

MOTOR BOATING IN SOUTHERN CALIFORNIA

ONE of the best evidences of prosperity in a community is the interest taken in out-of-door sports, and there is no section of the country that fosters and encourages all kinds of legitimate sports, both amateur and professional, to a greater extent than does Southern California in general and Los Angeles in particular.

The very fact that there exists an immense army of ardent and enthusiastic devotees of baseball, football, tennis, shooting, fishing, yachting and automobile shows that the residents of Los Angeles have both money and leisure in which to properly enjoy the fruits of their industry. The many large and well equipped garages and sporting goods stores bear eloquent testimony as to the amount of money invested by prosperous Los Angeles in the pursuit of health and pleasure under the sunny skies of Southern California. Motor boating is the latest and most up to date form of out-of-door amusements that has claimed the attention of those pleasure seekers who are not afraid of a dash of salt spray or of a good dark coat of tan.

In many ways motor boating is closely akin to both yachting and automobile, and as a consequence it has attracted the attention of many lovers of both its sister sports.

The man who enjoys running a neat, perfect working piece of machinery finds in the motor boat an opportunity to gratify his mechanical instinct, free from the annoyance of dust and the continual jolting and shaking of the automobile, to say nothing of the question of personal safety. Motor boat statistics show that these craft are not numbered by hundreds, but by hundreds of thousands, and the total fatal accidents, covering a period of two years, will not equal the automobile record for a corresponding number of months.

Yachtsmen have in the past been inclined to scoff at the power boat, calling it a teapot, a perfume boat and other derisive names, but in no instance has a yachtman been known to refuse to take from the much despised "chugboat" after he had been lying out in a boiling hot sun for several hours in a dead calm.

PARKS, DRIVES, PLACES, ETC.

LOVELY PUBLIC BREATHING PLACES
TROPICAL GARDENS FURNISHED FOR ALL

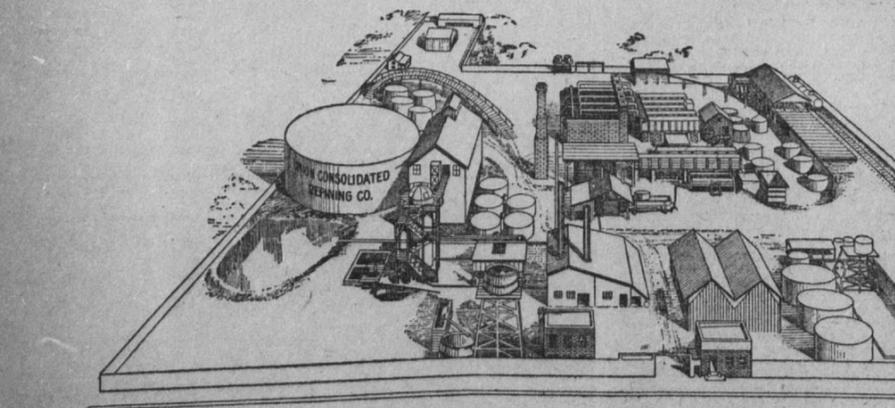
Three Million Dollars to Be Spent by Los Angeles County in 1907 for Improvement of Roads

There are sixteen public parks in Los Angeles, with a total area of 3720 acres. One, Griffith park, 3000 acres, is the largest municipal park in the world. It is intentionally left almost in a state of nature. Another, Elysian park, in the northwestern part of the city, is a charming combination of natural and acquired beauty. The remainder is more on the conventional order.

Central park, four and one-half acres, is in the heart of the city, and a breathing spot that is constantly thronged during the daylight hours. Eastlake park, fifty acres, in the eastern part of the city, as handsomely laid out and filled with rare flowers, trees and shrubbery. Westlake park of thirty-five acres is in the aristocratic west side residence district. Hollenbeck park, Echo park and South park are beautiful and popular breathing places.

