

Municipal League of Los Angeles

Bulletin

LIGHT ON YOUR CITY'S AFFAIRS

VOLUME 3

JANUARY 30, 1926

NUMBER 6

A Symposium on the L. A. Grade Crossing and Union Terminal Problems

At the Municipal League-City Club dinner, January 19th, attended by some 250 members and friends, seven speakers were heard on our serious grade crossing and union terminal problems. One, Mr. A. P. Gillies, who, although not scheduled to speak, was given the floor, presented a terminal holding company scheme for the building of terminal facilities such as the depot building itself, warehouses, theatres, hotels, etc., with some 12,000,000 square feet of rentable floor space. Such a scheme however would seem to be applicable to any new site that might be selected, so will not be discussed here.

For the wider dissemination of the enlightenment which we received and for the sake of a permanent record of the valuable contributions made on this subject, we give below the gist of the other six addresses and such other comment as, in our opinion, may be helpful in securing decisive action.

The whole question was recently reopened by the State Railroad Commission in accordance with what appears to be the clear intent of the Interstate Commerce Commission's decision of July 6, 1925.

Now, although that decision was hailed at the time by the Los Angeles Times as a sweeping victory for the Plaza site, it must be said:

1. That of the 11 commissioners composing the Interstate Commerce Commission, two, Messrs. Hall and Cox joined in a dissenting opinion.
2. That a third commissioner, Mr. Woodlock, "did not participate in the disposition of the case."
3. That the prevailing opinion written by Chairman Aitchison, after indicating that somewhere in the north end of the city of Los Angeles between Commercial Street, North Main Street, Redondo Street, Alhambra Avenue and Los Angeles River, the railroads "may" construct a Union Passenger Terminal in accordance with a "lawful order of the State Railroad Commission as a matter of future convenience and necessity," conditions even this mild order as follows: "If, in the development of a union passenger terminal plan, the carriers or the Railroad Commission of California evolve a plan considerably more extensive than, or materially different from a plan for a station within the Plaza area as here considered to be in the public interest, our ultimate findings as to

the public convenience and necessity and as to impairment of the carriers' ability to handle their own traffic and to perform their duties to the public, will of course be based upon a consideration of those facts rather than upon the present record," and

4. That the prevailing opinion by Commissioner Aitchison farther states, Paragraph 1, Page 426, "Careful study of the Interstate Commerce Act convinces us that Congress has not conferred upon us authority to require carriers to construct union passenger stations under conditions such as are here present."

League Urges Site on East Bank of River

In view of the above, it can perhaps be more readily understood why the Municipal League did not assume that the "railroads were licked" and join with the Los Angeles Times and the Plaza interests in a movement to force the building of a Union Terminal at the north end.

We rather saw in the breadth of the decision inviting the co-operation of the railroads in the direction of a Union Terminal, the possibility of the railroads themselves recognizing the tremendous advantages to themselves of the site at 6th Street and the east bank of the river. The League had urged upon the California State Railroad Commission thorough investigation of this site in vain. But now, in view of the findings of the Interstate Commerce Commission, we felt that the State Railroad Commission would no longer be content to

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sit back in a purely judicial capacity, passing upon evidence submitted by others, but would put its own engineers on the job in the interest of a compromise program that would be most advantageous both to the public and the railroads.

Hence the recent decision of the Executive Committee of the Municipal League to ask our attorney in this case, Mr. George H. Dunlop, again to present

before the State Railroad Commission the more palpable advantages of the 6th Street and east bank of the river site, and to urge the Commission to have the site investigated by its own engineers.

With this brief statement of facts, we give below the gist of the arguments as presented by the speakers at our last dinner:

The North End or So Called Plaza Site

By SAMUEL STORROW

The so-called "Plaza Plan" has been approved by the several Engineering Commissions appointed by the City and by yourselves and by findings of the experts of the Railroad Commission of California and has been essentially sustained by the correlated decisions of the United States Supreme Court and the Interstate Commerce Commission.

The Plaza Plan is not a design, but only a statement of the general area between the Plaza and the River where passenger station and platforms should be built.

The problem of the extremely deficient terminals in Los Angeles is an expert problem far beyond the power of any single person for complete investigation. The investigation must be along many lines by experts in each line.

The Present Situation

The grade crossings in Los Angeles where pedestrians, vehicles and railway-passenger-equipment may clash, are numbered by the thousand.

In the several complaints of other public spirited bodies and of the City of Los Angeles and of other municipalities, which grew from the original complaint of the Municipal League, two great principles first found specific statement and have never since been shown in error.

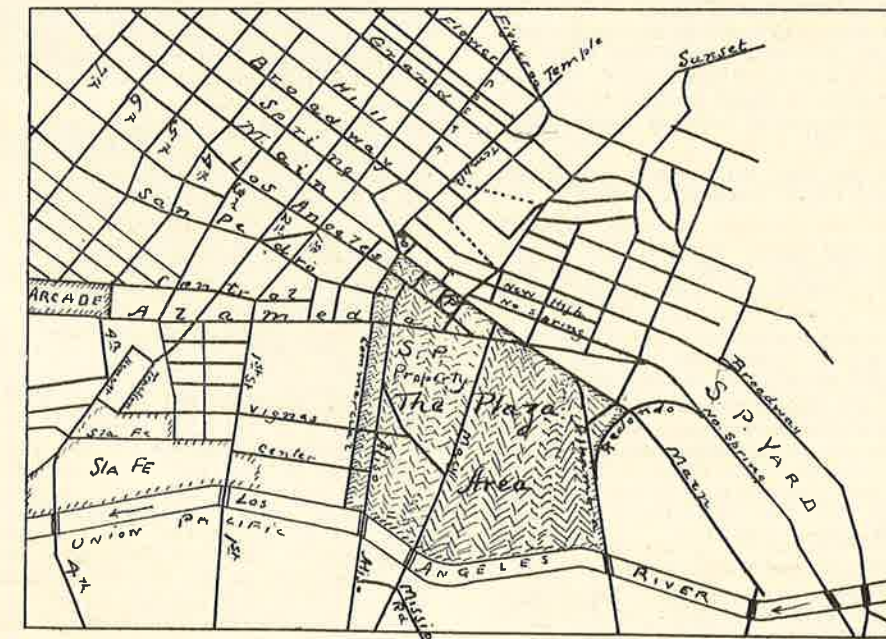
The Two Principles of Grade Crossing Elimination

1. All grade crossings other than those of industrial spurs must be removed.
2. The elimination of grade crossings for other than industrial deliveries means a Union Terminal for Los Angeles.

The only way to eliminate grade crossings is to separate the rails and pavements. No railroad equipment, locomotives, cars, or switch engines should ever be allowed on the streets of Los Angeles, excepting only single freight cars to and from industrial spurs; and in no case whatsoever should any passenger equipment whatsoever ever come upon any street.

The railroads stated in open court that while they each and all desired some changes of the tracks in and about their several stations and changes in the buildings of their stations they would not allow such changes to be coupled with the requirement of improving or eliminating any grade crossings. The only plan proposed by the railroads results in more grade crossings than are now in use. Let me repeat that statement. The present plan of the railroads will leave upon the streets of Los Angeles more grade crossings than are now in use.

Every engineer or group of engineers or Commission, not accepting part of his or their compensation directly or indirectly from the carriers,



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Bulletin Published Monthly
One Dollar per Year, 10 Cents Single Copy
Included in Membership Dues

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has reported in favor of a Union Terminal for Los Angeles, and that it is feasible, and that it is the only way to eliminate grade crossings, that the cost is reasonable and that the result of operation will be a direct economy to the railroads.

The Dangers of Grade Crossings

In 1914, 12,000 vehicles per 24 hours crossed the tracks at the north and south ends of the Arcade Station. On June 10, 1924, 15 months ago, 20,000 vehicles crossed those tracks of the Southern Pacific on those two streets; and in the 24 hours ending on the morning of November 28, 1925, there were 46,376 vehicles crossed those tracks on the same streets and at the same time there were 922 engine movements on to or across those same streets mingling with those 46,000 vehicles. This is a vehicle movement across the tracks on the average throughout the 24 hours of one vehicle every 1.9 seconds and during the rush hour of one vehicle every 0.8 of a second; while at the same time there was the invasion of the street by a locomotive on the average throughout the 24 hours of once every 1 minute 34 seconds and some of those invasions lasted over 25 minutes.

It is very conservative to say that the total crossings of the people over and across the Southern Pacific tracks on Alameda Street exceed 300,000 daily; the Pacific Electric alone passing over 1250 cars daily across such steam railroad grade crossings.

Connection Between the Elimination of Grade Crossings and a Union Passenger Terminal

Wherever there are railroad stations, railroad tracks must lead into them. Keeping the streets free from rails is the only sure way to keep the streets free from locomotives. Having one Union Station instead of several individual stations and having this single Union Station in the right location is the sure way to reduce the maze of tracks between the several main lines and the platforms.

The tracks of all the steam railroads and the tracks of the Pacific Electric come nearly together or cross each other somewhere along the river bank, especially in the vicinity of the Plaza. Clearly the river bank is not the place for the station itself, but is the place from which to start the tracks that are to lead into the station building.

Specifications for a Union Terminal

The station building with its ticket office, waiting room, baggage room, restaurant or other facilities is the least part of a Union Terminal. The

real terminal includes the yards and tracks and buildings for the management of the enterprise, for the facilities of the passengers, for the facilities of the employees and the business of the trains including the loading and unloading of passenger trains, individual passenger cars, engines, mail, express, milk, vegetables, day coaches, Pullmans, diners, special and other cars even to special trains, and the stocking, cleaning, repairing and handling of all this equipment. Several hundred cars must be available at or near the station to serve the trains. The passenger platforms must be at least 15 or 20 in number by 1500 feet long. There are also needed the buildings and the approaches for passengers. Experience shows a needed width for the passenger station of at least 500 feet, unless that equivalent can be otherwise obtained, and a length of platform of 1500 feet, unless that equivalent can be otherwise obtained, in addition to the area occupied by the station building itself and its facilities. This is about twenty-five acres exclusive of any curves of approach and all parts of this area must be equally available for trains and passengers. To this we must add the area covered by the approach tracks and curves and for special service which is usually slightly greater area, which makes an area for the station building and its platforms and its track and approaches of fifty acres. We must now add the tracks for the making up and breaking up of trains and for cleaning and stocking cars of all kinds and for minor repairs and for the storage and handling of locomotives and all miscellaneous equipment. This calls for ten or fifteen miles of track which will average a spacing of 20 feet in the clear which is over thirty acres for the cars and about the same for the locomotives which is to be added to our needed area for the buildings and platforms, giving us a total required area of 135 acres needed in a fairly compact body as the station grounds of the Passenger Station and its services.

