Urban Ecs. Notes
to be used

3. External Circs.

a. Smith.

Good to read on all subjects.

A victim of vulgar "eponymizing" by people who never read him.

1. A Medical vs. feudal.

2. Cities as active Manor agents in ec. devmt.

Ec. devmt. affects pol. devmt.

a. a market for sales of country -- + new things to buy.

Previously, gt. props. were "dissipating rent" on bands of retainers. Something like Southern Hospitality. In return, got power. Reid fealty, loyalty.

"such effects must always flow from such causes", p. 387.

The Case of Reason speaking. No mystical ~~Athos~~ ethnic or religious ties, but economic.

A. Smith concl.

Introducing feudal law was an effort to contain power of barons, the "allodial lords."

Commerce achieved what feudal violence cd. not: the end of lordly power. Now they had more variety to buy, hence cd. consume more themselves. So they reduced retainers to A their luxury (dim. usual utility etc.) Thus reduced their authority.

Land turned over. Old families are rare in commercial countries.

Result: land got better cultivated.

But he prefers the "natural order", viz. N. Am. cheap land, agric. develops fast on its own.
In Eng., farm land price is too high. Ag. is subsidized & protected. Primogeniture holds land off mkt. p. 393: The small amt of land brought to mkt. .. hi price ... prevents a gt. no. of capitals from being employed on it.
Young men won't start in farming .., & progress is slow.

So Smith ends w. a major qualification to what appeared to be his major theme. ~~The is a~~

The land reformer keeps breaking out.

b. Merchants bought land rationalized its use, improved it. (substituted K for labor).

c. Introduced order, freedom, indiv. free of war w. neighbors + servile dependency on superiors.

3. Smith begins his story in dark ages. All trade routes are throttled w. tolls & brigands, pirates.

He might have gone back further to fall of Rome. Rome had throttled itself by overtaxing goods in transit, to meet fiscal needs caused by Lus Italicum. Cities decayed, pop. commended selves in servile forms to powerful lords, to survive.

4. Leaves out a step: national states rose to clear the trade routes. Tudors led in this. They laid the political basis for the commercial revn, which enabled Indl revn.

5. Towns became free, sort of.

a. Own police power. More than now, a military power.

b. Own tax power.

They paid a "rent certain" to the King, & he delegated his tax power to them.

King gave away future growth of rev. (±) Why? Set up semi-autonomous republics - why? Needed their support. By giving in fee, assured them he wd. not later "oppress" them by raising the "farm rent".

(This gradually forced recourse to other taxes & undermined the very logical feudal system.)

6. K flowed to cities his safest there.

7. Port cities flourished first, using sea-commerce. Often used for raw wools as well as for wools -- quite divorced from hinterlands. Gradually worked into hinterlands.

(±) "the farm of their town in fee".

Dynamics

Fri., 24 Feb., Scott Pearlman

1. "Japanese face. $\frac{1}{3}$ of debt."

2. Nat. & world conditions emphasized. Deficit.
FR keeps raising i.r.

3. Endogenous ~~theory~~ scenario of cycle. "Domino effects."
Psychology emphasized. Interdependency, synergy. Multipliers.

4. "Capl. dries up"

5. Depression then affects cities.
E.g., Dallas & oil.
L.v. fall

6. One-industry cities suffer more.

7. i.r. are low, but fail to stimulate invt.
Inv. expectations determine inv.

8. R.e. is dumped.

9. Japan will buy us out.

10. City pop. rises in depression.

11. S & Ls failing. Why?
"People will get their money". But we will export K.

Urban Taxy

Copy to Kopacz

F

Mason Gaffney
Department of Economics
University of California
Riverside CA 92521

30 Aug 89

Joseph J. Chinn
Graduate Student, Dept. of Urban Planning
U of Ill
Urbana, IL 61801

Dear Mr. Chinn:

This is to congratulate you on your excellent article on The Economic Impact of Property Tax Incentives, ORER Letter, Winter 1989. These intergovernmental leakages are at the heart of any understanding of how tax abatement programs work, or fail to work, and why they do not sweep the country.

On p.2 you introduce a most evocative point which I urge you to develop further. There is a big difference between the effects of tax abatement and land write-down. The federal tax consequences of land write-down are more favorable to the developer, because of the preferential treatment of "capital" gains.

They are also favorable to the original landholder. If his land is condemned for a project, any gains tax is deferred.

The buyer, having acquired land cheap, is under minimal pressure to develop, except in his own time. When he sells, if he does, much of his profit is in the form of capital gains.

Thus this device causes state and federal income tax collectors to fail to recoup in full their share of the developers' increased profits. Your last sentence in the 1st full para. column 3, p.2, fails to distinguish levels of "government", and so drops the ball at a crucial juncture. You would make a major contribution to develop this point in a sequel.

You are onto a matter of great weight, and you show high sensitivity to the basic issues. Clearly some State action, either permissive or mandatory, is called for to avoid the disincentive effects of the leakages you identify. Please continue your good work, the world needs such leadership.

Sincerely,

cc: Peter Colwell
Alan Severn

1. 18th - 19th, Chestnut St.
   a. Place to meet people.
   b. Easy to locate
   c. Rich + poor mingle. No alienation. Like Charlie Barnet
   d. ~~Chest~~ Personal, intimate.
      Piano player
      Owner - girl
   e. Edge of town ... low rent distr., not a top rent land use.
   f. Ethnically ambiguous. Like Basin St.
   g. Barnet idolized Duke Ellington.
   h. Many like McCall, vocalist, is nobody.

