

FRONT

TORREY PINES CLIFF ROAD
PETITIONS, LETTERS, AND PHOTOGRAPHS

1930

Coronado, Calif.

20 Feby., 1930.

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

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.

Approach
to
problem

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

Main
Question

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

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Between San Diego and Delmar the old improved highway north of San Diego via La Jolla has been (or is about to be) superseded, for through traffic desirous of saving mileage and time, by the "Rose Canyon Route" improvement. The Rose Canyon road lies almost 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.

Rose Canyon
Road
direct
line.

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.

Mesa Crossing Necessary

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.

Direct and not sinuous location desirable.

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 a "Control" of Coast Highway.

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.

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.

Park
resources
and
possibilities

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.

Beach
a part
of Park

This reality may be contemplated, especially as the Park Commission already controls 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. Separation of Commercial fast and traffic from activities desirable.

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. 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.

Advantages
of
Easterly
line.

Comparisons
between
Easterly
Line and
Cliff Road

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.

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-

licate 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 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 1/2 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 alternatige 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, to swing southerly or southwesterly up that canyon to join the present Mesa road perhaps 1 1/2 miles north of Six Points or 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.)

Advantages
of
Suggestion

Connections
and
Extensions
possible

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

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 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.

Costs
and
division
thereof

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 Highway, nor do I think that even the Rose Canyon route can be so labelled.

Abandonment
of
"Coast"
Route

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 so-called "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 of 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.

Improvement
of
present
road

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.

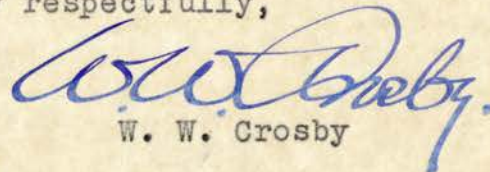
- APPENDICES -

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~~ ^T to help ~~to~~ clarify the comparisons of costs of the different routes discussed in my recent Report to you in the matter of the Torrey 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 is 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	<u>500 000.-</u>	
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	<u>500 000.-</u>	
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	<u>600 000.-</u>	
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

ANSWERS.

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

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.

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

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.

#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?

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, 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 ~~finally~~ 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 ^{may} 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 ^{of} 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 away 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

Exhibit 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

Coronado,

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

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

$$y = 138x^{-.635}$$

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 ^{the} Delmar formation and the Torrey sand, in the course of time some one would almost certainly be killed. ← with such a slope

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 a talus slopes. The smooth cliff face is usually, if not always, due to a 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 35°.

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. 23. 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 might be expected to bear ^{in the cliff face}. 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:

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

J. Wayland 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} of Flat Rock, with a note on the probable north ^{ward} 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 $\bar{y} = 138 x^{-.635}$

Height = x	Recession rates = y	Observations	
		Height	Recession in 12 yrs.
5	4.100		
10	2.650		
15	2.080		
20	1.720		
25	1.490	21	20
30	1.330		
40	1.100	33	15
50	.960		
75	.740	54	11
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

The Nature Club of Southern California

Los Angeles, California

DORA A. DAYTON
Executive Secretary
3915 Walton Avenue

ALFRED G. KOBBS
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 Drive,
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 motorizing 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 visitors, 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 finest assets.

May we all unite to save the Torrey Pines for posterity.

Very cordially yours,
(Mrs.) Susan W. Hutchinson
Secy. 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 furthest 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

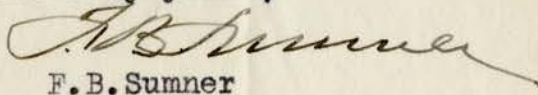
Mr. L. T. Olmstead,
President Park Board,
San Diego, Calif.,

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:

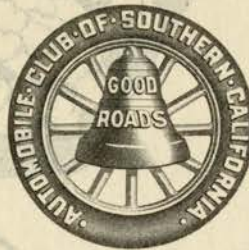
" Be it hereby resolved, that the San Diego Hotel Association respectfully memorializes the Hon. Park Commission of San Diego to approve the construction of the highway through Torrey Pines Park, over what has been termed the "Cliff Route", as proposed by the Manager of the Operating Department of the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

HORACE G. MILLER
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 HARRY CHANDLER
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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 accomodates 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

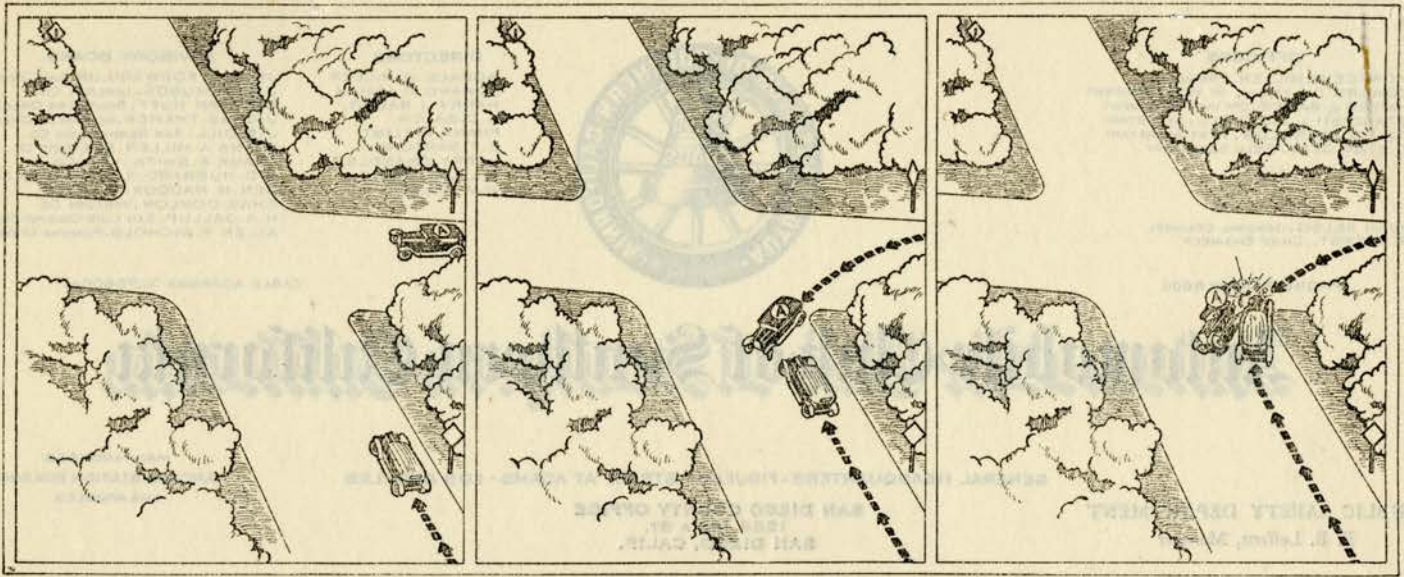
Supervisors
 Sheriff
 Justice Courts
 Traffic Patrol

CIVIC ORGANIZATIONS

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

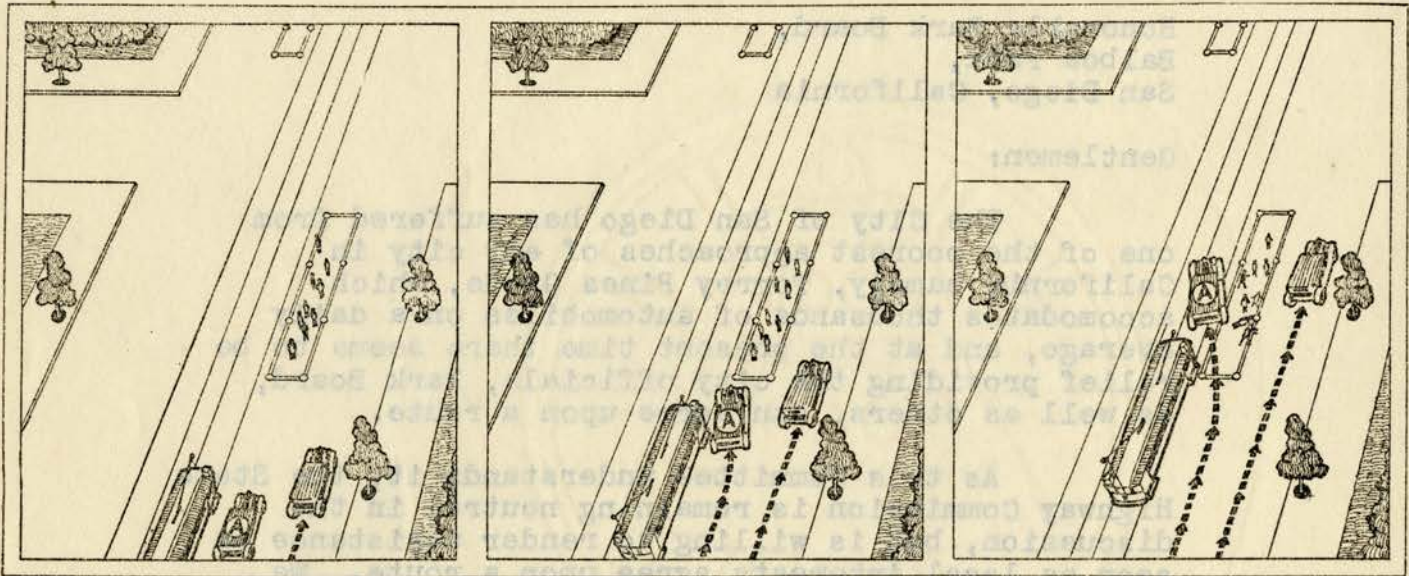
COMMERCIAL FIRMS

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.



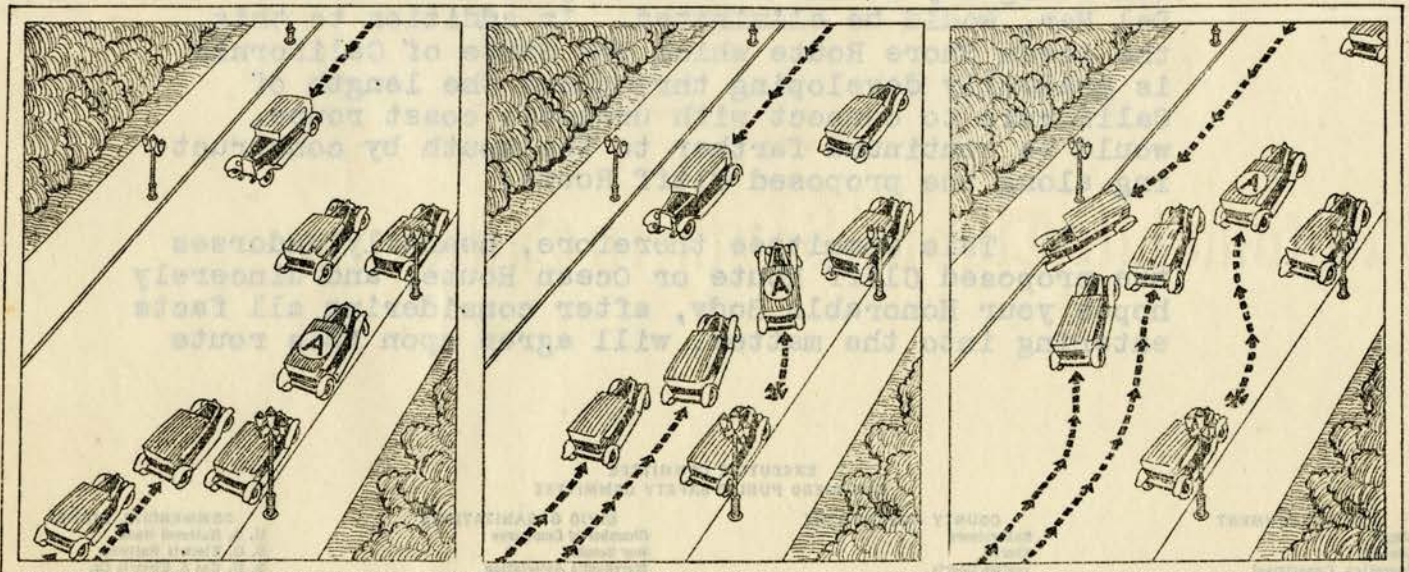
“Cutting Corners” causes unnecessary crashes and deaths.

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,

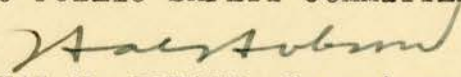
Page 2.

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 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.

January 28, 1930.

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,

Geo. S. Throckmold
President,

J. E. Humphreys
Secretary.

Copy for

Mr. Geo. A. M. Cartney



PACIFIC BEACH
CHAMBER OF COMMERCE
PACIFIC BEACH

PACIFIC BEACH
CHAMBER OF COMMERCE
COME TO CIVICITY
PACIFIC BEACH

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 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.

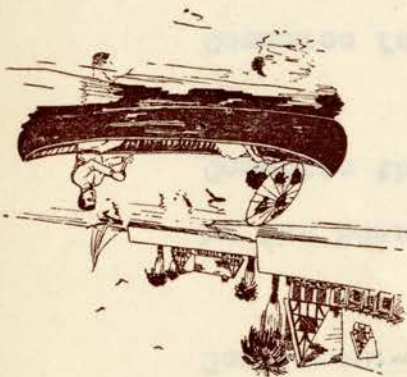
For those who enjoy a dip into the cool breakers of the Pacific, or restful lounging on the sands, there is a gentle sloping three-mile beach of clean white strand. A beach that is never overcrowded and always safe.

Of special interest to the younger folks, and to those of greater experience and remaining young in spirit, there are the gaities 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

Bring the Kiddies

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

Do You Swim?

REQUEST IT PLEASE

The Pacific Beach Chamber of
Commerce will appreciate your inter-
est and will gladly send you infor-
mation.

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 Executive Committee of 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 25th., 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. L. Luce)
Secretary

Josephine E. Aitchison
President
Gladys Armstrong - Treas.
(Mrs. E. G.)
Mary M. Churchman
Mrs. W. W.
Grace R. Fanning
Mrs. W. L.
Mrs. J. M. Asher.
Mrs. Gene 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.