There are many beautiful drives in and around Los Angeles, though they have not been brought as yet to that state of perfection which affords perfect satisfaction. The agitation for good roads is helping out this phase of the matter, and this, together with the growing use of the automobile, will give Los Angeles many fine boulevards and drives within the next few years. This present situation, however, is not to be construed in the light that there are no good roads. The contrary is true in many delightful exceptions.

According to A. P. Fleming, secretary of the Good Roads association of Los Angeles county, the county will spend \$3,000,000 for good roads in the next twelve months. It is planned to have the county gridironed by first-class highways by 1909. One of the plans is for a forty-five mile boulevard from Los Angeles via Hollywood to the ocean and back by another route. Mr. Loder from the department of agriculture at Washington, an expert in such matters, is now cooperating with the Good Roads association.



WHAT THE PRODUCTION OF OIL HAS DONE FOR CALIFORNIA

It was thought that the California oils were only good for making asphaltum and for fuel oil for manufacturing. It has been demonstrated that they will produce as fine illuminating oil and as fine gasoline and lubricating oils—and, in fact, better lubricating oils than the eastern oils produce. One of the refineries that has done probably more than any other to prove these facts is the Union Consolidated Refining company of Los Angeles, under the management of Major H. M. Russell.

This refinery is producing and selling to

After a few such illustrations of the value of power the average yacht owner usually begins to wonder if an auxiliary engine would not be a good thing in his boat, and eventually he has a small motor installed under the cockpit of his yacht. He soon finds that he can travel much faster and with more comfort and power than he can under sail, and it is then only a question of time until he becomes a full-fledged power boat enthusiast. After he reaches this state of mind he starts in to convert all his friends who are in the least nautically inclined, and as a result the demand for power boats has increased at a rate that has taxed to the uttermost the facilities of the boat and engine builders who are progressive and up to date.

There is no section of the United States that affords greater opportunities for water sports than does Southern California. Numerous small bays and lagoons give a sheltered anchorage for the smaller craft and the larger boats find safe and pleasant cruising to Santa Barbara and the Channel Islands on the north and San Diego on the south.

A three or four weeks' trip to these places can be passed very pleasantly, and the time is none too long to fully enjoy the beautiful coast scenery and the exhilaration of coasting over the long, smooth groundswells of the blue Pacific, free from all fear of storms or sudden squalls.

The dreaded southeaster mentioned by Dana in his "Two Years Before the Mast," was largely imaginary, as these storms, which occur only during the winter months, do not begin to compare in severity with the gales, tornadoes and hurricanes that menace the mariner in other parts of the world.

These storms always give from twelve to twenty-four hours' warning, so that there is ample time for yachts to reach a safe haven before the storm king descends in his wrath and turns our peaceful ocean into a vast expanse of immense waves, each one crested with snowy white. The sudden squalls that are common on the inland lakes never occur here, and a party starting out for a day's trip need have no fear of danger.

For the business man who has only a short week end at his disposal, Catalina Island offers many attractions, and many of our motor boats make a practice of running over to Avalon on the Saturday afternoon and returning Sunday.

tion in planning a comprehensive system of model thoroughfares for the county. The plans prepared by Charles Mulford Robinson for the beautification of Los Angeles, already published in The Herald, make many additions and improvements to the park and boulevard system of Los Angeles. Some of his suggestions will undoubtedly be acted on in the near future. While the management of Mr. Robinson's plans in their entirety would involve the expenditure of millions of dollars there can be no doubt but that Los Angeles will rise to the occasion when the time comes, just as it did when it voted \$23,000,000 for a new water system.

CLARA BARTON HOSPITAL
This splendid institution, which bears the name of the famous Red Cross nurse, was opened for the care of the sick in August, 1904, by Dr. H. P. Barton, a nephew of the illustrious Clara Barton, and under his able management has grown rapidly in patronage and popularity.

