

LOS ANGELES SUNDAY HERALD

FAMED ELECTRIC RAILWAYS

H. E. Huntington Leads in Vast Enterprises

When did Los Angeles begin to grow? Development commenced in November, 1885, when the last spike was driven for the Atlantic & Pacific railroad at the Cajon Pass, forming the new route from the Atlantic ocean to the Pacific.

The second period in the great awakening and development was in October, 1898, when that great captain of industry, the man of wonderful genius and many millions at his command, H. E. Huntington, sold his interests in San Francisco and bought the major portion of the Los Angeles street railway system. That was a great day for Los Angeles and Southern California. No one man has done more, planned bigger things and produced greater results for the material advantage, convenience and pleasure of the people than Mr. Huntington. He has built, extended, improved and equipped the Los Angeles electric railway service in a prodigious manner. He not only provided for the present, but he has built for the future, "doing things" all the time that causes people to wonder how far he will go and what next he will do.

The great Pacific Electric building on the southeast corner of Sixth and Main streets, nine stories, with eleven acres of floor space, is a gigantic monument to the enterprise of Henry E. Huntington. This building is the central station for the interurban car service and is also devoted to office purposes.

Evolution of Car Service

Twenty years ago two horse cars were operated on Spring street. Three years later two cable lines, one on Temple and one on Second street, extending to the hill section, were in operation and one electric line, the second to be started in the United States, was operated on Pico street. Later the cable system was succeeded by electricity and in 1898 the Huntington syndicate bought the railway lines and began improving the transportation facilities, until now Los Angeles has nearly 250 miles of electric railway, in addition to nearly 500 miles of interurban lines in operation and projected, extending to the many coast resorts and the foothill sections, the greatest electric system in the world.

Five to six thousand persons are in the employ of the Huntington system, and millions of dollars are invested in the great railway enterprise.

Mr. Huntington is still doing things. He has not only established his splendid electric railway system, that has served to make the coast points easily accessible, but his enterprise has resulted in the creation of attractive beach cities and the development of beautiful tracts for residence and business purposes.

Mr. Huntington is apparently not content with all these great achievements. Recently he purchased the Catalina Islands, secured extensive wharf privileges at San Pedro and purchased 1000 acres at Redondo and the harbor, and also secured 1000 acres of sloping land between Redondo and San Pedro.

It is apparent that Mr. Huntington expects to be a very busy man for an indefinite period and that Los Angeles and Southern California will share largely in the success of his plans goes without saying.

Mr. Huntington is a genius with unbounded faith in the future of Los Angeles and adjacent territory. He is not an ordinary investor. He conceives a plan or a great promotion proposition. He makes a large purchase and then proceeds to build electric railways and provide other conveniences that do not fall to assure the success of every enterprise.

It takes money and nerve to operate in this manner. Mr. Huntington possesses both to an unlimited extent.

HISTORY OF LOS ANGELES

Los Angeles is the metropolis of the sunny southland, the best advertised and most favorably known city in the world. Area 44 square miles; elevation, 270 feet; population, estimated 201,000; assessed valuation, estimated \$175,000,000; commercial banks, 20; capital and surplus, \$10,516,099; deposits, \$40,317,297; \$2,374,448; deposits, \$30,306,581. Total deposits, \$70,623,878. Clearances for year 1904, \$345,343,956, an increase of 500 per cent in ten years.

Churches, 170; public schools, including state normal, 61; private schools and colleges, 35.