Royce W. Wolveney
PRESIDENT

W. J. Fuchs
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 J. Meuro, 3762 Meade Ave., San Diego,
J. B. Hammond, 561 San Fernando St. San Diego
Charles H. Kent, 3684 Highland Ave San Diego,
AW Prather 4575 Kensington Drive, San Diego.
J. J. Munro 2126 Upper St ✓
W. Peasefield 3765 Monroe ✓
J. Irwin 3036 Palm ✓
EC Rice 3769 Lark ✓
W. Moore 4640 Campus Ave ✓
W. E. Low 3363 Tefton St. 1, 1r
L. B. Kinkef 412 - E. 10th St., National City, Calif.
Mary Leighers 412 - E. 10th St, ✓
Grace 4311 Chamouné Dr. San Diego
R. W. Rohrbach 4421 - 37th St. San Diego
Elvin C. Phillips 4421 - 37th St. San Diego
Ralph J. Zins 1260 Myrtle St " "

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Basil Guthrie	326 Douglas
V. Weimer	3930 Utah St.
A.P. Munson	4750 Norfolk Terrace
R.R. Jameran	4821 Lantana
Gene M. Cramer	4451 - 41st St
J. C. Bertolucci	1725 Logan ave.
McC. Taylor	4720 34 th St.
Dart Murray	4153 Kansas St.
Ernest Showley	2527 Meade
Marion Michel	3804 Fairmount ave.
J. N. Block	2735 Felton St.
W. C. Wurfel	2512 - 33 rd St. N.

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Harriet S. Goff	434 - Brookes Ave.
Ella N. Sheldon	434 - Brookes Ave.
William B. Knapp	3571 - 5 th Ave.
Lila A. Fitzpatrick	3580. 5 th Ave.
Pearl H. Goff	3580 - 5 th ave.
Susan E. Thatcher	3580 - 5 th Ave
Barrie Dastleber	444 Brookes ave

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J. M. Fain

Sam Straus

R. Humphrey

B. J. Finney

E. M. Force

L. V. Oakley

Murphy Jr.

W. A. Macdonald

Mrs. O. Rubio

C. H. Finney

Mrs. S. D. Barrio

R. M. Deal

S. S. Hoop

R. E. Berry

O. Rinde

R. E. Racine

B. D. James

H. A. Carter

S. B. Schwartz

G. R. Morris

Mrs. L. Kennedy

San Diego
103 West Brooks

4179 Palmetto

4220 Polk Av. San Diego

3669 Myrtle

3552 Webster Av.

317 W. Washington

3927 Idaho St.

Hotel Sandford

1878 Alameda Pl.

1833 Dale St

2644 - Broadway

3816 - 31st

1850 4th Stanton

3280 Cedar St.

4457 Campus

1005 Johnson Street.

4275 Swift.

2318 Monroe

354 1/2 Sixth St.

354 1/2 Sixth St.

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W. C. Crane
J. E. Crane

3408 - 5th Ave
4096 - 3rd St

Floy Bourne
W. O. Reinbold
Amy L. Patten

La Mesa, Calif.
4769 Panorama Drive
240 - 8.39th Street.

Louis A. Hussong.

3875 Marlborough av.

E. G. Taylor

2950 First St.

Wm. Bontwell

3543 Geary St

H. E. Whitman

1255 - Missouri St. Pac. Beh.

O. Berkowsky

940 Third St.

L. R. Graham

940 Third St.

H. E. Palmer

1922 Georgia Court.

A. Grainger

3026 Grape St.

H. M. Hunt

3742 - 25th St.

C. D. Galbins.

Chula Vista.

W. C. Crane

2963 - Fourth

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William R. Jackson 3793 California St.
P. Doughterty 3795 - California St
J. G. Skipper 1839 Titus St
Francis Noel 3464 - orange ave
J. V. Brenton 3791 Calif St.
E. B. Stine 4115 Jackdaw St
Nancy Ellen Jackson 3793 California St
Mrs Lizzie Hogg 3464-orange ave
Pamela L. Plaw 3740 Noel St.
J. Saul 3732 30th St.
Mrs. S. G. Skipper 1839 Titus St.
R. Hickey 3740 Noel St.
Homer Gibbs 2075 Moore St.
Mabel H. Kilbourne 3923 Oregon

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Ardath Mohler	3853 Superior St.
Joe Clark	4774 Broughton Ave
B. Hillman	3731 Florida
Leff Maysler	1917 Wellborn
J. E. Johnson	1419 - 30
J. H. Blake	3866 - 39
Tom Pace	2306 - 32
J. C. Marquette	1747 - Fern
Tom A. Nodation	3322 Gregory St
G. A. Webb	840 Washington St
May Gault	3446 - 41
Beatrice Thompson	3875 Felbert St
August Peterson	3565 Wellborn St.

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J C Kilbourne

4508 Granger St

J. Kilbourne Jr

3923 Oregon St

H J Edwards

3633 Bayside

Mrs Ada Beard

468 - 18th St -

Mrs Nellie Walker

3363 Monroe Ave.

Mrs Ethel Smith

3440 Newton Ave

Mrs Lodie Parker

3888 Kettner St

Miss Flo Lettman

2026 Albatross St.

Madge MacKinnon

756 - 17th St.

Ruth Phillips

4047 1/2 Georgia St.

Christine Wheeler

4823 - 47th St

Mayme Cameron

1016 Park Place Coronado

Bessie Freel

2611 Logan Ave

Mary Larson

2611 Logan Ave

Mrs Janet Knapp

1129 First Ave

Ramona Gonzales

3036 Pae St.

Mrs L. White

929 - W. Laurel St

Mrs Helen Rivers

517 Gregory St

Mary Cuevas

3232 Euclid Ave

Mary Woodworth

3429 California St

Victor Peters

2836 Juan St.

Florence Allenthaup

4115 Wallace Street

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

J. H. Andrews - Park Row - Prospect St La Jolla

Portia Abrams 3661 State St, San Diego

Jean Andrews - 1910 Prospect - La Jolla

J. C. Harper 1501 Torrey Rd La Jolla

Arnold Business - 7910 Prospect - La Jolla

E. C. Tibbals 1418 Park Row La Jolla.

Georg Parker 1420 Granada Ave

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~~W. D. Gandy~~

H. H. Freyberg

R. L. McHenry

J. B. Sauls

A. S. Johnson

E. Birgl

R. Rockett.

J. P. Schwada

H. R. James

3767 Villa Terrace

4663 Terrace Drive S.D.

1915 Union St

4645 Ariz St,

3877 - 46 Ave

2701 National Ave

2918 - 5th Ave.

328 Maple St.

4042-34th St

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<i>Betha M. Kelley</i>	<i>4521 - 45 - st S.D.</i>
<i>Wilbur S. Kelley</i>	<i>1912 - India st.</i>
<i>Margaret Evans</i>	<i>1954 - Beryl, Pac. Beach</i>
<i>Clarence Mitchell</i>	<i>4044 - 39th St. San Diego</i>
<i>S. N. Lawrence</i>	<i>2567 - Broadway "</i>
<i>Josephine C. Mills</i>	<i>1942 Harrison Ave.</i>
<i>Geo. M. Kelley</i>	<i>2042 India St. S.D. "</i>
<i>Ira M. Robb</i>	<i>4038 - 30th St S.D.</i>
<i>Ralph E. Davis</i>	<i>2041 - Columbia St.</i>
<i>Etzel J. Ward</i>	<i>4447 Mississippi St.</i>
<i>Joseph P. Hart</i>	<i>3567 Ocean Blvd Mission Beach</i>
<i>Adele V. Wade</i>	<i>3260 Palm St. S.D.</i>
<i>Dorothy Novak</i>	<i>1930 Rigel St.</i>
<i>Bertha Lyness</i>	<i>1615 Front St.</i>
<i>Ed. Blanchard</i>	<i>106 - 36 St</i>
<i>Maybelle Marykew</i>	<i>4739 - Bancroft St.</i>
<i>Pearl Attry</i>	<i>718 12th Street.</i>
<i>Lucille LeRoy</i>	<i>2605 Logan Ave.</i>
<i>Dorothy Jones</i>	<i>925 26th St.</i>
<i>Sadie Hatfield</i>	<i>6229 - 10 St.</i>
<i>Alice Miller</i>	<i>4759 Pescadero Ave.</i>
<i>W. Hayward</i>	<i>3727 35th</i>
<i>R. L. [unclear]</i>	<i>24.7 Creston Ave.</i>

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<i>Amelia</i>	411- Brooks Ave	- San Diego Cal			
Edward A. Seiler	4242 Taylor St.	" " "			
Louis Becker	4240 Taylor St.	" " "			
Mrs H. N. Wagstaff	4294 Taylor St.	San Diego Cal			
Andrew J. Wagstaff	4294	" " "			
H B Mues	4301	" " "			
	4297	" " "			
Simon Manasse	4322	Gaines St	"	"	"
E. Kyrma					
H. W. Anderson	4200	Taylor St	"	"	"
Byrl Anderson	"	" "	"	"	"
Patrick W. Clark	4161	" "	"	"	"
Arter Anderson	4200	" "	"	"	"
Mrs. J. M. Black	4161	Taylor St	San Diego	Cal.	
J. M. Stockton	4157-	Taylor St	No. San Diego,	Calif.	
Youngs Auto Court	2822	San Diego Ave	No San Diego	Calif.	
Louis Auto Court	2045	Apolla Ave	San Diego	Calif.	
Sydney C. Gaudio	Coast Hotel	621 - C. St	San Diego		
Della Kingfield	Polhemus Hotel	-	San Diego		
Mrs. Robt. Thacker	Polhemus Hotel	636. C St	San Diego.		
W. Price	Hotel Cecil		San Diego		
E. N. Gribbwa	Hotel Cecil		" San Diego.		
W. R. Wellman	Hotel Cecil		" San Diego.		
Geo. Gamm	New Southern Hotel		" "		

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E. Paynter	810 San Jose Place	Mission Beach
Chas M. Burke	712 Sanitar Ct.	" "
B. J. Loggesshall	5048 Lotus St	Ocean Beach
Minna E. Jennings	705 Yarnville Ct	Mission Beach,
Olin M. Van Dornum	3792 Mission Blvd. East	" " Cal.
Beth O. Paynter	3792 Mission Blvd	" " "
F. P. Parnall	811 Seagirt Ct.	" " "
A. M. Goode	1812 Hornblend ave P.B.	
Mrs Laura V. Goode	1812 Hornblend ave P.B.	
Mr & Mrs P. E. Walker	837, San Jose	Mission Beach
P. V. Berka and Mrs. Theresa D. Berka	3770-3772 Mission Blvd.	Mission Beach
Wm. F. England	3779 mission Blvd.	Mission Beach
Ray C. England	3779 mission Blvd.	Mission Beach
Virian O. Willis	4611 Dunes P.B.	
Russ S. Walker	4611 Dunes Pacific Beach	
Minnie R. Powell	818 Laurastock Ct	Mission Beach
E. G. Jacobson + Estie Jacobson	1865 Mendota St	City.
Alb Robertson	2125 - 5th Ave	
Emma M. Robertson	2175 - 5th Ave	
Alice Hooper	719 Ithrus Ct.	Mission Beach
Anna C. Sparks	726 Pismo Court	" "
Frank Sparks	726 Pismo Court	" "
Mrs F. G. Greenfield	728 Ormond Ct	M.P.
F. G. Greenfield	726 " "	" "

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Melvin G. Stuepf	7873 Grand Ave La Jolla Cal
Martin Hansen	646 Nantelus "
Donant	308 Nantelus St "
E. J. Lawrence	74 21 Lufella Blvd
J. Holder	7626 Fay Street
Eugene West	7958 Spindrift-Drive
Charles R. Paulsen	1171 Coast Blvd La Jolla

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Katharine P. Dempsey 615 Rushville

R. O. Dempsey 615 Rushville

Mrs. W. E. Allen Scripps Institution.

Mrs. R. R. Berse 750 Gentry

Mrs. Walter J. Fuescher 7300 Eads ave.

Gertrude C. Norton 2467 Fay

Katharine S. MacDuffie 7302 Fay

John Andrew 7354 Jody Ave

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

636 Nantules St
538 Rushville St
538 Rushville St
618 Rushville St
7227 Draper Ave.
650 Fern Glenan St

Gaston Wetchel
Mrs. C. H. Supt
C. R. Selye
Mrs. L. A. Ryan
Edmund B. Ryan
Mrs. J. B. Rhoads
Mrs. H. C. W. also
Mrs. H. H. Bradley
Mrs. R. M. Swozey

331 Belvedere St 29
530 Genter
212 Rosemont St.
721 Genter St
721 Genter St
716 San Rafael Mission B.
7425 Fay Avenue
7331 Eads Ave.
7359 Eads Ave.

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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

L. S. D. etc.

^m
Mrs. D. Jones
Mrs. Herbert McCormick
Mr. J. H. Hanning
E. Clayton
F. P. Cantrell
J. Martin
Loris Miller

615 Nautilus St
625 Nautilus St.
U.S.N.T.S.
Barley Idaho
202 W. Air St
4138 Highland Ave
Army and Navy of Am. S.D.
Wilson Larson

W. E. Wood
C. D. Herrick
Walter R. Rice
Dr. A. J. Clement
Wendell Dean
Robert Edson
H. J. LaMay
H. H. Nelson
Carol Ann Field
Mrs. J. J. Carlson
L. J. Douglas
Mrs. Ruth Douglas

102 Broadway St
North 10th near B St
401 - J Street S.D.
2924 1/2 Park St
1125 - 25th St
2243 Market St
1371 - 7th St
Vaux Building
925 - Hill Coronado
6529 Electric Ave
6668 La Jolla Blvd
6668 La Jolla Blvd

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 Deigo 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

Bob Myers 7611 Oakdale Ave
Jennie Wetzer. 725 Nautilus St.

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Ruth G. Bagley 4136 Campers Ave, S. D.
Abraham J. Williams 7530 - Camino at La Jolla.

The Atchison, Topeka and Santa Fe Railway Company

COAST LINES

ENGINEERING DEPARTMENT

M. C. BLANCHARD,
Chief Engineer

F. D. KINNIE,
District Engineer

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.

Chamber of Commerce
PACIFIC BEACH, CALIF.

January 28, 1930.

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,

Glenn O. Thrautkill,
President,
F. E. Humphreys,
Secretary.



PACIFIC BEACH
CALIFORNIA

COME TO SAN DIEGO

FROM LOS ANGELES



PACIFIC BEACH
CALIFORNIA

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 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.

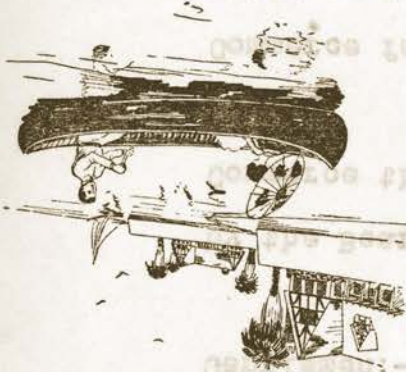
For those who enjoy a dip into the cool breakers of the Pacific, or restful lounging on the sands, there is a gentle sloping three-mile beach of clean white strand. A beach that is never overcrowded and always safe.

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

PACIFIC BEACH

Comments of Chamber of Commerce

San Diego, California



Health and Joy

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

Bring the Kiddies

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

Do You Swim?

REQUEST IT PLEASE

The Pacific Beach Chamber of
 Commerce will appreciate your inter-
 est and will gladly send you infor-
 mation.

