

Mr. Shoup

F.L.A. NOV 24

A Word to the Public
OF
**Los Angeles and
Vicinity**

**Regarding Eliminating Dangerous
Grade Crossings and Establishing
a Union Passenger Station**

By

**A Tax Payer and Railroad
Expert**

A Word to the Public
of
**Los Angeles and
Vicinity**

Regarding Eliminating Dangerous
Grade Crossings and Establishing
a Union Passenger Station

BY

A Tax Payer and Railroad
Expert

Reasons Why Los Angeles Should Have a Union Passenger Station

FOR ALL THE PEOPLE AND ALL THE RAILWAYS NOW HERE
AND TO COME LOCATED IN ACCORDANCE WITH THE RE-
PORT OF BION J. ARNOLD, THE GREATEST AUTHOR-
ITY IN SUCH MATTERS, WHO WAS EMPLOYED
BY THE CITY OF LOS ANGELES, AT GREAT
EXPENSE TO THE TAX PAYERS.

It is perhaps best to commence this pamphlet by briefly reviewing the history of the railroad domination of important public streets of Los Angeles. This will show that the conditions the railroads find themselves up against at the present time as regards dangerous grade crossings and usurpation of main thoroughfares in the form of streets is the result of their early efforts to take advantage of the people and their abusive exercise of political power. They are now reaping the just results of their own selfish acts. The people are demanding that their streets be returned to them and the deadly grade crossing be abolished in order that the city may be permitted to expand along natural channels.

The history of the Union depot situation, covered by the complaints filed with the Railroad Commission by the Cities of Los Angeles, Pasadena, etc., which are about to be heard by the Railroad Commission sitting en banc, of course, starts with the absolute domination, financially and politically, of this State by the Southern Pacific Company; their use of streets as private rights-of-way; their effort to keep other railroads out of the State, and, in particular, their fight against the Santa Fe and other railroads entering Los Angeles. A glance at the topography and general situation of Los Angeles immediately shows that it will be necessary for any future transcontinental railroad desiring to enter Los Angeles, to do so along the river from the North. A line from San Francisco or the San Joaquin Valley to Los Angeles, would, of course, follow the Los Angeles River from the North for a great many miles. A line coming from the East of Los Angeles, or

El Paso, would also enter from the North, but not necessarily follow the River for so long a distance. The River entrance to the City is the logical and reasonable entrance for the railways, if not the only entrance. It is the entrance they adopted.

The efforts of the Southern Pacific Company, as regards Los Angeles and vicinity, in the days when that Company was all powerful, was, very naturally, directed towards blocking the entrance to Los Angeles from the North. On the West side of the River, they blocked the entrance by building a multiplicity of tracks from the mountain to the River, North of Alhambra Avenue; at many places going to the extreme of grading into the mountain side for a considerable distance. On the East side of the River, they endeavored to block the situation by commencing at a point directly South of Alhambra Avenue, where they acquired a large body of land extending from the River to the adjacent hills, which land they immediately made use of for shop purposes, having first written into the Law of California a clause making it impossible for one railroad to condemn across the land of another railroad where such land was used for shop purposes. No doubt, with the East and West sides of the River apparently blocked, they considered the City blocked to all other railroads, and, without an unreasonable and almost impossible expenditure of money, it was. This with like actions of the Southern Pacific Company is, perhaps, one of the many reasons for the Railroad Commission of California as it exists today.

Los Angeles has, at different times, expended considerable money in having its railroad situation looked into by experts and reports thereon made to the City Council. From the very start, or something over forty years ago, the City seems to have realized that the railroads had taken undue advantage of their political power by usurping the use of some of the principal streets of the City as private rights-of-way and blocking other parts of the City with a great number of street grade crossings. Perhaps the most noteworthy and exhaustive report that was made for the City was made by Mr. Bion J. Arnold and his assistants. Mr. Arnold is an expert, residing in New York, with a national reputation and great experience in connection with studying and reporting on railroad situations for various cities. In his report, made at large expense and after exhaustive examination, he designated the old Plaza, in the Northern part of the City, as the logical place for Railroad Terminals. His report was approved and endorsed by the semi-public City organizations and the City Council of Los Angeles. The City, as best it could, in the face of railway opposition, has endeavored to follow the recommendations of Mr. Arnold's

report, and the agitation of today, for Union Terminals in the Northern part of the City, is the direct outgrowth of his report wherein he states as follows:

"If all of the competing transcontinental steam roads can be brought to consider a Union Depot, independent of the Arcade site, then the most natural thought in regard to this combined railroad entrance to the City is to have one grand monumental portal with an appropriate setting of open spaces, parkways and surrounding buildings. This gateway to the City should be convenient to the business district with plenty of main arteries leading to and from it; it should be easy of access from the street railway system, and particularly in the case of Los Angeles it should be a mixing chamber or clearing-house between transcontinental and interurban passenger traffic.

"It does not take a lengthy study of the plan of the City and its transportation requirements to discover that there is one site which is adapted naturally to fulfill the requirements of a grand central depot and transfer station and this location is in the immediate vicinity of the Plaza. The Plaza was the exact center of the original Spanish grant to the Mission Padres of one league each way from this central point, and this original area of twenty-eight square miles constituted the city limits of Los Angeles up to the year 1869 and was not materially extended until the year 1896. The Plaza was the starting point of all roads which lead in various directions, following in their meanderings the natural topography of the country. Then the street plan of the central part of the City was the outcome of efforts to parallel these original main highways. The result is that there is no one site in the entire city which can be reached so easily from so many different directions as this original Plaza, and as modern transportation naturally follows and accentuates primitive pathways, it would be but natural to have this original center of the older town come into its own as the permanent portal of the newer city which has grown up about it.

"But there are many other reasons for favoring this location for a Union Station. Here is already the beginning of a splendid civic and administration center—with the Court House, Hall of Records, Post Office and Custom House forming an imposing group of monumental buildings and a crystallized sentiment that in this part of the City should be located the new City Hall. Furthermore, the business section, in seeking unobstructed sites for modern buildings, has been growing away from this original center. If values of property in this vicinity are not maintained by means of public improvement of this character, this part of the City will suffer from slow paralysis and

Los Angeles is too young and active a City to afford such a contingency in any of its parts."

A study of the map of Los Angeles will show that when Los Angeles was first laid out, it was intended that Alameda Street should be the main thoroughfare of the City, as it is the only business street of Los Angeles running diagonally through the City North and South, with all the main streets of the City running into it. It is interesting to note, in this respect, that it corresponds with Market Street in San Francisco, and Broadway in New York. It was, and is today, I believe, the widest through business street in Los Angeles with the exception of Alhambra Avenue, with which latter Avenue we will deal later. At this time, I call to your attention, in particular, **these two streets**, because they are practically usurped as **rights-of-way** for the main line of a transcontinental railroad, the Southern Pacific Company. Alameda Street is today, to a **very large extent**, given up to the use of the Southern Pacific Company; some kind of a train or engine being operated over all, or part, of it, on an **average of every seven and a half minutes**, and Alhambra Avenue is **entirely** used by them as private right-of-way, being **closed to all other traffic**. It has been the desire, for many years, of the people of Los Angeles to remove the railroad tracks from these streets, and a constant agitation has been maintained in Los Angeles, in this connection, for a matter of forty years. The inability of the people to find the method and power necessary to again reclaim unto themselves these streets, as well as to eliminate the great number of grade crossings, has, up to the present time, been futile, owing to the inadequacy of the laws, and the political domination of the State by the railroad interests. Fortunately, at this time, the State finds itself blessed with an impartial and able Railroad Commission, vested with the powers necessary to protect the public from encroachment of this kind and disposed to do justice to both the people and the railroads.