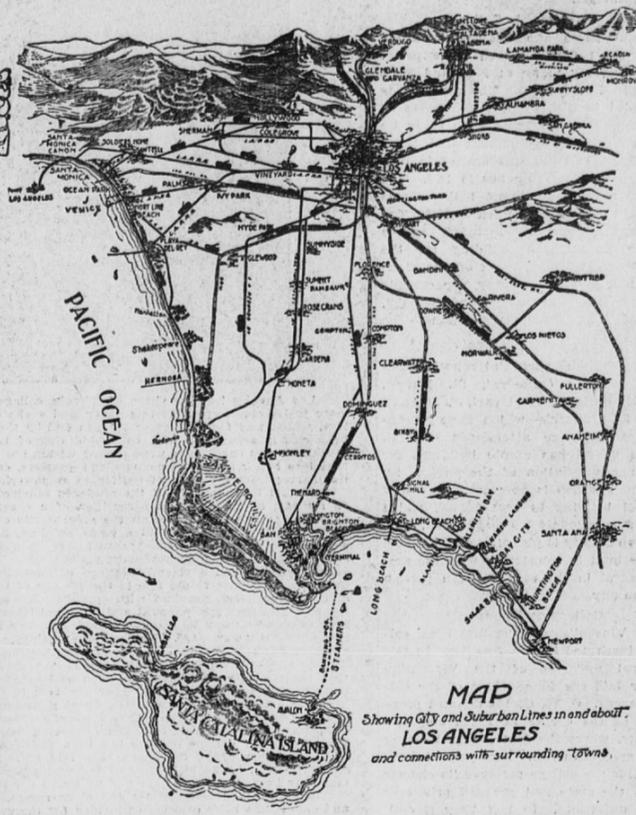
Also the best electric car service in the world, beautiful parks, fine library, 2000 manufacturing establishments, numerous coast and mountain resorts, electric light and gas plants, splendid hotels and theaters, abundant supply of water, excellent fire protection, two telephone systems and everything needful for the comfort and convenience of the public.

Present City Officials

Mayor, Owen McAleer; city clerk, H. J. Leland; city attorney, W. B. Mathews; city treasurer, W. H. Workman; city auditor, L. H. Schwaeb; city tax and license collector, E. E. Johnson;

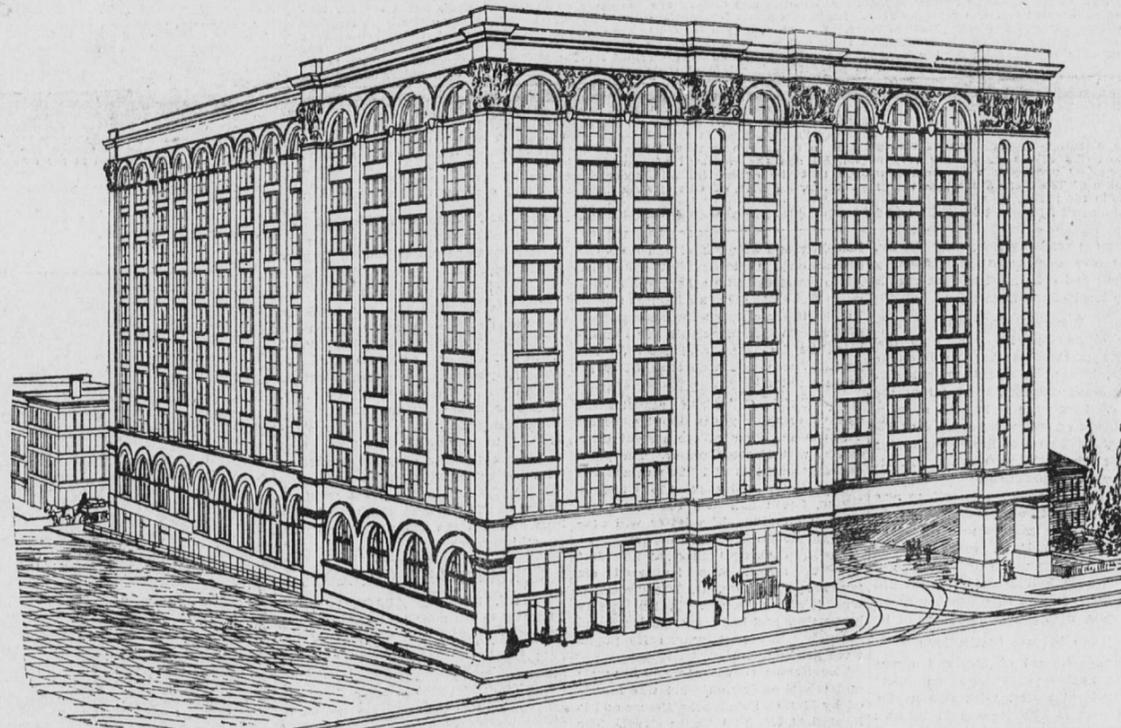


HENRY E. HUNTINGTON, ENERGETIC CAPTAIN OF INDUSTRY.



MAP Showing City and Suburban Lines in and about LOS ANGELES and connections with surrounding towns.