2. Glenn Miller.
   a. Glen Island Casino, New Rochelle. access to airwaves.
   b. 2d best after T. Dorsey
      Syncopation, like Jazz
      From Glen Island Casino to 52d St.
   shuttle. Honing skills --- cf. Woody Guthrie.
      Hard life - all died young.

   c. Urban.
      Big ballrooms.
      Hotels: Palmer House, Sherman House.

d. Tin Pan Alley - supplied most of our music.

e. Not high class - this is pop. culture.
If you want hi class, even more
urban: Juilliard School, Budapest Strings,
Met., N.Y. Philharmonic.

f. Big band era - cheap labor.
(But odd-job vocalists). Era of coops, teamwork.
In the Mood.

g. CH. Chuo. 1st million since 1926.
1. Obsolescent refs.
Chuo - chuo. Diesels now.
"Boy". Ethnic slur?
Neither black nor young. The usb.
Calc. ambiguity.

2. "Can you afford it?"
3. 24 days after Pearl Harbor -- Rose Bowl held
4. Read mag! Via Balt. Many stops.
5. Satin & Lace
Cry a lot
6. Settle down ... for the woman.
2½. Pa. Sta.
Pa. R.R. got there first. Even owned
L.I. R.R

Culture has come a long way since then.

Anonymity. Identified by car, or flashing lights
One dimensional. All you control is speed,
Waste.
Selfishness
Even father thinks only of self -
excuse for drinking.

"Old fart in the fast lane".
"Slow mover in the fast lane".

One lane traffic is highly interdependent, moves no faster than the slowest.

Like land h.o. on prime site.

"Holding for possible future expansion" is:

"a large option for a small possibility"

FOLDER INSIDE FOLDER

Urban R.E. Cycle (Ec. 146; Ec. 109B)

F: Urban Ecs.

Mentoux, main themes.

Summary – following detail.

1. Old economy, woollen indy.
   Local, ubiquitous. ("today" (1928) 2 main centers)
   Arcadia!
   Good side, Goldsmith, Gray's elegy
   Bad side, Silas Marner, Tess

   L.a. seeks to reproduce Arcadia. Also PRC.
   Small, indy.; eg. d: sturdy yeomen. Jeff: Lincoln.
   Cottage indy: integrating farm & ~~ind~~ indy.

   Merchants came to dominate. Agents of the sovereign consumer; investors of K.

2. 3 revolutions in Eng.
   (16th, political. Tudor unity, domestic mkt.)
   17th, commercial. Became nation of shopkeepers. Also, huge invt. in ships + ports, merchant + navy.
   18th. Indl.

3. Ports created in dies of hinterlands (the int. over.)

Bruges, Flanders, 13th-14th
Venice - Genoa, N. Italy
Amsterdam, warehousing led to indy.

4. External circ. Eng. cities. 2 parts.

a. Intl.

Navy empire. Coasting trade was nursery (also fishery)

b. Inland xptn.

Rivers
Canals.

Opened inlands, new towns to wider mkts.

Led by owners of lands:

Lords
Merchants
New middlets.

5. New towns & indies escaped stifling regs of old

6. Glosses over bursts, 1720 + 1793

7. Nat. defense argument for inland route, 1745–

8. Rts ff. canal routes.

9. Kay, etc.

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10. Ag. Land revolution.
A class society was created – or worsened
~~III~~. Failed to compensate for extinction of ancient common rights. -- a) of yeomen b) of feudal retainers.
(In Eng. colonies, prop. tax played this role)

11. Water quality as locational factor.
Uplands, "gritstone" origins, no lime, made fibers less sticky.
Same as Brit. beer.
But generally extractive regs. are less important than ~~co~~ xptn. ~~as~~ factors.

Mantoux. (Wordy!)

pp. 49 - 56, dispersion of old wool indy.
56 - 62 indep. small weavers. domestic system

89 - 90 Merchants organized indy.
105 - 08 Liverpool commerce came first; then Manchester mills.
120 - 32 Eng. canals open up world trade, for inland cities.
204 - 09 Inventions come from needs of trade, - not abstract speculation. Kay's shuttle.

pp. 91 - 135, "Commercial Expansion"

Paul Mantoux, Ind. Rev. orig. 1928

1. Centralizn. and specializn.

2 major centers of ctn. spinning + weaving "today":
a) Manchester + "belt of growing towns", closely integrated. (did Manchester disintegrate?)
b) Glasgow, Clyde V.

2. Contrast pre-urban era.

Old woollen indy. was local & ubiquitous. Villages, clearings of them. (Arcadia!)

(We have this dream, returning halfway to Arcadia, best of both worlds.)

Small owners of < 5 looms. Equality, large nos. Domestic system.
Independent, own land, Jefferson, Lincoln.

(Deserted Village; Silas Marner)

3. Role of merchants; origin of modern capn.

Merchants came to dominate domestic system. Then they converted to factories. Merchants led. They were in touch w. buyers -- directed producers. Carriers of consumer sovereignty, they became sovereign.

Chap. 2. Role of External Circn.

Ports as doors for external circn.

Ports created mkts. for hinterlands.
Bruges: Flanders textile indy, 13th-14th.
Venice, Genoa: N. ~~Italy~~ Italy, see id "foreign indies." p. 92

Emporium as nursery of mfg.

Dutch, carrying trade. Ports were warehouses. Then indy. grew. (good internal circ., canals)

Eng. was first a "nation of shopkeepers" - then came indy.

The 3 revs.

16th, Eliz. rapid burst of ec. growth. (and poverty) (Political rev. came first, Tudor unity, no internal tolls.)