The **ill-advised** building of the new Arcade Station by the Southern Pacific Company, in face of the opposition of everyone interested, and a long fight on the part of the City, was done, in disregard of **due notice given to them, on the part of the City of Los Angeles and the Railroad Commission of California**, that the erection of this Station must never be urged as a reason for not joining in a Union Terminal properly located. Undoubtedly, the building of the Arcade Station and the recent purchase by the Southern Pacific Company and its allied Company, the 'Salt Lake' Railroad Company, of vast amounts of land to be used for **freight purposes**, was done for the purpose of endeavoring to anchor themselves in the Southeastern part of the City. The

purchase of these additional lands for freight purposes was made after the complaints now under consideration had been filed with the Railroad Commission, by various cities and public bodies, requesting that Union Passenger and Freight Terminals be established in the Northern part of the City; and, also, after the Railroad Commission of California had publicly signified its intention of carrying out the requests as set forth in the complaints filed. In fact, the preliminary hearing with the Commission sitting en banc at Los Angeles was **prior** to the purchase of these properties by the Railroad. I therefore urge that any money expended by the railroads in connection with terminals since the complaints above referred to were filed, was done with the intention of embarrassing the Commission and influencing the situation, and should be given no consideration whatever. Certainly, the erection of the Arcade Passenger Station, and the purchase by the Railroads of property to be used for freight terminal purposes, was calculated to **aggravate** and increase the deplorable condition already existing, as regards **street grade crossings and railroads on public streets**, as well as also to block from development that section of the City, and the district lying South and East of the Arcade Station, and in particular the Boyle Heights district.

The advantages of a **Terminal located** in the **Northern part of the City**, or adjacent to the old Plaza, are **many** and are set forth in the various reports made to the City, which reports will undoubtedly be perused by the Railroad Commission, but it may not, at this time, be amiss for me to call public attention to certain advantages and situations in the Northern end, even though some of them may be covered in a more comprehensive way by the reports before referred to, which reports have been **ordered, by resolution of the City Council**, to be made public and copies furnished the Railroad Commission. In connection with the whole situation, it is, perhaps, of the greatest interest to consider getting the tracks off of Alhambra Avenue and Alameda Street, because these streets are most necessary for unrestricted public use, and the tracks now on these streets are the cause of the most dangerous street grade crossings. Permit me to emphasize the seriousness of the street grade crossing situation of Los Angeles, because I think a like condition does not exist in any City in the United States of the size of Los Angeles, and an examination of the whole matter will show that the present condition of grade crossings is a great menace to the lives of the public and is interfering with the growth of Los Angeles to the East. In particular, I call to your attention the great number of very serious and fatal

grade crossing accidents at Aliso Street and also at Macy Street,—some of them very recent.

I submit that the proposed site, at or adjacent to the Plaza, as recommended by Mr. Arnold, is the only location in Los Angeles that can be used by the three transcontinental railroads entering this City **without running on any streets of the City whatever, and by crossing, either over-head or under-ground, only one, more or less unimportant, street** of the City. This statement is predicated on the proposition of closing Ramirez and Avila Streets, which are very short (one block), unimportant streets leading to and from nowhere, and have never been improved in any way, being in winter almost impassable.

In order for the railroads to keep off the streets of the City, and to a large extent avoid dangerous street grade-crossings, it is necessary that they should keep close to the **Los Angeles River**. By following on the map the Los Angeles River, from a point South of the City through the confines of the City, you will observe that at the junction of the River and Alhambra Avenue, there is a point where all of the transcontinental railroads meet at the River. I have, therefore, selected this point as the logical point at which to endeavor to combine the railroads and bring them to a Passenger Terminal in a central location at the head of all the main streets of the City of Los Angeles, which junction is the old Plaza.

If you follow the course of the River **South** of Alhambra Avenue through the city, as the Railroads are now endeavoring to do, you get further away from the center of the City as you go South, which necessarily means that in order to reach a central location, starting from the River South of Alhambra Avenue, you must cross or run on a large number of City streets. This condition is due to the fact that the River **turns decidedly to the East**, in its course South, after passing Alhambra Avenue. The reverse is, of course, true if you follow the River North, as it passes through the City, which accounts for the junction of the River and Alhambra Avenue being close to the center of the City.

