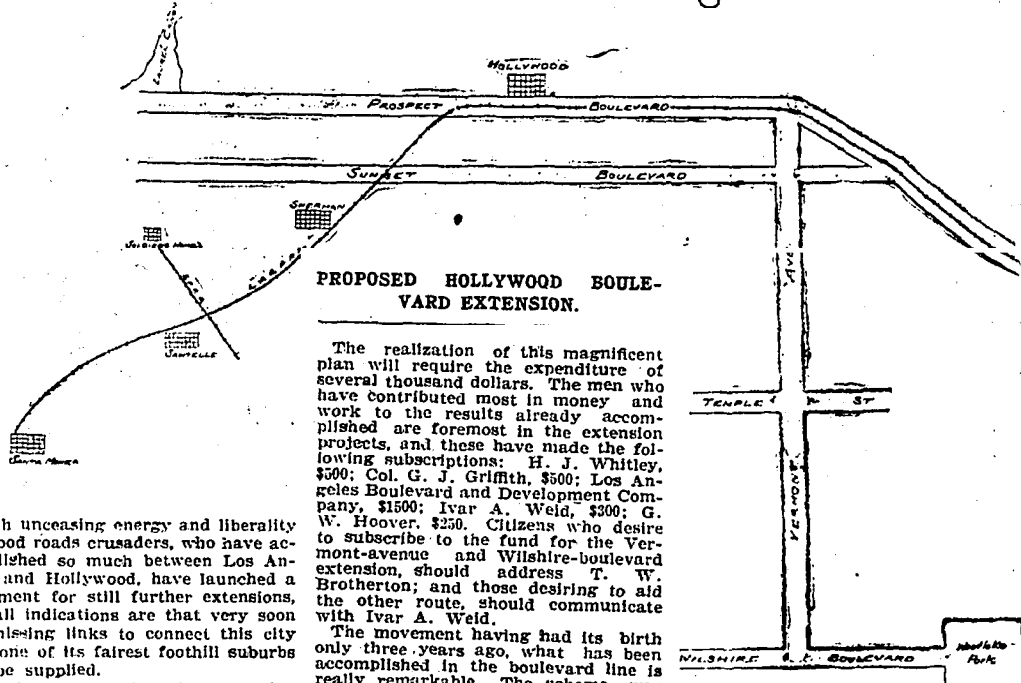


# Boulevards Headed for Los Angeles Gates.



## PROPOSED HOLLYWOOD BOULEVARD EXTENSION.

The realization of this magnificent plan will require the expenditure of several thousand dollars. The men who have contributed most in money and work to the results already accomplished are foremost in the extension projects, and these have made the following subscriptions: H. J. Whitley, \$500; Col. G. J. Griffith, \$500; Los Angeles Boulevard and Development Company, \$1500; Ivar A. Weid, \$300; G. W. Hoover, \$250. Citizens who desire to subscribe to the fund for the Vermont-avenue and Wilshire-boulevard extension, should address T. W. Brotherton; and those desiring to aid the other route, should communicate with Ivar A. Weid.

The movement having had its birth only three years ago, what has been accomplished in the boulevard line is really remarkable. The scheme was launched at Hollywood by H. J. Whitley, and it has proved a veritable boon to the suburban region. Moreover, the beneficial results realized at Hollywood have inspired similar movements in numerous other localities, and boulevard-building has become a popular public movement. Two separate routes to Pasadena are now well under way, and before many years a very extensive interurban system will be a reality.

What has been done at Hollywood has been through the enterprise and untiring zeal of a handful of citizens, who have contributed in unstinting manner of money and toll. At present there exist about sixteen miles of as perfect roadways as could be desired, 100 feet wide, level and smooth, and protected against rain by disintegrated granite.

There has lately been procured at large cost a right of way for a cut-off for the boulevard and electric railway from Vermont and Prospect avenues to Burbank Junction, and work is now under way along this line to connect through to the city. The right of way

has been secured from Burbank Junction into the city, the assessment district to pay for the work has been outlined, and all that remains is the passage of the necessary ordinances authorizing the letting of contracts for the entire work. The Los Angeles-Pacific Railway has greatly aided this project, being obliged to bear one-fourth the entire expense. The boulevard by this route will connect with Lake Shore boulevard, thence via Third-street tunnel into the heart of the city; or connect with Figueroa street or the Plaza, affording drives from the city by three routes to Hollywood and Laurel Cañon.

Work is now being done to secure connection with Wilshire boulevard, which is already completed, and which leads into one of the choicest residence sections of the city, north on Vermont avenue, to join the Sunset and Prospect-avenue boulevards. Vermont avenue also affords an easy entrance into Griffith Park, and it is intended that these boulevards shall be extended into the great park tract.

With unceasing energy and liberality the good roads crusaders, who have accomplished so much between Los Angeles and Hollywood, have launched a movement for still further extensions, and all indications are that very soon the missing links to connect this city with one of its fairest foothill suburbs will be supplied.

The plans contemplate the connection of the elegant system completed at Hollywood with this city by two or more direct routes, which result would greatly enhance the value of the existing boulevard. The work completed includes a splendid boulevard from Vermont avenue to Laurel Cañon, and several miles of adjoining boulevards in and around Hollywood.

To afford the full benefit of this system to the people of the terminal cities, as well as all along the line, there must be similar entrances provided to the center of Los Angeles. In brief, this involves the building of another mile of boulevard to connect at Burbank Junction with Sunset boulevard, leading into Los Angeles; also about two miles along Vermont avenue, to connect with Wilshire boulevard. This would create a direct and easy grade toward Griffith Park, and make in a short time a drive from the city to the sea, free from steam railroad noises.