Suggests a Pacific Electric Subway Loop

The suburban passengers to and from must be able to go easily and quickly to and from the Pacific Electric interurban cars and the main line steam trains. Therefore there must be an entrance of the Pacific Electric cars themselves into and essentially alongside the station tracks of the steam trains.

The City's physical and engineering needs, that color the location and design of a Union Passenger Terminal, are mainly the easiest access and the least interference with present and future vehicular traffic. These are also the principal requirements of the public who use the station and of the public who do not use the station. The traveling public who use the steam trains in Los Angeles want fast and convenient access in and out of both ends of the station; quick and convenient access between their homes within a radius of twenty-five miles or so of the ticket office and the leading platform, and quick runs of the trains through the congested part of the City near the station.

The passenger doors of the station building should be not on, but very near to, the greatest possible center of City and suburban thoroughfares, both street car and vehicular and in order that the public of the retail stores and of the office district may not clash with the wholly distinct business of an overland railroad terminal, the Pacific Electric should never have a terminal station, but its cars should run in some form of a circuit.

Requirements Under Five Heads

The requirements for an adequate Union Terminal for passenger trains determine its area and location; and are easily reduced to five headings:

1. A general location adjacent to but not too near the main lines of rails along the river banks.
2. A total area for present needs in excess of one hundred thirty-five acres with additional room for the Pacific Electric and for growth.
3. A general shape for the passenger accommodations or the passenger station itself of 500 feet in width or its equivalent, by 1800 feet long or its equivalent plus additional length for the curves of the approach tracks and the throat.
4. A location where the main city and suburban thoroughfares will be within a short and easy connection of the passenger end of the station grounds.
5. A location as free as convenient from the congestion of other classes of traffic either in areas or lines.

The Location on the Map

The statement of the five requirements governs the location of the proposed Terminal.

You see at once how complicated and technical the problem becomes. Every variation of any factor reacts on other factors. The study of the solution takes time and money in addition to expert knowledge, and above all it requires an abiding faith in the necessity and in the certainty of the solution. The studies and conclusions of the City and its Departments of Law and Public Utilities, and of the Railroad Commission of California by itself and its departments of law and engineering and of all other commissions and engineers who have been appointed, free of the influences of the power of the railroads, have been stated in the order of the Railroad Commission of California, which, expressed in simple language, may be divided in three headings as follows:

1. A Union Passenger Terminal is a necessity as a part of the elimination of grade crossings and the grade crossing elimination and the building of a Union Passenger Terminal are one entity.

Site Urged for Consideration by The League

(East Bank of the River Between Sixth and Seventh Streets)

By GEO. H. DUNLOP

Los Angeles needs a union passenger depot for two reasons: 1. To facilitate the elimination of grade crossings. 2. To facilitate the unification into one efficient system of all steam railroad tracks in Los Angeles City.

As to grade crossings, every passenger train that enters or leaves Los Angeles City enters and leaves from the east bank of the river. Manifestly if the passenger depot is kept on the east bank of the river, these passenger trains will make no grade crossings west of the river. And if, as is possible, the passenger trains and the union depot are kept close to the east bank of the river, the city streets that cross the river can be viaducted over the river and over the passenger tracks on the east bank of the river, so that these passenger tracks will give rise to no grade crossings on the east bank of the river.

By keeping the passenger tracks on the east bank of the river, the west bank can be reserved for the exclusive use of the freight tracks. The west bank of the river must be used for freight tracks in any event, in order to supply spur track freight service to the manufacturers and wholesalers of our city. These main freight tracks, however, can go under the same viaducts that go over

2. This Union Passenger Terminal should be somewhere north or east of the present Plaza.
3. The cost of such a development is a reasonable charge against the railroads and will result in a net economy in operation.

There is no definite design of buildings or of layout of tracks or of specific site urged upon the railroads by the Railroad Commission. The name "Plaza Plan" is merely the name given to the order of the Railroad Commission of California; that the railroads themselves prepare and present their own plan for a Union Passenger Terminal on the area adjacent to and north or east of the present Plaza extending towards and even across the river.

The general location of the site has been determined and the railroads are asked to bring forward their own plan of details.

The order of the Railroad Commission of California is not that the railroads build any specific structures on any specific site, but that the railroads prepare and present their own plan for the Union Passenger Terminal on that prescribed area north or east of the Plaza and that the completion of the project must include the cutting of the tracks now on Alameda Street sufficiently to prevent through trips of locomotives up and down that street.

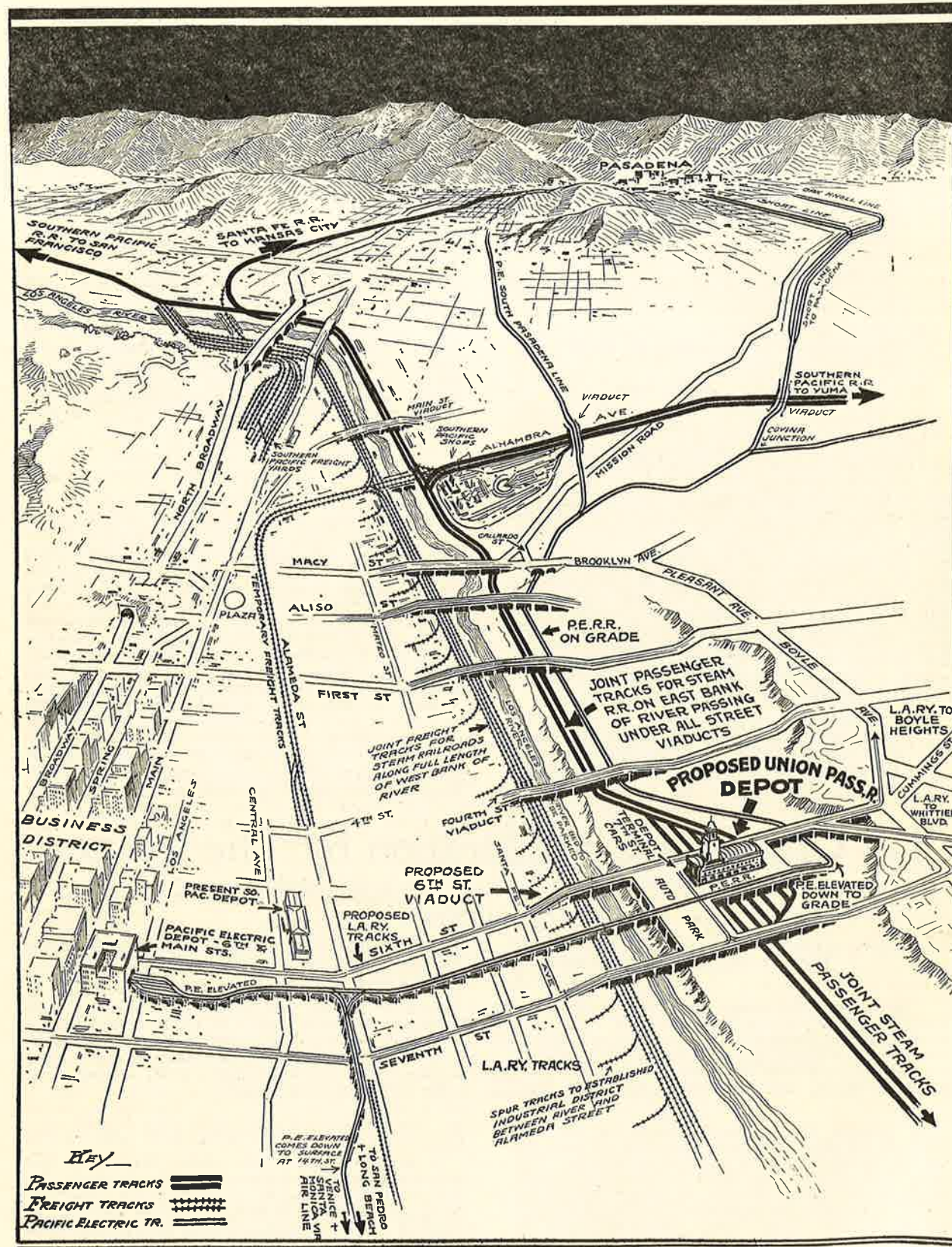
NOTE BY THE EDITOR ON THE ABOVE PLAN:

This plan, which is now urged by Mr. Storrow is not the original so-called "Plaza Plan" recommended by the engineer of the State Railroad Commission, Mr. Richard Sachse. The plan of the engineer of the State Railroad Commission was a north and south stub-end terminal, right at the Plaza itself thus wiping out the Plaza and closing, in a way most detrimental to traffic several through streets, such as Los Angeles, San Pedro and Alameda. It was brought out by Mr. Dunlop that the plan, advocated by Mr. Storrow now as the Plaza Plan is an east and west stub-end terminal, east of Alameda Street to the L. A. River. In regard to this plan, Mr. Dunlop quoted Mr. Sachse, from his voluminous report, page 323, as follows: "Since we believe . . . that such grade crossings by the railroads would be introduced as to render the proper operation very doubtful, we have decided that Mr. Storrow's plan cannot be recommended."

the river and over the passenger tracks on the east bank.

A detailed study of the grade crossings in Los Angeles shows that neither the Plaza Plan nor the Arcade Plan eliminates as many grade crossings, or eliminates them as cheaply as does the plan of keeping all the passenger tracks on the east bank of the river.