The proposed Plaza site has a number of quite remarkable natural topographical advantages, the principal one of which is the fact that in a short distance from Alameda Street to the Plaza there is **a rise above Alameda Street of about eighteen feet**, which rise could, of course, again be increased somewhat, if a Station were located adjacent to the Plaza, by having a few steps at the entrance to the Station on the Plaza front. The importance of this elevation is the fact that it

permits of a Station taking advantage of the large street area around the Plaza to be used for vehicular and street-car facilities, and again, by extending the Station on a level over Alameda Street, one could **drop down in the customary manner** to the track level east of Alameda Street **without expensive grading**, which expense, and usual excavation, is a serious feature in nearly every Passenger Station. This would leave Alameda Street entirely unobstructed to traffic. The other topographical advantage is the fact that the bank of the River, at a point near Alhambra Avenue, has an elevation which would permit of an easy overhead crossing of Macy Street.

It is to be noticed and emphasized that nearly all of the main street car lines of the City, and all the main streets, either directly or through the present tunnel system, head at, or pass the Plaza. I think that as street car routes in Los Angeles exist today, there is no point in Los Angeles with as frequent and important car service as the Plaza. The new Second Street Tunnel, and other assured improvements, will make the Plaza, if possible, even more centrally located than now. **Do you know that it is a fact that the distance from the Alexandria Hotel to the Plaza is less than from the Alexandria Hotel to the Arcade Station?**

I have called attention to the fact of the main streets of Los Angeles, such as San Pedro, Los Angeles, Main, Spring, Broadway and Hill Streets, all heading at, or passing the Plaza, and I now desire to call to your attention, in particular, that Sunset Boulevard heads at the Plaza, and is the great main artery, in fact, the only thoroughfare, skirting the foothill district from Los Angeles to the Ocean, extending through Hollywood to Santa Monica. This foothill district is the natural residential district of Los Angeles because of the fact of its climate and its high ground, and it is building up in a residential way with much greater rapidity than any other part of the City and the surrounding territory. Real estate agents, and others familiar with such matters, who have made a study of the Los Angeles residential conditions, concede that the great growth to take place in the future will be along the foot-hills to the Ocean, keeping on the high ground, and not on the flat South of Los Angeles towards San Pedro. The main street car lines and all the automobile and wagon traffic between Los Angeles, Pasadena, and the great section North and East of Los Angeles, now pass within a very short block of the Plaza.

Los Angeles is endeavoring to establish a Civic Center; and, in this connection, has made quite extensive head-way, having located its Hall of Records, which contains its principal Courts and County offices,

in this selected district; also it has induced the National Government to erect a building which contains the United States Courts, Post Office, etc., in this district, in addition to all of which it has purchased land, on which it is proposed to erect further City and County buildings. This selected district, or the United States Post Office building and United States Courts, is but a very short distance from the Plaza, and directly on the main thoroughfare leading to the Plaza, to-wit, North Main Street. The main street car lines to the Plaza pass this Civic Center location. It would be easy and but a very short distance to connect the Post Office or Civic Center with the Plaza by a park effect.

Just compare in your mind from any standpoint such an entrance to this city as is herein suggested, with the present entrances of the various steam railroads.

No doubt, the aim of the Railroad Commission will be, so far as is possible, to use the property now owned by the Railroads in working out a comprehensive plan that will carry out the desires of the people at large, and the complainants who have come to them for relief. **I think a combining and readjustment of the use of the present terminal properties of the Railways is all that is necessary.** It is of the greatest interest, in connection, to note that **no one** of the railroads referred to is fortunate in having both a favorably located and adequate Passenger and Freight Terminal, and in one instance, the "Salt Lake" Railroad, neither Passenger nor Freight Terminals are favorably located, but by combining the Terminal properties of all the railroads, and, in a comprehensive way, readjusting the use of the properties, it appears to me that a most advantageous arrangement **can all** be worked out which will entirely satisfy the before-mentioned complainants, and be very decidedly to the advantage of the Railroads themselves, which plan will not necessitate the Railroads **buying any additional property whatever for Freight Terminals, and very little, if any, additional property for Passenger Terminals,** in addition to all of which it will release from use, and therefore make it possible to dispose of real estate now owned by the railroads, **the value of which is several million dollars.** I have in mind using the property of the Southern Pacific Company (team yards), located adjacent to Alameda and Macy Streets, for **Passenger Terminal Purposes;** the present Passenger and Freight Terminal of the Santa Fe Railroad Company for **Freight Terminal** purposes; and the present Passenger and Freight Terminal facilities of the "Salt Lake" Railroad Company for **car storage and team tracks** for hay, grain, rock, etc. If desired, part of the present Arcade Station