COME GROW WITH US

SAN DIEGO

of beautiful

COMING DISTRICT

and the

HOME SPOT

IS THE IDEAL

PACIFIC BEACH

MEMORANDA

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 Highway 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.

Tours truly,

3969 Oregon Street,
San Diego, California.

J. W. Isbel

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 out. 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.

Finally, in fact, I ~~do not believe that~~ ^{question whether} 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. Newbery

How would this

look in Joney

Pines Park

100.

N. B. Upon receipt of material ordered by you, as noted on this copy of requisition, sign this slip and return same to Requisition Clerk at once, carefully checking all items hereon as to weights, amounts, etc.

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C

82

WAGNER-BIRD A. G.
1910



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.

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Browning Studios

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DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
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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 Jollas 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

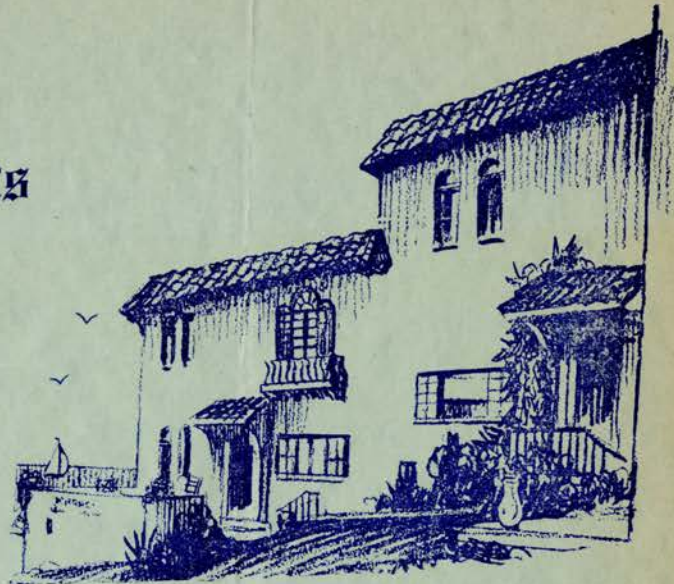
The Terrace Apartments

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 folke 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,

Nelson 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 Road, 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

La Valencia Hotel

1132 PROSPECT STREET

La Jolla, California

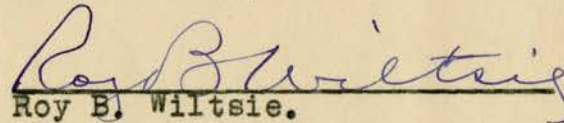
Mr. George W. Marston (2)

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.

LA JOLLA VISTA PROPERTIES

OFFICE:

TORREY PINES ROAD AND HILLSIDE DRIVE

WILLIAM J. ROSE
GEORGE CLARKE ROSE
RAY CLARKE ROSE

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 ~~same~~ 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 "nigger 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 a 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.

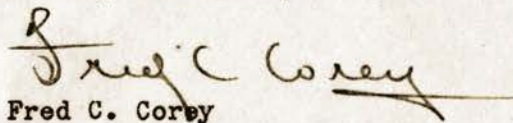
I notice however, from hand bills and from the press that continued effort is being put forth by a small minority using fantastic reasons, to oppose the opening up of Torrey Pines Park for the enjoyment of its beauties by old and young, rich and poor, resident or non-resident.

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. $\frac{1}{2}$ 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.

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 $\frac{1}{4}$; 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.

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.

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

- - - - -

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., 370 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., 842.6 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 $50^{\circ}43'$ 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 northerly 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 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., 668.41 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 south-westerly 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 1336; 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., 566.5 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 _____

Handwritten notes in the top right corner, including the word "Ordinance" and other illegible cursive text.

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.
By **STILES M. JOHNSON** Deputy.

By WALTER M. JOHNSON Mayor

City Clerk or the City of San Diego, California

WALTER M. JOHNSON

of said City on

and addressed to the Mayor

as appearing to the Common Council of said City

Me: _____ of the ordinances of the City of San Diego, California

I HEREBY CERTIFY that the above said ordinance is a valid one and that the same is in full force and effect.

Ordinance # 9549
Extension Torrey
Pines Park

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

Sacramento, Calif.
Dec. 12, 1928.

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 6683-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., ~~xxx~~ 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 1 a.

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



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, 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.



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



EXHIBIT 28.

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 -

ONDAY 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 deprecate 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 bygone 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.

CITIZENS PETITIONS

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 Forward J.	1076 Ocean St. San Diego Cal.
✓ Alex S. Johnson	4184 Auden Way San Diego Cal.
✓ Gordon Gray	1900 Spudrift Drive, La Jolla.
Neil Pettleship	4245 Arguello St. San Diego
B. M. Morrice	2672 Emerygreen St. San Diego
Dray Grable	1011 Bank of Italy Bldg. San Diego
Ray N. Kufner	1152-7 St.
Charles W. Curtis	4324 Hermosa Way, San Diego.
✓ Roscoe Porter	1860 - Law St. Pacific Beach
✓ Rufus Schwab	243 Upas St. San Diego
✓ Fred B. Mitchell	732 Bank of Italy Bldg.
Gordon Essaway	1301 Fifth Ave
✓ G. H. Shuman	1301 - 5th St
P. H. Budd	1301 - 5th Ave.
Wm. D. Frankel	3645 Park Blvd
W. J. Brown	1302 - 5th Ave.
F. H. McCall	1301 - 5th Ave
E. W. Oberg	1301 - 5th Ave.
J. E. Feel	940 - 3rd St
Wm. B. Morrison	S. D. Trust
Mr. C. H. Hearley	714 - E. St.
Carolyn Staley	1819 Sheridan Ave
W. Harrison Jutta	644 E St.

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<i>Anna P. Johnson</i>	<i>3830 Surfside Ave</i>	
<i>Madison H Bell</i>	<i>3785 Missa</i>	
<i>F. D. Jennings</i>	<i>1921 Edgemont</i>	
<i>W. W. Adams</i>	<i>1st National Trust & Savings Bk</i>	
<i>Wm. H. Belcher</i>	<i>W. H. Bell Ins Coys Bank - San Diego</i>	
<i>Geo. G. Clark</i>	<i>Watts Bldg.</i>	
<i>Brook</i>		<small>THE FIRST NATIONAL TRUST AND SAVINGS BANK OF SAN DIEGO</small>
<i>Constance Rose</i>	<i>2231 First St.</i>	
<i>Mary H. Clinton</i>	<i>1012 - C St</i>	
<i>Betty Saefer</i>	<i>1012 C Street</i>	
<i>E. H. Draper</i>		<small>THE FIRST NATIONAL TRUST AND SAVINGS BANK OF SAN DIEGO</small>
<i>Chas. J. Jones</i>	<i>" " "</i>	
<i>Lea W. Smith</i>	<i>2007 - 2nd St.</i>	
<i>John J. Jones Jr</i>	<i>Furn hall L & Sav S.D.</i>	
<i>H. J. Andrade</i>	<i>3341 1st St. San Diego</i>	
<i>J. O. Jacobsen</i>	<i>828 Guadalupe - Coronado</i>	
<i>Chapman</i>		<small>THE FIRST NATIONAL TRUST AND SAVINGS BANK OF SAN DIEGO</small>
<i>W. E. Emerson</i>	<i>1058 Essex</i>	<i>San Diego</i>
<i>A. F. Butler</i>	<i>4030 - Fallon St</i>	<i>San Diego</i>

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✓ Curtis Aillyer	306 Scripps Building
Ma. Burns	1334 Serenith Street
Irue E. Boldman	1227 Monroe Street
W.E. Hardenburg	2116 E 8th St., National City
Aureete Van R. Driestee	1883 Fr. Hockton Drive.
Mark S. Eckhardt	3344 - 4th St
Frances Meyer	3229 Trumbull Street.
Liliane Tillman	3426 Palm St.
Jane Drieghorn	4375 - 40th Street
Maryjory Ross	317 Quince St. La Mesa
✓ Wayne Compton	312 Scripps Bldg
Lyllia Hajick	1250 - 530 Broadway
Frank Someray	1140 S.D. Tr + Soc. Bldg.
Ed. Curtis	910 - S.D. Tr + Soc Bldg
Howard P. Jopling	904 S.D. Tr + Soc Bldg.
Glen Munkelo	1004 " " " "
Leaff Louw	1004 " " " "
De M. Martin	1004 " " " "
W. H. Anema	2360 Hickory Street D.
M. E. Harrington	1730 Birch St.
Jeanette Smith	3722 Albatross Street
Ethel A. Smith	3521 Orange Ave.
Kausha J. Hain	4925 Del Monte Ave
M. Claire Friske	4041 Iowa St.

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✓ Wheeler J. Bailey	La Jolla
Arthur P. Wells	2746 Chestnut St.
DeWitt	2440 - Lincoln Ave
Chris Oursland	3870 - 44th St
✓ M. Lockwood	1234 Upas St.
E. F. Harper	826 S. Euclid
H. C. Aston	477 West Laurel
Mr. M. E. Campbell	2430 - Roseman St
Mr. J. W. Kays	740 Yarmouth Court
Gas. D. Kays	" " "
E. Armstrong	643 Ban air La Jolla.
Thomas P. Low	7511 Casson La Jolla
Mrs. Nellie Davis	1936 Homblend P. B.
W. R. Ross	812 Tulon St. M. B.

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A. M. J. Laverty
Edith M. Becker
Leg. Coffey
Russell Adams
H. C. Pfeiffer King
N. B. Whitcomb
J. Woodman
W. Schmidt
W. B. Engh
L. E. Sullivan
Ruth E. Galdermith
H. O. Fish
J. H. Lopez
E. J. Gowers
A. J. Gunnis
R. B. Casom
M. O. Sae
Maria Chaudin
Reverie J. Neuloo
E. J. Anderson

4994 - Hawley Blvd San Diego, Calif
 2230 Albatross St. San Diego, Calif
 4138 - 45th St San Diego Calif
 40. First National Trust & Savings Bank
THE FIRST NATIONAL TRUST AND SAVINGS BANK OF SAN DIEGO
 1912 Fort Stockton San Diego
 3019 - Ocean St. San Diego,
 3037 James St San Diego
 3781 - 11th St San Diego Calif
 4152 Randolph St.
 1536 Felton St.
 2925 Kalmia St.
 4009 Front St
 4178 Wightman Pt.
 4086 - Utah St
 winter ave
 2868 - Howard Ave.
 3142 First St
 3770 Hallborn
 Mission Drive
 875 Briddle
 943 - 23rd St
 970 - 20th St.

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Mrs M. Harrison Fritts 4016 Rochester Road
Elizabeth Rue - Realtor # 3961 Ingalls St
~~Dr. Soberstein~~ Civil Engineer 926-Bk of Holy Bldg
Fraynes Realtor 724 E St.
John W D Guffett 943- 7th St
Grace N. Scott 722 Jersey Court M.B.
Thos. B. Getz 2528 San Marcos
Mrs Mary Thomas 2007 - 2nd St.
H. H. 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
2501 High St.

W. H. Fisher,
441 Ravina St.

John H. Miller
7712 Girard

W. A. Fuchscher
7300 East Ave.

W. W. Maler
624 Center

J. E. Fife
4012 Lamont St
Pacific Beach.

W. B. Booth
1421 Torrey Road

Wm. Blanchard
7768 Hillside

✓ *Alexey G. Brown*
230 Prospect

J. S. Arnold
2257 2nd St. San Diego, Calif

B. M. Book
4558 Delaware St. San Diego, Calif

Robert P. Dan Jr.
Encanto - Calif

Jella Walker
Coronado, Calif.

R. Williams
1430 Dale St San Diego

M. B. Bowd
2250 Pine St. Lupella Calif

Geo. Carter Jessop
2455 Broad San Diego ✓

Armand Jessop
800 1st St. Coronado, ✓

Arthur Jessop
200 1st St. Coronado ✓

Clara Stone
3065 Goldsmith St.

Albert J. Jones
New Calif Bldg.

J. Martin
3842 46th St

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Mary Wheeler Vinton (Mrs. T.M.)
1791 W. Columbia St. San Diego

L. M. Wheeler ✓
475 Silvergate San Diego

Ethel H. Calloway
1311 Torrey R^d. San Jolla.

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V *F. H. Whelan*
L. M. Baker
Dean Sherry
Thomas J. Burke
Freddie Larsen

Lawyer *SD Trust Co.*
" " "
" " "
3524 Cherokee ave.
2536 "B" Street,

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<p><i>R. C. Hartman</i> <i>E. L. Redeling</i> <input checked="" type="checkbox"/> <i>W. A. Meson</i> <i>A. R. Dealy</i> <i>J. E. Dill</i> <i>H. W. Dempster</i> <i>Beatrice C. Dempster</i> <i>W. J. Van Schaik</i> <i>Robert E. Hill</i> <i>J. M. Sanchez</i> <i>Stanton Smith</i> <i>E. H. Manson</i> <i>Leah Austin</i> <i>N. M. Manning</i> <i>Lulu G. Hunter</i> <i>M. M. Hunter</i> <i>Mrs. H. A. Hebard</i> <i>Louis F. Patrick</i> <i>Kenst McDonald M.D.</i></p>	<p><i>La Jolla 1475 Fay Rd</i> " <i>7360 Fay Ave</i> <i>1411 Collyer</i> " <i>ArCADE Bldg</i> " <i>No 11 - arcade Bldg</i> " <i>no 9 arcade Bldg</i> " " " " " <i>7766 Hillside Drive</i> <i>Terminal Bldg.</i> <i>1178 College St -</i> <i>1267 Torrey Road -</i> <i>6750 La Jolla Blvd</i> <i>747 Westbourne</i> <i>424 Bon air.</i> <i>1037 Wall st.</i> <i>1037. wall st</i> <i>1032 Wall St.</i> <i>7965 Herschel St</i> <i>9901 Herschel St.</i></p>
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✓ Frank Forward	3008 James St San Diego
W. Keely	753 - 22 nd St San Diego
A. S. Reader	3216 Redwood St San Diego
Emery T. Bush	1078 th Street
W. Edmund	3577 - 30 th St
Henry A. Barnes	1215 - Emery St
Fred C. Shaw	1128 25 th St
R. B. Mores	1435 Dale St. San Diego Cal
Harriet Beach	3919 Idaho St " "
Chas. J. Mayer	3586 Felton St. "
Alice Cimmino	4014 Iowa St " "
Adal Mortensen	3221 Bancroft St. " "
John H. Shea	Russ Hotel
Vincent Whelan	500 - 20 th St
Alfred H. Adams	4141 - Georgia St
F. R. Belub	3030 - Dumas St.
Laurence Greelman	4629 - North Ave
Robert A. Pellegrini	3706 - 30 th St.
Paul W. Hamilton	4421 Mechanic St
Orlan L. Bradley	2128 Mead Ave
Miriam Fagan	4071 Kansas St.
J. E. Clark	Mission Beach
Louise D. Murphy	145 Elm St.

