

## History of Oceanside

Oceanside was first inhabited by the Luiseno Indians who were part of the large Shoshonean tribe. They lived in the San Luis Rey river valley area, originally named, "Rio San Luis Rey de Francia," after St. Louis King of France by the Franciscan friars who passed through the valley in 1769. The Mission San Luis Rey de Francia was established in 1798, four miles up river from the coast. The Indians were instrumental in building the Mission compound as they provided the labor. Mission San Luis Rey was the largest building in California when completed and was the most prosperous of the missions.

A township, known as San Luis Rey, which was west of the Mission, was established in the early 1870's and was largely inhabited by a group of English settlers. By 1884, San Luis Rey had a post office, stores, a hotel and a weekly newspaper.

In 1881 the United States Government conducted a survey of the Southern Pacific slope and in 1882 a railroad was laid from Los Angeles to San Diego through Colton, Temecula, Fallbrook and down the coast.

Andrew Jackson Myers applied for a Homestead Grant on the Oceanside mesa and he was allotted 160 acres in 1883. Cave J. Coutts, Jr. surveyed the townsite and John Chauncey Hayes sold the town lots.

J. Chauncey Hayes drew the petition for the first post office, the name "Ocean Side" was used, but later changed to "Oceanside."

By 1887, the Bank of Oceanside was built on the corner of Second (Mission Avenue) and Hill Streets and also a grand hotel, the South Pacific, located on Third and Pacific Streets, near the present pier.

On July 3, 1888, Oceanside was incorporated with a vote of 74 to 53. The founder of the city, A. J. Myers, was the first to vote. The population was about 1000.

In the 1890's Oceanside had three hotels, a pier, six churches, a lumberyard, a newspaper, a school and the Oceanside Bank along with many other businesses.

The railroads played an important role in the continuing development of the city. During the boom years the trains brought thousands of prospective buyers. This continued until a highway was paved between San Diego and Los Angeles through Oceanside. In the 1920's the city prospered. Building was on the rise, a new golf course was laid out and a grand new theater, "The Palomar", was built.

A dramatic change occurred with the purchase of the Santa Margarita y Los Flores by the U. S. Government for a military base in 1942. The building of Camp Joseph H. Pendleton created a boom to end all booms in Oceanside. The community geared up for war in a big way by supporting the workers and troops.

Some will still refer to Oceanside as a "military town", but it has always strived to be, and still does, a vacation destination for families. Undeniably, the widest beaches are still found here.

One of the attractions of Oceanside is the magnificent sand beach, and to this is due, in a large measure, the growing popularity of the town as a resort. A stretch of hard, level sand, wide enough for several automobiles to run abreast, extends for ten miles in either direction, affording one of the finest drives on the Pacific coast.<sup>1</sup>

## The Route from Oceanside

In 1906 Supervisor John Griffin was hard at work securing financing for the San Diego coast road. On a trip Los Angeles he looked for support from private parties to defray the expense of the coast road to San Diego. Nearly \$2,000 had been offered to defray the cost of a bridge over the San Mateo River, near the Orange County line. Bridges were also necessary over the Santa Margarita and San Luis Rey rivers.<sup>ii</sup>

In 1909 the County Board of Supervisors established the Highway Commission. Members of the commission included A.G. Spaulding, E.W. Scripps, and John D. Spreckles.<sup>iii</sup> The County Highway Commission prepared a report that was presented to the Board of Supervisors in June of 1909 recommending the designating of routes:

### ROUTE NO. 1

“San Diego and Oceanside Road”—Commencing at its intersection with the northerly boundary line of the City of San Diego near Del Mar, thence running in a northerly direction along the Pacific Ocean to the intersection of Morse street and Hill street on the south boundary line of the town of Oceanside. This road is 18.97 miles in length.