property could be used for reassembling purposes and for a Freight Terminal for less than carload lots, destined to and from the retail shopping district at Seventh Street. You will, no doubt, immediately see the advantages of such an arrangement as I now propose, because it puts **all the railroads on exactly the same footing and saves much time and expense, especially to the merchant, in transporting his freight or baggage to one Terminal;** that it would be a convenience to the general traveling public to arrive at, or leave, one Union Station, surely goes without contradiction; and, aside from this, I think it does, without an exception, in some one or more particulars, work to the great advantage of each railroad. For instance, the Southern Pacific today has a Freight Terminal, in the extreme Northern part of the City, which Freight Terminal, it freely admits, has no longer an advantageous location, and it recognizes that some day, in the near future, it will be necessary to expend several million dollars for Freight Terminals further South. The Santa Fe Railroad, I think, would not deny that its passenger facilities are antiquated and badly located. **Mr. Ripley, President of the Santa Fe Railroad, and other high officials, if I remember correctly, have made repeated public announcements that they intend to improve their present Passenger Terminal facilities.** It should be obvious to the most inexperienced person that the "Salt Lake" Railroad Terminals are not advantageously located, either as to freight or passenger business. Their present efforts to try and use the Arcade Station, which is not large enough for the Southern Pacific passenger business, as a Passenger Terminal for the "Salt Lake" also, is positive proof of what they think of their Passenger Terminal, and the purchase, South of the Arcade Station, which the "Salt Lake" is now proposing to make, of certain real estate for freight purposes, is pretty conclusive proof of what they think of their Freight Terminals. A Union Freight and Passenger Terminal arrangement between the transcontinental railways would, very naturally, result in a joint use of spurs of all kinds which, in itself, would mean the elimination of a large number of dangerous crossings, a big saving to the railways in cost of construction, and a greatly improved service to the merchant and public. Los Angeles certainly wants other transcontinental railways, and such a joint use of railway properties of all kinds as is here set forth would surely result in other steam railways building into Los Angeles.

As yet, I have not mentioned the Pacific Electric system, which, to all practical intents and purposes, is an extension of the Southern Pacific. It is to the advantage of the public, and of all the railroad companies, for the Pacific Electric to use, jointly with the steam rail-

roads, the proposed terminals. **This does not, of course, mean that the Pacific Electric could not have an uptown Passenger Terminal, nor continue to gather up passengers in passing through the City.**

I will not burden this communication by citing, specifically, what property now owned and used by the Railroads would be released for sale if such an arrangement and combination of Terminals, as I propose, were ordered by the Railroad Commission, because the business public itself is so familiar with the situation that they will immediately recognize that the value of the released property would be much greater than any expenditure that might be necessitated by the erection of a building for a Union Passenger Terminal, or the possibly limited extensions in the way, of buildings in connection with the present Freight Terminal facilities of the Santa Fe Railroad, in order to make them available as a Union Freight Terminal for all the Railroads.

The Southern Pacific has, today, more bad street grade crossings and is operating its railroad over more public streets than either of the other steam railroads, for which reason, it is obvious that it is the most vulnerable railroad from the standpoint of public regulation in regard to these matters. Fortunately for the Southern Pacific Company, and strange as it may seem, a study of the plan herein outlined will immediately show that the Southern Pacific Company would actually make several million dollars if this plan were carried out, besides greatly improving its condition because, as already stated, it owns a suitable piece of land for a Union Passenger Station at the corner of Alameda and Macy Streets. It can, therefore, hardly consistently urge that it is being injured if compelled by the Railroad Commission to use its present Arcade Station property for other purposes than a Passenger Terminal.