The Dunlop-Municipal League Plan



Terminal Unification

As to the unification of all steam tracks in the city into one efficient system; if each of our three steam railroads maintains a complete, independent track system in our city, we will have more tracks, more grade crossings, and more operating expense, both for the railroads and for our shippers, than if we have one unified track system, operated by the railroads jointly and from which all unnecessary duplication has been eliminated. One benefit from such unification would be that the Santa Fe freight for the harbor would go straight to the harbor over one of the existing direct lines, and would not be handled over the present round about route five miles west on Slauson Avenue making grade crossings with many important north and south streets only to be hauled later in its journey, five miles back east to get to the harbor, making another set of grade crossings. The union passenger depot problem should be worked out with reference to the complete unification of track facilities in our city and this unification calls for the use of the east bank of the river for passenger tracks by all the railroads, and the use of the west bank of the river for freight tracks by all the railroads.

The "Why" Tersely Stated

Conceding that the union passenger depot should be on the east bank of the river, what is the best exact site? The answer is clear—the best site on the east bank of the river is the site between Sixth and Seventh Streets for the following reasons:

1. It is accessible from both Sixth and Seventh Streets with yellow car line service available from both streets.
2. It is in immediate contact with the proposed elevated road of the Pacific Electric to Pasadena and the San Gabriel Valley.
3. The Sixth Street viaduct at this point can be carried as a viaduct clear to the Boyle

Heights bluff, not descending into the river bottom.

4. The public waiting room of the depot can face this Sixth Street viaduct and be on a level with it, the trains running on the tracks on the ground level below. This gives an advantageous "through terminal" instead of a disadvantageous "stub end terminal."
5. On the ground level, free from interference from the public travel on the viaduct will be unlimited room for the post office, express and baggage facilities.
6. As many acres of platform space on the level of the viaduct for the use of public automobiles can be constructed as the public convenience may require.
7. Much of the land needed for this site is already in railroad ownership, being owned by the Union Pacific R. R. The capital cost and operation costs will be less at this site than at any proposed site.
8. This site is practically as near the corner of Seventh and Broadway as is the so-called "Plaza Site" (really between Alameda Street and the west bank of the river) and is accessible to most of the city without having to go through the most congested part of the business center.

Let Railroads Quit Fighting Public

Is it not time for the railroads to quit fighting the public and to quit fighting each other and to make good on their claim that private ownership of railroads, under public regulation, can accomplish every economy and efficiency that actual public ownership can accomplish? Public ownership could not only eliminate grade crossings, but could also unify the track facilities in Los Angeles City. It is time the railroads made good on their claim that they can do as well with private ownership under public regulation.

High Lights of The "Daum Plan"

(East Bank of L. A. River Between 7th and 9th St. Viaducts)

By W. H. DAUM

Since 1913, when we felt it necessary to intervene in the hearing which resulted in the building of the Arcade Station at 5th and Central, we have been planning and thinking and investigating to find the proper location for a Union Passenger Station in Los Angeles and engineer a plan that would permit of the complete segregation of freight and passenger business and a by-passing of the City of Los Angeles for all harbor and through freight business not destined to and from Los Angeles proper.

The only real gain in the 1913 intervention was the stipulation in the permit to the Southern Pacific "that if and in the event a grade crossing separation plan were developed in the future the Southern Pacific Company could not plead as a reason why it should not join in with such grade separation plan, the cost and expense of building and improving its station grounds at 5th and Central.

What Common Sense Dictates

Common sense indicates that grade crossing separation and efficient handling of street traffic of the City of Los Angeles, as well as railroad traffic, can be more advantageously taken care of from a single Union Station than it can from two or more separate stations.

Common sense also dictates that a continuous crossing and recrossing of freight and passenger steam line movements causes congestion and delay to both types of traffic. The best railroad engineers in the United States have said that a Union

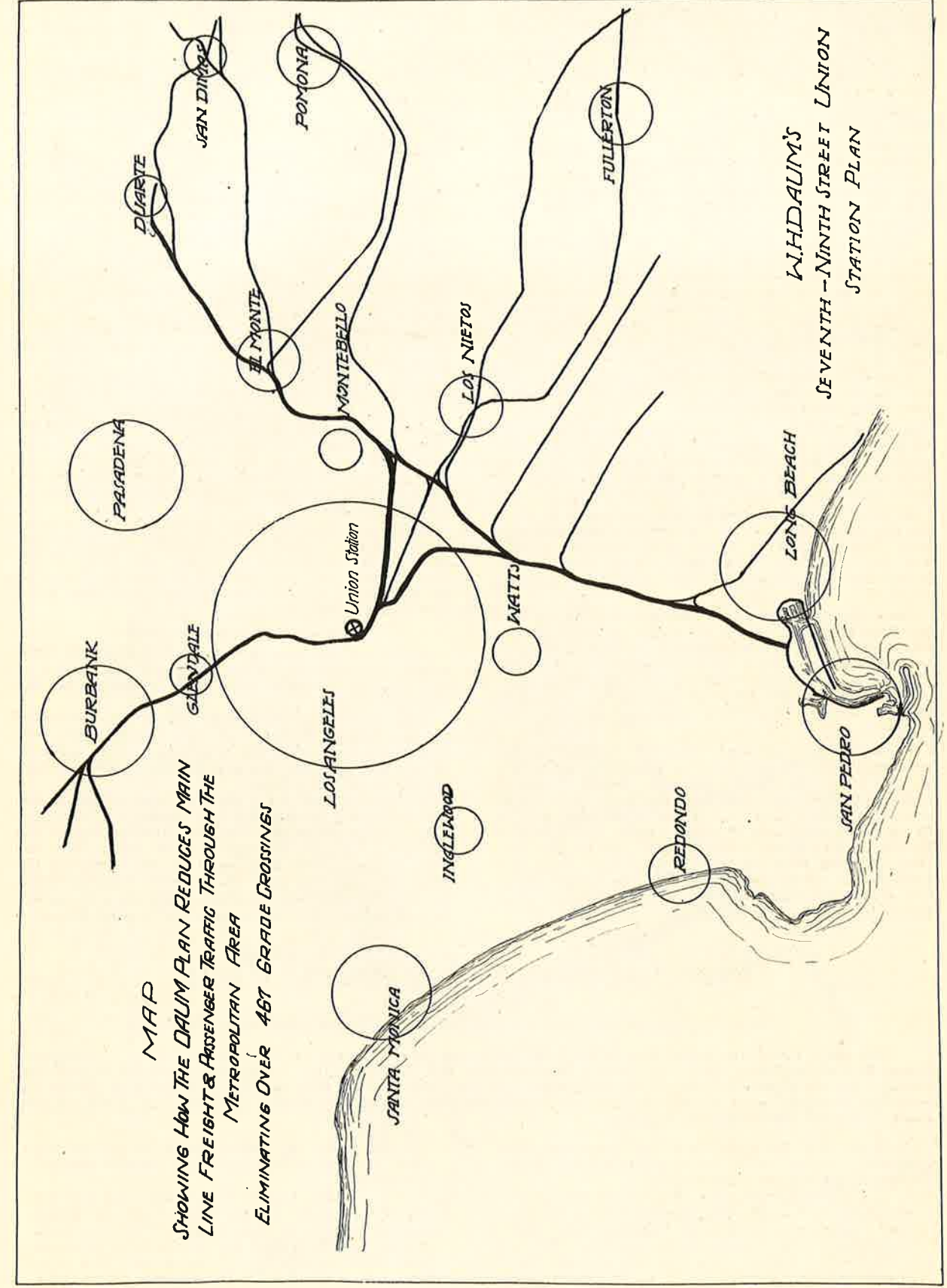
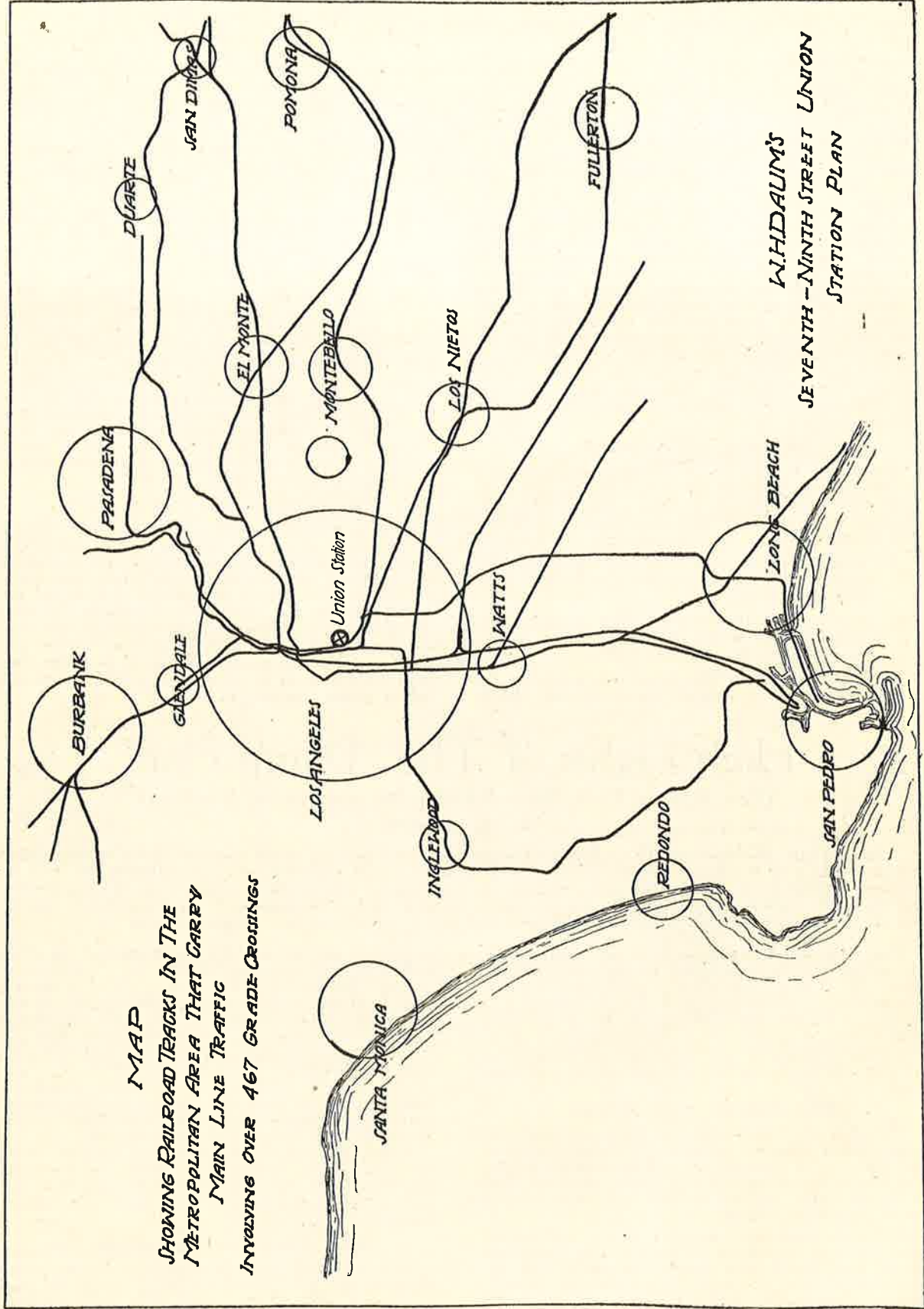
passenger station for efficient movement of trains and economic operation should be a station connected at both ends and not a stub-end station. Both engineers and operating railroad officials have stated that a coach yard of adequate proportions adjacent to a Union Passenger Station will save much delay and operating expense and make for general efficiency.

