, in order that it may become a part of the official records of your board. The letter which appears therein was written by myself and was published on Sunday last (Feb. 2). I have given some data bearing on the safety of the proposed Torrey Pines road, which supplement those reported by Dr. Vaughan in the Union for January 31.

The fact that the particular slides which I have here described occurred from one to three miles south of the limits of Torrey Pines Park will not, I think, materially affect the issue in the mind of anyone who has walked along this entire stretch of beach and kept his eyes open.

Sincerely yours,


F. B. Sumner

The following Resolution was passed at a
meeting of the San Diego Hotel Association on Monday,
February 3rd, 1930:

" Be it hereby resolved, that the San Diego
Hotel Association respectfully memorializes the Hon.
Park Commission of San Diego to approve the construction
of the highway through Torrey Pines Park, over what has
been termed the "Cliff Route", as proposed by the Manager
of the Operating Department of the City of San Diego, and
approved by eminent engineers."

OFFICERS

HORACE G. MILLER, PRESIDENT
 EDWARD D. LYMAN, 1ST VICE PRESIDENT
 HARRY J. BAUER, 2ND VICE PRESIDENT
 STANDISH L. MITCHELL, SECRETARY
 RALPH REYNOLDS, ASST. SECRETARY
 C. E. MC STAY, FIELD SECRETARY

IVAN KELSO, GENERAL COUNSEL
 E. E. EAST, CHIEF ENGINEER

PHONE BEACON 8600.



DIRECTORS

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CABLE ADDRESS "AUTOSOCAL"

Automobile Club of Southern California

GENERAL HEADQUARTERS - FIGUEROA STREET AT ADAMS - LOS ANGELES

MAIL ADDRESS
 ARCADE STATION BOX 690
 LOS ANGELES

PUBLIC SAFETY DEPARTMENT

E. B. Lefferts, Manager

SAN DIEGO COUNTY OFFICE
 1254 INDIA ST.
 SAN DIEGO, CALIF.

February 1, 1930

Honorable Park Board,
 Balboa Park,
 San Diego, California

Gentlemen:

The City of San Diego has suffered from one of the poorest approaches of any city in California, namely, Torrey Pines Grade, which accommodates thousands of automobiles on a daily average, and at the present time there seems to be relief providing the city officials, Park Board, as well as others, can agree upon a route.

As this Committee understands it, the State Highway Commission is remaining neutral in the discussion, but is willing to render assistance as soon as local interests agree upon a route. We, of the Committee feel that to follow the Cliff Route as suggested, two sharp turns which now exist on the State Highway at the south end just this side of Del Mar, would be eliminated. In addition to this, the Ocean Shore Route which the State of California is gradually developing throughout the length of California to connect with Oregon's coast route, would be continued farther to the south by constructing along the proposed Cliff Route.

This Committee therefore, heartily endorses the proposed Cliff Route or Ocean Route, and sincerely hopes your Honorable Body, after considering all facts entering into the matter, will agree upon this route.

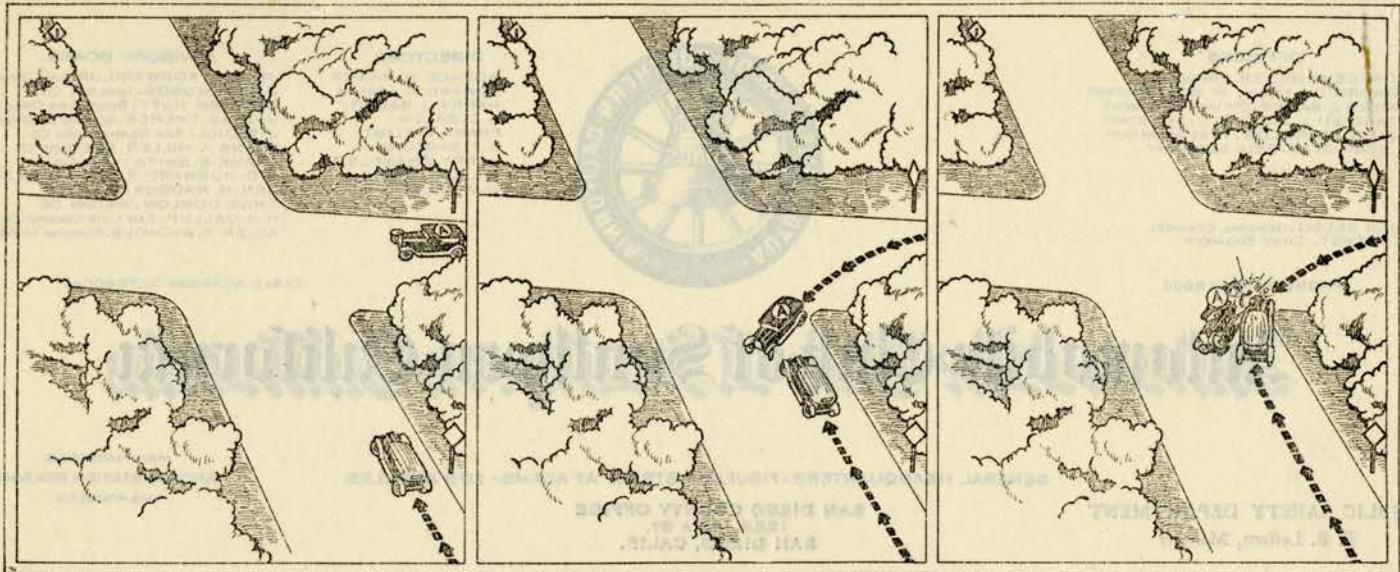
EXECUTIVE COMMITTEE
 SAN DIEGO PUBLIC SAFETY COMMITTEE

CITY GOVERNMENT
 Mayor
 Council
 Operating Department
 Police Department
 Police Judge
 School Board
 City Planning Commission

COUNTY GOVERNMENT
 Supervisors
 Sheriff
 Justice Courts
 Traffic Patrol

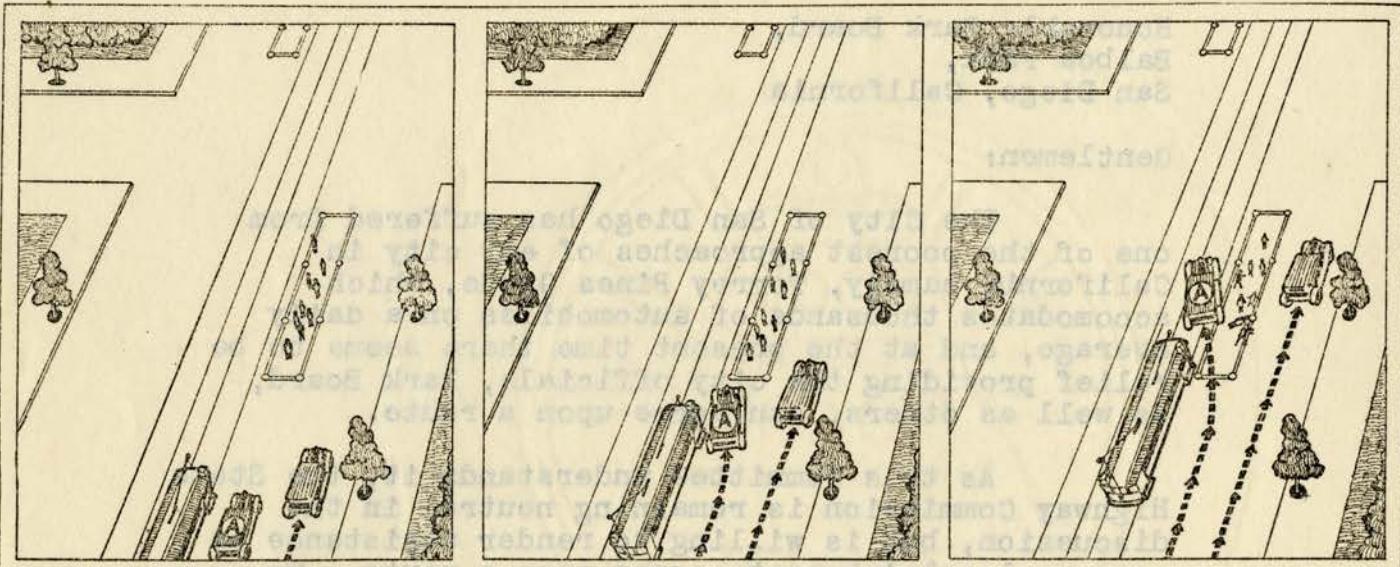
CIVIC ORGANIZATIONS
 Chamber of Commerce
 Boy Scouts
 Merchant's Association
 La Jolla Civic League
 Hotel Men's Association

COMMERCIAL FIRMS
 U. S. National Bank
 S. D. Electric Railway
 S. D. Gas & Electric Co.
 Holzwasser's
 Standard Oil Co.
 Pacific Tel. & Tel. Co.
 Santa Fe Railway
 S. D. & A.



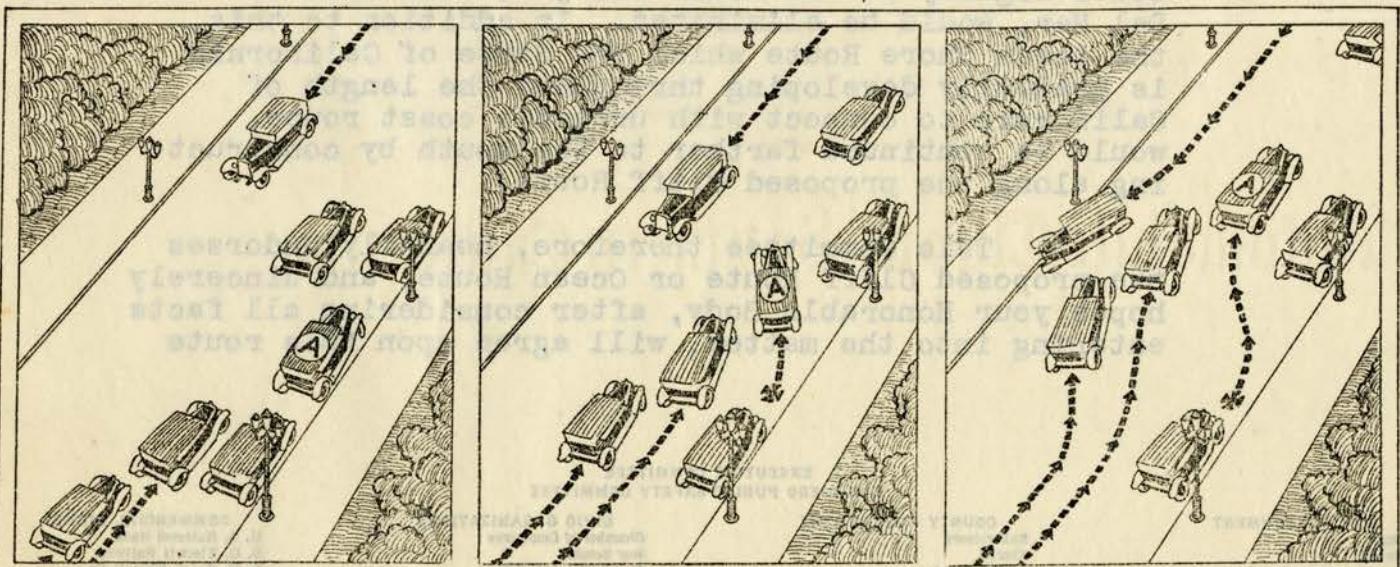
"Cutting Corners" causes unnecessary crashes and deaths.

Section 129, California Vehicle Act.



Driving through a "Safety Zone" is prohibited under all conditions.

Section 134, California Vehicle Act.



Trouble from curb to curb resulting from no signal being given.

Section 130, California Vehicle Act.

Honorable Park Board,

Page 2.

as the first to be improved as it is understood by us that further action now depends upon the agreement of the Park Board.

Yours respectfully,

SAN DIEGO PUBLIC SAFETY COMMITTEE,

By

Hal Hobson
HAL H. HOBSON, Secretary

HHH:GC

February 8th, 1930.

Mr. Hal Hobson, Secretary,
S. D. Public Safety Committee,
1254, India Street,
San Diego, Calif.

Dear Mr. Hobson:

Your favor of February 1st, 1930, was duly received and will be considered along with other communications of like import, when the matter of Torrey Pines Road is again taken up. It is now being held over, pending report of the Consulting Engineer.

Yours very truly,

A. S. Hill
Executive Secretary.

Yours very truly

The Honorable Park Commission,
Administration Building, Balboa Park,

San Diego, California.

Chamber of Commerce

PACIFIC BEACH, CALIF.

MEMORANDUM

January 28, 1930.

Gentlemen:-

The following resolution was unanimously passed
by the Board of Directors of the Pacific Beach Chamber of
Commerce this January 28, 1930;

Resolved: That the Pacific Beach Chamber of
Commerce favors and urges the immediate construction of the
Cliff route-Torey Pines grade, and urges and respectfully
recommends that your Honorable body give this route your
favorable and immediate sanction.

Very respectfully,
George F. Thrall
President,

H. E. Humphrey
Secretary.

Copy for

Mr. Geo. A. Courtney



LCY:LCB:JRW

1/28/30 JRW

COME TO CYPRESS

JANUARY 2030

PACIFIC BEACH

"HAS what other beaches want, and it is
COOL IN SUMMER
WARM IN WINTER

Pacific Beach enjoys with all the rest of San Diego an ideal climatic condition that has made this portion of the state far-famed and is popular all the year around for its even temperature, gentle sunshine and summer and winter bathing.

Pacific Beach is accessible by auto over paved highways or by fast electric street car service, or, if you prefer, comfortable auto busses make frequent trips through the district.

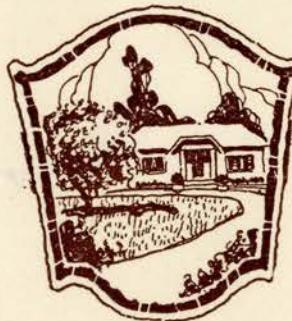
Sewers, paved streets, electricity, gas, excellent water, telephone service are all available.



Our hilltops show you pleasant views

When YOU
COME TO CALIFORNIA
You Will LOVE
PACIFIC BEACH

From our sun-kissed bays and beaches
From Sierras' shimmering snow,
We would send a call that reaches
You who travel to and fro;
Send you greeting and best wishes
From our Harbor of the Sun,
Where men know when life seems ended
That it's only just begun.



You will always find a welcome in Pacific Beach, "Where men know when life seems ended that is has only just begun."

Pacific Beach is a part of the City of San Diego, on the Main Coast Highway, eight miles northwest of the City's business center.

Pacific Beach comprises an area of approximately four square miles of the most desirable residential property in a city that has doubled in population in the past eight years.

Pacific Beach is that gently sloping section situated on the southern side of Soledad Mountain west of the Morena Hills; Mission Bay forms a southern boundary line and the placid waters of the great Pacific on the west offers a safe and beautiful bathing beach.

For those who enjoy a dip into the cool breakers of the Pacific, or restful lounging on the sands, there is a gentle sloping three-mile beach of clean white strand. A beach that is never overcrowded and always safe.

Of special interest to the younger folks, and to those of greater experience and remaining young in spirit, there are the gaieties of all modern beach resorts to be enjoyed at Mission Beach, which merges with Pacific Beach on the south.

San Diego, California

PACIFIC BEACH

Compliments of Chamber of Commerce



Health and Joy

Fishing from Crystal Pier
or in Mission Bay, Boating
Yachting, Aquatic Sports

Do You Swim?
Bring the Kiddies
Quiet water bathing every day during the year.
Ocean and Bay offer Surf or

REQUEST IT PLEASE

The Pacific Beach Chamber of Commerce will gladly send you information.

COME GROW WITH US

SAN DIEGO

of beautiful

COMING DISTRICT

and the

HOME SPOT

IS THE IDEAL

PACIFIC BEACH

MEMORANDA

RESOLUTION

WHEREAS, it has come to the attention of this organization that certain interests and individuals are attempting to defeat the building of the proposed Torrey Pines road along the cliff route through Torrey Pines Park, as contemplated and laid out by the City Manager of San Diego, and are advocating in lieu thereof a new road up Sorrento Canyon,

NOW THEREFORE BE IT RESOLVED by the Pacific Beach Woman's Club that it is our sincere conviction that the proposed cliff route through said Torrey Pines Park is the best, most logical, and most appropriate route for the Highway coming into San Diego from the North, and

BE IT FURTHER RESOLVED that this organization hereby most respectfully urge the Board of Park Commissioners of the City of San Diego to give its consent and issue to the City of San Diego its permit to build said Highway through said Torrey Pines Park as proposed by the said City Manager.

The foregoing Resolution was ~~unanimously passed at a special meeting of the Pacific Beach Woman's Club, held Saturday, January 35th, 1930.~~ ^{endorsed by the following} members of the Executive Board of the Pacific Beach Woman's Club, held Thursday, Jan 30, 1930

Attest:

(Mrs. Wm. Lais) M. Lais
Secretary

Josephine E. Hitchcock
(Mrs. Ed. M.) President

Elinie Armstrong - Quas.
(Mrs. G. S.)

Mary M. Churchman
Mrs. F. W.

Grace R. Fanning
Mrs. W. S.

Mrs. J. M. Asher.

Mrs. Alice Rogers

Isabel G. Woody



KIWANIS CLUB

OF
LA JOLLA, CALIFORNIA
P. O. BOX 343

January 28, 1930

The following resolution was recommended by the Directors of the Kiwanis Club of La Jolla. It was adopted by the unanimous vote of the membership:

RESOLVED:

That it is the sense of the Kiwanis Club of La Jolla that the construction of the cliff road through Torrey Pines Park will be most advantageous to the people of La Jolla, of San Diego and of the state of California.

And that the Park Commission of the City of San Diego be respectfully urged to take every step necessary for the successful completion of this project.

Rayette W. Wolney
PRESIDENT

W. J. Fulscher
SECRETARY

PETITION

TO THE BOARD OF PARK COMMISSIONERS,
City of San Diego, State of California:

We, the undersigned, respectfully petition your honorable body to keep the pledges and agreement you have made and grant permission for the construction of the proposed Cluff Road skirting Torrey Pines Park, firmly believing that the construction of this proposed road will best serve the interests of the people of San Diego city, county, the state and the world at large. Because—

1. It will not materially damage any of the flora or scenic beauty of the park, but on the contrary, will open and make more accessible wonderful scenic beauties not now available.

2. It will cause the removal of trunk highway traffic from the present dangerous road which winds in short curves and steep grades directly through the center of the park, and will permit of this present road being converted into a main park road from which other roads and trails can be developed, opening up and making easily accessible all parts of the park. The development of such road systems is now the universal policy of national, state and city park experts.

3. It will be a part of The Silver Spray Highway leading from Canada to the Mexican border, which, when completed will be one of the most beautiful scenic highways in the world; and this portion of it from Del Mar to and around or across Mission Bay is as scenically beautiful as any other section between here and Canada.

4. It will open up and make usable a great, fine public beach park just north of Torrey Pines which is little used at present because it is so difficult of access.

5. It will prevent a railroad from building a proposed line over this same route up the face of the cliff, surveys for which railroad have already been completed.

6. It will involve much less expense to the taxpayers of the city than any other proposed route and it will give to the city of San Diego its first adequate highway to the north and a most beautiful entrance to the city, leaving the narrow Sorrento Canyon road open to become an adequate entrance for the next highway to the north, which will pass back of Del Mar, through Rancho Santa Fe, Vista, etc.

Albert G. Munro, 3762 Mesa Ave., San Diego, ✓
T. C. Hammock, 561 San Fernando St. San Diego, ✓
Charles H. Kent, 3634 Highland Ave San Diego, ✓
A. W. Bratton 4575 Kensington Drive San Diego, ✓
J. F. Munro 2126 Upper St. —
R. Peasefield 3715 Monroe —
F. Drivin 3036 Palom —
E. C. Price 3769 Lark ✓ ✓
M. Macmillan 4440 Lamplighter Ave ✓ ✓
W. G. Low 3363 El Cajon St. 1. 1.
L. B. Kinkel 412-E. 10th St., National City, Calif. ✓
Mary Seghers 412-E. 10th St. ✓ ✓ ✓
Grace 4311 Chamomile Dr. San Diego
R. W. Rohrback 4421-37th St. San Diego
Elvin C. Phillips 421-40 37th St. San Diego
Ralph J. Zins 1260 Myrtle St. " "

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Basil Githir
J.V. Weimer
A.P. Munson
R.R. Cameron
Gene M. Kramer
John Bertolucci
Mrs. Taylor
Dart Murray
Grace Showley
Marian Michel
F.N. Bock
W.C. Wurfel

326 Douglas
3930 11th St.
4750 Norfolk Terrace
4821 Lantana
4451 - 41st St
1825 Logan Ave.
4720 34th St.
4153 Kansas St.
2527 Meade
3804 Fairmount Ave.
2735 Felton St.
2512 - 33rd St.

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Harriet S. Goff

434-Brookes Ave.

Ella N. Sheldon

434-Brookes Ave.

William B. Knapp

3571-5th Ave.

Lila A. Fitzpatrick

3580-5th Ave.

Pearl H. Goff

3580-5th ave.

Susan E. Thatcher

3580 - 5th Ave

Carrie Dastableau

444 Brookes ave

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S. M. Fair
Sam Stevens
R. Humphrey
B. J. Fairing
E. M. Force
F. T. Oakley
Murphy Jr.
D. A. Macdonald
Mrs. O. Rubio
C. H. Kennedy
Mrs. G. D. Barnes
R. M. Dean
S. S. Hoge
R. E. Berry
O. Runde
R. C. Racine
B. D. James
H. H. Deeter
S. B. Schwartz
A. R. Morris
Mrs. L. Kennedy

San Diego
103 West Brooks *Bldg.*
4179 Palmetto *way*
4220 Polk Av. San Diego
3669 Myrtle Av.
3552 Webster Av.
317 W. Washington
3927 Idaho St.
Hotel Sandford
1878 Alameda Mirabil.
1833 Dale St
2649 - *Bldwy.*
~~3816 - 311~~
1850 1/2 Horton
3280 Cedar St.
4457 Camplins
1005 Johnson Street.
4275 Swift.
2318 Monroe
354 1/2 Sixth St.
354 1/2 Sixth St.

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A. T. Crane
P. S. Crane

Floyd Bourne

V. O. Reinbold

Amy L. Patten

Louis A. Hissong

E. G. Taylor

—
—
—
—
—

J. E. Whitteman

O. Berkousky

L. R. Graham

H. E. Atkinson

A. Grainger

H. M. Guire

G. D. Collins

H. C. Crane

3408 - 5th Ave
4096 - 3rd St

La Mesa, Calif.

4769 Panorama Drive

240 - 839th Street

3875 Marlborough Ave.

2950 First St.

3543 George St

1255 - Missouri St. Pac. Bch.

940 Third St.

940 Third St.
1922 Georgia Court.

3036 Grape St.

3742-35th St.

Chula Vista.

2963 - Fourth

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William R Jackson 3793 California St.
P. Daugherty 3795 California St
S. G. Skipper 1839 Titus St
Frances Noel 3464 - orange ave
J. V. Bryantson 3791 Calif St.
E. O. Stire 4115 Jackdaw St
Nancy Ellery Jackson 3793 California St
Mrs Lizzie Hogg 3464-orange ave
Penelope L. Darn 3740 Noell St.
Ida Gould 3737 30th St.
Mrs. S. G. Skipper 1839 Titus St.
R. Hickey 3740 Noell St.
Horner Gibbs 2075 Moore St.
Mabel A. Kilbourne 3923 Oregon

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Ardath Mohler	3853 Superior St.
Jo Plant	4774 Brighton Ave
B. Killmeyer	3731 Florida
Leff Masey	1917 Wellborn
J. E. Johnson	1419-30
J. H. Blake	3866 - 39
Tom Pace	2306 - 32
S C Marquette	1747 Fern
Tom A. Nodlstrom	3332 Gregory St
G. A. Webb	840 Washington St
May Faust	3446 - 41
Beatrice Thompson	3875 Fulbut St
August Fecorso	3565 Wellborn St.

