



Geographical Location Factors, Cities

By [Dr. Mason Gaffney]

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Geographical Location Factors, Cities

Scarcity of urban land

- a. Natural setting. NYC; Chicago; Vancouver; L.A.; N. Orleans; St. Louis; Minneapolis. Natural monopolies.

Tip of a natural barrier: Atlanta; Chicago; L.A.; Miami.

(The micro location of downtown L.A. was determined by a water supply, the L.A. River, in Spanish days. San Pedro was a fishing village, 30 miles away or so. Only later did L.A. annex San Pedro and develop it as a port, while Long Beach got the other half. Why did L.A. annex San Pedro, instead of vice versa? Greater urban dynamism springing from different civic leadership, seems to be the answer. Fishermen are oriented toward the ocean, and their ancient, absorbing craft.)

Water power, early milltowns. E.g. Springfield, VT, still a machine tool capital. S. Londonderry, VT, picture-book town with millpond.

Fall line cities: head of navigation, plus water power. Georgetown (now part of Washington, D.C.); Richmond; Minneapolis; Fall-named cities (Chicopee Falls, Niagara Falls, Sioux Falls, Little and Great Falls (Georgetown), Fall River), Lowell, Pawtucket, Troy-Albany, Trenton, Raleigh, Columbia, Augusta, Louisville, et al.

Amenities: Miami Beach, Fla's geriatric ghettos, Saratoga Springs, Vichy, Aspen, Manchester (VT), Asheville, Medford, Palm Springs, Palm Beach, Hilton Head, Va. Beach, Atlantic City, Big Bear-L. Arrowhead, Tahoe City, Ely MN, Egg Harbor WI, etc.

Mines: not as a rule, not labor-intensive, too dirty. Oil as exception. Jo-burg as exception, it still thrives after diamond mines played out, due to internal dynamic. Pittsburg and Cleveland, optimally located between coal and iron mines. Scranton?

Hub location: Boston, St. Louis, Atlanta, Richmond,
Mobile: short radial routes

Farms? Hardly any great city lacks its own nearby food supply, and food processing/exporting industry. Even L.A. and S.F. pack food, and dozens of small farmtowns do. Such towns die when big farms replace small ones: Verdigre case (Nebraska);

Grapes of Wrath, major cause. Today it's far worse.

Defense from invasion: Rome; Venice; Paris; London;
Amsterdam; Salt Lake City;

River-mouths and/or harbors: New York; N. Orleans;
Mobile; Portsmouth; Augusta; London; New London; Philadelphia;
Baltimore; Charlestown; Savannah; San Francisco/Oakland;

Confluences: Albany/Troy/Schenectady; St. Louis; Kansas
City; Montreal?; Pittsburg;

Crossroads: Indianapolis; Columbus

6. Ecs. of scale

Many things could be duplicated, but they require scale, numbers. Buyers attract sellers, and sellers buyers, so the #1 center grows at expense of No.2. Winning isn't everything, it's the only thing. Seattle vs. Tacoma; San Fran vs. Oakland; New Haven vs. Saybrook, CT; Baltimore vs. Havre de Grace; St. Louis vs. Cairo. Winners grow; losers wither, settle for mediocrity.

Also, is an ec. base effect. The bigger a city is, the more of what it consumes it produces internally. In a mining town, e.g., everything is imported, so one job is just one job. In N.Y., on the other hand, one export job means several import-competing jobs.

In Calif as a region, this was the El Dorado Effect: as the basics grew, demand-oriented industries came in even greater proportion.

Jane Jacobs calls it import-substitution, and credits it for "explosive urban growth". For short we can call it "the burst effect".

b. Man-made foci.

Natural advantages are not enough. Sometimes they do nothing at all, as with Cairo, Illinois. It takes a human response. Occasionally, as in Las Vegas, it is hard to see any natural advantage, a city just fills an empty niche.

- Water supply of Riverside, L.A., San Francisco, East Bay.
- Improving water access. Ports of Milwaukee, L.A., NYC, Seattle, Cleveland, Buffalo, huge capital outlays.
- Merchant Marine: much of England's capital was in

ships.

- Canals for navigation: Erie, C&O, B&O, Welland, Soo, Panama, D&H,
- Rail access, and lines. Chicago, 10% of land is railyards; Milwaukee, 5%. On the plains and prairies, rails determined many locations, although just as often the towns came first and attracted the rails. St. Louis as "gateway," with Miss. as fence (until Abe Lincoln won court case for Chicago).
- Roads, several stages.
 - Trails, traces, turnpikes
 - Highways, freeways. Modern jockeying for govt.

funds.