The service rendered by a Union Station to make a transfer from one rail line to another with ease by travellers is only one very small service rendered by a Union Passenger Station.

Common sense also dictates that adequate street car service, bus, and taxicab service can be better provided from one central station than the same service can be provided to segregated and separate stations.

Comprehensive Claims for Daum Plan

The only plan that permits of adequate Pacific Electric through service directly connected with a Union Station of the steam lines, with adequate



and uninterrupted approach from all directions by vehicular traffic, adequate space to care for parking of vehicles, landscaping and beautification of the entrance door to the City of Los Angeles, is the 7th-9th Street location proposed by W. H. Daum.

The place for a Union Passenger Station in the City of Los Angeles is east from the center of the business area and not at either end or in the middle of the congested area. New height limit improvements in the City of Los Angeles since 1921 indicate conclusively that the correct location is between 7th and 9th Streets, and at the Los Angeles River.

An adequate "getaway" for all vehicular and surface street car traffic leaving the Union Station proposed by us is provided by the wide thoroughfares of 7th and 9th uninterrupted by intersecting streets for over half a mile from the entrance to the Union Depot site proposed. This long traffic way without intersecting streets permits of traffic leaving the depot, getting well under way promptly and without delay and of vehicular and surface cars serving the station from the central business district with the same dispatch.

Are the citizens of Los Angeles unreasonable when they ask the carriers to provide such an adequate Union passenger facility, which at the same time provides for a really efficient operation of their lines by the railroads themselves?

Is the City of Los Angeles unreasonable in asking the Pacific Electric to quit using longitudinally such streets as Main Street, Los Angeles Street, San Pedro Street, Aliso Street and East Ninth Street for the handling of their rapid transit business?

Does not the fact that Southern California has practically handed over a monopoly on its large interurban, rapid transit passenger as well as freight business (amounting to over 100,000 cars of freight a year) to the Pacific Electric, justify our requiring the Pacific Electric, to provide an adequate service and to take such business off the City streets?

Does not the fact that the great danger to life and limb through the present operation of traffic at grade by the Pacific Electric, Santa Fe, Salt Lake and Southern Pacific lines over 467 grade crossings, which danger will be eliminated as far as rapid moving and through traffic is concerned by the construction of the by-pass line for all carriers recommended by the "Daum Plan" from the harbor to a point connecting with the Pacific Electric line near Azusa justify such a location of a Union Station in Los Angeles?

The Common Carriers' Plan

By D. W. PONTIUS

Vice-President and General Manager Pacific Electric Railway Company

The plan that I am presenting is what the railroads have planned for the solution of the Los Angeles Union Station problem. It is one jointly agreed to by the Union Pacific, Santa Fe, Southern Pacific and Pacific Electric Railroads and, in our judgment, not only solves the Union Station problem, but effects the complete elimination of grade crossings for Pacific Electric interurban trains operating to points north, south and east, 1200 daily in number.

It is not the "Titcomb Plan" for the reason that a number of important revisions have been made, among which are the following:

(a) The former plan did not provide for the operation of Pacific Electric trains carrying passengers, mail and baggage into the Southern Pacific-Union Pacific station.

(b) The former plan did not provide for Pacific Electric service for through passengers

When we analyze one crossing alone of the Pacific Electric four-track line on Slauson, we find that from 6:30 a.m. to 6:30 p.m. on November 4, 1925, 14,326 vehicles used the crossing, an average of 1194 per hour, and that during that twelve-hour period, 568 one to five-car trains of the Pacific Electric crossed Slauson Avenue. The total time consumed by these trains that interrupted traffic east and west of Slauson amounted to 2 hours, 11 minutes and 35 seconds, or 2.2 hours.

By multiplying 2.2 into 1194 (the average number of vehicles per hour) we obtain 2626 vehicular hours as the delay during each 12 hours at this single crossing. The value of this time computed at \$2.00 per hour gross to cover both the vehicular and occupant's time, equals \$5,252.00 per day or \$1,916,980.00 per annum, lost by the public in contending with this one grade crossing at Slauson Avenue. This sum is the equivalent of 6% interest for a year on \$31,949,666.66.

At Santa Fe and Butte Streets, using the same analysis as above the loss per day amounts to \$2530.00, \$923,450.00 per annum, or interest at the rate of 6% per annum on over \$15,390,000.00.

At 4th and Alameda by the same method the cost is \$2992 per day, \$1,091,080 per annum, or interest at 6% per annum on over \$17,000,000.00.

At 6th and Alameda by interruption of the Southern Pacific, by the same method, the cost to the public is \$3376.00 per day, \$1,232,140 per annum, or interest at the rate of 6% per annum on \$20,500,000.00.

These are only examples of the financial burden of the four or five of the 467 grade crossings that can be eliminated by carrying out the 7th-9th Street plan and the building of the by-pass line as indicated on the exhibit filed with the State Railroad Commission.

Plan Highly Commended

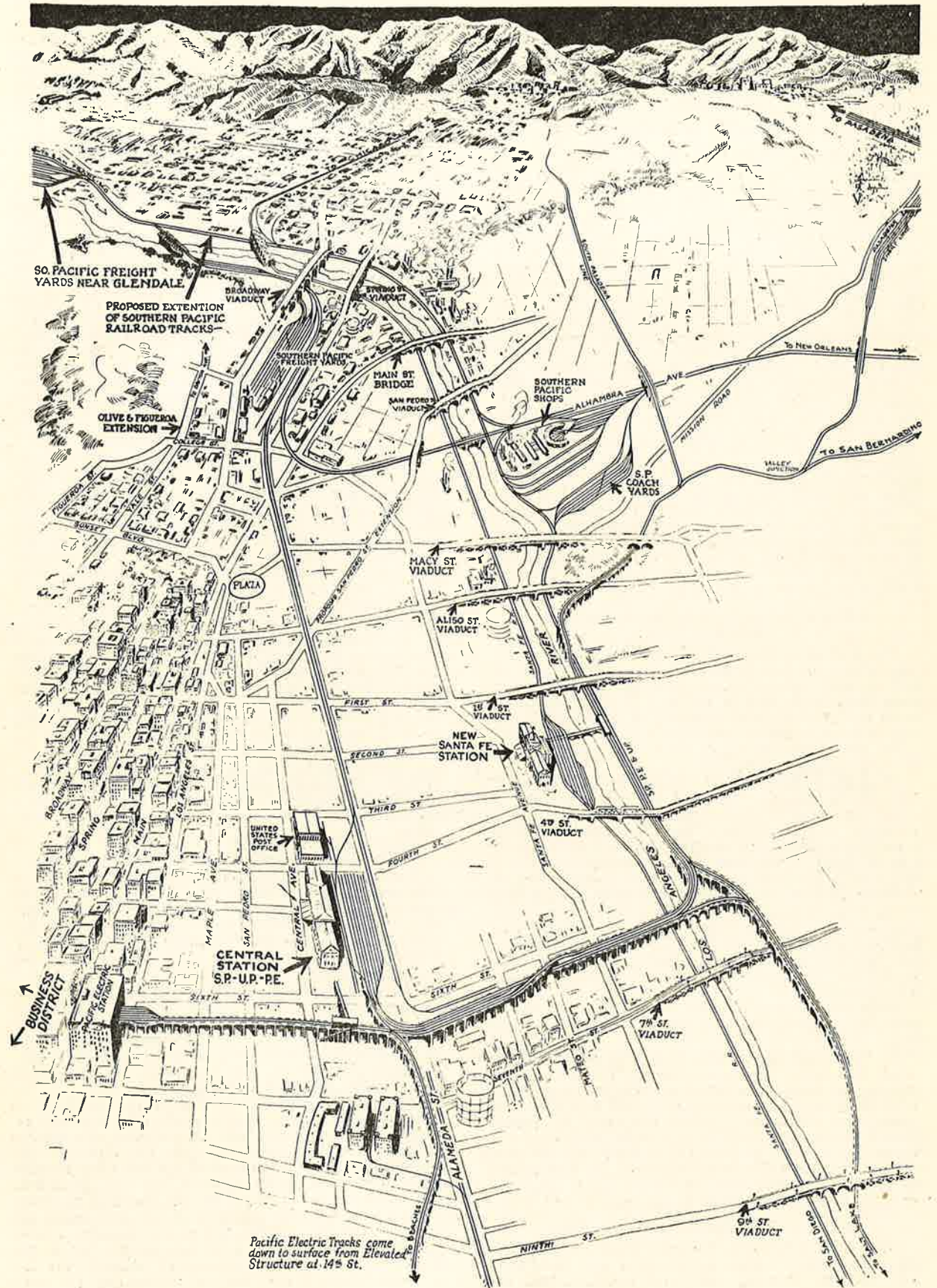
Again we ask, are the citizens of Southern California unreasonable when they ask that some of this burden be taken from their shoulders by the carriers?