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F C Kilbourne	4508 Granger St
J C Kilbourne Jr	3923 Oregon St
H J Edwards	3633 Bayside
Mrs Ada Beard	468 - 18 ^{1/2} St.
Mrs Nellie Walker	3363 Morro Ave.
Mrs Ethel Smith	3440 Newton Ave
Mrs Laddie Parker	3838 Kellogg St
Miss Flo Letterman	2026 Albatross St.
Madge MacKinnon	756 - 17 ^{1/2} St.
Ruth Phillips	4047½ Georgia St.
Christine Wheeler	4623 - 47½ St.
Maryne Cameron	1016 Park Place Coronado
Bessie Freeland	2611 Logan Ave
Mary Larsen	2611 Logan Ave
M Harriet Knapp	1129 First Ave
Romona Gonzales	3036 Poe St.
Mrs G. White	929 W. Faust St
Miss Helen Rivers	517 Gregory St
Mary Cuevas	3232 Euclid Ave
Mary Boardworth	3429 California St
Vivian Peters	2836 Juan Ave.
Florence Allenthaip	4115 Wallace Street

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Donald A. Hall - 1115-8th St. San Diego.

J. H. Andrews - Park Row - Prospect & La Jolla
Dorcia Abrams 3661 State St. San Diego

George Adeedoo - 1910 Prospect - La Jolla

J. Chaper 1501 Torrey Rd La Jolla

Arnold Bentress - 7910 Prospect - La Jolla

E. C. Tibbals 1418 Park Row La Jolla.

George Parker 1420 Leucadia Ave

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D. A. Gandy
H. H. Freyberg —
R. d. M. Kenyon
J. B. Gaines
A. S. Johnson
E. Birgl
R. Rockett.
J. P. Schwido
H. R. James

3767 Villa Terrace
4663 Terrace Drive S.D.
1915 Union st
4645 Aztec st.
3877 - 46 National ave
2701 National ave
2918 - 5th Ave.
328 Maple St.
4042-34th st

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Burke M. Kelley
Wilbur S. Kelley
Margaret Evans
Eleanor Mitchell
S. A. Lawrence
Josephine C. Mills
George Kelley —
Ira M. Roff
Ralph E. Davis
Ethel J. Ward
Josephine D. Hart
Adele V. Wade
Dorothy Novak
Benah Spokane
H. H. Blanchard
Maybelle Marquett
Pearl Athry
Lucille LeRoy
Dorothy Jones
Sadie Hatfield
Alice Miller
Al Hayward
R. L. Reid

4521 - 45 - st S.D.
1912 - India st.
1954 - Beryl, Pac. Beach
4044 - 39th st. San Diego,
2567 - Broadway " "
1942 Harrison Ave. —
2042 India st. S.D. "
4038 - 30th st Sh
2041 - Columbia St.
4447 Mississippi St.
3567 Ocean Front Mission Beach
3260 Palm St. S.D.
1930 Riggs St.
1615 Front St.
106 - 36 st
4739 - Bancroft St.
718 12th street.
2605 Logan Ave.
925 - 26th St.
1229 - 10 st.
4759 Pescadero Ave.
3727 35th St.
52.7 Creston Ave.

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<u>J. Smockie</u>	441 Brooks Ave -	San Diego Cal
<u>Edward A. Seiler</u>	4242 Taylor St,	" "
<u>Louis Becker</u>	4240 Taylor St.	" "
<u>Mrs H. N. Wagstaff</u>	4294 Taylor St.	San Diego. Cal
<u>Andrew J. Wagstaff</u>	4294	" "
<u>W. B. Myers</u>	4301	" "
<u>Simon Manasse</u>	4297	" "
<u>E. Hyman</u>	4322 Gaines St	" "
<u>H. W. Anderson</u>	4200 Taylor St	" "
<u>Byrl Anderson</u>	" "	" "
<u>Patrick W. Clark</u>	4161	" "
<u>Gertie Anderson</u>	4200	" "
<u>Mrs. J. M. Clark</u>	4161 Taylor St	San Diego Cal
<u>J. M. Stockton</u>	4151- Taylor St No. San Diego, Calif.	
<u>Youngs Auto Court</u>	2822 San Diego Ave No San Diego Calif	
<u>Locke's Auto Court</u>	2045 Adella Ave	San Diego Calif.
<u>Sydney G. Gaines</u>	Coast Hotel 621-6. St	San Diego
<u>Delle Wingfield</u>	Polhemus Hotel	San Diego
<u>Mr. Robt. Thacker</u>	Polhemus Hotel 636. C St	San Diego
<u>W. W. Price</u>	Hotel Cecil	San Diego
<u>C. H. Guhabha</u>	Hotel Cecil	" San Diego
<u>W. R. Wellman</u>	Hotel Cecil	" San Diego
<u>Geo. Garrett</u>	New Southern Hotel	" "

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E Paynter	810 San Jose Place	Mission Beach
Chas M. Burke	712 Sanitie Ct.	" "
C D Roggesthale	5048 Lotus St	Ocean Beach
Minnie E Jennings	705 Yamonile Ct -	Mission Beach
Olin M. Van Doren	3791 Mission Blvd. End	" Cal.
Beth S. Paynter	3792 Mission Blvd	" " "
F. P. Parnall	811 Seagirt Ct.	" " "
A. M. Goode	1812 Hornblend Ave P.B.	
Mrs Lura V Goode	1812 Hornblend Ave P.B.	
Mrs Mrs P.E. Walker	837. San Jose Mission Beach	
P. V. Berka and Mrs. Theresa F. Berka	3770-3772 Mission Blvd.	Mission Beach
Wm. J. England	3779 Mission Blvd. Mission Beach	
Frank C. England	3779 Mission Blvd. Mission Beach	
Elvian O. Miller	4611 Davis P.B.	
Riggs Miller	4611 Davis Pacific Beach	
Minnie R. Powell	818 Lamarket Ct	Mission Beach
G. G. Jacobson + Gabie Jacobson	-1865 Mandola St	City.
N. B. Robertson	2125 - 5 th Ave	
Erma M. Robertson	2125 - 5 th Ave	
Alice Hooper	119 Esthmea Ct. Mission Beach	
Anna C. Sparks	726 Pismo Court	" "
Frank Sparks	726 Pismo Court	" "
Mrs J. G. Greenfield	728 Ormond Ct M.L.B	
J. G. Greenfield	726 "	" "

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W. H. G. Sturzoff
R. Martin Danson
M. L. Mount
C. J. Lawrence
J. Holden
Eugene West
A. and R. Franklin

1813 Grand Ave La Jolla
646 Nantucket " "
308 Nantucket St " "
7421 La Jolla Blvd
1626 Say Street
7958 Sandrift Drive
1171 Coast Blvd La Jolla.

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Katherine T. Dempsey 615 Rushville

R.B. Dempsey 615 Rushville

Mrs. W. E. Allen Scripps Institution.

Mrs. R. R. Darsee 750 Gruner

Mrs Walter J. Fuelscher 7300 La Jolla ave.

Leatrice C. Norton 7467 Fay

Katherine S. MacIntyre 7302 Fay

John Andrew 7354 Dog Ave

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Asa R Skinner
Mina J Whitcomb
Chas J Whitcomb
Elizabeth W. B. Adams
Mrs. G. H. Clover
Mrs. R. Amett

636 Nautilus St
538 Rushville St
538 Rushville St
618 Rushville St
722 Draper Ave.
650 Fern Gleam St

Gaston Wetzel
Mrs. C. H. Swift
C. R. Saly
Mrs. E. A. Bryan
Edwin S. Bryan
Mrs. J. B. Rhoads
Mrs. H. C. Wilson
Mrs. H. H. Bradley
Mrs. R. M. Steggy

331 Belvedere St & 2nd
530 Genter
- 212 Rosemont St.
721 Genter St
721 Genter St
716 San Rafael Mission B.
7425 La Jolla Avenue
1331 Ealds Ave.
7359 Cadz Ave.

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2.5 Dots.

Mrs. D. Jones
Mrs. Herbert McCormick
Mr. Murray
E. Clayton
F. P. Cantrell
G. Martin
Louis Miller

615 Nautilus St
625 Nautilus St.
U.S.N.T.S.
Burley Idalis
202 W. 4th St
4138 Highland Ave.
Army and Navy Co., Inc., C.A.
Wilson Carlson

W. E. Wood

C. D. Herrick
Walter R. Rice
Dr. A. J. Clement

102 Broadway
North 10th near B St

401 - 9 Street S. E.
a 2nd 1/2 mile, W

1125 - 25th St.
2243 Market St
1371 - 7th St.

Vans Drift
925-H Coronado

6529 Electric Ave.
6668 La Jolla Blvd -
6668 La Jolla Blvd

Carolina Field
Mrs. J. J. Carlson
L. J. Douglas
Mrs Ruth Douglas

PETITION

TO THE BOARD OF PARK COMMISSIONERS,
City of San Diego, State of California:

We, the undersigned, respectfully petition your honorable body to keep the pledges and agreement you have made and grant permission for the construction of the proposed Cluff Road skirting Torrey Pines Park, firmly believing that the construction of this proposed road will best serve the interests of the people of San Diego city, county, the state and the world at large. Because—

1. It will not materially damage any of the flora or scenic beauty of the park, but on the contrary, will open and make more accessible wonderful scenic beauties not now available.

2. It will cause the removal of trunk highway traffic from the present dangerous road which winds in short curves and steep grades directly through the center of the park, and will permit of this present road being converted into a main park road from which other roads and trails can be developed, opening up and making easily accessible all parts of the park. The development of such road systems is now the universal policy of national, state and city park experts.

3. It will be a part of The Silver Spray Highway leading from Canada to the Mexican border, which, when completed will be one of the most beautiful scenic highways in the world; and this portion of it from Del Mar to and around or across Mission Bay is as scenically beautiful as any other section between here and Canada.

4. It will open up and make usable a great, fine public beach park just north of Torrey Pines which is little used at present because it is so difficult of access.

5. It will prevent a railroad from building a proposed line over this same route up the face of the cliff, surveys for which railroad have already been completed.

6. It will involve much less expense to the taxpayers of the city than any other proposed route and it will give to the city of San Diego its first adequate highway to the north and a most beautiful entrance to the city, leaving the narrow Sorrento Canyon road open to become an adequate entrance for the next highway to the north, which will pass back of Del Mar, through Rancho Santa Fe, Vista, etc

R. L. Rogers 9611 La Jolla Blvd
Jennie Wetzer, 925 Nantucket St.

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Ruth G. Bagley 4136 Camper Dr. S.D.
Alma F. Williams 7530 • Cerritos La Jolla.

The Atchison, Topeka and Santa Fe Railway Company

COAST LINES

M. C. BLANCHARD,
Chief Engineer
F. D. KINNIE,
District Engineer

ENGINEERING DEPARTMENT

M. B. TERRASS,
Office Engineer
H. L. GILMAN,
Architect

Los Angeles, Cal.
560 S. Main St.

January 28, 1930.

File 1984

Board of Park Commissioners,
City of San Diego,
San Diego, California.

Attention Mr. A. S. Hill,
Executive Secretary.

Gentlemen:

Referring to your request of January 23rd
for information regarding flood conditions in the
Soledad Canyon:

The only records we have pertaining to flood
conditions is the damage done to bridges, and this in-
formation will not answer the questions you have asked.

I am sorry we are unable to give you any
assistance in this matter.

Yours truly,

M.C. Blanchard
Chief Engineer.

MEMORANDUM

January 28, 1930.

Chamber of Commerce

PACIFIC BEACH, CALIF.

The Honorable Park Commission,
Administration Building, Balboa Park,
San Diego, California.

Gentlemen:-

The following resolution was unanimously passed
by the Board of Directors of the Pacific Beach Chamber of
Commerce this January 28, 1930;

Resolved: That the Pacific Beach Chamber of
Commerce favors and urges the immediate construction of the
Cliff route-Torey Pines grade, and urges and respectfully
recommends that your Honorable body give this route your
favorable and immediate sanction.

Very respectfully,

Glen O. Threlkell,
President,

F. E. Humphreys,
Secretary.



ПАСИФІК БЕЧ

ДОМ МІЛТОН

СОУЕ ДІ СІЛВОКІУ

МІРІЛ АОП

PACIFIC BEACH

"HAS what other beaches want, and it is
COOL IN SUMMER
WARM IN WINTER

Pacific Beach enjoys with all the rest of San Diego an ideal climatic condition that has made this portion of the state far-famed and is popular all the year around for its even temperature, gentle sunshine and summer and winter bathing.

Pacific Beach is accessible by auto over paved highways or by fast electric street car service, or, if you prefer, comfortable auto busses make frequent trips through the district.

Sewers, paved streets, electricity, gas, excellent water, telephone service are all available.



Our hilltops show you pleasant views

When YOU
COME TO CALIFORNIA
You Will LOVE
PACIFIC BEACH

From our sunkissed bays and beaches
From Sierras' shimmering snow,
We would send a call that reaches
You who travel to and fro;
Send you greeting and best wishes
From our Harbor of the Sun,
Where men know when life seems ended
That its only just begun.



You will always find a welcome in Pacific Beach, "Where men know when life seems ended that is has only just begun."

Pacific Beach is a part of the City of San Diego, on the Main Coast Highway, eight miles northwest of the City's business center.

Pacific Beach comprises an area of approximately four square miles of the most desirable residential property in a city that has doubled in population in the past eight years.

Pacific Beach is that gently sloping section situated on the southern side of Soledad Mountain west of the Morena Hills; Mission Bay forms a southern boundary line and the placid waters of the great Pacific on the west offers a safe and beautiful bathing beach.

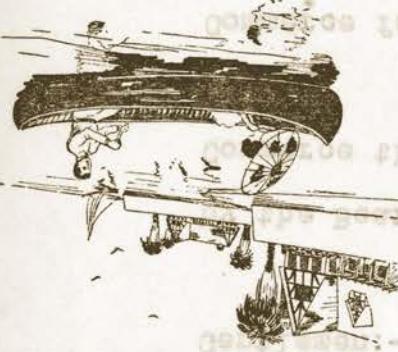
For those who enjoy a dip into the cool breakers of the Pacific, or restful lounging on the sands, there is a gentle sloping three-mile beach of clean white strand. A beach that is never overcrowded and always safe.

Of special interest to the younger folks, and to those of greater experience and remaining young in spirit, there are the gaieties of all modern beach resorts to be enjoyed at Mission Beach, which merges with Pacific Beach on the south.

San Diego, California

PACIFIC BEACH

Compliments of Chamber of Commerce



Bring the Kiddies
Health and Joy

Fishing from Crystal Pier
or in Mission Bay, Boating
Yachting, Aquatic Sports

Ocean and Bay offer Surf or
quiet water bathing every day during the year.

Do You Swim?

COME GROW WITH US

SAN DIEGO

of beautiful

COMING DISTRICT

and the

HOME SPOT

IS THE IDEAL

PACIFIC BEACH

MEMORANDA

C O P Y

EDITOR: SAN DIEGO UNION:

I have been much interested in the attacks made on the proposed new Torrey Pines highway, and wish to state that, based on my experience as a civil engineer in San Diego for the past thirty years, I believe the planned so-called "cliff road" to be the most feasible, economical and scenic that has been suggested.

While City Engineer for San Diego, from 1912 to 1915, I had occasion to investigate thoroughly a number of proposed routes, including the Soledad-Sorrento canyons route and the Torrey Pines region. After going over the ground exhaustively, I came to the conclusion that, from the standpoint of the greatest good to the greatest number, durability of the improvement and economy of cost and maintenance, a route through the Torrey Pines section was by far the best. At that time the City did not have enough money to finance a road along the cliff; so the less expensive route (where an old dirt road existed) was improved. It was recognized as being only temporary at the time. It has outlived its usefulness, in view of present traffic conditions. It is expensive to motorists and a menace to life. It creates a bad, irritating, impression on our visiting public.

In my opinion, there is no practical reason for selecting the Soledad-Sorrento canyons route unless the City is in a position to make a highway high and strong enough to resist successfully the assaults of the tremendous flood pressures that sweep down the Soledad canyon wash in heavy rainy seasons, which are likely to arrive any winter. The construction and maintenance costs over the route would be excessive.

The road surveyed by the City Engineer's office has a maximum grade of 6%, with a minimum curvature of 1500 feet radius, which, so far as visibility is concerned, is practically a straight line.

When the "cliff" road is improved to the junction with the new Rose canyon road there will be a choice of three routes into the city. These will be, the one via La Jolla and Pacific Beach, favored by scenery lovers; the shorter route through Rose canyon, favored by through traffic, and the partly paved route via the old Camp Kearney site.

I am strongly in favor of the Torrey Pines-cliff route.

W. M. RUMSEY

January 24th, 1930.

San Diego, California,
January 20 - 1930.

Mr. George W. Marston,
San Diego, California.

Dear Sir:-

I am addressing this to you as you are on
the Committee for the proposed new Torrey Pine Road.

I have been for a long time a citizen of
San Diego, and as I have been in the road building business
for many years in San Diego County and many parts of the
State, having built many roads and trails for the late
E. W. Scripps. I have had occasion to look over
Torrey Pine Hill and the surrounding country. I am like
many others who have written about saving the Torrey Pine
Hills. But aside from that, I want to see San Diego
obtain the best possible road for the traveling public.

Now, since this great discussion is on,
I drove out to the Torrey Pine country with an idea of
looking over some Canyon Route I had seen before. I was
in company with an engineer who had a geological map. We
found that there is a canyon leaving the present Torrey
Highway about one mile south of the Torrey Pine Reservoir
which leads in a northerly direction and it appeared to us
that it might be possible to get a 6 per cent grade and if
so, it would be a very direct road; also, would give the
traveling public the option of going the La Jolla Road
or the Rose Canyon Road. On this route, the State High-
way would go south paralleling the Railroad until it reached
the hill where the Railroad has a spurr track. This
hill would make a most admirable approach to an overhead
crossing on the Railroad and would not be a great distance
from the hill.

If the grade on this location is right,
this is a far better route than either the cliff route
or the Sorrento Canyon, as it would be shorter and much
more direct than either of the two routes.

No. 2 - Mr. Geo. W. Marston.

This should be a route that would satisfy all parties interested in our good road proposition and I am of the opinion that it is well worth looking into.

Yours truly,

3969 Oregon Street,
San Diego, California.

J. W. Isbell
J. W. Isbell

MINORITY REPORT ON TORREY PINES ROAD

Under date of January 9, 1930, the Common Council of the City of San Diego presented, through the City Manager, Mr. Lockwood, a request that the Park Commission grant permission for a highway through Torrey Pines Park on a route generally known as the "Cliff Road".

This road had been pronounced feasible by other engineers earlier, and now by Colonel Crosby when he states on Page 8 of his report, "This proposed Cliff Road is a bold, well developed conception"; and on Page 11 when he further says, "I believe the Cliff Road is feasible to construct and maintain".

I believe that the function of the Park Commission in the matter is to consider and decide whether this road would be sufficiently detrimental to the park to warrant a refusal of the City's request. From the standpoint of the general good, I do not believe the detriment sufficient to warrant such refusal.

I disagree with Colonel Crosby as to the scenic value of this proposed route. The driver of a moving car gets glimpses only, no matter what the scene, but it is relatively different with the passengers, and they are the ones to be considered in deciding on the scenic value of any road. In my opinion, the curving shore line, the cliffs, the beach with surf rolling in, make "impressive scenery", whether viewed from the top of cliffs or from the causeway; and I know that its beauty has a special appeal to visitors from inland sections. To them "Coast Highway" is a misnomer if you take the Coast cut. Added to the sea view

from the proposed Cliff Road are the glimpses of canyon and tree covered hills seen along one-third of a mile, which altogether I consider to offset the damage necessary from cuts and fills. From this standpoint, I, as a Park Commissioner, would vote to grant the permission asked. I do not feel that it is my prerogative or duty to pass upon the cost of this road.

In the interest of economy, if Colonel Crosby's figures of cost are to be accepted; and in the interest of harmony, I am willing (while still favoring the Cliff Road) to deny the request of the City for permission to build the Cliff Road across park property, if the Park Commission will grant the City permission to build a road along a new line designated by Colonel Crosby as "the Easterly line", concerning which he says on Page 6 of his report, "The actual damage to the park would be negligible"; and also, "Such an east line for a main highway would not offensively intrude on the park scenery"; and it would "afford through travel an opportunity to pass rapidly and easily along the easterly edge of the park, without conflict with the local use of the latter, and would in its turn be afforded the protection coming from Park (or City) control of the roadsides". With regard to this route, Colonel Crosby further says on Page 7, "It's main advantage from a park standpoint would be that it would segregate commercial travel and offer such traffic and the speeding through traffic a route having all the advantages desired by that traffic, and in no way conflict with the local or more leisurely tourist traffic desiring to enjoy the park proper and its scenery".

I favor such a road as this so-called "Easterly Line" for the following reasons:

San Diego urgently needs a safe road to the North, and this road would provide easy grades and wide curves necessary to safety.

The first road to be built should be a scenic highway, offering the motoring public the most attractive views possible.

This road should include all of the beautiful "Sky-line drive" along the mesa from the "Six Points Control" to the reservoir.

This road should take advantage of the assured freedom from hot-dog stands, shacks and bill-boards, which park lands would afford for a considerable distance.

This road should keep as close to the coast as possible and be an integral and continuous part of the "Silver Spray Highway" now being built along our western coast.

This road should separate tourist travel from truck travel when the latter shall be routed through Soledad Canyon.

This road would make the beach at Torrey Pines easily available, and this very availability should compel the Park Commission and the City Council to make proper development of both beach and lagoon.

Routing traffic around the edge of Torrey Pines Park would release the present road for a park drive, and in that sense would "open up the park" and encourage the public in its use.

The building of this road would enable the City to keep faith with the State Department of Public Works.

Torrey Pines Park should be preserved; but it should not be insulated and dissociated from public use to the extent of becoming an insuperable obstacle in the way of entrance to or exit from the City of San Diego.

question whether

Finally, in fact, I ~~do not~~ believe that the Park Commission has jurisdiction in the matter submitted as the present Torrey Pines Road was in existence and dedicated as a commercial highway prior to the setting aside by City Ordinance of this area as a park. This present route has to be changed on account of Public Safety.

Mr. Nurley
How would the
look in
Pines

M.B. Upon receipt of manuscript, no copy or drawing, file this with same to
Redundant Copy at once, enclosing specimen if same before us to advantage, otherwise, etc.

Tony
Park

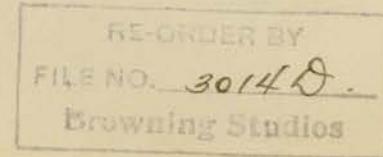
10s.

WAAGNER-BIRO A.G.

Wien 1902



AUSTRIA. Trisanna Bridge on Arlberg Line of Austrian Railways. Span 393'-6", width 19'-4", weight 501 tons. Built by Waagner-Biro A. G., Vienna, 1870.



CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
	CHECK
	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

C O P Y

Casa De Manana

La Jolla, Calif.

Jan. 16, 1930.

George W. Marston
Care Marston Co. San Diego, Calif.

Not wishing to unduly harass you or infringe upon your time I am taking this means of beseeching your cooperation and understanding of the serious need and vital importance to La Jolla's interest in securing the favorable recommendation of the Park Board for our proposed new road into La Jolla gratefully.

Isabel M. Hopkins
Casa De Manana

The Terrace Apartments

Mrs. Nellie C. Acker

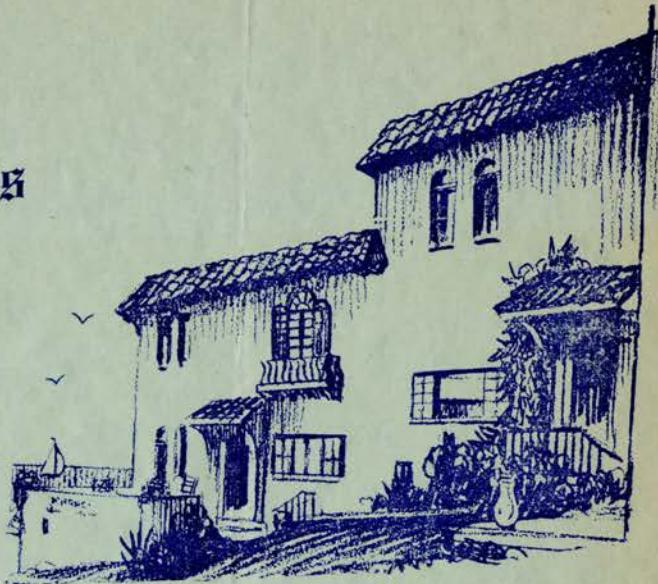
915 South Coast Boulevard

LA JOLLA, CALIFORNIA

January 11, 1930.