Eng. coasting trade (he might have added fishing) evolved into intl. "nursery of seamen". 17th big invt. in ships + ports. This was their external circn. Concomitant huge nat. invt. in navy, naval bases.

Banking came later, after commerce. Used Dutch & Italian banks. But Mantoux puts his weight on value of Bk. of Eng. as source of K. But banks are not sources, only pumps. Commerce created the capl.

1720, S. Sea Bubble, glossed over

18th cent., Eng. won control of oceans: hence India, W. Indies, Canada.

Protectionism did not die until after mid. 19th cent.!

Mercantilism prevailed. Indy. at home.

Loss of America made up by mid. gains at home. 1783, powerful new factor caused huge Δ tonnage. Indy. Factory; machinery driven by James Brindley & Josiah Wedgwood of Staffordshire

Liverpool created Manchester -- + also aided Birmingham (misc. hardware); Potteries; + Sheffield (steel). 1680-1710, Liverpool exploded. An Emporium. Manchester - Lancashire, "cradle of factory system".

Res. of easy coastal trade, Eng. internal overland rds. neglected, were far behind. Some still used Roman paving!

Turnpike Acts, 1663. Toll fncg attempted. Slow results.

1745 showed need for nat. defense roads. 1745-65, "feverish activity".

1701, city merchants pushed for river navig. improvements.

also noble landowners. to market coal. Duke of Bridgewater. Worsley Canal, coal to Manchester. 1759-61

Rapid networks in Lancashire.

1793. Canal fever + bust (again he glosses over. In '28, not polite).

New inland middsts. also led in promoting canals. Wedgewood, potteries of Staffordshire. He bought land on new canal, Mersey-Trent, for Etruria factory.

Where waterways formed a new network around "some privileged spot", new city grew. (New land, but also free of old regs.)

R.r.s later ff. canal lines (+ airways)

Inventions spring from needs of trade.

One invention upsets balance, calls for another. E.g. John Kay, 1733, flying shuttle, weaving got ahead of spinning.

Hoyt on Canal boom, main points.
Ec. 146, Fri - Mon., 5/20/83 - 5/23

1. What happened to Chi. happened everywhere
   a. Same time.
   b. Later times, cycle repeated.

2. Cycle, of l.v. + pop. + ec. activity (flow of inv.) more extreme in fringes, % ups & downs.
   a. Chi. was macro fringe of Erie Canal influence.
   b. % ups & downs of l.v. were more extreme on fringes of Chi., 6 - 10 mi. from center.

3. New bldg. depended on flow of cap. (Same as Erie ~~Boat~~ Canal, & whole trans - App. boom.)

4. Cap. was imported.

5. Cap. import took form of consumer goods. Ships returned east w. sand for ballast.

6. Chi. exported IOUs -- secured by r.e. Hence the volume varied w. l.v.! (But also w. land liquidity, Town)

7. High interdependence of complementary, (reciprocating) invs. & activities was anticipated — but often wrongly.
   E.g. Chi. was built up in anticip. of Canal -- which

and volume of land sales, or land turnover.

a. Sale is the occasion for a loan.

b. Sale precedes bldg.: also occasion for loan.

c. Altho people may build on their own land, they rarely do when it is o'priced -- i.e. they plan to sell for ~~more than it is worth, rip-off a customer.~~ a rip-off price.

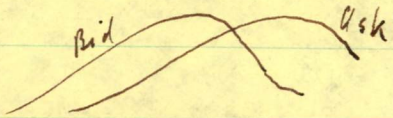
was torpid K until 1848. But Chi. Bldg. soared 1833-37.

8. L. v. ∧ lagged demand for land (i.e. asking prices)
First on upswing. User-buyers began it. Then specs.
Later on downswing.
First a bargain. Have a joyride, free.
Later, a rip-off, a hold-up, an exorbitance, o'priced extravagance, turkey, expensive blunder, bad bargain.

9. L. v. ∆ was extreme. Up 60 x, 1830-36!

→ ~~Play keeper re maggots~~

10. Bldg. lagged popn.
10 pop./d.u., 1834
Empty bldgs, 1840
(and turnover of land - cf. #6)



11. L. V. ∧ drew in capl.
a. From buyers
b. " lenders, who took it as collateral
- loans to state or canal co. pledging granted lands, '35.
- loans to pvt. land buyers.
c. From buildings, built to a higher standard to match higher l.v.
i. Direct invt. by owner
ii. Loans for constrn. + "take-out".

~~E~~ d. From payees who hold bank notes which move outside the region.

(Case is that someone ~~buys~~ spends the m to sight ~~trade~~ K in the region; but then m pays for imports.

Banks lend on Chi. land, it's likely the m is spent to improve that land. But use of funds is partly indep. of collateral. Can borrow on N.Y.C. land to improve Chi. land.

Limit on that is, then you'd be an absentee owner.)

12. Banks monetize L. d.v.

a. Land seller creates bank to finance his own sales. Ill. had E + M land; chartered Bk. to lend to buyers.

Bank also loaned to E+M Co. to build canal, taking land as collateral.

Ill. Leg. required B. of E. to buy state bonds.

b. Bk. lends to buyers of other's land, too.

c. Out-state banks also lend to buyers of Chi. land. There notes circ. in Chi. for a while.

(This wd. inflate prices, drive notes out. But

during a boom fever, o priced land looks cheap, Mich. in stays in town. Later, when it flies out, Mich. banks stop prints!)

d. This Δm raised land prices, made more l.v. to monetize. Spiral factor.

13. At peak, demand dropped but prices held, so sales fell like a stone.

1837 = 3.6 ac. of '36, sales of land office, Chi.