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C. S. Gleason 4158 Chamouni St.
 Dr. Stanley Miller 426 Cahoon Dr.
 O. J. Hoshart 3429-32 St.
 J. R. Barker 3504 Laurens
 May B. Parker " "
 Clarence H. English 2138 Pine St. San Diego
 G. B. Dickson 1635-30th St. San Diego
 H. E. Bamhart 4190 Wilson Ave, San Diego
 V. E. Evey 3086 Main St. San Diego
 G. Ruppelt 3840-42nd St. San Diego
 R. E. Mattick 3576 Utah St. City
 Leonard H. Brown 1736 Montecito Way, San Diego
 J. E. Coombs 4815 Sussex Drive, San Diego
 E. W. White 2006 Broadway San Diego
 C. E. Gray 4015 Cherokee St San Diego
 G. Parker Knapp #1544-5th Ave., San Diego Cal.
 Grant M. Kelley Golden West Hotel, San Diego.
 W. H. Sellers 1105 Akron St., San Diego
 E. H. Doolittle 1513 Grove St., San Diego.
 R. H. Abbott 2529 Monroe Ave., San Diego
 L. Parish 4493 Sella St. S. D.
 J. A. McCallan 2750-Fourth St, San Diego.
 J. Deer 5078 Narragansett San Diego
 Jessie B. Smith 3522 Collier Ave San Diego
 Dorothy S. Ragland 4142 Monroe Avenue
 E. S. Duttler Milner Apartments

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Ruth H. Brown

Lucile E. Stevens -

Jim Haas 5533 La Jolla Blvd.

E. Nelson 7407 Shrapnel La Jolla

C. F. Wahl 748 Undermore Court
Mission Beach

W. H. Ouzg Pacific Beach Gen Del

H. B. Drey La Jolla Cal.

P. W. Hall Pacific Beach Cal.

Harry A. Milender La Jolla

Blanche Brandes San Jolla.

Anna. Milender La Jolla

Geo J Brandes La Jolla

Ora E. Coffin La Jolla.

A. A. Zuck Bird Rock

S. R. Taylor San Diego

C. G. Ferguson San Diego

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Helen Shamsak,
4593 North ave

Go Hartley

Corlies Angier
Cyrus Campbell

~~W. H. H. H.~~

H. F. Dwyer

Hugh Evans & Company
B. H. H. H.

L. M. Poyer

Janet Hawley

✓ J. D. Rowan

Charles Lee Tubbs

B. W. Handley
Helen Kibler

3765 Herman ave San Diego

3536 Lark St. " "

3781 1/2 Park Blvd " "

Grossmont, Calif.

1100 Bway, San Diego

1170 Fifth Ave. San Diego

2740 Grand Ave

3834 El Cajon Ave

3123 - gold st

3662 - 46th St.

4056 Middlesex Drive

1306 Union St

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James Rutherford
Chas A Woodward
R. G. Lair

7724 Bonhills La Jolla
7813 Herschel Ave

Mrs Agnes M Hartman

7823 Herschel Ave
7929 Herschel

A. Jefferson

7937 Herschel

Mariana Jefferson

7937 Herschel

S. J. Keanny

1255 Park Row.

H. C. Ellis

601 Marine St.

Louise Nash

615 Nautilus St

Mary Edna Fisher

7444 Draper.

L. J. Ross.

7437 - Currier

Percy Whitehead

Knirklands Drive.

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Mrs. Laura C. Snell
Arthur T. Snell
Mrs Gertrude R. Frazer
Mrs Ruby A. 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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Om Swope
Mrs Edith Drummond

Wm Sample
Helen at Seaside

Lennie Hubbard
Elizabeth L. Arrington
Marguerite W. Parsons
Lorena Shannon

Nala n. Pfahler
Blanche H. Thomas

Agnes Bush
Jessie F. Sullivan

Mynelle Christopher
Ruth Hubbard
Dorothy Reed.

Janice Westbrook

Grace A. Fitzperrell
M. Elizabeth Crawford.

Mrs. Margaret E. Baird

E. Dorothy Sparks
H. H. Smith

Theresa E. Kuse

Roger N. Stone

Esther Wisnup

J. P. Thompson Jr.

J. Dale Gresser 2721

L. W. Kimsey 2456

2726. Modjesco Ave
827 Laurel

3353 - 1st
4615 Kensington Drive,

4585 Texas St.

4910 Urada Place

3844 - Superior St

3920 Richmond

1964 - 5th Ave.

Sandford Hotel
741 Alpine Ave Vista

1572 - 1st St.

3860 Swift Ave.

4026 Jefferson Ave.

3315 - Landis St.

2330 - 3rd St.

1152. Sutter St.

3574 Meade Ave.

4404 Arizona

3379 - 30th St.

1012 - 6th St

2740 - Grand Ave

3771 Georgia St

3776 Herbert St.

4559 Ohio St.

2721 Dale St

2456 5th Ave

Over

F. B. Palmer	836 H. Ave.	Coronado, Calif.
M. H. Terry	1365 - 9th	San Diego
B. Hockman	1140 - B. St.	San Diego Calif.
G. L. Mumford	1903 30th St	" "
A. B. Parks	1363 9th St	" "
E. Woodard	2142 Front St	" "
Laura B Woodard	2142 Front St	" "
Nellie C Parsons	1903 - 30th St	" "
Helen S. Peterson	1835 Meade Ave	" "
Betty Toward	4164 Olive St	" "
Charles L Paden	3161 - 15 St	" "
J. C. Foward	108 East Ivy St	" "
H. L. Symmonds	849 - 22nd St	" "
Ernie E. Parsons	3148 El Cajon Ave	" "
John H. Terry	1365 - 9th St	" "
Sam E. Edwards	1820 W. Columbia	" "
E. C. Dittmer	2924 Clay Ave	" "
Gene M. Cramer	4608 - 32nd St	" "
A. Keller	Lemon Grove	Cal.
John E. Fittmann	4353 - 43rd	San Diego Calif

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Hubey Helms

Sam McFarland

Karl Kenyon

Willard W. Perry

Gene E. Roman

Marian S. Sellev

J. Smartell

E. S. Bejckow

W. G. White

G. B. Baker

Lucile Cronwell

Frank Weyer

Robert W. Good

W. H. ...

W. H. ...

R. B. ...

W. H. ...

7650 Hillside Dr

1220 Cove St.

6001 Bellevue.

2704 Girard St.

7434 Draper St.

7237 Eads Ave.

7907 Hershul Ave

7769 Eads Ave.

7824 Bishop Lane

7841 Gray Ct. W.

7718 Lu dington

725. Nautilus St

808 Silverwood St.

2708 Dale.

Solana Beach

Lafayette Park, La Jolla

V. ...

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C. C. Robertson, Mission Beach, ✓
 Louis N. Shapiro Mission Beach.
 C. V. Cunningham
 F. M. Boyer - Mission Beach.
 Mrs. Gordon Shaw - Mission Beach
 M. E. Gillispie Mission Beach
 Mrs. Fannie B. Wenzell Mission Beach
 Harry T. Turner, 702 Jerome St. Mission Beach,
 Leona Turner " " " " "
 J. Hazard Boat Shop Mission Beach
 Maude C. Wilthe 3734 Mission Beach.
 Frances E. Bruce 781 San Jose Court Mission Bch.
 C. A. Chapel 3724 Mission Blvd.
 Leo E. Toby 4095 - 4th St. San Diego.
 A. L. Pahl 1932 Julian Ave.
 M. Adams 3731 Mission Blvd.
 R. W. Wilthe 3734 Mission Blvd.
 J. Robell 721 1/2 Tavelon Ct.
 R. R. Ellidge 3758 Mission Blvd.
 H. Huber 3544 Bayside Walk.
 H. R. Enslie 3801 Strandway Mission Beach
 W. H. Kahan over 4578 Brighton Ave. Ocean Beach

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W. J. Schwath 711 - Venice Ct.
Grace B Lowensin 3864 Strand way
Mrs. D. G. Stephens 2696 Bay Front
Robert Haymer 724 Sunset Court.
Mrs R. Haymer 724 Sunset court
J A Leary 3731 Mission Blvd. Taylor
Chas Lifchild 804 Verma Court

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L. Mayer

1026 Wall St.

Miss Kirshbaum

7740 Ivanhoe

Betham T. Woodman

806 Prospect St.

John N. Barnes

4260 Kendall St.

Miss Clara H. String

7810 Herschel

Peter J. Mihes

Girard Hotel

J. B. Buehler

7454 Draper

A. C. Moore

7452 Fay

Mary G. Beckwith

343 Sufston Pl.

Lillian Fudner

1257 Irving Pl.

Graves Seymour

7870 Ivanhoe Ave.

Mrs. L. B. Smith

1128 Wall St.

J. L. Kinnegan

- 7654 Herschel

D. O. P. Isdon

7786 Coombs

Mrs. Hazel B. Rodon

7736 Ivanhoe.

J. L. Rutherford

7821 - Ivanhoe Exchange Place.

M. A. Hawkins

927 Beryl St Pacific Beach Calif.

W. R. Robertson

7455 La Jolla Blvd. La Jolla Calif.

A. B. E. Breen

8025 Ocean St.

Chester E. Crosby

665 - Marine Dr.

7643 Girard Ave

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J. W. Tardel
1133 Coast Blvd.,
La Jolla

Philip K. Kellew
7237 Gods Ave
La Jolla

G. G. Williams
7838 Fay St.

Mrs. G. G. Williams
7838 Fay St.

Luc Kramer
741 Forward

✓ Deane W. Daister
3018 Pio Pico

J. G. Anderson
7780 Lakeland Drive

Mae Arthur Gortou
6109 Avenida Cesta

Amy Barkley
373 Westbourne
La Jolla

Anne C. Plow
Box 1, La Jolla, Calif.

A. B. Lissner
3304 733rd St., San Diego

H. Peterson
3592-41 7th St., San Diego

W. J. MacArthur
1341 - 29th St.

Snider
366 1/2 Texas St.

R. M. Miller
Chula Vista

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J. F. Woody	Pacific Beach
J. Anderson	do
Thos. O. Scripps	do
E. V. Johnson	do
Franky. Van Valin	do
Franklin G. Clark	do
Al W. Hurton	
Ella W. Morton	
Mrs H. A. McAllister	
Mrs J. R. Hamilton	P.B.
A. D. Hill	P.B.
J. Edward	P.B.
Mrs Fremster A + in A	P.B.

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Roy Thomas. 2906 "B" St. San Diego, Calif.
 Elizabeth A. Andrews 4915 Cape May Ave. O.P.
 Helen Cerric, Y.W.C.A., San Diego, Calif.
 R.H. Backus. 1953 Chermoy Ave, Hollywood.
 P. H. Mc Alexander 4334 Arcadia Dr. San Diego
 John W. Austin 137 Broadway San Diego
 George E. W. Austin 901. 7 St San Diego
 A. C. Beard 3509 Bayou St Pacific Beach
 William C. Butler 920 - 22 St. San Diego
 L. Engelmann 3644 - 33 St " "
 R. A. Russell 721 Bush St. City.
 Martine M. Mead. 851 - 6th St City.
 D. F. Boland 137 Broadway City
 E. Larkin 949 Third, City
 E. W. Sweeney 5409 Beaumont St O.P.
 C. C. Pease 507 Water Bldg, and River St. Crum Bant
 Mrs. E. M. Sherwood 759 - 25th St.
 Elza Dean 5559 Oregon St. S.D.
 Katherine J. Dean 4559 Oregon St. San Diego
 J. Abraham 2028 - 31 St " "
 Katherine G. Gushy 1444 3rd St City -
 Mrs. L. B. Miller 1227 A St. City.
 Utter. 208 W Laurel St. City.

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Bertha E. Watts	1876 Ocean Ave. Pacific Beach	
John Black	935 Beryl St. Pacific Beach	
Lulu A. Bunge	4292 Mission Blvd Pacific Beach	
Presley M. Bunge	4293 Mission Blvd Pacific Beach	
W. O. Funder	1060 Olive St. Pacific Beach	
K. L. Gregg	932 Olive Ave. Pacific Beach	
Dr. E. Doran	" " " " "	
Evelyn J. Gregg	" " " " "	
J. E. Doran	" " " " "	
H. W. Wilson	967 Reed Ave. P. B.	
W. E. Standley	1655 Garnet Ave.	"
George F. Williams	864 Garnet Ave	"
Pearl C. Bowling	948 Beryl St.	"
Selma E. Chambers	901 Beryl St.	"
A. J. Bowling	945 Beryl St. P. B.	"
John C. Aarsleff	5158 Cass St., P. B.	"
Ronald B. Graeme	1053 Sapphire St	"
Lottie Graeme		
Norman M. Baylis	5171 Cass St.	"
E. A. White S. A. White	5150 Beryl St	"

PETITION

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Isabel G. Woody	Pacific Beach
J. J. Mulally	" "
Mrs. E. S. Pader	" "
Birdie Mae Taylor	" "
J. R. Lantz	" "
Wm. N. Chessman	" "
H. O. Carroll	" "
Mrs. S. F. Ayers	" "
Mary M. La Bourse	" "
W. R. Trachsel	" "
Ruth A. Trachsel	" "
Alfred W. Trachsel	" "
Ray Hogg	" "
Grace Hogg	" "
Mrs. M. Ada Fletcher	" "
Francis C. Weiss	" "
Jessie E. Morgan	" "
John L. Morgan	" "
Orville J. Evans	" "
W. Evans	" "

PETITION

Flora M. Hunt
817 Santa Clara
Mission Beach

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William S. Hunt	819 Santa Clara Place
Flora M. Hunt	819 " " "
Mrs O. R. Roberts	733 Redondo Ct.
Mr O. R. Roberts	733 "
Astrid J. Monteiros Jr	4875 Santa Cruz
F. W. Miller	728 San Gabriel Place
Pauline Miller	728 San Gabriel Place
Eolna Hamilton	2735 Ocean Front
F. C. Hamilton	2735 Ocean Front
Anna C. Lambly	3687 Strandway M. B.
Ann Lambly	3687 Strandway
O. G. Beach	824 Janarie Court
Edna B. Hubert	La Jolla - Cal.
John Borg	824 Island Ct M. B.
Mrs John Borg	" " " "
Mrs W. J. Armstrong	3203 Ocean Front
Mr. L. C. Franks	2934 Wilby St. D.