This growth is evidenced in its change of quarters from the old Froelich hospital building to the present commodious establishment at Fifth and Olive streets, formerly the "Deaconess" hospital, but which, under Dr. Barton's direction, has been converted into a modern institution, having an equipment which for perfection of detail and utility is not surpassed in the southwest and will accommodate fifty patients with comfort.

Each floor is equipped with a diet kitchen, from which the food, sent up from the sanitary kitchen in the basement, is served steaming hot.

The model operating rooms in duplicate, one on the second and one on the third floor, are equipped with the most modern and up to date appliances for the convenience of the surgeon, and every precaution as to proper sanitation and sterilization is taken.

The rooms are furnished with a view always to simplicity and the best comfort of the patients.

Believing in the careful watching of individual cases Dr. Barton maintains a larger staff of nurses in proportion to the patient capacity of his house than any other hospital in the city. There are thirty trained watchers at the beck and call of the invalids at the kitchen and extreme care is taken of their training. Compulsory and regular lectures for the nurses are a daily feature of their theoretical training, and their daily practical training is watched as carefully as may be. A "Clara Barton" nurse has her recommendation her Alma Mater.

An extremely popular feature of the hospital with convalescent patients is the assembly hall and sun parlor on the top floor and opening out on to the roof promenade.

Dr. Barton is president and general manager of the hospital, his associates in the ownership being entirely Los Angeles physicians.

Negotiations are under way looking to the erection of an additional wing which will more than double the capacity of the hospital, an increase demanded by the steadily growing patronage.

The marine gasoline and oil burning engine was first developed on the Pacific coast in a type suitable for heavy business or commercial boats. These early engines were heavy, occupied a great deal of space, the vibration was terrific and they were not adapted to the smaller and lighter boats, so that the motor boat for pleasure did not become popular until after the advent of the automobile. The great improvement in automobile engines soon woke up the eastern manufacturers and led to many changes in the prevailing type of marine engine, making it lighter, cleaner, more noiseless and reliable, until the engine of today occupies about one-third the space and weighs about one-fourth as much as the old styles.

The Pacific coast manufacturers were busy developing their commercial type of engine and were unable to devote any time or attention to the production of the pleasure type, neither were they in touch with the automobile manufacturers, consequently their designers were unable to profit by their experience. As a result the sport of motor boating did not become popular on this coast until several years after it made its appearance in eastern waters.

The automobile boat made its debut at Alamitos bay in 1906, and was the work of an enterprising young boat builder who had seen this type in other waters and realized its advantages. The long, narrow, rakish black hull, with an engine that occupied almost no room in the boat, the broad cushioned seats with comfortable lazysacks, the automobile steering wheel, and, above all, its great speed attracted a great deal of attention from the visitors to Naples. The keen, knife-like boat, cutting easily through the water and controlled by the slightest touch of the operator, was a novelty, and since then the builder of this boat has been rushed with work.

Other boat and engine builders have since taken up this class of work and speedy motor boats are now quite common.

At Alamitos bay and Naples nearly all the boats are of the auto-boat class, and many of them are capable of doing fifteen miles or better and one boat has the distinction of being the speediest boat in Southern California, and possibly on the Pacific coast. This flyer is forty feet long over all and has an extreme beam of five feet six inches. She is equipped with a fifty-horse power, six cylinder, two-cycle

HOME SECURITIES ARE THE BEST

WELL KNOWN CITIZENS MANAGEMENT PROSPEROUS COMPANY

Bankers, Large and Small Investors Prefer Los Angeles and California Securities That Give Assurance of Safety

The present period of general liquidation throughout the country, by which all financial affairs will speedily reach a sane and sound basis, has naturally turned the attention of conservative investors, especially in the western section of the country, to the value of first-class investments, observation and experience having taught the people that whatever may transpire in the financial world as the result of wild speculation in Wall street circles, capital placed in well known home industries operated by men of known responsibility and business integrity is absolutely safe, with full assurance of the prompt payment of guaranteed dividends.