14. State plunged recklessly ahead, <u>sucked IC</u> away from others, Δ i. Curve of depression. Frgn $ 11m.

Comprehensive r.r. grid projected.

Play <u>Big Muddy</u>.

15. Combo. of hi i.r. + surplus land for sale broke wide.

16. Hi i.r. caused by:

a. Huge Δ demand for cap. to dev. new lands, micro + micro

b. Loss of "printing" or income-creating or driving power of much IC, as Δg units were frozen. (Loss of driving power to set labor in motion)

b, cont. This reduces flow of loanable funds from given K.

As K required per acre & per worker.

~~b, cont.~~ Why was K frozen? in space, and time.

1. Stretch out of lines, by leapfrog j. Chi. was a leapfrog - Hudson valley still primitive, rent wars going on. Chi. itself had enormous spread.

2. Effect of premature bid l.v. on K -- subbing K for land ... (Over)

3. Misperception of real i.r. - seen as low. Infl. psych. "Rational Expectations" become irrational.

Terms of trade turn vs. colony as debt service rises. Must export more to pay debt service.

4. Promotional wiles of engineers. Same people who ~~built~~ sold pyramids, Tower of Babel, Angkor Vat, Mayan - Aztec temples, wall of China, Roman roads, Irish relief. Nawapa -- SONGS, IPP.

These sellers played on public leaders, who are intimidated by experts.

(Note in passing, feds dredged harbor. Even then, under limited constra. ~~C. of C.~~ A.C. of E. was bldg. up its ~~but~~ links to the mily. - indl. complex. But it's the mily - indl. - land dev. complex.)

Hi spec. l.v. reserves land for user who will dev. & improve & build for a future demand higher than present demand. When that demand fails to arrive, he can't get his money back.

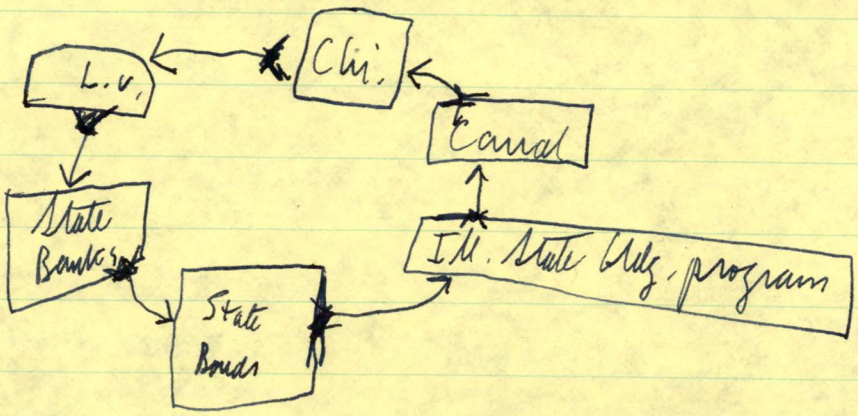
He can't rent his floor space out; can't use his full capacity of mill, tannery, harbor, shipyard, sawmill, packing plant, soap factory, brickyard.

4-story bldgs. in loop show pressure of l.v. to put much cap/s.f. But o'pricing was even greater farther out.

17. Surplus land caused by:
a. Spec. holdouts
b. Massive subsidies, leapfrogging
Macro-infrastr.
Micro- " . Enough subdivided land for 50k; pop. = 4k.
Intensifica. of prot. land

18. Terms of trade turn vs. new colony as ~~debt~~ cap. import gives way to debt service.
Modern e.g. - Mexico & oil
Nigeria ...

19. a fragile circle of interdependence:



20. 5/36 Specie Circ. Famous, but only one episode.
~~5/31~~ 5/1/37 N.Y. banks suspended specie puts.
Swept s + w. 5/29/37 ~~Ill.~~ Ill. banks suspended
a liq. crisis. Flight into $. Dump real assets, + long assets.

21. In spite of #13, prices held to mid '39. Then cracked, by 75% or more.

22. Subdiv. stopped, '37 - '43.

23. State banks foreclosed land. Failed, '42.

24. In ~~st~~ overexpansion, l.v. fell too low.

25. Pop. dropped. Houses vacant.

Ec, 146, Wed, 3/10/82

1. Social psych. of land booms revealed by language: epidemic, fever, madness, contagion, rage, etc. Not comprehended in math. models. "Irrational Expectations". mania,

2. Inflation. Country "flooded" w. bank notes. Pushed up all prices, but above all land.

Q. 7 Why? ✱ The process of ΔM holds down i below s + d level. L.V. more sensitive to i than other values.

Circular: rise of L.V. Δs collateral for loans.

3. Steep gradient of L.V. from CBD location due to xptn. costs. Thus a limit on supply, in spite of wide areas of raw land.

This motivated building new xptn., to create new values.

Owners at old centers did not oppose, bcs. they saw new xptn. helping them too. Δ L.V. at both ends, center + periphery. Complementarity perceived, substn. ignored. This ties in w. logrolling process.

also ignored was ultimate limit on real K supply.

These are the elements of the fever, or mania.

No econ. model begins to comprehend this.

The reverse mania is depression, everything is seen as competitive. Nation has a manic-depressive collective personality.

4. Urban sprawl began early.
   3 + 4 story bldgs. reported, far from 100% location.
   Infilling was slow.
5. I + M Canal was delayed
   a. Awaiting Fed. aid
   b. Murphy's 2nd law

   {But, just beginning it sold land.
   {Land peddlers run the country.
   Delaying it encouraged rival ports + routes.
6. Inflow of real $.
   As city was built, it had few exports. Boats arrived w. eastern goods, returned w. ballast.
   What was Chi. exporting? Land deeds, mortgages.