Why are the carriers not sufficiently interested in the future welfare of this community, that spends for transportation of all kinds many millions of dollars, to come forward frankly and put such a plan as this in effect?

Incidentally we have not had pointed out a single deficiency in the 7th-9th Street Union Depot plan, or the short line by-pass plan by any of the operating officials or engineers of any of the rail lines entering Los Angeles. On the contrary the plan has received only the highest commendation by some of the best railroad engineers and operating officials of the railroads in the United States.

to and from the Santa Fe Station, making that a joint station with the Pacific Electric Railway.

(c) There was to be an elevated for the Pacific Electric tracks over Alameda Street approximately 36 feet high. This has been done away with and the tracks over Alameda and Sixth Streets are 18 feet high. The location where the Pacific Electric tracks are high



is at Mateo Street, but the Pacific Electric tracks are no higher there than the elevated tracks are at approximately 138th Street in New York City, which is in a semi-residential district, while the Pacific Electric elevated track at Mateo Street is in a wholly industrial district.

Purpose of Union Passenger Station

The basic reason for the construction of a union passenger station in any city is to save passengers from transferring from one station to another when passing through. There are many more passengers interchanged in Los Angeles between the Pacific Electric Main Street Station and the different steam line stations, than interchanged directly between the steam lines. The number of passengers interchanged between the steam lines and the Pacific Electric will greatly increase as the city grows and as traffic congestion spreads. The Pacific Electric should serve the steam line stations for this reason and this plan is the only one that can give such service at a reasonable expense.

Under the Plaza plan, no arrangement has been made for Pacific Electric interurban trains serving the north, south and east of Los Angeles to pass directly by the Plaza site and this arrangement cannot be made without expending an unreasonable amount of money and the building of an elevated railroad over San Pedro Street between Aliso and Sixth Streets, or a subway between the Plaza Station and Sixth and Main Street Station. Another thing to take into consideration is the fact that the present plan for a station at the Plaza is not for a Union Station located directly at the Plaza, but for a Union Station to be located at the northeast corner of Aliso and Alameda Streets.

Eliminates Grade Crossings—Shortens Running Time

The plan presented will eliminate all grade crossings along the Los Angeles River, equal to the relief of grade crossings for any other site that has been suggested, and in addition thereto will take from the streets of Los Angeles all the Pacific Electric interurban trains operating east of Main Street, 1200 daily, amounting to 18,000 movements over grade crossings daily.

This plan shortens the running time for Pacific Electric passengers destined to and from points north and east of Los Angeles, 7 minutes during ordinary hours of travel and 15 minutes during rush hours of travel; and for passengers south of Los Angeles, 5 minutes during ordinary hours of travel and 10 minutes during rush hours of travel.

The Santa Fe now has an adequate station site at its present location and will build a pretentious passenger station at once, while the Central Station occupied by the Southern Pacific-Union Pacific can be enlarged when necessary to care for its traffic for many years to come, almost an indefinite period.

This plan eliminates all steam line operations over Alameda Street, excepting industrial switching.

If the Southern Pacific-Union Pacific-Santa Fe were to occupy the same station, the automobile congestion would be very greatly increased and providing separate stations for the Southern Pacific-Union Pacific and one for the Santa Fe, means better automobile parking and traffic facilities. The Santa Fe site, as well as the Central Station site, is accessible to the business district, as well as the residential district, certainly very much more accessible than the so-called Plaza site.

Falls in With Kelker-DeLeuw Plan

The Kelker-Deleuw "Report on a comprehensive rapid transit plan for the City and County of Los Angeles" recently completed and filed with the

City Council of Los Angeles and the Board of Supervisors of Los Angeles County, on page 11, recommends the immediate construction of an extension of the Pacific Electric elevated from the rear of the 6th and Main Street Station to a point just east of the Los Angeles River and thence northerly paralleling the river to Aliso Street, with a branch extending southerly from a point near 7th and Alameda Street to connect with the present Pacific Electric private right of way at 14th Street. The Carriers' plan provides for this.

It must be borne in mind that this plan, which has been most carefully worked out by operating men and engineers of the four railroads, is made possible only by the exchange of property rights. For example: The Pacific Electric can use the Union Pacific right of way east of the Los Angeles River and the Southern Pacific right of way between Alameda Street and the River; the Union Pacific can use the Southern Pacific right of way between Alameda Street and the river and the Central Station; and the Southern Pacific can take its trains off of Alameda Street by using the Union Pacific right of way east of the River. No other plan will enable the Pacific Electric to get its trains off the streets without much delay and confusion.

The Santa Fe Connection

Under the proposed plan the Santa Fe will be served by the Pacific Electric by providing an overhead bridge, 700 feet in length, across the Los Angeles River and the Pacific Electric through passengers interchanged with the Santa Fe will have the advantage of the Santa Fe Station. On the other hand, while through cars will be operated into the yard of the Central Station for the handling of through Southern Pacific-Union Pacific passengers interchanged with the Pacific Electric, these passengers will also have an opportunity of using the Pacific Electric through trains for north, south and east of Los Angeles at what will be known as the 6th and Central Station of the Pacific Electric on the elevated. This means that passengers using either the Southern Pacific-Union Pacific or the Santa Fe Station can travel to and from either of these stations or between these stations, without crossing any street at grade, which is a 100% arrangement as far as the factor of safety is concerned. Passengers will not be required to walk up and down steps, as ramps will be used, which is the ideal plan from a construction and utility viewpoint.

Conveniences—River Bed Beautification

There will be an agent of the Pacific Electric at 6th and Central Station and porters will be on hand to carry baggage between the electric railway station and the Southern Pacific-Union Pacific Station. Porters will offer similar service at First St. to passengers destined to and from the Santa Fe Station.

The Pacific Electric handles between points north and east of Los Angeles, and Los Angeles, in excess of 8,000,000 passengers yearly and from points south of Los Angeles, and Los Angeles, in excess of 9,000,000 passengers yearly, or a total of 17,000,000 passengers that would have the use of this facility when once built.

The railroad entrance to practically every city in the United States is known as the "back-door" entrance. The railroad entrance to the city of Los Angeles has been referred to as the "tin-can" entrance. I recently suggested to the City Council that this condition be changed and that something like \$200,000.00 be spent for the planting of shrubbery along the Los Angeles River and make the railroad entrance to the city of Los Angeles a more beautiful entrance than in any other city in the United States. If we proceed to beautify the Los Angeles River, it goes without saying that the prop-

erty owners on each side of the Los Angeles river will do likewise and with the Santa Fe occupying the property on the west bank of the river, while the P. E.-Southern Pacific-Union Pacific would occupy the bank on the east side of the River, the suggestion that has been made certainly could be carried out in the interest of the public.

Would Obviate Further Litigation

The building of a station at any particular location in Los Angeles, in my judgment should not be a matter of law as to whether the steam lines can be required to build a union station at any particular location, or whether they can resist through the courts for a period of years the building of a Union Station at any particular location. This case has now been in the Courts for something near eight years and it is presumed that with the differences of opinion it will continue in the Courts for a number of years longer and in that event the public must suffer. The carriers now agree to spend the money and put through the plan, if permitted to do so and it is hoped that the necessary authority will be granted.

There is a sharply divided line between the engineers and operating officers of the railroads and engineers of public bodies as to where the Union Station should be located, if one be built at all, and how it should be served. It would seem that with the long experience that these engineers and operating men have had with the railroads, that their judgment should have a great deal of merit as they are men that must operate the terminals and be responsible for adequate service to the public.

Would Proceed At Once Without Charge to Taxpayer

The railroads concerned have filed with the City Council, applications for the necessary franchises to go ahead and carry out the plans as proposed by the carriers and this will be done if the necessary authority is granted by the regulatory bodies and the work would be completed within one and one-half years.

Argument Against Any Union Terminal

By HERBERT J. GOUDGE

The inhabitants of the City of Los Angeles have no use for a union passenger terminal station. If one is starting from Los Angeles on a railroad journey, or arriving in Los Angeles as his destination, it is obviously of no advantage to him that trains on other railroads are leaving from, or arriving at the same depot at the same time. In fact on account of the additional congestion and confusion, it is, if anything, a disadvantage and inconvenience to such a traveler.

Even the proponents of a union passenger terminal station do not assign any value to it as far as the traveler is concerned, except in the case of one who is merely passing through Los Angeles station on his way to some other point, and desires to transfer, without stop-over, to a train on a different railroad which happens to be departing within a short time after his arrival; so that he has neither inclination nor opportunity to leave the depot.

Less Than 2% of Traveling Public Will Be Benefited

Actual count of the passengers arriving in and departing from Los Angeles on the steam roads shows that the number of such transferring passengers is less than two per cent of the total number arriving in and leaving Los Angeles depots. In the studies made by the engineers of the Railroad Commission, it is pointed out that Los Angeles is a terminal and not a way station or transfer point. It is also admitted by these engineers that the cost of establishing a union passenger terminal in Los

The Presidents of the steam lines have signed a joint statement and the President of the Pacific Electric Railway has signed a statement promising that the carriers' plan will be carried out at once if the regulatory bodies will grant the necessary permits, without calling upon the taxpayers of the city or county of Los Angeles or the public in any way for one dollar. The work will be done at the expense of the railroads alone.

NOTE BY THE EDITOR ON ABOVE PRESENTATION:

Mr. Pontius stated that the solution presented by him for the railroads would eliminate all grade crossings that will be eliminated by any other plan. He doubtless meant "In the down town area" for in answer to a question from the floor, he admitted that his proposal does not eliminate such grade crossings as those created by the Santa Fe on its way to the harbor, all of which would be eliminated by either the Daum or the Dunlop plan.

Mr. Daum asserts that his by-pass Terminal and Union Station plan contemplates an entrance to the harbor by the Santa Fe so that 93 grade crossings (20 of which are little used) on the line of the Santa Fe between Los Angeles and the Harbor will be eliminated for everything but the immediate industrial switching of the concerns and industries adjacent thereto at very restricted hours.

The same will apply, he says, to the 103 (27 of which are little used) of the Union Pacific-Salt Lake line between Los Angeles and the Harbor as well as 64 grade crossings (of which 26 are little used) of the Southern Pacific line.