THE CUT BELOW SHOWS THE MAMMOTH PACIFIC ELECTRIC BUILDING AND INTER-URBAN RAILWAY STATION ON SOUTH-EAST CORNER OF MAIN AND SIXTH STREETS, FAMILIARLY KNOWN AS THE HUNTINGTON BUILDING



James R. Toberman, 1873-1874; P. Beaudry, 1875-1876; A. F. McDougal, 1877-1878; J. R. Toberman, 1879-1882; C. E. Thom, 1883-1884; E. F. Spence, 1885-1886; W. H. Workman, 1887-1888; John Bryson, four months, 1889; H. T. Hazard, 1889-1892; T. E. Rowan, 1893-1894; Frank Rader, 1895-1896; M. P. Snyder, 1897-1898; Fred Eaton, 1899-1900; M. P. Snyder, 1901-1904; Owen McAleer, 1905-1907.

Early Events

In 1850 the population of the city was 2500, in 1853 it was 3000. The first newspaper was the Star, published in May, 1851, with John A. Lewis and John McElroy as publishers, printed in English and Spanish. The other early papers were the Clamor Publico, the Southern Californian, the Southern Vineyard and the Mirror.

The first physicians were William B. Osborne, A. P. Hodges, W. W. Jones, Hope and Overstreet, who were here in 1851. Dr. John Griffin returned in 1854. In 1850 the Bella Union was the only hotel. It was the official residence of Governor Pio Pico at the capture of the city by Commodore Stockton in August, 1846. The building is now known as the St. Charles hotel, on the east side of North Main street, below the Plaza, Masonic lodge No. 42 was instituted in May, 1854, and the Hebrew Benevolent society in the same year. The first hospital was the Los Angeles Infirmary, opened in May, 1858, by the Sisters of Charity. The first Methodist sermon was preached in June, 1850, by Rev. J. W. Brier at the adobe residence of J. G. Nichols.

The chronicler of the early history of the city asserts that the Henry Hancock survey began in 1852, when the donation system of land was inaugurated. Thirty-five acre tracts and other lots were given to people on the sole condition of improvement and the payment of fees. This law was re-

Romantic History of Los Angeles in Brief

pealed in 1854. Mayor Thomas Foster signed the first well matured ordinance for establishing and regulating common schools in June, 1855, and the first public school houses were erected.

"The discovery of 'the mines' in 1849 carried away many of the native population of Los Angeles; created a new demand for the horses and cattle the rancheros could so amply supply, brought a multitude of emigrants from Sonora as well as from the United States, left the people at home in a state of perpetual exultation and excitement. During the summer of 1849 and the winter and spring of 1850 Los Angeles was the thoroughfare of travel. Few could be induced to stop long. Every head was turned toward El Dorado. Through the summer of 1850 thirty Americans could be counted and most of these without families. With or without means the incomers had crowded forward, seldom destitute, for their necessities had met a generous response from the bounty of the Luge family at San Bernardino, a Williams at Chino, a Rowland and a Workman at La Puente—native California liberality everywhere opened its full hand to the way-worn stranger."

First American Families

The first three American families permanently settled in Los Angeles were those of J. G. Nichols, J. S. Mallard and Louis Granger. John G., son of J. G. Nichols, was the first American boy born in the city, April 15, 1851. Of the 103 proprietors of town farms in 1848 eight were foreigners: Abel Stearns, Louis Bouchet, Louis Vignes, Juan Domingo, Miguel N. Pryor, William Wolfskill, Louis Lamereau, Joseph Snooks—an Englishman, a German, three French, three "Yankees"—thus showing the cosmopolitan character of the population which has always been maintained with the passing of the years.

The culture of fruit and ornamental trees began in 1847. The list included walnut, almond, olive, fig, apricot, pear, quince, apple, cherry, plum, and agricultural pursuits were followed with good results. The question of irrigation and water supply was always a live topic. There was one pepper tree in 1850. In 1851 John Temple planted a row of peppers in front of his Main street store.

Through 1851 and subsequently the division of the state was a much discussed question. The common interest of money was five per cent a month often ten per cent, a rate that commenced in 1848, with the loans of John Temple to the hundreds who wanted accommodation.

In the fall of 1868 there were no three story buildings in Los Angeles and the assessed valuation of all property in the county for the year 1866 was \$2,366,886. In 1867 the city was first lighted by gas and in the same year a system was adopted to establish reservoirs and convey water from the Arroyo Seco out upon the lands of the San Pasqual rancho. In 1863 the first bank was established in the city by Alvinza Hayward and John G. Downey, capital \$100,000; in the same year the bank of Hellman, Temple & Co. was organized with a capital of \$125,000. Three years later both banks were consolidated under the new name of the Farmers and Merchants bank of Los Angeles, capital \$500,000.