Jan. 15

Mr. George Marston,
President Park Board,
San Diego, California.



My Dear Mr. Marston:-

From the last accounts published in the papers regarding the question of building the Torrey Pines Road, it seems that you base your main objection to what is known as The Cliff Road on the fact that arterial highways should not go through parks.

Ordinarily that would be sound and sane logic, Parks are essentially play-grounds, suggesting many people aimlessly idling or wandering about, Children playing and running hither and yon. Truly a place of that kind should have no arterial highway through it.

But, here in Torrey Pines Park we have a beautiful but inaccessible wilderness right at the gateway of our city. We have spent thousands and thousands of dollars advertising our city and inviting the world to come to it and share with us its beauty and its charm, and the world is answering our call. But what do they find at our front door? Beauty, yes, but a road so difficult that one must forego the enjoyment of the scenery in order to negotiate the grade. He may arrive at the top of the grade, stop and park his car and gaze out over the expanse of trees and brush and rocky canons, beyond which stretches the breath-taking view of the Pacific, but the traveler, the tourist, the stranger does not know that what he beholds and admires is a Park, - he does not know that at the base of the cliff is a lovely beach which is his to share and enjoy. And if he did know it, he sees no way to reach it -- dressed as he is -- at least not in hob-nail boots.

No, too long already has that beautiful place failed to fulfil its true destiny, and now that the chance is afforded us to open it up so all that own it may have a part in the enjoyment of its beauties, we should pause and consider that the necessity for a new road is one of "man's extremities that is God's opportunity".

There is in La Jolla a certain section of South Coast Blvd. that runs through what to all appearances is a private garden. I refer to that piece of road-way at the rear of Miss Scripps' beautiful home. At nodoubt, great expense to herself, that has been landscaped to conform to the rest of her beautiful place, and as far as one is able to observe, no one has taken undue advantage of the privilege given the public to use it, and I'm sure few fail to appreciate the beauty of it.

So much for the esthetic side of the question.

To we folks here in La Jolla there is a very important economic side . Here is a community, perhaps formerly made up of the idle rich, the artistic poor and those who had sought an out-of-the-way place to escape from the too rigorous world. But that happy (?) day is past. La Jolla still has them, to be sure, and we love them, but the march of progress has brought changes. La Jolla could not remain the little village of the sage-brush, the little town of the tallow candle. Its beauty and charm appealed to others, and here we now have a community, still lovely, still cultural, but modern and progressive, (we hope in the right way),

Much money has been invested, many improvements have been made, and more must be made and they must be paid for, and the source of our income is the Tourist, and we have got to have a chance at every tourist that comes to Southern California in order to get our percentage, and, for that reason we have to be for the next two or three years on the only Main High-way that comes into San Diego.

La Jolla cannot and does not hope nor expect to grow into a city, and we have nothing to attract any but the appreciative and discriminating, so, though we may seem to be commercializing to a certain extent, there is no need to fear that we shall be over-run by the undesirables. We business people who have cast our lot with La Jolla are as concerned in retaining La Jolla's charm as are the most ardent would-be "Savers". Incidentally this League of Savers hasn't specified particularly for whom they are saving the park.

Time and the upbuilding of San Diego will eventually call for another entrance into the city, but that time is not now. Exploiting a new territory now will so divide investment that none of it will be profitable. The Coast territory is staggering under the burden of taxes and assessments, and, if we have to take a 50% loss in values (as we will if we do not get this road), there will be created an unhealthy real-estate situation that will affect the whole city.

I may be presuming too much upon your valuable time and patient consideration, but it seems generally understood that your opinion in this matter has more weight than ^{any} other, and I am sincere in trying to put before you the truth of the situation as it appears to my practical mind.

Very Respectfully Yours,

Nellie C. Acker

La Valencia Hotel

1132 PROSPECT STREET

La Jolla, California

January 14, 1930.

1/15

Mr. George W. Marston,
Park Commissioner,
San Diego, California.

Dear Sir:-

I am taking the liberty of writing your relative to the proposed Torrey Pines Read, assuming that, in your capacity as Park Commissioner, you are interested in ascertaining the views of your constituents relative thereto.

I have followed the movement for a better highway to the north closely, and I heartily approve of the proposed cliff road for the following reasons, viz:

First, because after the expenditure of much public money for numerous surveys in an endeavor to satisfy conflicting interests the cliff road now has the approval of our duly accredited officials and to delay action upon the same would undoubtedly postpone the construction of a better highway indefinitely.

Second, La Jolla business interests supported and worked for the causeway improvement which, when completed, will provide a wonderful entrance to San Diego and I feel it would be a mistake to abandon the main highway through Torrey Pines and divert the tourist and the main travel unnecessarily through lanes which give the visitor a less favorable impression of San Diego than is necessary. From a selfish viewpoint I feel the business interests of La Jolla are entitled to recognition and they are nearly unanimous in support of this route. Their investments bear a large portion of San Diego Taxes and will likewise be heavily assessed for the construction of the Causeway.

Third, much has been said about saving Torrey Pines, the inference being that the proposed cliff route

ROY B. WILTSIE
MACARTHUR GORTON
PROPRIETORS

La Valencia Hotel

1132 PROSPECT STREET

La Jolla, California

Mr. George W. Marston (2)

would tend to its destruction or damage. I do not share this opinion but to the contrary feel that the proposed road will add to its value and bring its advantages to the attention of thousands that otherwise would remain in total ignorance of its existence.

I duly appreciate that much pressure is being brought to bear upon the subject from both sides but feel that your decision will be made solely upon your judgement in the matter.

This letter is not being forwarded to the newspapers.

Respectfully,

Roy B. Wiltsie
Roy B. Wiltsie.

WILLIAM J. ROSE
GEORGE CLARKE ROSE
RAY CLARKE ROSE

LA JOLLA VISTA PROPERTIES

OFFICE:

TORREY PINES ROAD AND HILLSIDE DRIVE

PHONE LA JOLLA 37
P. O. BOX 46
LA JOLLA, CALIFORNIA

1/15

January Fourteen, 1930

My dear Mr. Marston:-

Permit me to introduce myself as, together with my two brothers, among the largest property owners in La Jolla and the City of San Diego. Our holdings amount to several thousands of acres, including this North La Jolla hills and waterfront section in which I am writing. We also own property with about two miles frontage on the new Rose Canyon highway, now being prepared for paving.

You will see from the above that my interests will be served, from a business standpoint, by either the Sorrento or Soledad Canyon proposed highway entrance into San Diego from the north, or the proposed beautiful scenic route along the cliff westerly of Torrey Pines Park, and thence across the Park to the present mesa-top highway leading toward La Jolla.

When the protest against the proposed Cliff Highway began to take shape two or three of my amiable old lady friends in La Jolla told me that the proposed route was to destroy the famous Torrey pines, the cliff and all the scenic beauties of the Park. So I made a pilgrimage over the proposed route alone and was astounded to find that, instead of destroying the pines to any extent, or marring the beauties of the Park, the road actually opened up to the public some wonderful vistas that I, for one, had never known existed in the Park. There was one in particular, a superb headland with a flat top that would make a magnificent site for a Greek temple theatre - something to fairly take the breath away with admiration from newcomers entering our city. Another, a stretch about a quarter of a mile long including the southerly slope of a canyon along the northerly slope of which the road will run. This canyon slope is one of the most lovely and picturesque, wooded, brush-painted, sand-rock-dappled bits of scenery I have seen in California. Another, a comprehensive and fetching view of the principal Torrey pines grove, most of which is hidden from view when looking down the ~~#~~ canyon from the parking place on the present road. I found, also that there were six or seven Torrey pines, none so very large, and a few saplings in the path of the proposed highway.

Then I considered the cliff outside the Park, where the road was to come. I found that, looking at it from the pavement on the strand to the north, the cliff looked as if a steam shovel might have been at work gouging out the side of the cliff to make a road. Getting to a point within a hundred ^{feet} of the face of the cliff, I discovered that this gouged out aspect was created by wind erosion that,

when one was close to it, had a very decorative effect. The same wind would, undoubtedly, carve similar dimples in the face of the cliff if it were , say, fifty feet farther inland, as it would be after the road were completed .

Looking at the structure of the cliff more closely,I found that it was similar to the rock, or soft sandstone, cliffs on the southerly end of our waterfront at La Jolla Vista, where my brothers and myself recently constructed 500 feet of seawall at an approximate cost of \$40,000. In connection with this work , in order to make a fill back of the seawall, we had to blast away the cliff to a width of from fifteen to twenty feet. We also had to blast out of the solid rock forming the floor of the sea at the base of the cliff at trench five feet wide and four feet deep. The material was so tough that we had to blast more than once to loosen it; so much so that the residents of the neighborhood complained. In these cliffs were several small caves, some extending back thirty or forty feet inland . Nevertheless, the blasting dislodged no rocks from the roofs of these caves; no fissures were opened in the cliffs; no damage was done to the cliffs other than the shooting off of the 15 to 20-foot width. These cliffs can be seen today , and already the weather erosion has brought back the picturesqueness on the cliff faces, and this job was finished last June ; So much for the fear that forever the dimpled effect on the Torrey Park cliff will be lost.

Now as to the rare forms of vegetation that are to be destroyed by building this road; in my journey over the route I found a few of the well known and common "nugger head" cacti, all of them small, and NO OTHER vegetation other than the common brush and weeds of which we have thousands of acres within the San Diego city limits .

After my general survey of the route and the whole situation I came to the conclusion that the building of the road would open to convenient public view one of the real beauty spots of the West Coast and would make a profound and highly favorable impression on the visitors entering our city from the North. It would be the beginning of Torrey Pines Park as a real place of scenic charm and recreational utility.

It is a well known truth that the best growth of cities follows the shore line . This trend long has been established in San Diego, where the North Shore has been steadily gathering better homes built by desirable citizens; big tax payers; people of refinement, public spirit and generosity. So the aesthetic, artistic and socially discriminating growth of the city will bear more and more toward the north, along the shore . Torrey Pines Park has been wisely set aside in anticipation of such development and the time soon will arrive when it will be necessary to adapt the park to discriminating human contacts. In all the great parks of the world nature has needed and has had the help of man to make their charms more evident, and Torrey Pines Park will be no exception to the rule. In fact, the approach to its chief beauties is so rugged, so almost inaccessible to the average person that when the opponents of the proposed road were gathered there 20 strong recently at Mr. Lockwoods request, only a few

were able to negotiate the journey along the route. Some, like my old and charming friend, Mrs. Eda Lord, had to turn back at the end of the first hundred feet, or so. Others, younger, went a few more hundred feet and then turned back. Only a handful, including Mr. Trask and Mr. Lockwood, went over to the cliffs.

It is this excessive ruggedness that has repelled a large proportion of La Jolla people who would visit Torrey Pines Park often if there were some convenient way to get to the scenic center of the reservation. The building of this new road will make the park a real attraction and a decided asset to the city.

The final objection on which the opposition to the road has centered its attack seems to be that "freight traffic should not be allowed through the park." Freight traffic has been passing through the park, via the terrible Torrey Pines grade, for a good many years without any serious criticism from Mr. Shelton or Mr. Trask, the real instigators and "backbone" of the opposition. Freight traffic still could be routed over the Torrey Pines grade, as of old, and thus relieve the public from the menace and inconvenience of having to travel with pleasure cars over ~~GRADE~~^{ROUTE} cluttered up with freight trucks. This will leave the charming new scenic stretch of over a mile free and clear for the comfort of the incomer in a passenger conveyance. At convenient sidings he may stop and look at the scenery at his leisure. Thousands will write east about this lovely, inspiring entrance to our little city of heart's desire, and San Diego will gather fame and fortune thereby.

There will be nothing inspiring about a drive along the Soledad canyon mud flats on a dirt causeway that will have to be many feet high and expensively protected to prevent flood erosions, and to keep above the floods that sometimes come down that wash in torrents ten or fifteen feet deep. There will be nothing inspiring in coming up through the narrow pass of Sorrento canyon, where a tremendous amount of hill slashing will be necessary to rid the road of twists and turns as tortuous, almost, as the present Torrey Pines grade. I have been told by competent engineers familiar with road making in river bottoms that it will cost not less than a million to a million and a half to make a suitable highway via the Soledad, Sorrento canyon route; that is to say, to have a truly flood safe route.

I have gone into this[#] matter in extenso, my dear sir, for the reason that I believe that you have been subjected to an insidious and deceptive representation of this whole situation by those who knew you would be unable to go over the situation carefully in person, on the ground; and because I feel certain that if you could walk over the route and study the situation alone, as I did, you would be enthusiastic for the route. You would feel that in encouraging it you would be doing another service to your city similar to many others that you have accomplished during a long life here as one of its first citizens.

I have in my office a copy of the railroad survey that was completed in October, 1927, and which shows the route of the proposed railroad along the entire waterfront from Del Mar to the Biological station at the north end of La Jolla. This survey was made under cover by a San Diego engineering firm, and through a well known trust company of San Diego, and all the findings and maps were sent up to Los Angeles and now repose in the vault of one of the largest railway companies of the United States. I am informed confidentially that this company is now engaged in completing the engineering details for building the road from Santa Ana to San Clemente, as the first link toward San Diego. This work will be started this year. You may recall that a certain railroad company has announced it will expend over \$20,000,000. this year in improvements : I leave you to guess who is going to build this road down to San Diego, and beg to remind you that those people usually get what they go after. If this Torrey Pines cliff road is constructed, as advised, no railroad can come along the face of that cliff. What if the cliff route road isn't built this year ?

Finally, as we have a plan for developing our Rose Canyon property as a high class residence country estates section of San Diego, we might feel that a routing of the main entrance to San Diego that would dodge La Jolla would help our inland project. I am, first, last and all the time, however (and my brothers are with me), in favor of that which will best serve the interests of the whole of San Diego, for I feel that a bigger and better San Diego means bigger and better business for all of us who have our big "egg baskets" fastened to the soil of this commonwealth.

Because I have been owing you money, down at the store, from month to month, for seventeen years, I feel as if getting in your debt additionally by asking you to read this letter in your usual thoughtful and tolerant spirit, will be forgiven by you. Please believe, Mr. Marston, that I am, in all earnestness and sincerity,

Yours very truly,



Ray Clarke Rose

Mr. Geo. W. Marston,
3525 Seventh street,
San Diego, California.

La Jolla, California
December 19, 1929

To the Honorable Board of Park Commissioner
San Diego, California

Gentlemen:-

With the vast majority of those who favor the execution of the Torrey Pines Road plan as now adopted, I had supposed the matter settled.

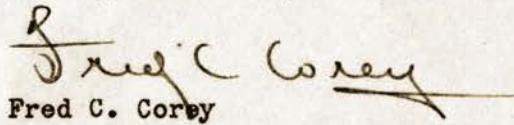
I notice however, from hand bills and from the press that continued effort is being put forth by a small minority using fantastic reasons, to oppose the opening up of Torrey Pines Park for the enjoyment of its beauties by old and young, rich and poor, resident or non-resident.

Among Who's Who in La Jolla is Dr. Victor C. Alderson. Dr. Alderson was connected for years with the Armour Institution of Technology; was for eight years President of the Colorado School of Mines, and is a geologist of national and international renown. He is a world traveller.

Dr. Alderson has said in my presence that any statement characterizing the cliff road as unsafe from a geological standpoint is bunk, balderdash and hocus, and he cares not for the source of the statement.

Inasmuch as wide publicity has been given this phantasy, I am giving this letter to the press.

Respectfully submitted,


Fred C. Corey

FCC:K

NATURAL HISTORY MUSEUM
BALBOA PARK
SAN DIEGO, CALIFORNIA

MAINTAINED BY
THE SAN DIEGO SOCIETY OF NATURAL HISTORY
INCORPORATED 1874

December 23, 1929

Board of Park Commissioners
City of San Diego
Balboa Park
San Diego, California

Gentlemen:

As Secretary of the Fellows of the San Diego Society of Natural History, I am communicating to you herewith the text of a resolution which was carried, without a dissenting vote, at a regular meeting of that organization held on December 14, 1929:

RESOLVED, that the Fellows of the San Diego Society of Natural History, an organization consisting chiefly of specialists in the natural history sciences and friends of conservation, residing within the City of San Diego, declare their emphatic opposition to the highway now being surveyed through Torrey Pines Park, to a large extent along the cliffs bordering the ocean.

This opposition is based:

(1) upon the large-scale destruction of natural scenery and vegetation which would be inevitable if a second road were constructed anywhere through this park, and particularly along the course of the road now projected;

(2) upon the undesirability of routing our entire interurban traffic, and particularly the heavy commercial traffic, through a city park;

(3) upon the questionable safety of a road so built, as recently expressed by a prominent geologist;

(4) upon the unsuitability of the proposed road from a scenic point of view, as expressed by a number of prominent experts in landscape gardening and park development;

(5) upon the lack of any important reason why a new road should be constructed here, in view of the superior merits, as an arterial highway, of the route through Sorrento Canyon and Rose Canyon;

(6) upon the adequacy of the present Torrey Pines grade, with certain minor improvements, to carry such traffic as would result from the visits of those who are drawn by the scenery of the park.

RESOLVED, further, that copies of this resolution be sent to the Mayor and Council of the City of San Diego, the City Park Board, the California State Parks Commission, the State Highway Commission, the San Diego Chamber of Commerce, the legal and business representatives of Miss Ellen B. Scripps, and each of the San Diego daily newspapers.

I am

Very truly yours,

W. S. Wright

W. S. WRIGHT, Secretary
Fellows of the San Diego Society
of Natural History

To the Honorable Common Council, City of San Diego.

Gentlemen:

The grove of Torrey Pines in their picturesque setting among the rugged cliffs and broken canyons at the northern limits of the City of San Diego form one of the most unique parks in the world.

There are, however, other lands adjoining the present park area that should, because of their natural and scenic value, be added to the Torrey Pines Park.

We, the undersigned, therefore petition you to set aside and include as part of the Torrey Pines Park the following described Pueblo lands now owned by the City of San Diego, and shown within the white line on the accompanying map:

Pueblo Lot 1336, E $\frac{1}{2}$; which contains scattering Torrey Pine trees.

Pueblo Lot 1340; the northernmost portion of the city, composed of saline marsh and sloughs.

E $\frac{1}{2}$ & S.W. $\frac{1}{4}$ Pueblo Lot 1333; which contains scattering Torrey Pine trees.

Pueblo Lot 1334; which adjoins the proposed U. S. Botanic Garden and Experimental Station.

Pueblo Lots 1331 & 1325; which adjoin the project mentioned above and contain scenic canyons fronting the ocean.

That part of Pueblo Lot 1324 which will include all of the rough canyon lands of said lot.

All of the above described lands have no value for agricultural purposes because of their broken, rugged character, as is shown by the 100 foot contour lines on the map; but they do possess untold worth to the people of a rapidly growing community as a scenic recreational park.

The purpose of this proposed area will be to preserve all of the Torrey Pines within its boundaries, and to insure them from extermination in their native habitat by establishing new plantations; to conserve and to increase all of the native shrubs and wild flowers growing in association with the Torrey Pines; and to give to the people of San Diego a most magnificent gateway park, with five miles of ocean frontage containing some of the most wonderfully carved and painted canyons.

To the Honorable Common Council, City of San Diego.

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Pueblo Lot 1336, N $\frac{1}{4}$; which contains scattering Torrey Pine trees.

Pueblo Lot 1340; the northernmost portion of the city, composed of saline marsh and sloughs.

E $\frac{1}{4}$ & S.W. $\frac{1}{4}$ Pueblo Lot 1333; which contains scattering Torrey Pine trees.

Pueblo Lot 1334; which adjoins the proposed U. S. Botanic Garden and Experimental Station.

Pueblo Lots 1331 & 1325; which adjoin the project mentioned above and contain scenic canyons fronting the ocean.

That part of Pueblo Lot 1324 which will include all of the rough canyon lands of said lot.

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The purpose of this proposed area will be to preserve all of the Torrey Pines within its boundaries, and to insure them from extermination in their native habitat by establishing new plantations; to conserve and to increase all of the native shrubs and wild flowers growing in association with the Torrey Pines; and to give to the people of San Diego a most magnificent gateway park, with five miles of ocean frontage containing some of the most wonderfully carved and painted canyons.

ORDINANCE # 648

1899.

After the usual preamble, the ordinance goes on to recite:

Whereas there are growing upon said lands, certain rare and valuable trees of the variety known as *Pinus Torreyana*; and

Whereas it is the wish and desire of the city to preserve said trees and to have said land dedicated for a public park; now, therefore,

Be it ordained - - - - - that the north $\frac{1}{2}$ of Pueblo Lot 1332; northwest $\frac{1}{4}$ of Pueblo Lot 1333; west $\frac{1}{2}$ of Pueblo Lot 1336 and all of Pueblo Lot 1337, in all 369 acres, more or less, be set aside, donated, given, granted and dedicated for the use of the citizens of the said city of San Diego, now and forever for a public park and the same shall be hereafter used for no other purpose.

That said described lands be dedicated now and forever to be held in trust by the Municipal Authorities of said city for a public park

- - - - -

Park

ORDINANCE NO. 9549

AN ORDINANCE SETTING ASIDE AND DEDICATING CERTAIN LANDS IN THE CITY OF SAN DIEGO, CALIFORNIA, FOR A PUBLIC PARK.

WHEREAS, the City of San Diego is the owner of the hereinafter described pieces and parcels of land lying near, along and fronting upon the shore of the Pacific Ocean, between the south line of Pueblo Lot 1324 of the Pueblo Lands of said City and the north boundary line of said City; and

WHEREAS, it is the desire of the people of the City of San Diego to reserve forever the said lands and the ocean frontage there of within said limits for the public use and enjoyment and to that end to have said lands reserved and dedicated forever to the public use as and for a public park as an addition to and extension of Torrey Pines Park in said City. NOW THEREFORE,

BE IT ORDAINED By the Common Council of the City of San Diego, as follows:

Section 1. That those certain pieces and parcels of land belonging to and owned by the City of San Diego, California, located and being in said City of San Diego, County of San Diego, State of California, and particularly bounded and described as follows, to-wit:

1. All that portion of Pueblo Lot 1324 described as follows:

Beginning at a point on the south line of Pueblo Lot 1324 distant 840 feet west from the southeast corner of said pueblo lot; thence N 0° 19'20" E., 590 feet to a point; thence north 31°24'W., 150 feet to a point; thence north 76°04'W., 510 feet to a point; thence south 77°28' W., 270 feet to a point; thence north 7°45' W., 185 feet to a point; thence north 7°55' E., 170 feet to a point; thence north 48° E., 150 feet to a point; thence north 15°55' E., 210 feet to a point; thence north 30°40' W., 520 feet to a point; thence north 21°34'8" E., 278 feet to a point; thence north 61°10' E., 290 feet to a point; thence south 80°20' E., 180 feet to a point; thence north 25°20' E., 165 feet to a point; thence south 58°52'20"

E., 394.12 feet to a point; thence north $0^{\circ}21'20''$ E., to an intersection with the north line of Pueblo Lot 1324; thence westerly along the north line of Pueblo Lot 1324 to the northwest corner thereof; thence southerly along the west line of Pueblo Lot 1324 to the southwest corner thereof; thence easterly along the south line of Pueblo Lot 1324 to the point or place of beginning.

2. All that portion of Pueblo Lot 1325 lying westerly of a line drawn parallel to and distant 840 feet west from the east line of Pueblo Lot 1325, except the following described areas:

Beginning at a point on the north line of Pueblo Lot 1325 distant 1670.17 feet west from the northeast corner of Pueblo Lot 1325; thence south $31^{\circ}04'$ W., 260 feet to a point; thence north $11^{\circ}07'$ W., 842.19 feet to a point on the north line of Pueblo Lot 1325; thence easterly along the north line of Pueblo Lot 1325 to the point or place of beginning.

3. That portion of Pueblo Lot 1326 described as follows:

Beginning at the northeast corner of Pueblo Lot 1326, thence southerly along the east line of Pueblo Lot 1326, a distance of 331.08 feet to a point; thence south $69^{\circ}11'20''$ W., 2100.72 feet to a point; thence north $10^{\circ}0'40''$ W., to an intersection with the north line of Pueblo Lot 1326; thence easterly along the north line of Pueblo Lot 1326 to the point or place of beginning.