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M. S. Reed
J. M. Hendricks
Sarah Barrett
Tom Barrett

1376 - 3rd St.
4004 Lark St, City,
833 Thomas Ave
833 Shuman Ave

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J. Makroff - DWggrt - Mission Beach, Calif.
Prue G. Kelley Postmistress Mission Beach Calif.
Joseph H. Jr Grocer Mission Beach Calif.
W. L. Spelly Carpenter Mission Beach
Malcolm Donnelly Bathhouse Mission Beach.
V. F. Huffman Real Estate Broker Mission Beach
J. H. Warner Inspector Mission Beach.
C. Seaman Mission Beach
Chas. W. Boynton Mission Beach
W. H. Smith Mission Beach
R. N. Dine Mission Beach
Louis Nugent Grocer Mission Beach.
Joseph H. Bath House Mission Beach
A. Donnelly Bayside Wk " "
D. H. L. " " " "
Mrs. Smith " " " "
Belle L. Howarth Mission Bld. Mission Beach.
L. J. Dora " " " "
S. S. Reid " " " "
Michael Gray " " " "

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P. A. Puffin	4575 Kensington St.
W. J. Daniels	2631 Broadway
Eugene Scharr	3005 Broadway
W. P. Burridge	2568 Front to
D. A. Doucette	4242 Manlove Way
C. B. Hays	4881 Marlborough Ave
H. W. Campbell	207 West Washington St
Kate L. Gimbelman	3728 Kite St.
Arthur	2924 Juniper
W. A. Newton	2455 Gamo Ave
Eugene S. Morrison	4846 Circle Drive
Roland H. Brock	1512 Brooks Ave
Butler	3846 Eagle
G. H. Cross	1706 - 30th St
G. A. Faulstich	3803 Dove Court
Chester N. Munson	3851 Centraloma Drive
C. H. Remmestall	1437 Brooks
C. H. Lytle	3705 Granada
Mrs. W. W. Baird	Box 118 Point Loma
Clyde J. Kolmer	423. 6" St 2404 San Marcos
W. H. Nichols	1421 Edgemont St.

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Donald C. Burnham

W. Griffiths

E. Woodworth

J. E. Mueller

Lottie L. Crawford - 3144 Juniper

Victor R. Lundy - 923-7th

Hoyd H. Cummings. 3404 Freeman.

G. M. Derby

343 Speckled Theatre Bldg

A. B. Parker.

C. E. ...

802 City Theatre Bldg

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E. H. Decker } 239 Bonair.
Mary H. Decker } 1016 1/2-1028 Prospect St.
C. F. Atkinson } 1448 Torrey Rd.
Louise Atkinson " "
Rose H. Atkinson " "
Mary Ely 334 Bon Air St.
Ruth Shipley Moore - 312 Bon Air -
Beatrice Lewis 230 Bon Air St.
Elizabeth Angus " "
Lulu C Maxwell " "
W A Maxwell " "
Mr. Grant Bakock 7008 Vista see map
Mrs M. B. Mitchell } 331 - Belvedere St.
Mrs Gaston Mitchell }
Mrs. Lloyd E. Swain 247 Westbourne St.
Isabel Mason 346 Sunflower Pl.
Ernest W Newheart 450 Belvedere St.
L P Doull 7525 Fay Ave
L B Gaines 7320 Eads Ave.
Mrs. J. J. Donnelly 321 Supton Place -
Mrs E W Duxhurst 450 Belvedere St
Mrs L. W. Stebbins 4219 Camino de la Colina
Mr. W. Stebbins " " " " "
L. K. M. Naughton - 258 - Kolman St. La Jolla " "
Margaret W. McNaught - " " " " "
Worothy G. Worrell 319 Kolman St. - La Jolla

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<i>McEvans</i>	<i>San Diego Athletic Club</i>			
<i>Harold Home</i>	"	"	"	"
<i>Boomer</i>	"	"	"	"
<i>St. Ryan</i>	"	"	"	"
<i>Leo Threich</i>	"	"	"	"
<i>Jose Boyd</i>	"	"	"	"
<i>W. Foster</i>	"	"	"	"
<i>D. Greene</i>	"	"	"	"
<i>P. Shaper</i>	"	"	"	"
<i>W. Smith</i>	"	"	"	"
<i>Pearle Smit</i>	"	"	"	"
<i>Julian Roffat</i>	"	"	"	"
<i>Paul H. Stebb</i>	"	"	"	"
<i>L. J. Pustas</i>	"	"	"	"
<i>Lewis Dobranski</i>	"	"	"	"
<i>Sylvester Zollicoffer</i>	"	"	"	"
<i>C. M. Harris</i>	"	"	"	"
<i>A. A. Boyd</i>	"	"	"	"
<i>J. L. Lewis</i>	"	"	"	"

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James C. Asher 656 Nautilus St La Jolla

Ruth E. Asher " " "

Murray A. Werner Box 67 La Jolla

Clay Gaston 6800 So La Jolla Blvd.

Leif 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.

Olaf Haugen Box 455

G Pedersen 716 Bon Air

Andrew Stenseth 6664 La Jolla Boulevard

S. W. Mitchell 3565 Meade Ave San Diego

Deena C. Rockwell 6833 La Jolla Blvd

Mrs. Hugh Cassidy - 6825 - La Jolla Blvd.

Geo C. Hicks 7434 High Ave

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George A. McCarty
Geo Walker
J. H. Rice
S. J. Cross
C. D. Perkins
D. M. Estrey
Marilla B. Kean
G. Harbaugh
Mrs L. E. Harbaugh
L. F. Knibball

J. S. Atkinson
Gloria W. Atkinson

1236 Irving Place La Jolla
6937 La Jolla Blvd La Jolla.
3128 First St
7538 Eads St La Jolla
4464 Hartman Circle S.D.
125 Schwinn 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

PETITION

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Joseph Knight 1234 Front St. S. Diego.
 Lanta E. Johnston San Diego Athletic Club.
 Roy A. Thoren. 2805 State St.
 Eudell Mc. Munn. 3509. Georgia st.
 William Robert 1431 10th Street.
 Lankford 4041th St
 J. H. Elliott. S.W. Ath Club Red 634 Cedar St
 J. D. Wright. S.D. Ath. Club.
 F. J. Lamber. 916 - 22nd St.
 W. Fawcett, San Diego Athletic Club
 James Washington San Diego 2nd St - 5th Ave
 Mendota Lewis San Diego Athletic Club
 Arthur Thum San Diego Athletic Club
 Leon E. Revote. 1215 6th St San Diego
 J. W. Zee 1215 6th San Diego
 Benj. J. Van Rooy 1215 6th
 W. R. Webb 2672 Island
 G. H. Zee 2141 Adams

PETITION

Sheet 2.
a. Hurler

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

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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. Miller 550 Bonair St.

V. F. Lichtenhan 6629 La Jolla Blvd

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

Iwin T. Patton 6645 La Jolla Blvd

Mrs. Libbie E. Bolton 6645 La Jolla Blvd.

Mrs. Catherine Tompkins 7643 Tray St La Jolla

Mrs. Austin La Jolla 878 Prospect St.

Owen Hannon 7713 Girard Ave La Jolla

Norah Hannon 7713 Girard Ave La Jolla.

Jennie Howell. 1155 Cold Bold La Jolla.

Mrs. Annie C. Fisher 417 Gravilla St La Jolla

Ora W. Watrous - - 439 Rosemont -

Louise E. Kerkorian 7431 La Jolla Blvd La Jolla

Myrtle Patz 9521 Girard St

Mrs. Harriet A. Sanchez - 1178 College St

Dorothy B. Mann 7971 Prospect Pl.

Nettie B. Mann " " "

Myra A. Bondow 7845 Ivanhoe

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Wm. Sigling 3693 Hancock St San Diego Cal
Floyd Davis 1229 10th St San Diego Cal
Ed Brown 3693 Hancock St
Henry Meyer 3693 Hancock St S.D.
Joe H. Rodgers " " " "
Joe A. Poletsi " " " "
C. A. Beyers " " " "
J. A. Maurer 4382-32 St San Diego
Roy J. Benfill 4520 University Ave
R. B. Dalkin 1026 E 17th Natuna City
Theris 5329 El Cuyun Blvd
Eloyn Oppenheimer 4th & Lexington El Cuyun
Lewis Burgess
A. Z. B. 1472 San Diego
Mrs B. J. Mellor 1307 583 La Jolla Calif
David W. Emery 2918 J St San Diego
Al Burt 3737-28th St
R. H. McEllen 1972 D. Argent St
Clarence Edgemon - 6837 La Jolla Blvd.

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Frank A. Waller 3633 - 6th St.
Frank J. ... 4651 - Iowa - S. D.
Harold C. Marks 825 Center St La Jolla
E. E. Putnam 2729 Grand Ave. Pacific Beach
J. Johnson 4890 Cape May Blvd.
L. E. Johnson 572 - 15th St.
S. J. ... Army Navy Ymca.
B. H. Valley 4474 Copeland San Diego
G. R. ... La Mesa Calif.
G. J. Robshaw 3527 Elm St.
W. D. ... 3680 Myrtle
J. W. ... 1258 - Essex
D. L. Nichols 825 - 26th Street
Jane Doby - 216 West Maple St.
A. D. ... 3964 Lincoln Ave.
Carl Magers 45620 ...
A. M. ... 18421 - 1st

W. Gummel
M. Hoback
L. Hunt

2025 Elcapm
3352 Meade Ave
301-19th St

Jack Sharkey
Robert B Caldwell

Gates Hotel
946 State St

Lawrence P. Neas
M. C. Thompson
Mrs. F. Sousa Jr

Broadway Hotel

642, 644 St. San Diego
1968-1971 " "

Bruno de Panno
Eduardo Marfisi
Dick Barnes
R.W. Reynolds

4831 Morena Blvd
North San Diego
San Diego
1630 3rd St

J.H. Mearns 1324 G St San Diego

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F. P. Carlson 2065 Union St.

J. F. Bonar 118 Penna Ave

Mrs Karl Nyman 6001 Bellevue Ave -

Mrs. Emily W. Clements - 414 - Nautilus St.

Mrs Anna M. Lindblad 418 Nautilus St

Carl St. Lindblad. 418 Nautilus St

Mr Oph. B. Weber 419 Nautilus St

F. C. Weber 419 Nautilus St La Jolla

G. A. Fernstrom 405 Nautilus St

Mrs Freda Fernstrom 405 Nautilus St

C. V. Creighton 370 Nautilus Street

Mr & Mrs Alvin Carlson 470 Nautilus Street

Mrs. Anna L. Lundberg 702 Nautilus St -

L. L. Bloomschine - 439 Rosemont - La Jolla

Bosworth L. 305 Bon Air, La Jolla.

Julia M. North - 7957 Princess

Van Alward - 6953 La Jolla Blvd

Ruth Schaefer 1042 So. Coast Blvd.

Flora Schumner 636 Nautilus St, La Jolla

Ina M. Inglett 374 Bon Air St La Jolla

Chas. McDonald 3486 - Mountain View St. San Diego

J. R. Jones 1243 1st St San Diego

Mr. H. J. Robbins 383 Nautilus La Jolla, Calif.

Mrs. J. Peters 225 Nautilus La Jolla Calif.

Mrs. A. E. Williams 323 Nautilus St.

A. E. Williams

Mrs. J. B. Faber 6919 La Jolla Blvd.

Mrs. Ray R. Lewis 525 Westbourne St.

J. C. Waterman 549 Westbourne

Mrs. L. Waterman 549 Westbourne, La Jolla

Mrs. W. B. Atkins 425 Westbourne St.

Mary R. Maul 5711 Bellvue Ave, La Jolla

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<p>R. M. Barnhart</p> <p>Justin A. Maey</p> <p>Alvin J. Robbins</p> <p>Catharine L. Avery</p> <p>Mary V. Hayward</p> <p>Robert J. Bignell</p> <p>Protacty. Swagay</p> <p>H. L. Bailey</p> <p>W. J. Caviller</p> <p>John Muck Jr</p> <p>John Rabushan</p> <p>Louis O. Chatham</p> <p>Frank W. Stee</p> <p>V. Hewell Lloyd</p> <p>R. W. Morris</p> <p>H. Heaney</p> <p>Virgil Barnhill</p> <p>W. S. Cronin</p> <p>C. W. Noah</p> <p>J. S. Molyneux</p> <p>L. J. Salcido</p> <p>Marshall Field</p> <p>R. J. Mandis</p> <p>L. B. Thurston</p>	<p>367 Gravelle, La Jolla, Calif.</p> <p>7479 High Ave La Jolla Calif.</p> <p>383 Nautilus La Jolla Calif</p> <p>524 Coast La Jolla "</p> <p>21 27 " " "</p> <p>7617 Herschel La Jolla</p> <p>7359. Eads " "</p> <p>1275 Torrey Pines Road La Jolla</p> <p>7868- Girard La Jolla Cal</p> <p>1628 - 2nd St. San Diego Cal.</p> <p>7261 Draper, La Jolla</p> <p>5591 Bellvue La Jolla Calif</p> <p>7453 Girard La Jolla Calif</p> <p>231 Playa del Sur, La Jolla, Calif.</p> <p>Po Box 824 La Jolla</p> <p>Granada Theatre</p> <p>7725 Fay.</p> <p>1364 College St. S. J.</p> <p>615 Nautilus St L. J.</p> <p>7446 Broad St S. J.</p> <p>7434 Draper St. S. J.</p> <p>7728 - Ivanhoe Ave La Jolla</p> <p>7604 Eads Ave La Jolla</p> <p>643 Bon Air St La Jolla.</p>
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Herman E Danielson	1049 Prospect St.
Myron Cooper	1303 Corn St.
J. W. C. Spring	7847 Drury Lane
Mrs. J. R. Stecker	601 Genter Street.
J. R. Stecker	601 Genter St
J. P. Grocery Co. Inc	1006 Prospect.
Frank J. Galt	7328 Girard
F. A. Robinson	1461 College
Tom Putnam	7848 Bishop's Lane -
Al Brice	7135 Oliveta Ave.
Rae B. Johnson	7449 Gray St. -
A. C. Muttaw	1033 Wall St.
O. E. Burgan	7860 Girard
E. K. Gardiner	7848 Girard St.
F. J. Hartman	7927 Herschel Ave
Kent B. Hamilton	7721 - Van Hoe
Thos. Ulrikson	7435 Fay Ave.
E. C. Voiland	7459 LaJolla Blvd.
R. C. Walker	7834 Girard St.
H. H. Butler	7449 Girard Ave
C. R. Wilson	1131 Coover Blvd
E. G. Brewer	7933 - Prospect St -
Chas. M. Allright	862 Prospect St.

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Al Fairbrother (La Jolla Light) 1041 Wall
Eudie Trapton (" " ") 1041 Wall

Joe Goss (La Jolla Light) 1041 Wall St.

John T. Kean Sea Jolla Blvd., Sea Jolla,
H. L. Hatheway Sorland auto parts

L. W. Nelson

A. B. Shew Co
903 W. G. St. - San Diego

C. W. Bunnan

La Jolla.

H. E. Rasch

Willis E. Zaders

Zaders Garage, La Jolla Avonue

Lester E. Wilkes.

Zaders Garage, La Jolla.

