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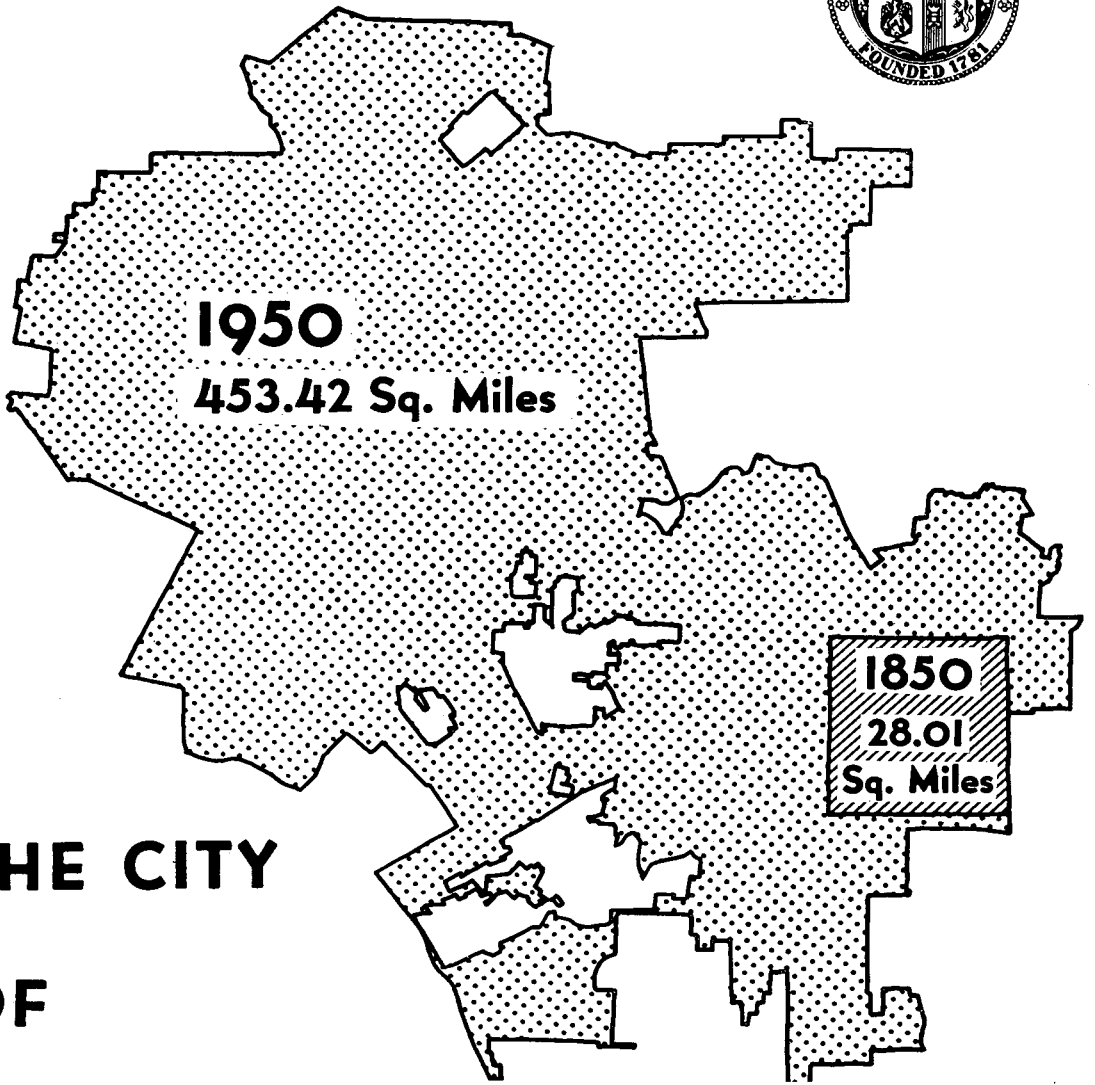
The City
of
Los Angeles



THE FIRST 100 YEARS

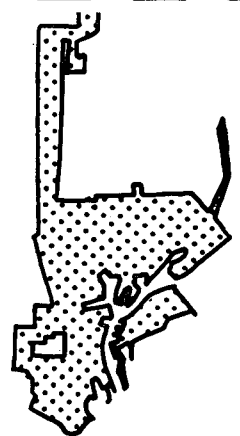
1850





**THE CITY
OF**

LOS ANGELES



YEAR BOOK-1949

Minutes of the first meeting of the Common Council of Los Angeles, held on July 3, 1850. The minutes were recorded in Spanish, as were most official documents in the first two decades of the city's municipal operation. The signatures of the seven Council members appear at the bottom of the document. Business transacted at the first meeting included the election of officers, the appointment of a Committee on Rules, and the decision that the members of the body would serve without salary. Below: Oath of office taken by the city's first mayor, A. P. Hodges. The originals of both documents shown on this page are preserved in the archives in the City Clerk's office.

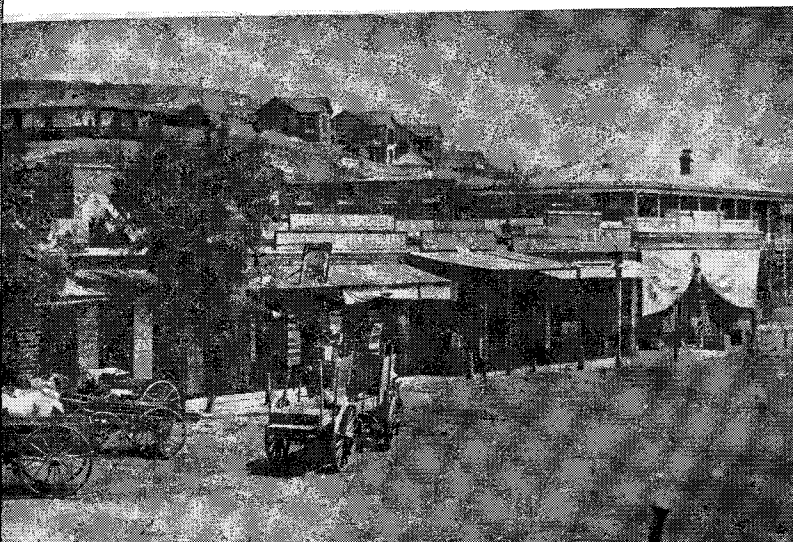
Left: Minutes of the first meeting of the Common Council of Los Angeles, held on July 3, 1850. The minutes were recorded in Spanish, as were most official documents in the first two decades of the city's municipal operation. The signatures of the seven Council members appear at the bottom of the document. Business transacted at the first meeting included the election of officers, the appointment of a Committee on Rules, and the decision that the members of the body would serve without salary. Below: Oath of office taken by the city's first mayor, A. P. Hodges. The originals of both documents shown on this page are preserved in the archives in the City Clerk's office.

I solemnly swear the support the Constitution of the United States, and of the State of California, and that I will faithfully perform the duties of Mayor of the City of Los Angeles, according to the best of my knowledge and ability.

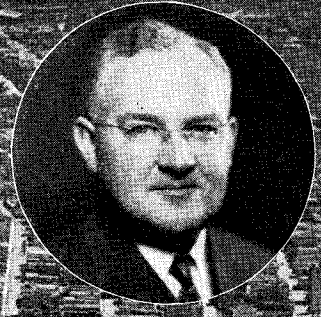
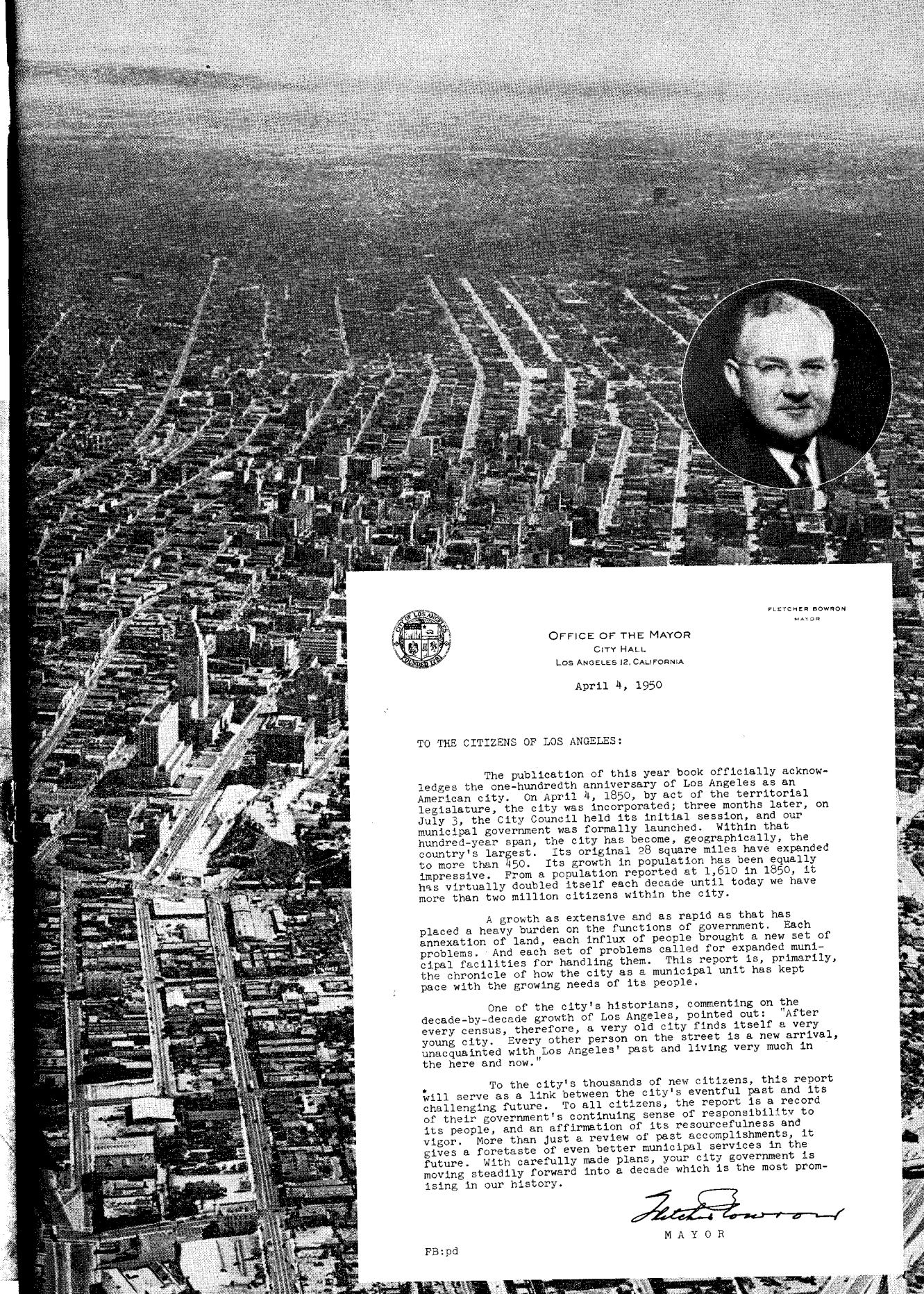
A. P. Hodges

CONTENTS

	Page
THE FIRST HUNDRED YEARS	6
THE MAYOR	20
CITY COUNCIL	22
MUNICIPAL DEVELOPMENT	
Department of Airports	24
Department of Building and Safety	26
Harbor Department	28
Department of City Planning	30
Department of Public Utilities and Transportation	32
Department of Public Works	34
Department of Water and Power	40
HEALTH AND SAFETY	
Fire Department	44
Health Department	46
Police Department	57
Receiving Hospital	60
Department of Traffic Engineering	61
CULTURE	
Department of Municipal Art	64
Library Department	66
Department of Recreation and Parks	68
WELFARE	
Department of Animal Regulation	72
Social Service Department	73
Public Defender	74
HOUSING AND REDEVELOPMENT	
Community Redevelopment Agency	76
Housing Authority	77
ADMINISTRATIVE	
Bureau of Budget and Efficiency	80
City Attorney	81
City Clerk	82
Civil Service Department	84
Controller	86
Executive Department	88
Retirement Plans	89
Department of Supplies	90
Treasurer	91
ROSTER OF CITY GOVERNMENT	92



Below: Even before its incorporation as a city, Los Angeles had contracted for a map of the city. It was prepared in 1849 by Lt. E. O. C. Ord of the U. S. Army. Left: The downtown business district in 1870. The site is now occupied by the Federal Building. Among the buildings shown is the store owned by Don Juan Temple, one of the city's first councilmen.



OFFICE OF THE MAYOR
CITY HALL
LOS ANGELES 12, CALIFORNIA

FLETCHER BOWRON
MAYOR

April 4, 1950

TO THE CITIZENS OF LOS ANGELES:

The publication of this year book officially acknowledges the one-hundredth anniversary of Los Angeles as an American city. On April 4, 1850, by act of the territorial legislature, the city was incorporated; three months later, on July 3, the City Council held its initial session, and our municipal government was formally launched. Within that hundred-year span, the city has become, geographically, the country's largest. Its original 28 square miles have expanded to more than 450. Its growth in population has been equally impressive. From a population reported at 1,610 in 1850, it has virtually doubled itself each decade until today we have more than two million citizens within the city.

A growth as extensive and as rapid as that has placed a heavy burden on the functions of government. Each annexation of land, each influx of people brought a new set of problems. And each set of problems called for expanded municipal facilities for handling them. This report is, primarily, the chronicle of how the city as a municipal unit has kept pace with the growing needs of its people.

One of the city's historians, commenting on the decade-by-decade growth of Los Angeles, pointed out: "After every census, therefore, a very old city finds itself a very young city. Every other person on the street is a new arrival, unacquainted with Los Angeles' past and living very much in the here and now."

To the city's thousands of new citizens, this report will serve as a link between the city's eventful past and its challenging future. To all citizens, the report is a record of their government's continuing sense of responsibility to its people, and an affirmation of its resourcefulness and vigor. More than just a review of past accomplishments, it gives a foretaste of even better municipal services in the future. With carefully made plans, your city government is moving steadily forward into a decade which is the most promising in our history.

Fletcher Bowron
MAYOR

THE CITY OF LOS ANGELES . . . THE FIRST 100 YEARS

Very little fanfare accompanied the incorporation of the City of Los Angeles one hundred years ago. There is nothing in the records to indicate that even the new city's most optimistic citizen foresaw that in its first hundred years Los Angeles would grow into a great metropolis, that to it would be magnetized hundreds of thousands of people, that it would with ingenuity and daring surmount such basic limitations as geographical isolation and a chronic water shortage, that it would expand into one of the nation's industrial centers, and emerge as one of America's most challenging cities. The year 1850 promised no such future for Los Angeles.

The city was small and sparsely settled. Its 28 square miles held a population of 1,610. It was all but overlooked as hundreds of Americans swarmed to California in pursuit of gold. In truth, there was little about Los Angeles in that first decade to attract new settlers. The city, although it had been founded almost 70 years earlier, was still primitive and undeveloped. If its streets were swept or lighted at all, it was done privately by individual householders. There was no fire department, since the adobe houses needed little fire protection. Policing was done by volunteers. Water was supplied through a system of ditches which were irregularly cleaned by untrained Indian labor. The city at the time of its incorporation did not have a single public building.

But Los Angeles did not enter cityhood empty-handed. With singular forehandedness, it did have the nucleus of a city planning program. The city had been surveyed and a map of it had been prepared. Few American cities have entered their municipal careers so fortified. The survey was done by Lieutenant E. O. C. Ord of the Army Engineers in 1849; in exchange for it he was offered 160 acres of public land and 10 sites in what is now the downtown district. The cautious lieutenant settled for \$3000 in cash instead.

The governmental structure imposed upon the new city was a simple one. The Act of Incorporation, passed on April 4, 1850, specified that it have a mayor, a recorder, not less than seven nor more than twenty councilmen, city marshal, city attorney, assessor, and treasurer. Each was to be elected for one year. Persons who had lived in the city for 30 days prior to the election were eligible to vote.

The first municipal election on July 1, 1850, named A. P. Hodges as Mayor. Two days later the Common Council convened for the first time. Serving on that first body were David W. Alejandro, Alejandro Bell, Juan Temple, Manuel Requena, Julian Chavez, Cristobal Aguilar and Morris L. Goodman. One of the most pressing items on the agenda was a place in which to hold future meetings. Councilmen Temple offered the use of a house he owned.

The city was handicapped, during its first decade, not only by being somewhat overshadowed by the more dramatic activities in Northern California, but by the fact that the backwash of the gold rush brought unsavory characters to town and launched a period of general lawlessness. Nonetheless, some progress in terms of municipal growth can be measured. The city's first newspaper, the "Los Angeles Star", was founded in 1851. It was printed in both Spanish and English, as were most official documents. During the first decade the first public school building was erected and the first public park established. A major step toward municipal service was the franchise granted in 1857 to a private citizen to supply the city with water. The City of Los Angeles was beginning to assume municipal responsibility.

Decade of 1860

By 1860, the city's population was 4,385; already Los Angeles had established its tempo of increasing its population at a phenomenal rate each decade.

The early years of the decade were not happy ones for the new city. Its people were torn by divided loyalty during the Civil War. Although California had been admitted to the Union as a free state, sentiment in Los Angeles was markedly pro-South. The local paper filled its columns with attacks on Lincoln, and many Los Angeles men joined the Confederate rather than the Union forces.

Even more disastrous than this dissention were the several droughts that wiped out the region's herds of cattle. Raising cattle to supply meat to the people in Northern California and tallow and hides for traders from the New England states had been the city's chief economic activity in the 1850's. With their herds gone, the people were impoverished. It would be another decade before they successfully made the transition to an agricultural economy.

The lawlessness of the 1850's continued, and as a final blow, the city was blighted by a smallpox epidemic. It was to combat this danger that its first health officer was appointed in 1866.

Yet by the end of the decade, the city showed signs of recovery from this series of ominous events. In 1866 a franchise was granted for the erection of a gas works, with the proviso that the Mayor's office be supplied with gas without charge. By the end of the decade, the city had its first bank and its first railroad — one which connected Los Angeles to San Pedro, and which carried passengers for \$2.50 each way.

Decade of 1870

In the early 1870's, Los Angeles was still primarily a Mexican pueblo. Most of its inhabitants were of Spanish origin, and municipal documents were still being written in both Spanish and English. Occasionally a Yankee Mayor was elected, but the Council was never Yankee-dominated. City offices and

the jail were housed in a one-story adobe building at Spring and Franklin Streets. By the end of the decade, all this was to change. Los Angeles would, by then, be well on its way to becoming an American boom town.

At the beginning of the decade, the population had increased to 5,728, and the city's assessed valuation was \$2,108,061. The national financial panic of 1873 did not leave Los Angeles untouched; it delayed plans for the installation of new streets and sidewalks and the construction of hotels and business structures.

In terms of the city's expansion to meet the needs of its growing citizenry, the decade provided Los Angeles with many milestones: the first Board of Police Commissioners in 1870; a three-company volunteer Fire Department created in 1871; the first Pound-keeper appointed the same year and the first Overseer of Water in the following year.

The procedure of inviting sealed bids for municipal improvements and awarding contracts to the lowest responsible bidder was introduced in 1872, when the city's first Board of Public Works was established. Indicative of the salary range for public servants during the decade is the fact that the Superintendent of Streets and Highways, accountable to the newly appointed Board, received \$50 per month. The city's four policemen received more — \$80 per month — but the Mayor received an annual salary of only \$1,000.

In 1873 the city's first public high school was constructed on the northwest corner of Second and Spring Streets, and the Public Library was founded, although it was not to be officially established by ordinance until five years later.

This was the decade of the beginning of the tourist influx, attracted here by enthusiastic reports of agricultural successes. The first shipment of California oranges to Eastern markets in 1877 accelerated this Westward movement.

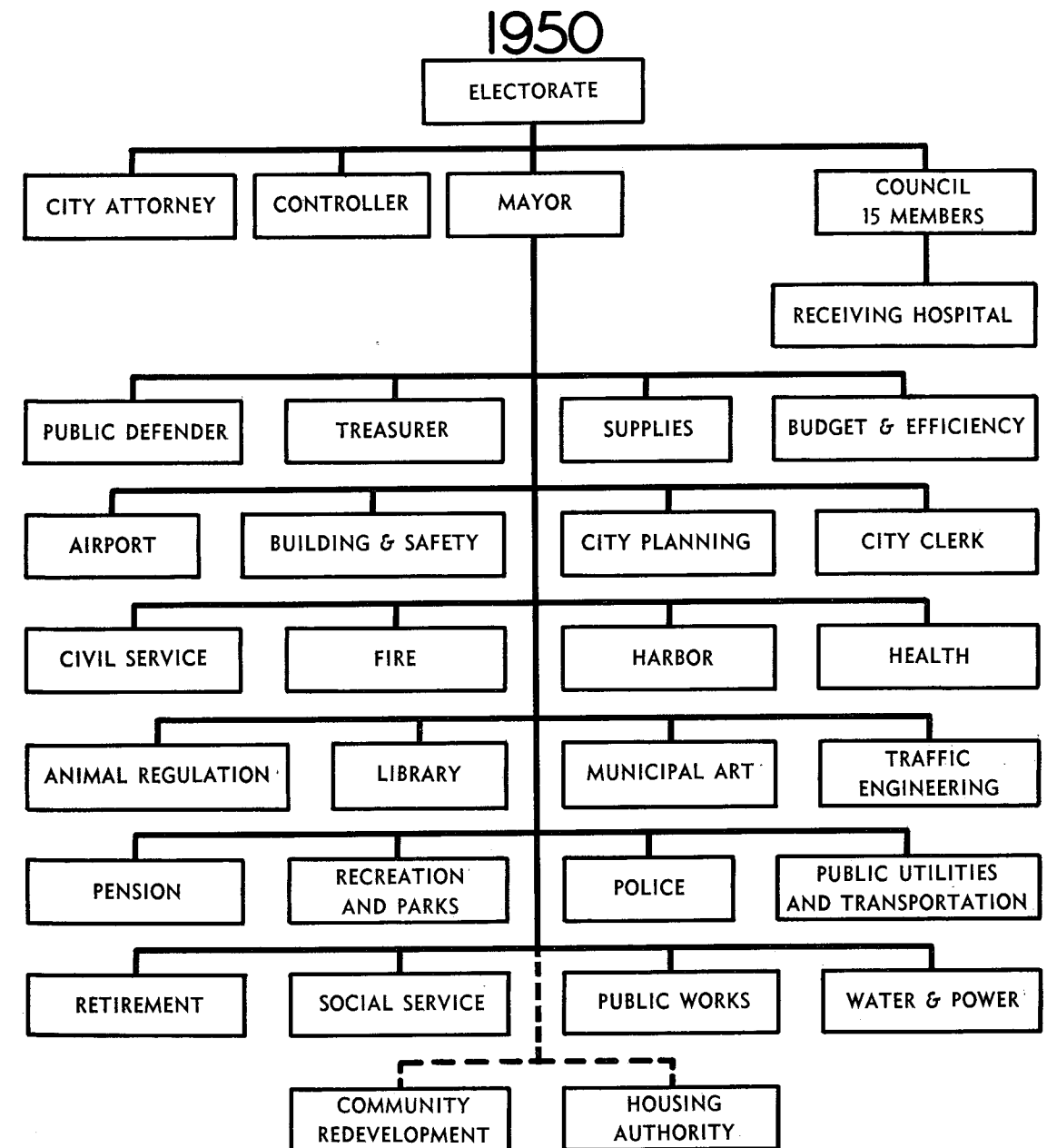
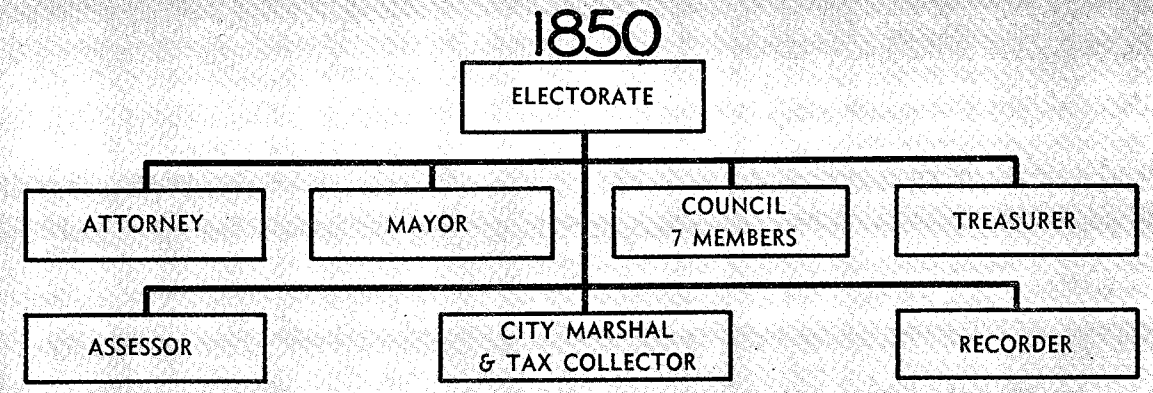
As significant as any single item in the over-all development of the city was the joining of Los Angeles with the rest of the continent by the Southern Pacific, which ran its first track into the city in 1876. The company had originally intended to by-pass the city in planning its Southern California spur. Persuaded by payment of \$600,000, right-of-way, 60 acres for a depot and ownership of the then city-owned Los Angeles-San Pedro railroad, they revised their plans. By doing so, they cleared the path for the mass migration of the 1880's.

Decade of 1880

In this decade, Los Angeles came of age as a thriving, prosperous American city. Two major events, toward the end of the ten-year span, mark this as an eventful period: the great population increase with its resultant boom; the adoption of the city's first freeholders' charter in 1889.

The city began the decade with a population of 11,183. It was to increase almost five-fold by 1890.

ORGANIZATION CHARTS—CITY OF LOS ANGELES



Municipal services were installed and expanded at a brisk tempo during those years. Both telephones and electricity were brought to the city in the early years of the decade.

By 1885, the city had its first paid Fire Department. In that same year, it had 11 miles of street railway. In spite of these strides the records yield occasional items with bucolic overtones; an ordinance was passed forbidding the keeping of more than two cows on premises bound by Main, Sixth, Bunker Hill and Temple Streets.

