

ATED BY..... J. G. O.  
ED BY..... M. E. M.  
ED AND CHECKED BY..... H. B.  
IGNED BY.....  
HIS COPY CHECKED WITH ORIGINAL  
EFORE MAILING  
M.

30th June, 1911.

Mr. James Frederick Dawson,  
621 Timkin Building, San Diego, California.

Dear Mr. Dawson:

Replying to your letter of the 25th instant from Seattle with regard to contingencies in the San Diego matter you put two questions to me. First, if the Electric Railway north and south through the park is decided upon, just how I advise relating it to the canyon; and, second, whether I should promptly resign in case the Park Commission decide to put the Exposition in the center of the park substantially in accordance with Goodhue's plan.

My idea about the electric railway has not been worked out so that I can give you no very close description of it. In general my idea is to have it fairly near the top edge of the canyon east of the

golf grounds, say about 30 or 35 feet below the summit. I should have it entirely in cut except where it must cross the little ravines. I would make the uphill side very nearly vertical and have a wall along the downhill side wherever the right-of-way is not in 5 or 6' cut, with the top of the wall 4 or 5 feet above the track; and where circumstances admit of it, filled up outside the wall with earth so that shrubbery can be grown with every advantage of elevation. In other words, I would make the railroad as nearly as practicable a sunken road similar to the transverse roads in Central Park, New York, except, of course, much narrower, and I should expect shrubbery and vines to be planted on each side so as to make the railroad practically invisible. I should combine the poles with the uphill side bank or a wall bracketing out to hold the trolley wires. By keeping it about 30' below the crest there would be height enough for bushes 5 or 6 feet high without obstructing the general horizontal view across the canyon. I should study overhead and under crossings for drives and walks where it would be desirable to have them. If a walk goes over it would not be by a narrow steel bridge but by a concrete arch about 60 feet wide so that the

arch could be covered with shrubbery on each side of the path. Where the drive goes under at the ravine near the Golf Clubhouse it would be necessary to work out some scheme for a concrete viaduct for the electric railway, with good high parapets sufficient to hide at least the running gear. I should advise the Park Commission to so arrange the agreement that the work should not only be planned and supervised by them or by us for them, but that the work should actually be done by the Division of Works and paid for complete by the Railway Company.

If some such arrangement is not made they are sure to get into just such a deplorable result as is already indicated in the case of the Pursell Railroad. Of course the Railway Company will object that the cost of such a line as this will be prohibitive, but it seems to me the friends of the Park might stick for that and perhaps cause the abandonment of the project.

As regards the route for the electric railway from the vicinity of the nursery southward, I believe that the purposes of the railway will be thus subserved by crossing under the Midland Drive and following down the south side of the Spanish Canyon, keeping sufficiently low as regards profile to carry out substantially the

arrangement suggested for the route north of the nursery. This Spanish Canyon route would of course cut through the spur near the line of Date Street, perhaps by a tunnel, and follow the east side of Cabrillo Canyon down to 11th Street. It would be, doubtless, less damaging to the southern part of the park to adopt a route something like that shown on Goodhue's version of our plan; namely, just east of the valley on the east side of the group of Exposition Buildings, and if the Exposition is going to be at this southern side and an electric railway must be constructed, undoubtedly we should have to strongly object to the route I suggested going through the Date Street spur. That east of the Exposition group would be the next best thing. The idea you suggest of keeping southward along the side of the Serra Canyon below nursery and thence out to 18th Street or thereabouts would lose a great part of the advantage of crossing the park as regards distance in getting from points north of the park to the center of the city at 5th and D Streets. If they are going to slash through the park with an electric railway it seems to me they ought to get all the advantage possible in distance, but at the same time they ought to be compelled to spend enough money to reduce the injury to the park to a minimum in the way I have indicated.

As regards resigning from the job, I have repeatedly contemplated it in my own mind and have sometimes thought I would threaten to do so, but whenever I have known or heard of cases of such threatening they have always seemed to me to be of questionable advantage. It strikes me that it would be better to act in the way you suggest; that is, to put in our protest, together with our resignation, after the matter has been formally decided. That I am quite prepared to do if the site is determined anything like Goodhue's plan; that is to say, with the permanent buildings practically in the middle of the Central Mesa. I am inclined to think, however, that with Mr. Marston's help we could force a compromise by which the permanent buildings would either be close to Sixth Street or else close to Upas Street at the north end of the park. In either of those cases I feel that we should not be justified in resigning even though the park would undoubtedly be very considerably injured by them.

The whole matter seems now to rest with the new Park Commissioners succeeding Braly, Harrison and Vogt. I should hope that you and Mr. Marston, by appealing to them privately and informally might be able to hold them

Dawson - V.

back from adopting Goodhue's plan.

It is to be noted that according to the estimates Allen made it will be impossible to carry out the bridge across Cabrillo Canyon shown on Goodhue's plan, and I think in several other respects it will be proved by a careful estimate that Goodhue's plan will cost very nearly if not quite as much as mine, even without the bridge.

For instance, Allen insists upon the cost of asphaltting the approach drives to the main group on my plan, and yet when I show that Midland Drive from 12th Street to the middle of the park would have to be asphalted he backs out and says "no that can remain as it is."

Another item, I see no reason to doubt that the city will put in the principal water main and reservoir as a part of the Water works but I had to agree that for present purposes we should have to assume that it would be done by the Exposition. If the City puts it in of course he will not make much of a saving in the item of water supply on Goodhue's site.

Finally, in regard to resigning, I should prefer that you simply call attention to the clause in our contract

by which the Park Commissioners have agreed to give us an opportunity to report on any matter affecting the appearance of the park. After a vote has been passed, if there should be one in favor of Goodhue's site, you can put in a protest and request a delay sufficient to enable me to submit a report; or what would be better, I think, instead of their adopting a vote in favor of Goodhue's site, to pass a vote requesting me to report on the matter. I confess I do not see what circumstances are likely to arise which would make it necessary for you to offer our resignation so suddenly as not to be able even to telegraph me about it, but if it does appear to you that way you can resign subject to my confirmation.

Very truly yours,

This letter was not ready for Mr. Olmsted to sign before he was obliged to leave the office.