

SUPERIOR TRANSPORTATION FACILITIES

Pacific to the Atlantic by Three Great Lines

As a railroad center Los Angeles stands on a par with any city on the Pacific coast, while as the hub from which electric interurban railroads extend to one hundred towns and villages it stands preeminent among the cities of the United States.

Connecting the gem city of Southern California with all the principal cities of the east, the great transcontinental lines, are naturally of the most importance, but the tremendous growth of Los Angeles during the past five years in no small part has been directly the result of the Huntington electric railway system.

As the great railroad center of the Pacific coast, Los Angeles has possibilities which even exceed that of San Francisco, where at the present time there is exceedingly little room for railroad expansion.

The Harbor Improvement
What part the completion of the government breakwater at San Pedro and the making of the sea coast town into a large harbor city is to have in the development of Los Angeles traffic facilities can only be surmised, but the most pessimistic can but dream golden dreams of the future in this regard.

The opening of the Salt Lake road may first was an event of paramount importance in the Los Angeles railroad world. The facilities for communication with the east have been increased by one-third, and the time for both freight and passenger traffic is in a fair way to be considerably lowered.

Until the opening of the Clark road the Southern Pacific and the Santa Fe, each having an aggregate of eighty miles of switching tracks within the city limits, have had undisputed sway.

Railroads and Real Estate
The Southern Pacific was the first to build into Los Angeles, with a resulting growth of the city as soon as connection was made with San Francisco. The extension of the lines south and east to connect with the Rock Island at El Paso and the entrance of the Santa Fe were two additional factors to double Los Angeles' real estate values.

The closeness of the east and the middle west to Los Angeles may be shown better perhaps by the fast run of a Santa Fe train July 9 and 10 from Los Angeles to Chicago in less than forty-five hours.

Over 6000 men, skilled and unskilled workmen, of Los Angeles depend for employment upon the steam and electric railroads of the city and vicinity.

Of this number 2500 are employed by the Southern Pacific, the large shops and the general headquarters of the southern district which are located in Los Angeles. The Santa Fe with its general headquarters for its coast lines, situated in the Conservative Life building, employs half that number.

City Leads in Electric Service
According to the United States government report just issued Los Angeles for its population possesses more miles of electric railway track than any other city in the United States, as well as the finest interurban terminal station in the world.

The mileage of the different systems explains this fact. The Los Angeles railway has approximately 140 miles of single track in operation within the city limits, the Pacific Electric fifty-six miles and the Los Angeles Interurban forty-five miles, making a total of nearly 250 miles. This does not include the small mileage of the Los Angeles Pacific and the Redondo railways, both of which are interurban.

In 1902, the only year for which figures are obtainable, these railways received 30,803,086 cash fares, showing that their financial careers have been fairly successful.

A net work of interurban railroads connects Los Angeles with the smaller surrounding towns and beach resorts, the Newport Beach line being forty-two miles in length. The two big interurban railroads, under different names but a part of the Huntington system, have an almost equal mileage. The Pacific Electric has 150 miles of single track and the Los Angeles Interurban something over 140 without the city limits.

Through the foresight of Mr. Huntington a large part of these railways have been constructed in expectation of the growth of the outside terminal cities. Mr. Huntington, in fact, by giving unexcelled connections with the big metropolis has made possible the rapid growth of many of these smaller municipalities.

In point of equipment, roadbed, speed

SALT LAKE RAILWAY VISITORS AT MT. LOWE



and service these railways stand first among the electric surface railroads of the United States.

TRANSPORTATION SAN PEDRO, LOS ANGELES & SALT LAKE RAILWAY

The opening of the San Pedro, Los Angeles & Salt Lake route last spring marks the beginning of a new era in American mining history and in the development of the territory which is traversed by its rails, the states of Utah, Nevada and Southern California. That Los Angeles is to benefit immensely by the new connections with the east is an apparent and longer theory. The building of the Salt Lake route was a great undertaking and had long been in the minds of the capitalists, but it remained for Senator W. A. Clark and his associates to undertake and carry through the plans which had for years been too great an undertaking for other moneyed men with less daring than they. To bridge the distance between the former strangers and them could reconcile to the possibilities of success. But these few men were dauntless in the face of seeming insurmountable difficulties and pushed their plans to completion in the spirit which has always characterized the enterprises of the great financiers of the world.