4. That portion of Pueblo Lot 1330 described as follows:

Beginning at a point on the north line of Pueblo Lot 1330 distant 50 feet east from the northwest corner of Pueblo Lot 1330; thence south $0^{\circ}22'50''$ W., 225.1 feet to a point; thence south $10^{\circ}0'40''$ E., to an intersection with the south line of Pueblo Lot 1330; thence easterly along the south line of Pueblo Lot 1330 to the southeast corner of said lot; thence northerly along the east line of Pueblo Lot 1330 to the northeast corner of said lot; thence westerly along the north line of Pueblo Lot 1330 to the point or place of beginning.

5. Those portions of Pueblo Lot 1331 described as follows:

Beginning at a point on the south line of Pueblo Lot 1331 distant

840 feet west from the southeast corner of said lot; thence westerly along the south line of Pueblo Lot 1331 a distance of 830.17 feet to a point; thence north $31^{\circ}4'$ E., 192.6 feet to a point; thence north $74^{\circ}45'$ E., 760 feet to a point; thence south $0^{\circ}22'50''$ W., 570 feet to the point or place of beginning; also,

Beginning at the northwest corner of Pueblo Lot 1331, thence easterly along the north line of Pueblo Lot 1331 to the southwest corner of Pueblo Lot 1333; thence southerly along the southerly prolongation of the west line of Pueblo Lot 1333, a distance of 200 feet to a point; thence south $89^{\circ}40'22''$ E., 1320.13 feet to a point; thence south $37^{\circ}40'12''$ E., 897.67 feet to a point; thence south $6^{\circ}56'30''$ E., 842.8 feet to a point; thence north $52^{\circ}52'$ W., 750 feet to a point; thence north $72^{\circ}6'$ W., 240 feet to a point; thence south $78^{\circ}59'$ W., 500 feet to a point; thence south $13^{\circ}20'$ W., 620 feet to a point; thence south $60^{\circ}43'$ W., 340 feet to a point; thence south $11^{\circ}7'$ E., 455 feet to a point on the south line of Pueblo Lot 1331; thence westerly along the south line of Pueblo Lot 1331 to the southwest corner of said lot; thence northwesterly along the westerly line of Pueblo Lot 1331 to the point or place of beginning.

6. All that portion of Pueblo Lot 1332 lying southerly of the east and west center line of said pueblo lot.

7. That portion of Pueblo Lot 1333 described as follows;

Beginning at a point on the west line of Pueblo Lot 1333 distant 200 feet north from the southwest corner of said lot; thence north-easterly along the west line of Pueblo Lot 1333 to an intersection with the east and west center line of said lot; thence easterly along the east and west center line of Pueblo Lot 1333 to the southwest corner of the northeast quarter of Pueblo Lot 1333; thence northerly along the west line of the northeast quarter of Pueblo Lot 1333 to the northwest corner of the northeast quarter of said lot; thence easterly along the north line of Pueblo Lot 1333 to the northeast corner of
line
said lot; thence southerly along the east of Pueblo Lot 1333, a distance of 273.63 feet to a point; thence south $42^{\circ}20'$ W., 568.41 feet

to a point; thence south $10^{\circ}1' 17''$ E., 561.5 feet to a point on the east and west center line of Pueblo Lot 1333; thence westerly along the east and west center line of Pueblo Lot 1333 a distance of 824.63 feet to a point; thence southerly at right angles to the last described course, a distance of 700 feet to a point; thence southwesterly a distance of 270.1 feet to a point distant 400 feet north from the south line of Pueblo Lot 1333; thence southerly at right angles to the south line of Pueblo Lot 1333, a distance of 200 feet to a point; thence westerly on a line parallel to and distant 200 feet north from the south line of Pueblo Lot 1333 to the point or place of beginning; excepting therefrom the area included between lines drawn parallel to and distant 60 feet on each side of the existing paved highway.

8. That portion of Pueblo Lot 1334 described as follows:

Beginning at the northwest corner of Pueblo Lot 1334; thence easterly along the north line of Pueblo Lot 1334, a distance of 245.9 feet to a point; thence south $42^{\circ}20'$ W., 367.94 feet to a point on the west line of Pueblo Lot 1334; thence northerly along the west line of Pueblo Lot 1334 to the point or place of beginning.

9. That portion of Pueblo Lot 1336 described as follows:

Beginning at the point of intersection of the south line of Pueblo Lot 1336 with the north and south center line of said Pueblo Lot; thence northerly along the north and south center line of Pueblo Lot 1336 to the north line of Pueblo Lot 1335; thence easterly along the north line of Pueblo Lot 1336, a distance of 178.51 feet to a point; thence south $5^{\circ}35'$ E., 1247.06 feet to a point; thence south $40^{\circ}34'$ E., 536.68 feet to a point; thence south $81^{\circ}9'$ E., 666.5 feet to a point on the east line of Pueblo Lot 1336; thence southerly along the east line of Pueblo Lot 1336 to the southeast corner of said lot; thence westerly along the south line of Pueblo Lot 1336 to the point or place of beginning; excepting therefrom the area included between lines drawn parallel to and distant 60 feet on each

side of the center line of the existing paved highway.

10. All that portion of Pueblo Lot 1340 lying southwesterly of the southwest line of the right of way of the A. T. & S. F. Railway Company; except that area included between lines drawn parallel to and distant 100 feet on each side of the center line of the existing paved highway;

said Pueblo Lots being a part of the Pueblo Lands of the City of San Diego, be, and the same are hereby set aside and donated, given, granted and dedicated for the public use of the people of said City of San Diego, forever to be used as a public park as an addition to and extension of Torrey Pines Park in said City, and that the same shall be hereafter used for no other purpose;

That said described lands be, and the same are hereby declared now and forever to be held in trust by said City of San Diego, for the use and purpose of a free public park as an addition to and extension of Torrey Pines Park, and for no other use or different purposes whatever.

Section 2. That the City Clerk of said City of San Diego, be, and he is hereby authorized and directed to file for record in the Office of the County Recorder of said County of San Diego, State of California, a certified copy of this ordinance.

Section 3. That this ordinance shall take effect and be in force on the thirty-first day from and after its passage and approval.

Section 4. That all ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

Section 5. That the City Clerk of the City of San Diego, be, and he is hereby authorized and directed immediately after the approval of this ordinance to cause the same to be published once in the City Official Newspaper of said City, to-wit: The Evening Tribune.

Presented by _____

Dictated by _____

I Hereby Certify that the above and foregoing is a full, true and correct copy of Ordinance
No. 9549, of the ordinances of the City of San Diego, California,
as adopted by the Common Council of said City

and approved by the Mayor
of said City on JUL 8-1924

ALLEN H. WRIGHT

City Clerk of the City of San Diego, California.

STILES M. JOHNSON Deputy.
By

Ordinance #9549
Extension Zorry
Pines Park.

At the City of

out, witness, at the place where

is applied by the Common Council of the City
of the Ordinance of the City of Zorro Valley

Common Council will be made and you shall be at large to witness the same.

COPY OF LETTER FROM C. H. PURCELL, STATE HIGHWAY ENGINEER.

Sacramento, Calif.
Dec. 12, 1929.

Mr. H. K. Trask,
Secretary Pro Tem
League to Save Torrey Pines Park
P. O. Box 278,
LaJolla, California.

Dear Sir:

Your letter of December 6 requesting certain information regarding our position on the new road through Torrey Pines Park, San Diego, received.

Question #1 you state that I am being quoted by the supporters of the proposed cliff road through Torrey Pines Park as being irrevocably committed to this 6623-foot link to eliminate the present Torrey Pines Grade as the only practicable method of elimination of this grade.

The Division of Highways is not committed, nor am I, to any particular route for the simple reason that this highway is within the city limits of San Diego and as such is a city problem. However, from an engineering standpoint, engineers of this office, District Engineer Cortelyou, and I, consider the proposed cliff route location as being the most direct and the best alignment of grade for reaching the elevation of the ridge to connect with the Rose Canyon project.

Question #2 you state that I am being quoted as having vetoed the route through Soledad Valley and thence up through Sorrento Canyon to a junction with the present route 101 at the intersection of Camp Kearney and Rose Canyon roads as at present located.

I have vetoed no route for the same reason as given in answer to question #1; i.e., xxxx this road is within the city limits of San Diego and we have no jurisdiction in the location. My opinion on this route has not been solicited. Our District Engineer, Mr. S. V. Cortelyou, is very familiar with the proposed route, as well as the route through Soledad Valley. It is our opinion that the Soledad Valley location does not possess as good alignment as the cliff route, the distance is greater, and does not offer the scenic possibilities that the cliff route does; also that the present route up the hill passing by the lodge would never make a satisfactory connection into San Diego on account of the steep grades and alignment.

Question #3 you state that I am quoted as being committed to plans for a viaduct in connection with this proposed cliff location, this viaduct to take the present road off on a tangent over the Santa Fe tracks by bridge and thence southerly along the approximate line of the present causeway, the whole to span the low ground at the mouth of

Sorrento Valley, north of Torrey Pines Park.

I understand this matter was informally discussed by Mr. Cortelyou, our District Engineer at Los Angeles, with San Diego authorities and is a project on the state highway which might be considered whether the route along the cliff or the route on the east side of the ledge through Torrey Pines Park up to the ridge was selected. In discussing this crossing Mr. Cortelyou no doubt had in mind a future solution of this problem. I have not discussed this matter with him.

Question #4, it is stated that the State Highway Department is committed to maintenance of the cliff road and the Rose Canyon road after these roads are completed.

There has been no commitment of any kind regarding the Torrey Pines road. Authority for taking over this road for maintenance can only be accomplished by vote of the Highway Commission. No recommendation for such a procedure has been made or considered by this office. In connection with the Rose Canyon road, agreement between the San Diego City Council and this department stipulates that upon the completion of the grading and paving of this section, the road will revert to the city authorities and thereafter be maintained by them.

Yours very truly,

Signed C. H. Purcell,
State Highway Engineer.

TO THE HONORABLE BOARD OF PARK COMMISSIONERS OF THE CITY
OF SAN DIEGO:

Gentlemen:

The Board of Directors of the League to Save Torrey Pines Park, representing a rapidly growing organization with membership approaching 1,000, has passed the following resolution, and in accordance with its provisions does submit same as follows:

WHEREAS, all civic organizations in San Diego are united in urging the improvement of the highway forming the northern gateway to our city, realizing that the present Torrey Pines Grade does not adequately provide for the vast amount of traffic over the Coast Route,

AND WHEREAS, the Board of Park Commissioners of the City of San Diego has been and is being urged to approve the proposed "cliff route" for a new section of highway through Torrey Pines Park,

AND WHEREAS, aside from the destruction and endangering of unique vegetation and natural wonders involved in the construction of the proposed "cliff route", certain engineering and geological data at hand indicate that, if undertaken, it will be either enormously expensive to construct and maintain or else highly unsafe for traffic,

AND WHEREAS, the proposed "cliff route" section admittedly does not solve the problem of providing for Coast Route traffic,

NOW THEREFORE BE IT RESOLVED that we do respectfully suggest and urgently request that the Board of Park Commissioners of the City of San Diego refrain from any affirmative action favoring the proposed "cliff route" section through Torrey Pines Park until authoritative reports have been obtained

- a) from an eminent geologist on the geological structure and its bearing on the feasibility of the proposed "cliff route", and
- b) from an eminent ecological botanist on the danger to the whole stand of Torrey Pines from the possible drainage of the water table which now supports and nourishes them, and
- c) from an eminent road-location engineer on the whole problem of the best way to handle the Coast Route traffic, with data on the relative cost, feasibility, and desirability of the several possible routes from Del Mar south, as already recommended by such authorities as Mr. John Nolen, Mr. Frederick Law Olmstead, Mr. Ralph Cornell, and Col. John R. White.

BE IT FURTHER RESOLVED, that we request that your honorable body, in addition to our League, petition the Mayor and Common Council of the City of San Diego to secure at once the services of the eminent experts indicated above.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the Board of Park Commissioners and to the Mayor and the Common Council of the City of San Diego.

We believe that insufficient study has been given to the entire situation, and that your honorable body has not been fully advised as to the consequences which may obtain not only during the course of construction, but also during the extended period of maintenance in the years to come. As taxpayers, we are unwilling to become involved in vain and unforeseen expense in any way comparable to our recent Sutherland Dam experience.

We offer the above resolution in the spirit of constructive criticism, and also take this opportunity to inform you of our earnest desire to cooperate in securing a comprehensive and conclusive expert study as indicated above, and in any other possible way to assist in the solution of this problem confronting our City.

Respectfully submitted,

LEAGUE TO SAVE TORREY PINES PARK,

Henry Wood Shelton.

HENRY WOOD SHELTON,
Chairman, Executive Committee.

E X H I B I T S

ACCOMPANYING RESOLUTION OFFERED HEREIN TO THE BOARD OF PARK COMMISSIONERS OF SAN DIEGO BY THE LEAGUE TO SAVE TORREY PINES PARK,
January 9, 1930.

- 1.) Copy of letter from Tom J. Allen of December 17, 1929, accompanied by two photos of Encinitas cliff front and slides.
- 2.) Report from Dr. T. Wayland Vaughan, Director, Scripps Institute of Oceanography, of January 7, 1930, accompanied by two photographs of Torrey Pines cliff.
- 3.) Copy of letter from Robert T. Hill, geologist, of December 5, 1929.
- 4.) Resolution of Fellows of San Diego Historical Society, of December 14, 1929.
- 5.) News copy of letter from Dr. Frederick B. Clements, Carnegie Institution of Washington Ecological Research, (San Diego Union, December 9, 1929.)
- 6.) Extract from report of John Nolen, City Planner, of March 11, 1929.
- 7.) Extract from report of Col. John R. White, Superintendent, Sequoia National Park, March, 1929.
- 8.) Extract from "National Park Standards" as defined by the Camp Fire Club of America, (American Forests and Forest Life, Aug, 1929.)
- 9.) Copy of Petition being circulated by League to Save Torrey Pines Park.

Tom J. Allen
R. Robinson Rowe

Licensed Land Surveyor
U. S. Mineral Surveyor

THE TOM J. ALLEN COMPANY
Civil and Municipal Engineers
Surveys, Maps and Estimates
Design, Inspection, Supervision
309 G Street Main 8311

San Diego, California.
December 17, 1929.

MR. HENRY WOOD SHELTON, Chairman,
League to Save Torrey Pines Park,
Box 297, La Jolla, California.

My dear Mr. Shelton:

Permit me to express my appreciation for the opportunity you afforded by showing me over the "Cliff Route" of the highway proposed to be constructed thru Torrey Pines Park. There are certain features incidental to this construction which I would like to call to your attention and take this occasion to do so.

The people of San Diego are fully alive to the necessity for a highway replacing the present Torrey Pines Grade. Something must be done in the immediate future to eliminate the present hazard and to provide San Diego with a suitable northern gateway for the vast amount of traffic, which now uses the Coast Route, and which will greatly increase with a highway of proper alignment and gradient.

There are alternative routes which have received more or less consideration. To me, it would appear that before adopting any particular route, the project is of sufficient magnitude to warrant engineering talent of the highest order, and sufficient surveys of these alternative routes should be made to provide comparison of alignment, grade, length and cost, and a study of the entire traffic situation from Del Mar south should be considered.

To one who has had unpleasant, but instructive, experience with a project which disturbed the crust of immature sandstone along a cliff of similar geological formation but a few miles further north, the "Cliff Route" would be considered only were there no other routes available or after surveys had conclusively shown it to be the best. I recall very distinctly a sad experience in breaking the crust of this same kind of formation and the unsuccessful attempts to hold back a great amount of loose sandy material (which had heretofore been standing almost perpendicular) that now took the natural angle of repose which is in excess of $1\frac{1}{2}$ to 1 slope. To me, the mere suggestion of the "Cliff Route" indicates outstanding intrepidity.

No. 2 Mr. Shelton

12/17/29.

I should consider myself derelict to my brother citizens if I failed to call this situation to your attention. It is my belief that the construction of the "Cliff Route," necessitating a bench approximately 50 feet in width along the face of this cliff with side slopes of at least $1\frac{1}{2}$ to 1, will entail an expense incidental to excavating 1,250,000 cubic yards. Furthermore, that with this amount of yardage and the slopes occasioned thereby, a very considerable proportion of the most beautiful part of Torrey Pines Park would be cast into the sea.

Some mention has been made of the scenic effect. I would say to you that traveling along a highway with a bank from 40 to 100 feet high on one side, which eliminates all view of Torrey Pines Park, does not, in my mind, provide the scenic effect that may be anticipated.

Hoping that the proper authorities will give the subject matter full consideration before adopting the "Cliff Route," I remain

Cordially yours,

TOM J. ALLEN

TJA:L

- SHOWING SOFT "BLOW SAND" ENCOUNTERED UNDER CLIFF AT ENCINITAS
BY TOM J. ALLEN. NOTE UNDER-CUTTING AROUND PIER.



EXHIBIT 1a.

SHOWING SLIDES AND CAVE-INS AT CLIFF AT ENCINITAS ENCOUNTERED BY
TOM J. ALLEN. THESE SLIDES BURIED THE CONCRETE CONSTRUCTION.



EXHIBIT 18

The Torrey Pines Cliff.

Several persons interested in the proposed road up the face of the Torrey Pines cliff have asked me questions about the sea-cliffs between the Scripps Institution's property and Torrey Pines and I have given them permission to quote my replies, but I have not published any signed statement regarding the matter. Perhaps I should give over my signature an account of certain features of the cliffs and indicate the nature of the inferences to be drawn from them.

It may be permissible for me to indicate the background of my interest in sea-shore features. They happen to have been one of the major subjects of my studies throughout a large part of my scientific career. From 1907 until 1923 I was in charge of Coastal Plain Investigations of the United States Geological Survey and had direction of the geologic work from the sea shore to the mountains or marginal plateaus between Cape Cod and the Mexican border. For other reasons I studied shore features in the Bahamas, the West Indies, Panama,¹ The Hawaiian Islands, several central Pacific Islands, New Zealand, Australia, and between Japan and Java. One of the scientific attractions of the vicinity of La Jolla is the excellent opportunity that it affords for the study of the effect of the sea in cutting cliffs. I have often regretted that because of other duties I have not been able to pay more attention to the subject.

Any one who looks along the shore from the Scripps Institution's pier toward Torrey Pines will see an unbroken line of cliffs except where arroyos lead to the sea. The sea at high tide reaches the foot of the cliffs and the cliff-faces rise steeply, in places vertically, above the beach and are bare of vegetation. What do these features mean? They show that the sea is cutting into the base of the cliffs

and that the cliff-faces are kept steep and bare by the successive breaking off of material and its falling to the foot of the cliffs whence it is removed by waves and currents. In places there are harder masses in the softer material and they may remain as large boulders, such as those seen off the foot of the cliff near the north boundary of the property of the Scripps Institution. But these masses of rock are not sufficient to protect the cliffs from the incessant pounding of the sea.

The base of the Torrey Pines cliff is composed of a bedded grayish or lead colored sandy clay or clayey sand in which there are some harder layers of fossil oyster shells. Dr. Marcus A. Hanna calls this formation the Delmar sand. This deposit is relatively soft and is being cut into by the sea, which is undermining the next higher material. The material above the Delmar sand is called by Dr. Hanna the Torrey sand. In the cliff it is brownish and its face is almost vertical. Bedding is not conspicuous. A striking feature of this bed is that it is cut by nearly vertical cracks which are approximately parallel to the cliff face. These cracks obviously become wider after the support of the sandstone on its seaward side has been removed and the weather, with its alternate wetting and drying, heating and cooling, has had an opportunity to do its work. Slices of the sandstone have fallen down and other slices, some very large, were almost ready to fall when I saw them. Unless the base of the cliff is protected, the sea will continue to cut and the sandstone will continue to break off and fall down.

The road up the face of the cliff would be cut mostly in the Torrey sand. From what has been said it should be clear that the seaward edge of the road would be unsafe unless the base of the cliff were protected from the sea. Furthermore, the slope from the edge

of the road to the base of the cliff should be considered. How about the landward side of the road? The physical features of rock when exposed to the air, alternate wetting and drying, heating and cooling, may not be the same as they are when the rock is buried in the earth and protected from the effects of such agencies. Rock that seems hard when taken from underground may crumble when it is exposed to air and wet and dried. According to Dr. Hanna the Torrey sand is composed of relatively soft material. Although they may not now be visible on the surface, it may be confidently expected that cracks similar to those so conspicuous on the present cliff face will open up on the landward side of the road. Therefore, on the landward side of the road precautions should be taken against two possibilities: one the softening of the material because of exposure to the weather and the other because of breakage along cracks of the kind indicated. Both contingencies could be guarded against by giving the landward side of the road a sufficiently low slope.

By careful studies of exposures of the Torrey sand in ravines near the cliff and lodge and along the Santa Fe railroad, it should be possible to make fairly close estimates as to what the slope should be and of the amount of clearance needed between the edge of the road and the foot of the cutting above the road. I have attempted such an estimate for the Rose Canyon shale, the geologic formation next younger than the Torrey sand and the one of which most of the cliff in the northern part of the Scripps Institution's property is composed, but I am not satisfied with the estimate and it might not apply to the Torrey sand.

Above the Torrey sand at Torrey Pines is a geologically much younger formation, a terrace deposit. In general it is composed of

soft material and probably would stand only on a slope of a low angle; but I have not studied it in sufficient detail to have a definite opinion.

We have had much experience with seashore erosion at the Scripps Institution. Since 1918 the low cliff at the south line of the property has been cut back at least 20 feet. This cliff is composed of clay or clay loam. The south end of the southern wooden bulkhead was completely undercut by the sea, and was in danger of being destroyed. Recently a concrete wall has been constructed on the seaward side of the old bulkhead from its southern end to the concrete steps at the seaward end of the laboratory building. The details of the construction will not be given but the relatively small job cost considerably over \$3000.00 This work was to protect a bulkhead, not to construct a new one.

The bluff on the north side of the mouth of the ravine just north of the landward end of the pier has been cut back 15 feet since 1918 and is undercut in one place to an additional depth of 8 feet. Just north of this place, the bluff since 1918 has been cut back between 10 and 12 feet. The material of this bluff is a stiff sandy brown alluvium and is probably more easily eroded than the base of the cliff at Torrey Pines.

Northward of the mouth of the ravine from the Community House measurements are not available but that cutting is rapid is obvious. The cutting here is in the Rose Canyon Shale. The cliffs are steadily moving inland.

It is worthy of note that there are in the rocks of these cliffs nearly vertical cracks subparallel to the cliff faces and the material is breaking off and falling down as at Torrey Pines.

This report is incomplete in that it says neither how rapidly the cliff at Torrey Pines is receding nor what the slopes below or above the road should be. But it does say that a road up the face of the cliff will be unsafe unless the base of the cliff is protected from cutting by the sea and unless the slopes of the road are low enough to prevent material falling away below the road and falling from above down on the road. The angles of safe slopes can be determined by geologists who understand the structural features of rocks and who know the behavior of the material composing the rocks when subjected to the effects of weathering. These matters should be submitted to experienced professional men who have specialized on such subjects. Until such studies have been made the road should not be constructed.

It may be said in conclusion that the face of the cliff is not a favorable location for a road, and, if a road is put there, its construction and protection will be very expensive. What have the taxpayers of San Diego to say?

T. Wayland Vaughan

JAN. 7, 1930.

TORREY PINES CLIFF LOOKING SOUTH. END OF CLIFF IN FOREGROUND SHOWS
NATURAL SLOPE WHICH MIGHT OBTAIN ON LANDWARD SIDE OF PROPOSED ROAD.



EXHIBIT 2 a.

TORREY PINES CLIFF LOOKING NORTH. CLIFF FACE SHOWS "VERTICAL CRACKS"
MENTIONED IN DR. VAUGHAN'S REPORT, INDICATED BY ARROWS.



EXHIBIT 26

ROBERT T. HILL

Hotel Commodore,
Los Angeles, California.
December 5, 1929.

MRS. KEITH TRASK,
7254 Olivitas,
La Jolla, California.

My dear Madam:

I have heard that it is proposed to change the road from the top of the Torrey Pines Hill to the sea border. May I express to you the opinion that I would consider such a move to be most undesirable and, in my opinion, as possessing an element of unsafety?