Mr. Daum therefore claims that the solving of this grade crossing situation of the three lines between Los Angeles and the Harbor well justifies construction of the by-pass line, which also permits of the elimination of 66 grade crossings (8 of which are little used) of the Pacific Electric in the same manner, and fully co-ordinates all of the transportation facilities of Los Angeles and the Harbor by a connection on this by-pass line with all of the rail facilities outside of and beyond the congested area.

The sites for a Union Terminal on the East Bank of the River, thus appear to make it possible to eliminate 262 grade crossings not eliminated by the plan of the Common Carriers.

Angeles would not be justifiable from a railroad operating standpoint, and that if profitability were the test, no such terminal would be built. Of course it is obvious also that it would be unjustifiable to incur the tremendous cost of creating a union passenger terminal and of abandoning existing facilities for the benefit of two per cent of the railroad patrons, at the expense of the other ninety-eight per cent.

A "Monumental Gateway" But at What Cost to Taxpayer!

All this seems to be officially conceded, because in the famous report of the studies made by the engineers of the California Railroad Commission of our local terminal and grade crossing conditions, it is stated that the question of the establishment and location of a union passenger terminal station in Los Angeles is not a practical railroad matter, but essentially a city matter. And the argument made by those engineers in favor of a union pas-

senger terminal station at the Plaza is based upon considerations of city planning, city pride, city advertising, city beautification, and the desirability of providing a "monumental gateway" in the City of Los Angeles, toward the cost of which it is proposed that the City of Los Angeles should contribute some considerable but indefinite amount of money. In brief, the proposed union passenger terminal station is not advocated on utilitarian grounds, but, waiving the sordid consideration of cost and setting aside materialistic thoughts of utility, it is desired by those who favor it because it would gratify civic pride and constitute a city advertisement. No one has told us, however, how much the City of Los Angeles should spend for these purposes, in order to meet the great cost which, admittedly, is not justifiable from a railroad operating standpoint.

Union Terminal Least Important Consideration

There are four main railroad problems in Los Angeles that call for solution and these, in the order of their importance, according to the report of the chief engineer of the Railroad Commission are:

1. Electric interurban grade crossings.
2. Steam railroad grade crossings.
3. Freight handling facilities.
4. Union passenger terminal.

Of these four, it is declared in the Railroad Commission's report, the last is the least important, and yet, curiously enough, it is the one most talked of and most emphasized in the discussion that has been going on for the last ten years.

Plaza Plan Necessitates 6 1/2 Million Dollar Subway

It is sometimes suggested that the union passenger terminal station is necessary to the elimination of grade crossings, but that this is not so is demonstrated by the fact that what is called the "Railroad Plan" eliminates all steam railroad grade crossings in the business area and all electric interurban grade crossings on Main Street and east of Main Street. In fact this "Railroad Plan" would take the high speed electric interurban train off of the down town streets, while the "Plaza Plan" would

not, unless there should be combined with it a subway along Main Street, (which would have to be built by the City at a cost which is estimated at about six and a half million dollars,) or, as an alternative, an elevated from Sixth Street to the Plaza over and along some north and south street which can hardly be contemplated.

Plaza Site Inferior, Even Waiving Project's Undesirability

The union passenger terminal station involves two considerations: first, its establishment, which is uncalled for, undesirable and economically indefensible; and second, its location. And of all the locations suggested, the neighborhood of the Plaza seems to be the most undesirable. It is conceded by the Railroad Commission engineers, in the report already referred to, that other locations than the Plaza would be superior to it in very important particulars, such as noninterference with industrial switching; mail, baggage and express distribution; convenience to hotel and business districts; segregation of freight and passenger routes; and immediate improvement in rapid transit conditions,—not to mention the consideration of excessive cost, which alone might well be determinative.

Congestion at Plaza Even Now Intolerable

The City of Los Angeles has very recently caused to be made an expert survey of surface traffic conditions in Los Angeles, resulting in the Kelker-DeLeuw report on a comprehensive rapid transit plan, in which it is pointed out that the practical limit to the routing of transit lines to and from the central district has been almost reached; that the space available for street cars in the most important traffic streets in the down town area is now being fully utilized; and that the limiting feature of this routing in the congested area is a concentration of lines at the two throats on Main Street, one of which is at the north end, in the neighborhood of the Plaza. If this is the true situation—and none denies it—it would seem absurd to add to the present almost intolerable burden on this northern traffic throat all of the traffic to and from all of the present and future railroad terminals in Los Angeles.

The Noerenberg Plan

By C. E. NOERENBERG, Architect and City Planner

This solution of the railroad station problem was independently arrived at many months ago, though this presentation of it has taken the liberty of including salient points from the other solutions that seem to fit in with it. Its two principal differences are the use of the southern end of the present Santa Fe station yard as a site for either the new Santa Fe station or a possible Union Station, and the development of Sixth Street as a most important connecting link in the city and metropolitan highway system that will carry traffic over the River and all interfering railroad and trucking lanes by means of a viaduct reaching from Mateo Street to the top of the bluff along Boyle Avenue at Hollenbeck Park.

Links Up Important Thoroughfares

A careful inspection of the map will show that this major highway link is of importance sufficient to warrant its construction from the traffic viewpoint alone. By an easily possible development of State Street already provided for in the plans of the new County Hospital grounds it will connect the intersection of Huntington Drive and Valley Boulevard and thereby all the northeastern cities by the shortest route in both actual distance and time to Seventh and Broadway.

It connects directly to Whittier Boulevard and East Fourth Street and thereby all the southeastern cities and counties and, with the opportunity that Hollenbeck Park gives for the creation of a beautiful and monumental eastern terminus, this link affords the first opportunity for a proper connection between the whole East Side and the downtown business district.

Toward its western end it connects directly by way of Fourth Street and Traction Avenue to First and Second Streets and thereby to North Broadway, Sunset and Beverly Boulevards. It affords the first adequate terminus for Wilshire Boulevard if that should ever be cut through the downtown district and by an extension easily made it will serve as a "distributor street" making easy connections with Seventh, Eighth and Ninth Streets and finally giving a direct eastern outlet to the great Tenth Street improvement project. At some future time for ease of traffic this viaduct should be continued westward to some point near Ninth and San Pedro Streets with entrance and exit slopes on Mateo, Sixth and Seventh Streets.

Fits in With Union or Non-Union Stations

In other words, this major highway link will give direct access from every point in the Southwest to the exact points on the main lines of all

three railroads where their station yards are nearest together. If there is no need for a Union Station, then each railroad can use or build its own station on its own yard and yet all three stations can be easily and directly accessible to all passengers concerned. The only change from the railroads' own proposal as made at the present that is necessary to the fulfillment of this solution or a variation of it, is to induce the Santa Fe to build its station at the southern end of its yard instead of the northern end (at the site indicated by the number 3 on the drawing).

It is proposed that this link be made of adequate width, of as monumental a character as can be afforded, and that a properly designed forecourt be provided in front of each station, leaving nothing to be desired in the matter of proper impressions to the arriving visitors. The main entrances and waiting rooms to be at the viaduct level with the train platforms at the lower ground level, thus making the stations "through stations" and not stub end terminals.

If the Union Pacific feels after some years that the Arcade Station (site No. 2) seems crowded, the U. P. can erect its own through station on its own trackage (at site number 4 on the drawing), or if perchance the Southern Pacific finds that its proposed method of running its trains into the Arcade Station become uneconomical or impractical the S. P. could still unite with the U. P. in the use of its station (No. 4) enlarged as necessary on the east side of the river while the Santa Fe can use its own station on the west side (site No. 3). This latter arrangement (the use of through stations No. 3 and No. 4) would give all railroads the most convenient, simplest and direct use of their own facilities.

If a Union Station is found advisable or necessary, site No. 3 at the southern end of the Santa Fe station yard would give the greatest number of advantages to all concerned.

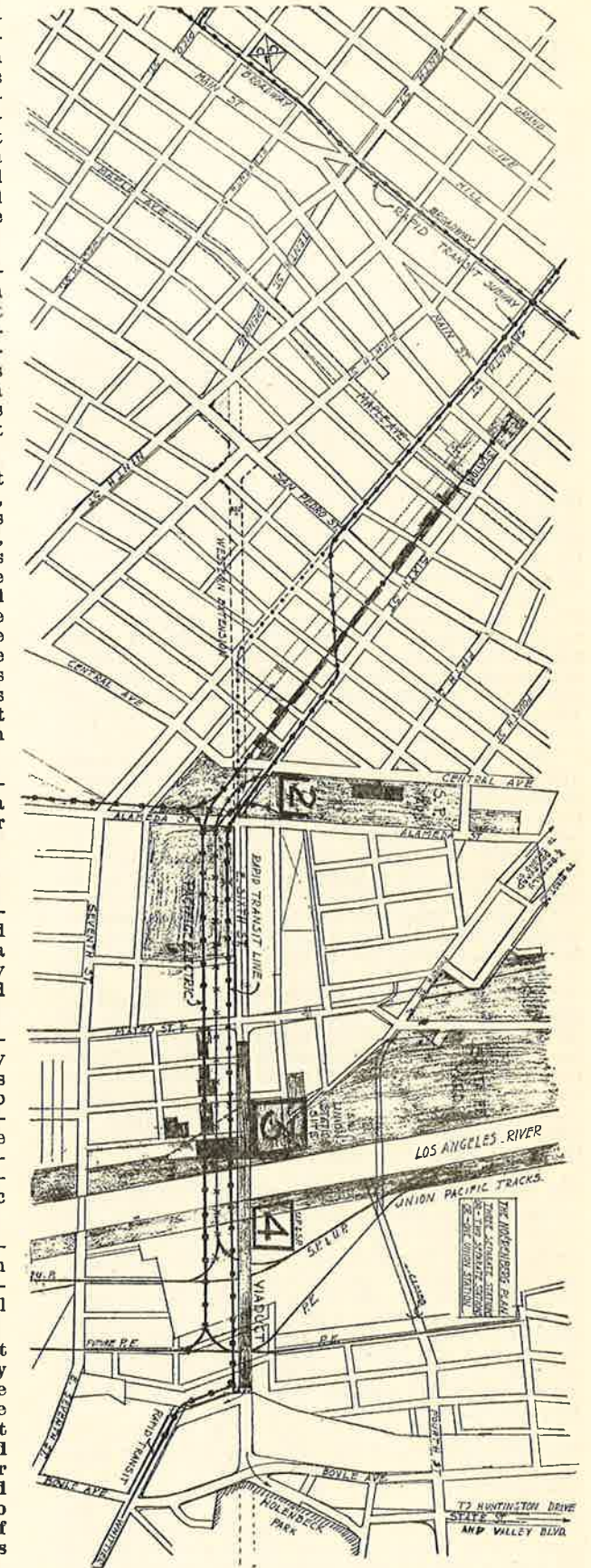
Further Advantages—Easy Adaptability

These particular locations are also in direct contact with the Rapid Transit System as proposed in the Kelker-DeLeuw Report just published, not a single change having to be made except to carry the subway farther east, emerging onto an elevated structure at a point east of Alameda Street.