7. State Bank of Ill., loaned on r.e. Same in Mich. bank.
Ind. + Wis. Liberal credit to land buyers, "potent device for raising l.v."

8. "Avalanche of new Towns" thrown on mkt.

9. Current inc. was "overcapitalized". Explain.

10. TVA. "comprehensive" plan for internal impr.

"a program too great for existing resources".
$11 M that yielded nothing.

11. 1837, credit dried up. No loans at any i.

Values dropped by 90%!
Foreclosures, dumping, banks failing, etc.

Cornick

1. Am. rev. confiscated lands of losers.
   Never done again, by U.S.

2. Rapid subdiv. along Erie Canal

3. NYC land spec. boom.
   1837, melted away like snow in April sun

4. Street improvement ~~spending~~, 1836, were ~~80%~~ 90% of costs of govt. in NYC -- based on spec. l.v.
   Levied by benefit assmts. on spec. lands.

5. Auburn, a small town, boomed likewise

6. Buffalo. "Greater Fool" theory of buying.
   Sales at hi price, but on credit. ("Creative Financing")
   [Thus banks became involved. The great secret they never tell you in macro.]
   [Buffalo banks were first to fail.]

7. Most new cities lacked the credit rating of NYC, 1830s.
   Not so, 1920s. All went wild.

8. Later booms similar.
1868 - 71, huge volume new streets. NYC
(Tammany, Tweed, Michael Gallery)
Debt-financed.

9. Townsites laid out all around Gt. Lakes + USA.
"Epidemic." Synchronized.

10. Subdiv. is more variable than any other sector

11. Canal + Ry. promoters planned to profit by sale of townsites at terminals etc.
Competn. for buyers led to showy works all over.
To aid the land seller.
(Today, we have X-subsidy)

Urban + Resource Econ.

Ports

1. Coal export boom. Huge, updating oil.

2. Ports unready
   a. Huge plans afoot to expand on shore capacity
   May overdo it.
      i. Coal needs ground storage: land. (remember open storage in Milw.)
      ii. Conveyors, unloaders, loaders, train – ship

   b. Dredging. U.S. has done this for 157 yrs, is now backing out. Ports, + waterways leading to them. Corps budget dropping, falling behind.

3. Coal from Utah – Colo. comes thru Cal. (How about a state tax, like Va?)

4. Traditional split:
   U.S. ~~dig~~ dredges waterway.
   Local gov. maintains docks, landside facilities.

5. New colliers are 150k ton, require 60' channel. Save $5/ton

6. Long Beach is only U.S. port w. 60' channel — due to subsidence, oil pumping! 1950s, channel sank 20'!

7. Long Beach is now spending $100 m expanding coal terminal, target '85.

8. Norfolk, N. Orleans, + Balt. also going to 60'.
L.A. (San Pedro) going to 65'; target '86.

But dredging usually takes longer, bec. complex legal steps.

9. Panama Canal, 40' deep. So. Cal. has Far East mkt. many, heavy-draft ships.

10. 20 competing bills in Cong., re user fees for dredging.
a. Ports set their own user fees, fince. own work.
b. Uniform fees, Cong. distribs. funds.

"Large" (i.e. rent-yielding) ports favor a. Long Beach.
"Small" (i.e. rural) " " b. Stacks.

[(b) probly dissipates rent more than (a). But (a), by internalizing, encourages big ports to reinvest too much, in selves.
Fallacy in each is internalizing rents in system of ports.]

11. a 2d fatality in each is need for 150 k ton colliers. And need for H-intensive solutions.

With transoceanic oil tankers before our eyes, must we make same error again?

SCANNED

AS

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BUSINESS

Sunday, November 8, 1981 | Los Angeles Times | Part IV

Ports Rushing to Uncork Coal-Export Bottleneck



RICK CORRALES / Los Angeles Times

By ANNE LaRIVIERE, *Times Staff Writer*

In 1979, the Organization of Petroleum Exporting Countries doubled world oil prices, and suddenly the United States was the most popular kid in the neighborhood.

Nations that had long burned oil to generate electricity began clamoring to buy relatively cheaper American steam coal and converting their power plants to coal. And the United States, boasting 475 billion tons of coal reserves—easily the largest in the world—went from exporting 2 million metric tons of coal in 1979 to an estimated 30 million this year. At the Ports of Los Angeles and Long Beach, coal exports jumped from practically zero in 1979 to an estimated 5 million tons this year.

Despite this impressive increase in exports, officials say it wasn't as large as it might have been because the nation's ports—the link between the coal mines and foreign buyers—are buckling under the weight of the coal boom. And officials fear that if the United States doesn't spend billions of dollars over the next several years upgrading and dredging its ports, foreign buyers will turn to Australia, Canada, South Africa and other nations for their coal supplies.

"Coal is where the action is and it's darned exciting," said Assistant Secretary of Commerce William H. Morris. "If we can work out our (port) problems, coal can become the largest dominant growth factor in this country's export program."

Industry officials say foreign-coal buyers are ready to sign long-term contracts for coal. But the United States may lose a major share of this future business if the buyers aren't convinced that U.S. ports will be dredged to handle the huge, coal-carrying ships now coming into use.

A major stumbling block is that the federal government, after 157 years of paying for the maintenance and dredging of the nation's ports, now wants to turn that responsibility over to local governments.