A milestone, in terms of the city's economy, occurred in 1884, when Southern California oranges and lemons won first prize over Florida's at the Cotton Exposition in New Orleans. News of such triumphs, spread through the country, quickened an already widespread desire to move to California.

In 1885 the City Council for the first time met in a municipally owned structure as Los Angeles' first city hall was completed. The building was erected on the rear of a lot which the city had bought from the Board of Education.

When the Santa Fe Railroad extended to Los Angeles in 1885, the city had two lines of communication with the East. And that's how the great boom started. With hundreds of Middlewesterners and Easterners avid to move to California, Santa Fe and Southern Pacific competed for their patronage through a relentless rate war. The prospective migrants were, of course, the beneficiaries and they promptly seized their advantage. Each train emptied scores of newcomers to the city. At its most competitive, the rate war brought the fare from Kansas City to Los Angeles down to \$1.00. That bargain was short-lived, but for almost a year the fare was \$25. It is estimated that in 1887, Southern Pacific alone brought 120,000 persons to Los Angeles.

The immediate consequence of this migration was uncontrolled speculation in real estate. In its wake, too, came the usual quota of disreputable opportunists, eager to take advantage of the uprooted and the gullible.

Two ordinances passed in 1887 tell the story of what was happening to Los Angeles: fire escapes were made mandatory for buildings over four stories in height, as the general congestion mounted to threatening proportions; the carrying of deadly weapons without a permit was forbidden, as the city took determined action to protect its citizens from a recurrence of the lawlessness which had marred its early years.

In 1888 the Chamber of Commerce in its present form was first organized. Its primary activities then as now were to stimulate the migration of responsible citizens to Los Angeles and the marketing of the region's products elsewhere. In terms of the city's development, one of the organization's salient contributions was its leadership in the fight for a deep-water harbor. It would be more than 10 years before that fight was won, and the winning of it meant defeating those who wanted the harbor located at Santa Monica, despite the fact that San Pedro had been established as the most desirable site.

It meant, beyond that, convincing a Congress 3,000 miles away that Los Angeles had a promising enough future to warrant the use of federal funds. The Los Angeles Chamber of Commerce and Senator Stephen M. White were in the vanguard of that fight.

Finally, in 1889, the City of Los Angeles adopted its first freeholders' charter. It was a vastly different city from the dusty pueblo which had been incorporated 39 years before, and its requirements as a governmental unit were equally different. The 1889 charter was the city's attempt to catch up with itself, to establish a government structure adequate to the city's needs. In the charter, the Mayor, in addition to being the city's chief executive officer, was president of the Board of Health and a member of the Police, Fire and Park Commissions. The City Council was given legislative responsibility for a wide diversity of matters, ranging from the hours during which all city offices should be open to the annual tax rate.

Decade of 1890

Los Angeles started the decade with a population of 50,395 — most of them newcomers. Absorbing those newcomers, finding a place for them within the economy of the region, providing them with the necessary municipal services were the city's major preoccupations during the decade. The development of the city during its first 50 years can be gauged by the fact that a 120-foot lot fronting on Broadway, which had cost \$50 in 1850, sold for \$25,000 in 1900.

Three events in the 1890's were to have a profound effect on the economy of the city:

In 1892, oil was discovered in Los Angeles, at Second Street and Glendale Blvd.

In 1893, the California Fruit Growers Exchange was organized.

In 1895, the first automobile appeared on the streets of Los Angeles.

In the boom of the 1880's, new citizens had come not only to Los Angeles but to all of the surrounding towns. That Los Angeles would ultimately be the hub of a large metropolitan area was foreseen in 1891, when the Terminal Railroad joined Los Angeles to the outlying towns. In 1894, all cable and horse-car lines were merged, and electrical equipment was introduced.

Significant steps taken by the city during this decade included the appointment of its first public health nurse in 1898 — the first city in America to do so. It was in 1898, too, that Col. G. J. Griffith presented Griffith Park to the city.

More significant to the city's economic well-being than the establishing of any one industry was the assurance that all industries would have an outlet for the distribution of their products and access to raw materials from all

over the world. These were assured for Los Angeles' extractive and manufacturing industries in 1899 when President William McKinley pressed an electric button in Washington that dumped the first carload of rock into San Pedro Bay for the breakwater of the present outer harbor.

Decade of 1900

At the turn of the century, Los Angeles had a population of 102,479. It was already clear to many of the city's leaders that the city's future growth might be limited by its short supply of water. The water available within the Los Angeles River Basin, could, at best, serve the needs of a city of 250,000. At the rate at which Los Angeles was growing, it would soon outgrow its water resources. It was out of this dilemma that the plan was developed to seek water in the High Sierras, 250 miles away.

In 1905 the city's voters, by a ratio of 14 to 1, approved a \$1,500,000 bond issue to buy the water rights and rights-of-way for an aqueduct from the Owens River Valley. Two years later they approved a \$23,000,000 bond issue for the construction of the aqueduct.

Los Angeles was no longer the prodigious infant of the nineteenth century. It had grown up to its responsibilities. This is attested by the fact that in the decade of 1900, it established municipal agencies covering water, civil service, playgrounds, public works, public utilities and humane treatment of animals.

In 1905 the seal of the city was officially adopted. Designed by Herbert L. Gouge, who was at the time assistant city attorney, it depicts the four flags under which Los Angeles has developed since its founding in 1781.

As is often the case in the city's history, events which will ultimately have major repercussions go quite unnoticed when they happen. Such was the case in 1904 when the first motion picture was shot in Los Angeles at the corner of Washington and Main Streets. Another of the city's dominant industries was on its way.

The city was more securely linked with the rest of the nation in 1905 when the Union Pacific Railroad (then known as the Los Angeles, San Pedro and Salt Lake Railroad) established a terminal in Los Angeles.

As the decade came to a close, the city made plans for the operation of the Harbor, which was nearing completion. A few years earlier it had annexed a strip of land connecting it to San Pedro and Wilmington. In 1909, these two cities were annexed and a Board of Harbor Commissioners was created. The following year the Harbor was completed and became the Port of Los Angeles. Los Angeles took its place as a center of world trade.

Decade of 1910

By 1910, the city's population was 319,198, and the judgment of those who sought outside sources for water was vindicated. Three years later the waters of the Owens River were pouring into reservoirs in the upper San Fernando Valley, which had been annexed to Los Angeles.

THE GROWTH OF LOS ANGELES

YEAR	AREA IN SQUARE MILES	POPULATION	ASSESSED VALUATION.
1850	28.01	1,610	—
1860	29.21	4,385	\$ 1,425,648
1870	29.21	5,728	2,108,061
1880	29.21	11,183	7,259,588
1890	30.62	50,395	49,320,670
1900	43.26	102,479	65,599,929
1910	89.61	319,198	347,637,656
1920	363.92	576,673	741,313,376
1930	441.70	1,238,048	1,983,830,878
1940	450.83	1,504,277	1,281,632,625
1950	453.42	2,067,774*	2,428,594,985 [●]

* ESTIMATED BY REGIONAL PLANNING COMMISSION

● CURRENT 1949-1950.

In the nineteenth century, Los Angeles grew chiefly through in-migration. Beginning with the 1910 decade, it was also to grow by annexation, as smaller cities, in quest of water, attached themselves to Los Angeles. One of the earliest of these annexations was Hollywood, which became a part of Los Angeles in 1910.

A number of amendments to the charter brought about a general reorganization in municipal government in 1911. Among other things, it extended the responsibility of the Water Commission to include power and light, and it gave the Mayor direct responsibility for fire and police functions. The need for such drastic revisions to the charter suggested to many citizens that a new charter was needed, but two such proposals were defeated by the voters — in 1912 and again in 1916. It was not until 1925, when the charter had been amended 73 times, that it was finally replaced.

In 1913 the City Council adopted the policy of meeting on a daily rather than a weekly basis. It has been in daily session since that year.

New municipal functions established by the city during the 1910 decade included: the Public Defender whose position originally commanded a salary of \$125 per month; a Municipal Charities Commission, later to become the Social Service Commission, to regulate the solicitation of funds; a city power system; centralized purchasing procedure; an Efficiency Commission; a Board of Mechanical Engineers; a Bureau of Municipal Nursing; a Housing Commission for the inspection of multiple dwellings.

Many of the departments and functions which were established in that decade still operate today. Some of them, on the other hand, have been abolished: a Board of Censors to examine motion pictures; a Municipal Market in which for 15 cents a day and 25 cents on Saturday one could rent seven feet of space for the selling of food or flowers; a Municipal Industrial Commission, which maintained a free labor bureau until the mobilization of manpower became a national responsibility during the first World War.

Decade of 1920

The 1920's was another decade of marked population growth. Starting the decade with a population of 576,673, the city had achieved an increase of 114.7 per cent by 1930. In this case annexations as well as immigration accounted for a good proportion of the city's growth. Among the regions which came officially within the Los Angeles orbit during that decade were Sawtelle, Eagle Rock, Laurel Canyon, Hyde Park, Venice, Lankershim, Watts, and Barnes City.

The major event for the city functionally was the adoption of the new charter in 1925. For the most part, the responsibilities and duties of the city's various units, as defined in that charter, are still in effect. The division of the city into 15 councilmanic districts, in contradistinction to having the councilmen elected at large, was established by that document. The charter also differentiated between self-controlling departments and budgetary departments. The self-controlling departments, which operate with fiscal autonomy, were defined as Harbor, Library, Parks, Playground and Recreation

(these last two have since merged), Water and Power, and Pension. Later (in 1947) the Department of Airports was also designated as self-controlling. The governmental structure delineated by that charter still functions, but the fact that it has been amended 134 times indicates that once more the City of Los Angeles has outgrown its basic governmental document.

It was during this decade that the city, anticipating continued growth, foresaw that ultimately it might need even more water and power than was available through the Owens River. By determining that the Colorado River was the best source of supply, and by spearheading the drive to obtain water and power from that source, Los Angeles insured the expansion of the entire region for years to come.

The task of curbing and putting to constructive use the waters of the Colorado had been a matter of federal concern since a disastrous flood overran the Imperial Valley in 1905. During the 1920's Los Angeles, independently, explored the possibilities of building an aqueduct from the Colorado River. During that decade, too, as a climax to federal surveys, the Boulder Canyon Project Bill was introduced in Congress. Los Angeles gave leadership to the fight for its passage. The basic dam (first known as Boulder Dam, and now as Hoover Dam) could not be constructed until the government had contracts in hand for the sale of power sufficient to guarantee repayment of costs with interest in 50 years. Los Angeles contracted for a substantial portion of that power; today its Department of Water and Power purchases 52 per cent of all the power generated at Hoover Dam.

The drive for water and power, not only for Los Angeles but for all the major communities in Southern California, was climaxed in 1928 with two events: President Coolidge signed the Boulder Canyon Project Act and the Metropolitan Water District was formed. Since that date, the development of this entire region has been inseparably linked with the availability of water and power from the Colorado River.

The 1920's were boom years for the nation, and Los Angeles had more than its share of bustling activity. The motion picture industry was flourishing, Douglas Aircraft was established in the early years of the decade, the first radio broadcast emanated from Los Angeles in 1922, and in the same year the Hollywood Bowl was organized. The Los Angeles which we know today was taking shape.

It was taking shape in a very tangible fashion. Two of the city's most impressive municipal structures were completed in the 1920 decade: the Public Library building in 1926 and the new City Hall in 1928.

Decade of 1930

No city in America was immune from the widespread depression of the early 1930's. Los Angeles, in 1930 a city with a population of 1,238,048, felt its full impact. There was a general policy of retrenchment within all municipal departments in the early years of the decade. The major bond issue which was passed during that period approved \$220,000,000 for the construction of the Colorado River Aqueduct. In passing it, Los Angeles acted jointly

with the 12 other cities which then comprised the Metropolitan Water District. However, public support for this issue had, for the most part, been enlisted in the preceding decade, so its passage reflected the optimism of the prosperous 1920's rather than the spirit of the 1930's.

The major geographical expansion of the decade was the annexation of Tujunga in 1932. In the following year, in order to cope with the problems generated by the physical dispersion of the city, the Valley Administration Building in Van Nuys was opened. It serves as the city's administrative center for the San Fernando Valley.

Significant milestones in the city's expansion during the latter part of the decade included the dedication of the Griffith Park Planetarium in 1935 and the opening of the Union Passenger Terminal in 1939.

In 1938, for the first time in the history of Los Angeles, its Mayor was recalled from office as the result of widespread citizen protest against a regime of open corruption. In his place, the city's current Mayor was elected and a vigorous civic housecleaning was launched. Within a few days after taking office, the Mayor obtained the resignation of all city commissioners. The first target for the new clean-government campaign was the Civil Service Department, in which the practice of job-bartering was banished and an inflexible policy of employment-through-merit was enforced. This was the beginning of a reform movement in city government which gained momentum dramatically in the decade of 1940.

The Decade of 1940

This was the decade in which Los Angeles achieved municipal maturity. The new administration, committed to a policy of honest, efficient government, won for Los Angeles a national reputation as a city whose affairs were run competently and with integrity. In acknowledgment of this record, the Mayor was, during the decade, returned to office three times.

During the decade, the city's population expanded from 1,504,277 to more than two million, yet the expansion has been effected without peril to the city's financial structure. The increased need for public services has been met without distortion of the city's comparatively low tax rate. A major fiscal reform of the decade has been the broadening of the tax base, so that property owners do not bear an undue share of the financial burden. Revenue has been obtained from other sources, including a sales tax and a business license tax.

The militant reform movement initiated by the administration's reorganization of Civil Service extended to the city's Planning Department. Zoning practices, which had been subject to special pressures, were corrected, and in 1946, the city achieved a Comprehensive Zoning Ordinance which provided it with a pattern for future growth. The activities of the Planning Department were focused on the development of a master plan, to insure orderly development of the city.

A major step in the city's development was the expansion of the Municipal Airport which in the decade of 1940 was transformed from a bleak and undeveloped field, operated by the city under a burdensome lease, to a city-owned facility which now functions as major air terminal for all airlines.

The second half of the decade has been marked by an active public works program, as the city undertook to compensate for the deferrals in public construction made necessary by the war. Bond issues requested by the Mayor and approved by the citizens included a group totaling almost \$55,000,000 in 1947 for new facilities for the Fire Department, Police Department, Health Department, sewers, playgrounds, and receiving hospitals; and a \$10,000,000 bond in 1948 to enable the city to complete its sewage disposal plant at Hyperion Beach.

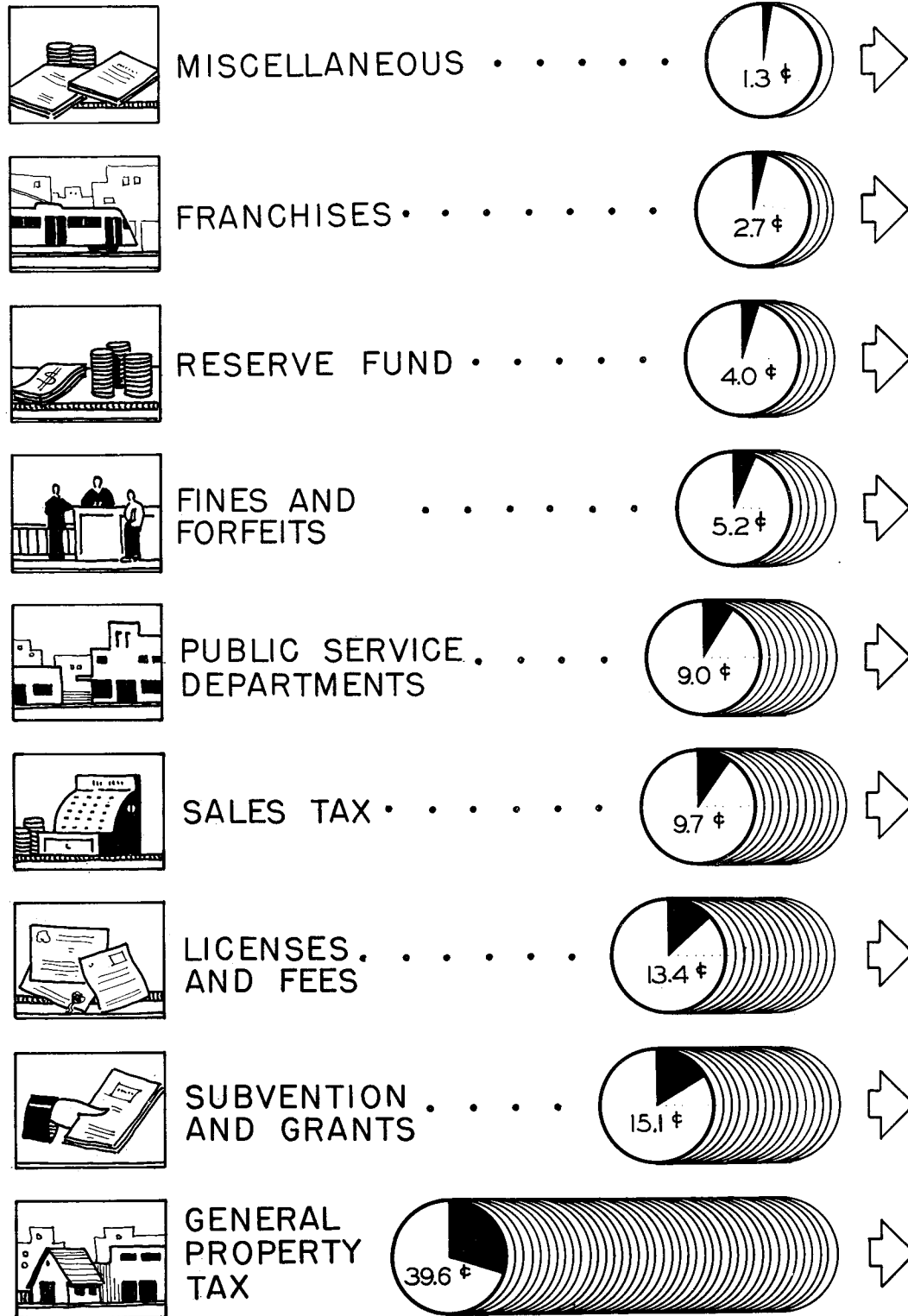
Streamlining of municipal organization to effect greater efficiency resulted, in this decade, in the absorption of the Department of Mechanical Engineers into the Building and Safety Department, and the consolidation of the Department of Parks and the Department of Playgrounds and Recreations into a single Department of Recreation and Parks.

The population increase which brought Los Angeles up from America's fifth largest city to its third within the past decade brought with it a full quota of municipal problems. The effective handling of these problems has been a major achievement of the decade. Transportation and traffic have been particularly acute situations in the city. How to get the city's two million inhabitants where they want to go — swiftly and safely — has been the subject of investigation, planning and action. The city has provided leadership in enacting the statewide freeways program. It has stimulated continuing studies of parking and rapid transit projects. During the past year, it created the Department of Traffic Engineering, devoted exclusively to the problems of traffic flow.

No less pressing than the traffic crisis has been the housing shortage, compounded by great immigration and wartime cessation of building. The city has battled this problem on two fronts. Through the program of the Housing Authority it has helped to provide low-cost, publicly owned housing to thousands of families; that program will be greatly expanded in the years to come, as the result of the city's decision to build 10,000 additional units of public housing under the National Housing Act of 1949. But, for the most part, the housing shortage is being resolved by private construction. The city has stimulated the activities of the construction industry during the past decade by the enactment of a new Building Code which has been recognized throughout the nation as a model construction guide.

It is significant that near the close of the city's first hundred years as an American municipal unit, it created a Community Redevelopment Agency. By embarking on such a program, the city announces its determination continually to renew itself. In effect, it blueprints the next hundred years.

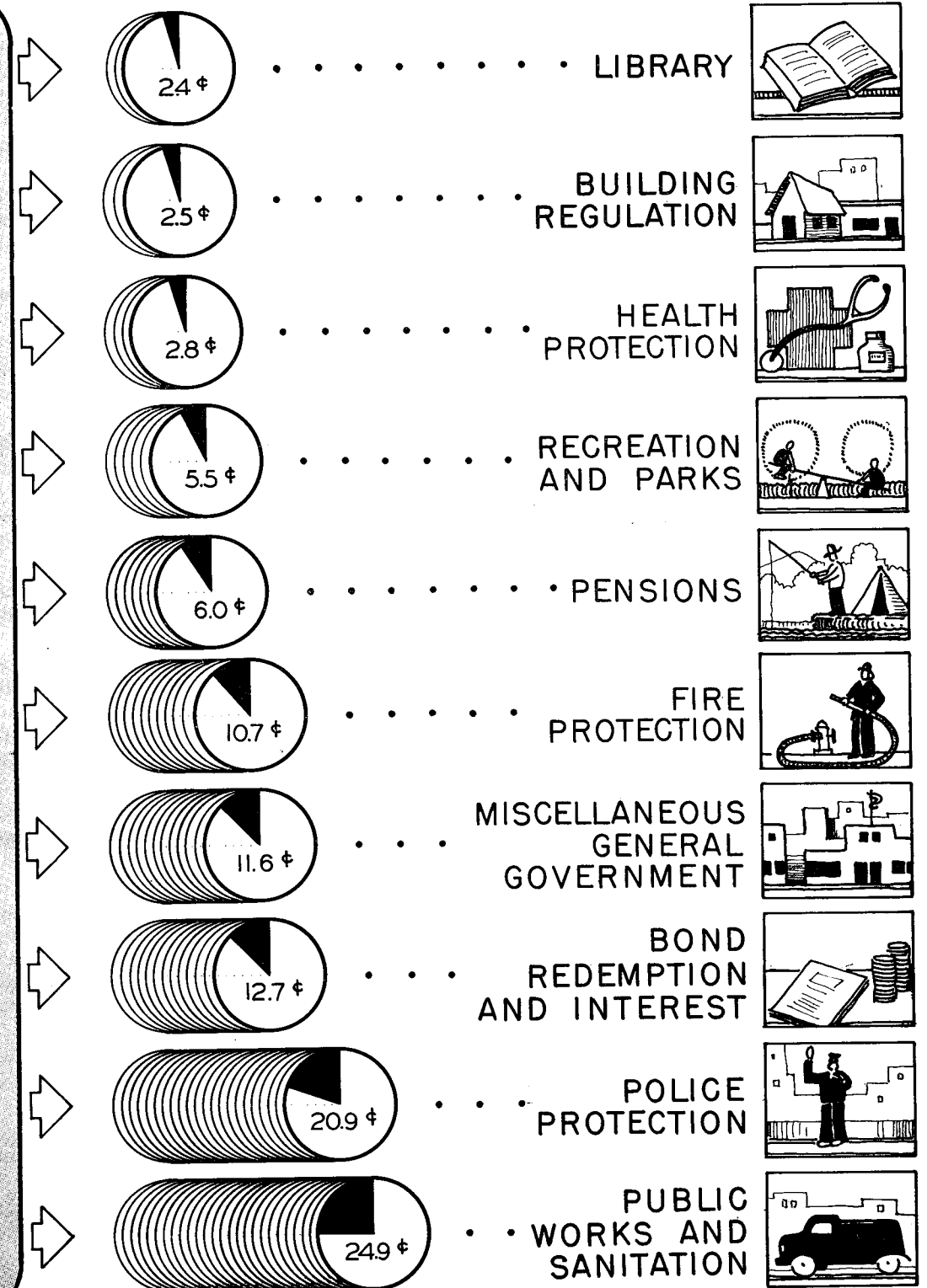
WHERE THE CITY GETS EACH DOLLAR



CITY

TREASURY

WHERE EACH DOLLAR GOES



THE MAYOR

The Mayor, more than any other elected official, is the people's representative responsible for effective municipal government. He is one of the city's three officials who are elected by the people at large; the other two are the City Attorney and the Controller.

As the city's chief executive officer, he is charged with the responsibility of enforcing all ordinances; appointing, subject to Council confirmation, all commissioners as well as officers not otherwise provided for; preparing the budget for Council consideration and adoption and approving all subsequent appropriations; supervising the activities of all the city's component departments, to the end that they reflect the needs and wishes of the voters.

Liaison with Departments

Basically, the governmental structure as established in the charter of 1925 makes the Mayor directly accountable back to the voters for supervision over all city affairs, including the acts and conduct of all officers and employees, and the receipt and examination into all complaints against them for violation or neglect of duty. However, this charter provision has not been supplemented by ordinance provisions and the Mayor has never been provided with sufficient personnel to make investigations. On the contrary, amendments to the charter have in many ways confused this direct line of authority from voter to Mayor to city departments. To maintain the necessary liaison with departments and to make sure that all municipal action has broad citywide perspective, the Mayor has initiated a practical coordinating program between departments. All department managers meet in common session with the Mayor once a month, jointly develop approaches to city problems, voluntarily cooperate with the Mayor in effecting a cohesive governmental program.

Beyond his executive and supervisory duties, the Mayor is called upon to perform a host of official acts in his role as head of the city. He issues proclamations to commemorate noteworthy occasions or movements; he greets distinguished visitors to the city; he signs hundreds of documents in the name of the city; he represents the city in intergovernmental conferences.

Intergovernmental Activities

His intergovernmental activities during 1949 included meetings of the League of California Cities and conferences of the American Municipal Association of which the present Mayor is past president. He functions as a member of the board of directors of both organizations. The interest of the city requires that he be in close contact with federal officials and he is frequently called to Washington for conferences and to appear before Congressional committee hearings.

Salient accomplishments during the year included: initiating a comprehensive traffic engineering study; obtaining the necessary legislation to create a Board of Traffic Engineering Commissioners and appointing members to it; continuing exploration of desirable charter revisions; examining into the condition and affairs of the city, with particular relation to financial matters; establishment of a "Little Hoover Committee" to develop recommendations for organizational improvements; stimulating the departments within city government to effect various improvements; furthering the plans for a Community Redevelopment program by selecting most desirable sites; obtaining the cooperation of federal officials, and working with other municipal executives in the war against organized crime, and various other matters relating to the problems incident to the nation's third largest city, the most expansive in area, with a rate of population increase which exceeds that of any other metropolis not only in this country, but the world.

CITY COUNCIL

Legislative responsibility for the city has been vested in a representative Council since the year of the city's incorporation. The seven original councilmen were elected on a ward basis, and among their specific powers were those of fixing salaries and borrowing money. By 1878, the number of councilmen had increased to 15.