A number of these hills along the Southern California coast from San Pedro to Point Loma represent tilted fault blocks, along the seaward side of which, in the borders of the ocean, are fault lines where earth movements may occasionally take place. Such an occurrence has recently happened at Point Firmin near San Pedro, and another in former times took place off Point Loma, where you may see the effects of it in the sunken block in the grounds of the Theosophical Society at the very crest of the hill.

I do not say or predict that such a movement may take place at the seaward foot of the Torrey Pines road, but such a thing is not improbable.

Besides, the old road is much more beautiful and picturesque.

Respectfully yours,

ROBERT T. HILL
Geologist.

Resolution
of the
FELLOWS OF THE SAN DIEGO NATURAL HISTORY SOCIETY

December 14, 1929.

PAGE TEN

S.D. Union Dec. 15, 1929

SCIENTISTS AND PARK LEAGUE REGISTER OPPOSITION TO ROAD

Fellows of Natural History Society Adopt Resolutions
Against Proposed Torrey Pines Highway; Letter De-
clares Plan Unsafe; Asks Expert Opinion on Matter.

The fellows of the San Diego Natural History society, at a meeting yesterday afternoon, voted unanimously for a resolution opposing the proposed road along the cliffs of Torrey Pines park. The resolution follows:

"Resolved, that the Fellows of the San Diego Natural History society, an organization consisting chiefly of specialists in the natural history sciences and friends of conservation, residing within the city of San Diego, declare their emphatic opposition to the highway now being surveyed through Torrey Pines park, to a large extent along the cliffs bordering the ocean.

"This opposition is based: (1) Upon the large-scale destruction of natural scenery and vegetation which would be inevitable if a second road were constructed anywhere through this park, and particularly along the course of the road now projected; (2) upon the undesirability of routing our entire interurban traffic, and particularly the heavy commercial traffic, through a city park; (3) upon the questionable safety of a road so built, as recently expressed by a prominent geologist; (4) upon the unsuitability of the proposed road from a scenic point of view, as expressed by a number of prominent experts in landscape gardening and park development; (5) upon the lack of any important reason why a new road should be constructed here, in view of the superior merits, as an arterial highway, of the route through Sorrento canyon and Rose canyon; (6) upon the adequacy of the present Torrey Pines grade, with certain minor improvements, to carry such traffic as would result from the visits of those who are drawn by the scenery of the park.

"Resolved, further, that copies of this resolution be sent to the mayor and council of the city of San Diego, the city park board, the California state park commission, the state highway commission, the San Diego chamber of commerce, the legal and business representatives of Miss Ellen B. Scripps, and each of the San Diego daily newspapers."

EXTRACT FROM REPORT OF JOHN NOLEN, CITY PLANNER, TO CITY
PLANNING COMMISSION AND BOARD OF PARK COMMISSIONERS, SAN
DIEGO, CALIFORNIA, March 11, 1929.

My recommendations therefore are:

1. Gather together at once as much survey material and traffic data as possible, on which to base an immediate plan and policy. Observe especially the local conditions revealed by the airplane and other views because these local conditions are of the utmost importance.
2. Relocate and re-design the present Torrey Pines Road along the general line referred to in this statement, making only such minor changes as are necessary for greater safety and convenience.
3. Study the whole area covered by Soledad Valley, Rose Canyon and Government Canyon, with a view to a more permanent solution of the principal traffic approaches to San Diego from the north. The issues involved in the approaches to San Diego from the north are large and far reaching and are worthy of the best attention of the public officials entrusted with their settlement.

* * * * *

Letter from
Dr. Frederick E. Clements
Carnegie Institution of Washington, Ecological Research.
San Diego Union, 12-9-29.

S.D. Union -

MONDAY MORNING, DEC. 9, 1929

SAYS NATURE LOVERS, EXPERTS LEAGUED AGAINST TORREY ROAD

Editor San Diego Union: Nature lovers throughout California are greatly interested in the successful outcome of the protest against the construction of a highway along the cliffs of the Torrey Pines preserve. Included in this group are many botanists and foresters who appreciate the unique significance of this heritage of the past climate and forests of southern California and deplore any attempt to diminish its beauty or lessen its value. No stretch of winding shore along the entire coast possesses quite its loveliness and charm, and none has such a fascinating story to tell of nature's handiwork during the lapse of ages. Here one catches a glimpse of the by-gone day when the rains were more generous and forests of towering pine, fir and cedar reached from mountain to seashore. The sole survivors of this time are the Torrey pines and a few manzanitas and other shrubs, saved from extinction by streams of cool air from the heights, flowing down to meet the humid sea-breeze. Even more important since the coming of man has been the sculpturing of this elevated area into beautiful

and often weird erosion forms by wind and rain. These are for a long time bare of plant life, and hence they have served through the centuries as barriers to fire and handicaps to the destruction wrought by grazing. In them nature also has etched an indelible record of rainfall and erosion, in which bold and fine strokes are mingled to achieve an incomparable effect. The great cliff that fronts the ocean stands as another eloquent witness to the skill of such cosmic forces, and it seems unthinkable that man should cut a hideous gash across its face.

The proposed road is a poor return for the generosity and vision Miss Scripps has shown in giving the park to the public. As a matter of economy and efficiency in the construction of major highways, it is equally unfortunate. The proper entrance into San Diego is along the canyon floors for the great bulk of express traffic, while the present highway should be maintained as an outstanding scenic drive, one of the brightest jewels in La Jolla's crown of beauty.

FREDERIC E. CLEMENTS.
Carnegie Institution of Washington
Ecological Research.

EXTRACT FROM REPORT OF COLONEL JOHN R. WHITE, SUPERINTENDENT,
SEQUOIA NATIONAL PARK, TO MR. W. C. CRANDALL, FINANCIAL
AGENT FOR MISS ELLEN B. SCRIPPS, February 21, 1929.

A clear distinction must be kept between a highway intended chiefly or entirely for speedy travel and the scenic highway on which speed--and even grades and curves--should be a secondary consideration. Because of failure to distinguish between these two different types of highways, there have been many blunders made in the past few years. These mistakes have been made by federal, state, county and municipal agencies and have wasted money and have, without necessity, destroyed scenic values. Indeed, the tragedy has often been that it has cost more money to destroy scenery than to preserve it. And I am not speaking now of future values and costs, but rather of cash expenditures.

The impartial opinion of a trained location and construction engineer with a sense of landscape values should be obtained immediately. Such men are hard to find, but lacking adequate topographic maps and detailed study by high class landscape engineer, the opinion of the trained road engineer is necessary.

* * * * *

EXTRACT FROM NATIONAL PARK STANDARDS AS DEFINED BY THE
CAMP FIRE CLUB OF AMERICA, (American Forests and Forest
Life, August, 1929)

Page 476

- 3) That each park area shall be a sanctuary for the scientific care, study, and preservation of all wild plant and animal life within its limits, to the end that no species shall become extinct.
- 4) That wilderness features within any park shall be kept absolutely primitive.
- 5) That with respect to any unique geological formations or historic or prehistoric remains within its confines each park shall be regarded as an outdoor museum, the preservation of whose treasures is a sacred trust.
- 6) That the existence of the parks is justified and insured by the educational and spiritual benefits to be derived from contact with pristine wilderness.
- 7) That parks must be kept free from all industrial use, and that sanctuary, scientific, and primitive values must always take precedence over recreational or other values.

Page 539

Roads should be developed in each National Park only for the purpose of protection and to bring the public in touch with the principal features of the park. Wilderness and sanctuary areas should be reached by trail only--such areas to remain undeveloped.

* * * * *

Petition being circulated by
LEAGUE TO SAVE TORREY PINES PARK.

To The Mayor and Members of the Council of the City of San Diego.
The Board of Park Commissioners, City of San Diego.
The City Planning Commission of San Diego.
The State Park Commission of California.
The State Highway Commission of California.

We, the undersigned, unite with the League to Save Torrey Pines Park in respectfully petitioning your honorable body as follows:

Whereas we believe that the proposed Torrey Pines Cliff Road

1. Would not be a solution for the problem of adequate highway approach to San Diego from the North, inasmuch as San Diego must have more than one portal, and the Cliff Road would feed only the present route;
2. Would be unjustifiable from the point of view of expense and an unnecessary burden on the taxpayer;
3. Would destroy forever unique vegetation and natural sculptures which should be preserved to the world as well as to California for all time, and would make the rare beauties of the Park less instead of more accessible to the tourist and Nature lover; and
4. Would be contrary to the accepted principles and best advice of national engineering and park experts, as well as the policy of the Federal Government as to its own Parks;

THEREFORE, we endorse the immediate repair of bridge and causeway between Torrey Pines and Del Mar, in order to prevent interruption of traffic from storm, and

WE PROPOSE, instead of the Cliff Road, the development of the Sorrento Canyon highway as the first unit in an accepted comprehensive program of road development, with a short link connecting it with the head of La Jolla Canyon, thus giving La Jolla its indispensable inlet. In this way the incomparable asset of Torrey Pines Park will be saved.

C I T I Z E N S P E T I T I O N S

PETITION

TO THE BOARD OF PARK COMMISSIONERS,
City of San Diego, State of California:

We, the undersigned, respectfully petition your honorable body to keep the pledges and agreement you have made and grant permission for the construction of the proposed Cluff Road skirting Torrey Pines Park, firmly believing that the construction of this proposed road will best serve the interests of the people of San Diego city, county, the state and the world at large. Because—

1. It will not materially damage any of the flora or scenic beauty of the park, but on the contrary, will open and make more accessible wonderful scenic beauties not now available.

2. It will cause the removal of trunk highway traffic from the present dangerous road which winds in short curves and steep grades directly through the center of the park, and will permit of this present road being converted into a main park road from which other roads and trails can be developed, opening up and making easily accessible all parts of the park. The development of such road systems is now the universal policy of national, state and city park experts.

3. It will be a part of The Silver Spray Highway leading from Canada to the Mexican border, which, when completed will be one of the most beautiful scenic highways in the world; and this portion of it from Del Mar to and around or across Mission Bay is as scenically beautiful as any other section between here and Canada.

4. It will open up and make usable a great, fine public beach park just north of Torrey Pines which is little used at present because it is so difficult of access.

5. It will prevent a railroad from building a proposed line over this same route up the face of the cliff, surveys for which railroad have already been completed.

6. It will involve much less expense to the taxpayers of the city than any other proposed route and it will give to the city of San Diego its first adequate highway to the north and a most beautiful entrance to the city, leaving the narrow Sorrento Canyon road open to become an adequate entrance for the next highway to the north, which will pass back of Del Mar, through Rancho Santa Fe, Vista, etc

✓ John Edward J.
✓ Lee S. Johnson
✓ Gordon Gray

1026 Second St. San Diego Cal.
4184 Ordway Way San Diego Cal.
1900 Windrift Dr., La Jolla.

Neil Pettibone
6 M Monroe
Dray Grable
R. H. Nichols

2245 Arguello St. San Diego
2672 Evergreen St. San Diego
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Charles W. Curtis
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Maurice Chafee
Fred B. Mitchell

4324 Hermosa Way, San Diego.
1860 - Law St. Pacific Beach
243 Upas St. San Diego
732 Bank of Italy Bldg.

Gordon Bassaway

1301 Fifth Ave

✓ John Honney

1301 - 5th St

P. A. Budd

1301 - 5th Ave.

Howard Frankel

3645 Park Blvd

W. J. Brown

1301 - 5th Ave.

F. H. Menell

1301 - 5th Ave

E. W. Oberg

1301 - 5th Ave.

J. F. Seel

940 - 3rd St

William Morrison

S. D. Trust

Mr. E. H. Headley

714 - E. St.

Carolyn Staley

1819 Sheridan Ave

W. Harrison Tutt

644 E. St.

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Anna Johnson
Madison H Bell
E. L. Jennings
Merleau
✓ Frank B. Belcher

3830 La Jolla Ave
3785 Miss
1921 Edgemore
1st National Trust & Savings Bk
1st Nat'l Trus & Savg Bk
W. M. Bell Trus & Savg Bk - San Diego

J. W. Clark
Brooks
Dorcas Rose

Mary H Clinton

Betty Sader

E. H. Draper

Phil. D. Jones

George W. Smith

J. E. Scott Jr

H. B. Chinnard

J. O. Jacobsen

C. Bluford

G. L. Cusseen

A. Z. Butler

THE FIRST NATIONAL TRUST AND SAVINGS BANK OF SAN DIEGO

2231 First St.

1012 C St

1012 C Street

THE FIRST NATIONAL TRUST AND SAVINGS BANK OF SAN DIEGO

" " "

2007 2nd St.

Furn Nutt Lt & Sons L.P.

3341 1st St. San Diego

828 Guadalupe - corner o

THE FIRST NATIONAL TRUST AND SAVINGS BANK OF SAN DIEGO

1058 Essex

San Diego

4030 Falcon St

San Diego

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<input checked="" type="checkbox"/> Curtis Hickey	306 Scripps Building
Malvina	1334 Second Street
Irene E. Bolchman	1227 Monroe Street
W.E. Hardenburg	2116 E 8th St., National City
Anneee Van R. Draetee	1883 Ft. Stockton Drive.
Mabel S. Eckhardt	3344 - 4th St
Frances Meyers	3229 Trumbull Street.
Gilmore Tillman	3426 Palm St.
Jane Dughorn	4375 - 40th Street
Majority Ross	317 La Jolla St. La Jolla
<input checked="" type="checkbox"/> Wayne Compton	312 Scripps Bldg
Sylvia Hayek	1250 - 530 Broadway
Frank Pomeroy	1140 S.D. Inter. Bank Bldg.
E.H. Centis	— 910 - S.D. Inter. Bank Bldg.
Howard B. Jopling	904 S.D. Inter. Bldg.
Glen H. Munkelt	1004 " " "
Leah Gloue	1004 " " "
Sam Martin	1004 " " "
Phil Chennault	2360 Hickory Street
M.E. Harrington	1730 Bush St.
Jeanette Smith	3722 Albatross Street
Etel A. Smith	3521 Orange Ave.
Frances J. Hahn	4925 Del Monte Ave
M. Claire Fiske	4041 Iowa St.

PETITION

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✓ Wheeler J. Bailey	La Jolla
Arthur P. Wells	2346 Chestnut St.
W. Hunter	2440 Lincoln Ave
Eris Oursland	3870 - 44th St
✓ W. Leckward	1234 Upas St.
E. F. Harper	826 Blanding
N. C. Alston	427 Adlet Laurel
Dr. M. L. Campbee	2430 Rosecrans St
Mr. J. D. Kays	740 Yarmouth Court
Jas. D. Kays	" " "
E. F. Hunter	6x3 Barn in La Jolla.
Thomas P. Low	7311 Casson La Jolla
Mrs Nellie Davis	1936 Hornblend P. B.
W. R. Ross	812 Tulon Ct. M. B.

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R. M. J. Laverty
Edith M. Becker
Geo. Coffey
Russell Adams.
✓ A. C. Phelps Korn
✓ N. B. Whitcomb
✓ H. Wooldman
W. Schmid

B. D. Long
M. R. Engh
F. W. Scott
Jessie Kanagy
L. E. Sullivan
Lucy E. Goldsmith
H. Fish

J. H. Lopez
C. S. Gowers
A. D. Gennins
R. C. Eason
W. M. Scott
Lucia Chapman
Reenie Z. Newton
B. W. Andersen

4994- Hawley Blvd San Diego, Calif
2230 Albatross St. San Diego, Calif.
4138- 45th St San Diego Calif
c/o First National Trust & Savings Bank

THE FIRST NATIONAL TRUST AND SAVINGS BANK OF SAN DIEGO

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3019. Ocean St. San Diego
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3781 11th St San Diego Calif
4152 Randolph St.
1536 Fulton St.
2925 Kalmia St.
4009 Front St
4178 Wrightman St.
4086 - Utale St
winter age

2868 Howard Ave.
3142 First St
3770 Wallborn
Mission Drive
1875 Uriddell
943 - 23rd St.

970 - 23rd St.

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Mrs N. Harrison Fritts 4016 Rochester Road
Elizabeth Rue - Realtor - # 3961 Ingalls St
~~Dossoberstein~~, Civil Engineer 926-Bk of Italy Bldg
Frances Boston 724 E St.
John W D Griffith 943-7~~th~~ St
Grace N. Scott 722 Jersey Court M.B.
Thomas B. Setz 2528 San Marcos
Mrs Mary Thomas 2007-2nd St.
A. R. Stephens 1719- 28th St
Duncan W Pherson 1951 Linwood St
Drain Realty Co. 4006 University Ave.
R. B. Thomas 2206 5th Ave.

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J. Brown
250 High St.
W. H. Frisbee
441 Ravinia St.
John W. Milne
7712 Girard
W. J. Fuehschen
1800 East Ave.
W. W. Maller
624 Geentie
J. E. Fife
4012 Lamont St.
Pacific Beach.
W. B. Booth
1421 Torrey Road
Ann Blanchard
7768 Steeleside
✓ Austin G. Brown
230 Prospect
F. S. Donald
2257 2nd St. San Diego, Calif.
B. M. Book
4558 Delaware St. San Diego, Calif.
Robert A. Dan Jr.
Encanto - Calif.
Zella Walker
Coronado, Calif.
R. C. Williams
1430 Balboa San Diego.

M. B. Bassett
3250 Pine St.
Geo. Carter Pease
2455 Broad, San Diego
Ernest J. Joseph
800 1st St. Coronado.
✓ Arthur Joseph
200 1st St. Coronado
Clem Stote
3065 Goldsmith St.
Albert J. Jones
New Calif. Bldg.
C. Martin
3842 46th St.

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Mary Wheeler Viiton (Mrs. T. M.) Wm R. Wheeler ✓
1791 W. Columbia St. San Diego 475 Silvergate San Diego
Ethel H. Calloway
1311 Torrey Rd. San Diego.

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✓ F. A. Whelan
C. M. Baker
Dean Sherry
John Thomas Burke
Freddie Larsen

Lawyer S. D. Trustee
" " "
30-24 Cherokee ave.
2536 " B " Street,

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R.C. Carton
J.L. Redding

✓ Walter Meson
A.R. Dealey
J.E. Dill
H.W. Dempster
Reuben C. Dempster

Wynne V. Van Raalte

Robert E. Hill

J.W. Sanchez

Stanley Smith

E.H. Manson

Loyd Austin

N.O. Manning

Lulu G. Hunter

M.M. Hunter

Mrs H.A. Hebard

Louis F. Patrick

Glen McDonald M.D.

Sopella 1475 Taylor
7360 Bay Ave

1411 College
Arcade Bldg

" No 11 arcade Bldg
No 9 arcade Bldg

" 7766 Hellgate Dr

Terminal Bldg.
1178 College St
1267 Torrey Road

6780 La Jolla Blvd
267 Westbourne
424 Bon air

1037 Wall st.

1037 Wall st

1032 Wall St.

7905 Herschel St

9901 Genesee

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V Frank L Forward
A.W. Keely
A.S. Reader
Eugene T. Bush
Weldmar
Henry & Barnes

Fred O. Shaw
R.C. Dmores
Kunith Beach
Chas J. Mayes
Alice Cummins
Adal Mortensen
John K. Shee
Vincent Whelan
Alcead H. Adams
F.R. Belville
Lawrence Crelman
Robert A. Pellegrin
Paul W. Hamilton
Orlan L. Bradley
Miriam Stegir
J.C. Clark
James Dempsey

3008 James St San Diego
753 - 72nd St San Diego
3216 Redwood St San Diego
1028 2nd Street
3577 - 30th St
1215 - Elm St

1128 25th St

1435 Dale St. San Diego Cal.
3919 Idaho St " "
3586 Fellon St. "

4014 Iowa St " "
3221 Boncroft St. " "
Russ Hotel

500 - 30th St

4141 - Georgia St
3530 - Duran St.
4629 - North Ave
3706 - 30th St.
4421 Mechanic St
2128 Mead Ave
4071 Kaiser St.
Mission Beach
145 Elm St.

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- Ed. Gleason 4158 Chamounix St.
Dr. Stanley Miller 426 Calico Dr.
O. J. Norchert 3429-32 St.
Dr. F. Barker 3504 Bonita Ave.
May B. Parker
Clarence H. English 2138 Pine St. San Diego
G. B. Dickson 1635-30th St. San Diego.
H. E. Bamhart
J. Elvej
W. Ruperto
R. E. Mattick
Leonard H. Brown
Jack Combs
E. and White
C. G. Gray
P. Gahagan
Grant M. Kelley
W. H. Sellers
E. Doolittle
Ruth Reeve
L. Parish
J. A. M. Callan
J. H. Deer
Jessie B. Smith
Dorothy S. Rayland
E. S. Dutler
4190 Wilson Ave., San Diego
3086 Main St. San Diego
3840 - 42nd St. San Diego
3516 Utah St. City
1736 Montecito Way San Diego
4815 Sussex Drive, San Diego
2006 Broadway San Diego
4015 Cherokee St San Diego
#1544-5th Ave., San Diego Cal.
Golden West Hotel, San Diego
1105 Akron St., San Diego
1513 Grove St., San Diego
2529 Monroe Ave. San Diego
4493 Settler St. S.D.
2750 - Fourth St. San Diego
5078 Narraganset San Diego
3522 Collier Ave San Diego
4142 Monroe Avenue
Milner Apartments

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Ruth H. Brown

Louise E. Stevens

Jim Kaas 5533 La Jolla Blvd.

J. E. Nelson 7407 Shaper La Jolla

C. F. Wahl 748 Chardemere Blvd
Mission Beach

W. H. Aug Pacific Beach San Del

H. B. Key La Jolla Cal

P. W. Hall Pacific Beach Cal

Harry A. Milender La Jolla

Blanche Beaudes La Jolla

Anna. Milender La Jolla

Geo J Brander La Jolla

Osa E. Coffin La Jolla.

A. A. Zuck Bird Rock

J. R. Taylor San Diego

C. G. Ferguson San Diego

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Helen Shamak,

4593 North Ave

Glo Hartley

Corlies Angier
Orvis Campbell

St. Helens

R. J. Deasby

Hugh Evans & Company
By Appointment

L. M. Pyer

Enid Hawley

✓ Ms. D. Howson

Charles Lee Tubbs

K. W. Mandley
Helen Kibler

3765 Herman Ave San Diego

3536 Lark St. " "

3781½ Park Blvd " "

Grossmont, Calif.

1100 Broadway, San Diego

1110 Fifth Ave., San Diego

2740 Grandia Ave

3834 El Cajon Ave

3123 - 30th St

3662 - 46th St.

4056 Middlesex Drive
1306 Union St

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James Rutherford
Chas A Woodward
R. G. Lair
Mrs Agnes M Hartman
A. Jefferson
Mariana Jefferson
S. J. Geoarney

J. E. Ellis
Louise Nash
Mary Edna Fisher
L. J. Ross.
Percy Whitehead

7724 Rancho La Costa
7813 Hirschel Ave
7823 Hirschel Ave
7929 Hirschel
7937 Hercockel
7937 Hirschel
1255 Park Row.
601 Mission St.
615 Nautilus St
7444 Draper.
7437 Curie
Muirlands Drive.

PETITION

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Mrs. Laura E. Snell
Arthur T. Snell
Mrs. Gertrude R. Frazee
Mrs. Ruby O. Snell

6739 Neptune Pl. La Jolla.
6739 Neptune Pl. " "
6739 Neptune Pl. La Jolla
339 Playa del Sur " "

See other side for additional names.
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O M Swope

Mrs Edith Edmundson

Helen Sample

Helen A. Scoville

Laurie Hubbard

Elizabeth L. Arrington

Marguerite W. Parsons

Lorena Shannan

Nala N. Pfahler

Blanche H. Thomas

Agnes Bush

Jesse F. Sullivan

Myrtle Christopher

Ruth Hubbard

Dorothy Reed

Janice Westbrook

Grace A. Fitzgerald

M. Elizabeth Crawford

Mrs. Margaret E. Baird

E. Dorothy Clarke

J. Huert

Theresa E. Kluse

Roger H. Stone

Esther Wiseman

J. D. Thompson Jr.

J. Hale Dresser 2721

L. D. Kimsey 2456

2926 Modisad ave

827 Laurel

3353 - 1st

4615 - 1st going to Dries

4585 Texas st.

4910 Urada Place

3844 - Superior St

3920 Richmond

1964 - 5th Ave

Sandford Hotel

741 Alpine Ave Palma Vista

1572 - 1st St.