### ROUTE NO. 2

“Oceanside and Orange County Road”—Commencing at a point on the north boundary line of the town of Oceanside, 283.8 feet west of the quarter sections 22 and 23, Township 11, South, Range 5 West, San Bernardino Meridian, thence running in a northerly direction to a point where said road intersects the northerly boundary line of the County of San Diego, near San Onofre, and connects with the system of Highways in Orange County. This road is 20.06 miles in length.<sup>iv</sup>

Oceanside resident W.V. Nichols voiced his concern about the necessity of a good road between Oceanside and Las Flores stating that a number of families were all but isolated from the town. In order to reach Oceanside, the Santa Margarita and San Luis Rey rivers had to be crossed. This required that they travel six miles east in order to safely cross the river. Nichols went on to say in a letter to the editor, “A new family who recently located between the Santa Margarita and San Luis Rey rivers, live only two miles from Oceanside but can reach town only at low tide unless they travel eleven miles, and in this eleven miles must ford the Santa Margarita twice. The children from this section come to school on horseback and even then are frequently obliged to stake their horses on the north bank of the San Luis Rey and walk across a long railroad bridge. The danger of this is self evident. During a heavy storm they are often unable to cross the Santa Margarita at all and must miss school. If there was a passable road here, there might be some justification in asking that work be delayed, but under the existing conditions can the Commissioners wonder that the people here think that work on this road should begin at the earliest possible moment?”<sup>v</sup>

Shortly after his letter was published the Oceanside Blade reported his point was well made when a group of autos became stuck in the Santa Margarita river. The occupants

were forced to walk several miles back to Oceanside at 2:00 in the morning in inclement weather. The newspaper went on to report that “People residing near Oceanside cannot get to that city for mail or merchandise without traveling several miles out of the way to reach that city, one family in particular making a circuit of eleven miles to reach their postoffice when they reside but two miles from Oceanside. This is a hardship that should be abolished as soon as possible.—San Diego News.”<sup>vi</sup>

By July of 1910 the bridge across the San Luis Rey river had begun construction, and was expected to be completed by December before the rainy season began<sup>vii</sup>. In addition to the San Luis Rey Bridge, Engineer Fletcher also had approval for steel and wooden bridges over the following rivers and creeks: Santa Margarita River, Las Flores River, San Onofre creek, South branch of San Mateo creek and the San Onofre creek proper.

By November 1910 grading of the coast road north of Oceanside began. Fifty men and fifty mules in two camps were established located at the San Luis Rey River and at Las Flores.<sup>viii</sup> The work was done by day labor, providing jobs for local residents.

Considerable cutting down to reach the level of the bridge on the grade was necessary as laid out by the engineers. The approach was on a wide curve from the continuation of Hill Street to the north to the end of the bridge. While the road was being constructed and bridges built, a detour via Ysidora and San Luis Rey was used to reach Oceanside.

The coast road was all but completed in 1911 and the Oceanside Blade reported that “With the exception of a mile north of the San Luis Rey bridge and about two miles between the Santa Margarita bridge and Stuart station, which are soft and dusty, the road is at present in fine shape, and a good portion of it will remain that way during the summer because of the fact that much of it is cut from a red decomposed granite soil which will wear well.”<sup>ix</sup>

In addition it was reported the bridge at Las Flores was nearly complete and would be ready for use, but noted that the approaches were very soft due to recent grading.

That year the Auto Club of Southern California erected new road signs along Hill Street, the “officially marked road”.<sup>x</sup> Signs posted north of the city indicated the distance to Oceanside. New signs were also erected at railroad crossings and a “danger” sign placed at each end of the San Luis Rey Bridge to caution wayward drivers.