One of the significant features of the present situation is the marked confidence in the value of Los Angeles securities, particularly the even price sustained by the securities of the Home Telephone and Telegraph company, despite the flurry in eastern stocks and bonds. This is highly gratifying, inasmuch as about 90 per cent of all the securities are held by our home people. The Home Telephone company has kept right on with its extensive improvements and has declared its regular quarterly dividend, the last being paid on the 10th of November. In every conceivable way the already excellent service is being improved by the liberal use of every new and up to date device.

The long distance service of the Home company is also growing rapidly, and all of the independent exchanges throughout Southern California are prosperous. The demand for the local and long distance service, with the increase in the building of homes and the growth in business, is constantly on the increase.

In San Francisco and in all of the bay cities the lines are being steadily extended, and all will be connected with the Los Angeles Home company service when completed by the long distance company.

The Home company plant at Oakland is now in active service, and the Oakland securities have taken a great boom in the north, being very much sought after by both large and small investors, who prefer the 5 per cent bonds to deposit-

ing in savings banks, where they receive 4 per cent.

The Home company bonds are secured by trust deeds and become first liens on all profits, which will be seen makes the investment absolutely secure under any and all conditions.

The San Francisco and bay cities Home telephone plants are to be made the most modern telephone plants in the United States, all being entirely automatic with cable construction. The contract has been let for the main building and two substations of the San Francisco Home Telephone plant. The main office will be on concrete construction, the most handsome and imposing telephone building in the United States, and will become widely celebrated as one of the chief "show buildings" in the metropolis of the Golden State.

Some of the local bankers and business men, as well as hundreds of small investors in Southern California, have invested in Home Telephone and Telegraph stock, and without exception the holders of the securities regard the property as good as gold bonds, all feeling that the investments are the best to be had in any part of the country.

JOHN BRINK
of The Saddlerock

For twenty-three years past John Brink has upheld the standard of excellence which he established on the opening of the Saddlerock restaurant, 336 South Spring street.

During this decade Mr. Brink has exemplified his ability to hold the friendship and has won the highest public esteem by his upright business dealings and his unselfish interest in public affairs. While not a native son, Mr. Brink is fully as loyal to his adopted state and takes an active personal interest in the promotion of California and our city's welfare.

Mr. Brink never aspired to public office, but he has won the high esteem of many and distinguished friends, which suits his inclinations better. Besides being the leading restaurateur Mr. Brink is a prominent and popular operator in realty and is meeting with deserved success.

GEO. LACOUR

One of the old and prominent establishments engaged in the liquor trade here is that of George Lacour & Son, whose well stocked vaults and store are at 367 Aliso street. For many years this concern conducted a wholesale and retail trade, but of late has given the retail branch the preference. They are growers of fine California wines and deal in wines, brandies and liquors both imported and domestic. George Lacour & Son have a reputation for fair dealing; their goods are the best and the courteous treatment received makes every order a pleasure.

our city and making our oil more valuable today.

The demand for gasoline and similar refinery products has grown so rapidly during the past few years, and calls for such an enormous volume of those products that the combined capacity of all the refineries is insufficient to fully handle it. That this fact is true locally will be testified to by any of the producers.

The fact that thousands of acres of waste desert lands have been made to produce a vast amount of income in the southern part of California is due to the production of gasoline and distillates, making it possible for the pumping of water to irrigate these lands; large manufacturing plants have also sprung up all over California.

Ferro, engine of the auto-marine type. The motor is located under a long turtle-back deck, so that it is protected from spray when in rough water. The steering is of the automobile type, and the gear is of the automobile type, and the interior finish of this handsome boat is solid, polished mahogany, and her speed is a revelation to the uninitiated.

When her owner, A. C. Parsons, is asked how fast the Daisy can go, he smiles and says: "Twenty miles an hour, but if you have got a boat that can beat her trot it out."