A. Bessent

710 Dramas St La Jolla.

E. Bessent

710 Dramas St La Jolla

Frank E. Wilkes Jr.

7730 Silverado St

E. E. Jesse

6664. La Jolla Blvd.

Mrs. E. J. Wilkes

" " " "

Madge L. Wilkes

7813 Hunsdel

J. F. Rushton

560 Hantslao

Mrs. J. F. Rushton

360 Hantslao

Mrs. Gladys L. Zaders

1150 Silverado St. - La Jolla,

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Ursula M. Baker Hillside Drive La Jolla Cal.

Howard H. Rowe 1300 Pearl St. " 4

Mary W. Brachman 7875 Grand St.

R. Magnor Hayes 6030 Waverly Ave

Ethel Hayes 6030 Waverly Ave

Wm. H. Sweet 1304 College St. La Jolla

Fred W. Morrison 1300 Pearl St. La Jolla Calif

Geo. W. Turney 7731 East Ave

Mrs. Lavinia J. Rice - 1018 Silverado - Jan 13, 1930

J. H. Hesse - Terminal Bldg. La Jolla

E. Seely 1742 Roslyn

Louise K. Seely - Jan. 13, 1930 1242 "

J. C. Sturison 7243 Alivetas

L. B. Shaw 7654 Hillside Drive

Robert Darnell 7732 Lookout Drive

Walter S. Russell 7908 Princess St

Lillian A. Pegler 1238 Roslyn Lane

Mrs. Hattie M. Dapies 873 Prospect St

O. A. Messner 1231 Pearl St.

J. K. Whitehead. Muirlands Drive

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Geo L Morse

4661 Larkspur Ocean Beach

S H Gason

1509 Alvarado Ave

Thomey Gason

P.B.

1521 Thomas Ave

Ed Hopkins

7838 Herschel Ave.

Harner Langford

7838 Herschel Ave -

Wayne Fuller

7645 Herschel Ave.

Foster Patrick

Box 496 La Jolla Calif.

J. L. Pearce

7902 Ivanhoe La Jolla

Mrs. Vera Pearce

7902 Ivanhoe St La Jolla

Mrs C. St. Jordan

7829 Herschel St La Jolla

Mrs W. V. Jordan

7829 Herschel St La Jolla

J. Stutzke

7824 Herschel Ave " "

Rose L Stutzke

7824 Herschel Ave " "

Paul Eschen

7837 Herschel St. La Jolla

Rev James Cameron

7807 Herschel Ave La Jolla

Garnie H. Richter

7805 Herschel La Jolla.

S. A. Libby

3390-30th St.

W. Langhlin

4780 Bancroft

E. A. Palmer

La Jolla.

Mrs J. A. Palmer

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H. C. Jones, 7845 Herschel La Jolla

L. J. Martin 7849

Mary E. Mullins 5069 Univ.

H. Kramer Bx 573 La Jolla.

Austin A. Locke

} 7816 Lumboc.

Mrs A. A. Locke

L. J. Sackett. 6919. La Jolla Blvd.

B. A. Elliott. 3721 Pio Pico

Jessomewood

Jones 1041 Silverado St - Ford Gray

H. Van Patten. 1041 Silverado St. Ford Gray

John H. Wells, 1000 Prospect La Jolla

L. F. Wilkes 1170 Herschel La Jolla.

Lizam Barton 7813 Ivanhoe Ave La Jolla

B. H. Yenter 7356 Ende Ave La Jolla

D. Rouchleau 917 W Line St.

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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.

Rudolph F. Zimmerman	7384 Fay Ave.
Arthur Betts -	7921 Girard Ave.
John F. Smith	7925 " "
Geo. P. Lotzow	7752 Fay. Ave
Hinda Roe	Mira Montes apts.
J. W. Whitney	2521 La Jolla Blvd.
Mrs. M. R. Smith	1221 Roshyn Lane
John D. Williams	1132 Prospect Street
D. H. Foster	1132 Prospect St.
Frankie D. Williams	1132 Prospect St -
Mrs. M. H. Bellwig	8006 Girard Street
J. Westwood	Casa de Mariana
Ben J. Mellor	2319 El Paseo Grande.
W. A. Trow Jr.	Casa de Mariana
Harrell Cross	518 Sea Lane
Grace B. Frisbee	441 Ravine St.
Henrietta B. Rohm	531 Seaside -
Gene E. Bell	806 Prospect
Eleanor B. Parkes	Prospect St
E. R. Sweitzer	

PETITION

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W. G. Fern	1026 Prospect St
Mary L. Fern	" "
Flumming	4855 Fay -
Henry at Morgan	
J. M. Pate	7912 Grand
A. Johnson	7910 Girard
A. Ferguson	7888 - Girard
S. Benson	7880 Grand
Francis Benson	7880 Grand
L. L. Lewis	7436 Fay Ave
J. V. Sperry	7910 Ivanhoe.
C. E. Hughes	1325 Coast Blvd
Mrs. C. E. Hughes	1325 Coast Blvd
Laurence H. Smith (by Jm Smith)	1202 Prospect St.
Jessie M. Smith	"
Geo F. Fote	} 7967 Hillside Drive
Mary C. Wood Fote	

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Jos. J. Dames	1014 Prospect St	c/o Dames	Capo La Jolla	
R. E. Curry	8736 Prospect St.			✓
Charles Smith	935 Prospect St.			✓
Eduard Kuhn	1014 Prospect St.			✓
J. W. Stockton	1260 Prospect St.			✓
Mrs. William E. Stockton	7908 Pines St.			✓
May J. Dames	1237 Prospect -			✓
Gus Wagner	1006 Prospect			✓
B. H. Walker	1006			✓
Al Seyles	324 Prospect St.			✓
H. W. Ryan	1012 Prospect St.			✓
Geo. L. Henderson	1008 Prospect St.			✓
Edna W. Henderson	1027 S. Coast Blvd.			✓
Joseph John Hyde	7211 Eads Ave			✓
Paul Aller	7841 Prospect			
T. B. Baker	1676 Neal St			
Mrs. Emil Johnson	7261 Draper Ave			
Jas. J. East	Colonial Hotel.			
Thos. E. Baker	3536 7th San Diego St			
Mark A. Sloan	#8 Anselm Bldg. La Jolla.			
Elijah Ball	601 Marine St. La Jolla			
H. G. Lange	Torrey Pines Lodg.			

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Agnes D. Hurley

Robt. V. Ramsey

Miss Eda Anderson

P. M. Conway

Rose B. Davis

Ray Davis

N. M. Harris

Mrs. W. E. Austin

J. P. Langman

Sofa Jolla Meat Market

J. B. Inglett, Sofa Jolla Market

Mrs. L. C. Thompson

Mildred A. Wilson

J. M. Smith

Mrs. Paul W. Popp

Paul W. Popp

J. J. Turner

Mrs. L. J. Turner

Little Hotel - 8045 Jenner

4383 Swift St. San Diego

1228 Cave St.

Spencer's Inn

1161 Coast Blvd

1161 Coast Blvd

894 Prospect Ave.

878 - Prospect St.

534 Bon Air St

522 Bon Air St.

6533 Elm

515 Gravelle St.

" " "

County Club Drive

" " "

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Philip Barber

Victor C. Aderline

Sarah E. Patrick

Magnus Hayes

Mrs W. G. White

Constance

H. Clover

G. W. Owen

Geo. A. Bauer

Joseph Blake

John E. Bosworth

Mrs. J. E. Bosworth

Mrs G. D. Fernald

Mrs E. C. Brennan

Mrs Ross Putnam

George S. Fleet

Victoria Roberts

Chas. Tree

Mrs B. E. Miller

400 annas

Colonial Hotel

1144 Missouri ave

La Jolla Hermosa

7824 Bishop Lane

7135 Olivetas

7225 Draper

Colonial Hotel

910 Casper St

361 Rosemont

527 So Coast Blvd

" " " "

904 Prospect

1461 College

7848 Bishop Lane

7678 Grand Ave.

910 prospect St.

7827 State St

7135 - Olivetas Str.

PETITION

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W. J. ...	7820 Grand St La Jolla
A. Sumner-Sammels	127 Prospect St.
J. T. Jones	7855 Fay Ave
J. W. V. Condon	7845. Inland
Anton Amela	862 Prospect St - La Jolla
Mrs A P Miller	862 Prospect St "
Emily C. Dobbin	844 Prospect St -
Garrett Dobbin	"
H. Thorne	894 Prospect St.
Mrs A Melas	7920 Girard Ave
Alex George Melas	7920 Girard Ave
George Melas	935 Prospect St. & J.
Wm E Sawtth	7387 - Fay Ave
H. Muir	Acade Bldg.
Dorothy Gate	7930 Inland
Carrie E. Crosby	7643 Grand Ave
Rose L Stutzke	7824 Herschel ave
Edna M. Shumaker	1133 Prospect
John W. Young	1024 S. Coast Blvd

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Will Shew 7437 Euclid Ave La Jolla, Calif.
L. Ralph House 7914 Euclid Ave, La Jolla, Calif.

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Mrs G. B. Baker
Mary M. Bigelow
WF

9841 Fray Ave.
7769 Eads Ave.

PETITION

ms. term

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(54)

R.T. Buss Service Station	7475 La Jolla Blvd.
J. Stanson -	819 - Kline St. L.A.
Shurtons Service Sta	7480 La Jolla Blvd.
Mrs. Owen Thamer.	703 Genter St. La Jolla
La Jolla Laundry	712 Pearce St La Jolla
Thos Am Laughton Pres.	Hillside Drive La Jolla.
Thos Am Laughton	7651 " " "
P. J. Johnson	
Ray Comstock	3615 Landis S. W.
Fred Martin	7604 Cade St.
CV Maler	7601 Cade St.
D. C. Dyke	7160 Jay ave.
A. S. Charwin	5428 Lind. Rose
A. O. Waite	7557 La Jolla Blvd.
J. N. Coblenz	7541 Cade
C. Schmitt	7643 Jay St.
Mrs C Schmitt	7643 Jay St.
R. G. Payne	7592 Jay St
C. Bridgman	7634 Payson
Mrs Emma P. Bodd.	1010 Cassin St.
Edna W. Wright	7755 Girard St.

PETITION

W. J. Gumm

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Mrs Geo Fleet	7678	Girard	La Jolla
Geo Fleet	7	"	"
E. L. Caldwell	"	"	"
Carl Jarboe	7712	Girard ave.	" "
J. H. Cayot	4468	Errand	" "
Mrs J. F. Cayot	7768	Girard	"
Fred Barrett	2497	Electrol. Ave	"
Ho Brower	1270	Prospect St	" "
E. B. Russell	7482	La Jolla Blvd	" "
Mrs A. B. Rhoads	7335	Olivet St	" "
Robert Halley Jr	1410	Park Row	" "
R. M. Rhoads	7335	Olivet Place	La Jolla
Mary E. Fischer	1124	Wall St	"
Stephen Braderic	7814	Girard St	"
J. H. AufderSpring	912	Silverado	"
Joe Shields	912	Silverado	"
Frank Harmon	7521	Fay ave.	"
Annie S. Brower	230	Prospect St.	"
Agnes H. Wallace	440	Pearl St.	"

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Lilla J. Stewart, 8107 Janner St.

PETITION

MA. Kamm.

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Geo. I. Peltcher	405 Westbourne
Sullivan, S. Peltcher	" "
G. J. Harman	7839 - Girard St
F. Thompson	7884 Girard St
Mrs. J. W. Kyle	551 Gradilla St.
J. W. Kyle	" " "
A. C. Wilson	7425 Jay St LA Jolla Cal.
Mrs. C. M. Wilson	" " " "
T. G. Armstrong	2523 San Marcos Ave
Lewis Bernie	2430 Roseman St.
M. L. Beach	824 Jamaica Court

PETITION

George Hewitt

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S. A. Lindley 1712 - Beryl st Pacific Beach baby
J R Moody 4029 Thos. av Pacific Beach
Arnold F. Landweer 922 Thomas Ave. Pacific Beach
H. K. Owen 1078 Garnet Ave. " "
J. M. Buckenridge 1795 - Lynnwood P. B.
Frank Alsop 1256 Grand ave Pacific Beach
North Shores Sentinel - Robert Graham 1722 Lam Street ✓
Oliver P. Watts 1076 Decatur Pch Beach
L. D. Henthorn 4966 Lamont St Pacific Beach
Sam Quinway 980 Garnet St Pacific Beach
John W. B. DeHart - Pacific ave Pacific Beach
Chester B. Bird - 2676 - e - St. San Diego.
Genevieve Leeper - 1312 Pacific Ave.
H. W. Richardson 1455 Thomas Ave
James H. Newell 1048 Emerald ave P13
Roy Callaway 1519 Thomas ave PB

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George H. Hewitt 4535 Gresham St. Pacific Beach

Edward L. Dodge 4441 Kendall " "

Mrs. S. O. Drenner Pacific Beach

Mr. L. J. Eaton Jr Pacific Beach

Charles J. Eaton Jr

9 L. Park

J. M. Smith

J. A. Nays

B. V. Payne

R. E. Summers

Mrs W. A. Ogden

Ch. Heach

Stanley Barrett

Ervin Holz

Bruce Ayler

W. Bin.

A. Daniels

Mrs O. H. Larson

Mrs Grace Schriff

Wallace K. Johnson

H. R. Credit

1932 Julian Ave

481 1/2 Reno St.

Bird Rock inn.

San Diego 4145 - Voltaire St

4069 - Texas St

Pacific Beach.

4058 - 40

Pacific Beach

4060 Kearsott San Diego

Pacific Beach

374 Beulah St

San Diego.

1215 Hazelton San Diego

Pacific Beach

Pacific Beach G. M. Clark.

