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*Rancho Santa Fe
Where Beauty and Wisdom Combine*



A MONUMENT TO CALIFORNIA'S HISTORIC PAST; A VISION OF HER RADIANT FUTURE

Rancho Santa Fe originally was a Spanish land grant, and its Spanish atmosphere is impressively preserved. All of its buildings are designed and constructed to endure in beauty for generations. Eminent community planners have described it as "The most perfectly planned land development project in the world."

Where Beauty and Contentment Will Reign

By W. R. WOOD, *Editor of the California Cultivator*

PICTURE, if you please, an area consisting of fertile valleys winding through low rolling hills and gentle sloping tablelands, with here and there a deep and rugged ravine to give diversity to the scene, the whole covered with that low growing shrubbery peculiar to our Southern California landscape and you will have a fairly good idea of the appearance of Rancho Santa Fe as it was before Don Juan Mario Osuna accepted this 9,000-acre rancho as a gift from the Spanish crown and gave to it its first name "Rancho San Dieguito" by which it was known until purchased by the Santa Fe railroad interests.

Don Juan cleared the fertile valleys and converted them into productive fields, and his cattle mingled with the antelope and deer on the rolling hills and table-lands. Near the edge of one of the lower valleys the old adobe home of Don Juan still stands. The spacious lawn and shrubbery, the gigantic pepper trees that shade this ancient home, with here and there an old fruit tree still standing to mark the place where the family

orchard once grew, all give evidence of the prosperity and contentment of those early adventurers who, at a time when California was only in the making, unconsciously paved the way for its present achievements.

Now another picture can be drawn, differing only from the first in that where cattle trains once wound through the valleys and over the gentle slopes, smooth well graded roadways make easy of access all parts of the project and, in the place of the natural vegetation, cleared fields dotted with young orchard of citrus, avocados and other fruits are making their appearance.

Beautiful homes of appropriate Spanish architecture are adding to the beauty of the landscape, and where once Don Juan's herds grazed in peace and contentment the domicile of hundreds of happy and contented families soon will become established.

Cultivator readers have been told of the plans and purpose of the owners of Rancho Santa Fe to make it the most beautiful as well as the most picturesque home community in all of California,

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the same time make it profitable to those who make their homes there, for without a suitable remuneration for their efforts no community can be happy and contented.

That the owners' ambitions are being surely realized is clearly evident when one drives over the miles of well kept driveways so constructed as to give the spectator a complete but ever changing view of the great project.

With each changing scene new activities are brought to view. Tractors and teams are at work breaking and leveling the land preparatory to planting; at other points tree holes are being dug and made ready for the new orchards. In all some 300 acres are in the course of preparation for new orchard plantings, and since the planting season will continue up until the last of June there will no doubt be a considerable addition to this acreage during the present season.

While oranges, lemons and avocados are the principal varieties being planted on the higher lands, walnuts and deciduous fruits come in for their share of the acreage in the lower valleys. The water system is practically completed, and water is available on every lot. An ample supply is assured for two years even though no further rainfall should occur during that time.

Orchard plantings made last year indicate, by their vigorous growth and healthy appearance, what may be expected when the whole project is converted into one immense orchard; in fact, everything that has been planted, from the smallest flowering plant, with its wealth of bloom, to the avocados and the citrus trees give evidence of being at home in the soil of Rancho Santa Fe. Tomatoes and other tender plants have passed through the winter months without damage and continue to flower and fruit as though spring weather was ever present.

Permanence and stability—a building for the future—is evidenced on every hand. Every activity is being conducted with a view to making this great enterprise a lasting and commendable monument to the ingenuity and far sightedness of its originators; and, since the main object of the project is to build up a production that will create additional traffic for the Santa Fe railroad, it is not surprising that they should build with a view to getting the greatest and most profitable production out of the soil.

The building up of a community of happy prosperous homes where contentment will reign supreme is the sole desire of those carrying on the project, and with this end in view no effort is being made to sell to any but those who contemplate making their homes there.

The progress made thus far gives evidence that this plan is being successfully carried out and, when completed, one may hunt the world over without finding a more beautiful or picturesque community.

IN THE WORLD WAR

The records show that a total of 3,624 McRaes (of various spellings) saw service in the World War, 2,787 in the British forces from all over the world and 837 under our own bright Stars and Stripes. Of these, 423 lost their lives in the service of the British forces, and 18 made the supreme sacrifice in the forces of Uncle Sam. Nearly three hundred and fifty were decorated for bravery or distinguished service in the British forces and forty-four in the American forces. Every possible

branch of the service was entered and every English-speaking country in the world was well represented.

In the matter of numbers engaged in the World War the names Johnson and Smith probably take the lead, but, so far as we know, an attempt has been made only with one name to work up complete records from all the armies. This has been done by Ella MacRae-Gilstrap, wife of Lieut.-Col. John MacRae-Gilstrap of Ballimore, Argyll, Scotland, with the name MacRae and its various forms such as McCrea, McCray, McRae and others. The matter of the name is not one of consequence but the information compiled is of real interest because probably in like degree it is applicable to many other names, of which no complete record has been secured, for it is a long and difficult task to secure such information.

Into a beautiful book of nearly three hundred pages Mrs. MacRae-Gilstrap has put in permanent form the results of her painstaking and extended work, with many photographs, color plates, historical sketches of the clan and its members and much other material—such as a beautifully illuminated copy of "In Flanders Fields" and a full-page portrait of its author, Lieut.-Col. John McCrae of the Canadian Expeditionary Force—all done in typographical excellence on paper of the finest quality and bound attractively and well. The price, postage paid, is seven shillings sixpence (\$1.75), for the clan edition, bound in full cloth with a front-cover panel of the clan's dress tartan or one pound one shilling (\$4.75) for the edition de luxe, on superfine paper with leather-back binding and sides of the clan dress tartan especially woven for the purpose in silk. These books would grace the best libraries and would be greatly welcomed by recipients.

SANTA FE SPECIAL MAKES FAST RUN

The Santa Fe special train which bore Mrs. Alfred H. Smith from Los Angeles to Chicago on her hurried trip across the continent, while not attempting to establish a record, covered the 2,233 miles in forty-nine hours and eighteen minutes, an average speed of 45.3 miles an hour. This was two hours and one minute longer than the running time of the Jones special, which made the run at an average speed of 47.1 miles an hour. The average speed was lowered by the bad weather prevailing from Kansas City to Chicago, and safety rather than speed was considered.

The train left Los Angeles at 12:12 a. m. Sunday, March 9, and arrived in Chicago at 3:30 a. m. Tuesday. It was immediately transferred to the New York Central Lines, and arrived in New York at 9 o'clock the same evening, making a record coast-to-coast run of about 69 hours. The train was made up of a baggage-car, a coach and a private car.

Alfred H. Smith, president of the New York Central System, was killed on March 8 as the result of being thrown from his horse. Mr. Smith would have been sixty-one years of age on April 26. He had been connected with the New York Central all his business life, serving as chief executive of the system since January 1, 1914, except for that period during government control when he was regional director of the Eastern Region. He was at one time a clerk, at another a laborer, then general foreman of a construction gang, after which he moved up until he was at the head of this large and important system.