The Reagan Administration has proposed that the ports themselves recover the cost of dredging and port maintenance by levying fees on the ships using the channels. The Administration's stand has angered port officials, who have already been spending heavily to upgrade their facilities to handle coal exports.

"It's very traumatic, that's all I can say," said Ernest L. Perry, director of the Port of Los Angeles. "If you were suddenly faced with large, overhead costs in your budget that you weren't expecting, wouldn't you find it traumatic?"

Perry and other port officials said that the boom in coal exports caught them unprepared to handle the volume of shipments.

"In 1980, we realized we didn't have the onshore capacity—the terminals or the equipment—for loading the ships," Perry said. "We figure we lost from 10 million to 15 million tons of coal sales last year, or about $500 million in exports, because of port constraints."

Today, however, the port community has responded—over responded, some say. Major coal-terminal projects have been proposed at more than 20 U.S. ports that would provide ground storage for coal and conveyors for the rapid unloading of trains and the speedy loading of ships.

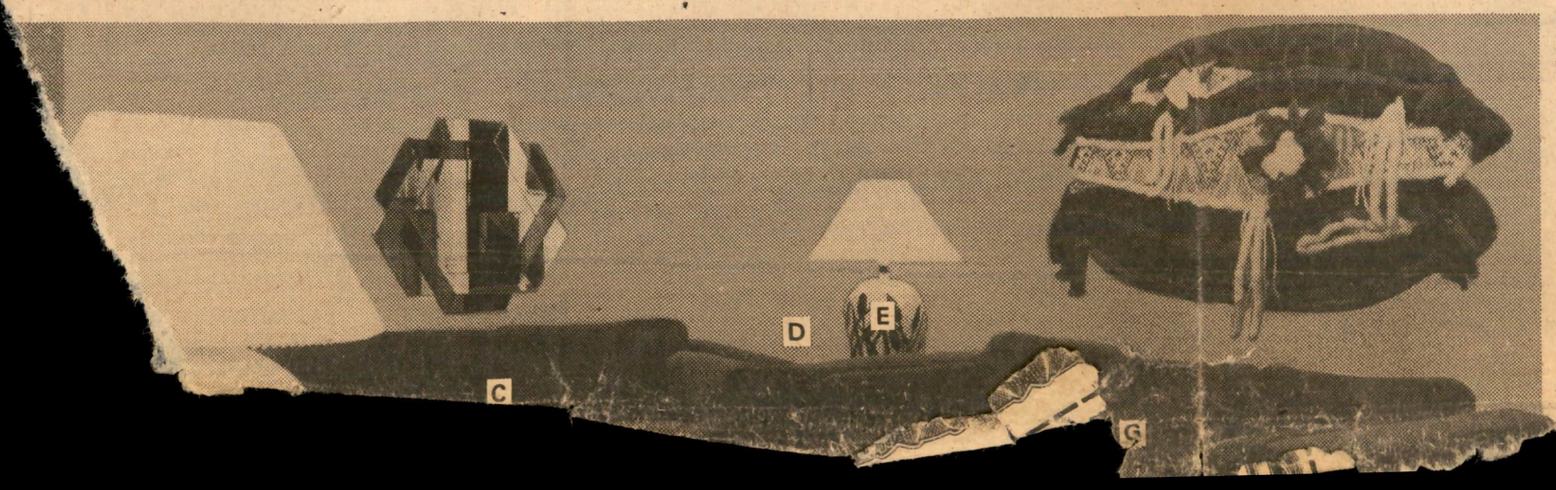
"All of a sudden, we have enough port facilities on the drawing boards to handle 310 million tons of coal a year," said T.L. Stebbins, a coal industry analyst with the Boston-based brokerage of Adams, Harkness & Hill Inc. "It's absolutely ridiculous. There's no way we could possibly mine that much coal."

But industry officials disagree, citing government figures showing that coal imports by consuming nations are expected to triple to 318 million tons annually by 1990 and reach nearly 500 million tons a year by 1995. A recent report by the Utah Energy Office said port constraints on the West Coast are a major roadblock to the export of coal from Utah and Colorado. Mining and exporting the estimated 150-million ton reserve in those two states would enable the United States to capture up to 20% of the steam coal market in the Pacific Basin, the report said.

Historically, the Army Corps of Engineers has maintained and dredged the waterways leading to the ports, while the local governments have maintained the docks and landside facilities. But port officials say the Corps' budgets have not kept up with inflation, and the agency has fallen behind in its port-maintenance workload.

Officials say that in the next decade, buyers will begin transporting coal in huge, 150,000-ton ships that can

Please see PORTS, Page 2



Canada Takeover of U.S. Business Hurts Because It's Canada

By STANL[illegible]EISLER, *Times Staff W[illegible]*

WASH[illegible]

PORTS: Uncorking Coal Bottleneck

Continued from First Page

only navigate channels at least 60 feet deep. Such ships will enable shippers to deliver coal for as much as $5 per ton less than with the smaller ships now in use.

The Port of Long Beach is currently the only port in the nation with a channel 60 feet deep, but dredging projects are underway being planned at Norfolk, Va., New Orleans and Baltimore that will make these ports deep enough to handle the larger ships.

Long Beach achieved its distinction as the nation's deepest port in the 1950s, when the channel bottom sank 20 feet because so much oil had been pumped out of the earth below the channel. The port is now in the midst of a $100-million project to expand its coal terminal, which should be completed by 1985.

The adjacent Port of Los Angeles is also expanding and will build a new coal terminal—a project that will include dredging a 65-foot channel. It will be completed in 1986, officials say.