The completion of this connecting link between Los Angeles and the east was duly celebrated by an exchange of visits between the chambers of commerce in Salt Lake and Los Angeles, thus bringing the stranger-neighbors into the closer relations of friends and cementing the tie of brotherhood between the two cities which was established through the good results arising from these interchanges of courtesies between the representative business men of the two cities. The former strangers are manifold and have already begun to take root in the increased business relations between the two cities. This is one grand result of the road's opening, and it is infinitesimal as compared with the actual financial gain to the business interests of the two cities, although Los Angeles naturally expects to profit greater from the building of the line between Los Angeles and Salt Lake than the latter city.

As it does, the rich goldfields to the east of Los Angeles as well as other mining districts, immense ranch lands and fruit belts, it throws renewed trade to Los Angeles that would otherwise go elsewhere, and the profit to local merchants is estimated at Salt Lake, too, when the harbor works are fully completed, the Panama canal is constructed and ships make regular landings at Los Angeles, the port will contribute such an immense business to Los Angeles through the Salt Lake route probably be within anything like its reality. The building of the road was none too soon to get in line with the rapid development of the southwest and it is destined to play a leading role in this development and future prosperity which is certainly coming to Southern California especially and the southwest in general through the agencies mentioned. The necessity of an outlet from the coast to the east, through the connections via Denver, Salt Lake and Kansas City, has been the dream of the keen business man who watches and waits yet realizes the dawn of a new day before the rising of the sun and lends his help in preparing the way for renewed activity along every line of progress and improvement.

For the speedy dispatch of the fruit crops to the east and other portions of the country, this route furnishes what has for years been realized as a necessity in enabling Los Angeles and other countries in markets reached via other lines, but the Salt Lake route opens the way for the invasion of the Southern California products into other markets from which it has heretofore been barred by reason of lack of transportation facilities. Likewise, through its direct way connections between the coast and the east, the Salt Lake opens up a route for the tourist which is sure to become

popular and will naturally, by reason of the reduced time and new country and scenery, be an inducement for thousands of tourists to visit the land of perpetual summer who have never before done so because of the lack of these inducements.

The engines of the Salt Lake are built from modern patterns and constructed along lines calculated to promote speed and power for the various uses in the operating department. A roundhouse and machine shops, wherein are employed a great many men, are located in Los Angeles and the pay roll of the company in this city each month is enormous. The business built up by the road since its completion several months ago has been exceedingly satisfactory to the stockholders and has far exceeded their expectations for the first few months of its competition with other lines.