Because the official route through Oceanside was now Hill Street instead of Tremont, the Auto Club changed locations of the highway signs. The sign in front of the Blade newspaper building located on Tremont was removed and relocated to Second and Hill. The sign situated on Second Street between Tremont and Hill was relocated to the corner of Third and Hill.<sup>xi</sup>

The new road, although heralded by many, had a host of problems. The road was largely unpaved and during the rainy months was impassable for both autos and teams. Continual repairs had to be done after each rain in order to put the roads back in shape. Complaints about the condition of the road north of Oceanside, through the Santa Margarita Ranch, were numerous. The County, however, vowed to begin maintaining the roads and keeping them in shape.<sup>xii</sup>

In 1912 the State Highway Commission ordered surveys for the seven highway divisions. San Diego County was designated in Division 7. The route to be surveyed included “The main Orange county road below San Juan Capistrano via Oceanside, Carlsbad, Encinitas, to San Diego.”<sup>xiii</sup>

Engineer F.S. Gripper worked with a crew of five men south of Oceanside to connect the state route from Carlsbad to Hill Street. They sought to straighten the route “by cutting through the hill at the south end where the present road crosses the slough.”<sup>xiv</sup> This had been avoided for years due to the expense but would now come to fruition for the sake of continuity of the route. The Blade reported, “that it was the general impression that the coast road to San Diego through Oceanside would be adopted as a portion of the State highway plan. Surveying was being rushed and construction work might be commenced at some points in six or eight months.”<sup>xv</sup>

In July of 1912 members of the State Highway Commission along members of the county commission, inspected the route from Orange County to San Diego. They planned to construct a road from Los Angeles to San Diego. Optimism ran high with the headline stating, “Road Along the Coast Will Be One of Finest In the World”.<sup>xvi</sup>

In the weeks and months ahead, business began to expand along the business district of many coastal towns. Oceanside reported \$50,000 of new construction in September of 1912. J.E. Jones opened his new hardware store on the corner of Second and Hill Streets (now Mission and Coast Highway).<sup>1</sup> Jess Kolb, former owner of the Oceanside Garage, planned a new garage that would cater to the traveling public and attract attention by its Mission style appearance, aptly named the “Mission Garage”.

“With the impending construction the state highway through Oceanside, and a general activity in the sale and development of adjoining farm lands, there is an optimistic feeling in the air and evident in the conversation and general attitude of the business men of town such as has not been the case for many months.”<sup>xvii</sup>

In 1913 construction began on a section of the coast route from Oceanside to Encinitas with the State of California allocating just over \$100,000 for construction.<sup>xviii</sup> Work began that July on the ten-mile stretch of road and was expected to take about eight months. With this portion completed the road would be paved from Oceanside to San Diego.<sup>xix</sup>

During this time the El Camino Real Association began plans to mark the coast highway with bell signs. President of the Association, A.S. Forbes, arrived in Oceanside in November of 1913 to arrange placement of eighteen of twenty-one bells that would be placed on the road between San Juan Capistrano and Oceanside. Bells on the route from Capistrano to Oceanside posted the mileage to Oceanside. The bell placed on the corner of Second and Hill streets gave motorists “the exact distance to San Diego city limits, 40.3 miles.”<sup>xx</sup>

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<sup>1</sup> This is currently the Fullerton Mortgage building on the southeast corner of Coast Highway and Mission Avenue.

With the approach of the 1915 Exposition, good roads again became the hot topic and concern of many. Thousands of visitors would arrive in San Diego by auto and a paved, safe highway was a necessity. The Auto Club announced that by November the road would be completely paved from Los Angeles to San Diego. It went on to report that work was “being rushed” on the section just below the Orange county line at San Onofre which “proved to be the most difficult part of the construction work, due to the fact that the great banks to the east of the railroad tracks have had to be completely cut away.”<sup>xxxi</sup>

During construction motorists had to contend with five miles of detour while the concrete was being placed on the graded dirt sections.

This newly paved road would meet an unexpected demise with the great flood of 1916. Termed a “100 year flood” it wiped out roads, bridges, train tracks and left cities and farms isolated. Three people were drowned in the San Luis Rey Valley alone and most of San Diego felt the devastating effect of the flood.