The Corsair is a thirty-foot boat of the same general type as the Parsons, and can spin off something like eighteen miles, and her owner, Dwight Whitney, is always ready for a friendly brush. There are a number of other boats capable of giving her a good race, and when these will be intense rivalry, as a number of new boats will probably be launched this spring.

San Pedro and Terminal Island have a large fleet of motor fishing boats, yachts, and a few auto-boats, though most of their boats are of the sturdy, sea going type.

Probably the largest and most completely equipped yacht on the coast is the Skiddblodner, which was designed under the personal supervision of her owner, Frank Garbutt, and is a 300-horse power, six-cylinder engine was built by the A. C. Stewart Automobile company from ideas furnished by Mr. Garbutt, and is a decidedly novel piece of mechanism. In addition to being one of the largest motor yachts ever built on this coast, it is self-starting and reversing, so that the ordinary reversing gear is not needed. The propeller is of the feathering pattern, that will cause no drag when the yacht is under sail.

Mr. Garbutt's intention was to design a boat that will perform equally well under either sail or power, and while the boat sharp's all said it could not be done, it begins to look as though he has done it, though the boat has not been fully tried as yet.

It is really too bad of Mr. Garbutt to fool this bunch of wise men, but they should have remembered how he did the same trick with the automobile experts a few years back.

The new boat is being equipped with all the latest devices, such as electric light plant, electric cooking stove, electric steering gear and signaling apparatus.

UNCEASING PROGRESS IS THE PROPHECY
Not What May Come, but What Will Come to Los Angeles When One Million People Must Be Provided For

It would be a dull, insensate clod indeed who, after reviewing the progress of the City of the Angels for even one short year, after grouping together what has been done, what is being done and what will be done, did not become enthusiastic over the certainties of the future. He could well afford to let the mere possibilities go.

In canvassing the future of Los Angeles, not only next year and the next decade, but the coming scores of years must be considered. The city will maintain indefinitely the splendid standards and records of the past few years on the plane of unceasing progress. There will be an added advantage; the people, recognizing the manifest destiny of their chosen home, are providing against the future; as witness the Owens river project.

The growth is no longer haphazard. It is not the city of a hundred thousand, nor a quarter million, but of a million that must be equipped as becomes a model community; and that quickly. And this discounting will be as safe and sure and sound as drawing a check against money in the bank.

When the Owens river project is consummated, bringing water for a million people, and for the irrigation and blossoming of 75,000 acres; bring tens of thousands of horsepower of electrical energy.

When Greater Los Angeles extends from the mountains to the sea; when San Pedro as part of that Greater Los Angeles becomes the great seaport of the Pacific coast, a mart of teeming commerce, with the chimneys of a thousand factories pointing skyward; with the shipping of the world's ride at ease in the great harbor of refuge and of commerce; when the Greater Los Angeles becomes a network of magnificent boulevards; when the plans for the beautification of the city are fully carried out; when not only the natural but the acquired charms shall reach the dizzy pinnacle of completion and perfection.

What may we not expect for Los Angeles then?

CALIFORNIA HOSPITAL

In 1897 twenty-five of the physicians and surgeons of Los Angeles decided that to have a hospital which would conform to their ideas they must build it themselves. As a result of this decision they invested about \$350,000 in the California hospital, at the corner of Fifteenth and Hope streets. Instead of one immense building they have four buildings connected by glass corridors, with every one of the 150 rooms an outside room, giving a maximum of fresh air and sunshine. Surrounding the buildings there are one and one-half acres devoted to beautiful gardens, while in and on the buildings are sun parlors and roof gardens. The great aim is to give every patient the full benefit of the California air and sunshine. As soon as possible patients are taken out of doors in wheeled chairs and cots, that nature's two greatest physicians, pure air and sunshine, may complete the cure begun in the hospital. The surroundings are cheerful, and since all acknowledge that suggestiveness is a great factor in health, the fact that every day in the year in this California hospital the patient can be wheeled out in the sunshine, where he is surrounded by the perfume and beauty of almost every variety of flower, has certainly a delightful and healthful influence.