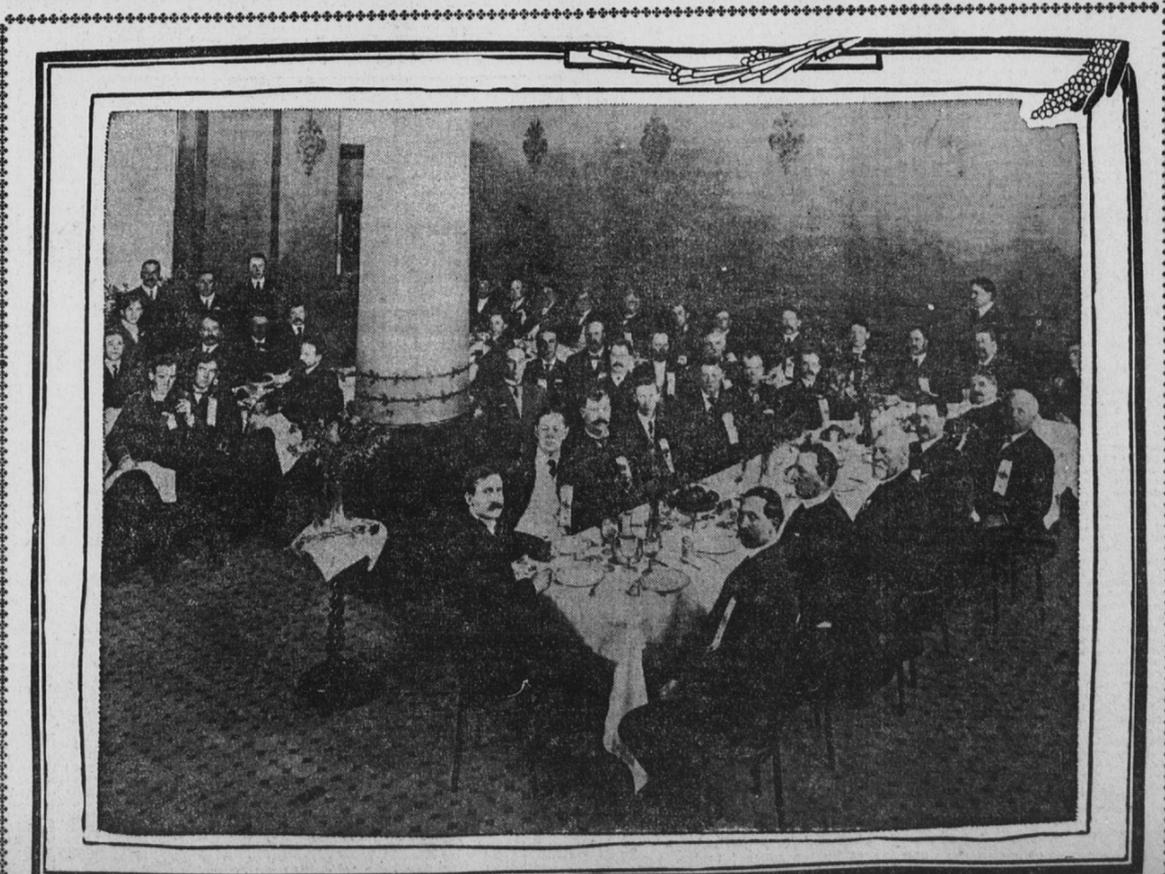
So satisfactory has been this business thus far that the company is rapidly completing plans for the further extension of its system into territory tributary to its present lines, these extensions tapping the rich gold fields that are now without transportation facilities and which will materially add to the value of the system as an addition to Los Angeles business interests. Among the extensions already being planned are the lines from Las Vegas, Nevada, to Bullfrog and Goldfield, the greatest mining camps in the southwest, the extension being 194 miles in length as now projected, and from Vernon, Utah, to Callas, a distance of 150 miles. It is stated that other extensions are being contemplated to tap every important town tributary to the Salt Lake route, which it has for sale to settlers and that within a few years this system will have a network of lines feeding the main line from every important town within this territory. It is known to be the intention of the system to extend into the mining centers and fruit belt wherever the prospect for business will justify the expenditure of the money necessary to build and maintain the extensions. The real spirit in the Salt Lake management is Senator Clark, and to him is due the existence of the Salt Lake route, and to him will be due the further building up of the system to the importance now contemplated for it. It was his money which made possible the completion of the line into Los Angeles after it had been practically abandoned by its former projectors and it is to his judgment and the risk of his vast interests in the road that his associates defer in all matters concerning the management and future of the road.

In the successful building of the road and its subsequent success in getting into

competition with other lines, Senator Clark has had the able assistance and advice of experienced men like J. Ross Clark of Los Angeles, his brother, and vice president of the road, and R. E. Wells, also of Los Angeles, who is general manager of the road. J. Ross Clark particularly is praised by the senator for his active participation in the management of the road during the early and trying days prior to its completion into Los Angeles, in which he gave his personal attention to details as the representative of his brother and supervised the work of construction, as well as managing the operating department.

Mr. Wells was an able assistant to Mr. Clark and his knowledge of the practical side of railroad affairs has been an invaluable aid in the construction of the road through the mountains to the sea, and no man is better acquainted with the steel pathway between Los Angeles and Salt Lake than he. The company owns a vast amount of lands lying along these lands and their present value is certain to increase rapidly with the development of the country along the new road. It is the policy of the company to establish townsites at convenient distances apart and to assist in the upbuilding of this new country tapped by it. There is no more diversified country in all the world than that through which this new road runs. Starting on the shores of the great Salt Lake, it winds in and out up the mountain sides, crossing the Great Divide, spanning the great chasms with its steel rails, winding down the mountains and across the sandy deserts into the belt of orange blossoms and fig trees, across the vineyards of Southern California and on to the great and peaceful Pacific, over one thousand miles in length.