Bridges over the San Luis Rey and Santa Margarita Rivers washed out, leaving Oceanside isolated and dependent upon supplies being floated in or brought in by the small, municipal fishing pier at the end of Third Streets. C.N. Ainley, supervisors over the repair of the highway at Oceanside, worked to secure a crossing for the both rivers. A temporary structure over the San Luis Rey river was built until a more substantial bridge could be erected.<sup>xxii</sup>

A month after the flood rancher David Jones’ automobile was brought in to town for repairs. The Blade reported that it had been “engulfed” mud and that “every part of the machinery of the car that would hold water was found to be full of water and silt”.<sup>xxiii</sup>

In 1917 the State Highway Commission began paving of the State Highway. Oceanside was required to maintain and pave the portion of the coast route that ran through its business district, one-half mile, with the State paving the remaining portion, 1.7 miles.<sup>xxiv</sup>

An election was held to approve a bond issue to pay for the paving of Hill Street. Oceanside would have to come up with approximately \$5,000 in order to do its share of the paving. Dr. W.V. Nichols wrote in favor of the bonds saying, “[I]t seems that it is time for us to show that we have faith in the town and vote for the paving. Of course, it will increase our taxes for a few years, but the good impression that it will have on the traveling public will be worth it.”<sup>xxv</sup> The bond passed overwhelmingly as the great majority of residents recognized the need for a paved road through town. An impromptu parade was held, with a civil war veteran leading the march and the George W. Houk band in procession.<sup>xxvi</sup> With the success of the bond issue, the paved road was insured.

In February 1918 the State approved a new plan and profile of the State Highway through Oceanside.

WHEREAS, this board, in behalf of the Department of Engineering of the State of California, adjudges and determines that public necessity and convenience required that the State of California take over and lay out as a State highway a new or existing way commencing at the Southerly City limits of Oceanside at Hill Street, in San Diego county and extending thence Northwesterly along Hill Street to the Northerly City limits of Oceanside at the beginning of State Highway

layout No. 47 as show on a plan thereof, signed by W.W. Patch Division Engineer, dated February 1, 1918, except that portion shown and designated on said plan as not included in this layout and,

WHEREAS, this board deems such, taking over and laying out of said new or existing way as a State Highway to be in accordance with the provisions of the “State Highways Act” of the State of California (approved March 22, 1909, Statutes 1909, page 647), and the State Highways Act of 1915,” of said State (approved May 20, 1915, Statutes 1915, page 650), it is therefore

VOTED, and it is hereby certified, that pursuant to the authority vested in the Department of Engineering of the State of California by said acts, this board, in said behalf, does hereby take over and lay out the new or existing way hereinbefore described and declares, it to be, and adopts it as a State Highway, subject to the provision of said acts.”

The section of the Coast Highway through the city limits of Oceanside encompassed Hill Street from the northern city limits at about Ninth Street to the southern limits at about Morse Street. By July of 1918 Hill Street was paved and opened for traffic as far south as Wisconsin street.<sup>xxvii</sup>

That same year, reconstruction of the San Luis Rey Bridge began. The latest edifice was built of concrete, 23 thirty foot spans, 690 feet long and thirty feet above the water. The new bridge was deemed a “credible piece of work on the part of the engineers and an excellent addition to the coast highway.”<sup>xxviii</sup>

The San Luis Rey bridge officially opened in late July of 1919 with a ceremony hosted by Oceanside’s Mayor H.J. Franklin. It was dedicated by a Methodist minister, Rev. Harry Branton, who said a prayer, and then the bridge was christened by “some sort of sparkling liquid upon the cement railing”. Because of Prohibition “there was much speculation as to the nature of the contents of the bottle” but it was later identified as apple juice from Palomar Mountain.<sup>xxix</sup>

Prohibition had quite an impact on the coast highway as thousands of people traveled to the Mexican border, Tijuana in particular, from Los Angeles and other points north. Particularly on the weekends, highway traffic was very heavy. Bootlegging was on the increase and the highway had its share of rum runners, smugglers and exciting police chases. In addition to the smuggling of alcohol, drunk driving was also a problem. Persons who had imbibed a little too much of the bubbly, crossed the border and continued their northward trek home. Traffic accidents were on the rise, especially on the sharp curves and bridges approaches on the highway up and down the coast. Local policemen were kept busy and the local mortuary doubled as the ambulance service.