1419 - 2nd St Pacific Beach, Calif. San Diego

1128 Feldspar. Pac. Beach.

PETITION

no Mission Beach

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F. L. True	P.O. Box 186	Pacific Beach
Frank Eyehamer		Pacific Beach
Frank D. Parker	5533 Ranjolla Blvd	
Milton L. Austin	5455 Taft St	Bird Rock
Ruby S. Hewitt	4535 Gresham St.	Pac Beach
Fred Chambers	901 Beryl Ave	Pac Beach
Chas. W. Davies	1956 Homblend	P.B.
C. C. Pletcher	1440 Garnet Ave	"
Mrs. F. E. Humphreys	1728 Mission St	Pacific Beach
Elliott Tate	936 Diamond St	"
H. R. Ludely	935 Reed	"
J. J. Ryan	4047 Army ent St.	"
W. E. Samuel	4288 Kendall St	
Robert L. Lammant	2177 Thomas Ave	
Joe Murphy	1202 Garnet Ave.	
Ed Hibbard	1524 Garnet Ave	
Mrs. Turner	1862 Thomas Ave.	
Chas. R. Woodward	1938 Homblend Ave.	
Colvin Ferguson	1760	✓

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Jesse J Terrell 1506 Garnet St Pacific Beach Calif.
 H. H. Miles 1821 Redwood " " "
 Mrs Whalen 4621 Lamont St " " "
 C H Jamch 1821 Pacific Ave. " " "
 G. W. Ledford 1873 Garnet " " "
 Pearl Ledford 1873 Garnet " " "
 F J J Lans Solidad Road Pacific Beach.
 Hazel L. Noel 4070 Kendall St. "
 Maude Schoof 5188 Cass Blvd. Pac Beach Calif
 John W. Hardy 1952 Emerald, Pacific Beach
 John C. Weiss 4138 Cass St. Pacific Beach.
 Mrs C Ryan 4493 Lamont St Pacific Beach
 R E Struer 3650 Crown Point Pacific Beach.
 Chas Bain 1703 Chalcedony St Pacific Beach.
 L. A. Berner 1854 Olive St. Pacific Beach.
 Blanche M. Lyon, 1621 Grand Av., Pacific Beach
 John P. Wyllama 1704 Emerald " "
 Helen Rumpsey 1851 Garnet = S. Food Shop, Pacific Beach
 a. b. Soule 1718 Grand Ave Pacific Beach.
 Joseph F Restine 1843- Grand Ave " "
 J. H. Crane 1704 Grand " "
 Geo. D. Mills 14574 Grand " "
 Lucy Woodward 1430 Boardwalk " "

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C. L. Pratt. 4430 Jewell St Pacific Beach
Calif

E. H. Herman, S.D.A. + K.A. Pacific Beach

N. M. Fife 4012 La Mont St.

James Vogt 3923 La Mont St

Caroline Vogt 3923 La Mont St

J. H. Eichmberger 1202 Grand St Pacific Beach

W. D. Bunch 1645 Garnet ave Pacific Beach

1871. Hornubled

W. A. Pike

Mrs Lena M. Walden 1360 - Hornubled P.B.

William Mc-Coy 1828 Missouri Pacific Beach

Halcy W. Clark - 4448 Jewell St. " "

Harry Rock 959 Feldspar St Pacific Beach.

Glen C. Thrailkill - 2024 - Feldspar St. Pacific Beach.

F. E. Humphreys

1728 Missouri St " "

L. H. Mitchell

4654 Jewel St Pac Beach.

Clarence W. Fletcher - 4980 Cass, Pacific Beach

D. Querry

1471 Garnet Ave Pacific Beach.

Frank M. Allister

1471 Garnet St Pacific Beach.

W. L. Hawkins

1471 " " " "

J. Collins Black 1820 Oliver

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Wm A Price 1811 Reed Ave Pacific Beach, Calif

Lester A Larson " 27 Chulcedony P. B.

Mrs. J. L. Davis Military Academy ✓

J A McLean 980 agate St P. B.

Ralph Harding 1878 Redwood

E Schuyhart 2274 Garnet St

J J Cogwood 1124 Folsom

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Lucas Brooks, 2054 Garnet St. Pacific Beach.
George W Brooks
Floy Churchman #1936 - Harblynd Pacific Beach

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J. W. M. Kemmer	945 Reed St
E. S. Rader	856 Hornblend.
M. E. Rader	Pacific Beach.
L. J. Rader	10856 Hornblend.
James W. Smith	935 Hornblend St
J. O. Duemler	738 Hornblend Av
Wm. S. Nusser	1016 Bay St P. B.
H. D. Mason	1152 Silver Ave
J. A. Smith	1176 Oliver Ave.
Jack E. Long	1215 Reed Ave.
Hannah A. DeLong	1215 Reed Ave.
J. H. MacDougall	1215 Reed av
J. H. MacDougall	1215 Reed av
W. L. Hamilton	1020 Garnet St.
Alice M. Hamilton	1020 Garnet St.
J. A. Avel	1478 Hornblend Ave
Geo. E. Sheldon	1098 Garnet St.
H. A. Linn	1760 Hornblend Ave
Ray H. McDavid	Sunarway Blvd.

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~~Mrs~~ Mary E. Green. Pacific Beach.
Burlin Brown.

Mrs Minnie Browne
Rollinsford.

J. M. Asher - - - Pacific Beach.

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A. W. Kopke

Pacific Beach, Jan 13-1930

H. L. Canning

W. S. McIntosh

P. R. Standley

R. J. Landwehr

E. A. Altenburg 1106 Ayat St

G. D. Erwin

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

E. Walker 1704 Oliver Pacific Beach, Cal.

Mrs Erma Whalen, Pacific Beach

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

C. J. Jones 1930 Bacon st. Ocean Beach

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

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Chas. Reed	La Valencia Hotel, La Jolla
Richard Lee Harsted 1707	Soledad, La Jolla
William D. White	1142 1/2 Prospect ave
James M. Steele	La Jolla Hotel Girard
Delia M. White	1142 1/2 Prospect St.
Helen Steele	Girard Hotel
Ruth Patterson	1142 1/2 Prospect Street
Frank Dood	Valencia Hotel
David Ross	Valencia Hotel
Roy B. Williams	6116 Camino de la Costa
Wm. N. Wilkie	" " " "
La Belle Wickens	" " " "

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Jack Roberts

1034-8^u

30

W.B. Metz -

PETITION

The La Jolla Civic League, which is Chambers of Com - for La Jolla

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

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4062 v. use account

- Carrie A Sage - 2017 First St. San Diego Cal.
Floyd P. Smith 3416 Mt. View San Diego Calif
Mrs Eva Horton 1127 - E - St San Diego Calif
R. W. Eaton 4577 Kansas St San Diego ..
Mrs J. R. Fecklis 3004 Polk ave San Diego Cal.
W. H. Crockett 2958 Grape St. San Diego Calif
J. F. Ellis 3131 - K St San Diego Calif
Mrs G. W. Ostrander 3014 - University Ave San Diego Calif
A. K. Merrill 3913 - 30th St. San Diego, Calif
C. Henry 5563 - Bellm an San Diego
O. W. Fair 4279 Panorama Dr 1/2 - 30
E. E. Brewer 347 - 25th St. San Diego, Cal,
Mrs. E. E. Brewer 347 - 25th St San Diego Calif.
A. E. Engich 4019 Homestead San Diego cal
E. M. Taketjat 4193 - 30 street San Diego, Cal.
Jessie Bacon 4687 Wrightman
H. G. Walker 3265 - 2nd San Diego ..
Mrs J. A. O'Neil 3993 - 30th San Diego
Mrs. A. Fraser 4019 - 30th
H. A. Meyer 1744 Law St Pacific Beach
Mrs. J. Meyer (P. H. A.)
O. W. Fair 4029 1/2 30th St San Diego
J. J. Courtney 4035 30 St San Diego
Mrs J. J. Courtney 4035 30 St S. D.

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Mrs F. Hettich	— 4151 — 30 th — St. San Diego
Mrs Jennie Herrman	4167 — 30 th St San Diego
James Herrman	4167 — 30 th St San Diego
Wm & Grub	4201 — 30 th St San Diego
Theta Yarn	2341 — Braut St.
C. J. Green	— 4241 — 30 th St. "
S. N. Jugler	4241 30 th St
Emmy Jugler	4241 31 st St
Mrs C. J. Green.	4241 — 30 th St "
" F. M. Davis	4327 Ohio
Mrs E. B. Davis	Do.
A Lawson	2652 Netemason St.
³² B. W. Stradley	860 — 18 th St San Diego Cal
M. F. Rabe	4194 Ohio St
David Rose	4184 Ohio St.
Mary Rose	4184 Ohio St.
Mary Grabe	4170 Ohio St.
Mary Morley	4153 Ohio St
³⁰ Mrs. S. H. Johns	4140. Ohio St.
H. Hamann	2225 Netel ave natural City

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- 1 Mrs Elizabeth Dehner 4131 Ohio St-
- 2 Mrs W. W. Kramer. 4125 Ohio
- 3 Mrs. Ida M. Ballinger 4132 Ohio St.
- 4 Mrs R. E. Anglin 4128 Ohio St.
- 5 Mrs D. A. Brose 4111 Ohio St.
- 6 Mrs. B. Kettering 4102 - Ohio St
- 7 Mrs G. Sakin 4087 Ohio
- 8 J. N. Kney 4062 Ohio St
- 9 Mrs Rosa Kney 4062 Ohio St
- 10 Fred Sage 1763 - 1st. = total 54
- 11 Mrs Loren Murphy 3946 Illinois St
- 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 Illa
- 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. Faenstra 3605 Landis
- 23 B. L. Mingley 4127 Monroe St
- 24 Floyd Harford 4498 McClintock

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- 1 Mrs F. Harford, 4448 Meadentuck
- 2 M. Shen - 3209 - University -
- 3 Pearl Ross - 1065 Essex
- 4 Stella Abel Metel Hill St 3207 Univ.
- 5 W. E. Paly - 4081 Middlesex Dr.
- 6 L. O'Neill 3275 University
- 7
- 8 H. Wanfield 3275 University
- 9 J. Manderson 3373 University Ave
- 10 H. Surgeas 6732 mallard
- 11
- 12 Grace Paschal - 3471 Univ
- 13 Mrs. Shap - 3793 - 35 St.
- 14 Comb Ave 3554 Madison St
- 15 John Mason 3495 University Ave
- 16 Bettyam Mason 4555 Kansas Street
- 17 L. J. Wood, 4180 Swift Ave. City.
- 18
- 19 McCall 4643 Iowa St San Diego
- 20 S. F. Cole 4643 Iowa St. San Diego
- 21 C. Driskell - 4465 MeClane (Bluff Pharmacy)
- 22 Mrs C. Driskell 4465 MeClane St. La Jolla
- 23 Mrs. George L. G. Davis 3870 Wilson Ave. San Diego -
- 24 Mrs C. S. Williams 4067 - 38th, San Diego, Calif.
- 25 Mrs. Donald Star. 4265 - 43rd St. San Diego, Cal
- 26 B. P. Nesselroad 3636 University St San Diego Cal
- 27 H. W. Haverkamp 3592 Dwight St, San Diego
- 28 Mr H. W. Haverkamp " " " "
- 29 Mrs. G. V. Burris 4024 Wilson
- 30 Mr. " " Burris 4024 Wilson,
- 31 J. Harman 3527 - 32nd St

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1	D. P. Schnell	3063 Univ.
2	Mrs A. P. Schnell	" "
3	D. P. Mendes	2053 Univ.
4	Chas F. Watcher	3043 Univ.
5	Tony Sanford	3711 41st
6	H. L. Wolfe	4062 Cherokee
7	R. B. Wolfe	4133 Swift
8	W. H. Wolfe	3948 Adams Ave
9	Chas E. Starr	3007 Univ. Ave.
10	W. B. Duplessis	4044 Van Dyke
11	Myron Conner	4463 42nd
12	Rolland Hammon	4120 Lyle
13	Joe Crowd	3529 Granada Ave
14	Mrs. B. S. King	2913 University Ave
15	H. Little	3831 Park Blvd
16	A. Metz	3821 Park Blvd
17	Chas. Moulton	3739 Park - -

19
20 total 113
21 $\frac{5}{565}$

54
59
113

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Jot. E. Kimpston 4686 University Ave.
 E. H. George 3717 - 47 St.
 Fred Spring 4146 - 41 St
 J. J. Welding 4668 University Ave.
 Mrs J. J. Welding 4668 University Ave.
 Mrs M Holmberg 4045 Munlo Ave.
 Mrs Bertha Burroughs 4055 Menlo Ave.
 H. R. Lucas 4055 - Menlo Ave. S. D. Cal.
 Mrs. H. R. Lucas 4055 Menlo Ave. S. D.
 Mrs. Edw. J. Shipman 4059 Menlo Ave - S. D.
 Mrs Lloyd E. Witt 4084 Menlo Ave.
 Rose Whitzel, 4090 Menlo Ave.
 Mrs H. A. Sperry 4096 Menlo Ave.
 P. H. Vanmeter 4112 Menlo Ave
 Curtis E. Nichols 4166 - Menlo Ave.
 Zora H. 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.
 D. H. King 4221 - 46th St.
 Russell 4227 - 46th St.

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Paul Shiegal 4221-46th
 Mrs. J. C. Kuffe - 4209-46 St.
 Mrs. H. Herby 4147-46 St.
 Mrs. Luella Thompson 4112-46th
 E. Warden 4114-46 St.
 May Warden 4114-46 St.
 J. D. Kelpickus 4116-46 St.
 J. D. Fell 4112-46 St.
 Miss Henry Schmidt 4057 46th St.
 Mrs L. J. Hoays. 4039-46th Street,
 E. W. Thomas 869. C. Ave. Coronada
 J. C. Barbour. 4392 - University.
 Mrs Mary B. Boyer 4043 - 47th street
 Mrs Ludora F. Miller 4038 - 47th Street
 Lura S. Carothers 4046 - 47th St.
 William E. Carothers 4040 = 47 St
 Mrs. Hazel Stuart 4174 - 47 St.
 Mrs. F. J. Davidson 4690 - Orange Ave.
 John C. Loss 4212 - 47th San Diego
 Charlotte A. Loss 4212 - 47th San Diego
 John C. Hart 4246 - 47th San Diego.

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Madeline Andre. 4840 Orange Ave.

Louise Snowener 4840 Orange Ave.

John M. Stewart 4036 Euclid Ave.

Grace L. Stewart 4036 Euclid Ave.

Dora B. Alexander 4038 Euclid Ave.

Frank O. Kaiser 3766 - 47 - St

Lulu C. Kaiser 3766 - 47 St

Mrs. J. O. Bacon - 4684 High St

Wm Krelang 3834 47th St

R J Bentson 3838 47th St.

Edith L. Bentson 3838 - 47 St,

Blga Carr 3867 Menlo. ave

Wm Schaefer 3838 Menlo St

Roy Reed 3771 Menlo ave

Margaret W. Reed 3771 Menlo ave

Margaret Cunningham 3749 Menlo Ave.

Elizabeth Ketchum 3723 Menlo Ave.

Mrs. L. J. Gallagher 3743 46 St

(Mrs) Bert R. Strome 905 1/2 Pomona Ave. Coronado Calif.

J A Burroughs 4055 2 Menlo E. San Diego.

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Mrs. J. A. Bond. 4048 Menlo Ave.
Mr. R. A. Lass. 4759 Divisadero St.
G. M. Town 4157 Menlo

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Mrs A. B. White 4033- Menlo.

Mrs N. M. Blomquist, 4078 Menlo.

Mrs Lloyd Roderfer 4135 Menlo Ave

Mrs Rene Blanc 4171 Menlo Ave

Mrs L. E. Lowe 4177- Menlo ave.

B. Barson 4265 Menlo

Mrs B. B. Casen 4260 Menlo ave

T. S. Williams 4252 - - 46 - at

Mrs Rozella Whitton - 4170 - 46 st

Mrs K. W. Richey, 4168 - 46 St.