- Airports.
- Man-made amenities: Lake Isabella; Lake of the Ozarks; Lake Perris; Lakes Powell and Mead; etc.

c. Internal circulation

People cluster around the initial attraction, then find they have access to each other, and to all the goods passing through, and stored there. Cities devote half their land to transportation. It could be less, with mass transit, but with individual cars and trucks it is more, much more.

Meaning of "competition for shelf space."

d. Some man-made attractions.

Govt: Washington, D.C.; Sacto.; Madison, WI; Pierre, S.D.; Bismarck, N.D.; Springfield, IL; Jeff City, MO; Juneau, AK (attempted raid).

Military: Ft. Dearborn, Ft. Pitt, Ft. Wayne, Ft. Lauderdale, Pearl Harbor, San Diego naval and aircraft facilities, Bremerton Naval Base, Oakland and San Francisco naval facilities. To be sure, some of these tie up more land in a low-density use than they provide any net economic base.

Religion: Salt Lake City; Rome; Mecca; Jerusalem; Loma Linda, and La Sierra area of Riverside; Christian Science HQ in Bosto; Moody Bible Inst. in Chicago,

Gambling - from sacred bingo to profane casino's.

Culture and/or entertainment: Ashland, OR. More generally, all big cities attract culture, and culture makes them bigger. E.g., Washington's Folger Library probably produces more Shakespeare than Ashland.

Riverside, just a medium city, has Mission Inn, UCR,

Riv. Symphony, Riv. players, private colleges, library, museums, citrus heritage park, several bookstores, listed historical buildings, civic opera (abortive), ...

Larger cities have more. Seattle, for example, has a Civic Center with Space Needle, Children's Museum, opera house, conference centers, etc.

Recreation: Disneyland, Knott's Berry Farm, Medieval Knights, skiing, bowling, parks, concerts at the barn, visiting actors, musicians (but solo recitals are passé), etc.

Stadia, Racetracks: Roman Coliseum; the Rose Bowl; the Yale Bowl; Kingdome, Astrodome, Chavez Ravine, Anaheim Stadium, Santa Anita, Daytona Racetrack, Indianapolis Speedway, Churchill Downs, Pimlico Race Course, Belmont Park, California Speedway, etc. etc.

World's Fairs: occasional, promotional, risky. Vancouver, e.g., the fair per se was great, but the promotion bombed, due to corruption in govt. Sold False Creek foreshorelands to a crooked speculator from Hong Kong, Li Ka Cheng, remained vacant for several years. The seamy side of one of the world's great cities. Knoxville's attempted World's Fair was a bust from the start. Chicago's 1893 Columbian Exposition was a smashing success; so was San Francisco's 1915 Panama-Pacific Exposition.

Education: great universities are mostly in great cities. (But many are surrounded by slums, which they may help generate by acquiring land for future expansion: Penn, Yale, Rochester, Columbia, Catholic, Howard, Hopkins, Rensselaer, Duke, M.I.T., Chicago, U.S.C., and others.)

Specialized shopping: Pike St. Market, Seattle; jewelry districts, L.A. and New York; "Robsonstrasse", Vancouver's little Vienna; Govt. St., Victoria; upper La Cienega, L.A.'s "restaurant row"; clusters of antique shops, Philadelphia and Laguna Beach; "carriage trade" districts, like parts of 5th Ave., NY, Rodeo Drive, Beverly Hills, and even Jefferson St., Milwaukee; Chicano trade, Broadway, L.A.; funky trade, Melrose St., L.A.; dozens of ethnic districts; college districts like Telegraph Ave., Berkeley, or State Street, Madison, or Harvard Square, Cambridge; etc.

Specialized production. Tin Pan Alley, Manhattan; Hollywood; Detroit; Silicon Valley; Mon Valley, steel; 7th Ave rag trade, Manhattan; L.A. plastics; Rhine Valley chemicals; Milwaukee electrical and heavy excavating machinery; Milanese grand opera; Wall Street, Montgomery St., 17th St., LaSalle St., banking; Minneapolis milling; etc.

This list could go on indefinitely

7. Limits to scale

a. Cost of xptn, supply, esp of bulky things. E.g. water supply; garbage disposal; food; energy. Actually, simple economy would solve such problems, but it is often lacking, as in our case.

b. Congestion at core. This, too, is due to bad orgn, e.g. free street parking in N.Y.C. Still, given the level of orgn., it is a limit. Orgn is the real limit, and the character of the people.

c. The real limit is alienation. When the middle class leaves, serious problems surface.