The city council discussed the importance of warning light for the intersection of Second and Hill Streets and to slow speeders in both directions, speed limit signs were erected at Hill and Wisconsin.<sup>xxx</sup>

Businesses continued to sprout up along the highway through Oceanside. The Squirrel Inn, which was a roadside restaurant and market, announced that it would remain

open “all night for the patronage of the large amount of night traffic that has grown up along the highway within the past year or two.”<sup>xxxix</sup> Their motto: “We feed the hungry twenty four hours a day. Come and dine with us.”<sup>xxxix</sup>

Another popular eatery was the Oceanic Café located on Hill street next to the Oceanside Garage and was “famous from Seattle to Tijuana for serving the best meals on the coast highway.” The Oceanic Café beckoned passing motorists with an electric sign in the shape of a turtle.<sup>xxxix</sup> The proprietor, Jack Taylor, operated several restaurants previous to the Oceanic, including the Star Café and the Squirrel Inn.

Improved roads need continual maintenance. Increased traffic required wider roads. In 1922 the State Highway Commission began work of widening 16.2 miles south of Oceanside through Del Mar to a width of 18 feet.<sup>xxxix</sup>

In 1924 the County Board of Supervisors made steps to eliminate dangerous curves north of Oceanside with the building of two new bridges over the San Onofre and San Mateo creeks. These curves were responsible for many auto accidents and fatalities. With their removal the road would be safer and almost a mile shorter in distance.<sup>xxxix</sup> After the bridges were built, that portion of the highway would then be widened by funds from the gasoline tax

California Highway Commissioner Nelson T. Edwards announced, “Curves at the bluffs at the north and south approaches to these streams will be eliminated by a new section of highway built upon a direct line across the low lands at this point. Long fills and new bridges will be required but the safety of the road will be greatly improved, and in addition there will be a saving in distance over the present routing which was located as a county highway a number of years ago.”<sup>xxxix</sup>

To eliminate another danger, the Highway Commission built an experimental wire net guard fence at a sharp curve at the Santa Fe Railroad grade crossing north of Oceanside. Described as “twenty-four inch fence fabric is supported by six-inch posts, eight feet apart and set three feet into the ground” the fence was crash tested with a Ford sedan. The Commission reported that one “post was broken off at the ground” and that the wire fabric “was badly stretched, but not broken.” As for the Ford, it “was only slightly damaged and was repaired and on its way in about an hour.”<sup>xxxix</sup>

Twenty miles of coast highway ran through the Rancho Santa Margarita, north of Oceanside, and it was necessary to obtain the appropriate right of way. Owner Jerome O’Neill agreed to the new line changes and improvements, allowing the state to continue its work without additional cost. W.F. Mixon of the California Highway Commission wrote O’Neill expressing his thanks:

“The fact that you have dedicated a right of way for state highway purposes through your property, approximating 20 miles in length, was brought to the attention of the California Highway Commission at a recent meeting in Los Angeles.

“Your valued cooperation with the Commission in eliminating many dangerous points by permitting realignment over the present road, can only result in a great

deal of benefit to the traveling public, as well as to conserve life, limb and property.”<sup>xxxviii</sup>

The coast route in South Oceanside was widened in time for July 4, 1930 traffic. The Miracle Construction Company had the job of curbing and paving.<sup>xxxix</sup> Owner Orville Ullman Miracle would serve a greater role in later years in the new alignment of the 101 in the 1940s.