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

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

Mrs H. Carny 4138 - 46 st

Mrs F. D. Amos 4196 - 46 St.

Mrs H. C. Gott 4122 46 St

Gideon Lorando 4122 46 St

Mrs A. Cornelison 4090 46th St.

Mrs V. J. King 4066 - 46 St.

Mrs A. H. Langbridge 4038 - 46 St.

Mr. W. G. Bickmore

Alma Denton 4587 University Ave

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Mrs. H. S. Lyons 3848 Uclid

Mrs. E. W. George - 3717 - 47th St.

Mrs E. C. Jenne 3791 - 47^{1/2} St.

Mrs H. W. Vanderpool 3817 - 47 St

Ed S. Torrey 3815 - 47

Mrs Mary McPherson 3825 - 47.

Mrs J. Colton 3825, 47

Mrs. H. L. Day 3833 - 47^{1/4} St

Mrs G. B. Stanley 3859 - 47 St

J. E. Ebersizer 4695 Univ. Ave.

E. McKinley 3320 Orange Ave

Nellie Gamble 3848 Menlo

Mrs B. S. Rusey 3824 Menlo Ave

H. Pierant 3756 Menlo Ave

Mrs J. H. Deenan 3720 Menlo Ave

Mr J. H. Deenan 3720 Menlo Ave

Mrs B. G. Malone 3704 Menlo Ave,

Mrs R. A. Souell 3735 - 46th Ave

C. H. Oman 4015 - Menlo Ave

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Mrs Nancy J. Atrater 4601 University
Mrs H. H. Patton 4066 Chamouné Ave.
Ewan George J. 3717 - 47th St.
J. L. Allen 4686 University
Mrs. Lorna Hicks 4053 - 47th St.
Mrs. Chas. R. Shannon - 4704 Orange Ave.
Mrs. Francis Pierre 4209 - 47th St.
D. Ensign 4226 47th
Myrtle Quinwood 4251 - 47th St.
Earl Lewis 4279 - 47th St.
Mrs Edward Welch 4287 - 47th St.
Lue M. Bailey 4294 - 47th St.
Paul G. Merrick 4294 - 47th St.
Robert J. Fly 4290 - 47th St.
Alice C. Roberts, 4288 - 47th St.
H. C. Rogers 4222 Alhida
M. Alexander 4734 University
Mrs. Chapman 4741 University
L. Deely 4856 Auburn Drive.
W. H. Germaine 3321 Highland Ave

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R. C. Rose 1904 Torrey Pine Rd Property Owner
Mary Richmond Pressly, 212 Coast Blvd. Property Owner.
Marie Sattus, 4321 Valle Vista St " "
Mrs Julia Dowell 1463 - 2nd St " "
George C. Rose - 4141 Lark St " "
Charlotte P. Ummay 1946. Torrey Pine Rd
J. E. Pettijohn Secty La Jolla Yacht Club. Property Owner
Wm. J. Rose 1988 Hillside Drive Property Owner
Blanche E. Harbins 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
Helen M. Pressly 212 Coast Blvd (Voter)
Blanche E. Rose 1988 Hillside Dr. Property Owner.

PETITION

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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.
 J. M. McLeish 3672 Jackdaw St. San Diego.
 Marie C. McLeish 3672 Jackdaw, San Diego.
 Grace S. McLeish 3672 Jackdaw San Diego.
 Malcolm McLeish 3672 Jackdaw San Diego.
 Harry H. Atterton 2437 - 28th St San Diego.
 J. P. Mayne - 2815 - " - " - "
 June S. Bowler 4071 - 40th St. San Diego
 Betty Sadler. 4014 Oregon St. - San Diego.
 J. C. Thomas 1933 Harvard Ave
 Chas E Anderson 1011 - Bank of Italy Bldg
 Chas. Schaufelberger 530 Broadway
 Gladys Evans 4742 Biona Drive, S.D.
 Mrs. G. F. Macdonald 2976 Juniper St.
 J. Adams 578 Forward St. La Jolla
 Mrs. Adams " " " "
 Rebecca Gonzalez 4063 Hillcrest Drive
 P. C. Taylor 3768 Vermont St.
 A. C. Wilson 3583 Ray St.
 J. E. Sweet 5125 Harding Road -
 Robert T. Johnson 4166 - 46th

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J. S. Lawrence

1005 Johnson St.

J. T. Terwilliger

3644 Jackdaw St.

Elizabeth H. Gumm

1437 Bancroft St.

C. C. Chaffin

1504 W Walnut St

R. J. Stevenson

2011 Front St. San Diego

Geo. H. Tyler

2327 Hickory St. San Diego

Chas. G. Patrick

4551 Hawley Blvd, San Diego

King Benjamin

2930 Kalmia St

T. Fisherman

Los Angeles, Calif.

Mrs C. S. Minor

Embassy Hotel

B. D. James

1170 - 5th Ave

Marjorie Kizer

1233 - 17th St

C. S. Lines

1333 Union St.

E. J. Payton

520 Division St

C. J. Sherwood

4019 Park Blvd -

Charles D. Hallett

1405 Grove St

W. J. Goray

4334 - 49th St.

Eugene A. Wilson

1422 University Ave

Mrs E. P. Schmack

Escondido, Calif

F. O. Dorris

1003 Hunt St San Diego

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E. M. Bentley

Harward Hadley

Rosethy McNeil

Alvord

J. N. Byrne

F. Haverkamp

M. E. DeLong

L. J. Rice Jr.

W. H. Dinton

Wm H Marshall

Wm. S. Miron

Buegel

J. M. Hall

Leona Kayanpin

J. O. Miller

C. Kimpert

Alfred S. Anderson

E. L. Deane

Anna M Florence

W. H. Taylor

F. J. Schuyler

Paul Ward

3785 Pershing Ave.

#1544 Granada.

4027 Gaebdau St.

3619 Wilshire Terrace.

1025 Satter St.

3592 Dwight St.

1946 1st St

541 Playa del Sur - La Jolla.

934 - 24th St - San Diego

3604 Mississippi St. San Diego, Calif

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

1st Mar Bldg - S.D.

4382 - Felton St.

3408 - 6th St

2036. Arizona St. San Diego

Cleveland Ave

140 E Arbor St. S.D. Calif.

4727 Letter M. S.D.

4727 Felton

333 - West. C. St.

241 St Kalmia St

1030 - 23rd St.

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SAN DIEGO TRUST & SAVINGS BANK

J. Edelbrock

Fred B. Humphreys

Ella Kneff

N. M. Barner

A. Ashburn

W. S. Millar

Edith Scofield

E. A. Atkinson

Eddie Wheeler

G. R. Strader

Hotel Sandford

Hotel Sandford

1841 1/2 Front St.

546 - B. St.

546 B. St.

1210. 5. St.

2039 - 29th

1120 - Front

514 B. St.

PETITION

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La Jolla
Mrs Mary D. Nolan 1107 Prospect St " "
Elin A. Vieths - " "
Mrs Frances W. Boomer 1107 Prospect St " "
Mrs Elizabeth Trant " " "
John G. Green " " "
Anna G. Green " " "

PETITION

Sheet # 3
A. Hurley

TO THE BOARD OF PARK COMMISSIONERS,
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Benjamin T. Culler	7821 Fay Ave.
Chas. L. Corthals	1182 College St.
Ernestine M. Corthals.	1192 College St.
Q.R. Hubert	5451 madison ave San Diego
W. L. Valanto	855 Turquoise St.
M. W. Hannay.	spindrift ave. La Jolla.
C. Johnson	Lojollo Col 7029
Charles Verhaeren	Brueglon
W. S. Chilwell.	1302 Grand Ave.
G. D. Mitchell	883 So. Coast
E. V. Parker	7917 Frontier Ave.
	1282. Irving Place

PETITION

#4
a.d.H.

TO THE BOARD OF PARK COMMISSIONERS,
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Friday, M. Drummond 1261 Prospect
 Mary Drummond 1261 Prospect
 Roxanne Macmill 1261 Prospect
 Mrs R. W. Hayne. La Jolla Shores
 Jane Miss Bright 1261 Prospect
 Edith Mary Hall. 1261 Prospect
 Mrs. Eva C. Hall.
 E. Hainey - 1295 Prospect St
 Charlotte Gary Rahnum. 5800 Camino de la Costa -



PETITION

A Hurley #5

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.

Chas D. Mitchell

7917 Heather Ave.

PETITION

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<p>Harry Holder, wife Lucie Brown A. L. Leland John W. Walker M. A. Avline Ethel N. Jesse George C. Melen Walter R. Walker J. A. Ferguson Jack Foege Mrs H. J. Martins R. R. Sunkwater C. W. Hamilton F. G. Tooley David C. Keep Harriette Brackmeyer John Brenton</p>	<p>1237 Torrey Rd. 526 Center St. 309 Bon Air 6652 Tyreian 326 Bon Air 6664 La Jolla Blvd 7921 prospect place 7555 La Jolla Blvd. 7320 Fay Ave. 7827 State. 414 Bonair Ave., #2 Country Club Drive. 7478 Eads Ave. 3178 Howard St 4182 - Kansas St. 1247 Case St 7448 Eads Ave.</p>
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PETITION

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Carl S. Gildea 7743 Girard Ave., La Jolla, Calif.

O. W. Williams 7475 Girard La Jolla.

Wm J. Allen Hotel Ocean Village Ocean Beach.

J. B. McClure 4408 Brighton Ave. Ocean Beach.

Ademant 7933 Prospect St. La Jolla 850

W. H. Mann 812 1/2 Jersey Court Mission Beach

Mrs. W. H. Mann " " " " " "

G. R. Williams 811 Idaho Court. Mission Beach

August Deters Mission Hotel, M. B.

Nallace N. Green Mission Beach

Mrs. Lewis Bernice 2430 Roseau St

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<p>Chas O'More</p> <p>Arthur Hubbard</p> <p>Jenny Jones</p> <p>Marion E. Corville</p> <p>Walter Gause</p> <p>Catherine Brunton</p> <p>Walter S. Lieber</p> <p>J. H. Lee</p> <p>J. G. Hoffman</p> <p>E. J. Lusk</p> <p>J. G. Hoffman</p> <p>Dr. R. P. Plock</p> <p>Joseph R. Pitt</p> <p>A. L. Starr</p> <p>Miss Seymour</p> <p>Dr. J. L. Seymour</p>	<p>4775 Harborside</p> <p>2312 Seaside St. O.B.</p> <p>1078 Garnet Ave. - P.B. Beach</p> <p>646 Hantel St. La Jolla Cal</p> <p>77</p> <p>7748 Eads Ave. La Jolla</p> <p>1188 Project St. La Jolla</p> <p>718 Kingstown Ct. M.B.</p> <p>5009 W. P. Loma Blvd. O.B.</p> <p>1032 Coronado La Jolla</p> <p>815 Kingstown Ct. M. Beach</p> <p>802 Lido Ct. M. Beach</p> <p>3567 Ocean Front</p> <p>711 Verona Ct. Mission Beach</p> <p>1504 Hornblend. - P. Beach</p> <p>" " " "</p>
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John McAlpine — 4983 New Park St

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B. J. Gillespie M.D. 533 S. Court Revs La Jolla Calif
Samuel Sutcliffe 1259 Abbott St. O.B.
Clara P. May 4481 Brighton St. O.B.
W. J. Armstrong 3203 Ocean Front
Mrs. A. Ester 711 W. W. W.

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Walter H. Louisville
Anne Boutelle
B. E. Warner
John W. June
Mr. W. June
W. B. Kuehner
Mr. W. B. Kuehner

1018 - Delmar
7824 Ivanhoe Ave.
7824 Ivanhoe Ave.
14560 Torrey Road
5580 La Jolla Blvd.
5580 La Jolla Blvd.
5602 La Jolla Blvd.
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Harriet B. Wilson

James J. Trant

Theresa E. Rose

W. E. Stiggett

W. R. Parker

Fred Walton

Lomnie Mitchell

Wm. D. Chatham

C. E. Sirl

F. Hayman

Julia V. Macbath

Eunice L. Smith

H. G. Halston

Mrs. C. J. Paugman

1116 Prospect St-

7864 Ivanhoe ave

7435 Lurier St.

7330 Fay Ave

" " "

7544 Emerald

5433 Electric Ave (B.R.)

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Donald Christy 1287 College St. La Jolla Calif.
Art Satchell 1296 Prospect St La Jolla
Mrs S Hinds 7211 Cade St La Jolla

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McComell Neely — 3824-CENTER ST-

Francis O'Connell Baker — 6833 La Jolla Blvd

E. W. Martin — 4775-Coronado

W. P. Moor — 1962 Euclid St.

7654 Herschell St.

819 Seagirth Court

3994 Idaho St

John H. McCartney
Russell Oliver
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James Turnbull . 644 Bon Air St. La Jolla
J. A. Turnbull 644 Bon Air St. La Jolla
 BALFOUR COMPANY, INC. 1144 Prospect Street, La Jolla, Calif.
J. Turnbull, Pres.
 La Jolla Properties, Inc. 1144 Prospect Street, La Jolla, Calif.
J. Turnbull, Pres.
 I. M. Gale, 2898 Spruce Street, San Diego, Calif.
I. M. Gale

Edwin D. Brooks 7760 Bishop's Lane. La Jolla Calif.
George Agnew 1182 College St La Jolla Calif.
Edward J. Stoller 821 S. Coast Blvd La Jolla Calif.
 8600 Spring St. Pacific Beach
S. C. Armstrong
Mrs. A. E. Fairbrother 7224 Fay Ave., La Jolla, Calif.
Llewellyn Adams Grand Hill La Jolla Calif.
Herb S. McLaughlin Hillside Drive La Jolla Calif.
Jerry Tabe 856 Prospect St " " "
Barbara Lubbin 7764 Lookout Dr. " " "
 726 Prospect St. " " "
 675 Bon Air St. " " "
George J. Michas 7871 Ivanhoe " " " "
 7763 Grand St " " "
 8010 Ocean View R. J.
Charles T. Tinkhaus
Art Cantemore
Joseph K. Coors
Mrs. Eva Turnbull 7252 Monte Vista

726 Prospect

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George & Coleman No 708 Silver St
George Little 7582 & Wrasper St
A J Drann ⁴⁴⁵⁻⁵⁻⁰ Drunick Ave
Wright C. Arnold 7562 Droper 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 B. Harper " " "

Clara L. Luce 925 So. Coast Blvd.

Harry H. Haw 7156 Fay Ave.

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

Geo. A. Lane 1802 Bancroft St.

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H. H. Summers
L. B. Davis
Julian Jay
Frank Synde
L. E. Grady
Bobby Stinson
M. L. Lemm

La Jolla Calif.
La Jolla Calif
San Diego Calif
La Jolla Calif.
Del Mar -
La Jolla -
La Jolla
864 Prospect