Major dredging projects can sometimes take more than 20 years to complete after funding and litigation delays. Dredging the main channel of Los Angeles Harbor began in March—some 18 years after the initial permits were received. Changes in the law and environmental restrictions kept the project from starting on time, and over the years, the initial cost estimate for the project rose to more than $60 million from $20 million.

Rules Change Daily

"The ground rules changed every day, and people making the ground rules didn't understand them, either," Perry said.

But the sudden increase in demand for coal has focused attention on these inadequacies, and port officials are now working to get the needed work done more quickly.

"In 1980, as buyers and sellers rushed to sign long-term contracts for coal, we gave them the bad news—that the U.S. government hasn't developed the kind of port deep enough to handle the large coal ships that will transport the coal," said H. Ron Brinson, executive director of the American Association of Port Authorities.

Some 40 other ports on the West Coast are considering building coal terminals, but the two in the Los Angeles area will have a distinct advantage in attracting coal-shipping traffic for the next several years. Much of the U.S. coal exports moving to the Far East will have to pass through these ports because the Panama Canal, which is less than 40 feet deep, will be too shallow for the larger coal ships, officials say.

Opposed to Plan

Although the local ports don't need large amounts of federal funding for dredging and maintenance, port officials here are opposed to the Reagan Administration's plan to levy uniform port-user fees nationwide. There are nearly 20 bills pending in Congress outlining alternative ways to finance port maintenance, and all of them include some method of financing through user fees on cargo.

The Administration has proposed two bills.

The first requires local ports to provide 100% financing for all improvements, financed out of user fees the ports would establish themselves, based on the amount of cargo passing through the ports. Secretary of Transportation Drew Lewis recently indicated that the government may be willing to compromise with industry and pick up part of the cost under this plan.

The second imposes federal, uniform user fees on all commercial cargos with Congress distributing the revenues and authorizing dredging projects at individual ports.

Representatives of the nation's large ports, led by James McJunkin, executive director of the Port of Long Beach, favor the system of local collection because this would give local ports control of funds generated by the user charge. They oppose a nationwide system of user fees on grounds that it force them to subsidize work at other ports.

Representatives of the nation's smaller ports, headed by Melvin Shore, director of the Port of Sacramento, favor the second bill and its federally imposed fees. They argue that local collection would give the large ports too much revenue, enabling them to lower their fees and enhance their competitiveness. Small ports fear it would put them out of business.

Another bill, introduced by Rep. Mario Biaggi (D-N.Y.) seems to be a compromise between the two Administration bills. Under the Biaggi bill, the government would continue to pay for any maintainance or dredging work taking place at depths of 45 feet or less (more than 90% of all cargo moves in vessels that require 40 feet of water or less). Over 45 feet, the federal government and the port would share expenses.

Small Ports Object

Members of the small port coalition do not see this as a solution and have prevailed upon Rep. Robert T. Matsui (D-Calif.) to introduce a separate bill calling for a national user fee for the dredging of all projects less than 45 feet and a local user fee for projects greater than 45 feet.

No matter what form the final bill takes, port officials all agree it must contain some legislation to eliminate the bureaucratic red tape that prevents dredging projects from being completed quickly, especially since the coal boom is demanding that ports update their navigational systems.

"Ports have always competed for business with each other," Brinson said. "We value and nurture that competitiveness. "Now we have to sit down and work together to arrive at a middle ground. It isn't easy."

Hazleton to Buy Ralston Purina Unit

VIENNA, Va. (DJ)—Hazleton Laboratories Corp. said it has signed an agreement in principle with Ralston Purina Co. to acquire the business and assets of Ralston's Raltech Scientific Services Division.

Hazleton Laboratories didn't disclose the cost of the acquisition.

It said Raltech, based in Madison, Wisc., will complement Hazleton's "plan to expand the scope of our toxicological and analytical services worldwide."

The acquisition will expand the size of its domestic laboratories by almost 100%, Hazleton said.

Municipal Bond Prices Increase

NEW YORK (DJ)—Prices for long-term city and state bonds rose $68.75 for every $1,000 of bonds due in 20 years, as reflected in a move to 13.16% last week against 13.71% a week earlier for the Dow Jones municipal bond yield index.

This week's tax-exempt calendar is highlighted by several negotiated offerings. Corpus Christi, Tex., Industrial Development Authority will offer $75 million of bonds while the Georgia Municipal Electric Authority intends to sell a similar amount of securities.

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Hoyt, Canal Boom

✓ ✓ 5. Land grant for Canal, 1820's.
Land sales in Chi., 1830.
✓ Canal work began 1836. Finished 1848.
✓ ✓ Meantime, Chi. was built in antic. – + ~~before that~~ l.v. boomed in antic.

6. Chi. the hub of trail routes.

✓ 7. Erie canal opened up Chi.

✓ ✓ 8. 10 pop/d.u., 1834.

✓ ✓ 9. Ships going back carried ballast.

10. Farm trade came in from so., + finally drew warehousing s. of Chi. R.
But near n. side became settld.

✓ ✓ 11. 1834, l.v. a drag, but legis. men-buyers came on strong. Boom, spec. values swept ahead.

✓ ✓ 12. '35, leg. pledged canal lands for a loan
" " chartered new Bk. of Ill., to lend on Ill. r.e.
Liberal credit to land buyers. "potent devices for raising l.v."

13. Credit came from banks of many states. Mich., Ind., Wis. etc. To buy land.

14. (Collapse began in east).

✓ 15. 1830-36, l.v. rose 60 x, !

✓ ✓ 16. 56% of value w/in 1 mi. of State + Mad. (but urban values jumped 6 mi. out.