Landscaping and beautifying Hill Street or the Coast Highway was always a high priority for residents and the city council. Flowers and palm trees had been planted and replanted over the years. Several palms had been removed from the business district during widening and paving over the years and gave an uneven appearance. This prompted Wallace Knapp of the Chamber of Commerce to suggest that the palms be removed altogether or make them more uniform in placement.<sup>xl</sup> Although palms were removed for continuing widening of Hill Street, Oceanside has continued to replant and maintain the palms that line the 101 route today.

In 1936 long-awaited street improvement began with funds from the state gasoline tax. Stage highway crews began grading sections of Hill Street in preparation of an “asphaltic oil treatment.”<sup>xli</sup>

In 1937 a new bridge over the Santa Margarita replaced an older, narrower structure that was deemed obsolete. Plans were announced to straighten the 16 miles of highway north of Oceanside.<sup>xlii</sup>

On March 27, 1938, the “longest continuous stretch of multiple-lane highway in the world” was dedicated by Governor Frank F. Merriam. The portion of the U.S. 101 traveling through Rancho Santa Margarita was completed at a cost of \$1,500,000.<sup>xliii</sup> The event was attended by dignitaries and included celebrity Leo Carrillo who participated in a historical production entitled “The Romance of El Camino Real.”<sup>xliv</sup>

In April of 1940 approval was made to establish four traffic lanes along the Highway 101 through Oceanside. Sidewalks would have to be narrowed and many of the palm trees ordered removed.<sup>xlv</sup>

For years, businesses along the coast route prospered with the business that literally came to their doors. Not all of the traffic was welcomed, however. In 1944, Trustees of the Oceanside Baptist Church were authorized to move the church, which had stood on the corner of Fourth and Hill streets for nearly forty years simply because the location “had become too noisy and busy.” The church was moved one block east, to the corner of Fourth and Freeman streets.<sup>xlvi</sup> Another church, Grace Episcopal, built in 1905 on the 100 block of South Hill Street, was also moved in the 1940’s, to a location on West Street and renamed St. Anne’s.

