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PALOS VERDES

Visit by J.C.O. September, 1916.

4th Whiting and I arrived at Los Angeles by the Santa Fe train due 2.40 P.M. We went to The Alexandria and within a half hour Mr. Dawson showed up. We then went to Mr. Lawyer's office, 915 Title Building, where we discussed the preliminary plan etc. Mr. Hunter, the Engineer, was there too. It was arranged that we were to come to Mr. Lawyer's office at 9 A.M. tomorrow and that he would take us all to Mr. Vanderlip's bungalow at False Bay on the Palos Verdes rancho. We left him about 5 or 5.30. The rest of us plus Cook dined together at the Alexandria. I talked with Hunter.

5th. Soon after 9.A.M. Mr. Whiting and I were at Mr. Lawyer's office and after a while Mr. Hunter came and later Mr. Dawson. We got started at a few minutes of ten. Mr. Lawyer's son drove his Packard. We got to the Vanderlip house at 11.30 A.M. We rode horseback along shore road to west village site and then up the hill and back along ridge road to the road down ravine to Vanderlip's. We got back about six.

6th. We started on horseback at 8.45 and went a little E. of farm barn and then turned up a road to summit a 1/4 mile or so west of tank. We then went north to Phillips' farm and then east to our proposed road and north to Narbonne (?) Avenue, recently macadamized. Has asphaltic oil surfacing. Mr. Phillips joined us for a little while. Then we followed road line S'ly. We lunched on sandwiches before we got to the highest part. We continued S'ly. to the shore road now in use and on top of knoll and then rode more rapidly along used road to house, arriving 6.15 P.M.

7th. We started about 8.45 and rode to the knoll where we left off yesterday and worked slowly along staked line of bluff drive till twelve, then rode back to the Vanderlip house for lunch. About 1.30 we started out again and went to the place we left off and continued during P.M. along by Portuguese Bend and False Bay to W. of the promontory W. of latter and back to house about six.

8th. We started about nine and went to the place we left off yesterday nearly opposite the house and worked along the staked line for bluff drive to Cape St. Vincent, where we lunched on

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of Mr. Hunter's surveying party

sandwiches. Mr. Sadler happened to be there. We followed the line N.W.'ly during P.M. to beyond the W. village site and then followed the new line as staked up to the upper cultivated bench. We then came over hill and down the canyon to our house arriving at six.

9th. Without Mr. Lawyer we started about nine and got back at 6 P.M. We went up the hill to the tank on ridge and E.'ly to the highest point and examined the drive stakes from there to the N.W.'ly end of the ridge where there is a new set of farm buildings not shown on map. We ate our sandwiches near the farm at the head of the canyon back of the Vanderlip house. We reviewed again the upper half or more of the drive stakes leading down from the N.W. end of ridge to the W. village site. We came back over the hills fairly rapidly.

10th. Mr. Lawyer away. We started in Horner's "Ford" at 8.45 and got back at 4.25. Later we went down to Portuguese Bend and Dawson and Whiting had a swim. We went first to the new Jap. farm at entrance of present bluff road. *Horner's Ford is here.* We walked up to the junction of drive to hilltop with E. drive and spent day in studying new location for latter down to knoll where electric railway is proposed. We had four of Hunter's survey crews to chain and hand level the lines. In this way the work went rapidly and with sufficient accuracy for preliminary purposes.

11th. Mr. Lawyer not with us, but was at Mr. Vanderlip's house when we got back. We started 8.45 A.M. and got back at 6.50 P.M. We went to west part of estate with three of Hunter's men in their Studebaker auto. We spent the day restaking the proposed drive from bluff road up to the ridge road, changing it wholly from sta. 19 to 192.

12th. With Mr. Lawyer we started on horseback at 9.10 A.M. Got back at 5.45 P.M. We went up the steep road past hayfield bowl to tank on ridge and E.'ly on ridge to top of San Pedro Mountain. Then we reviewed the staking of drive down east and southeast part of hill to east drive. We showed Mr. Lawyer the restaking of zigzag which we had done, eating our sandwiches at a point above Jap. farmhouse. We then went past latter and along existing road to where road from Portuguese Bend to middle of ridge crosses. We examined a quarter mile or so of the portion above existing road. Then we followed stakes down into a rough little canyada near bluffs and concluded to give up this road as it bisects the golf grounds. We then staked an alternative

from sta. 13 up to existing road. This passes S.E. of clubhouse site. I suggested a modification to gain length for grade, viz. to cross through clubhouse ridge by a cut and then bend toward existing road. This will lengthen the drive 300' or so. The drive above existing road was a good deal discussed. Mr. Lawyer favored turning at once to W. instead of continuing E. a good distance to a loop. His objection was that people coming down the hill to the clubhouse would seem to be compelled to go ~~away~~ ^{far} beyond it and then back. By turning W. the grade would be increased from five to seven per cent and (some six per cent) for a long distance. I objected to this.

13th. We started about nine on horseback. First we looked at the staking of my suggestion for cross drive cutting through the clubhouse ridge. All seemed to approve it. We then went to sta. 13. The surveyors took levels after Mr. Whiting and Mr. Hunter had restaked the line from their ^{to} line of bluff drive in order to make it longer to reduce grade to 5%. We then returned slowly to barn about 11.30. We started out again, Mr. Lawyer, Mr. Dawson, Mr. Hunter, and I in Horner's "Ford" with him and examined the nursery and some plantations on the hillsides. 11.30 to 12.15 we four were in and about the lath house where Mr. Dawson conferred with Horner as to ^{the} stock. On the hillsides the earlier plantations had all failed where young stock and acorns, etc. were planted cheaply. The ground squirrels and rabbits eat them or the first summer drought kills them. In later plantations the plants used are older and larger, the ground is prepared in good sized holes or by plowing, the plants have stakes and wire netting to protect the trunks and they are cultivated or mulched and watered occasionally for one or two years. Then they show a considerable percentage of success. We got back about 4.45 or 5 P.M. Whiting was all day, from 11 or so on, transferring road lines on plans, and Mr. Hunter mainly same.

14th. Office work occupied some of us till 10.30, when all four rode up the hill E. of the Vanderlip cottage to examine the staking of the cross road. We first looked at the part near the tank that supplies the nursery. Then we crossed the canyon S.E. of it and looked at line through the bowl which "Gus" called "Happy Valley", especially at S.E. end on the enclosing spur. We then followed parts of the line on the very steep hillside above (N.E.) of the bowl. In places it was so steep we could not conveniently follow the line on horseback, but we could see most of the stakes from points and spurs or from above. It was concluded to avoid the worst part by a deep cut through the saddle at the head of the

intermediate canyada. We came down the steep existing road in W. Portuguese Canyon and got back at 1.10 P.M. After lunch we rode over the line from nursery tank down to existing road and for some 1000' or more S.W. of it. We got back about four and Mr. Dawson took a snap shot of the rest of us, and Frank ^(Th. J.) one of all of us. Rest of P.M. others on plans, I on packing.

15th. Most of morning Mr. Dawson and Mr. Whiting were packing up plans, etc. The auto truck came about 11. After that I listened to Mr. Dawson's conference with Horner, and after lunch same till 3.30 when we left in Mr. Lawyer's "Packard" for Los Angeles, where we arrived about 5.05. After a short time in his office we went to The Alexandria.

16th. During the morning J.F.D. and E.C.W. had a conference with Mr. Lawyer and Hunter in former's office. I joined in the latter part of the time, for perhaps an hour, having been delayed by errands. We took the Coast Line train early in the afternoon for Santa Barbara.