No changes have to be made in the Pacific Electric system as their engineers now propose to carry it across the river, except for minor adjustments in heights and curvature on the east bank, and no crossover "hump" is required. Furthermore, if stations No. 3 and No. 4 are used, no long walks are required as passengers from both the Pacific Electric and the Rapid Transit Systems have direct access either by short foot bridges over the traffic link or by walkways directly underneath.

With all this traffic on viaduct or elevated structures the least possible interference is made with truck and industrial traffic on the ground level below and little interference with baggage and mail delivery.

This solution is the simplest to initiate as it allows each or all of the railroads to use what they now have as long as desired. Any change can be a progressive one and can be made without undue interference while operating present facilities. It will require purchase of the least additional land and will be the most economical in operation for both the railroads, the Pacific Electric, the Rapid Transit System, the street car system and the auto owner and driver. It contains the advantages of the other solutions proposed and satisfies objections made to them.



More About Mayor's Telephone Committee

That the Telephone Committee appointed by Mayor George E. Cryer, of Los Angeles, at the request of the Municipal League, will go before the State Railroad Commission within six months with evidence to justify rate reductions, and that outside communities will be expected to file their petitions at the same time were the outstanding features of a reorganization meeting held recently in the Alexandria Hotel. The original committee was strengthened by the addition of 12 members representing other large local organizations and 19 representing outside communities.

To finance the work the sum of \$75,000 will be raised by the Los Angeles group, no part of which is expected from outside cities. Committee members from other places will be expected to organize bodies to gather data on problems peculiar to their own Companies and will be given the benefit of the work done by the highly trained experts hired by the Los Angeles contingent. The telephone bill of the L. A. city and county governments was in excess of \$185,000 last year, which of itself warrants the liberal support of the Mayor's Committee by both to help prevent the saddling of a much larger bill upon the taxpayers from now on.

John L. Moody, President of the League of California Municipalities, was present and invited the Committee to send a representative to their next meeting because he "believes the 252 cities belonging to the League will desire to join Los Angeles in the fight."

Louis B. Mayer, President of Metro-Goldwyn-Mayer Studios and Chairman of the Telephone Committee, presided. Speakers included John R. Richards, Vice-Chairman; R. C. Waltz, City Attorney of Beverly Hills; S. J. Higgins, City Attorney of San Diego; and Kemper B. Campbell, Los Angeles Attorney.

A Nation-Wide Fight

"The fight against increasing telephone rates has become nation-wide," said Chairman Mayer, in opening the meeting. "Boston recently filed petitions with the Interstate Commerce Commission asking for a hearing on the whole question. Sixty-two cities have entered appearances with Boston. Mayor Cryer has asked the City Council to do likewise.

"Meetings like this are occurring, or have occurred, in Boston, Baltimore, Detroit and Chicago. State organizations are under process of formation in Washington and Indiana."

"Telephone rates," said City Attorney Higgins of San Diego, "are not fixed on cost of service, but on the rental charges for equipment and the service charges of the American Telephone and Telegraph Company and its family of blood-sucking subsidiaries. San Diego has seen its telephone rates increase 300% since it started fighting the telephone company, but we are going to stay in this fight until it is won."

Pet Subsidiary of A. T. & T. Pays 100% Dividend

"Such telephone service subsidiaries as the Southern California Telephone Company earn profits," said Mr. Richards, "which the parent organization takes away from them. I would call your attention to the fact that while the local concern, and all other similar concerns plead poverty, the American Telephone and Telegraph Company pays a 9% dividend and builds up the largest corporation surplus of undivided profits in the world. Recently the pet subsidiary, The Western Electric, declared a 100% dividend."

Chairman Mayer compared the situation between the public and the telephone with that existing between Germany and the rest of Europe before the World War. "Germany rushed down on nations unprepared," he said, "but Germany had been preparing for 40 years. The Telephone Company for 20 years has been devising ways to hide its profits and to rush down on unprepared com-

munities demanding higher rates. These communities have been caught unprepared. This Committee intends to prepare before it strikes."

He appointed the following executive committee: Chairman John R. Richards, Dr. John R. Haynes, Dr. Laura M. Locke, Kemper B. Campbell, Anthony Pratt, Leon R. Yankwich, and S. A. Jubb.

The Boulder Dam Situation

Editor's Note: The following statement was secured for the Bulletin from Councilman Criswell on the eve of his departure for Washington, D. C., where, for the second time during the present session of Congress, he has been called to assist other Southern California representatives working in the interest of Boulder Canyon Dam legislation.

By RALPH L. CRISWELL,

Chairman of the Water and Power Committee, Los Angeles City Council

There are many sound reasons for believing that the present session of Congress will witness the enactment of national legislation providing for the construction by the Federal Government of a high dam at Boulder Canyon and the All-American canal.

The tremendous impetus that has been given this pending legislation by the action of the administration, in endorsing the two projects and urging their necessity, cannot be overestimated. When Secretary of the Interior Work filed with the Senate Committee his recommendations in connection with the Swing-Johnson bill he stated decisively that he strongly favored both a high Government built dam at Boulder Canyon and the All-American canal. He went even further than had the authors of the Swing-Johnson bill; he recommended the construction and operation by the Government of a hydro-electric power plant at the site of Boulder Dam.

Appreciation of Secretary Work's Strong Stand

Secretary Work did more than endorse the major features of Colorado River development program, as it has been urged by Southern California proponents of this development; he outlined a bond issue plan by which every feature of this development might be financed and the entire cost of the undertaking refunded to the Government through the sale of hydro-electric energy. He passed upon and heartily approved the feasibility of the entire Boulder Dam enterprise.

There can be no question but that Secretary Work bespoke the mind of the Administration when he went on record aggressively supporting the Boulder Canyon dam development program. Indeed if further proof of this is sought we need only draw attention to the assistance and encouragement that has been given pending legislation by Secretary of Commerce Hoover.

Secretary Hoover and Dr. Mead Powerful Allies

In testifying before the Senate Committee on Reclamation and Irrigation little more than a month ago, Secretary Hoover unqualifiedly endorsed the Boulder Canyon dam project and urged early action by Congress.

Since his appearance before the Senate Committee, Secretary Hoover has been working untiringly

with representatives of the Northern Basin States with the view of removing their opposition to Boulder Dam legislation. Representatives of these states, in testimony before the Senate Committee, have declared that nothing short of the ratification of the Seven State Colorado River Compact would be regarded by them as giving the protection they deemed essential. Secretary Hoover and other members of President Coolidge's cabinet have expressed the opinion that ample protection can be given the Northern States without ratification of the Seven State Compact by Arizona—the holdout state. Mr. Hoover has been working diligently with the Northern States to gain their support to the immediate adoption of legislation authorizing development work.

His influence has been of inestimable assistance, and the people of Southern California should appreciate the powerful support he has given the entire development program.

California also recognizes the constructive assistance that has been rendered Boulder Canyon development by Dr. Elwood Mead, commissioner of the Bureau of Reclamation. Familiar with every detail of the great problem, Dr. Mead has been one of the outstanding leaders in the National Administration move to press forward an early solution.

The Solution in a Nut Shell

In summing up the Colorado River situation as it exists today I cannot do better than to conclude by quoting the statement given out a few days ago by the Boulder Dam Association, the organization that, for the past three years, has carried forward the fight to bring about the construction of a high dam at Boulder Canyon and the All-American canal. The statement follows:

"With the great force of the National Administration now actively in support of the Boulder Canyon-All American canal project, the long battle to bring about the enactment into law of pending legislation, authorizing the project has made an epochal advance toward victory.

"The vital necessity of controlling the flood waters of the Colorado, the pressing need in Southern California for additional hydro-electric power, domestic and irrigation water has been answered by the Administration through the recent endorsement of the development by Secretary of the Interior Work. For this powerful assistance the entire Southwest has good reason to rejoice.

"Victory is in sight, but it has not yet been won. The people of Southern California must not be overconfident. Thus far each step in the advancement of the Boulder Canyon development program has been made in the face of the most bitter and resourceful opposition. A hard fight is still ahead.

"We must be constantly on guard and must now, more than ever before, work ceaselessly for the adoption of necessary legislation by the Congress.

To Create Metropolitan Water District

"With actual development of the Colorado River now in sight, Southern California should press forward its plans in connection with the securing of a domestic water supply from this source. The securing of this supply by the numerous municipalities in Southern California requires the formation of a Metropolitan Water District. An attempt was made at the last session of the State Legislation to secure the necessary enabling legislation for such a district. How this was defeated and the stinging rebuke administered by the people to the legislators responsible for its defeat are well known.

"Cities interested in a domestic water supply should start at once framing anew the kind of legislation they want. They should be prepared to submit to the Legislature, when it convenes next

January, a bill meeting their needs and desires, or, perhaps, take steps to place such a bill on the ballot by initiative petition. The time element is extremely important and should be given careful consideration by the interested cities.

The Colorado River Compact

"This Association has always been in favor of an agreement between the states of the Colorado River basin as a means of protecting the rights of every state concerned. It has always been, and is now, in favor of recognizing the desire for protection on the part of the Upper States. It was and is agreeable to the Six-State Compact, provided the vital interests of California be protected through the authorization of large storage on the river.