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- <sup>i</sup> *Oceanside Blade*, February 12, 1910 “Oceanside, A Town of Charming Homes and the Center for the Rich San Luis Rey Valley”
- <sup>ii</sup> *Oceanside Blade*, Saturday, March 24, 1906, “For A Coast Road”
- <sup>iii</sup> “History of the Road Development in San Diego County” By Bertram B. Moore, Assistant County Surveyor, From the *"History of San Diego County"*, published by The San Diego Press Club, San Diego, 1936, Carl H. Heilbron, Editor in Chief, pages 381-386
- <sup>iv</sup> *Oceanside Blade*, Saturday, June 12, 1909 “Report of Commission”
- <sup>v</sup> *Oceanside Blade*, Saturday, December 25, 1909 “Town Needs Coast Road”
- <sup>vi</sup> *Oceanside Blade*, January 8, 1910 “Coast Road In Bad Shape”
- <sup>vii</sup> *Oceanside Blade*, July 30, 1910 “Will Rush Bridge”
- <sup>viii</sup> *Oceanside Blade*, Saturday, November 5, 1910 “Highway Forces On Coast Road”
- <sup>ix</sup> *Oceanside Blade*, Saturday, June 10, 1911 “Coast Road Is Now Being Largely Used”
- <sup>x</sup> *Oceanside Blade*, Saturday, June 24, 1911 “Auto Club Changes Signs on New Road”
- <sup>xi</sup> *Ibid.*
- <sup>xii</sup> *Oceanside Blade*, Saturday, December 16, 1911, “Ready to Take Over Roads”
- <sup>xiii</sup> *Oceanside Blade*, Saturday, February 3, 1912, “State Commission Orders Survey Made”
- <sup>xiv</sup> *Oceanside Blade*, Saturday, May 4, 1912 “Seek Entrance To Town”
- <sup>xv</sup> *Oceanside Blade*, Saturday, February 24, 1912 “State Road Surveys”
- <sup>xvi</sup> *Oceanside Blade*, Saturday, July 28, 1912, “State Commission Inspects Highway-- Road Along the Coast Will Be One of Finest In the World”
- <sup>xvii</sup> *Oceanside Blade*, Saturday, September 7, 1912 “Building Active”
- <sup>xviii</sup> *Oceanside Blade*, Saturday, May 31, 1913 “Contract Let For State Road From Encinitas To Oceanside”
- <sup>xix</sup> *Oceanside Blade*, Saturday, July 26, 1913 “Work Begins On State Highway From Encinitas To Oceanside”
- <sup>xx</sup> *Oceanside Blade*, November 8, 1913 “Signs To Mark Ancient Mission Highway Are Now Being Placed”
- <sup>xxi</sup> *Oceanside Blade*, October 9, 1915 “Coast Route Will Be Complete In a Few Weeks Is The Report”
- <sup>xxii</sup> *Oceanside Blade*, February 12, 1916
- <sup>xxiii</sup> *Ibid.*
- <sup>xxiv</sup> *Oceanside Blade*, April 28, 1917, “State To Pay Two-Thirds Cost Of Improvement Of Hill Street”
- <sup>xxv</sup> *Oceanside Blade*, October 27, 1917, “Vote The Bonds For Paving Hill Street”
- <sup>xxvi</sup> *Oceanside Blade*, November 10, 1917, “Hill Street Bonds Carried by Sweeping Majority”
- <sup>xxvii</sup> *Oceanside Blade*, July 27, 1918, “Hill Street Work Has Been Completed”
- <sup>xxviii</sup> *Oceanside Blade*, July 26, 1919 “Highway Bridge Now Spans San Luis Rey”
- <sup>xxix</sup> *Oceanside Blade*, August 2, 1919, “Bridge Officially Opened”
- <sup>xxx</sup> *Oceanside Blade*, February 15, 1919, “City Trustees”
- <sup>xxxi</sup> *Oceanside Blade*, July 24, 1920, “Take Over Squirrel Inn”
- <sup>xxxii</sup> *Oceanside Blade*, June 4, 1921
- <sup>xxxiii</sup> *Oceanside Blade*, April 17, 1924, “Turtle Makes a Conspicuous Sign”
- <sup>xxxiv</sup> *Oceanside Blade*, November 22, 1923, “Soon To Start On Highway”
- <sup>xxxv</sup> California Highways, December 1925, “Division VII, “Line Changes Nearly Ready”
- <sup>xxxvi</sup> *Oceanside Blade*, January 1, 1925 “New Bridges Over San Onofre and San Mateo Creeks”
- <sup>xxxvii</sup> *California Highways*, September 1924, “New Guard Fence Tried in South (From Division VII)”
- <sup>xxxviii</sup> *California Highways*, February 1926, “Ranching Owner Thanked for Dedicating Right of Way”

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<sup>xxxix</sup> *Oceanside Blade Tribune*, April 8, 1930, “South Oceanside Will Soon Have Wide Paved Road”

<sup>xi</sup> *Oceanside Blade Tribune*, July 9, 1930 “Want Palms In Business Section Moved”

<sup>xli</sup> *Oceanside News*, January 29, 1936 “Work On Local Street Begun By State Dept.

<sup>xlii</sup> *San Diego Union*, August 15, 1937, “Driving Time Cut on Coast Route”

<sup>xliii</sup> *San Diego Sun*, March 22, 1938 “Dedication Set for Route 101”

<sup>xliiv</sup> *San Diego Union*, March 27, 1938, “New Highway Dedicated by Gov. Merriam”

<sup>xliv</sup> *San Diego Union*, April 29, 1940 “Widening Ordered For Highway 101 Through Oceanside”

<sup>xlvi</sup> *History of the First Baptist Church of Oceanside, California, 1958*, by Dorothy Jones Martin