Its construction is a work of marvelous engineering and the fact that its roadbed is already as safe as that of any other road in the west attests to the safety of travel as well as to the management care for details by the management in building this great system. It is a gigantic advantage to Los Angeles and the country through which it runs and the business handled by it is rapidly growing in volume every day. The future holds stretch in store for its successful and the enrichment of those men of brains and capital who braved the elements and removed obstacle piece by piece from the pathway of success through which it



BANQUET AT HOTEL LANKERSHIM GIVEN TO SALT LAKE RAILWAY OFFICIALS BY LOS ANGELES CITY OFFICIALS

was built and has become one of the leading trunk lines of the country.

LOS ANGELES-PACIFIC RAILROAD

For the purposes of business and the convenience and pleasure of rapid transit no city or section of country in America can surpass the interurban electric system with which Los Angeles and the neighboring towns have been provided by the Los Angeles-Pacific Railroad company. This splendid system, running centrally through the city and encompassing its western suburbs by an elliptical belt reaching to the town of Sherman, affords three direct lines to all towns, cities, and charming resorts of the Pacific beach. The Los Angeles-Pacific railroad is an outgrowth of the original electric street railway system, and has date its origin in 1887, when the completion of the system in all its excellent details is of recent date. Primarily promotion and building were restricted to two individuals, and of these, and of all who were later participants in the enterprise, credit is due to the two men who were installed at the controlling power. Mr. Clark was born in Iowa November 25, 1847, and educated in the public schools and at Grinnell college, Iowa. In 1875 he removed to Arizona, and the following year found him merchandising. He is now known as an official service, holding different important positions of honor and trust in that territory.

Coming to Los Angeles in 1877, he was the partner of the late Gen. M. H. Sherman, in the inauguration of the present street railway system. Mr. Clark was the first successful electric railway. Even at that early date, when Los Angeles was a city of not more than 40,000 people, these men, in the face of active opposition, pushed ahead, manifesting a faith in the future greatness of Los Angeles, extending their lines in all directions to their present limits.

In 1886 they disposed of their interests in the local street railway to the Huntington lines, and devoted their energies to interurban lines, first building and equipping the Los Angeles-Pacific company.

Mr. Clark took the first steps for an electric line to Santa Monica by securing the property of the Los Angeles & Pacific railroad, and even in opposition to the judgment and wishes of his partner, he was able to persuade in convincing him that it was a wise venture, out of which has now grown the famous "Balloons" road, covering the entire section of the county west of Los Angeles, from Hollywood to the city, and as far as Santa Monica, Venice, Playa del Rey, Manhattan, Hermosa and Redondo. This double-track electric road as can be found anywhere in the United States, and one that is fraught with possibilities beyond present calculation in the future development of this and all the neighboring towns and sections.

The lines of this company form a far more important railway system than can be judged from the number of trains arriving at and leaving Los Angeles each day. From a single-track line of eighteen miles in 1896 the Los Angeles-Pacific railroad has grown to a double-track system with a total of 180 miles of electric road, of which about ten miles are in Los Angeles city.

Connections are made at Los Angeles with railroads diverging at Sawtelle, Inglewood with the Santa Fe railroad, at Hollywood with daily stage for Torrance, and at Redondo with the L. A. & R. Ry. and with steamers for San Francisco and coast points.

In addition to numerous intermediate points, the company's service reaches Hollywood, Sherman, Sawtelle, National Soldiers' home, Santa Monica, Ocean Park, Venice, Playa del Rey, Manhattan Beach, Hermosa, and Redondo.

Nowhere are the elements conducive to expansion more pronounced. But far-sighted management have not been slow in taking advantage of every point of strategic importance, so that any hope of commercial competition in their territory must meet with failure.

Construction throughout is very substantial. Every mile of the road covers a necessary avenue of travel, is in actual operation and adding its pro rata to the general result. The peculiar traverser of the "Balloons" route rendered necessary by the prelocated center of the city and the surrounding population.

Twenty years ago Los Angeles contained no hotels, 20,000 Los Angeles contained no hotels, real estate boom of '37 and '88, lines of cable road were added, and a single electric line, built by a real estate operator, was the only electric system later the well-remembered cable system was constructed at a large expense, involving the participation of capitalists, who bought the bonds. The motive power was subsequently changed to electricity, and so continued, with extensions of the system in the city, including a suburban line to Pasadena. In 1888 Mr. Huntington, in connection with his business associates, purchased the Huntington street railroads, or the major portion of them, and from that time began great improvements and extensions of the system in consonance with the rapid and extraordinary growth of the city, and no city has a more thorough or more excellent street railway system than Los Angeles.