The charter of 1889 established the composition of the Council at one representative from each of the city's nine wards. In 1909 the method of election was revised so that all nine councilmen were elected at large.

Direct representation was re-instated with the charter of 1925. Through that charter, the councilmanic body was again enlarged to 15. To the group were delegated broad powers covering budget, taxes, public improvements, authority over number of employees and salaries in those of the city's departments which come within its budgetary control.

The Council is divided functionally into permanent committees. Each committee keeps the council informed on matters coming within its jurisdiction, and makes recommendations to the law-making body concerning such matters. Each Council member is chairman of one committee and serves on two others.

The Council meets in public session every morning from Monday through Friday. In addition to participating in these meetings, Councilmen devote several afternoons each week to committee meetings.

Among the matters which have been of primary concern to the Council during 1949 were: holding the tax rate to its present level of \$1.63; the advisability of change-over from street cars to buses for public transportation; consideration of a location for the Jail Farm; application of the sales tax to liquor; approval of routes and approaches to freeways; continuing consideration of salary problems; flood control as it involves the city; furthering the city's redevelopment plans.



President
City
Council

Harold A.
Henry
4th Dist.



Leland S.
Warburton
1st Dist.



Lloyd G.
Davies
2nd Dist.



J. Win
Austin
3rd Dist.



George P.
Cronk
5th Dist.



L. E.
Timberlake
6th Dist.



Don A.
Allen
7th Dist.



Kenneth
Hahn
8th Dist.



Edward R.
Roybal
9th Dist.



G. Vernon
Bennett
10th Dist.



Harold
Harby
11th Dist.



Ed J.
Davenport
12th Dist.



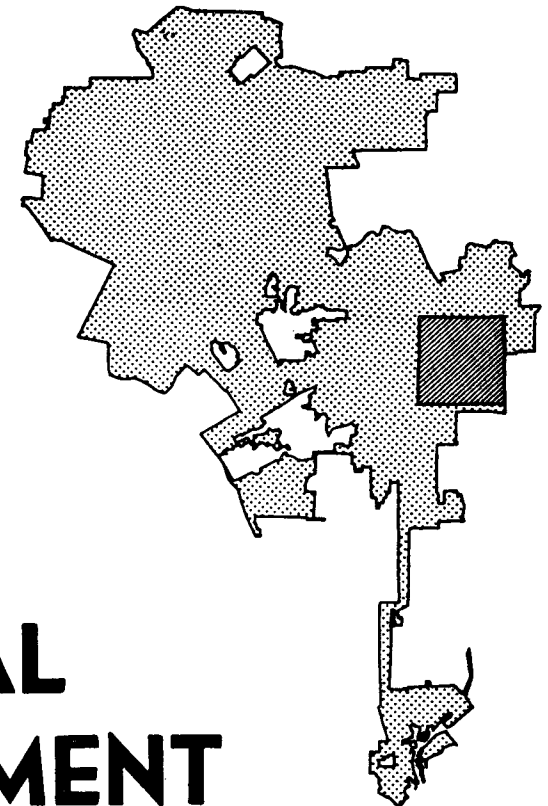
Ernest E.
Debs
13th Dist.



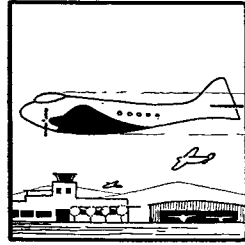
John C.
Holland
14th Dist.



George H.
Moore
15th Dist.



MUNICIPAL DEVELOPMENT



AIRPORTS

That aviation would one day figure importantly in the city's development was presaged in 1910, when the now-famous Dominguez air meet was held in a barley field, south of Compton. The beginnings of air-mindedness were planted in the throngs who came to marvel at those early feats.

Air transport was still a fairly experimental method of travel in 1928 when Mines Field, ultimately to become Los Angeles International Airport, was established. The city first acquired the airport on a ten-year lease. In 1930, this lease was extended to include a total term of 50 years. Negotiations for the outright purchase by the city began in 1937 and were completed early in the present decade. Today the facility is city-owned.

Ten-Year Development

The spectacular rise of the airport to its current status as an international airport and major terminal for all airlines servicing the city has been effected in a single decade. It began with the creation of a Department of Airports, first, in 1940, by ordinance and later by charter amendment. The original mile-square site had been carried by the city as a costly venture during most of the 1930's. Very little development had taken place and almost all of the air traffic into and out of Los Angeles was clearing through airports at Burbank or Long Beach. With the appointment of the city's first Board of Municipal Airport Commissioners, plans were made to develop for the city a first-class airport to serve the city's expanding commercial and industrial needs. The first step in executing these plans was the passage in 1941 of a \$3,500,000 bond issue for the purchase of land and the construction of buildings.

Land had been acquired and engineering undertaken when war priority requirements halted the expansion program. In retrospect Los Angeles can be grateful for that delay in construction. So speedily have technological changes been made in aviation that, if the airport had been completed before the war, it would today be obsolete. Instead, its development, undertaken after the war, has been geared to today's aviation needs.

The extent of air traffic expansion in this area during the early years of the decade is indicated by the fact that air mail poundage had increased from 1,859,856 in 1939 to 8,801,874 in 1943, and passenger travel had increased during the same period from 90,132 to 374,472. Airlines were dependent, for the most part, on the airport at Burbank which was not adequate for expanding commercial activities. It was a bottleneck which the city's leaders were determined to break.

A citizen's committee, appointed by the Mayor, was charged with solving the problem of developing suitable airport facilities for Los Angeles. Their study of the city's requirements and their subsequent program of

public education resulted in the passage in 1945 of an airport bond issue for \$12,500,000. During that same period, contracts were successfully negotiated providing that all of the major airlines transfer their activities to the Municipal Airport as soon as the field was ready for them.

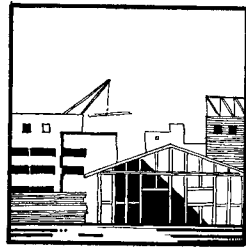
Since mid-decade, a construction program has been under way, and the airport is now operating under an intermediate facilities program; all airlines serving the city have shifted their operations to it. Today, with the airport extending over 2,500 acres, the expansion program is still far from complete; it is estimated that another five years will be required. Even in its intermediate stage, however, it is one of the nation's ranking airports.

Approved Safety Devices

All of the approved safety devices recommended by the Civil Aeronautics Administration are, or will soon be, in operation at the Los Angeles International Airport. Most significant of these is FIDO; the city's airport was selected by the CAA as the site for the first installation of this fog-dispersal device. Part of the expense is being borne by the federal government, and part by the city. The city's expenditure will ultimately be reimbursed by the airlines. When all installations are completed, this airport will be one of the world's best equipped in terms of air navigation aids.

During the past year the airport officially received its international rating. Traffic totals of 1949, in each instance surpassing the 1948 figures, are: passengers, 1,182,763; pounds of air mail, 20,169,433; pounds of air freight, 30,106,085; pounds of air express, 8,786,189; total aircraft movements, 180,819.

The Department of Airports also operates the Metropolitan Airport in Van Nuys, which has been renamed San Fernando Valley Airport. There are approximately 7,500 to 10,000 aircraft movements per month in and out of this port.



BUILDING & SAFETY

This Department enforces the city's building ordinances; issues permits for the building of new structures; inspects existing structures for all factors of safety, including plumbing, electrical, and heating installations; through its Electrical

Division tests electrical appliances; is responsible for the maintenance of fire and police signals; inspects elevators, boilers and pressure vessels.

Since many of its functions are linked to technological developments, most of them were non-existent in the city's early days. For instance, adobe blocks were the city's favorite construction material in the mid-nineteenth century. Since they created almost no fire hazard, few building restrictions were needed.

As the city's population grew, and lumber was more widely used for construction, protective regulations were passed, from time to time, by the Common Council. In 1874, they were consolidated into what can be considered the city's first building code.

Supervision of building activities within the city was given official status in 1889 when the office of Superintendent of Buildings was created. In that year, approximately 600 building permits, valued at \$2,250,000, were issued. Since that time, the volume has increased to the Department's high point in 1948, when 64,639 permits were issued for a total valuation of \$373,050,082.

Building Inspection Begins

In 1899, a new building ordinance was adopted which called for annual inspection of public buildings and other buildings used by large numbers of people. Although this periodic re-inspection was abandoned in 1906, it has been resumed in recent years as a measure of public safety.

The Department, in its present form, was established by the 1925 charter. Coincident with its establishment, it absorbed the responsibilities of electrical inspection and ordinance enforcement, which until then had been handled by the Board of Public Works.

Since its establishment in 1925, the Department's record has been highlighted by:

Development of special ordinances to insure that buildings will be earthquake-resistant, a need which was made tragically apparent by the earthquake of 1933.

A new building code, effective in 1943 and based on performance standards.

Transfer to this Department from the Planning Department of the enforcement of zoning ordinances, by a charter amendment in 1947.

Further centralization in 1948 by elimination of the Department of Mechanical Engineers and absorption of its duties by the Department of Building and Safety.

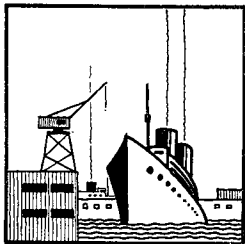
\$280,000,000 in Permits

During the past year, there was a 12 per cent decline below the 1948 level in the number of building permits issued, and a 25 per cent decline in valuation of permits. This does not, however, mean an inactive year in construction; total valuation of permits was \$280,000,000 which was more than the total for any other American city except greater New York. Included among the permits issued were those for 28,000 dwelling units.

An increase was registered in permits for three categories: schools — 62 per cent; churches — 5 per cent; hotels — 28 per cent.

The Department during 1949 participated in revisions of the building code to permit the construction industry to avail itself of modern developments in materials and methods, and prepared for the installation of a new fire alarm system in the congested Harbor district.

Its Electrical Laboratory, now housed in expanded quarters at 1435 North Main Street, tested 1,210 appliances during the year. The Fire and Police Signal Division performed approximately 5,000 fire alarm maintenance jobs and made a series of signal box alterations required by the expanded freeway system.



HARBOR

The story of the Port of Los Angeles has its beginnings several centuries before the founding of the city. It starts, in fact, in October, 1542, when Juan Rodriguez Cabrillo, a Portuguese navigator sailing under the Spanish flag, visited San Pedro Harbor. Smoke from brush being burned by the Indians on the hillside was visible to Cabrillo; he named the harbor the Bay of Smokes. That name was replaced by San Pedro a century later.

Los Angeles had been founded and the territory surrounding it was being cultivated under mission guidance when the harbor first figured in the commercial life of the region. A Boston ship in 1805 dropped anchor in San Pedro Bay to trade cloth, sugar, and household goods for hides and tallow from the missions.

The importance of the inner harbor at Wilmington was highlighted in the mid-nineteenth century when it was used for the landing of military supplies during the Civil War and subsequently for Indian wars. The military use of this port stimulated the construction of Southern California's first railroad in 1869, connecting Wilmington with Los Angeles. It was responsible, too, for the first comprehensive federal improvement program, started in 1871.

Harbor Needed for Expansion

During the boom days of the 1880's, when Los Angeles was dreaming fabulous dreams of expansion, its long-viewed citizens realized that the development of the region's harbor was pivotal to its commercial expansion. Spearheaded by the Chamber of Commerce, the drive for federal support for a protective breakwater at the San Pedro Harbor began.

The fight was won in 1897 when Congress appropriated \$2,900,000 for construction of the breakwater. The project was undertaken two years later and completed in 1910. Even before its completion, Los Angeles had extended its city limits to the harbor area and annexed San Pedro and Wilmington, a Harbor Commission had been created, and a public bond issue of \$3,000,000 had been voted for construction.

In the decade which followed the completion of the breakwater, the Harbor's importance to the region was immeasurably increased by the opening of the Panama Canal, which placed the Port of Los Angeles in a strategic position for world commerce. No less important to the growth of the Harbor has been the significance to the region of the petroleum industry and its reliance on economical distribution facilities. Today the Port of Los Angeles is one of the world's greatest oil ports.

By 1923, the total waterborne commerce tonnage through the Port of Los Angeles exceeded that of all other Pacific Coast ports. It has maintained that leadership since that date. By 1929, the value of commerce had passed the billion-dollar mark. That same year saw the installation of one of the harbor's most successful facilities — the Harbor Belt Line Railroad, 116 miles of trackage administered jointly by the Board of Harbor Commissioners and the four railroads which supply the area.

Building Program

The Port of Los Angeles today, comprising the outer harbor at San Pedro, the inner harbor at Wilmington, and Terminal Island, represents a \$100,000,000 investment of city and federal funds. The facility covers 2,780 acres of land, occupied by modern terminals, warehouses, railroads, highways, docks, wharves and piers. These are currently being augmented through a continuing construction program. Major projects within that program include a \$4,300,000 passenger-cargo terminal which, when completed, will comprise 268,800 square feet, and a recently authorized terminal to be constructed at a cost of \$6,000,000 and to cover a 46-acre area.

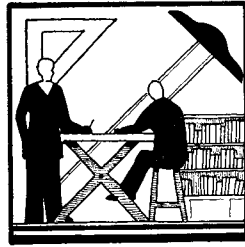
The Port, whose commerce supplies the needs of the Southwest, clears a wide range of commodities. Among its major exports are petroleum, citrus fruits, fish, cotton, walnuts, steel, machinery, borax and other industrial chemicals. Included among its imports are coffee, lumber, spices, rubber, copra, newsprint, wool, and bananas.

The growth of Los Angeles as a center for world trade and the role played by the Harbor in that growth are reflected in the fact that at the time the breakwater was completed, fewer than 3,000 ships entered the Harbor annually. Currently ship arrivals average 8,000 annually. Tonnage in the early years averaged 2,000,000; for 1949, total tonnage was 18,985,913. There are now approximately 600 import-export firms doing business through the Port. At least 25 per cent of the ships accommodated at the Harbor are foreign flag ships serving world trade.

The Harbor is the largest fishing harbor in the world, housing California's fourth largest industry, which currently has an annual catch of 360,000,000 pounds. Thirty thousand people in the Harbor area depend on the fishing industry for their living through a \$10,000,000 annual payroll.

Foreign Trade Zone

A significant development at the Harbor during 1949 was the establishment of a Foreign Trade Zone, the fourth such zone to be created in this country. This makes it possible for foreign ships to unload, inspect and process without payment of duty, pending re-shipment of goods abroad or entry into the United States. In the first three months of the Zone's operation, shipments were received from 11 foreign countries, valued at \$1,236,467. During its initial phase the Zone will operate at a loss, but it is expected that in the eighth year it will show a profit and that by the tenth year all losses from preceding years will have been offset. The primary purpose of the Zone, however, is not to yield a profit, but to stimulate world commerce through the Port of Los Angeles and to add to the city's stature as a leader in the global interchange of goods.



CITY PLANNING

Before the City Planning Commission was established in 1920, only a nominal type of zoning was in effect in the city, and there was very little control over land subdivision. Accordingly, the use to which the land in the city was put was

determined on a day-to-day basis, rather than in terms of the long-range interests of the entire city and all of its people.

An early attempt, in 1913, to create a City Planning Commission was defeated, but the interest it generated resulted in the formation of a citizens' City Planning Association, the appointment of a special committee in 1918 to consider the development of a Civic Center, and, two years later, the official creating of the Commission.

The 1925 charter changed the Commission from its original 51-man membership to its present five-member composition.

There were sporadic attempts in the early years of the Department to develop segments of a master plan for the city, but for the most part the Department concerned itself with problems of zoning and subdivision. A limited zoning ordinance was adopted in 1921 and an improved one in 1930, but city planning was not being carried out on a scale commensurate with the needs of the city.

Reorganization of 1941

Effective, comprehensive master planning dates from the Department's reorganization in 1941. The reorganization took place as the result of charter amendments developed by the current administration; it had a dual objective: to remove zoning from politics and to expedite the formulation of plans which would give orderly direction to the city's growth. Through the reorganization, the position of Director of Planning was created. The Director not only serves as head of the Department, but functions as chairman of the Coordinating Board, made up of the Mayor and the heads of those city departments which are directly or indirectly involved in planning for the city's future improvement requirements, and expanded services as they may affect physical development. The reorganization also established the Office of Zoning Administrator, to grant variances in zoning regulations where they seem justified; and the Board of Zoning Appeals through which the Administrator's decisions may be appealed.

During the past decade, the Department has studied the city's growth, anticipated its needs and guided its expansions. The development of a Comprehensive Zoning Ordinance, under which the entire city is zoned, was accomplished with the counsel and cooperation of interested citizen groups. The result is an ordinance which is considered a model by other cities in the nation. It sets the pattern for land use throughout the city, regulates density, provides for the special needs of such regions as the predominantly rural

but rapidly urbanizing San Fernando Valley. The adoption of this ordinance by the City Council in 1946 has made it possible for the city's phenomenal postwar building activity to be controlled rather than chaotic.

Master Plans Developed

Master plans have been developed — or, in some cases, revised — covering the city's ultimate pattern for freeways, recreation, airport, and shoreline development

The Department's studies of blighted areas within the city were instrumental in the city's undertaking of redevelopment plans. This city was one of the first in the state whose master plans were sufficiently developed to meet the prerequisites set by the Community Redevelopment Act of 1945.

The Department has been active in the planning and co-operative action for development of the Civic Center which, when completed will comprise the largest collection of public buildings (city, county, state and federal) anywhere in the country except in the nation's capital.

Major activities of the Department during 1949 included:

Preparation of a master plan for schools, developed jointly with the Educational Housing Section of the Board of Education.

Revision of the master plan of Recreation, including a special study on camping sites, and the addition of golf courses.

Preparation of plans for twelve branch administrative centers within the city, so that future departmental branches in outlying areas will be centrally located for more efficient service to the people.

Conducting of a survey, in collaboration with the Health Department and the Housing Authority, of the Bunker Hill area; and subsequently providing technical assistance to the Community Redevelopment Agency in the suggested redevelopment of that area.

Completion of a survey of existing private streets, including hazardous ones in mountain areas; findings of the survey are providing the basis for a corrective ordinance now being prepared.

Completion of a plan for a suggested Studio City shopping center and preparation of a similar one for Sherman Oaks.

BOARD OF ZONING APPEALS

The Board of Zoning Appeals, which functions within the Department of Planning, heard 122 appeals during 1949. Of these cases, the Zoning Administrator's decision was affirmed in 68 cases, modified in 23, reversed in 25, and 6 cases were withdrawn.

The appeals involved such diversified matters as the authorization to raise worms for fish bait; the establishment of a scholastic retreat for artistic geniuses; the proposal to drill additional oil wells; the maintenance of additional signs on hotel developments; the location of automobile parking lots; the conduct of child care homes; and the operation of golf driving ranges.



PUBLIC UTILITIES & TRANSPORTATION

The establishment of this Department was the outgrowth of a widespread citizen-sentiment, in the early days of the century, that certain types of business were so closely linked with the public interest that they should be regulated by public agencies. When the Department of Public Utilities was created in 1909, Los Angeles was among the first cities in the nation to take cognizance of this responsibility.

Originally, the Board of Public Utilities had broad powers to adjust complaints, fix rates and otherwise regulate public utilities. Within a few years after its establishment, the power to fix rates for inter-city utilities was transferred, by a state constitutional amendment, to the California Railroad Commission. Jurisdiction over rates for intra-city utilities, as well as other regulatory powers, is still lodged with the Board.

Early Franchises

Before the establishment of the Department, municipal control of public utilities was divided and irregular. There are records of a wide range of franchises having been granted, and the terms of some of them gave a degree of control to the City Council. Among the franchises granted between 1869 and 1902 were one for a gas works, a railroad right-of-way, several horse railways, a water pipe line, an oil pipe line and several telephone services.

Since undertaking active operations in 1910, the Board's policy has been to obtain for the citizens of Los Angeles the best in utility service at the lowest possible rates. One instance of how this objective has been attained by vigilance and persistence is in the case of automatic dial telephone equipment. In the first year of its existence, the Board began to study the feasibility of this equipment. By 1916, Los Angeles had the largest automatic telephone exchange in the world. In recent rate cases, it was established that the Board's insistence on this type of equipment was partially responsible for the savings of millions of dollars to telephone users in this area.

Highlights in the Department's four-decade history include:

1915-1921—Introduction of natural gas in the area.

1918—Authorized to regulate interurban passenger and freight stages as to service.

1920—Authorized to regulate taxicabs, autos-for-hire and sight-seeing cars.

1925—Empowered to issue street stand permits.

1926—Inaugurated finger-printing of motor vehicle drivers and checking of police records.

1930—Natural gas pipe line was constructed from Kettleman Hills in the San Joaquin Valley to this area.

1931—Maximum and minimum taxicab rates were established.

1938—Large-scale conversion from rail lines to motor coach operation begun.

1941-44—Wartime responsibilities involved curtailment of service of rubber-tired vehicles, elimination of car stops to conserve equipment and time, studies of effect of staggered work hours.

1946—Blanket franchise for bus and rail services sold to all major carriers in the area, bringing increased revenue to the city.

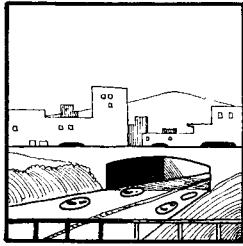
1946—Ambulance service placed under jurisdiction of the Board; uniform rates established for school buses, autos-for-hire, taxicabs, and ambulance service; the first modern electric trolley line began operation.

In recent years, utilities, as well as other businesses, have been faced with rising costs. Accordingly, the burden upon the Department of maintaining reasonable rates without an impairment of service has become more complex.

Recent Achievements

Specific activities for 1949 included the elimination of illegal travel bureaus which were operating in the city, augmenting the natural gas supply available to Los Angeles, coordinating railroad crossing protection devices and street traffic signals, establishing adequate bus zones to increase safety to bus patrons and to relieve traffic congestion. In order to protect the public interest, one or more members of the Department participated in 101 days of hearings before state and federal regulatory agencies.

Since the Department was established, gas sales in the city have increased more than sixty times. The number of telephone stations has increased from 72,000 in 1909 to 878,500 in 1949. The amount invested in all utilities was \$65,000,000 in 1910; today it is \$1,122,000,000. In 1914, the city received \$55,000 in franchise revenue. In 1949, with franchises in effect with sixty-two companies, it received \$2,694,283.49.



PUBLIC WORKS

Los Angeles, in its first year of incorporation, did not have one graded street or public building. Today, it has more than 5,700 miles of streets for public use and 550 public buildings.

This expansion has been the responsibility of the Board of Public Works. The operating Department of Public Works, in its present form, has charge of the design and supervision of construction of all public works improvements, including city-owned buildings, bridges, sewers, storm drains, and street lighting. Its functions also include street paving and maintenance, garbage and refuse disposal, acquisition of land for public use and levying of assessments for improvements.

Originally, the Board, created in 1872, was made up of five members of the City Council. With its establishment, the city had a medium through which it could invite sealed bids for all public construction contracts. The new Board fortified itself with the technical assistance of an engineer and a superintendent of streets, and, as its first projects, started a program of sewer construction and street improvement. In the decade of the 1880's, it assumed the additional responsibilities of sidewalk construction and house numbering.

Full-Time Commissioners

The Board of Public Works in its present form — as distinguished from one made up of Council members — was created by charter amendment in 1905. The Board was made up of three members who were required to give full time to their duties. With the 1925 charter, the Board's membership was increased to five. Today it is the only city board whose members are full-time salaried members of the municipal personnel. The Board holds three regular meetings each week, in addition to calling public hearings as needed.

One measure of the increased work load which is being carried by the Department of Public Works is the extent to which its functions are performed by separate bureaus, many of which, by themselves, are as large as city departments. The fragmentation into bureaus has been necessary so that the diverse functions of the Department can be discharged by a corps of specialists.

The engineering function has been separately handled by a technician from the beginning of the city's public works record. The earliest of the individual bureaus to be created were the Custodial Bureau and the Bureau of Assessment, both established in 1906.

Bureaus Added

The present Bureau of Public Buildings, known then as the Bureau of Construction and Building Maintenance, was established in 1924; the Bureau of Street Lighting in 1925; the Bureau of Right of Way and Land in

1928; the Bureau of Standards in 1929; the Bureau of Street Maintenance, which originally included Sanitation, in 1941; the Bureau of Accounting in 1941; the Bureau of Inspection and the Personnel Division in 1942; the Bureau of Sanitation in 1947.

During 1949, projects totalling \$38,673,000 in cost were completed within the jurisdiction of the Department of Public Works. The achievements of the individual bureaus within the department are reported below.

BUREAU OF ENGINEERING

Predecessor to the present position of City Engineer was the city's first Surveyor and Engineer who, in 1872, was assigned to do surveying and engineering, make plans and estimates, and keep as public records his surveys, notes, profiles and maps. In the early phases of the city's public works program, the engineer's position was sometimes combined with that of street superintendent, and sometimes maintained separately. The charter of 1889 provided that the office be an elective one, but the amendment of 1905 revised it to one appointed by the Board of Public Works. Since 1937, the position has been under Civil Service.

During the past 100 years, the city has developed from a town with no water pipes, no sewer facilities, no sidewalks, to a city with 5728 miles of streets, 331 bridges and tunnels, 115 pedestrian subways, 3,289 miles of sewers and 741 miles of storm drains. The Bureau of Engineering has played a major role in this development.

The duties performed by the Bureau include the making of basic surveys and maps; the design of streets, sewers, sewage treatment plants, pumping plants, storm drains, bridges, viaducts, tunnels, pedestrian subways and similar public improvements; the preparation of detailed plans, specifications and cost estimates for these improvements.

During 1949, public improvements based on Bureau of Engineering designs included 182 miles of streets, 136 miles of sewers, 9 miles of storm drains and 15 specialized structures.

BUREAU OF STREET MAINTENANCE

Whatever street maintenance was done in Los Angeles in the year 1850 was only on a voluntary — and therefore sporadic — basis. The fact that a superintendent of streets was one of the first positions authorized when the Board of Public Works was created in 1872 indicates that the work of citizen volunteers had been less than adequate. Inspection and care of the streets has been a direct responsibility of the Department of Public Works since its formation; in 1941 a Bureau of Maintenance and Sanitation was created, and six years later the two functions were divided between separate bureaus. The Bureau of Street Maintenance currently operates through a Street Maintenance Division and a Lot Cleaning Division.