3860 Swift Ave.

4026 Jefferson Ave.

3815 - Landis St.

2330 - 3rd St.

1152 - Sutter St.

3574 Meade Ave.

4404 Arizona

3379 - 30 West

1012 - C St

2740 - Granada Ave

3171 Georgia St

3776 Herbert St.,

4559 Ohio St.

Hales St

6th Ave

Over

F. B. Palmer 836 H. Ave. + Coronado, Calif.
M. H. Ferry 1365 - 9th San Diego
B. F. Hockman 1140 - B. St. San Diego Calif.
G. L. Mumford 1903 30th St.
K. B. Parks 1363 - 9th St.
Edwooddres 2142 Front St.
Latia B. Woodson 2142 Front St.
Nellie C. Parsons 1903 - 30th St.
Helen S. Petrem 1835 Meade Ave.
Betty Toward 4164 Oliver St.
Charles L. Caden 3161 - 15 st.
J. C. Forward 108 East Ivy St.
H. L. Symmonds 849 - 22nd St.
Doris E. Portous 3148 - El Cajon Ave.
John H. Fessing 1365 - 9th St.
Sam E. Edwards 1820 W. Columbia
C. C. Dittmer 2924 Clay Ave.
Gene M. Gramer 4608 - 32nd St.
R. C. Keller Lemon Grove Cal.
John E. Gethmann 4353 - 43rd San Diego Calif.

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✓ Helen Allen
Sam McFarland
✓ Karl Kenyon
William W. Parry
George E. Rosario
Mariam S. Lellen
J. Smartell
✓ E. S. Beigelow
W. G. White
G. B. Baker
Seeile Cromwell
Frank Weber
Robert W. Good
✓ H. M. Smith
Will Ferguson
R. C. Bulger
W. J. Farnsworth

7650 Hillside Dr
1220 Cove St.
6001 Bellevue.
2704 Grand St.
7434 Draper St.
7237 Eads Ave.
7907 Hersekil Ave
7769 Eads Ave.
7824 Bishop Lane
7841 Gray Ctve.
7718 Ludington
725. Nautilus St
808 Silverwood.
2708 Dale.

Solana Beach
La Jolla Nat Bank La Jolla
✓ H. Mylne

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L. L. Robertson, Mission Beach. ✓
Louis N. Shapin Mission Beach.
E. V. Cunningham
J. M. Boyer - Mission Beach.
Mrs. Loudon Shaw - Mission Beach
M. E. Gillespie Mission Beach
Mrs. Fannie S. Wenzell Mission Beach
Harry T. Turner, 702 La Jolla St. Mission Beach
Leonia Turner " " " " "
T. Hazzard Boat Shop Mission Beach
Maude C. Wilse 3734 Mission Beach.
Frances E. Bryce 781 San Jose Court Mission Bch.
C. A. Chabal 3724 Mission Blvd.
Geo. E. Toly 4095 - 4th St. San Diego.
G. L. Pohl 1932 Julian Ave.
M. Adams 3731 Mission Blvd.
R. D. Wilse 3734 Mission Blvd.
J. Russell 721 La Jolla Ct.
R. R. Elledge 3758 Mission Blvd.
H. T. Huber 3544 Bayside Walk.
H. R. Enslie 3801 Strandway Mission Beach
W. H. Rehards over 4578 Brighton Ave Ocean Beach

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W. J. Schwartz 711 - Venice Ct.
Grace B. Loverson 3864 Strand Way
Mrs. D. J. Ophus 2696 Bayfront
Robert Haymer 724 Sunset Court
Mrs. R. Haymer 724 Sunset court
G. A. Leaven 3731 Mission Blvd. Taylor
Chas. Lefceld 804 Verma Court

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L. C. Mayer
Doris Kirshbaum
Buttram & Goodman
John H. Barnes
Mrs. Charles Stimp
Peter J. Mehas
J. H. Belvoir
A. C. Moore
✓ Mary G. Beckwith
Lillian Fidure
Grace Seymour
Mrs. L. B. Smith
J. L. Kinnegan
D. O. Risdon
Mrs. Hazel B. Risdon
J. L. Rutherford
H. A. Hawkins
I. C. Heedle
John Robertson
A. B. E. Greene
Chester E. Crosby

1026 Wall St.
7740 Ivanhoe
806 Prospect St.
4260 Kendall St.
2812 Herschel
Gerard Hotel
7454 Draper
7452 Fay
343 Sunbeam Pl.
1259 Irving Pl.
7870 La Jolla Ave.
1128 Wall St
- 7654 Herschel
7736 Crombie
7736 La Jolla.
7821 La Jolla Exchange Place.
927 Bergl st Pacific Beach Calif.
7405 La Jolla Blvd. La Jolla Calif.
8025 Ocean St.
665 La Jolla Dr.
7643 Gerard Ave

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✓ E. J. Wardel
1133 Coast Blvd.,
La Jolla

Philip K. Eller
7237 Gees Ave
La Jolla

G. G. Williams
7838 Fay St.

Mrs. G. G. Williams
7838 Fay St.

Iris Kramer
741 Forward

✓ Deane McElanster
3618 Rio Pico

J. F. Anderson
7780 Leekland Drive

Mac Arthur, Goltoff
6109 Avenida Cesta

Army Barky
373 Westboone
La Jolla

Amara Phion
Box 1, La Jolla, Calif.

R. D. Lissner
3304 33rd St., San Diego

D. Peterson
3592-41st St., San Diego

K. T. MacAulay
1341 - 29th St.

E. Snider
3667 Texas St.

R. M. Miller
Chula Vista

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S. A. Woody	Pacific Beach
J. Anderson	do
Thos. C. Scripps	do
E. S. Johnson	do
Franklin J. Dulin	do
Franklin G. Clark	do.
Allerton	11
Ella W. Morton	
Mrs H. A. McAllister	
Mo & R. Hamilton	P.B.
A. D. Hill	P.B.
Elvard	P.B.
Wm Farnster Attn A	P.B.

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Roy Thomas	2906 - B" st. San Diego. Calif.
Elizabeth A. Andrews	4915 Cape May Ave. O.B. P.W.C.A., San Diego, Calif.
Helen Cervie,	1953 Cheremoya Ave., Hollywood.
R.H. Backus.	4334 Arcadia Dr. San Diego 137 Broadway San Diego
S. H. McAlexander	George W. Austin 901. 7 st San Diego
John S. Austin	3509 Bayou St. Pacific Beach
H. C. Beard	920 - 22 st. San Diego
William C. Butler	3644 - 33 st. City.
L. Engleman	721 Bush St. City.
R.A. Russell	851 - 6 th St City.
Martinez M. Mead.	137 Broadway City
D.F. Boland	945 3 rd Street. City
E. Parkin	5409 Beaumont St. O.B.
G. Wissens	507 Water Bldg, and River Crank Bldg
C. C. Please	res. e. m. Sherwood 759 - 25 th st. S.D.
Elza Dean	4059 Oregon St. S.D.
Katherine J. Dean	4559 Oregon St. San Diego
P. Abraham	2028 - 31 st. " 11 -
Katherine J. Gandy	1444 3 rd st. City -
Mrs L. B. Miller	227 A St. City.
E. Carter.	208 W Laurel St. City.

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Bertha E. Watts

1876 Oceanic Ave. Pacific Beach

John Black.

935 Bengal St. Pacific Beach.

Lulu A. Burge

4293 Mission Blvd. Pacific Beach

Presley M. Burge

4293 Mission Blvd. Pacific Beach

E. O. Flanders

1060 Olive St. Pacific Beach

K. L. Gregg

9320 Lincoln Ave. Pacific Beach

M. E. Doran

" " " "

Evelyn J. Gregg.

" " " "

F. E. Doran

" " " "

H. M. Wilson

967 Reed Ave. P. B.

W. E. Standley

1655 Garnet Ave. "

George F. Williams

864 Garnet Ave. "

Pearl C. Barling

948 Bengal St. "

Selma E. Chambers

701 Bengal St. "

A. T. Downing

845 Bengal st. P. B. "

John C. Aarsleff

5158 Cass St., P. B. "

Ronald B. Graeme

1053 Sapphire St. "

Lottie Graeme

1053 Sapphire St. "

Norman M. Baylis

5171 Cass St. "

E. R. White S. A. Whili

5150 Bengal St. "

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Isabel G. Woody

Pacific Beach

J J McAllister

Mrs. E. S. Rader

Birdie Mae Taylor

J R Gandy

Wenfud D. Chessman

H. D. Carroll

Mrs. S. F. Ayers

Mary M. La Baume " "

W. R. Griggs & S

Ruth A. Trachsel

Alfred W. Trachsel

Ray 11092.

Grace Hogg

Mrs. M. Ada Fletcher
Frances C. Weiss
Jessie E. Morgan

Jesse & Morgan
John L. Morgan

Dinah D Evans
W Evans

PETITION

TO THE BOARD OF PARK COMMISSIONERS,
City of San Diego, State of California:

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1. It will not materially damage any of the flora or scenic beauty of the park, but on the contrary, will open and make more accessible wonderful scenic beauties not now available.

2. It will cause the removal of trunk highway traffic from the present dangerous road which winds in short curves and steep grades directly through the center of the park, and will permit of this present road being converted into a main park road from which other roads and trails can be developed, opening up and making easily accessible all parts of the park. The development of such road systems is now the universal policy of national, state and city park experts.

3. It will be a part of The Silver Spray Highway leading from Canada to the Mexican border, which, when completed will be one of the most beautiful scenic highways in the world; and this portion of it from Del Mar to and around or across Mission Bay is as scenically beautiful as any other section between here and Canada.

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Flora M. Hunt
819 Santa Clara
Mission Beach

William S. Hunt	819 Santa Clara Place
Flora M. Hunt	819 " "
Mrs O. R. Roberts	733 Redondo Ct.
Mr O. R. Roberts	733 "
Astria J. Monteiro Jr	4875 Santa Cruz
F.W. Miller	728 San Gabriel Place
Pauline Miller	728 San Gabriel Place
Edna Hamilton	2735 Ocean Front
F. C. Hamilton	2735 Ocean Front
Anna E. Lamley	3687 Strandway M.B.
Wm Lamley	3687 Strandway
O.G. Beach	824 Jamaica Coast
Edwin B. Hibbard	To Jolla-Cal.
John Borg	824 Island Cr. m.B.
Mrs John Borg	" " " "
Mrs W.J. Armstrong	3203 Ocean Front
M. L. C. Frank	2934 Willys St. S.D.

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M. L. Reed
J M Stendrick
Sarah Barrett
Tom Barrett

1376 - 3rd st.
4004 Lark st, City,
833 Thomas Ave
833 Sherman Ave

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J. M. Weston - Dugout - Mission Beach. Calif.
Diane A. Stedley Postmistress Mission Beach Cal
Joseph H. Jr. Grocer Mission Beach Calif.
W. L. Stedley Carpenter Mission Beach
Malcolm Donnelly Bathhouse Mission Beach.
V. F. Hoffman Real Estate Broker Mission Beach
J. H. Warner Inspector Mission Beach.
C. S. Franson.
H. Scott
Chair. D. Boynton
C. H. Bennett
P. M. Davis

Mission Beach
Mission Beach
Mission Beach

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mission Beach
mission Beach
mission Beach
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mission Beach
mission Beach
"

Louis Wagent
Joseph H. Jr.
a. Donnelly
D. H. Shedd
C. M. Smith
Belle L. Kowartha
L. J. Dora
S. G. Reid
Michael L. Lacy

Grocer Mission Beach.

Bath House Mission Beach
Buyside Rd. "

mission Beach
mission Beach
mission Beach
"

" "

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R. A. Ruffin
W. J. Daniels
Eugene Schorr
W. P. Burridge
D. G. Doudt
C. B. Hays
H. F. Clegg
Kate L. Gimbelman
- - - - -
M. J. Scott
Eugene S. Morrison
Roland H. Brock
R. Butler
J. B. Clegg
G. H. Franklin
Chester N. Munson
C. H. Deemstall
C. H. Lytle
Mrs. W. W. Bird
Lydia J. Holmer
W. H. Nichols

4575 Kensington Dr.
2631 Broadway
3005 Broadway
2568 Front to
4242 Manzana Way
4881 Marlborough Ave
207 West Washington
3728 Kite St.
2924 Juniper
2155 Palms - Ave
4846 Circle Drive
1512 Brooks Ave
3846 Eagle
1706 - 30th St.
3833 Slope Court
3851 Centraloma Drive
1437 Brooks
3705 Granada
Box 118 Point Loma
B23. 6th St 2404 San Marcos
1421 Edgemont St.

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Donald C. Burnham
A.L. Griffiths
~~C.H. Goodwin~~
F.E. Meeker
Lottie L. Crawford - 3144 Juniper
Victor R. Landry - 923-7~~4~~
Hoyd H. Cummings. 3404 Freeman.
G.W. Derby 343 Spruce St. Theatres Bldg
A.B. Parker. "
C. J. O'Brien — 802 City Theater Bldg

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E. H. Decker } 239 Bon And.
Mary H. Decker } 1016 & 1028 Prospect St.
C. F. Atkinson } 1448 Torrey Rd.
Louise Atkinson " " "
Rose N. Atkinson " " "
Mary Ely 334 Bon Air St.
Ruth Shulberg Moore - 312 Bon Air -
Beatrice Sano 230 Bon Air St.
Elizabeth Wagnus. "
Lulu C Maxwell "
Wa Maxwell "
Mr. Galt Bakcock 7005 Vista从来没有
Mr. M. B. Hitchcl } 331 Belvedere St.
Mr. Harton Hitchcl }
Mrs. Lloyd E. Swain 247 Westbourne St.
Isabel Moon 346 Swifton Pl.
Ernest W Newhairst 450 Belvedere St.
H. P. Doull 7525 Fay Ave
H. G. Gann 7320 La Jolla Ave.
Mrs. J. T. Donnelly 321 Swifton Place
Mrs. E. W. Newhairst #50 Belvedere St.
Mrs. D. W. Stevens 6219 Camino de la Capa
Dr. W. Stebbins "
J. K. McNaught - 258 - Kolmar St. La Jolla "
Margaret W. McNaught - u " " " "
Dorothy G. Worrell 399 Kolmar St. La Jolla

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McEvany. San Diego Athletic Club
Harold Horne " "
Cramer " "
Giff Ryan " "
Leo Harwick " "
Jack Boyd " "
D. Foster " "
D. Greene " "
B. Shap " "
W. Smith " "
Pearle Smith " "
Julian Roffat " "
Paul H. Stobbe " "
~~Taylor Pusset~~ " "
Lewis Dolianski " "
Sylvester Zollicoffer " "
C. M. Harris " "
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J. Chears " "

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James Asher 656 Nantucket La Jolla
Ruth E. Asher " " "
Wenney A. Warner Box 67 La Jolla.
Olyx Gaston 6800 So La Jolla Blvd.
Lee Freeman 6864 La Jolla Blvd
Mrs Lee P. Freeman " " "
John Krulish 6933 La Jolla Blvd.
" Mary A Walker 6932 La Jolla "
William Mills 550 Bon Air St
Mrs E. Fernstrom 643 Bon Air St
Mrs L.G. Fernstrom 6678 Electric St.
Ole Haugen Box 455
G Pedersen 716 Banais
Andrew Spenseth 6664 La Jolla Boulevard
P.B. Mitchell 3563 Meade Ave San Diego.
Doris C Rockwell - 6833 - La Jolla BLVD
Mrs Hugh Cassidy - 6825 - La Jolla Blvd.
Geo C Hicks 7434 High Ave

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L. M. A. Melchior
Geo. Walker
J. H. Lee
S. W. Cross
C. D. Atkins
Dell McEntee
Vanilla R. Keam
Bett Harbaugh
Mrs. L. A. Harbaugh
L. F. Knoball
J. S. Atkinson
Flora W. Atkinson

1236 Irving Place La Jolla
6937 La Jolla Blvd. La Jolla.
3128 First St
7538 Eads St. La Jolla
4464 Hartinsia Circle S.D.
125 Irving Place La Jolla
7569 La Jolla Blvd.
1411 Torrey Rd
1262 Park Row La Jolla
6101 Vista de La Mesa
6101 Vista de La Mesa

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Joseph Knight	1234 Trout St. S. Diego.
Lanta E. Johnston	San Diego Athletic Club.
Ray A. Thoren.	2805 State St.
Eudell McMunn.	3509 Georgia st.
William Probert	1431 10th Street.
Gen. Sykes	
J. H. Elliott.	S.D. Ath. Club Red 634 cedar st
J. D. Wright.	S.D. ath. club.
J. J. Lamber.	916 - 22nd st.
H. W. Fawcett	. San Diego Athletic Club
Frank Washington	San Diego 2264-5 ave
Mendota Lewis	San Diego athletic Club
Arthur Thoren	San Diego athletic Club
Leon E. Revoto.	1215 6th St San Diego
I. W. Zee	1215 6th San Diego
Benj. J. Van Rooy	1215 6th —
R. R. Webb	2622 Island
G. D. Gull	2141 Adams

Sheet 2.
a. Hurley

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Mrs. W. D. Larimer, 1051 Coast Blvd.

Mrs. H. M. Lusk 6533 Electric St

Mrs. William Mills 550 Bonair St.

Mrs. M. A. Mills 550 Bonair St.

V. F. Lichtenhan 6629 La Jolla Blvd

Mrs. V. F. Lichtenhan 6629 La Jolla Blvd.

Irvin T. Bolton 6645 La Jolla Blvd

Mrs. Libbie ElBoeth 6645 La Jolla Blvd.

~~Mrs. Calimero Tomini~~ 7643 Tay St. La Jolla

~~Mrs. Austin La Jolla~~ 878 Prospect St.

Owen Hannon 7713 Gerard Ave La Jolla

Norah Hannon 7713 Gerard Ave La Jolla.

Jennie Howell 1155 Coast Blvd La Jolla.

Mrs. Annie C. Fisher 417 Gravelia St La Jolla

Ora W. Watrous - - 439 Rosemont

Louise E. Kukorian 7431 La Jolla Blvd La Jolla

Myrtle Pata 9521 Gerard St

Mrs. Harriet A. Sanchez - 1178 College St

Dorothy B. Mann 1911 Prospect Pl.

Selma B. Mann.

Myra A. Bondow. 7845 Ivanhoe

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San Diego, 29th San Diego Cal
H.W. Shigley 3693 Hancock St San Diego Cal
Floyd Davis 1229. 10th St San Diego Cal
C. Brown 3693 - Hancock St
Henry Meyer 3693 Hancock St S.D.
Joe H. Rodgers " "
Joe A. Poletci " "
C. C. Beyers " " "
J. J. Maure 4382-32 St San Diego
Roy J. Benfield 4526 University Ave
R. R. Dahlkin 1026 17th St National City
Klein 5329 El Cajon Blvd
Elwyn Oppenheimer 4th & Lexington El Cajon
Lewis Burgess
S. L. B. 472 San Diego
Mrs B. J. Mellor. 1305 583 La-Jolla Cal
David Denney 2918 J. St San Diego
H. C. Bruts 3737-28th St
R. H. McTull 1992 D. Argent St
Clarence Edgerton - 6837 La Jolla Blvd.

PETITION

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Frank A. Wallace 3633 - 6th St.
Frank Kirk 4651 - Dowd - S. D
Harold C. Marks 825 Ginter St La Jolla
E. E. Putnam 2729 Grand Ave. La Beach
J. Johnson 4890 Cape May Ave.
L. E. Johnson 572 - 15th St.
J. Gould Army Navy YMCA
B. H. Valley 4474 Copeland La Jolla
G. R. Tracy La Jolla Calif
G. H. Robishaw 3527 Gun St.
In D. ana 3680 Magnolia
J. W. Wiseman 1258 Essex
D. L. Nichols 725 - 26th Street
Jane Doty - 216 West Maple St
F. A. Merton 3944 Lincoln Av
Carl Magers 436 W. Maple
A. M. Conlon 1844 1/2

W. Gumm
McRobieh
H. H. Mott

70111739

2025 El Cajon
3352 Meade Av.
301 - 19th St

Jack Shockey
Robert B. Caldwell

Gates Hotel
946 State St.

Laura P. Haas

Broadway Hotel

M. C. Thompson

642, 644 St. San Diego

Mrs. F. Sonnen Jr.

1468-1st

Bernard Pannier

4831 Morena Blvd

Eduardo Marquez

North San

Dick Pannier

Diego

R.W. Reynolds

Diego

1430 3rd St

J.H. Murphy 324 6th st San Diego,

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F.P. Collier 2065 Nautilus St.

Mrs. John 118 Penna Ave

Mrs. Karl Kenyon 6001 Bellevue Ave -

Mrs. Emily A. Clements - 414 Nautilus St.

Mrs Anna M. Lindblad 418 Nautilus St

Carl H. Lindblad. 418 nautilus st

Mrs Ophelia B. Weber 419 Nautilus St.

H.C. Weber 419 nautilus St La Jolla

G. A. Ferrystrom 405 Nautilus St.

Mrs. Paula Ferrystrom 405 Nautilus St.

C. N. Creighton 370 Nautilus Street.

Mrs & Mrs Alvin Carlson 470 Nautilus Street

Mrs Anna L. Lumberg 702 Nautilus St -

L.L. Bloomenkamp - 439 Rosemont La Jolla

Bosworth & Lee L. 305 Bon Air La Jolla

Julia W. North - 7957 Princess

Vic Alward - 6953 La Jolla Blvd

Ruth Schaefer 1042 So. Coast Blvd.

Florabel Skinner 636 Nautilus St. La Jolla

Dna M. Inglett 374 Bon Air St La Jolla

Conn. McDonald 3486 Mountain View St. San Diego

J R Jones 1243 1st St San Diego

NOTES

Mrs L J Robbins 383 Nantles La Jolla Calif.
Mrs G Peters 385 Nantles La Jolla Calif.
Mrs AE Williams 323 Nantles St
D Williams " 6919 La Jolla Blvd.
Mrs J B Taber 6919 La Jolla Blvd.
Mrs Ray R Lewis 525 Westbourne St.
JC Waterman 549 Westbourne
Mate L Waterman 549 Westbourne, La Jolla
Mrs W C Atkins 425 Westbourne St
Mary R. Maull 5711 Bellevue Ave, La Jolla

811

old book to bind

to bind

CNGM

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P. M. Barnhart
 Justus A. Maes
 Alvin J. Robbins
 Catharine L. Avery
 Mary T. Sedgwick
 Frank J. Bynum
 Robert J. Swazay
 H. B. Bailey
 W. J. Caudier
 John Mech Jr.
 John Labrador
 Louis Chatham
 Frank S. Stet
 N. Jewell & Lloyd
 R. W. Morris
 H. Harvey
 Virgil Barnhill
 Berthelvonee
 C. W. Koah
 S. Molynaux
 L. J. Salcedo
 Marshall Field
 K. F. Mandis
 G. S. Strom

367 Graville,	La Jolla Calif.
7479 High Ave	La Jolla Calif.
383 Nautilus	La Jolla Calif.
524 Coast	La Jolla "
" "	" "
7619 Birchel	La Jolla
7359. Coast.	" "
1275 Torrey Pine Road	La Jolla
7868- Grand	La Jolla Cal
1628- 2nd St.	San Diego Cal
7241 Draper	La Jolla
5591 Bellvue	La Jolla Calif
7453 Girard	La Jolla Calif
231 Playa del Sol	La Jolla, Calif.
Po Box 824	La Jolla
Grenada Theatre	
7725 Fay..	
1364 College St. J.	
615 Nautilus St Z. J.	
7440 Grood St a J.	
7434 Draper st Z. J.	
7728- Ivanhoe ave	Z. J. La Jolla
7604 Eagle Ave La	Jolla
643 Bonair St	La Jolla.