Just why, in face of an investigation and rearrangement of Terminals, the "Salt Lake" Railroad should suddenly change its attitude and accept a proposition of using a joint Passenger Terminal—the Arcade Station—with the Southern Pacific Company, which proposition it has heretofore repeatedly rejected; also, why it should contract to purchase Freight Terminals near the Arcade Station, is not easy to understand, unless it is dual ownership of the "Salt Lake" and Southern Pacific through New York banking interests. Perhaps the better guess is that the stranglehold which the Southern Pacific has acquired on the harbor has a powerful influence in determining the course of all its possible competitors (?) in the present Terminal problems in Los Angeles City proper. To my mind, this action, in all

its aspects, should have no weight whatever except to conclusively prove that they do not consider the present Freight and Passenger Terminals of the "Salt Lake" Railroad Company advantageous to that Railroad. The Arcade Station is not, in my judgment, and I feel sure that my judgment will be approved when the Railroad Commission makes its examination, large enough for joint use by the "Salt Lake" Railway and the Southern Pacific Railroad; but, even if it were, it certainly cannot be urged that such use would take the tracks of the Southern Pacific Company off of Alameda Street, or do away with street grade crossings, nor would it be in fact a Union Passenger Station for all the railroads, which is what the people desire. Beyond question, it would do just the **opposite**, and therefore aggravate the condition complained of by the public. I can think of no other move of the Railways that would add more street grade crossings or make the present condition, which is the cause of complaint, more aggravated.

No person of any railroad experience whatever, would seriously contend that these railroads can enter this Arcade Station from the South, instead of the North as they now do, and not use Alameda Street for the purpose of getting out of and into the Station, also for the switching and making up of trains; nor could they for a minute consistently contend that such an arrangement would not practically **double the number of street grade crossings**, and, more effectually than ever before, **block the whole Southeastern part of the City from development** along the lines for which it is suited. Exactly the same can be said of the proposed scheme of the Southern Pacific and the Pacific Electric to use jointly the right-of-way of the "Salt Lake" Railroad on the **East side** of the River. If the deplorable railroad crossings, and the consequent danger to life now existing on the East side of the River, were removed or properly taken care of, there is no reason whatever why the East side of the River, with its high ground, should not be developed; its land values increased, and the section become one of the most attractive in the City of Los Angeles. Especially would this be so if the railroad tracks were removed from Alhambra Avenue, the widest main thoroughfare in all of Los Angeles, which, as originally laid out by the City fathers, was intended to be a great extension or avenue permitting of travel to the East side of the River and the great territory beyond; and in order for this Avenue to be accessible from all parts of the City, it was projected as a great artery running to the East, **commencing at a point just North of where all the main streets of the City of Los Angeles converge, to-wit, the old Plaza.** It seems almost unnecessary to allude to the detrimental effect

upon the Boyle Heights district of the present dangerous grade crossings at Fourth, Sixth and Seventh Streets.

If the Railroads combined in using a joint private right-of-way at the junction point where the River and Alhambra Avenue come in contact, which is the plan heretofore set forth by me, it would, by necessity, mean the removal of the tracks of the Southern Pacific Company from Alhambra Avenue on the **West side** of the River. There is no reason whatever why the tracks of the Southern Pacific Railroad, on Alhambra Avenue on the **East side of the River**, should not be removed onto the before mentioned shop property of the Southern Pacific Company, and, if this were done, it would then mean that Alhambra Avenue would be clear of railway tracks, and could be used for the purposes for which it was originally intended, and for which there is today a crying necessity on the part of the public at large. Let me call to your attention now, that this abuse of the use of important streets by the Southern Pacific Company has already necessitated, on the part of the City, an expenditure running into several hundred thousand dollars in building, by grading into the mountain, an expensive street and aqueduct, or street-crossing of the River, known as North Broadway, the sole necessity of which street and large expenditure was the demand for an outlet to points on the East side of the River, and the fact that the street originally laid out for this purpose, Alhambra Avenue, was absolutely impassable to any kind of traffic except railroad traffic, and was used as a private right-of-way by the Southern Pacific Railroad. A view of this elevated highway will best show the condition herein set forth.

There is, I think, no more important matter to be considered in connection with the Union Passenger Station than that of street car facilities. I have already called to your attention the fact that as street car facilities exist today, there is no location in Los Angeles with better facilities than are now afforded at the old Plaza. I now make the positive statement that no service that can rightfully be termed adequate can be given to any point on the East side of the City near the Arcade Station, because all the main thoroughfares of Los Angeles run, or converge, into streets running North and South, and the same is true of the street car service. The East and West streets by which alone the Arcade Station may be reached are narrow, covered with street car tracks and traffic and are congested throughout the time of arriving and departing trains. **At the best**, the street car service to a Station located on the side of the City,

as is the Arcade Station, must necessitate a limited special service, which is never a good or adequate service.