Fifty years ago, the city's street cleaning facilities were housed in a single yard which included a barn for horses, a warehouse, and an asphalt plant. Many of the streets were being paved with granite block and red brick. Street cleaning was done at night by pull brooms drawn by mules. Today that single yard has been replaced by 23 maintenance yards, shops and plants. Its asphalt equipment, which in 1900 was hand-operated and turned out two tons of finishing mixture a day, has expanded to three plants whose output averages 2,000 tons a day.

During the past year, through the Bureau's operations, 383,674 curb miles of city streets were cleaned and 274,006 cubic yards of debris were removed. In addition to street patching and repairing, it conducted an ambitious street resurfacing program through 414 jobs covering 117.7 miles.

Wide Scope

The Bureau also did 43,230 replacements on excavations which had been made in the street system for the installation of utilities; repaired gutters, bridges and other street facilities; installed 4,500 new street-name signs; and was responsible for destroying the growth of weeds and the removal of rubbish from vacant lots.

A city that is growing not only calls for new services but generates new problems for those who are performing the services. The Bureau of Street Maintenance finds that its operational load is heavier because the transportation conversion to motor and trolley buses is placing more of a burden on street surfaces than was anticipated, the increase in all-night parking makes street cleaning difficult and it is now virtually impossible to find any part of the city that is traffic-free for a long enough period of time to allow for street repairing, cleaning, or resurfacing without interference.

BUREAU OF SANITATION

The earliest record of a contract for garbage collection and disposal for the city dates back to 1902. In 1911, collection by city-owned mule teams was inaugurated; disposal was made to hog ranches. Until 1935, all collection was made either by mule team and one-man crew or by large trucks with three-man crew; for the past 15 years, all garbage and rubbish collection has been made by small 1½-ton trucks and two-man crews. This year all garbage collection trucks are being equipped with new enclosed bodies.

In the past 10 years, the net collection cost for garbage has increased from \$471,231 to \$1,139,521 and for noncombustible rubbish from \$248,962 to \$841,268. The total number of miles traveled by the combined collection crews during that 10-year span has increased from 1,890,000 to 3,076,000.

The Sewer Maintenance Division of this Bureau is responsible for controlling the discharge of sewage and storm water wastes into sewers, storm drains, open channels and navigable waters, the maintenance of main line

sewers and storm drains as well as sewage and storm drain pumping plants, four sewer ventilating plants, Hyperion Sewage Screening Plant, Hyperion Chlorination Plant, and Terminal Island Treatment Plant.

Although the new submarine sewer outfall was placed in operation in September, 1949, continued chlorination will be necessary for protection of the Santa Monica Bay Beaches until the new \$41,000,000 Hyperion Sewage Treatment Plant is put into operation.

Through the Bureau's Incinerator Division, the Lacy Street Incinerator was put into limited operation during the past year. Ultimately the Division expects to operate four additional combustible rubbish incinerators, construction of which was made possible through a \$2,100,000 bond issue approved in 1947. When this program is completed, city-wide collection and disposal of combustible rubbish will replace burning in open dumps and backyard incinerators.

BUREAU OF STREET LIGHTING

Today's modern and extensive street lighting system in this city had its origin in a law, in effect as early as 1850, which required all residents to burn lanterns in front of their property during the first two hours of darkness. Contracts for gas street lights date back to 1876, and the first electric street lights were installed in 1882.

Originally the responsibility of the City Engineer and the City Electrician, the installation and maintenance of all street lighting has been under the jurisdiction of a separate bureau since 1925.

Major landmarks in the city's street lighting development have been the installation of five-light cluster posts in the downtown streets between 1906 and 1914, installation of the Broadway Lighting System in 1919, the lighting of several hundred miles of major and residential streets between 1922 and 1928, and the beginning of our modern street lighting system in the Olympic Boulevard installation in 1938.

In the period following the second World War, the Bureau has completed lighting improvements on 44 miles of the city's most hazardous streets and installed modern safety lighting at 272 major intersections. These accomplishments have contributed materially to the city's record of decreasing traffic fatalities.

During the past year, 1,712 electroliers were either replaced or modernized on 19.2 miles of major streets at a cost of \$981,000; lighting was improved at 67 traffic intersections; lighting was installed in 26 miles of residential streets; and 1,974 overhead lights were installed, 745 of which were at new locations.

On its agenda for the years ahead, the Bureau hopes to replace or repair the 5,000 concrete standards which were installed more than 20 years ago, convert to modern design the lighting on the 150 miles of arterials which are equipped with old metal electroliers, and augment the lighting facilities of the 100 miles of major streets which now have only overhead lighting at intersections.

OTHER PUBLIC WORKS DEPARTMENTS

Bureau of Public Buildings

This Bureau takes care of the Department of Public Works' operational details in the construction and maintenance of public buildings, and has approximately 550 such buildings as its responsibility. These buildings include an approximate area of 3,000,000 square feet and have a total replacement value of \$25,000,000. Until the Bureau was created in 1924, each individual city department arranged for its own building program or, in some instances, relied upon the Design and Construction Division of the Park Department.

During the past year, the Bureau's operation called for budgetary expenditures of \$2,596,563 and responsibility for \$22,041,259 in special projects authorized by bond issues. Future construction which will come within its jurisdiction include a \$9,500,000 Police Facilities Building, a \$3,000,000 Health Facilities Building, and a \$300,000 Health Center in Hollywood.

Bureau of Inspection

The responsibility of this Bureau is to inspect all construction work being done under city contract or city permit and to regulate the use of the city streets. Traffic control is excluded from this street use jurisdiction.

During the past year, a total of 21,452 projects, valued at \$29,711,000 was accepted by this Bureau. There was a monthly average of 334 "B" permit inspections, covering private improvement work done on sidewalks and curbs in front of individual homes. Its Street Use Division issued more than 56,000 permits for special street use, such as installation of street decorations.

Bureau of Right of Way and Land

This Bureau acquires dedications for rights of way for public improvements, including opening and widening of streets and easements for sewers and storm drains and acquires real property for public building sites.

During 1949, the real property it acquired for public use was valued at \$3,179,622. This included the acquisition necessary for major additions to the Los Angeles Civic Center. The Bureau's Title Division processed 3,963 searches for titles.

Bureau of Standards

The duties of the Bureau of Standards are to investigate new materials and processes and to control the quality of materials used by other bureaus within the Department.

During 1949, 27,000 samples of materials and 12,000 samples of water, sewage and industrial wastes were tested. Thirty-five employees, which is a peak for this Bureau, have carried the past year's work load, which has been particularly heavy because of the great variety and quantity of materials and installations tested for the Hyperion Activated Sludge plant.

Typical testing projects undertaken by the Bureau during 1949: the relation between the chlorine demand of sewage, as determined by standard methods, and the chlorine required to reduce the bacteria population of the sewage to a safe limit for disposal into Santa Monica bay; development of equipment for and methods of testing the wearing and weathering properties of traffic marking paint.

Principal items of new equipment which have been acquired by the Bureau during 1949 include a modern 300,000 pound capacity tension and compression testing machine which has increased the range and lowered the cost of testing construction materials; a Geiger counter which is being used in analysis of sewage and industrial waste; and a flame photometer which has reduced the time needed for analyzing portland cement.

Bureau of Assessments

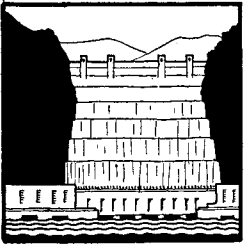
The first special assessment made in Los Angeles occurred in 1875 for the widening of Alameda Street. Before the establishment of a special bureau to perform this function, assessments for public improvements were handled through the Assessment Clerk in the Street Superintendent's office.

This Bureau reached the peak of its operations in 1929, when it levied assessments on approximately 300,000 parcels of land assessed at \$32,000,000. The major cause for the decline in its activities during recent years has been the fact that many street improvements are currently being financed through gasoline tax funds. During 1949, the Bureau made assessments totaling \$8,832,756, involving 150,414 parcels of land.

Bureau of Accounting performs all accounting and payroll work for the entire Department. During the past year it handled cash receipts totaling \$16,219,079.19 and disbursements amounting to \$50,186,242.87. Thirty-two funds are involved in its operations.

Personnel Division of the Department is its liaison with Civil Service and handles all personnel matters involved in the Department's relationship with its 4,200 employees.

The Custodial Bureau cleans City Hall and 17 other municipal buildings, operates the City Hall elevators and its 24-hour-a-day telephone exchange.



WATER & POWER

In a very real sense, the story of Los Angeles is the story of water. For it was adjacent to the Los Angeles River that the original 11 families chose the site for the pueblo they founded in 1781. The Indians before that had learned that in this semi-arid region, a community, to flourish, must have water close at hand.

For the first 50 years after its incorporation, the supply of water provided by the river and local wells was adequate for the needs of the small city. Its distribution in the early period was primitively done through open ditches. In the 1860's, pipes were installed in the city for safer water distribution, and in 1868 a 30-year lease was signed with a private firm to provide the city with water. Water rates were subject to regulation by the Council, and free water was to be provided to schools, hospitals and jails.

Planning and Skill

In 1902, for the sum of \$2,000,000, the city regained control of its water supply, a Board of Water Commissioners was established, and the modern story of water in Los Angeles begins. It is a story of imagination, bold planning, and engineering skill. These, combined, made possible the search for water 250 miles away, at the Owens River, the safe conduct of the water back to the city, the second quest 20 years later to the Mono Basin watershed 100 miles further north, the collaboration with other cities of the Metropolitan Water District in gaining access to waters of the Colorado River, and the availability, as a by-product of these water projects, of hydro-electric power for one of the nation's most active industrial centers.

Without these developments, Los Angeles could not have expanded beyond a population of 250,000. Today, it has an assured water supply through its Owens and Mono resources for its present population of more than two million, and has scarcely begun to draw on the water available from the Colorado River.

When the first Board of Water Commissioners undertook the municipal distribution of water, the entire system was made up of seven reservoirs, with a total capacity of 202 acre feet; 337 miles of pipe; and 676 fire hydrants. These facilities served 23,000 customers; 26 million gallons of water per day were adequate for the city's needs.

Today, within the municipal water system, there are 44 reservoirs and 46 tanks, with a total capacity of more than 400,000 acre feet; more than 4600 miles of pipe; over 24,000 fire hydrants. The system's customers have expanded to 374,000, and 350 million gallons of water are delivered to the city daily.

During the past year, 74 per cent of the city's supply of water was obtained through the Los Angeles Aqueduct; 22 per cent from within the Los Angeles River Basin; and 4 per cent from the Colorado River.

Municipal Distribution of Power

The city began municipal distribution of electric power in 1916, drawing upon the energy generated by its newly completed water system. In 1922, its distribution facilities were augmented by the purchase of the local electric distribution system of the Southern California Edison Company. A second major acquisition in 1937 gave the city the electrical facilities of the Los Angeles Gas & Electric Corporation. In 1939, the city bought the Edison facilities serving the areas which had been annexed since the original purchase and the municipally-owned system became the city's sole distributor of electric energy. Its customers have expanded from 25,000 in 1922, prior to its expansion program, to a current total of 645,000.

The Department of Water and Power, which was created in its present form by the 1925 charter, is the largest municipally owned public utility in the world. Its responsibility embraces not only meeting present needs, but anticipating future ones, since the entire well-being and prosperity of the city is oriented to its supply of water and power.

Among the Department's concrete plans to meet future needs are:

The Baldwin Hills reservoir, which will provide close-in water storage. It will add 293 million gallons to the city's storage capacity, and will be completed this year at an estimated cost of \$10,000,000.

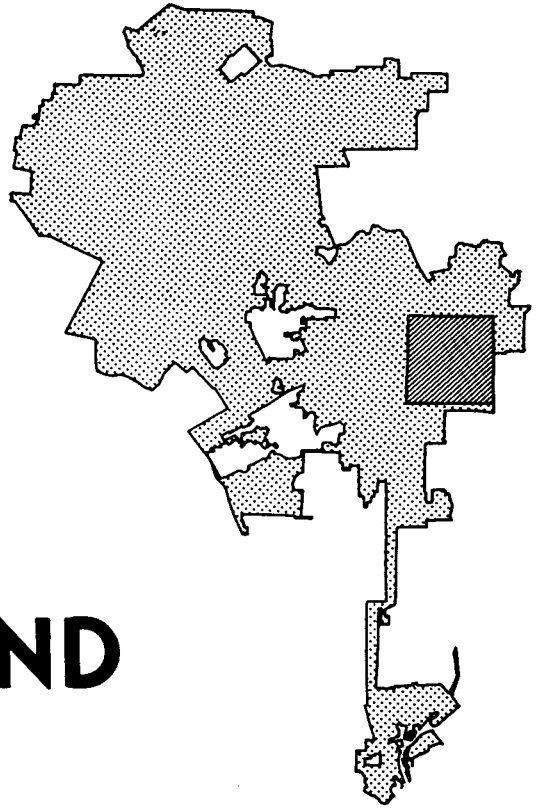
A 10-mile pipe line, 66 inches in diameter, to be used as the city's need for Colorado River water increases. The line will connect the Metropolitan Water District trunk line in Eagle Rock to the Department's Hollywood reservoir, and will have a capacity of 171 million gallons a day.

The new \$42,000,000 Harbor Steam plant which has a total generating capacity of 475,000 electrical horsepower. The final two steam turbine generators at this plant have just been completed.

Three hydroelectric power plants at the Owens River Gorge, which are scheduled for completion in 1951, and will add total generating capacities of 150,000 electrical horsepower.

The city draws approximately 80 per cent of its power supply from the Colorado River development. Our dependence on the Colorado River for water, although still negligible, increases each year; last year it was 4 per cent as compared with 3 per cent in the preceding year. The city is accordingly vitally concerned with a prompt and equitable settlement of the interstate dispute concerning California's water rights to the Colorado River.

HEALTH AND SAFETY





FIRE

Although the adobe buildings which were prevalent in the city's early days did not constitute a fire hazard, the storage of hay did. This menace figured prominently in the city's first regulation dealing with fire hazard, enacted in 1869. It was during that same year that Los Angeles' first fire company was organized. It was manned completely by volunteers and financed by initiation fees and dues. One year later, the city purchased its first fire engine.

The Fire Department received official status as a municipal department through an ordinance in 1871. It was not to exceed eight companies, and each of them operated independently. However, it was still staffed on a volunteer basis.

Five years later, the independent companies were merged under a single command, as the Department's first Chief Engineer was elected. The Department was growing, but its operations were still relatively primitive. For instance, until 1877, fire apparatus was pulled by men; the first horses purchased for that purpose were acquired that year.

First Commissioners Named

A major turning point in the Department's history occurred in 1885, when it was converted from a voluntary department to one staffed by paid firemen. The same ordinance which authorized this change created a Board of Fire Commissioners.

The expanding requirements of the Department are indicated by the fact that in 1898, the citizens voted a \$150,000 bond issue to finance new fire stations and apparatus. Two years later, the Department was made up of eleven engine companies, four truck companies, five hose companies, and two chemical engine companies.

Although the Department purchased its first automotive vehicles in 1907, its horses were not speedily replaced. In 1912, the Department owned 163 horses, the maximum in its possession. Ultimately, in 1921, with much attendant sentimentality, the last horse-drawn fire apparatus was retired.

In 1916, the city's protective services were strengthened by the formation of the Fire Prevention Bureau. The 1925 charter established the Board of Commissioners on its present basis. The Mayor, who since 1889 had served as ex-officio president of the Board, was freed of that responsibility.

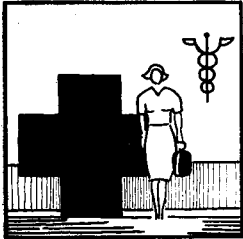
New Station Being Built

The Department in the past decade has been participating in an extensive program of acquiring sites and building new stations. A \$4,600,000 bond issue authorized by the voters in 1947 made possible not only new stations, but new apparatus and equipment.

In the past two years, a four-story office and garage building has been completed; three additional stations have been built; two stations have been rebuilt in the same location; seven stations have been rebuilt in new locations to improve distribution.

The growth of the Fire Department is a valid gauge of the growth of the city and its need for augmented services. In 1900, the Department's authorized monthly payroll was \$7,685, covering 118 employees; today it is \$872,406.64, covering 2,501 employees. In 1900, there were 600 hydrants on the city water system, today there are 26,696 hydrants on the city system and 2,500 on private water systems.

The Department today is made up of 81 engine companies, 25 truck companies, 13 salvage companies, 6 rescue companies and other units for specialized functions. It has 450 pieces of automotive equipment, including 250 pieces of fire-fighting equipment. Last year it responded to 23,845 alarms, of which 16,492 were actual fires. Of the remainder 4,721 were rescues or other services.



HEALTH

Public health has been a municipal concern in Los Angeles for almost a hundred years, although early measures in retrospect seem very fragmentary. There is, for example, record of a police regulation in the 1850's against polluting the water system, and complaints in the following decade against dead animals in the street. The virulence of the smallpox epidemic in 1863 pointed up the need for more stringent health measures. With the appointment of the first City Health Officer in 1866, the beginning of a citywide health program was formulated. By 1873, a Board of Health had been established and regulations were passed on sanitation, cesspools and garbage. In 1874, the reporting of births and deaths became compulsory.

Headway in the control of communicable diseases was achieved with the enactment of quarantine laws in the 1890's. Health Department services expanded with the installation of a laboratory in 1903; and 10 years after that, the Department undertook the inspection of multiple dwellings, as the outgrowth of an anti-slum program.

Although vital statistics have been kept by the department for more than seven decades, some of the early records are far from precise by today's standards. Among the "causes of death" reported were fits, fever, teething, runaway team, opium poisoning.

Services Expand

The Department has contributed materially to the decrease in the incidence of communicable diseases in the city; its immunization programs have been signally successful. In addition to its achievements in the control of disease, the Department's progress in recent years has been marked by these advancements:

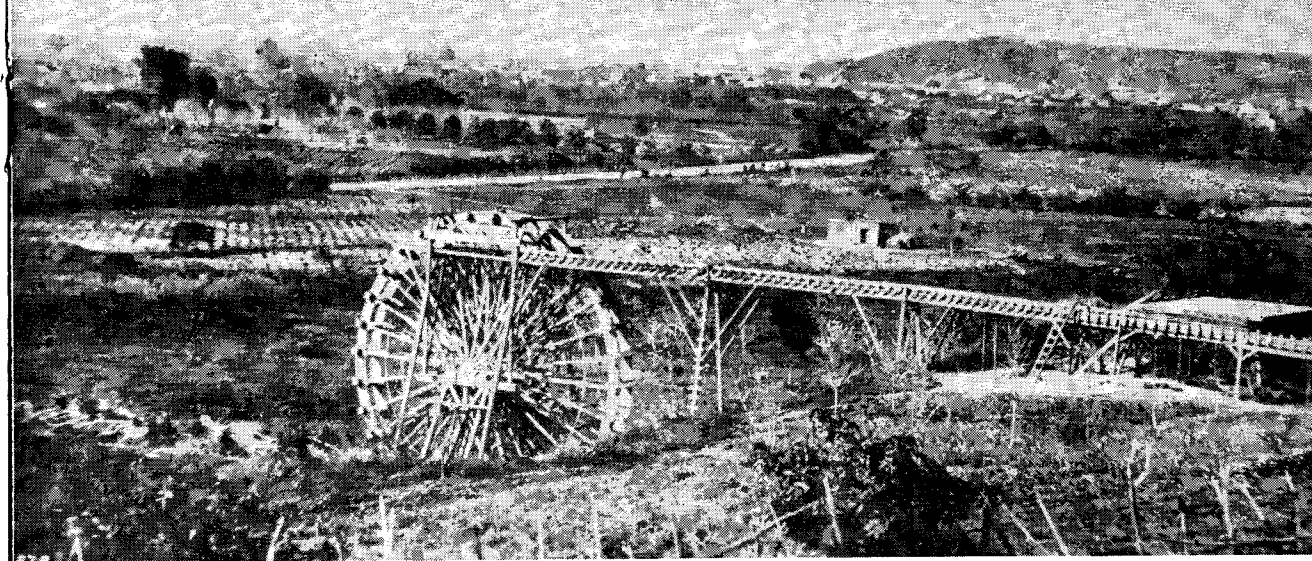
- 1939—Industrial Hygiene Division established.
- 1942—Public health nutrition service added.
- 1943—Health education service inaugurated.
- 1944—Food handlers' courses in restaurant sanitation launched.
- 1944—Mosquito control undertaken.
- 1948—Mental health program started.

The emphasis of the Department's program is on preventive measures; currently it is engaged in constructive activities in widely diversified fields — all aimed at maintaining a high level of public health.

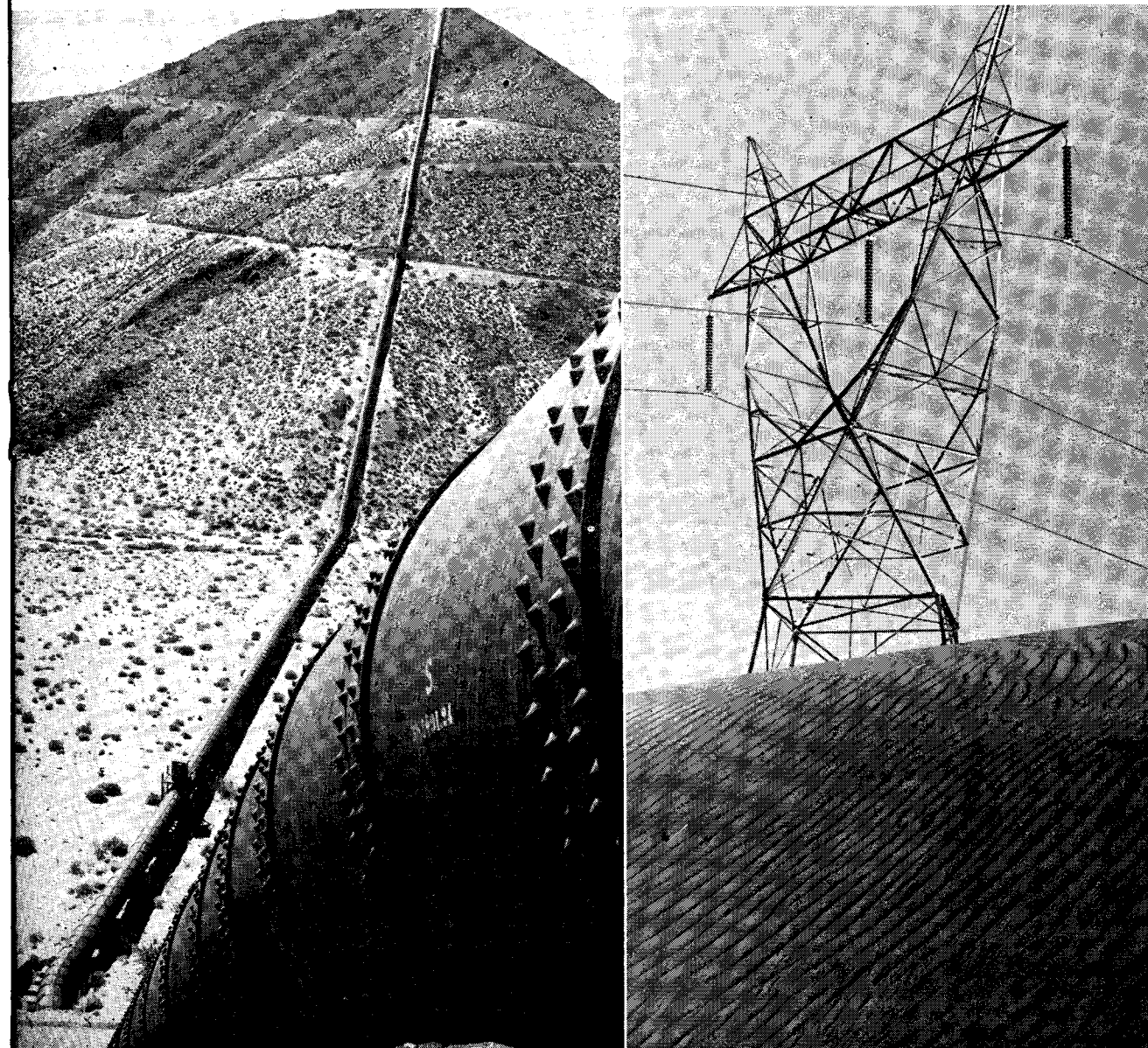
The scope of its program can be judged by this partial list of services:

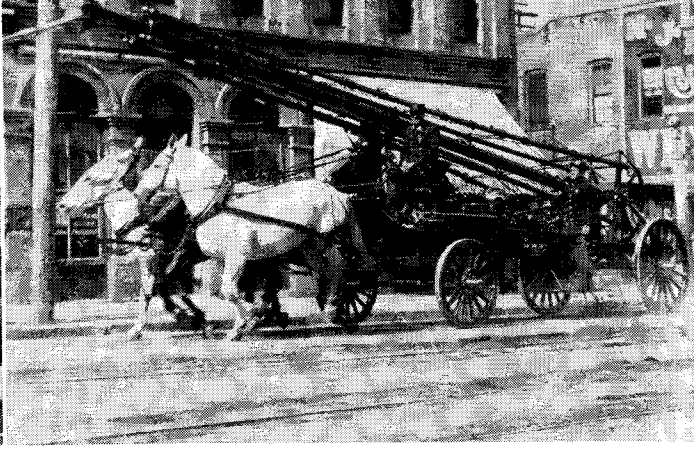
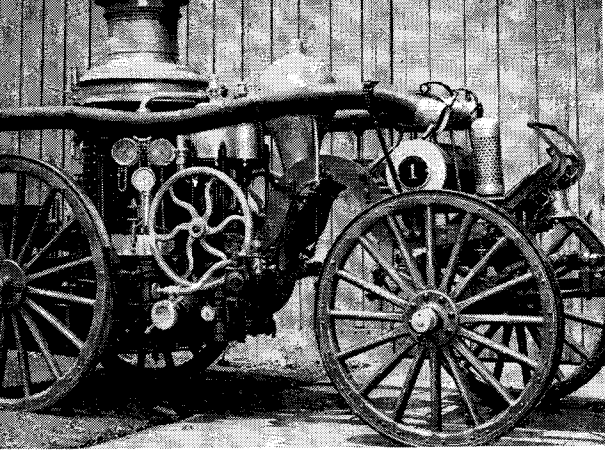
Conducts educational program for accident prevention, directed particularly at eliminating hazards in the home.