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Herman E Danielson
M. M. Cooper
J.W. C. Sprung
Mrs J. R. Steckel
J. R. Steckel
Del R. Grocery Co. Inc
Frank J. Gandy
F. D. W. Johnson
Ross Nutman
H. G. Grueter
Raepa B. Johnson
A. G. Bratton
O. G. Burgar
E. K. Gardina
F. J. Hartman
Kent B. Hamilton
G. H. Wikstrom
E. C. Doilard
R. C. Walker
D. H. Butler
C. B. Wilson
C. L. Beevar
John and wife

1849 Prospect St.
1303 Cone St.
7847 Drury Lane
601 Hunter Street
601 Genter St
1006 Prospect
1328 Finan
116 College
7848 Bishop Lane
7135 Olivas Ave.
7449 Grey Sta.
1033 Wall St.
7860 Girard
7848 Girard St.
7927 Herschel Ave
7721 Ivanhoe
7435 Fay Ave
7459 La Jolla Blvd.
7834 Girard St.
7449 Gerard Ave
1131 Cedar Bend
7933 Prospect St.
862 Prospect St.

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Al Fairbrother (La Jolla Light)	1041 Wall
Cedric Trafton (" ")	1041 Wall
Dog Gass (La Jolla Light)	1041 Wall St.
John T. Kean	Sea gull Blvd. La Jolla.
H L Hathaway	Sorland Auto Parts
L W. Nelson	A B Shaw Co.
C. W. Brennan	903 W. G. St. San Diego
H E. Rase	La Jolla.
Wilkes E. Gader	Gader's Garage. La Jolla drabac
Lester E. Wilkes.	Zader's Garage. La Jolla.
A Bessent	110 Dramas St La Jolla.
E. Bessent	110 Drama St La Jolla
Frank E. Wilkes Jr.	1730 Silverado St
E. E. Jense	6664. La Jolla Blvd.
Mrs. L V. Hedges	" " "
Gladys D. M. Cunn	7413 Hillside
J F Ruston	360 Plantation
Mrs. F. F. Norton	360 Plantation
Mrs. Gladys L. Gader.	1150 Silverado St - La Jolla.

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Vincent M. Zaher Bellwicks Lewis La Jolla Calif.
Howard F. Rowe 1300 Pearl St. " "
Mary W. Brachmann 7875 Grand St.
R. Magon Hayes 6030 Wrenly Ave
Ethel Hayes 6030 Wrenly Ave
W. H. Sweet 1304 College St. La Jolla
Fred W. Morrison 1300 Pearl St. La Jolla Calif
Geo. W. Turney 7731 East Ave
Mrs. Louis J. Rice - 1018 Silverado. Date 3. 1920.
F. K. Ness - Terminal Bldg. La Jolla
E. Keeley 1742 Roslyn
Louise V. Keeley Jan. 13. 1930 1242 "
J. L. Stevenson 7243 Alvetas.
L. B. Shaw 7654 Hillside Drive
Deverell Barnell 7732 Lookout Drive.
William S. Russell 7908 Princess St.—
Lillian A. Pegler 1238 Roslyn Lane
Mrs. Kathie M. Hayes 873 Prospect St
O. M. Morrison 1231 Pearl St.
J. K. Whithead. Muirlands Drive

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Geo L Morse

4661 Larkspur Ocean Blvd

S H Jason

1509 Olney Ave
P.B.

Thornton

1521 Thomas Ave

Ted Hopkins

7838 Herschel Ave.

Warren Langford

7838 Herschel Ave.

Wayne Fuller

7645 Herschel Ave.

Foster Patrick

Box 496 La Jolla Calif.

J. F. Pearce

7902 Ivanhoe La Jolla

Mrs. Verne Pearce

7902 Ivanhoe St La Jolla

Mrs C. A. Jordan

7829 Herschel St La Jolla

Mrs W. V. Jordan

7829 Herschel St La Jolla

J. R. Hutzke

7824 Herschel Ave "

Rose L Stetka

7824 Herschel Ave "

Paul Eshen

7837 Herschel St La Jolla

Rev James Cameron

7807 Herschel Ave La Jolla

Gerry H Richter

7805 Herschel La Jolla

E. A. Gilby —

3390 - 30th St,

P. H. Langlin —

4780 Bancroft

E. A. Palmer

La Jolla.

Mrs. E. A. Palmer

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Wm V. Soderberg

Hugh Heath

Grace N. Heath

Walter Haffield 1260 Prospect St. L. J.

Wm Jr. Kurbat 1332 Bush St

J. Doctor

552 Sea Lane

J H Grow

2206 Torrey Pines Rd.

Mrs. Aro M. Grow

2206 Torrey Pine Rd.

Mary Louise Soderberg

2158 Calle de la Plata - L. J.

Virginia Olmstead

E. Roseland Drive

Ray D. Olmstead
(by O. O.)

" " "

C C Lewis

7907 Iduschee av.

Bessie R. Lewis

541 arenas at

J J Rechert

2158 Diamond St Pacific Beach

Mo J Rechert

" " "

Sue C Corey

748 Olivetas La Jolla. Calif.

Ruth C Corey

" " "

A. A. Barlow

7845 Girard, La Jolla, Calif.

Blanche P. Barlow

1400 College, " " "

Gertude K Brown

Calville Hotel, La Jolla

Genevieve Pudding

7360 Gray ave. " "

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H.C. Jones 7845 Herschel La Jolla

D.J. Martin 7849 ...

Mary E. Mallins 5069 Third

H. Kramer B-2573 La Jolla.

Austin A. Looker.) 7816 Ivanhoe.

Mrs. A.A. Looker.

L.J. Sackett. 6919 La Jolla Blvd.

B.W. Elliott. 3721 Rio Pico
Gessmonwood

Douglas 1041 Silverado St - Ford Gray

C. Van Patten. 1041 Silverado St. Ford Gray

John H. Wills 1000 Prospect La Jolla

L. F. Wilkes 1170 Herschell La Jolla.

Heram Barton 7813 Ivanhoe Ave La Jolla

B.M. Hunter. 7356 Encinitas Ave La Jolla.

J. Pouchlean 917 19th Line St.

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Rudolph F. Zimmerman	7384 Fay Ave.
Arthur Betts -	7921 Grand Ave.
John T. Smith	7925 "
Gro. P. Lottsonia	7752 Fay Ave
Hinde Rose	Mina Montes Apts.
Jo W. Whitley	6821 La Jolla Blvd.
Mrs. M. R. Smith	1221 Roslyn Lane
Jethro D. Williams	1132 Prospect Street
D. H. Foster	1132 Prospect St.
Frankie D. Williams	1132 Prospect St.
Wm. H. Bellamy	8006 Girard Street
J. Westwood	Casa de Manana
Ben J. Mellor.	2319 El Paseo Grande.
W. A. Town Jr.	Casa de Manana
Harrell Gross	518 Sea Lane
Grace B. Lindsey	441 Ravinia St.
Meritt B. Rohr	531 Seadome -
Jane E. Bell	804 Prospect
Eleanor B. Parker	Prospect St.
E. R. Seitzer	

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W. G. Fenn	1026 Prospect St
Mary L. Fenn	"
B. Cummings	4855 Fay -
Henry M. Morgan	
J. M. Patey	7912 Grand
A. Johnson	1910 Girard
A. Ferguson	7888 Girard
S. Benson	7880 Grand
Frances Benson	7880 Grand
J. L. Lewis	7436 Fay Ave
J. V. Sperry	7910 Ivanhoe
C. E. Hughes	1325 Coast Blvd
Mrs. C. G. Hughes	1325 Coast Blvd
Jessie H. Smith (by Jim Smith)	1202 Prospect St. "
Geo. F. Foote	7967 Hillside Dr
Mary C. Wood Foote	{ 7967 Hillside Dr

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Jos. J. Darnes	1014 Prospect St	✓
R. E. Curry	8736 Prospect St.	✓
Charles Smith	935 Prospect St.	✓
Edward Kuhn	1014 Prospect St.	✓
J.W. Stockton	1268 Prospect St.	✓
Mrs. William E. Stockton	7908 Princess St.	✓
May & Darnes	1237 Prospect -	✓
Gus Wagner	1004 Prospect	✓
B. H. Walker	1006 Prospect St.	✓
Al Samples.	344 Prospect St.	✓
H. R. Ryan	1012 Prospect St.	✓
Gas L. Henderson	1008 Prospect St.	✓
Edna M. Henderson	1037 S. Coast Blvd	✓
Joseph John Hinde	7211 Eads Ave	
Paul Aller	1841 Prospect	✓
T. B. Baker	1676 Neale st	
Mrs. Emil Johnson	7261 Draper Ave	
Jas. J. East	Colonial Hotel	
Troy E. Baker	3536 7th St. San Diego	
Mrs. A. Sloane	#8 Acadia Blvd. La Jolla	
Elijah Ball	601 Marine St. La Jolla	
F. G. Lange	Torrey Pines Lodge	

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Agnes J. Henrley

Little Hotel - 8045 Jenner

Robt. V. Ramsey

4383 Swift St. San Diego

Mrs. Eva Anderson 1228 Cave St.

R. M. Hammay Spindrift Inn

Rose B. Davis 1161 Coast Blvd

Ray Davis 1161 Coast Blvd

H. H. Davis 1194 Prospect Ave.

Mrs. W. E. Austin 878 Prospect St.

Jeff Plummer
Solana Beach Market

W. B. Inglett Solana Beach Market

Mr. L. C. Thompson 534 Bon Air St.

Mildred A. Wilson 522 Bon Air St.

W. M. Cook 6533 El Cajon

Mrs. Paul W. Popp. 515 Gravilla St.

Paul W. Popp. " " "

J. J. Turner County Club Drive

Mrs. L. F. Turner " " "

PETITION

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Philip R Barber

Walter C Adelton

Sarah E Patrick

Margaret Hayes

Mrs W. G. White

Constance

K. Clover

G. W. Owen

Geo. A. Davis

Joseph Blaik

Mrs. L. Bosworth

Mrs. J. E. Bosworth

Mrs G. D. Fernald

Mrs. C. C. Pennington

Mrs Ross Putnam

George D. Fleet

Victoria Roberts

Frank Free

Mrs. B. E. Miller

400 avens

colonial Hotel

1144 Missouri ave

La Jolla Hermosa

7824 Bishop Lane

7135 Olivetas

7225 Draper

Colonial Hotel

910 Prospect St

361 Rosemont

527 So Coast Blvd

" " " "

904 Prospect

11561 College

7848 Bishop Lane

7678 Strand Ave.

910 prospect St.

7827 State Dr

7135 -Olivetas St.

PETITION

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~~John W. Young~~ 7820 Grand St La Jolla
R. Dimian-Samuels 127 Prospect St.
S. T. Jones 1855 Fay ave.
X M. V. Condon 7845 Mandeville
Anson Omega
Mrs A. S. Miller
Emily E. Dobbin
Garrett Dobbin
H. Kearns
Mrs Gruchos
Alex George McNamee
George Gruchos
Wm E. Sanderson
H. Morris
Dorothy Gate
Came E. Crowley
Rose L. Stutzke
Edna M. Shumaker
John W. Young

7820 Grand St La Jolla
862 Prospect St - Lincoln
862 Prospect St "
844 Prospect St -
" 894 Prospect St.
7920 Girard Ave
7928 Grand ave
935 Prospect St. S.J.
7389 Fay Ave
Academy Bldg.
7931 Lincoln
7643 Grand Ave
7824 Herschel ave
1133 Prospect
1024 S. Coast Blvd

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Will Shaw 7437 Gerard Ave La Jolla, Calif.
L. Ralph Haasle 7914 Quince Ave, La Jolla, Calif.

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Mrs G B Baker
Mary M. Begelow
WF

9841 Gray Cve.
7769 La Jolla Ave.

PETITION

res. term

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R. J. Buss Service Station	7475 La Jolla Blvd.
G. Hanson - Burton's Service Sta	819 - Kline St. L. J. 7480 La Jolla Blvd.
Mrs. Owen Thamer.	703 Genter St. La Jolla
La Jolla Laundry Thos M. Laughlin Pres.	712 Pearce St. La Jolla Hillside Drive La Jolla.
Thos M. Laughlin	760, " "
P. S. Johnson	3615 Landis S. W.
Ray Comstock	7604 Cade St.
Fred Martin	7601 Cade St.
67 Mader	7160 Fay Ave.
D. C. Dyer	5428 Lind Rose 7557 La Jolla Blvd.
A. S. Chapman	7541 Cade
A. O. Waite	7643 Fay St.
G. F. Coblenz	7643 Fay St.
C. Schutte	7592 Fay St.
Mrs C. Schmidt	7634 Grayson
R. G. Payne	1010 La Jolla St.
C. Bridgeman	7755 Girard St.
Mrs Emma Budd	
Fred Wright	

PETITION

N.J. Grum

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<i>Mrs Geo Fleet</i>	<i>7678 Girard ave La Jolla</i>
<i>Geo Fleet</i>	<i>7 " " " "</i>
<i>E.L. Caldwell</i>	<i>" " " "</i>
<i>Carl Garboe</i>	<i>7712 Girard ave. " "</i>
<i>H. Coayot</i>	<i>4468 Terrace " "</i>
<i>Mrs J. F. Coayot</i>	<i>7768 Girard " "</i>
<i>Fred Barrett</i>	<i>2497 Electra Ave " "</i>
<i>Geo Brower</i>	<i>1270 Prospect St " "</i>
<i>E.B. Russell</i>	<i>7402 La Jolla Blvd " "</i>
<i>Mrs A.B. Rhoads</i>	<i>7335 Olivetad " "</i>
<i>Robert H. Allen Jr</i>	<i>1410 Park Row " "</i>
<i>R.M. Rhoads</i>	<i>7335 Olivetad Place La Jolla " "</i>
<i>Mary G. Fischer</i>	<i>1124 Wall St " "</i>
<i>Stephen Braden</i>	<i>7814 Girard St " "</i>
<i>J. H. Aufdenberg</i>	<i>912 - Suburbia " "</i>
<i>Joe Gluids</i>	<i>913 - Suburbia " "</i>
<i>Frank Harmon</i>	<i>7821 Fay ave. " "</i>
<i>Amelia S. Brown</i>	<i>230 Prospect St. " "</i>
<i>Agnes H. Wallace</i>	<i>440 Pearl St. " "</i>

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Lilla J. Stewart, 8107 La Jolla St.

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Geo. J. Pettcher	405 Westbourne
Sullivan, S. Pettcher	" "
G. Chapman	7839 - Girard St
F. Thompson	7884 girard St
Mrs. J. W. Kyle	551 Gravilla St.
J.W.Kyle	" " "
H.C. Wilson	1425 Day st La Jolla Ca.
Mrs. C. M. Wilson	" " " "
T.G. Armstrong	2523 Don Marcos Ave.
Lewis Berrie	2430 Rosecrans St.
M.L. Beach	824 Jamaica Court

PETITION

TO THE BOARD OF PARK COMMISSIONERS,
City of San Diego, State of California:

George Howell

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S. A. Lindley 1712 - Beryl st Pacific Beach Calif
J. R. Moody 41026 Thos. Av Pacific Beach
Arnold F. Landweer 922 Thomas Ave. Pacific Beach
H. H. Georin 1078 Gamet Ave. " P. B.
J. M. Buckenridge 1795 Hywood P. B.
Frank Alsop 1256 Grand Ave. Pacific Beach
North Shore Sentinel - Robert Graham 1722 Lam Street ✓
Oliver P. Natt 1076 Decatur Pacific Beach
L. D. Henthorn 4946 Lamont St Pacific Beach
Sam Dickeyway 980 Garret St Pacific Beach
John W. B. Dethart - Pacific ave Pacific Beach
Chester B. Bird - 2676 e-st. San Diego.
Genevieve Leeper - 1312 Pacific Ave.
K. W. Richardson 1455 Thomas Ave
James T. Newell 1048 Emerald Ave P/B
Roy Callaway 1518 Thomas Ave P/B

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George W. Hewitt 4535 Gresham St. Pacific Beach

Edward L. Dodge 4441 Kendall " "

Mrs. S. O. Dusenber Pacific Beach
Mrs. C. J. Eaton Pacific Beach

Charles J. Eaton Jr.

G. L. Phelps
J. M. Smith

1932 Julian Ave.
4818 Reno St.

Bird Rock Inn.

J. A. Nays

B. J. Bayne

R. E. Summers

Mrs. W. A. Ogden

C. H. Beach

Stanley Barnett

Ervin J. Tolz

Bruce Ayres

P. R. Bin.

C. C. Daniels

Mrs. O. H. Larson

Mrs. Grace Schrieff

Wallace K. Johnson

H. R. Cradit

~~San Diego~~ 4145 = Voltaire
4069 - Texas St

Pacific Beach.

4008 - 40

Pacific Beach

4060 Roosevelt San Diego

Pacific Beach

3745 Beaulyan St
San Diego.

1215 Horblens San
Pacific Beach

Pacific Beach

Pacific Beach G. M. Clark.

1919 - repas 27 San Diego
Pacific Beach

1128 Feldspar. Pac. Beach.

PETITION

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no Mission Beach

F. L. True

P.O.Box 186 Pacific Beach

Pacific Beach

Frank Eychaner
Frank D. Parker
Milton L Austin

5533 La Jolla Drd
5456 Taft St Bird Rock

Ruby S. Lewitt

7535 Gresham st. Pac Bath

Fred Chambers

901 Beryl ave Pac Bee

Chas. W. Davies

1956 Hornblend. P.B

C C Fletcher

1440 Garnet Ave "

Mrs. F. E. Humphreys

1728 Mission St Pacific Beach

Elliott Tate

930 Diamond St "

H R Ludek

935 Reed "

J. J. Ryan

4047 Times cat St "

W E Samuel

4288 Kendall St

Robert Larmont

2177 Thomas ave

Joe Murphy

1202 Garnet ave.

Ed Hifford

1524 garnet ave

Mrs. Turner

1862 Thomas ave

Char R Woodward

1738 - Hornblend ave.

Colvin Margon

1760 ✓

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Jesse J Terrell 1506 Garnet st Pacific Beach Calif.

A. H. Shiley 1821 Redlace "

M Whalen 4621 Lamont St "

C H Tansey 1821 Pacific Ave.

G W Leford 1873 Garnet " "

Pearl Leford 1873 Garnet " "

F J J Lans Soledad Road Pacific Beach.

Hazel L. Noel 4070 Kendall St. "

Malinda Schoof 5188 Cass Blvd. Pac Beach Calif

John W. Hardy 1952 Emerald, Pacific Beach

John C. Weiss 4138 Cass St. Pacific Beach.

Tos C Ryan 4493 Lamont St Pacific Beach

R E Struve 3650 Green Forest Pacific Beach.

Chas Bain 1703 Chalcedony St Pacific Beach.

L A Barnes 1854 Oliver St. Pacific Beach.

Blanche M. Lyon, 1621 Grand Av., Pacific Beach.

John P. Dycerna 1704 Emerald "

Helen Rungsey 1851 Garnet = 5 Food Shop, Pacific Beach

A S Soule 1718 Grand over Pacific Beach.

Joseph F Restine 1843 Grand Ave. " "

J B Crane 1704 Grand "

Geo. D. Mills 1654 Grand "

Lucy Woodward 1730 Hornbeam "

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C. L. Pratt 4430 Jewell St Pacific Beach Caly
E. H. Herman, S.D.A. & K.O. Pacific Beach
N. M. Tipe 4012 La Mont St.
James Vogt 3923 La Mont St
Caroline Vogt 3923 Lamont St
J. H. Eichmberger 1202 Diamond St Pacific Beach
W. D. Bunch 1645 Garnet Ave Pacific Beach
1871 Hemble W. A. Pike
Mrs Lina M. Walder 1360 - Hornblend P.B.
William McCay 1828 Missouri Pacific Beach
Halsey W. Clark 4448 Jewel St. " "
Harry Rock 959 Feldspar St Pacific Beach.
Glenn Thrailkill - 2024 Feldspar St Pacific Beach.
1728 Missouri St " "
4654 Jade St Pacific Beach.
Clarence W. Fletcher - 4980 Cass, Pacific Beach
D. Gentry 1471 Garnet Ave Pacific Beach.
Frank M. Adliss 1471 Garnet St Pacific Beach. "
Ed Hawkenius 1471 " " "
J. Collins Black 1820 Oliver

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Mrs A Price 1811 Reed Ave Pacific Beach, Calif.

Lester A Larson " 22 Chelcroy P.B.

Mrs. J. L. Davis Military Academy ✓
J A McLean 980 Agate St P.B.

Ralph Hardie 1828 Reed Av

E Schuyler Hart 2224 Garnet St

J F Cogwood 1124 Folsom

Ch

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James Brooks, 2054 Garnet St. Pacific Beach.
George W. Brooks
Floy Churchman #1936 - Hornblend Pacific Beach

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J. W. M. Remond	945 Reed St
E. S. Radus	856 Horn Blend. Pacific Bush.
M. E. Radus.	10856 Horn Blend. 935 Hornblend St
Loyd Parker	738 Hornblend Av
James H. Smith	1016 Bengal St. P. B.
S. O. Duerler	1152 Oliver Ave
Wm. S. Mussen	1176 Oliver Ave.
H. D. Mason	1215 Reed Ave.
J. A. Smith	1215 Reed Ave.
Jack De Long	
Hannah A. De Long	
J. Mac Dougall	1215 Reed ave.
John Mac Dougall	1215 Reed ave
W. L. Hamilton	1020 Garnet St.
Glice M. Hamilton	1020 Garnet St.
J. A. Aaral	1478 Hornblend Av
Geo E. Sheldon	1098 Garnet St.
W. A. Lane	1760 Hornblend ave
Ray J. McDavid	Dunaway Bld.

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Mary E. Erwin. Pacific Beach.
Burton Brown.

Mrs Minnie Browne
R. Wilford.
J. M. Asher - - - Pacific Beach.

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A. W. Kopke
W. L. Canning
H. S. Mcintosh
P. R. Standley
R. D. Landweer
E. A. Altisbury 1106 Agat St
G. D. Erwin

Pacific Beach Jan 13-1930

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G. E. Stark 2105 Reed Pacific Beach, Cal.

C. Walker 1704 Oliver Pacific Beach, Cal.

Mrs. Erma Whalen. Pacific Beach

Mrs. Louise Sullivan Ocean Beach. (4955 Main Ave.)

C. J. Jones 1930 Bacone st. Ocean Beach

Mrs. Caroline D. McCord 1804 Reed Av. Pacific Beach

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Robert S Heuitt 4585 Gresham St Pacific Beach
Sgt Scump
Margaret Metze 1978 ^{644. " E "} Emerald St
Charlotte Farley 1315 Lorng St Pacific Beach Cal.