"Furthermore, this organization earnestly urges that California continue its efforts to bring about an agreement with Arizona. Whether such an agreement is necessary or not, so far as development of the Colorado River is concerned, we sincerely hope that a compact between the Lower Basin States of Arizona, Nevada and California may be consummated.

"Recent conferences between representatives of Arizona and California already have resulted in a much better understanding. These conferences should be continued."

Opposes Plaza Site

By unanimous action, the Board of Public Utilities of the City of Los Angeles went on record Tuesday, January 26, in favor of the city withdrawing its support of the Plaza Site for a Union Terminal. This was not the only unanimous vote, but the unanimous opinion of the Commission, which considers the Plaza Site as "impracticable" and the construction of a depot there as "contrary to the best interests of the City of Los Angeles."

With the city's Advisory Commission, in matters of public utilities and transportation, thus flatly repudiating the Plaza site, it would seem that at last the State Railroad Commission would give the consideration to other solutions of our grade crossing and Union Terminal problems that disinterested bodies such as the Municipal League have long been urging.

Can we not now get to the heart of this problem, not as one of prospective real estate values, but as one purely of engineering, city planning and real public welfare and safety?

Value L. A. Street Improvements

An interesting compilation is shown below of the value of street improvements in the city of Los Angeles. The figures were prepared by Mr. J. L. Moyer, city cost and estimate engineer under Chief Engineer Shaw.

It is worthy of note that the total figure given of over two hundred million dollars, which includes the value of street pavements, sewers, curbs, gutters, and sidewalks, is nearly 15% of the total assessed value of the city of Los Angeles for 1924-25, viz., \$1,374,750,565.

To June 30, 1918	\$174,366,985.00
1919	551,551.00
1920	455,124.00
1921	2,386,374.00
1922	2,139,263.00
1923	3,608,752.00
1924	6,383,520.00
1925	12,762,002.24
GRAND TOTAL	\$202,653,571.24

Council's December Proceedings

(Just matters of city wide interest)

Dec. 2, 1925.

Bond of Monolith Portland Cement Company in sum of \$150,000.00 was approved. Also an agreement between City and Board of Water and Power Commission and Monolith Portland Cement Company was approved. (This arranged the final terms of settlement for the \$450,000, which the Portland Cement Company agreed three years ago to pay the water department for its cement plant.)

Dec. 8, 1925.

An ordinance was adopted amending the license ordinance by placing license of \$150.00 per quarter upon rolling grocery stores.

Dec. 9, 1925.

Motion of Councilman Hall, relative to instructing engineer in preparing petitions, for circulation, to set forth in full, the class of pavement requested, and to eliminate all abbreviations, was adopted. (Does this go as far as we legally can in protecting property owners against the over-zealous circulators of petitions in the interest of patented pavement?)

Dec. 11, 1925.

Invitation to council to attend Christmas dinner given by Fred Solomon to newsboys, was accepted. City Attorney was instructed to proceed with opening of Fletcher Drive and negotiate with Southern Pacific Railroad as to division of costs.

Dec. 15, 1925.

Request of City Clerk for an appropriation for purchase of 1000 copies of city charter was filed, as Mayor has made arrangements for publication free of cost to city.

\$4792.02 was transferred to Police Department fund to be used in equipping Midnight Mission with beds for homeless men.

Resolution relative to six cents in taxes levied each year on each \$100.00 taxable property, as Permanent Improvement Fund and resolving that no further appropriations or pledges be made from said fund, was adopted.

Dec. 16, 1925.

\$10,000.00 was allowed in full settlement of claims of Joseph Mesmer, for damages to his property in construction of section 6 and 7 N. Outfall Sewer and Board of Public Works was authorized to pay said amount from Outfall Sewer Bond fund upon execution of proper easement over said land and release of all claims.

Board of Public Utilities was instructed not to grant permits to any public utility corporations for tearing up streets until after January 2, 1926.

Dec. 17, 1925.

Report of Playground Recreation Committee recommending condemnation of strip of land to become portion of Cabrillo Recreation Beach, was adopted and Engineer and Attorney instructed to commence proceedings under act of 1909. The distance to be assessed is to include all territory known as San Pedro, to a line as far north as south line of property of Western Refining Company.

Dec. 18, 1925.

Ordinances were adopted repealing the overtime provisions in the following departments: Building and Safety; Engineering Department; Office of City Council; Office of City Clerk; Fire Department, and Street Lighting Department. (See Municipal League Bulletin for Dec., 1925.)

Dec. 21, 1925.

Report of Board of Public Works showing necessity of continuing overtime work of certain employees in Department of Public Works, was referred to Finance Committee.

Report of Library Directors, asking that ordinance be adopted preventing parking in front of 5th Street entrance to Library in Metropolitan Building and that no parking be permitted on 5th between Grand and Flower Streets, was referred to Chief of Police.

Dec. 22, 1925.

A communication from Robert T. Hale, on resolution adopted by 13th Councilmanic Civic Improvement Association for an audit of the books of controller and treasurer, for the last 20 years, was filed.

Report of the Finance Committee, relative to City Engineer's overtime payroll for November and recommending that no transfer of funds be made and same be paid from Engineer's salary account, was adopted.

Dec. 29, 1925.

Report of Building and Safety Committee re communication from Builders Exchange opposing Ratproofing ordinance, proposed by Health Department, was referred to Committee of the Whole.

City Clerk was authorized to draw demand on Celebration Fund in the sum of \$650 in payment for decoration of two seven-passenger cars for use of Council in Tournament of Roses Parade. (Of this amount \$580.20 was spent for this purpose.)

Chief of Police was authorized to purchase from Police Bond Funds, 1 six-cylinder automobile for fast call service. (This comes from having so low a tax limit that we have to vote 40-year bonds for even such temporary purposes. This manifestly should not be done.)

An invitation was extended from the Ventura Boulevard Chamber of Commerce to the City Council to dine at the Biltmore Hotel on December 31st. The invitation was accepted. (The Council partook of a sumptuous dinner over which Mr. Merrick of the Los Angeles Real Estate Firm of Merrick & Ruddick, and President Ventura Boulevard Chamber of Commerce, presided. There were also present, Mr. S. H. Woolruff, associate of Mr. Harry Chandler in real estate matters, the secretary, and three other members of the Ventura Boulevard Chamber of Commerce, Wesley Barr of the Herald, a reporter from the L. A. Times, most of the City Councilmen, three members of the Board of Public Works, "Bud" Hill, former county counsel, and Mr. Lew Whitehead, deputy city attorney. Mr. Whitehead states he knew nothing about what the meeting was called for, but when called upon by Mr. Merrick for a speech, responded with a funny story. We are informed by several, who were present, that Mr. Whitehead acted as toastmaster.

The purpose of the meeting was to pave the way for securing a special permit for putting up a business structure on Wilshire Boulevard—rather some distance from the Ventura Chamber of Commerce.)

Dec. 31, 1925.

City Clerk was instructed to check initiative petition filed in his office for amending section 4 of dance hall ordinance and providing that dancing on Sundays shall be permitted at Venice.

Ordinance was adopted ordering widening and straightening of corner at 8th and San Pedro streets and of corner at 3rd and Main Streets.

Board of Supervisors' December Proceedings

(Just matters of County-wide interest)

Dec. 1, 1925.

A resolution was adopted ratifying and approving employment of various assistants at Big Pines Recreation Camp during month of November. (These employees are outside of Civil Service.)

Dec. 7, 1925.

Agreement with Pasadena and the Flood Control District, relating to storage of excess flood waters in the proposed San Gabriel Dam at the Forks, was approved by one party to the proposed agreement, namely, the Board of Supervisors.

Orders were adopted in the sum of \$300 for advertising in the Tournament of Roses magazine and the sum of \$25,000 for the Chamber of Commerce for advertising in the Middle West States.

An order was adopted opposing the appointment of a consultant to review the drawings prepared by the Allied Architects for the acute hospital building. The medical board of the county hospital had thought such a consultant advisable.

Dec. 14, 1925.

Several supplemental contracts for Hall of Justice were approved.

All bids for the construction of the Puddingstone Dam were rejected. (Larger dams are now contemplated to be built by the Flood Control District and the city of Los Angeles jointly.)

A communication from the Municipal League re San Gabriel Granite Dike Dam site was placed on file.

The County Forester was authorized to decorate County car for Tournament of Roses Parade and \$500.00 was appropriated therefor.

\$2150.00 was appropriated from the Exploitation Fund to aid Chamber of Commerce's Chicago office.

Segregation of general construction work was ordered on hospital building for acute cases so that Board may advertise under separate contracts.

Dec. 17, 1925.

Request for a member of the Board to deliver address at opening to Second Baptist Church of Los Angeles was presented and Supervisor Bean was chosen.

Dec. 21, 1925.

Request of Director of Museum of History, Science and Art for authority to purchase seven paintings to be added to permanent collection of Museum, was granted.

A resolution was adopted authorizing employment of four additional attendants and one electrician at Museum of History, Science and Art.

An order was adopted making it the duty of the Superintendent of Big Pines Recreation Camp to attend annual conference on outdoor recreation to be held in Washington, D. C., on January 20th and 21st.

Protest of Torrance Chamber of Commerce against granting of permit to San Pedro Commercial Company for garbage feeding hog plant, was presented and County Counsel instructed to amend ordinance to provide for revocation of permits previously granted before actual construction work, if legally possible.

Supervisor Bean was authorized to sell old plow at County Farm for the sum of \$5.00.

An appropriation in the sum of \$50,000.00, payable from Exploitation Fund, was authorized to advertise Los Angeles County at Sesqui-centennial Exposition to be held in Philadelphia.

A resolution was adopted requiring that 11 cities receiving allotments from the Motor Vehicle License Fund, shall furnish to County a detailed statement of expenditure of the same.

The County Counsel was requested to submit any appointments desired in connection with appraisals for authorization by Board before employment.

An order was adopted approving plan of Los Angeles Gas & Electric Corporation for installation of orifice meter to supply natural gas to boilers, Hall of Records.

Contract for 25,000-gallon water softener filter for General Hospital, was awarded to the Permutt Company for \$2,947.00. (There were five bids ranging as follows: \$1895; \$2340; \$2600; \$2947; and \$3380.)

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