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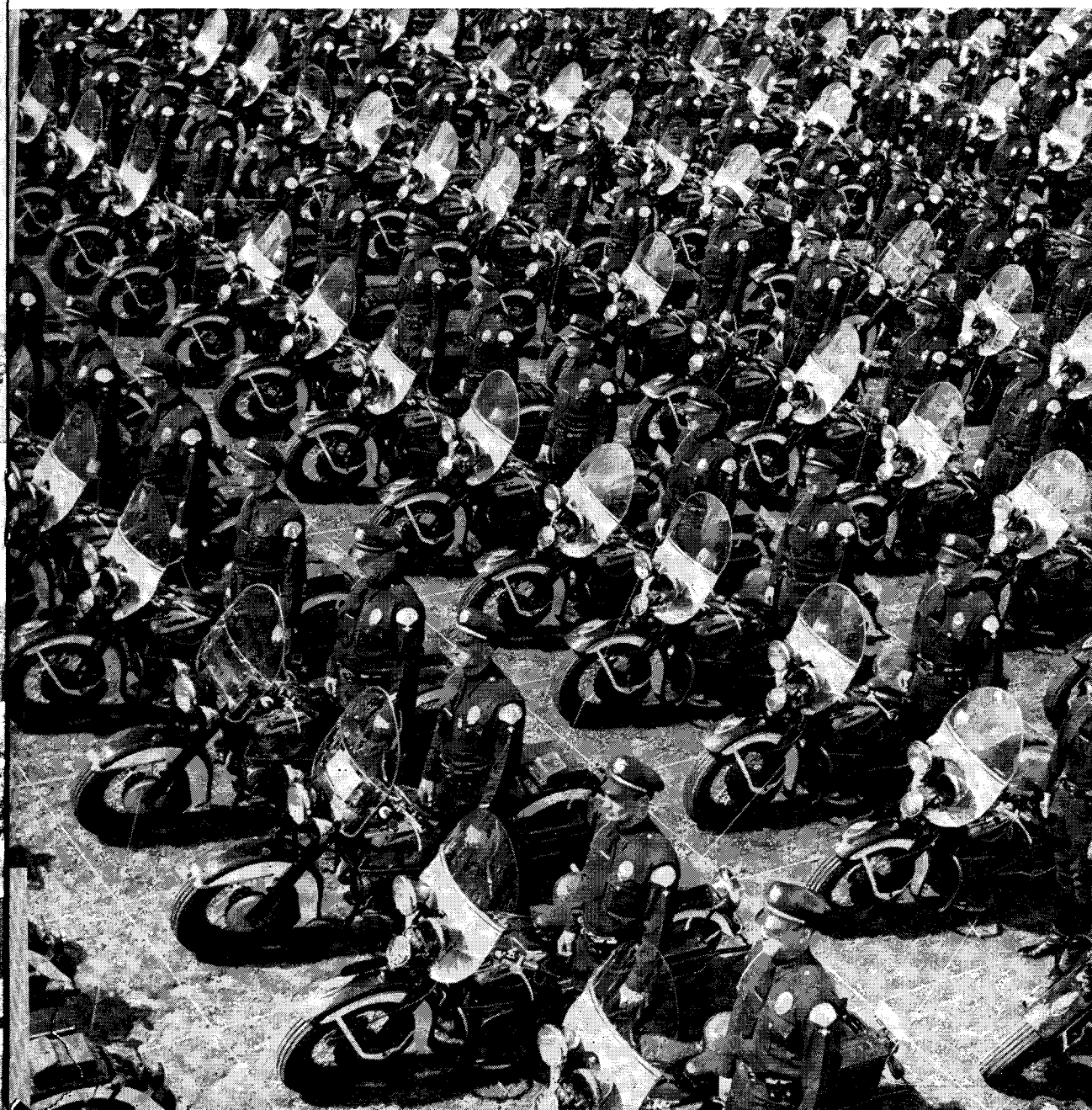
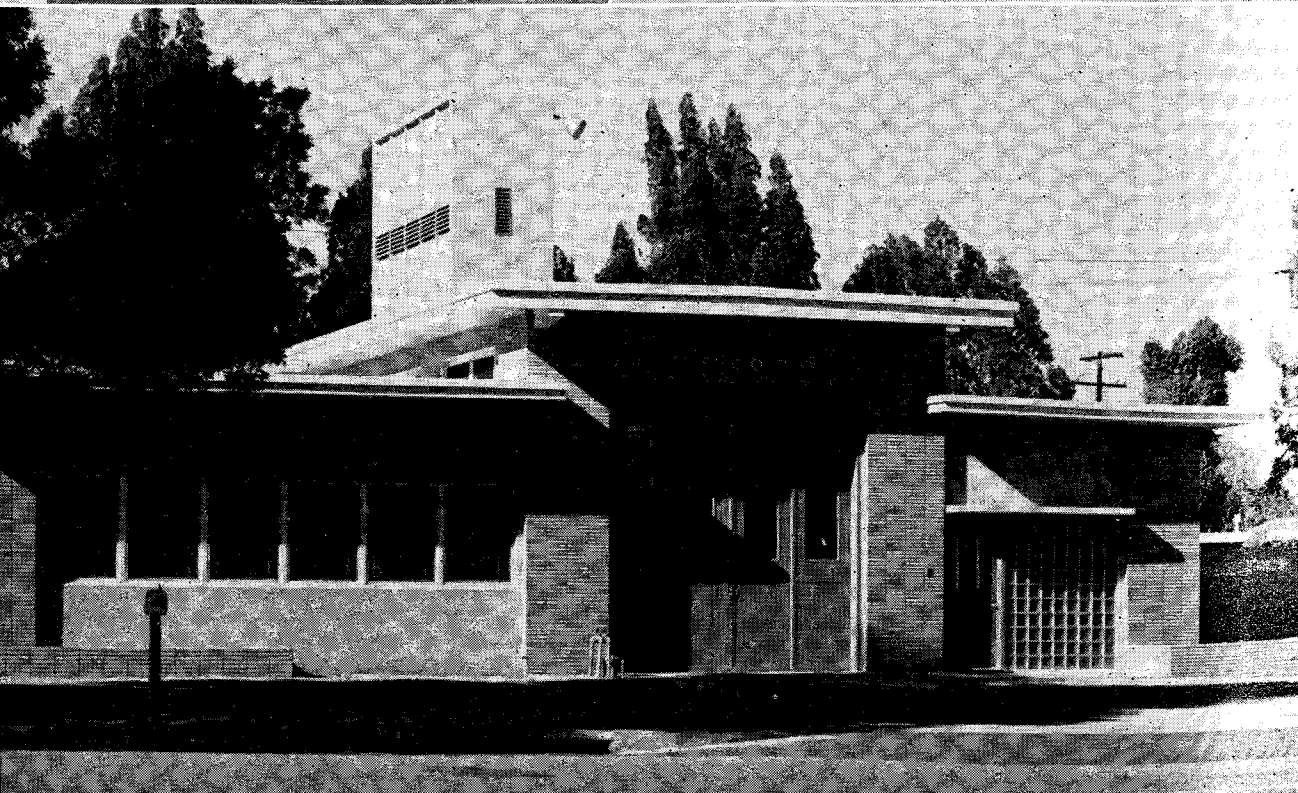
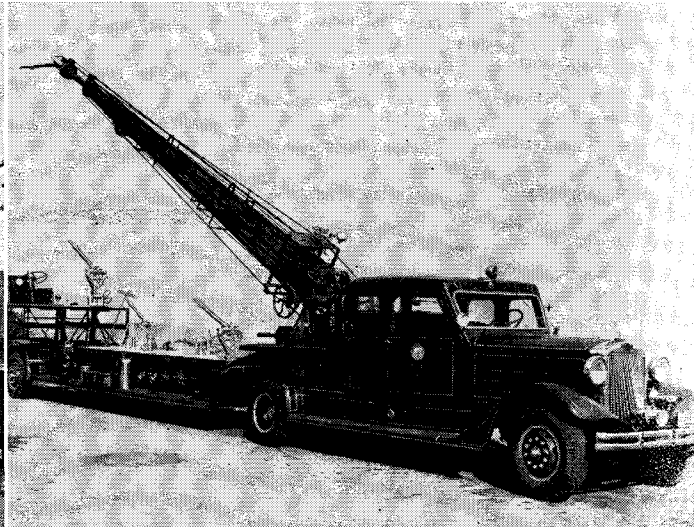
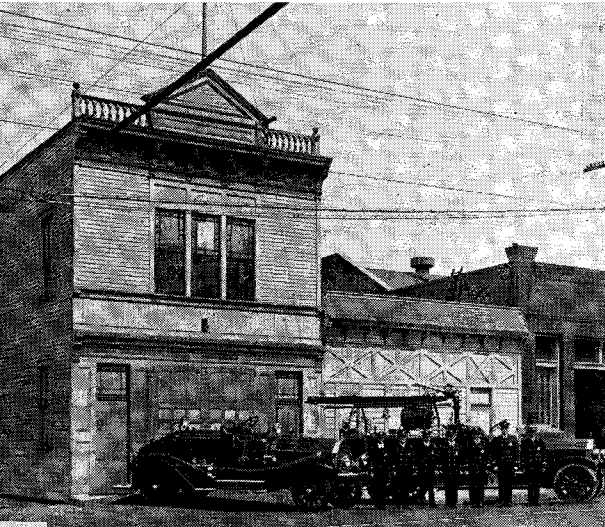
Above: Forerunner of today's impressive municipal water system was this primitive water wheel, in use in Los Angeles in the mid-nineteenth century. Below, left: Water is brought to Los Angeles across Jawbone Canyon in the Mojave Desert through this giant siphon. Below, right: Power for Los Angeles' industry comes across the desert from Hoover Dam.

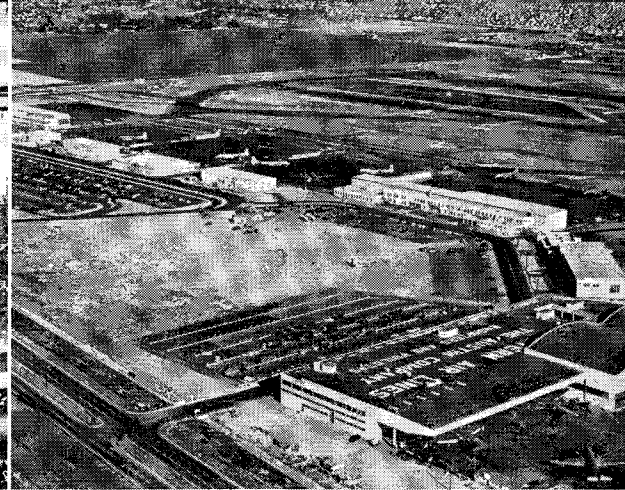
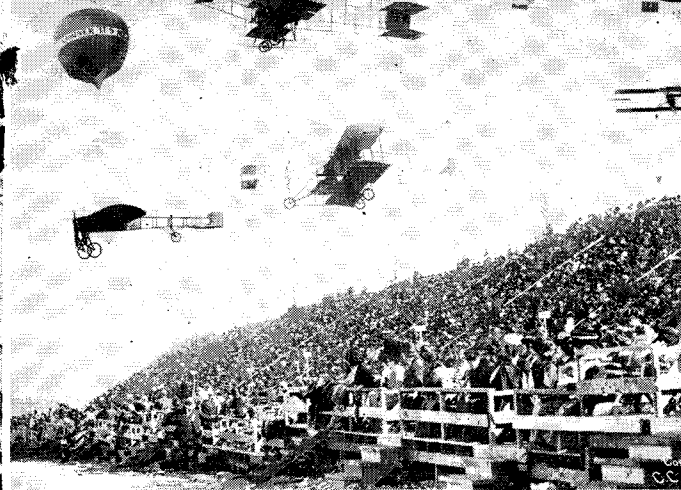
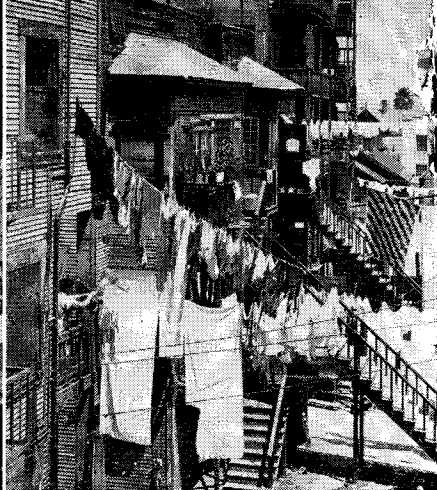




Above, left: Steamer typical of Fire Department equipment in 1900. Above, right: Horse-drawn fire apparatus. Below, left: Built before 1900, this combination fire and police station was in use until 1940. Below right: Fires today are fought with modern equipment like this water tower. Bottom photo: Modern fire station.

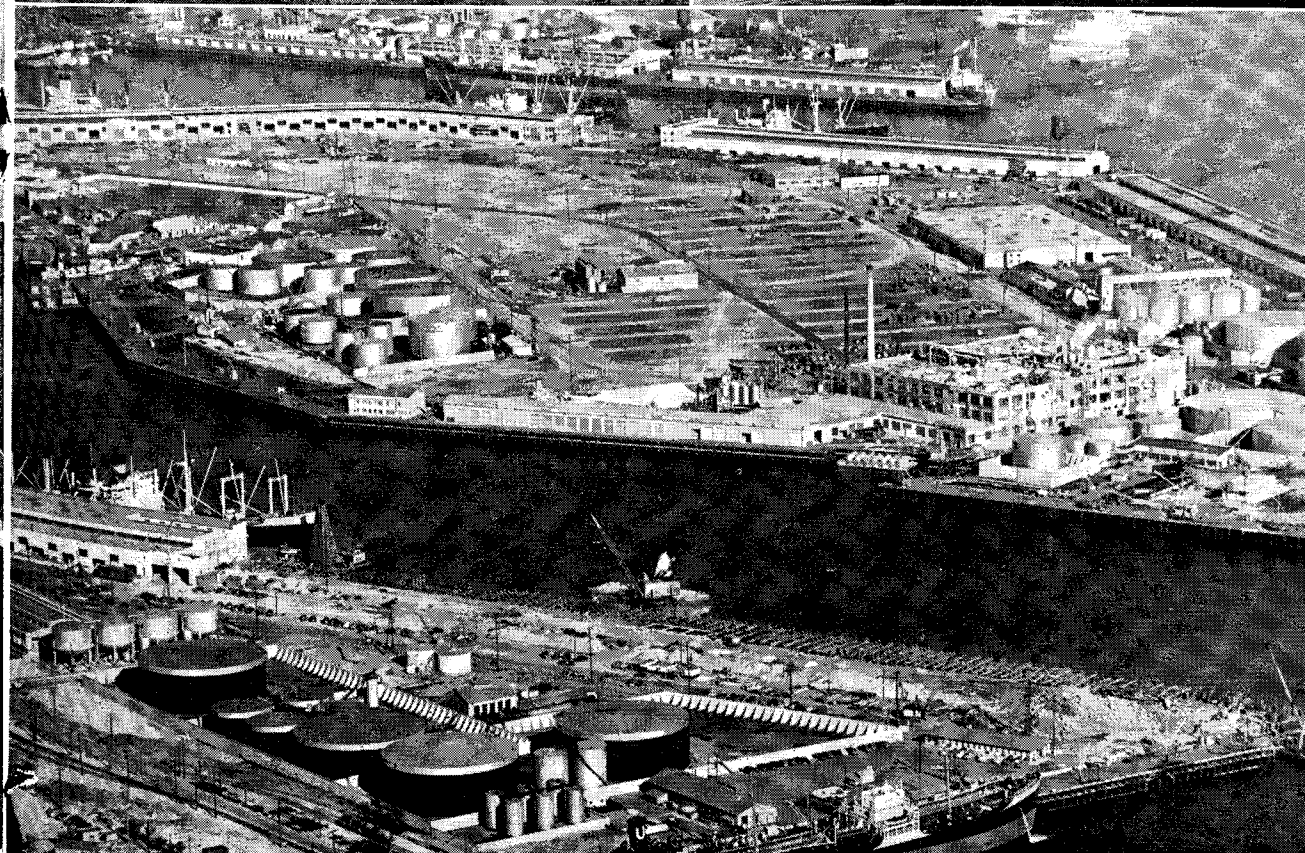
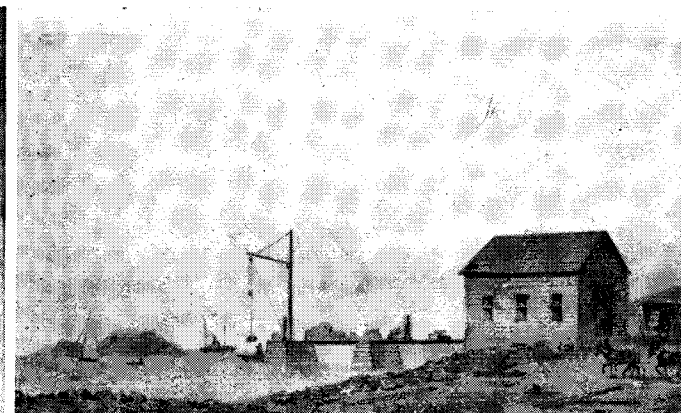
Above, left: Los Angeles' police force first wore uniforms in the 1870's — frontier-style hat and hip-length coat. Above, right: Early patrol wagons were electrically propelled. Below: Today's police force is impressive in terms of manpower and equipment. Handling the city's complex traffic flow is a major problem.

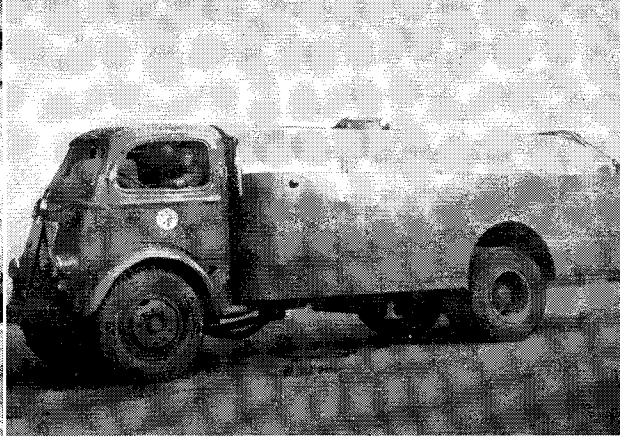
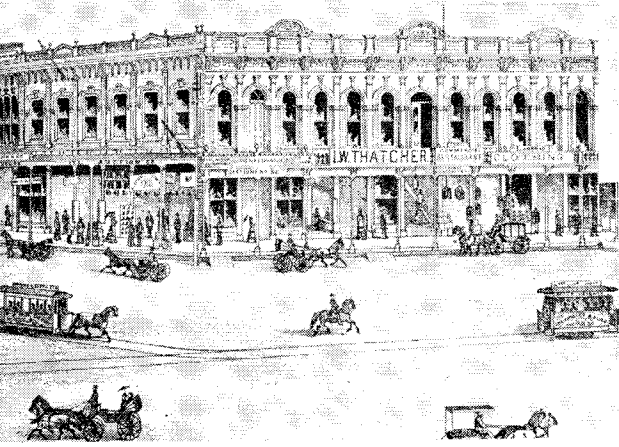




Above, left: A low-cost public housing project, built and operated by the Housing Authority. Above, right: Substandard neighborhoods like this are cleared and their occupants rehoused. Below: A Health Department tuberculosis clinic—35 years ago. Bottom photo: Today the Health Department immunizes thousands of school children against diphtheria.

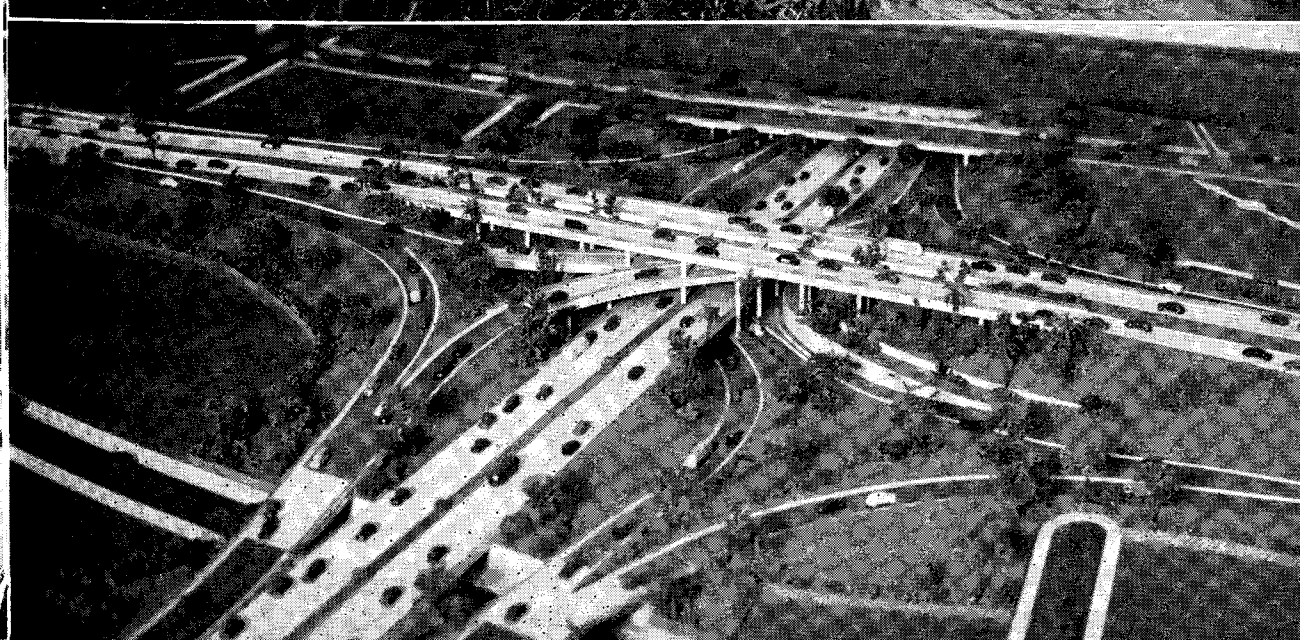
Above, left: Dominguez air meet — 1910 — forerunner of Los Angeles' air-mindedness. Above, right: Los Angeles International Airport today. Below: left: Headquarters of early-day shipper at San Pedro. Below, right: In 1899, construction started on the Harbor's breakwater. Bottom photo: A portion of the oil facilities at the Port of Los Angeles.