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O.W. Reed. La Valencia Hotel. La Jolla
Richard Lee Harstad 1307. Soledad, La Jolla.
William F. White " 4 1/2 Prospect ave
James M. Steele. Girard Hotel Girard
Delia M. White - " 4 1/2 Prospect Sh.
Helen Steele Girard Hotel
Butch Patterson - 114 1/2 Prospect Street
Fred Rood. Valencia Hotel.
David Ross. Valencia Hotel.
Roy Blawie 6116 Camino de la Costa
Noel N. Wilcox " a a "
La Belle Wicketts "

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Jack Roberts

- 1034-8

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Mrs F. Hettich	- 4151 - 30 th St. San Diego
Mrs Jennie Herman	4167 - 30 th St. San Diego
James Herman	4167 - 30 th St. San Diego
Wm & Gnat	4201 - 30 th St. San Diego
Theta Yarn	4341 - Braut St.
C. J. Green -	4241 - 30th St. "
S. M. Ziegler	4241 30 th St. "
Emma Ziegler	4241 30 th St. "
Doris A. Green.	4241 - 30th St. "
TM Davis	4327 Ohio
Mrs E. B. Davis	Do.
A Lannon	2652 National St.
B. W. Stradley	860 - 18 th St. San Diego Cal
M. T. Rabe	4194 Ohio St.
Mary Rose	4184 Ohio St.
Mary Rose	4184 Ohio St.
Mary Erke	4170 Ohio St.
Mary Morley	4153 Ohio St.
Mrs. H. C. Collins	4140. Ohio St.
H. Hamann	2225 Not a natural Atx

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- 1 Mrs Elizabeth Dehner 4131 Ohio St
- 2 Mrs M. W. Kramer 4125 Ohio
- 3 Mrs. Ida M. Ballinger 4132 Ohio St.
- 4 Mrs R. E. Anglin 4128 Ohio St.
- 5 Mrs D. G. Brose 4111 Ohio St.
- 6 Mrs. B. Kettnering 4102 Ohio St.
- 7 Mrs G. Lakin 4087 Ohio
- 8 J. N. Krey 4062 Ohio St
- 9 Mrs Rosa Krey 4062 Ohio St
- 10 Fred Sage 1763 - 1st : total 54
- 11 Mrs Loren Murphy 3946 Illinois
- 12 Mrs Clara E. Ritchhart 3984 Illinois St.
- 13 Mrs Charles Fox 4054 Illinois St.
- 14 John Kramer 4060 Illinois St.
- 15 Caroline Kramer 4060 Illinois St.
- 16 Rachel M. Becker 4203 Illinois St.
- 17 Mrs Jacobus 4185 Illinois
- 18 Mrs O. H. Harris 4185 Illinois
- 19 Mrs. W. A. Dick 4139 "
- 20 Mrs Violet L. Davis 3993 Illinois St.
- 21 W. Parry 3148 University Ave
- 22 L. F. Vanstra 3605 Landis
- 23 B. L. Shugler 4127 Monroe St
- 24 Floyd Warfield 4498 Mc Clintock

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- 1 Mrs. F. Harford 4448 Melvin Park
- 2 M. Shen - 3209 University
- 3 Paul Ross 1265 Esplanade
- 4 Steel Sheet Metal & Stock 3209 Univ.
- 5 W. E. Riley - 4081 Middlesex Dr.
- 6 L. O'neill 3275 University
- 7 J. Warfield 3275 University
- 8 J. Manderson 3373 University Ave
- 9 D. Surgeas 6732 Mallard
- 10 Grace Paschal 3471 Univ
- 11 Ira Shafner 3793 - 35 St.
- 12 Tom Cole 3554 Madison St.
- 13 John Mason 3495 University Ave
- 14 Bettyam Mason 4555 Kansas Street
- 15 G. J. Wood 4180 Swift Ave. City
- 16 McCall 4643 Iowa St San Diego
- 17 S. F. Cole 4643 Iowa St. San Diego
- 18 C. Driskell 4465 McClellan Blvd. Phinney
- 19 Mrs. C. Driskell 4465 McClellan St. La Jolla
- 20 Mrs. George L. G. Davis 3870 Wilson Ave. San Diego
- 21 Mrs. C. S. Williams 4067-38th San Diego, Calif.
- 22 Mrs. Donald Starr 4265 - 43rd St. San Diego, Cal
- 23 G. P. Nesselroad 3636 University St. San Diego, Cal
- 24 H. W. Haverkamp 3593 Dwight St. San Diego
- 25 Mr. H. W. Haverkamp " " "
- 26 Mrs. G. V. Burris 4024 Wilson
- 27 Mr. " " Burris 4024 Wilson
- 28 Mrs. H. W. Haverkamp " " "
- 29 Mr. " " Burris 4024 Wilson
- 30 Mr. " " Burris 4024 Wilson
- 31 J. Hamman 3527 - 32nd St

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1 A. P. Schnell

3063 Univ.

2 Mrs A. P. Schnell

" "

3 D. P. Yeades

3053 Univ.

4 Chas F. Watcher

3043 Univ.

5 Tony Garfield.

3711. 41st.

6 H. L. Wolfe

4062 Therosae

7 R. B. Wolfe

4133 - Swift

8 G. Sauer

3948 2 Davies Ave

9 C. M. E. Stader

3007 Univ. Ave.

10 W. S. Dushane

4044 Van Dyke

11 Myron Confer

4463 - 42nd

12 Holl Gamilton

4120 - Lyle

13 Job Crawford

3569 Granada Ave

14 Mrs. T. S. King

2913 University Ave

15 H. Little

3831 - Park Blvd

16 A. Muth

3821 Park Blvd

17 Chas Morelli

3739 Park - -

18 total 113

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579
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Jos. E. Kimpton 4686 University Ave.
E. H. George 3717 - 47 St.
Fred Swiney 4146 - 41 st
S. J. Welding 4668 University Ave.
Mrs S. J. Welding 4668 University Ave.
Mrs M. Holmberg 4045 Menlo Ave.
Mrs. Bertha Burroughs 4055 Menlo Ave.
H. R. Lucore 4055 - Menlo Ave. S.D. Cal.
Mrs. H. R. Lucore 4055 Menlo Ave. S.D.
Mrs. Edwin J. Shipman 4059 Menlo Ave. - S. D.
Mrs Lloyd E. Witt 4084 Menlo Ave.
Rose Whitzel, 4090 Menlo Ave.
Mrs G. A. Sperry 4096 Menlo Ave.
P. H. Van Meter 4112 Menlo Ave.
Curtis E. Nichols - 4166 - Menlo Ave.
Sarah A. Nichols 4166 Menlo Ave.
Mrs A. H. Morrison 4603 Orange Ave.
Mrs W. W. Johnson 4226 Menlo Ave.
Mrs Fred De Bray 4236 Menlo Ave.
Mrs F. Atwater 4240 Menlo Ave.
Mrs J. W. Baker 4243 - 46th St.
Odhing 4221 - 46th St.
Russell 4227 - 46th St.

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South Design	4221 - 46 th St.
Mrs. J. C. Ruffin	- 4209 - 46 th St.
Mrs. H. Herley	4147 - 46 th St.
Mrs. Luella Thompson	4117 - 46 th St.
Mr. Warden	4114 - 46 th St
May Warden	4114 - 46 th St
J. D. Kelpichus	4114 - 46 th St
J. D. Fell.	4112 - 46 th St
Mrs. Henry Schmidt	4057 - 46 th St
Mrs. L. T. Hays.	4039 - 46 th Street,
E. W. Thomas	869. b. Ave. Coronado
J. E. Barbour.	4392 - University.
Mrs. Mary B. Boyer	4043 - 47 th street
Mrs. Eudora F. Miller	4038 - 47 th Street
Lura S. Carothers	4046 - 47 th St.
William E. Carothers	4046 - 47 th St
Mrs. Hazel Stuart	4174 - 47 th St.
Mrs. F. F. Davidson	4690 - Orange Ave.
John C. Loss	4212 - 47 th San Diego
Charlotte a Loss	4212 - 47 th San Diego
Dore C. Hart	4246 - 47 th San Diego.

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Madeline Andre 4840 Orange Ave.

Louise Andre 4840 Orange ave.

John M. Stearns 4036 Euclid Ave.

Grace L. Stuart 4036 Euclid Ave.

Dora B. Alexander 4038 Euclid Ave.

Frank D. Kaiser 3766 - 47 - S¹

Helen C. Kaiser 3766 - 47 st

Mrs. J. D. Bacon - 4684 Nightman

Wm Knellings 3834 47~~th~~ 88

R J Bentson 3838 47th.

Edith L Bentson 3838 - 47 st,

Elga Gazz 3867 Menlo ave

Wm Schafe 3838 Menlo Ave

Roy Reed 3771 Menlo ave

Margaret W. Reed 3771 Menlo ave

Margaret Cunningham 3749 Menlo Ave.

Elizabeth Ketchum 3723 Menlo Ave.

Mrs Elva F. Gallagher 3743 46 St

(Mr) Bert Stromer 905^{1/2} Pomona Ave Coronado Calif., Coronado

(Mrs) Bert R. Stromer 905^{1/2} Pomona Ave. Cal.

J. A. Burroughs 4055² Menlo E. San Diego.

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Mr. R. G. Goss, 4759 Dwight St.
Gardiner 4157 Menlo

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Mrs Q. B. White 4033-Menlo.

Mrs N. M. Blomquist, 4078 Menlo.

Mrs Lloyd Rodifer 4135 Menlo Ave

Mrs Rene Blanc 4171 Menlo Ave

Mrs L. E. Lowe 4177 Menlo ave.

GBarsay 4265 Menlo

Mrs S. B. Causen 4266 Menlo ave

T & Williams 4252 - 46 - at

Mrs Boella Whitelaw - 4170 - 46 et

Mrs R. H. Richey, 4168 - 46 St.

Mrs R. J. Johnson 4166 - 46th st.

Mrs W. M. Starks 4164 - 46th st.

Mrs H. Carney 4138 - 46 st.

Mrs F. D. Amos 4196 - 46 st.

Mrs H. C. Scott 4122 46 st

Gideon Lorando 4122 46 st

Mrs. A. Cornelius 4090 46th st.

Mrs V. J. King 4066 - 46 st.

Mrs. A. H. Langbridge 4038 - 46 st.

Mr. H. G. Bickmore

Alma Benton 4587 University ave.

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- Mrs. H. S. Lyons 3848 Melid
Mrs. E. W. George - 3711-47th St.
Mrs E. C. Jenne 3791-47th St.
Mr H. W. Sanderson 3817-47 St
Ed Story 3815-47
Mrs Mary McPherson 3825-47.
Mrs J. Cotton 3825-47
Mrs. H. L. Day 3833-47th St
Mrs J. B. Stanley 3859-47 St
H. Kirschner 4695 Alvarado Ave.
E. McKinley 3320 Orange Ave.
Nellie Gamble 3848 Menlo
Mrs C. S. Ruxy 3824 Menlo Ave.
H. Petersen 3756 Menlo Ave
Mrs T. D. Dunn 3720 Menlo Ave
Mr T. D. Dunn 3720 Menlo Ave
Mrs B. J. Malone 3704 Menlo Ave.
Mrs R. D. Gould 3735-46th Ave
C. F. Oman 4008 Menlo Ave

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Mrs Nancy J. Atwater 4601 University Ave
Mrs S. H. Patten 4066 Chamomile Ave.

Ewan George Jr. 3717 - 47th St.
J. L. Allen 4686 University

Mr. Laoma Hicks 4063 - 47th St.

Mrs. Chas. R. Shannon - 4704 Orange Ave.

Mrs. Frances Pierre 4209 - 47th St.

D. Ensign 4224 - 47th St.

Myrtle Griswold 4251 - 47th St.

Earl Lewis 4279 - 47th St.

Mrs. Edward Weeks 4287 - 47th St.

Lue M. Bailey 4294 - 47th St.

Jane G. Merrick 4294 - 47th St.

Robert J. Fly 4290 - 47th St.

Alice C. Roberts, 4288 - 47th St.

H. C. Rogers 4222 Acclad

M. Alexander 4734 University Ave

Mrs. Chapman 4741 University Ave.

A. L. Leedley 4856 Avenue Davis.

W. H. Yerawire 3321 Highland Ave

PETITION

TO THE BOARD OF PARK COMMISSIONERS,
City of San Diego, State of California:

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R.C. Rose	1904 Torrey Pine Rd	Property Owner
Mary Richmond Peesly	212 Coast Blvd.	Property Owner
Mario Sattas	4321 Valle Vista St	"
Mr. Julia Dowell	1463 - 2 nd St	" "
George C. Rose	4141 Lark St	" "
Charlotte Mrs. Leinenweber	1946 Torrey Pine Rd	Property Owner
J.E. Pettijohn Secy La Jolla Yacht Club		
Wm. J. Rose	1888 Hillside	Owner Property Owner
Blanche E. Haskins	4432-40 St	San Diego, Property Owner.

Jennie M^cP. Talcott Under misapprehension I signed a
5025 Taft St. Prop owner petition opposing this road

Mary H. Peesly 212 Coast Blvd (Votes)

Blanche E. Rose 1988 Hillside Dr. Proprietary Owner.

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Annie Jensen - 1622 - 29th st. San Diego, Calif.
Thelma B. Percival - 3644 Jackdaw. San Diego Calif.
F. H. Boach - 3646 Jackdaw St. San Diego Calif.
Margaret M. Boach 3646 - Jackdaw - San Diego
George W. Allen 3654 Jackdaw St. San Diego
D. M. McLeish 3672 Jackdaw St. San Diego
Marie C. McLeish 3672 Jackdaw, San Diego
Grace G. McLeish 3672 Jackdaw San Diego
Malcolm M. Leish 3672 Jackdaw San Diego
Harry H. Atterton 3437 - 28th st San Diego
John Mayn - 2815 - " - " -
June S. Bowler 4071 - 40th St. San Diego
Betty Sadlier. 4014 Oregon St. - San Dieg.
J. Krieger 1933 Howard Ave
Charles Anderson 1011 - Bank of Italy Bldg
Hal Schaufelberger - 530 Broadway
Gladys Evans 4742 Biona Drive, S.D.
Mrs. G. L. Macdonald 2926 Juniper St.
D. Adams 518 Forward St. La Jolla
Mrs. D. Adams
Rebecca Korzalay 4063 Hillcrest Drive
P. P. Taylor 3768 Vermont St.
R. C. Wilson 3583 Ray St.
S. E. Sweeney 5125 Harding Road -
Robert T. Johnson 4166 - 46th

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J. H. Cawdissim
J. T. Curran
Elizabeth H. Grimm
C. C. Chaffin
R. S. Stevenson
Geo. H. Tyler
Chas. G. Patrick
Kirk Edgeman
J. F. Shrum
Mrs. C. S. Minor
B. D. James
J. A. Rizor
C. S. Lines
E. J. Payton
E. J. Sherwood
Charles D. Heald
D. J. Gray
Eugene K. Wilson
Mrs. E. P. Schmack
F. O. Dorris

1005 Johnson St.
3644 Jackdaw St.
1437 Bancroft St.
1504 W Walnut St.
2011 Front St. San Diego
2327 Hickory St. San Diego
4557 Hawley Blvd. San Diego
2930 Kalmar St.
Los Angeles. Calif.
Embassy Hotel
1110 - 5th Ave.
1233 - 17th St.
1333 Union St.
520 Division St.
4019 Paul Blvd.
1405 Grove St.
4334 - 49th St.
1422 University Ave.
Escondido, Calif.
1003 Hunter St. San Diego

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E. M. Bentey

3785 Pershing Ave.

Howard Tadley

#1544 Granada.

Dorothy McNeill

4027 Gaebelaw St.

Howard

3619 Wilshire Terrace.

J. N. Byrne

1025 Sutter St.

J. Haverkamp

3592 Dwight St.

M. E. DeLong

1946 - 1st St

L. J. Rice Jr.

541. Playa del Sur - La Jolla.

F. H. Denton

934 - 24th St - San Diego

John Marshall

3605 Mississippi St. Andrews, Calif

Wm. G. Minow

1604 Plum St. Point Loma, San Diego, Calif.

Buegel

101 Mar Blk - S.D.

R. M. Lee

4382 - Felton St.

Eva Rayburn

3408 - 6-8

J. O. Miller

2036. Orizaba St. San Diego

C. Knipper

Clementine Ave.

Alfred S. Anderson

140 E Arbor St. S.D. Calif.

G. C. Greene

4721 Felton St. S.D.

Anna M. Florence

4727 Felton

W. H. Taylor

333 - West. C. St.

F. R. Schupp

241 Ft. Hahnia St

Paul Ward

1030 - 23^d St.

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A. Edelbrock SAN DIEGO TRUST & SAVINGS BANK

<i>Fred B. Humphreys</i>	<i>Hotel Sandford</i>
<i>Ella Kreft</i>	<i>Hotel Sandford</i>
<i>H. M. Barber</i>	<i>1841 1/2 Front St.</i>
<i>Q. C. Shultz</i>	<i>546 - B. St.</i>
<i>W. S. McLean</i>	<i>546 B st</i>
<i>C. H. Scopfield</i>	<i>1210. 5. St.</i>
<i>C. A. Atkinson</i>	<i>2039 - 29st</i>
<i>Eddie White</i>	<i>1920 - Front</i>
<i>J. R. Strader</i>	<i>514 B. St</i>

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La Jolla

Mrs Mary D. Nolan 1107 Prospect St 4

Eline A. Vieths - " "

Mrs Frances W. Boomer 1107 Prospect St 4

Mrs Elizabeth Trant " "

John L. Brown " "

Anna G. Brown " "

PETITION

Sheet #3
A. Hanley

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Benjamin T. Cullen
Chas. L. Corthals
Ernestine M. Corthals.
Q.R. Hubert
W. L. Valauro
M. W. Hanna.
C. Johnson
Charles Verhaerew
W. S. Chilwell
G. D. Mitchell
C. V. Parker

7821 Fay Ave.
1182 College St.
1192 College St.
5451 Madison Ave San Diego
855 Surgeon's St.
Spinola & San Tolla.
La Jolla Col 7029
Derry Lane
1302 Grand Ave.
883 So. Coast
7917 Franklin Ave.
1282. Irving Place

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#44 A.D.H.

Edith M. Drummond	1261 Prospect
Mary Drummond	1261 Prospect
Roxanne Marshall	1261 Prospect
Mrs R. Y. Hayne.	La Jolla Shores
Jane Miss Bright	1261 Prospect
Edith Mary Hall.	1261 Prospect
Mrs Eva L. Hall.	
E. Thaine —	1295 Prospect St
Charlotte Gary Balsam.	1805 Camino de la Costa —

PETITION

1/16/1945

TO THE BOARD OF PARK COMMISSIONERS,
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January 16th:

I wish to state that I signed the petition against the construction of the proposed Cliff Road through a misunderstanding.

Grace D. Mitchell

7917 La Jolla Dr.

PETITION

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Halee Holder, M.D.	1237 Torrey Rd.
Lucille Brown	526 Center St.
A. L. Clark	309 Bon Air
Joe W. Wells	6652 Tyrian
W. A. Cawelti	326 Bon Air
Ethel N. Jesse	6664 La Jolla Blvd
George C. Miller	7921 Prospect Place
Walter R. Walker	7555 La Jolla Blvd.
J. A. Ferguson	7320 Fury Ave.
Jack Free	7827 State
Mrs H. J. Martinis	414 Bonair Ave.
R. R. Simola	2 Country Club Dr.
C. W. Hamilton	7478 Eads Ave.
F. G. Tooley	3178 Howard St.
David Kee	4182 Kansas St.
Katherine Bradbury	1247 Cave St.
John Brunton	7448 Eads Ave.

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Earl G. Gildea 7743 Girard Ave., La Jolla, Calif.
O.W. Williams 7475 Girard La Jolla.

Wm J Allen Hotel Ocean Village Ocean Beach
J.B. McCance 4408 Brighton Ave. Ocean Beach

Glen and 7933- Prospect St La Jolla 850
W.H.Mann 812 1/2 Jersey Court Mission Beach
Mrs. W.H.Mann

GR Williams 8" Lio Court Mission Beach

August Deter Mission Hotel, M.B.
Wallace N. Green Mission Beach
Mrs Lewis Bennie 2430 Roseau St

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Clara D'Umore	— 4775 Narragansett
Arthur Kettner	2312 Seaside St O.B.
Jenny Loun	1078 Laurel Av.
Marion E. Corral Hanson	646 Neptune St La Jolla Cal
Helen B. Gause	77
Catherine Brumton	7748 Eads Ave La Jolla
Walter S. Libe	1188 Prospect St La Jolla
J. H. Lee	718 Kingstown Ct M.B.
Iola Anna	5009 W. Palomar Blvd. O.B.
E. J. Luck	1032 Lidoado La Jolla
J. G. Lewis	815 Kingstown Ct M Beach
W. R. Block	802 Lido ct M. Beach
Joseph G. Hart	3567 Ocean Front
A. L. Starr	711 Verona St. Mission Beach
Mrs Seymour	1504 Hornblend. - P Beach
Dr. J. L. Seymour	" " "

PETITION

TO THE BOARD OF PARK COMMISSIONERS,
City of San Diego, State of California:

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1. It will not materially damage any of the flora or scenic beauty of the park, but on the contrary, will open and make more accessible wonderful scenic beauties not now available.

2. It will cause the removal of trunk highway traffic from the present dangerous road which winds in short curves and steep grades directly through the center of the park, and will permit of this present road being converted into a main park road from which other roads and trails can be developed, opening up and making easily accessible all parts of the park. The development of such road systems is now the universal policy of national, state and city park experts.

3. It will be a part of The Silver Spray Highway leading from Canada to the Mexican border, which, when completed will be one of the most beautiful scenic highways in the world; and this portion of it from Del Mar to and around or across Mission Bay is as scenically beautiful as any other section between here and Canada.

4. It will open up and make usable a great, fine public beach park just north of Torrey Pines which is little used at present because it is so difficult of access.

5. It will prevent a railroad from building a proposed line over this same route up the face of the cliff, surveys for which railroad have already been completed.

6. It will involve much less expense to the taxpayers of the city than any other proposed route and it will give to the city of San Diego its first adequate highway to the north and a most beautiful entrance to the city, leaving the narrow Sorrento Canyon road open to become an adequate entrance for the next highway to the north, which will pass back of Del Mar, through Rancho Santa Fe, Vista, etc.

John mcalpine - 4983 New Park St

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B. J. Gillespie M.D. 533 S. Coast Blvd La Jolla Calif
Samuel Sutcliffe 1259 Abbott St. Q.B.
Clara P. May 4481 Brighton St., Q.B.
W. J. Armstrong 3203 Ocean Front-
Mrs A. Stein 711 Valencia

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Walter H. Boutelle
Anne Boutelle
R. E. Warner
John W. June
Mrs. J. W. June
E. B. Ruehmer
Mr. E. B. Ruehmer

1018 La Jolla Blvd.
1824 La Jolla Ave.
1824 La Jolla Ave.
1824 La Jolla Ave.
1824 La Jolla Ave.
5580 La Jolla Blvd.
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5602 La Jolla Blvd.
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Harriet B. Wilson
James J. Trant
Theresa S. Rose
W.E. Higgett
WR Parker
Fred Waller
Lomie Mitchell
Wm D. Chatham
C.E. Sirl
F. Hayman
Julia V. Macbride
Emma L. Smith
H.G. Hollister
Ira C. Daughman

1116 Prospect St-

7864 clarendon ave

7435 dwyer st.

7330 Fay Ave

" " "

7344 Farred

5433 electric ave (B.R.)

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Donald Christie.
At Satchell
Mis & 26 mds

1287 College St La Jolla Calif.
1296 Prospect St La Jolla
7211 Cadis St La Jolla

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McConnell Neely — 3824-CENTER ST-

Francis O'Connell Baker — 6833 La Jolla Blvd

E. W. Martin — 4775-Coronado

R. P. Haas 1962 Encinitas St.

John H. Mc Gartney 7654 Herschell St.

Russell Oliver 819 Seagull Court

3994 Idaho St

George Thomas Colvin

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James Turnbly	644 Bon Air St. La Jolla
J. A. Turnball	644 Bon Air St. La Jolla
BALFOUR COMPANY INC. J. Turnball, Pres. La Jolla Properties, Inc.	1144 Prospect Street, La Jolla, Calif.
I. M. Gale, Esq. I. M. Gale	1144 Prospect Street, La Jolla, Calif.
Edwin D. Brooks Jr.	2898 Spruce Street, San Diego, Calif.
George Agnew	7760 Bishopp Lane. La Jolla Calif.
Edward T. Stoller	George Agnew 1182 College St. La Jolla Calif.
S. C. Armstrong	8218 Coast Blvd La Jolla Calif.
Mrs. Al Fairbrother	8600 Spring St. Pacific Beach
Llewel Adams	7224 Fay Ave., La Jolla, Calif.
Herb M. Laughlin	Guard Toll La Jolla Calif
Jerry Pike	Kellogg Drive La Jolla Calif
Barbara Gubbins	736 Prospect St " " "
George J. McRae	7764 Lookout Dr. " " "
Charles T. Tichborne	926 Prospect St " " "
Bob Contemps	675 Bon Air St " " "
Joseph K. Coors	7871 Ivanhoe " " "
Mr. Eva Turnbly	7763 Harvard St " " "
	8010 Ocean Ave R. J.
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George Coleman No 708 Silver St
George Little 7582 La Jolla St
A. Y. Draw ^{W⁵⁵0} Birch Ave
Wright C. Arnold 7562 Prospect St

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Mrs. Nellie C. Acker - 915 So. Coast Blvd.

Donald S. Hinds. 7211 Cadiz Ave.

L. Elizabeth Dustin 927 South Coast Blvd.

Anna R. Harper " "

Clara L. Kline 925 So. Coast Blvd.

Harry H. Haw 7156 Fay Ave.

Mrs. Julia A. Ripley 915 - So. Coast Blvd.

Geo. A. Lane 1802 Paneralt St.

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H.H. Summers

L.V. Bevis

Julian Jay

Red Beck

Frank Lynde

S.E. Grady

Bobby Tinson

M. L. Lem

La Jolla Calif.

La Jolla Calif

San Diego Calif

San Diego Calif.

Del Mar -

La Jolla -

La Jolla

84th Prospect