Another great advantage in this California hospital for the sick is that every day in the year the Los Angeles markets supply a good variety of fresh fruit, vegetables, meats and fish fresh from the ocean. As the condition of the patient permits, the best of meats, with pure cream, milk, fresh butter and eggs direct from the farm, are employed to do their part under the direction of an accomplished dietician.

The surgical department has four operating rooms, equipped with the most modern appliances and in charge of able specialists. The medical department is in charge of well known, skillful physicians.

The maternity department is ideal in its equipment.

Contagious diseases and cases of laryngitis and pulmonary tuberculosis are not admitted.

MADE TO ORDER
Sails, Pennants, Cushions, Tents, Life Preservers, Duck Suits for Men and Women, Yachting Hats and Caps.

IN STOCK
Boat Fittings, Marine Hardware, Marine Paint, Cordage.

The Wm. H. Hoegge Co.,
(INCORPORATED)
138-140-142 South Main St.

SANTA ROSA HOUSE
Among the hotels and rooming houses of this city few are better known than the Santa Rosa house, which, with its annex, is located at the corner of Fourth and San Pedro streets.

There are well furnished rooms and the prices range from \$1.25 to \$2.50 per week.

J. E. Wyckoff, the proprietor, is a genial gentleman and understands the hotel business thoroughly.

"Japan may now be considered an enlightened nation."
"Not half as enlightened as she would be if she went to get the Philippines, and I understand she wants them."—Houston Post.

Use Liners

Motor Boats

We built the first Auto Boat and the fastest Motor Boat in Southern California waters.

High-class work a specialty. Racers, Cruisers, Rowboats or Canoes.

Selling Agents for
FERRO AUTO-MARINE ENGINES

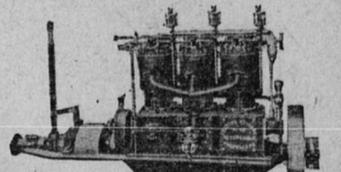
Southern California Agents for

Buffalo Marine Engines

Ross Marine Company

ALAMITOS BAY

What's the Use



Going If You Can't Come Back?

OUR ENGINES Will Bring You Back Every Time

It does not matter whether you want an engine for a 12-foot row boat or a 200-foot yacht, a tug boat or a racing auto boat, I can fit you out from gasoline tank to propeller. If you wish I will design your boat and guarantee speed. Charges reasonable.

Jas. M. Shuck 1044 South Main Street
Los Angeles, California

OUR IS H. P. 2-CYLINDER
COMPACT POWERFUL
Details highly refined, 18 H. P. to 300 H. P.
ALFRED C. STEWART, 1008 Santee st., Los Angeles.

WILL P. STEVENS
CONSULTING AND REFRIGERATING ENGINEER

MADE TO ORDER
Sails, Pennants, Cushions, Tents, Life Preservers, Duck Suits for Men and Women, Yachting Hats and Caps.

IN STOCK
Boat Fittings, Marine Hardware, Marine Paint, Cordage.

The Wm. H. Hoegge Co.,
(INCORPORATED)
138-140-142 South Main St.

SANTA ROSA HOUSE
Among the hotels and rooming houses of this city few are better known than the Santa Rosa house, which, with its annex, is located at the corner of Fourth and San Pedro streets.

There are well furnished rooms and the prices range from \$1.25 to \$2.50 per week.

J. E. Wyckoff, the proprietor, is a genial gentleman and understands the hotel business thoroughly.

"Japan may now be considered an enlightened nation."
"Not half as enlightened as she would be if she went to get the Philippines, and I understand she wants them."—Houston Post.

Use Liners