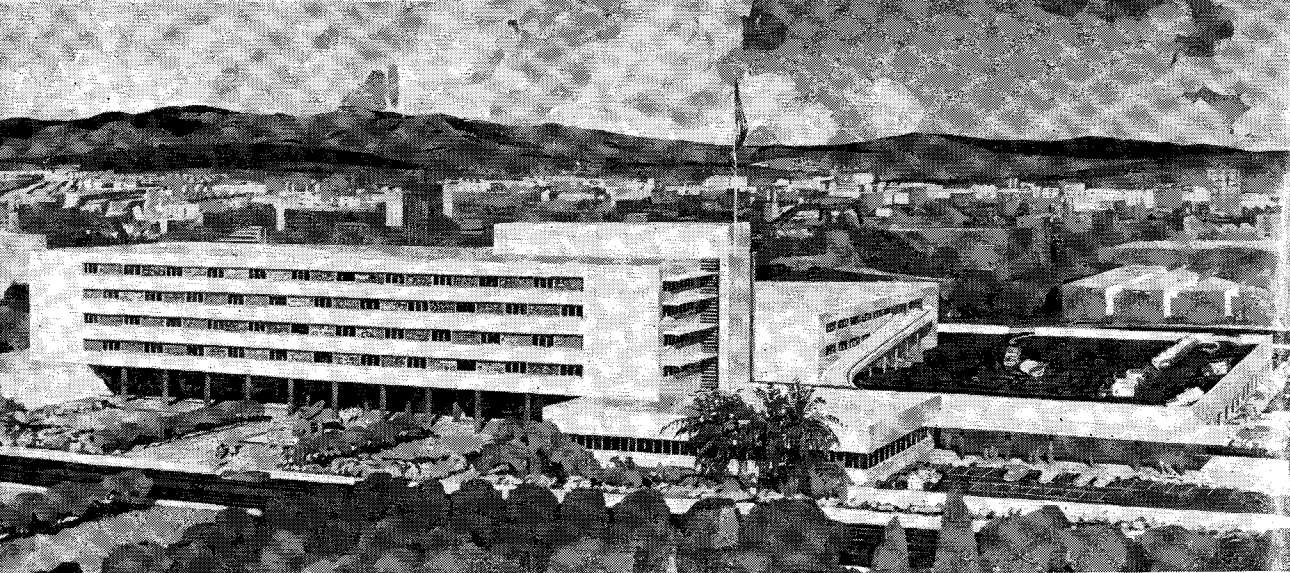




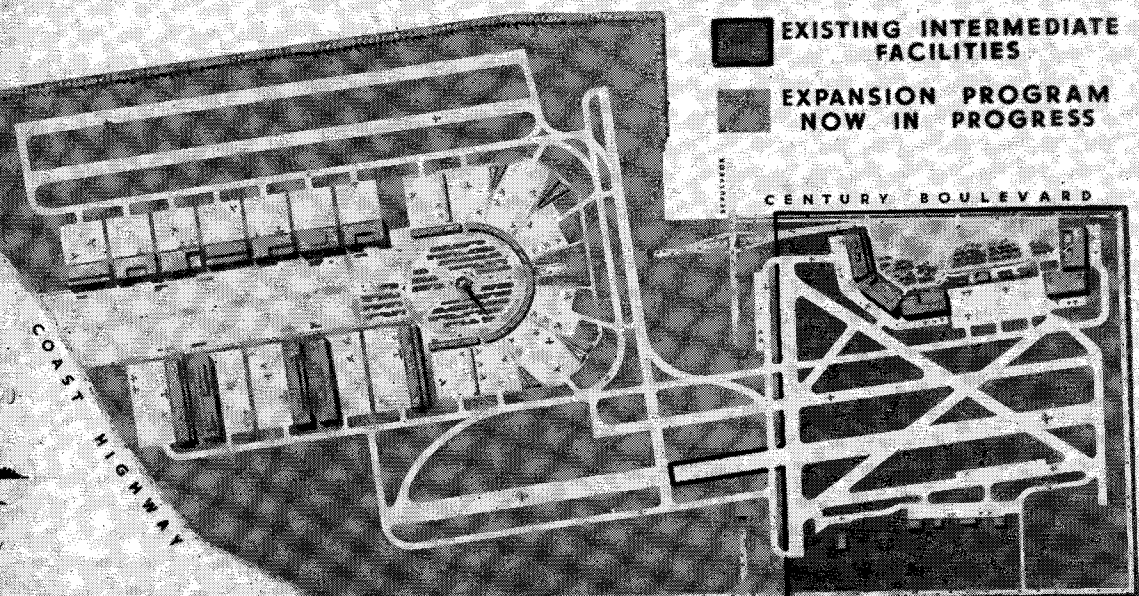
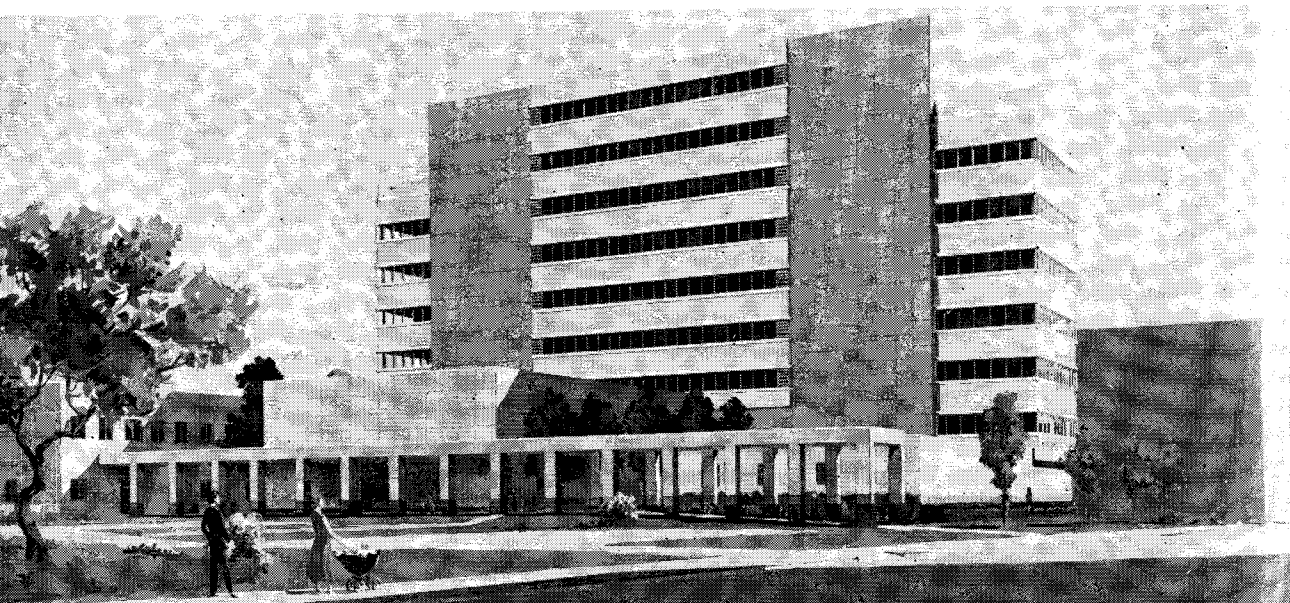
Above, left: Downey Block, home of the Los Angeles Public Library, 1872 to 1889. Above, right: Central Library Building, completed in 1926. Below: Violet Street Playground, established in 1905, was the city's first municipal playground. Bottom photo: New Highland Park municipal swimming pool, built as part of Recreation and Parks' current expansion program.

Above, left: Horse-drawn street-sprinkling unit — 1906. Above, right: Modern street flushing equipment. Below: The city's thoroughfare's were primitive in 1871 when Broadway, north of First Street, looked like this. Bottom photo: Today a complex freeway system is being constructed to meet the city's need for mobility.





The city ten years from now — and a hundred years from now — is being planned today. Above: Police Facilities Building, to be built in Civic Center. Below: Health Department and a branch of the Receiving Hospital will be housed here. Bottom photo: Current facilities at the Airport represent only a small portion of the total plan.



Operates 33 child health conferences at which babies are examined and mothers instructed.

Makes 46,000 inspections annually of the city's 12,000 restaurants.

Conducts vigilant inspections of all food before it reaches the consumer. This includes inspection of wholesale fruit and vegetable markets, packing sheds, and warehouses; checking the slaughter of poultry and animals and the conditions under which these foods are subsequently marketed; "barn-to-consumer" inspection of all dairy operations.

Devotes special attention to maintaining adequate health standards in housing through a program of inspection which is coordinated with that of other city departments.

Provides a service to industry designed to protect and maintain the health of industrial workers. This includes studies of nursing facilities within the plant, first-aid equipment, in-plant health education, and special conditions which may be harmful to the industrial worker—toxic dusts, fumes and vapors, and skin irritants.

Advises hospitals and other institutions on sanitary techniques.

Maintains extensive laboratory facilities for diagnostic and testing purposes.

Operates maternity clinics through which prenatal care is offered, and provides emergency service for home delivery.

Conducts active nutrition education program through its clinics as well as in cooperation with the school system.

Enforces a pest control program through rat extermination, anti-mosquito measures, and block-to-block inspection for pest-breeding areas.

Maintains a public health nursing program through which an average of 9,200 home visits per month are made.

Checks the quality of the water supply, recommends public sewers where necessary as a health measure, examines public swimming pools — all phases of its sanitary engineering program.

Directs specific training projects with public health implications, including a Food Sanitation Institute.

Conducts an intensive program for the prevention, diagnosis and treatment of tuberculosis and venereal diseases.

In 1949, the Department recorded for the city 38,419 births and 21,039 deaths. More than 90,000 immunizations were given and 46,000 chest x-rays were provided. The Department is currently participating in a mass chest x-ray program for Southern California, in the course of which several million persons will be x-rayed.

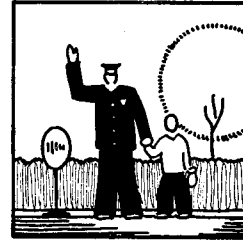
Food Handlers Trained

As a result of the special training provided by the Department for food handlers in restaurants, today less than 10 per cent of the restaurants which are checked by inspection squads are found in need of correction; formerly it ran as high as 70 per cent.

The Department's achievements in 1949 also included installation of a virus laboratory; more effective control of dump operations; launching of a comprehensive heart study which ultimately will add to our understanding of the relationship between heart disease and heredity, environment, and the blood itself; protection of the quality of the city's fresh water supply through rerouting of industrial discharges.

Public health can, only to a limited extent, be imposed upon a city. It must be developed cooperatively by a Health Department and a willing body of citizens. The city's Health Department acknowledges a high level of cooperation from press, radio, television, schools, civic groups, churches and other public-oriented groups.

POLICE



Los Angeles in 1850 had a one-man police force. That man was the City Marshal, one of the municipal officers designated in the Articles of Incorporation. Fortunately, in view of the general lawlessness of that decade, he was given authority to deputize citizens when necessary to maintain order. He deputized more than 100 in the first year. Despite the support he received from volunteers, the City Marshal, in the midst of a particularly ruthless outbreak of violence, was assassinated in 1853.

In 1869, almost 20 years after the city's incorporation, the police force was changed from a voluntary organization to a six-man paid city department. The following year the first Police Commissioner was appointed. The city's perennial traffic problem dates back to that period; the records reveal that in 1873, there was a law requiring lights on hacks and imposing a speed limit — no faster than a walk — at street intersections.

The office of City Marshal was changed to that of Chief of Police in 1877. Reflecting the Department's newly acquired professional attitude, policemen for the first time wore regular uniforms: frontier-style felt hat, hip-length blue serge coat, eight-pointed silver star badge.

Communications Installed

The beginning of what is now the Department's elaborate and speedy communications system dates back to 1885 when the Chief requested the installation of a telephone so that foot and mounted officers could keep in touch with headquarters. This was a major acquisition, since the department's complete equipment at that time consisted of a horse and saddle, six dark lanterns, thirteen police stars, twenty rogues' pictures, seven sets of nippers, and old belts and clubs.

By 1887, when the city's population was nearing the 50,000 mark, the force had expanded to 80 persons. Two years later, the city was divided into four police districts, all working out of the Central Police Station, then located on Second Street between Spring and Broadway. Major steps taken by the department during the late 1880's included purchase of the first patrol wagon in 1888, the establishment of the first Detective Bureau in 1889, appointment of the first matron in 1889, and opening of the first substation, in what is now the Hollenbeck Heights Division, in 1889.

The forerunner of today's highly systematized Record and Identification Division was inaugurated in 1890. The procedure in those days was simple; every officer was required to write a report of each investigation and file it by hanging it on a hook outside the office of the Chief.

New uniforms were designed for police officers in 1895, and with them went these orders from the Chief: "You will keep your coats buttoned, stars pinned over left breast on outside of coat, and hold your clubs firmly."

Policing the city became an increasingly demanding responsibility as the city's population grew and its physical area spread. Highlights in the Department's program of meeting its expanding responsibilities at the turn of the century included:

- 1897—Completion of new Central Police Station.
- 1899—Installation of the Police Alarm System.
- 1900—Organization of Bicycle Squad to cover residential district.
- 1904—Opening of new substation, forerunner of today's University District station.
- 1905—Acquisition of first two motorcycles.

A new police service was inaugurated in 1911, when the first Sunrise Court was held for drunks taken in during the night. In the first year, more than 12,000 were released before 6:00 A.M. so that they might return to their employment. This service was maintained until 1938.

The years preceding the first World War were marked by the installation of a fingerprinting system and establishment of the Identification Bureau and the Juvenile Bureau.

Expansion in 1920's

During the 1920's the police force underwent numerical expansion, standards for personnel were elevated, the training program was intensified, a building program resulted in badly needed new substations, specialized technicians such as a research chemist and a ballistics expert were added to the Department, and the Police Pistol Range in Elysian Park was established.

As it developed, this energetic program of expansion was well-timed, since the enforced economies of the 1930's permitted no new facilities or personnel. However, the department's communications system was substantially improved in the early years of that decade by the installation of the Police Radio System.

Traffic, always a major urban problem, has been a particularly acute one for Los Angeles because of its proportionately high automobile registration. To centralize the handling of these problems, the Traffic Bureau was organized in 1941. The program developed by the Bureau was not put into complete operation until the end of the second World War. Its success can be measured by the fact that although traffic fatalities in the city had been averaging approximately 500 per year, in 1948 they were reduced to 289, and in 1949, further reduced to 270.

The growth of the Department in terms of personnel during the past hundred years has been an impressive one, although the city has chronically been under-policed. Today, it lacks the three officers per one thousand citizens which is considered ideal.

The Department's growth is summarized in this manpower table.

1850	1	1918	729
1870	6	1925	2363
1887	80	1946	3163
1900	109	1949	4493
1910	520		

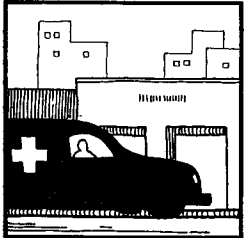
Today all candidates for the Police Force are trained at the world-famous Police Academy in Elysian Park. In addition to basic studies of self-defense, physical conditioning, penal laws and firearms, the candidate also receives training in abnormal psychology, public relations and race relations.

The Record for 1949

During 1949, there was a decrease in crimes of violence, but an increase in petty theft in the city. Drunkenness continued to be the most frequent cause of police action against citizens. Approximately five out of each ten persons arrested during the past year were booked for drunkenness. It is estimated that the cost to the citizens of Los Angeles of handling these 88,360 drunk arrests was \$3,986,649.

A new division within the Department, established during the past year, is the Bureau of Welfare and Corrections, which is charged with the processing and confinement of prisoners as well as the welfare and rehabilitation of those serving sentences for misdemeanors.

The Department has grown more rapidly than its physical quarters. Currently it faces a housing shortage. A new Police Facilities Building, for which bonds have already been voted, is scheduled for construction in 1951, to be completed and in use by 1954. That same bond issue has also provided funds for a new jail and jail farm.



RECEIVING HOSPITAL

The smallpox epidemic which devastated the City of Los Angeles in the 1860's and which was responsible for the first municipal concern with public health resulted in the establishment of the city's first public hospital facility. A smallpox hospital was built in Chavez Ravine in 1868; provisions were also made for the treatment of injured citizens. The Health Officer, who was in charge of this hospital, had by 1883 also acquired the responsibility of treating prisoners in the City Jail.

A small makeshift arrangement which combined the services of a pest house and an emergency hospital soon proved inadequate for the needs of a growing city. It was apparently decided to separate the hospitalization of communicable diseases from the treatment of imprisoned persons, because in 1888, under a newly created position of Police Surgeon, a hospital was set up in a remodeled room of the jail. Here were treated sick or injured persons taken into custody by the Police Department. Old treatment books reveal such records as: "Old age. Heart trouble. Fell in river. Cold and wet," and "Drunk with two children was thrown from buggy."

Emergency Treatment Provided

Receiving Hospital services extended beyond the treatment of prisoners to include emergency treatment of citizens; in the early years of the century, the hospital was moved out of the jail and given a street entrance for the convenience of the public.

The incidence of street accidents rose sharply as the automobile replaced the horse and buggy on the city's streets and the need for expanded emergency treatment facilities was apparent enough to receive citizen support through approval of a bond issue. In 1927, the present main Receiving Hospital in the Police Department's Georgia Street building was opened, and within the next few years branch hospitals were built in the Hollywood and Lincoln Heights districts.

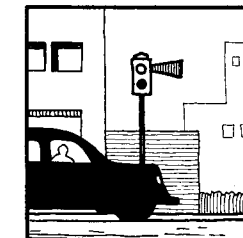
In addition to its two branch hospitals, the Receiving Hospital has in the intervening years expanded its services through seven emergency stations in the outlying districts. In 1929 it took over the operation of the ambulance service which till then had been a Police Department function.

Current Functions

Currently, its functions include not only the medical care of prisoners and the treatment of accident victims or those taken acutely ill, but also the physical examination of applicants for the Police and Fire Departments and the hospital care of those Department members when injured in line of duty.

Hospital records show that in 1900, 1,395 cases were treated; for 1949, this total was 302,970. There were 26,010 ambulance calls in 1930; last year there were 41,121.

TRAFFIC ENGINEERING



As an autonomous city department, this is the newest on the city roster; it was created by ordinance during the past calendar year. However, its functions have been carried out under the jurisdiction of other departments ever since Los Angeles became a conspicuously automotive city.

With more than one million motor vehicles currently registered, and with the automobile, truck, and bus functioning as an integral part of the city's commercial and social existence, the efficient and safe flow of traffic becomes a pressing problem. But 30 years ago, the problem was virtually non-existent. Traffic control was a simple matter of a policeman manipulating a hand-turned sign at an intersection.

Traffic Signals Installed

With the mass production and mass use of the automobile in the years immediately following the first World War, hand-controlled traffic devices became outmoded. A study of electro-mechanical devices was authorized by the Council in 1921, and in the following year, traffic signals were installed for test purposes at 31 intersections in downtown Los Angeles. Responsibility for the work was vested with the City Electrician, under jurisdiction of the Board of Public Works.

On the basis of successful experience with the test installations, traffic signals were put in at 100 locations in 1925. During the same year, the function of installing and maintaining all traffic signals was assigned to the Department of Building and Safety.

Modern traffic policies which were put into effect in the 1920's included the progressive timing of signals, prohibition of parking during busy hours on widely used thoroughfares, the requirement that pedestrians obey traffic signals, installation of boulevard stop signs, and development of the off-center lane movement.

The need for extensive posting of traffic signs and uniform paint markings for centerlines, curbs and crosswalks added to the duties of those who were handling traffic engineering and a separate department was established to perform these functions. This department, created in 1931, was short-lived; within a few months it was converted into a bureau, functioning under the Police Department.

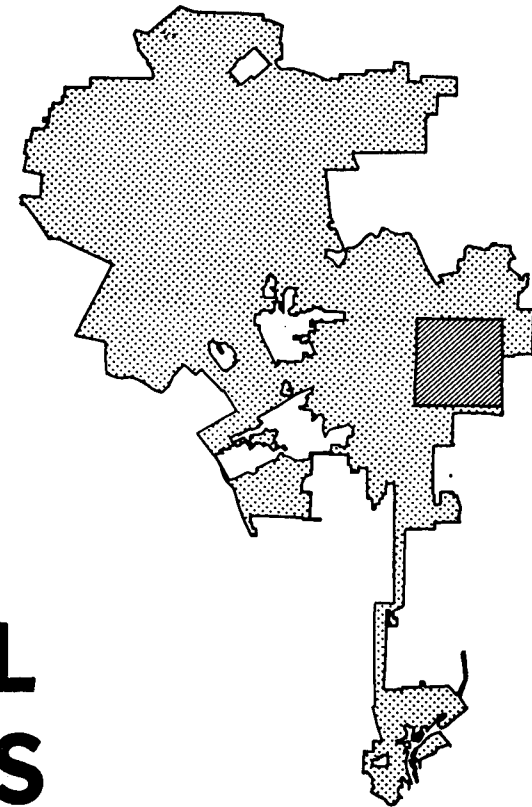
During the second World War, when automotive traffic was sharply curtailed, the work of the Bureau of Street Traffic Engineering dwindled. Many traffic signals were shut down and street painting was minimal. The Bureau did, however, undertake the installation and maintenance of the city's air-raid alarm system.

Re-established as Separate Department

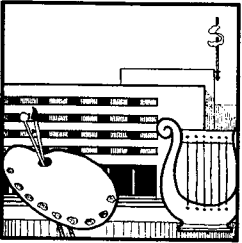
At the end of the war, the Bureau resumed its full functions; the less than 900 signals which were in operation during the war has been increased to 1,580. Its re-establishment as a separate department last year is indicative of the increased need for efficient, modern traffic control.

During the past year, the Department installed or repainted 2,024 miles of lane lines and centerlines and 10,519 individual crosswalks. There were 48,638 traffic signs installed, including 31,162 for temporary situations such as excavations or parades.

The Department has contributed, in cooperation with the work of enforcement, safety street lighting and safety education programs, to the reduction in traffic fatalities in the city.



**CULTURAL
ACTIVITIES**



MUNICIPAL ART

At its outset the Municipal Art Commission was formed on an unofficial basis. It was a gathering of citizens, meeting first in 1930, who were concerned with improving the physical appearance of the city. Their objectives included cleaning of streets, planting of trees, and obtaining statues and objects of art for the city.

It became an official municipal Commission in 1911, and was given the specific responsibility of reviewing the design of municipal buildings and structures, and approving works of art which are acquired by the city. Since 1940, the Department has greatly enlarged its scope, and undertaken an active program of cultural enrichment for the city.

Through advising and monitoring, the Commission aims for a well-designed, visually integrated city; each year it helps to bring the city closer to that objective.

Monthly exhibits by local artists are presented under Department sponsorship in the City Hall gallery. In addition, during the past five years the Department has presented a widely attended Annual Art Show at the Greek Theater which pays tribute to the hundreds of distinguished artists in this area. During 1949, at the city's Annual Art Show, the exhibit included 252 oils and water colors, 66 pieces of sculpture, 40 miniatures and a special display of works by patients of Birmingham Hospital.

Future plans which are being developed by the Department include displays of original contemporary art, bringing to Los Angeles exhibits from other parts of the nation, and circulating smaller exhibits in the city's outlying areas.

BUREAU OF MUSIC

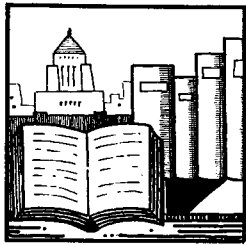
The Bureau of Music which functions as a division of the Department of Municipal Art, was formed in 1945. It represents an innovation in municipal cultural activities, since Los Angeles is the first city to put into effect a citywide musical program that calls for active participation as well as passive listening.

A few weeks after its formation, a youth chorus developed by the Bureau sang on the steps of City Hall as part of the city's official observance of National Music Week. From that simple beginning, the program has in five years developed to include 21 youth choruses, 15 adult choruses and 12 groups which stage community sings. The Bureau, working with the American Federation of Musicians, routes four bands through city parks for open-air concerts. It also sponsors a non-professional Civic Center orchestra.

Its special events, which have attracted nationwide attention to the Bureau, include an annual Christmas broadcast by its combined youth choruses, a Good Friday broadcast by its combined adult choruses, three all-inclusive festivals, and an annual "Artists of the Future" voice contest for singers between the ages of 13 and 20.

Some measure of the enthusiastic public acceptance of this municipal cultural program can be gained by the fact that participation in its youth choruses has increased from 4,228 in 1945 to 35,733 in 1949. The audience for its band concerts has expanded from 92,870 in their starting year of 1947 to 225,900 during 1949.

Committed to a program of "More Music for More People", the Bureau plans to continue its concentration on choral work, and has announced among its 1950 projects an inter-faith concert, an appearance by the Greater Los Angeles Chorus in the Hollywood Bowl, and a series of television programs.



LIBRARY

It was in 1872, before Los Angeles had been engulfed by the first of its waves of in-migration, that a meeting in the Merced Theater resulted in the formation of the Los Angeles Library Association. A year later, reading rooms opened in the Downey Block on Temple Street, between Spring and Main. Several years after that, a ladies' reading room was added. The library had been in operation for more than five years when, in 1878, the Council established it officially as the Los Angeles Public Library.

In its first phase, the Library was operated under the direct supervision of the Mayor and the Council. It is indicative of the informal level at which city government was conducted in those days that the records report the replacement of one librarian by another because the latter was in greater need of the salary.

The charter of 1889 established a Board of Library Commissioners which assumed responsibility for the system. From that date until 1906, the Library was housed in City Hall. In 1891, the subscription fee which had till that date been charged was removed, and the use of the library was free to everybody.

Branch System Starts

As the city spread out, the library system spread with it. In 1900, its first permanent branch was established in Boyle Heights.

Until its present building was completed the Central Library had no building of its own. In the early years of the century, as the collection expanded, it moved on three occasions to larger quarters in office buildings in downtown Los Angeles. Finally, in 1921 a bond issue of \$2,500,000 for a Central Library Building and many branches was approved by the voters. Five years later the Central Library was in a home of its own as the new Fifth and Grand Streets building was opened.

By 1929, the library system had expanded so that it offered citywide service through 48 branches, but during the period of economic contraction which followed, some of these branches were closed down. In 1949 for the first time in 10 years the Library was able to resume the opening of new branches.

The first annual report issued by the Library appeared in 1889. Its statistical data, compared with current figures, tell the story of the institution's growth.

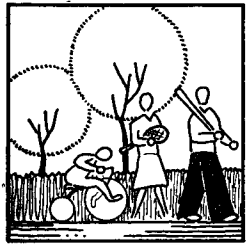
	1889	1949
Number of Volumes	11,028	1,943,581
Number of Employees	6	640
Number of Branches	0	46
Card-holders	5,758	452,700

With the completion of the Bureau of Budget and Efficiency's 12-volume survey, the Library during 1949 started its program of expansion and improvement. A new branch building was opened in San Pedro, and three additional ones are scheduled for 1950 construction, in Sunland-Tujunga, Westchester and West Pico. Limited-service facilities have been converted to branches in the Brentwood, Sherman Oaks, Mar Vista, Reseda, Edendale and Richard Henry Dana units. By 1950, the city will have 51 branches.

Expanded Services

Two bookmobiles have been put into operation by the Library during the past year, one circulating primarily among housing projects in sparsely settled regions and one serving 18 schools in the downtown area.

To augment the Central Library's services, there will be established in 1950 an Audio-Visual Section and a specialized Business Information Service.



RECREATION & PARKS

Several of the city's public parks date back to the original Spanish land grant, in which certain lands were set aside for the perpetual use of the community. From this public land, the Plaza, Pershing Square, most of Elysian Park, and a portion of MacArthur and Lafayette Parks were created.

It was not until 1866 that any of these public parks were recognized as such. In that year, Pershing Square, then known as Central Park, was officially dedicated. The Plaza, although it had been established as a public park in 1856, was not dedicated until 1869.

Administration of city park lands was assigned to an official municipal agency in 1889, when the new charter established the first Los Angeles City Park Commission. In the following decade the city's park facilities were immeasurably enhanced by the gift to the city of 3,015 acres of land by Colonel Griffith J. Griffith. Now increased to 4,253 acres, Griffith Park is the largest park within any city in the United States.

Pioneer in Playgrounds

Los Angeles was the first city in the nation to establish a municipal Playground Department. One year after its establishment in 1904, the city's first municipal playground was opened on Violet Street near Mateo. It has since been obliterated by industrial development and currently the city's oldest playground is the Echo Playground at Glendale Boulevard and Temple Street.

This was also the first city to establish a municipal camp for children and for families. A temporary camp at Corona Del Mar in 1911 inaugurated this program; it was replaced in 1914 by a permanent camp, Camp Seely, in the San Bernardino mountains. Today Los Angeles operates municipal vacation facilities as far away as the High Sierras in Mono County, 325 miles from the city.

As the city's recreation facilities have expanded, special cognizance has been taken of sites in the area which are closely linked with the region's early history. Among the commemorative sites are Campo de Cahuenga Park, where was signed the Treaty of Cahuenga which brought Southern California under American control; the garden at Brand Park, across from the San Fernando Mission, in which are planted trees from mission gardens throughout the state; Banning Park and Playground at Wilmington, homestead of General Phineas Banning who established the first stagecoach line from the harbor area to Los Angeles; and Cabrillo Beach where Juan Rodriguez Cabrillo landed in 1542.