In 1872 improvements in the hills west of Los Angeles were commenced by P. Beaudry and J. W. Potts, and in the following year bonds were voted by the people for the Southern Pacific railroad company, water pipes were laid and a system of general improvements on a large scale was inaugurated.

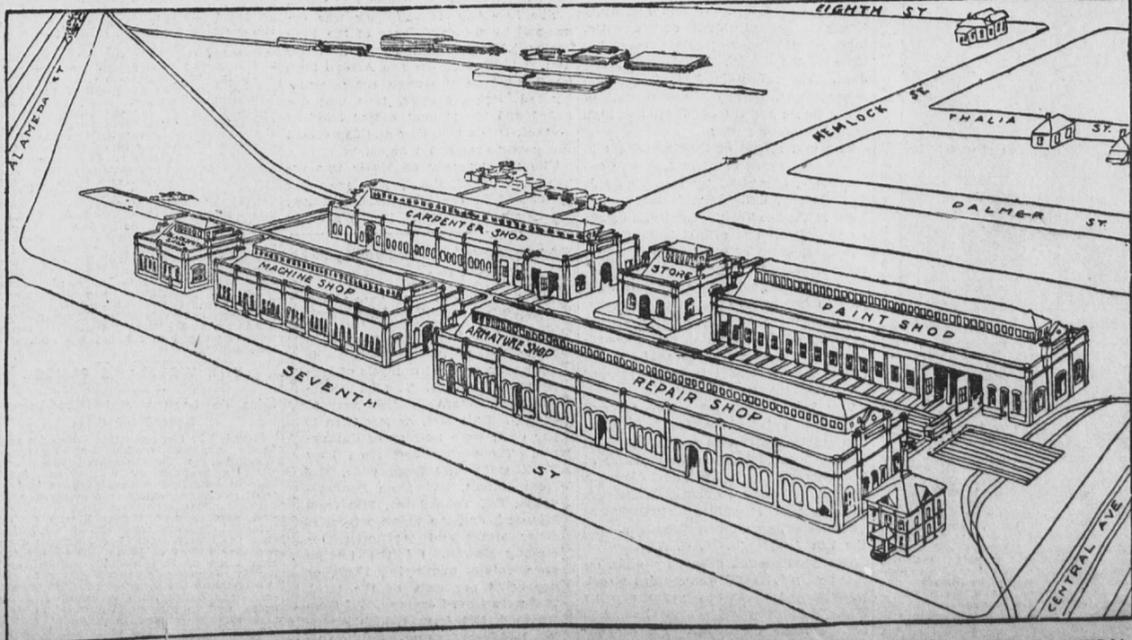
In 1874 the first fruit drying factory was established by G. B. Davis, prospecting and boring for petroleum began in the mountains about San Fernando, the First Presbyterian church was organized with Dr. A. F. White as pastor, the first street railway line was operated on Spring and Sixth streets, two and a half miles in length, by Judge R. M. Widney.

First County Election

The first county election was held April 1, 1850, when 377 votes were cast. The first county officers were: Judge, Agustín Olivera; clerk, B. D. Davis; attorney, Benjamin Hayes; surveyor, J. R. Conway; treasurer, Manuel Garfias; assessor, Antonio F. Coronel; recorder, Ignacio del Valle; sheriff, George T. Burrill; coroner, Charles B. Cullen.

Jonathan R. Scott was the first justice of the peace, and was succeeded by J. S. Mallard. Scott built the first flouring mill in Los Angeles. The first lawyer to arrive was Don Manuel C. Rojo in 1849, Russell Sackett in 1849, Louis Granger in 1850, and Benjamin Hayes in the same year.

The early history of Los Angeles reads like a romance. The city and county have been the scenes of many tragedies, and on many occasions when the country was new and filled with renegades and "bad men" the people often took the law into their own hands and administered summary punishment.



BUILDINGS AND SHOPS OF THE LOS ANGELES ELECTRIC RAILWAY, LOCATED ON A TWENTY-EIGHT ACRE TRACT AT CENTRAL AVENUE AND SEVENTH STREET