The management of the Los Angeles Railway company has been retained, and the name of the Pacific Electric Railway company has been retained. The city, operating 200 cars and employing 1500 men. In the year 1901 Mr. Huntington, having acquired the line to Pasadena, outlined a plan for an extensive system of suburban railroads, reaching out from Los Angeles to the cities and resorts of the coast and all the surrounding centers of population, industry and varied attraction. In November of that year, the organization having been perfected, the Los Angeles Railway company was incorporated with a capital of \$10,000,000. The officers of the company are: President, E. J. Huntington; president, W. F. Herrin, vice president, J. W. Hillman, treasurer, and S. C. Baxter, secretary. In this incorporation there was absorbed all the interests of the Los Angeles and Pasadena Railroad company, the Pasadena and Mt. Lowe Railroad company, and the Pacific Electric Railroad of Arizona. The Pacific Electric railroad was the name adopted for the corporation operating the suburban electric lines of the Huntington system, which now covers the country according to the original plan, comprising 263 miles of track and interurban connections in all directions from Los Angeles, under the consolidated name of the Pacific Electric and Los Angeles Interurban railroads. Upon the entire system under the management of the corporation there are 200 cars, including those used for excursions, and the total number of men employed under the Huntington system is more than 5000, including those working in the shops, power houses, etc., a large number being still engaged on new construction work, which is in progress under the plans for many extensions which, when completed, will embrace a network about and around Los Angeles of not less than 500 miles of electric interurban railway. Of the entire system A. D. Schindler is the general manager, and the general offices of the company being located in the Pacific Electric building,

Electric Service Is the Best in the World

ters and interests to be served, makes it one of the most extensive and complete interurban and intercity electric railway lines in this country.

The rolling stock equipment of the road is complete and installed at Sherman and Vineyard. Substations in active work have also been located at Los Angeles, Ivy Park, Playa del Rey, Ocean Park, Hermosa, each equipped with rotary converters, battery boosters, transformers, etc., of suitable capacity for anticipated line extension.

In addition to the regular passenger and mail service, the company operates regular connections with freight and express trains. The interchange of through freight in carload lots with street cars is being actively accomplished, so that all classes of commodities can now be delivered to the door of the merchant at the principal beach and intermediate points.

To create a paying suburban traffic through the district traversed by their lines has been the work in which the management has been engaged from its inception. To accomplish this, electric tracks on a large scale was introduced at the beginning, necessary stations and other buildings erected, fast and frequent interurban service inaugurated, and special though attention has since been given to the matter of successful and judicious operation.

The Los Angeles-Pacific railroad company, incorporated in 1903, comprises the following official management: E. P. Clark, president and general manager; J. W. Hillman, vice president and treasurer; A. L. Smith, secretary; W. D. Larrabee, superintendent; E. J. Huntington, general traffic manager; M. E. Hammond, auditor; H. Wiatt, master mechanic; C. N. Warnecke, chief electrician. All these gentlemen are well-known citizens of enterprising business capacity and the staunchest integrity, who have contributed largely in a substantial way to the city and promoting the general industry of Southern California. Under its able management the "Balloons route" has not only become famous as a splendid illustration of the possibilities of electric service, but also as an excellent means of conveyance of all the many excellent means of transit with which we are provided. The system has an equipment that is elegant in its accommodations, facilities and ample for all present and all future needs. This equipment consists of 132 passenger cars, 100 freight cars, 100 mail cars, smooth and solid roadbed, laid with heavy rails, and its trains make rapid time between the city and the ocean.

It is a pleasure to the people of the city and the country alike, while to the visitor it is a source of interest and enjoyment. The "Balloons" route has not only become famous as a splendid illustration of the possibilities of electric service, but also as an excellent means of conveyance of all the many excellent means of transit with which we are provided. The system has an equipment that is elegant in its accommodations, facilities and ample for all present and all future needs. This equipment consists of 132 passenger cars, 100 freight cars, 100 mail cars, smooth and solid roadbed, laid with heavy rails, and its trains make rapid time between the city and the ocean.

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