Departments Merge

Since 1947, the administration of all municipal recreation facilities and services in Los Angeles has been in the hands of the Department of Recreation and Parks. This is a consolidation of what had formerly been two separate departments — the Department of Parks and the Department of Playground and Recreation. Coincident with this merger, a \$12,078,000 bond issue was approved for new playgrounds, swimming pools and other recreation facilities. The expansion program made possible by that bond issue is now under way.

During 1949 the expansion had attained real momentum, with 10 new playgrounds completed and placed in operation, development started on 11 additional playgrounds, land acquired for 11 more playgrounds, and proceedings started for direct purchase or condemnation of 10 more playground sites.

In addition to these acquisitions, fifty of Los Angeles' older playgrounds are being improved and modernized, seven by adding more land, six by adding new community clubhouses, and others with new baseball and softball diamonds, tennis courts, outdoor lighting, and landscaping. Eight new municipal swimming pools are being added to the system.

The city's objective of public ownership of all ocean frontage within the city limits is virtually realized. Almost 11 miles of this frontage is now publicly owned and less than three-fourths of a mile is in private hands.

Expansion in the city's park program during 1949 included the opening of the new Rancho Park; developments in Peck Park in San Pedro, the new Van Nuys-Sherman Oaks War Memorial Park in San Fernando Valley, and Griffith Park; and the addition of 78 acres to the Bixby Slough Park project in Wilmington.

Needs of Millions Filled

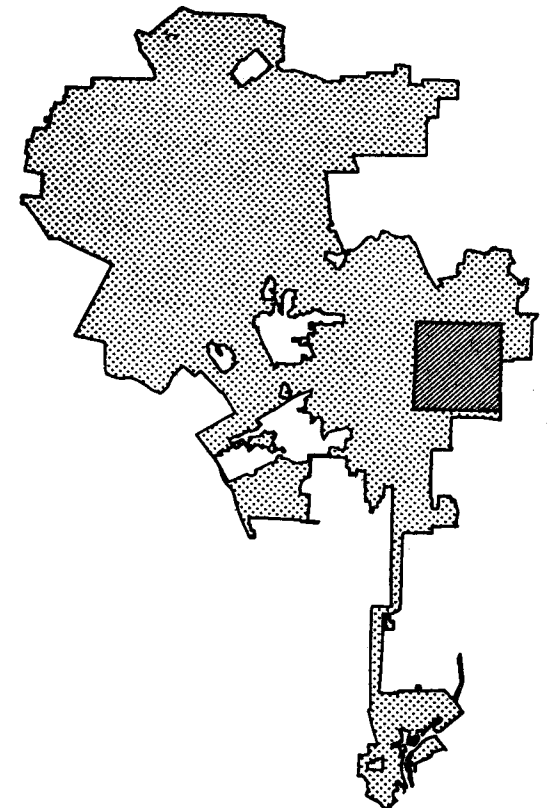
The needs which are filled by these facilities can be measured by the fact that during 1949 between 30 and 40 million people made use of them. They used them for swimming, dramatics, sports, games, music, arts and crafts, boys' and girls' clubs, dancing, and patriotic programs.

Special projects sponsored by the Department in 1949 included citywide Halloween carnivals; a continuing program for senior citizens which includes horseshoe pitching, chess and checkers, and bowling-on-the-green; and a diversified sports program including golf tournaments, tennis matches and swimming meets.

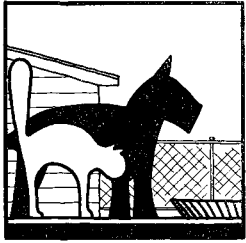
Today the city's park and recreation system includes 108 parks covering 7,921 acres; 105 playgrounds ranging in size from small neighborhood playgrounds to major sports fields as large as 30 acres; 31 municipal swimming pools, 11 miles of city- and state-owned beach, all city operated; four mountain vacation camps for children and families.

Special facilities include the Los Angeles Coliseum (jointly owned by the city and the county on land leased from the state); Los Angeles Olympic Swimming Stadium; Griffith Observatory; Griffith Park Greek Theater; Griffith Park Zoo; Cabrillo Beach Marine Museum; Crowley Lake fishing reservoir in the High Sierras; many fine golf courses.

Playground facilities are no longer considered a public responsibility only to "underprivileged" neighborhoods. Today, for good community health, it is recognized that every neighborhood should have a playground. The city's Master Plan of Recreation calls for almost 1,000 playground areas. The Department's current expansion program will bring the city somewhat closer to that goal. Beyond these **neighborhood** facilities, the Department's objectives include the establishment of additional **district** recreation areas and **regional** parks.



WELFARE



ANIMAL REGULATION

If one may judge from early records, the city in its first decades was at least as concerned about the welfare of its animal population as of its human one. A public pound was established as early as 1863, several years before the city's first health officer was appointed. The position of Public Pound Keeper was created in 1871; he was required to provide and maintain a corral, to provide subsistence at his own expense for impounded animals, and to keep a record of such animals and the manner and date of their disposal.

On the following year the registration and licensing of dogs was authorized. Originally the responsibility of the City Marshall, this function was transferred to the Pound Keeper in 1884. He retained the license fees as his compensation.

Animal Welfare Protected

The city's first Humane Animal Commission was established in 1909. Its duties were to provide and maintain a public pound, enforce ordinances relating to the impounding of animals, issue dog licenses, impound unlicensed dogs and destroy unclaimed dogs. In that same year, the office of Humane Animal Inspector was established. To the Department's duties were added in 1912 those of prevention of cruelty to animals and enforcement of ordinances and state penal laws concerning animal welfare.

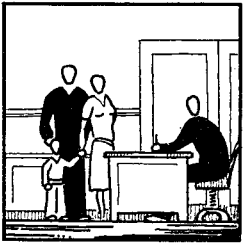
The 1925 charter provided for a Department of Humane Treatment of Animals. This name was subsequently shortened to Humane Department, and, in 1947, was changed to the Department of Animal Regulation.

The development of the Department's services have been highlighted during recent decades by the opening of the first city-owned shelter in 1928; the opening of a free clinic in 1930; the authorization of free licenses for guide dogs in 1936; the first "open house" to encourage citizen inspection of the Department's facilities in 1940; the assumption of the control of rabies in animals in 1946; first animal census for the city in 1948. At the conclusion of the past calendar year, the Department put into operation its low-pressure chamber for the painless extermination of animals whose lives must be taken.

Ambulance Service Inaugurated

In the past 10 years, it has more than doubled the number of dogs impounded, and tripled the number of cats. The ambulance service inaugurated in 1943 made 19,069 trips the first year and expanded to 58,943 trips in 1949.

During the past year, 36,622 dogs and 39,868, cats were impounded. There were 146,437 dog licenses issued; in terms of revenue, this meant \$367,028 to the city. The Department issued 402 permits for the commercial handling of animals in pet shops. Currently the city is served by five municipal animal shelters.



SOCIAL SERVICE

This Department is the clearing house and regulating agency for the solicitation of funds by all welfare organizations within the city.

The need for this type of regulation dates back to 1908, when the Charities Conference Committee of Los Angeles was formed to unify the efforts of groups which were dedicated to helping the poor and the needy.

Five years later this regulatory function was made an official responsibility of municipal government, with the creation of the Municipal Charities Commission. Forty charitable agencies were cleared by the Commission in its first year of operation.

Free Employment Bureau

New duties were imposed upon the Commission in 1914, when it set up a Municipal Free Employment Bureau, and undertook to clear the names of needy persons to whom agencies planned to give Christmas remembrances, so that duplication could be avoided. The employment bureau was subsequently absorbed by a state agency, but the Christmas Clearing Bureau is still operating.

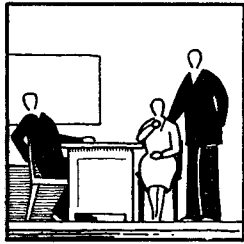
In 1916 the name of the department was changed to the Department of Social Service and its procedures for regulating solicitation of funds were crystallized. It requires that an organization file a Notice of Intention to Solicit before it appeals for funds, and that all solicitation be accompanied by a Department-issued Information Card which states all the salient facts about the appeal.

In addition to its regulatory activities, the Department has in specific situations done a limited amount of direct welfare work on behalf of the city. Of activities in this category, the only one which is now being carried on is allocation of funds to the Midnight Mission to provide lodging and meals to transient men.

Its control of solicitations, in addition to the registration of intent and issuing of information cards, includes the requirement that all promoters and solicitors in an appeal be registered and bonded, the prohibition of telephone solicitation for pay unless done between persons known to each other, requirement that the soliciting agency report its results to the Department within 30 days after the close of the drive, and setting up of standards whereby not more than 50 per cent of the total receipts in a charitable event nor more than 15 per cent in a general solicitation be absorbed in expense.

\$35,095,055 Raised

During 1949 more money was raised by charitable drives in this city than in any other year since the Department was established. The total was \$35,095,055. This was achieved at the relatively low cost of 12.3 per cent. This total was divided among 1,619 organizations which filed Notice of Intention with the Department.



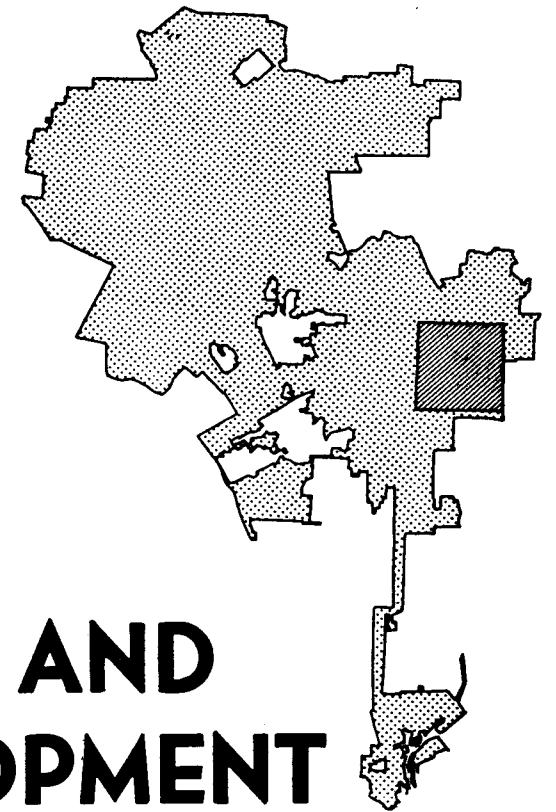
PUBLIC DEFENDER

Los Angeles was the first city in the United States to appoint a Public Defender. By establishing this position in 1915, it acknowledged the responsibility of providing all of its citizens, regardless of financial status, with representation by counsel through all stages of a criminal proceeding.

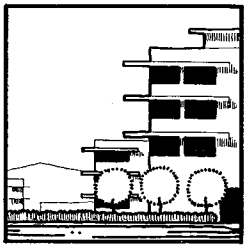
The city's Public Defender not only represents indigent persons accused of criminal offenses, but also gives legal advice on civil matters to persons who cannot afford private counsel, and provides legal assistance to welfare agencies.

It is characteristic of the operation of the Public Defender's office that defendants are heard at the earliest possible date after arrest; that cases in which the accused is obviously not guilty are weeded out; and that in criminal cases trials are eliminated where they can be avoided. This means a saving of time and money to the courts, the city and its people.

During the first 10 years after the Public Defender's office was established, it handled 36,994 matters. In the 10 years just completed this work load has increased to 853,164 matters. For 1949, 90,231 matters cleared through this office. That total included 64,546 criminal cases and 25,685 civil matters, many of which involved preparation of pleadings to safeguard the interests of the indigent persons seeking aid.



HOUSING AND REDEVELOPMENT



COMMUNITY REDEVELOPMENT

Every time an old building is torn down and replaced with a new one, redevelopment of sorts is being carried out in this city. But the city's redevelopment needs have reached the point where rebuilding can no longer be an individual project, but must be considered a community one.

As a forerunner to the city's contemplated program of redevelopment, the Planning Department, in the early years of the decade, undertook to study the city's blighted areas and to suggest plans for their rehabilitation. The areas for which studies have been made are: Watts, Pacoima, Fickett Hollow, Chavez Ravine, Canoga Park, John Adams District, the Aliso-Mission Area, the Montecito Drive Area, Bunker Hill, Alpine Area, the ocean front area from Santa Monica to Playa del Rey, Prospect Park, and Hazard Park Area.

The Los Angeles studies and the legislation which was suggested by the findings stimulated statewide concern with the problems of community redevelopment. The city's officials, working through the League of California Cities, pooled their findings with those of other cities and contributed to the development of legislation which ultimately established, in the Community Redevelopment Act of 1945, that the redevelopment of blighted areas is a state policy

State Requirements Met

The act set up as prerequisites to any city's proceeding under its provisions that the city have a planning commission and that such a commission adopt master plans. Los Angeles was one of the first cities in the state to meet these requirements. In 1948, a Community Redevelopment Agency was established.

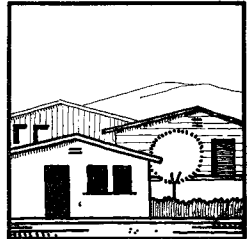
The National Housing Act of 1949 provided for federal financial assistance to augment local funds in communities that plan redevelopment programs. Such funds when available will aid materially in an active redevelopment project.

With an executive director recently appointed, the agency is currently considering four blighted areas: one study contemplates the clearing of a blighted residential area and rebuilding it for residential use; another plans to remove a group of substandard houses from a key industrial area and salvage the land for industrial use; a third involves a commercial district; the fourth, a beach resort area.

A major problem stemming from the city's redevelopment plans is that of rehousing the occupants of the sites to be cleared. Not all are eligible for public housing, yet many cannot afford private housing. Various city departments are cooperating in devising means of solving this problem.

During its preliminary phase, the Community Redevelopment Agency is working closely with and receives staff assistance from the Planning Department, the Health Department, the Housing Authority, and the Mayor.

HOUSING AUTHORITY



That bad housing is a subject for municipal concern has been acknowledged by Los Angeles since 1906, when the first Housing Commission was appointed. The Commission's duties were directed primarily at maintaining decent health and sanitation conditions in dwellings occupied by low-income families; ultimately it became a bureau operating within the Health Department.

The functional forerunner of today's Housing Authority was the Municipal Housing Commission, created in 1925 to build and operate low-rent housing. Neither this Commission nor a subsequent one authorized in 1933 was successful in launching an effective program. It was not until the passage of the United States Housing Act of 1937, which provided financial assistance for the clearance of slums and the providing of decent housing for low-income families, that an effective housing program became feasible. The following year, in 1938, the Housing Authority of the City of Los Angeles was established. The authority was created by the State legislature, but its commissioners are appointed by the Mayor, and its operations are closely integrated with municipal government.

The Program Begins

First step in its corrective program was a Real Property Inventory, undertaken in 1939 to determine the extent of substandard housing conditions in Los Angeles. Between 1939 and 1941, with a \$15,000,000 federal loan, it launched its program of constructing 3,468 low-rent slum clearance homes. Its first low-rent housing development, Ramona Gardens, was completed in January, 1941.

During the war years it assumed the additional responsibility of constructing temporary housing for families of in-migrant war workers, and at the close of the war, it undertook to provide emergency shelter for veterans. Under its program, Rodger Young Village, the first large veterans' temporary emergency housing development in the country, was opened in 1946 to house the families of 1,500 veterans. Others have since been housed at Basilone Homes and in several smaller projects.

By 1948, when the Housing Authority celebrated its tenth anniversary, it was operating 3,468 permanently built, Authority-owned, low-rent, slum clearance homes, 6,202 units of converted war housing, and 3,182 units of veteran's temporary emergency housing. Since the public housing program had been initiated in Los Angeles, the Authority had paid to the city and to other taxing bodies a total of \$1,611,150 in taxes or in payments in lieu of taxes.

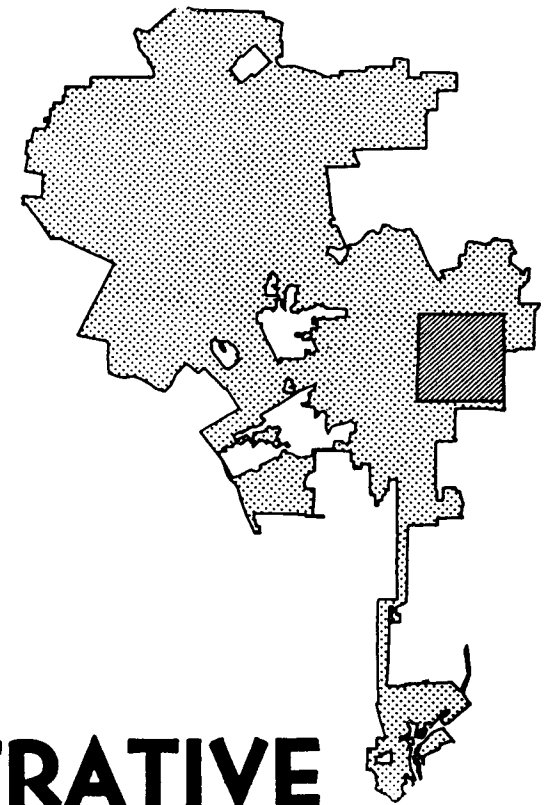
Needs Still Unfilled

With Los Angeles' housing needs still unfilled, particularly in the low-income category, the city, immediately after the passage of the National

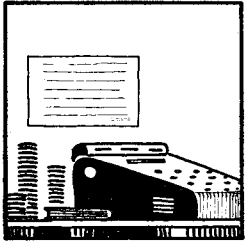
Housing Act of 1949, applied for and was granted aid for the construction of 10,000 additional public housing units. The Housing Authority will be the agency for the execution of this ambitious program, and in cooperation with other city departments, has already launched site studies.

Beyond its participation in obtaining aid for this 10,000-unit program, the Authority in 1949 has relocated families living in the Bunker Hill area and on First Street, to make possible site clearances for the construction of the new Department of Water and Power, Police, and Health buildings in Civic Center.

The city is making headway in reducing its critical housing shortage, but the supply is still inadequate, except for those to whom price is no deterrent. To restore the 1940 normal vacancy ratio, and to replace the housing which was declared substandard in the 1940 census, the city still needs 113,341 additional family dwelling units, according to Housing Authority estimates.



ADMINISTRATIVE



BUDGET & EFFICIENCY

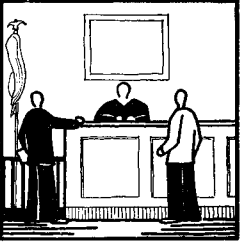
The forerunner of this Bureau was the Efficiency Commission, established in 1913 and charged with the responsibility of increasing efficiency and standardizing compensation in all city departments. The Commission at the outset was made up of the chairman of the Supply and Efficiency Committee of the Council, the vice-president of the Civil Service Commission, and the City Auditor.

The composition of the Commission was revised several times between that date and 1925, when the new charter established the present Bureau of Budget and Efficiency. For the most part, the duties which were assigned to it then remain its primary obligations today. Its chief functions is to investigate the administration of the city departments and, on the basis of those investigations, make recommendations which will promote economy and efficiency. It also assists the Mayor in preparation of the annual budget and advises the Council during that body's consideration of the budget.

In order to attain its basic objectives, the Bureau has been directed to make an annual salary survey which determines the relationship between the scale of pay made by the city and prevailing pay elsewhere.

On a day-to-day basis, the Bureau prepares reports in reply to specific requests it receives; during 1949, it provided the Mayor, the Council, and city departments with 1,297 such reports. On a continuing basis, the Bureau conducts surveys and periodically releases reports of its findings.

Major survey reports released during 1949 were portions of the Library Survey dealing with objectives of the library, appraisal of the book collections, and extension services; the Receiving Hospital Survey; the Annual Wage and Salary Survey, done with the collaboration of the city, County of Los Angeles, city schools of Los Angeles, and the Housing Authority; Population Data for Administrative Planning, done jointly with the Department of Planning; and an Overtime Survey.



CITY ATTORNEY

Before Los Angeles was incorporated, the functions of the City Attorney were performed by the **procurador**, whose duties were "to defend the rights of the public". Among the municipal officers specified in the Act of Incorporation was that of City Attorney. His duties are in essence the same today as they were then, although as the city has grown, the performance of those duties has become more complex and demanding.

The City Attorney is the legal officer for the city. He represents the city in all actions for or against it, appears for officers of the city in litigation, provides officers and boards with legal opinions, approves bonds and contracts, and prosecutes all misdemeanors arising within the city.

The responsibility of prosecuting misdemeanors was, by the charter of 1925, vested in the City Prosecutor. He was a Mayor-appointed officer, through whom the city's chief executive discharged his law-enforcement duties. However, in 1933, the office of City Prosecutor was abolished, and the City Attorney assumed his work.

Complex Relationships

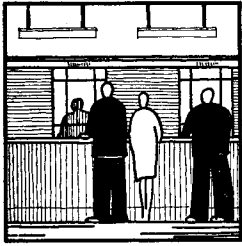
The office of the City Attorney has functioned directly in virtually every historical development of the city. It has had occasion to vindicate the city's water rights on the basis of the original pueblo grants. The city's development of a harbor and a water and power system have involved the city in legal relationships with the federal government, other states and other geographical and political areas within the state. In these relationships, the city's interests have been represented by the City Attorney.

Today this office is one of the largest law office organizations in the country. The staff includes 14 assistants and 64 deputies, in addition to the clerical staff.

Indicative of the flow of work which is handled by this office is the fact that each month it receives from 25 to 50 public liability claims and there is always a backlog of approximately 120 such claims under investigation; the section which handles automobile liability actions receives from 175 to 200 accident reports a month; the criminal division of the office receives an average of 19,000 arrest and traffic investigation reports each month from the Police Department; in connection with the issuance of complaints for law violations, approximately 7,500 persons are interviewed and 1,000 informal hearings are held each month.

More than 500 cases per month are tried by deputies of the criminal division in the Municipal Court. Fines and forfeitures accruing to the city in such prosecutions average \$320,000 per month. Currently 64 cases are pending in the Appellate Courts from the civil division of the City Attorney's office.

The larger a city becomes, the more its affairs involve the state as a whole; the city is continually represented by the City Attorney and his staff before the state legislature and before Congress.



CITY CLERK

The responsibilities of the office of City Clerk fall into four major categories: serving as clerk of the City Council and corresponding secretary for the city government; recording, through the Map and Lot Division, the legal description and ownership of all real estate in the city; superintending elections; administering the city's business licenses and sales and use taxes.

These diverse duties were not imposed upon the Clerk's office by any single act; they developed by accretion as the city grew. They began at the first meeting of the Common Council. Vincent del Campo was hired as secretary for a salary of \$500 per year. He was, in effect, the first City Clerk.

Twenty-one years later, the Council contracted to have the city's archives indexed and arranged. This function is today carried on through the Clerk's office.

Early Election Duties

When the position of City Clerk was officially created by the charter of 1889, the office was assigned the responsibility of handling city elections, and in 1890, the City Clerk for the first time conducted an election, with 16,320 of the city's 50,395 citizens voting. In the most recent general election, 451,499 votes were cast.

The task of issuing and collecting for city licenses was delegated to this office in 1917, and the 1925 charter specified that it maintain a complete record of the real estate holdings of the city.

The Clerk's duties as tax administrator expanded in 1946 when a city sales tax became effective, and again in 1949 when that office was made responsible for collections from parking meters. In 1949, the City Clerk was designated as "tax collector, ex-officio" by charter amendment.

There were 145,540 deed transfers recorded by the Map and Lot Division during 1949. This represented a reduction of 1.12 per cent below the transfers of the preceding year. On the other hand, there was an increase of 61.1 per cent in the number of assessment proceedings initiated by property owners.

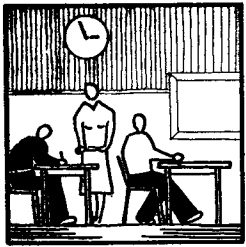
The Election Division of the City Clerk's office handled all details of two citywide elections during the past year — the primary nominating election in April, in which 44.5 per cent of the city's registered voters participated; and the general municipal election in May, in which a 48.6 per cent vote was cast. In addition, it supervised two special elections, one in which Arnaz Addition (93.3 acres) was annexed, and one in which the McManus area (4.09 acres) was detached from the city.

Revenue Gains

The total net revenue collected by the License and Sales Tax Division in 1949 was \$15,137,965, an increase of \$123,781 over collections of the previous year. Internally, the Division registered two major changes during the past year which will improve the level of service it renders to taxpayers: an IBM installation has been made for record-keeping of business licenses, and a Central Files Unit has made possible an effective consolidation of records.

Since the installation of approximately 1,000 parking meters in the Van Nuys and North Hollywood areas, the City Clerk has collected an average of \$6,000 per month from this source. This revenue will contribute toward providing off-street parking in the areas where the revenue is produced.

In addition to performing these specific duties, the City Clerk's office is the repository for the city's archives and its seal; it is here that city officials take the oath of office.



CIVIL SERVICE

The Civil Service Department is the personnel bureau of the City of Los Angeles. Of the city's 28,949 employees in 1949, 27,471 were examined, certified and hired by Civil Service. Those who were not covered by Civil Service were

either employees in categories which are specifically exempted (certain professional persons, such as physicians and attorneys; laborers) or persons whose positions have been exempted by joint action of the Council and Civil Service.

The Department was established in 1903 by charter amendment. Prior to that time, each governmental unit was responsible for its own personnel administration.

Although the Department has been in existence for almost half a century, it did not function for the city on an all-inclusive basis until 1938, when a fundamental reorganization within the Department took place as the first step in the reform movement which permeated city government at that time. Since that date, its uniform and objective procedures have placed city employment on the merit system.

Since the Department's reorganization twelve years ago, it has:

Streamlined its operations so that scores of unnecessary classifications have been eliminated.

Instituted fingerprinting as part of the screening procedure for applicants.

Inaugurated the practice of giving comprehensive medical examinations to new appointees.

Worked cooperatively with other public agencies to avoid duplication of testing.

Assisted in developing salary standardization that would assure equal pay for equal work.

Devised a labor cost accounting system.

Indicative of the increase in the Department's work during the 47 years of its existence are these comparative figures.