From the standpoint of the best interests of the City of Los Angeles **alone**, there is another serious matter to be considered, which it may not be amiss to call to your attention at this time, which matter, or unfavorable condition, can be obviated by establishing a Passenger Terminal in the Northern part of the City at the Plaza. **I refer to the constant shifting of the center of business of the City of Los Angeles.** This shifting of the center of business has so far affected the value of real estate and improvements, that today the banker in Los Angeles, or the investor, is afraid to assume any burden (mortgage or purchase) of proper magnitude in connection with what is now gilt-edge business property. It has been the custom of real estate agents, or promoters, to acquire large amounts of property in some favorite section, and then undertake, by large bonuses, to move certain important retail business into buildings which they erect in this section. In this way, they ultimately secure as tenants two or three large retail concerns, which necessitates the small concerns following, and, before the owner of a big office building, or some other valuable and substantial improvement which the owner has supposed was located in the very heart of the business center, is able to adjust himself, he finds the center of business moving away from him and his property enormously decreased in value. Of course, the promoters of the new district, in the sale of merely two or three lots, get back in profits the four or five hundred thousand dollars used by them in inducing certain large retail concerns to move to their property. **I think any banker in Los Angeles will advise you that there is no more serious condition, viewed from the financial welfare of Los Angeles, than this constant shifting of the business center**, and I think they will also tell you that a Union Passenger Station in the Northern part of the City would anchor the present business center where it is, except for some legitimate expansion due to increase of business and natural growth. I believe that, without an exception, they have expressed this view to me, and if they do not express it to you, it is because of the fact that they are depositories of large amounts of money belonging to these railroads, and are afraid of the responsibility of advocating a Station in the Northern part of the City, which seems to have been the consensus of opinion of the experts as to the best location.

Whatever is done by the Railroad Commission, in connection with establishing Union Passenger and Freight Terminals for all Steam

Railroads, should be done, looking to the future, with a full realization that some day, probably not far distant, other transeontinental railroads may desire to enter this City and section and secure a share of the wonderful freight and passenger business now existing and increasing each year with great strides.

The City of Los Angeles has seriously contemplated building a so-called Municipal Railroad from Los Angeles to the Harbor. The attitude of the Railroads has convinced the City fathers that a railroad between Los Angeles and its port is necessary as a protection to the City from the railroads. Somewhat elaborate estimates of the cost of this railroad, and reports thereon, have been made for the City. The City has acquired some rights-of-way and reserved some streets in connection with this proposed railroad. In particular, it has arranged to use San Pedro Street, and to acquire the tracks of the Pacific Electric, now located on this street, for a distance of three or four blocks. If the City builds this railroad, as it will assuredly so some day, it will be necessary for it to have Terminals, and the Terminals should be in conjunction with other railroads, because if they were not, the City railroad would be at a great disadvantage. If the City were forced to purchase separate Terminals, those Terminals would cost more than would the building of the railroad to the Harbor, at which latter place the City has reserved magnificent harbor Terminal facilities. There is but one location that could be reached by this proposed Municipal Railroad without incurring extraordinary expense, and that location is the Plaza, which is today the terminus of this proposed railroad, also of San Pedro Street, which is reserved by the City for its railroad.

The day is now here when traffic conditions in Los Angeles demand a Subway to relieve the existing congestion by taking some of the interurban and local street cars off the streets. Mr. Arnold says this Subway should commence at the Plaza and extend to Twelfth Street, or, in other words, run North and South. Certainly, no one could study the map of Los Angeles and even suggest that such a Subway should run East and West, and I think nothing is more self-evident than that the Subway and the railroads should have one terminus at a Union Station.

In conclusion, I submit that every consideration that presents itself to me, and the same seems to have been true as regards Mr. Arnold and others, indicates that the Plaza is the logical and proper place for a Union Passenger Station.

CITIZEN AND TAX-PAYER.