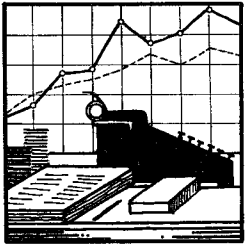
	1903	1949
Number of Civil Service employees	603	27,471
Number of classes of positions	132	947
Number of applications filed	898	55,502

Devising equitable and effective tests for 947 different positions is typical of the kind of technical problems which must be solved by the Department. The positions include not only the expected ones of clerk,

engineer, policeman, but also fairly obscure ones such a specialist to prepare a marine life exhibit for a museum, or a hydrographer to measure the depth of the snow in the mountain region.

During 1949 the Department certified 29,530 applicants and made 7,142 appointments. Its records show that during that period the city had a monthly net labor turnover rate of 1.2 per cent. As part of an intensive recruitment program, it announced 542 examinations during the year.

Objectives which are being underscored by the Department in its future plans include the further refinement of test material, recruiting of the best possible people into public service, extension of its in-service training program.



CONTROLLER

The office of auditor, forerunner of today's controller, was established for the City of Los Angeles in 1878. He was elected by the Council and charged with the duties of keeping the city's books, issuing licenses, countersigning warrants and making estimates of revenues for the next fiscal year. These functions, up to that time, had been performed by the president of the Council.

The charter of 1889 changed the auditor's status to that of a city officer elected by the people for a two-year term, and the charter of 1925 established the office of Controller, to be elected by the people for a four-year term.

The Controller's office today functions as clearing house for all the city's financial transactions. Payments to the city are certified for appropriate deposit by him, and disbursements are audited and approved. The Controller makes a daily check of funds in the custody of the Treasurer, and makes monthly reconciliations of the Treasurer's fund balances with the Controller's balances. The Controller also functions as paymaster for all city employees; the total city payroll for the year 1949 was \$108,380,185.

The total of fund balances at the beginning of the years 1948 and 1949; receipts and disbursements for the two years; and the total of fund balances at the end of the two calendar years are shown in the following schedule:

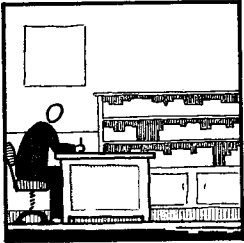
Comparative Statement of Cash Receipts* and Disbursements for Year 1948 and 1949

	Year 1948	Year 1949
Cash in Treasury January 1	\$ 90,325,406.61	\$103,858,500.61
Receipts:		
Taxes & General Fund Receipts	\$ 71,139,912.68	\$ 78,477,726.55
Department of Water and Power	92,023,244.63	79,699,424.68
Department of Harbor	5,022,066.80	4,145,543.18
Department of Airports	653,463.25	1,102,094.22
Pension and Retirement Funds	11,673,137.20	12,987,472.76
Revolving Funds	15,211.65	19,265.52
Special Funds	1,460,458.86	1,550,124.78
Trust Funds	11,458,144.28	12,721,222.42
Improvements Funds	13,444,295.24	9,530,747.40
Bond Funds	29,419,876.94	90,942,317.42
	<hr/>	<hr/>
Total Receipts	\$236,309,811.53	\$291,175,938.93
	<hr/>	<hr/>
Total Cash	\$326,635,218.14	\$395,034,439.54

Disbursements:

General Budgetary Funds	\$ 57,120,243.84	\$ 65,489,550.81
Department of Water and Power	82,101,928.84	82,402,429.41
Department of Harbor	4,322,562.84	5,752,055.98
Department of Airports	699,753.40	1,160,627.84
Department of Library	2,140,705.14	2,424,943.72
Department of Recreation & Parks	5,510,064.73	6,246,288.77
Pension and Retirement Funds	24,620,096.41	21,415,868.79
Revolving Funds	1,186,245.81	1,261,429.20
Special Funds	593,814.08	370,921.76
Trust Funds	6,871,428.71	10,898,688.63
Bond Redemption and Interest	17,155,607.94	18,195,001.24
Improvements from Local Revenue	6,190,271.58	5,442,454.69
Bond Funds	14,263,994.21	91,660,288.45
	<hr/>	<hr/>
Total Disbursements	\$222,776,717.53	\$312,720,549.29
	<hr/>	<hr/>
Cash in Treasury December 31	\$103,858,500.61	\$ 82,313,890.25

* Slight discrepancy between these totals and those appearing under Treasurer's section, page 91, are due to procedural lag in recording.



EXECUTIVE

The Executive Department was authorized by ordinance in 1939 to enable the Mayor to procure special technical assistance as needed and to have supervision of specialized functions not covered by other municipal departments. Currently the units which comprise the Executive Department are the Information Center and the Major Disaster Council.

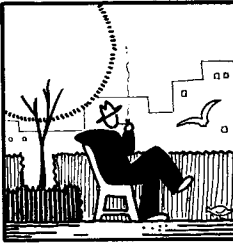
INFORMATION CENTER

The Information Center is a public clearing house to facilitate, through giving appropriate data and direction, the necessary relationships between citizenry and government. The Center, which has been operating since 1946, is headquartered in the Spring Street lobby of City Hall. It is used not only by the public visiting City Hall on official business, but also by city employees seeking interdepartmental information. The employees who staff the information counters estimate that they reply to an average of 5,000 inquiries each week, including 1,000 telephone calls. Since there is overlap and public confusion about which functions are properly handled by city government and which by county, state, federal or private agencies, the staff's fund of information must extend beyond city government to embrace the functions of all governmental groups.

MAJOR DISASTER COUNCIL

There has been some form of stand-by organization for emergencies in the city since the 1933 earthquake. The present structure, which directly involves a number of city officials, was created by ordinance in 1945. The Mayor serves as chairman of the organization and a city-employed coordinator maintains liaison with its 11 component divisions of emergency service. Of these divisions, seven are headed by city officials: Chief of Police, Chief Engineer of the Fire Department, City Health Officer, General Manager of the Department of Water and Power, City Purchasing Agent, and two bureau heads from the Department of Public Works.

RETIREMENT



One inducement through which skilled and stable persons are attracted to public service is the security which it offers. For employees of the City of Los Angeles, security is provided through retirement benefits. All employees are covered by one of three plans: the Department of Pensions governing policemen and firemen, the City Employees' Retirement System, and the Department of Water and Power Retirement Plan.

Department of Pensions

Oldest of these three plans is the pension system covering policemen and firemen. It is a consolidation of two preceding agencies: the Policemen's Pension Commission which was organized in 1899, and the Firemen's Relief and Pension Fund Commission, organized in 1901. The merger of the two was effected in 1923.

In addition to retirement payments, the plan provides for disability pensions and payment to dependents. During 1949, 183 new pensions were granted, bringing the total now being paid through the system to 3,051.

City Employees' Retirement System

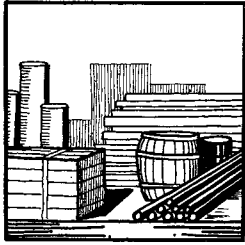
This system was established in 1937 and covers all officers and employees of the city not covered by the other two departmental plans. It permits service retirement for employees having 10 or more years of continuous service with the city, any time after attaining the age of 60, and before the age of 70, when retirement is mandatory. Disability benefits and limited payment to dependents are also included in this plan.

Payments by employee-members are based on the age at which they join the system. Average payment is 9.13 per cent of salary. Their contributions are augmented by payments from the city.

As of December 31, 1949, the system had 10,500 members. There were 968 members on the service retirement roll, 153 on disability and 28 dependents were receiving limited pension payment. Of these 1,129 beneficiaries, 98 had been granted their benefits in 1949.

Department of Water and Power Retirement Plan

With the establishment of this plan in 1938, all city employees became eligible for retirement benefits. Currently there are 10,354 active members of the plan, and 826 persons are drawing benefits.



SUPPLIES

Within this Department come the activities of the Purchasing Agent, the City Store and the Salvage Division.

Centralized purchasing was put into operation for the city as the result of a general municipal reorganization in March, 1911. Before that date, each department purchased independently; centralization has made possible increased efficiency and economy.

Today the Department does substantially all the city's purchasing, except for completed public works which are handled by the Board of Public Works, and specialized services on which no competitive bidding is feasible.

Early records show that one of the city's major purchases in the early years of the Department was hay. Today it is gasoline, with more than half a million gallons having been purchased in 1949. Not that the city has completely given up buying hay — \$3,500 worth of it was purchased last year for animals in the zoo.

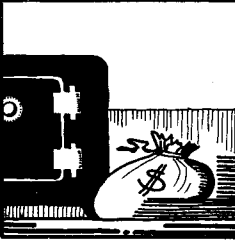
Records Trace Development

To a measure, the development of the city during the past four decades can be traced through the records of the Purchasing Agent. Among the items in its early records are the purchase of two seven-horsepower motorcycles (today's are fifty-horsepower) and the purchase of a police auto equipped with a gong on the running board. Several decades later, through the records of the Salvage Division, we find the city disposing of its wartime air raid sirens by sale to factories, mining camps, universities and local fire districts.

To fulfill its responsibilities to the city, the Department maintains a constant check on world conditions, in order to anticipate short supplies of necessary commodities and materials; and keeps informed of all research in the field of new products.

During 1949, the Purchasing Division issued 17,569 purchase orders, a decrease of 1.1 per cent from the preceding year. Total dollar volume of purchase was \$7,310,000, representing a 4.8 per cent increase.

Total sales for both the Salvage Division and the Store Division registered an increase over 1948. For salvage, the \$280,000 total represented a 37.9 per cent increase; for the Store Division, sales increased 17.7 per cent, reaching a total of \$840,300.



TREASURER

One of the original city officers designated by the Act of Incorporation was that of Treasurer. At first an elective office, it was shifted to an appointive one in the reorganization of 1911. Since 1922, the position has been subject to Civil Service.

Before the city's incorporation, its chief sources of income were from revenue on wine and brandy, tariff on imports, permits and fines. All told, these sources seldom yielded an income in excess of \$1,000 a year. As the city grew and its population increased, property values rose and the city's revenue through taxes increased.

Records of the Treasurer's office at the turn of the century as compared with records for the calendar year just completed tell the story of the city's expanded activities.

	1903	1949
Balance at end of preceding year....\$	800,409.22	\$111,510,071.44
Receipts	3,347,105.25	291,160,821.34
Disbursements	2,727,902.81	315,998,455.91
Balance	1,419,611.66	86,672,436.87

Money in the Treasury in excess of current needs is deposited in interest-bearing bank accounts or invested in United States government securities. At the end of 1949, \$63,708,000 was so invested.

Securities purchased for General Fund investment, together with those purchased by the three retirement boards, amounted to \$114,674,185.16 last year. In addition, collateral deposited by banks as security for deposits for public funds amounted to \$69,094,000; and bonds owned by other city departments including the Department of Water and Power totalled \$54,628,000. All of these securities, totalling \$238,396,185.16, are in the custody of the Treasurer.

The Treasurer issues bonds to represent assessments against individual lots or parcels of land to pay for certain public improvements, such as paving, sewers, curbs and lights. During 1949, 5,527 bonds with a face value of \$1,591,655.53 were issued, bringing the total on the street bond registers to 18,824 bonds, valued at \$4,233,068.39.

ROSTER OF CITY GOVERNMENT

MAYOR'S OFFICE Room 105

FLETCHER BOWRON Mayor
 ALBINE P. NORTON Secretary to Mayor
 ORVILLE R. CALDWELL Executive Deputy to Mayor
 DAVID APTER Executive Assistant to Mayor
 RODNEY W. ROOD Field Secretary

THE COUNCIL OF THE CITY OF LOS ANGELES

Council Chamber, Room 140

Council meets daily, Monday to Friday, inclusive, at 10:00 A.M.

HAROLD A. HENRY, President

1ST DISTRICT
 LELAND S. WARBURTON Room M-37

2ND DISTRICT
 LLOYD G. DAVIES Room 132

3RD DISTRICT
 J. WIN AUSTIN Room M-29

4TH DISTRICT
 HAROLD A. HENRY Room M-35

5TH DISTRICT
 GEORGE P. CRONK Room M-45

6TH DISTRICT
 L. E. TIMBERLAKE Room M-38

7TH DISTRICT
 DON A. ALLEN Room 136-a

8TH DISTRICT
 KENNETH HAHN Room 134

9TH DISTRICT
 EDWARD R. ROYBAL Room M-41

10TH DISTRICT
 G. VERNON BENNETT Room M-30

11TH DISTRICT
 HAROLD HARBY Room M-27

12TH DISTRICT
 ED J. DAVENPORT Room M-43

13TH DISTRICT
 ERNEST E. DEBS Room 132-b

14TH DISTRICT
 JOHN C. HOLLAND Room 133

15TH DISTRICT
 GEORGE H. MOORE Room M-32

COMMITTEES OF THE COUNCIL

Building and Safety—AUSTIN, Chairman; DAVENPORT, BENNETT. At call of the Chair.
 Charter and Administrative Code—HENRY, Chairman; HAHN, HOLLAND. At call of the Chair.
 Finance—HOLLAND, Chairman; ALLEN, AUSTIN. Tuesdays, 2:00 P.M., Council Chamber.
 Governmental Efficiency—HAHN, Chairman; ROYBAL, DAVIES. Monthly, at the call of the Chair.
 Industry and Transportation—MOORE, Chairman; TIMBERLAKE, CRONK. 2nd Monday, Room M-32, 2:00 P.M.

Personnel—DAVENPORT, Chairman; MOORE, WARBURTON. 1st and 3rd Tuesday, Room 136-a, 2:00 P.M.

Planning—DEBS, Chairman; HENRY, TIMBERLAKE. Wednesday, 2:00 P.M., Council Chamber.

Police and Fire—CRONK, Chairman; HARBY, HAHN. At call of the Chair.

Public Health and Welfare—ROYBAL, Chairman; AUSTIN, ALLEN. At call of the Chair.

Public Works—WARBURTON, Chairman; HOLLAND, MOORE. Monday, 2:00 P.M., Council Chamber.

Recreation and Parks—HARBY, Chairman; BENNETT, ROYBAL. Monthly, at call of the Chair.

Revenue and Taxation—ALLEN, Chairman; DEBS, HARBY. Monthly at call of the Chair.

State, County and Federal Affairs—DAVIES, Chairman; DEBS, CRONK. Monthly at call of the Chair.

Veterans' Affairs and Public Housing—TIMBERLAKE, Chairman; WARBURTON, DAVENPORT. At call of the Chair.

Water and Power—BENNETT, Chairman; DAVIES, HENRY. At call of the Chair.

AIRPORT DEPARTMENT

Los Angeles Airport

Administration Building, 5800 Avion Drive, Los Angeles 45

Phone OR 8-1151

ROBERT L. SMITH Commission President
 RAY W. SMITH Commission Vice-President
 THORNTON SARGENT Commissioner
 J. A. HARTLEY Commissioner
 BEN P. GRIFFITH Commissioner
Merle W. Hemphill **General Manager**
 Meetings: 1st and 3rd Wednesdays, 3:00 P.M., Room 101, City Hall

ANIMAL REGULATION DEPARTMENT

Room 189

J. ALLEN BOONE Commission President
 MRS. ESTELLE LAWTON LINDSAY Commission Vice-President
 J. J. FECKLER Commissioner
 BEN S. BEERY Commissioner
 JOSEPH P. TUOHY Commissioner
Richard L. Bonner **General Manager and Secretary**
 Meetings: Thursdays, 10:00 A.M.

MUNICIPAL ART DEPARTMENT

Room 351

LESTER DONAHUE Commission President
 PAUL LAURITZ Commission Vice-President
 MRS. GRANT B. COOPER Commissioner
 MRS. IDA R. KOVERMAN Commissioner
 PIERPONT DAVIS Commissioner
Mrs. Hazel Radke **Acting Secretary**
R. Kenneth Ross **General Manager**
 Meetings: Wednesdays, 11:00 A.M.

BUREAU OF MUSIC

Room 1306

J. Arthur Lewis **Music Coordinator**

BUILDING AND SAFETY DEPARTMENT

Room 261

J. B. SHAMEL Commission President
 ERNEST HOLTGRAVE Commission Vice-President
 LLEWELLYN A. PARKER Commissioner

COLIN C. SIMPSONCommissioner
 ANTHONY THORMINCommissioner
John C. Monning**Secretary**
Gilbert E. Morris**Superintendent of Building**

Meetings: Mondays and Thursdays, 2:00 P.M.

BUREAU OF BUDGET AND EFFICIENCY

Room 120

Francis M. Cummings**Director**

CITY ATTORNEY

Room 400

Ray L. Chesebro**City Attorney**

CITY CLERK

Room 195

Walter C. Peterson**City Clerk**

CITY TREASURER

Room 95

Leon V. McCardle**City Treasurer**

CIVIL SERVICE DEPARTMENT

Room 5

SAMSON A. LINDAUERCommission President
 JUSTIN W. GILLETTECommission Vice-President
 RANSOM M. CALLICOTTCommissioner
 MRS. IDA S. LAZARDCommissioner
 CHARLES E. ARNNCommissioner
Joseph W. Hawthorne**General Manager**

Meetings: Tuesday and Friday, 10:00 A.M.

COMMUNITY REDEVELOPMENT AGENCY

Room 102

WILLIAM T. SESNON, JR.Chairman
 MILTON J. BROCK, SR.Vice-Chairman
 PHILIP M. REAMember
 EDWARD W. CARTERMember
 HOWARD L. HOLTZENDORFFMember
Percival G. Hart**Executive Director**

Meetings: 4th Tuesday, 9 A.M., Room 101, City Hall

CONTROLLER

Room 20

Dan O. Hoyer**Controller**

EXECUTIVE DEPARTMENT

INFORMATION CENTER

Spring Street Lobby

Catherine Monfort**In Charge**

MAJOR DISASTER COUNCIL

Spring Street Lobby

FLETCHER BOWRON, MayorChairman
Halsey E. Yates**Coordinator**

FIRE DEPARTMENT

217 South Hill Street

HOWARD J. CALLANANCommission President
 HENRY MARSHCommission Vice-President
 DOUGLAS H. FREEMANCommissioner
 MILLROY A. ANDERSONCommissioner
 C. RALPH ROTHMUNDCommissioner
Harold H. Story**Secretary**
John H. Alderson**Chief Engineer and General Manager**

Meetings: Thursday, 9:00 A.M.

HARBOR DEPARTMENT

General Offices of Harbor Department located at Branch City Hall, San Pedro

Phone—NEvada 6-1721

JAMES C. INGEBRETSENCommission President
 JOHN B. CHADWICKCommission Vice-President
 ALBERT O. PEGGCommissioner
 RALPH D. SWEENEYCommissioner
 KENNETH N. CHANTRYCommissioner
M. G. Rouse**Secretary**
Arthur Eldridge**General Manager**

Meetings: 1st and 3rd Wednesdays, 2:30 P.M., Room 405, Branch City Hall, San Pedro.
 Other Wednesdays, Room 1305, City Hall, Los Angeles, at 2:30 P.M.

HEALTH DEPARTMENT

116 West Temple Street

DR. C. HIRAM WEAVERCommission President
 AGNES G. TALCOTT, R.N.Commission Vice-President
 GEORGE W. McCUNECommissioner
 DR. ERNEST G. BASHORCommissioner
 WALTER T. CASEYCommissioner
Morris E. Nicholson**Secretary**
Dr. George M. Uhl**Health Officer**

Meetings: Thursday, 10 A.M.

HOUSING AUTHORITY OF THE CITY OF LOS ANGELES

1401 East First Street, Zone 33

Phone—AN 2-2121

NICOLA GIULIICommission President
 LLOYD A. MASHBURNCommission Vice-Chairman
 MAURICE SAETACommissioner
 GEORGE A. BEAVERS, JR.Commissioner
 J. E. FISHBURN, JR.Commissioner
Howard L. Holtzendorff**Executive Director**

Meetings: 1st and 3rd Tuesdays at 1:30 P.M.

LIBRARY

Library Building, 530 So. Hope Street

Phone—MU 5241

DR. RUFUS B. von KLEINSMIDCommission President
 ROBERT J. BAUERCommission Vice-President
 MRS. ELMER BELTCommissioner
 MOST REV. TIMOTHY MANNINGCommissioner

EDWARD A. DICKSONCommissioner
Mae T. Bland**Secretary**
Harold L. Hamill**City Librarian**

Meetings: 2nd and 4th Wednesdays, 11:00 A.M.

PENSION DEPARTMENT

Room 1108
 (Fire and Police Pension Fund)

DR. PHILIP STEPHENSCommission President
 L. W. VAN AKENCommission Vice-President
 ORA C. MATTHESCommissioner
 DR. GEORGE W. JONESCommissioner
 LEO V. BUTLERCommissioner
John W. Donner**Manager-Secretary**

Meetings: Tuesday, 3:00 P.M.

PLANNING DEPARTMENT

Room 361

R. W. HARPERCommission President
 WILLIAM J. RAVENSCROFTCommission Vice-President
 ROBERT E. ALEXANDERCommissioner
 CLARK J. MILLIRONCommissioner
 KERSEY KINSEYCommissioner
Edith S. Jameson**Secretary**
Charles B. Bennett**Director of Planning**
Huber E. Smutz**Zoning Administrator**

Meetings: Thursday, 2:00 P.M.

Public Hearings: Tuesday and Thursday (When Set by Commission), 2:30 P.M.,
 Room 150, City Hall

BOARD OF ZONING APPEALS

Room 361

WILLIAM E. McCANNChairman
 LEM BAILEYMember
 MILTON R. MACKAIGMember
Edith S. Jameson**Secretary**

Meetings: Wednesday, 2 P.M.

Hearings: Wednesday, 2 P.M., (When Set by Board) Room 150, City Hall.

POLICE DEPARTMENT

Room 51
 (Temple Street Floor)

HENRY O. DUQUECommission President
 BRUNO NEWMANCommission Vice-President
 MRS. CURTIS S. ALBROCommissioner
 DR. J. ALEXANDER SOMERVILLECommissioner
 IRVIN R. SNYDERCommissioner
Esther M. Sharpe**Secretary**
William A. Worton**Chief of Police**

Meetings: Wednesdays, 2:00 P.M., Room 150, City Hall

PUBLIC UTILITIES AND TRANSPORTATION DEPARTMENT

Room 175

LLOYD M. SMITHCommission President
 ALFRED E. DREWCommission Vice-President
 DAVID BLUMBERGCommissioner

ROSS WELCHCommissioner
 FRANK SIMPSON, JR.Commissioner
Ruth E. Benton**Acting Secretary**
K. Chas. Bean**General Manager and Chief Engineer**

Meetings: Tuesday and Friday, 10:00 A.M., Room 187, City Hall

PUBLIC WORKS DEPARTMENT

Room 153

JOSEPH O. DONOVANCommission President
 EDWARD L. TAYLORCommissioner
 LOUIS M. DREVESCommissioner
 FRANK GILLELENCommissioner
Milton Offner**Secretary**

Meetings: Monday, Wednesday and Friday, 9:30 A.M. Board Room, Room 150, City Hall

BUREAU OF ENGINEERING

Lloyd Aldrich, City Engineer**Room 600**

BUREAU OF STREET MAINTENANCE

Louie Miller, General Superintendent**Room 700**

BUREAU OF SANITATION

W. A. Schneider, Waste Disposal Engineer**Room 748**

BUREAU OF INSPECTION

Ted Niederhofer, Inspector of Public Works**Room 654**

BUREAU OF ACCOUNTING

W. G. Feuchter, Chief Accountant**Room 755**

BUREAU OF STANDARDS

John T. Young, Director**826 Yale Street**

BUREAU OF STREET LIGHTING

Wm. E. Lauer, Street Lighting Engineer**Room 251**

BUREAU OF ASSESSMENTS

Clifford K. Steele, Director**Room 88**

BUREAU OF PUBLIC BUILDINGS

William R. Blakely, Superintendent**Room M-76**

RIGHT OF WAY AND LAND BUREAU

R. F. Witter, Director**Room M-50**

RECEIVING HOSPITAL

1337 Georgia Street

Charles F. Sebastian, M.D.**Superintendent**
Wallace Dodge, M.D.**Chief Surgeon**

RECREATION AND PARKS DEPARTMENT

Room 305

MRS. ROLLIN BROWNCommission President
 ROBERT L. BURNSCommission Vice-President
 MAURIE LUXFORDCommissioner
 MRS. WILLIAM J. WILSONCommissioner
 C. TONY PEREIRACommissioner
Ruth Knight**Secretary**
George Hjelte**General Manager**
Gilbert L. Skutt**Superintendent of Parks**

Meetings: Monday, 2:00 P.M., and Thursday, 10:00 A.M., Room 317, City Hall

BOARD OF ADMINISTRATION OF THE CITY EMPLOYEES' RETIREMENT SYSTEM

Room 1103

WM. J. NICHOLSCommission President
LUTHER C. ANDERSONCommission Vice-President
L. W. HELGESENCommissioner
L. V. McCARDLECommissioner
Robert J. Stahl**Manager-Secretary**

Meetings: 2nd and 4th Tuesdays, 12:30 P.M., Room 1104, City Hall

SOCIAL SERVICE DEPARTMENT

Room 1305

THOMAS A. J. DOCKWEILERCommission President
MRS. AMY K. LOEBCommission Vice-President
MRS. ELYSABETH L. CLARKECommissioner
MRS. LETITIA J. LYTTLECommissioner
REV. BAXTER CARROLL DUKECommissioner
Mrs. Evelyn Spaulding**Manager and Secretary**

Meetings: Wednesdays, 9:30 A.M.

DEPARTMENT OF SUPPLIES

Room 110, City Hall

Alvin J. Holm**Purchasing Agent**

TRAFFIC ENGINEERING DEPARTMENT

Room 1000

OSCAR A. TRIPPETCommission President
JOHN M. ANNANDCommission Vice-President
F. FILMORE JAFFECommissioner
A. J. EYRAUD, JR.Commissioner
MRS. LE ROY H. BAILEYCommissioner
Ralph T. Dorsey**Principal Street Traffic Engineer**

Meetings: Thursday, 2:00 P.M.

WATER AND POWER DEPARTMENT

207-11 South Broadway

Phone—MI 4211

DUNCAN SHAWCommission President
WILLIAM B. HIMRODCommission Vice-President
WILLIAM A. HOLTCommissioner
DR. W. BALLENTINE HENLEYCommissioner
ROBERT A. HEFFNERCommissioner
Joseph L. Williams**Secretary**
Samuel B. Morris**General Manager and Chief Engineer**

Meetings: Tuesday and Thursday, 11:00 A.M.

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