✓ ✓ 17. The lull preceded depression. Sales slow, but values maintained.

✓ ✓ 18. Eve of depression, Ill. state plunged recklessly into comprehensive statewide plan of r.r., $10m in state bonds.

All parts of state demanded share, to get same as I + M Canal was to give Chi.

✓ ✓ 19. Program "too great for existing resources" of Ill.

✓ 20. Borrowed, N.Y. + Phila. — B.U.S.

✓ ✓ 21. Leg. Required Ill. state banks to buy state bonds. (cf. U.S. + FRB recently)

See p. 6, next sheet
L.V. depended on growth of Chi.

Chi.

✓ 22. ~~Canal~~ depended on canal.

Canal " " statewide program, (of which it became a part).

Statewide program depended on state bonds.

State bonds " " banks.

banks " " L.V.

23. 5/36, specie circ.

Land offices still accepted notes (Hoyt says "bills") of specie-paying banks. Many continued paying for a year. 5/9/37 ~~[illegible]~~, N.Y. banks suspended specie pmts. Quickly swept w. & s. 5/29/37, Ill. banks suspend.

They also stop lending.

✓ 24. Land office sales, Chi.

'35 : 370k.a.

'36 : 437

'37 : 15.6 = 3.6% of 1836

But prices held, to ~~[illegible]~~ mid '39.

Then dropped fast, 2d half '39. ~~[illegible]~~ By 75% or more!

25. State land put $ (loss into ~~stalled~~ torpid canal + r.r.

✓ 26. Subdiv. stopped, '37-43. Huge surplus. Supply for 50,000 pop. - 4,000 actual pop.

27. State Bk. foreclosed land; then failed, '42.

28. In violent reaction, l.v. fell too low.

H. Hoyt, Ch. 1. Canal Land Boom.

1. Chi. grew in fits.
   No just episodes of reciprocating import sets.
Part of nat. bus. cycle. Inds. dovetailed.

2. Social psych. "Rage" etc.

3. L.v. profits cannot be seen, but enters into every decision.

4. Macro
   Site, a continental X-roads, plus a ~~boat~~ load-breaking point.
   Micro-site, stinking swamp.

Interim Comm:
change of ranks

Urban, ideas.

1. Cities as Toll Takers:
E.g. Tigil + Sankel. 10% on transit trade.
Robber Barons of the Rhine. Hohenzollern dynasty.

This tradition has never died. Graft + extortion on the passage of goods characterize many cities.
E.g. 2a. Beef Processors had to bribe its way into N.Y.C. mkt. Org. gangs, etc. take a cut.
Unions do their bit. Drive people + trade elsewhere.

2. Cities as adm. centers: D.C.

3. Evolution of cities' hierarchies. Progressive passage of leadership from one city to another.

Intercity comm. — falls under external circulation.

3. Peter Hall, The World Cities, 1966
Ch. 1: N.Y.
Ch. 8: Tokyo

4. E. M. Hoover. Ch. 8

5. Surplus of land, shortage of liquid K

Mon., Feb. 1 82 Ec. 146.

1. Residual points from typ. City.

a. Small cities can be great, if they squeeze max. synergy from what they have, by good circ.

b. Front-money bias. Major reason why mkts. do not work right.
No where more evident than in bidding for urban land, (or any land.) Inc. true aggravates.

c. Free mkt. presupposes cities.
E.g. of log mkt. in B.C., remote areas.

d. Decline of U.S. results in part from decline of our cities. Japan has super cities.

e. Use by-products. E.g. tomatoes & shoes in dairy belt.

f. Density.
Eastern cities, hi density is normal.
WB, 10,000/mi² (or 15.6/acre)
50' lots, 5000 s.f. @ + 30% streets etc = 6500 s.f.
per house, = 6.7 houses/acre. In Cal, that's a slum!

2 + 3 story houses standard.
small children walk to school.

g. ~~School~~ Egalitarian spending can only occur at high level of govt.
Esply. welfare.
Schools less so, but also.

2. Urban Expansion

(Tipping point, or rather, "reciprocating system" we can use. Cars not only ~~that~~ give positive gains to large lots; they destroy many benefits of small ones. They need so much space themselves.)

Syn City

✓ Compulsive modeling. Reduce to abstractions theorists can manipulate w. clean hands. Pedantry: the acad. disease.

✓ Symbols cannot represent more than a few interactions. Interdependence is soul of city.

1. Communicn. "Can't sell the merchandise if you don't put it in the window." Now need a billboard.

Buying isn't all - return for repairs.

Agglom. Hurlburt, Ch. 2

I. ~~Essay~~ Intro

Cities do grow food. J. Jacobs. Plymouth Plantation.
Great cities antedate indl. revn. Rome Florence, Venice, Const., Antwerp, Amsterdam ...

II. Superficial History.

14th cent, "forward motion ceased."
Highest real wages.

III. "Indl. Revn" & towns.

~~1769 - 1815~~

3 revns.

Mfg. (1769 - 1815)
Xptn. (came in several steps)
Agr. (" " " ")
Add a 4th: political, came first. 1485-

✓ 16th c.: Pol. + agrarian
✓ 17th c: Comm. Shipping. Britannia Rules the waves.
18th c: Indl. & agrarian. Overland xptn.
19th c: Finance.

Course emphasis: xptn.

IV. agglom. ~~Econ~~.

A. Local-mkt. activities vs. nat. mkt. activities.
Builders & fillers.
Basic & non-basic
Large vs. parasitic
Export v. domestic, (import-competing)

B. Linkages
Communicn.
Movement of goods
(also, " " people, bringing together)

→ Non-routine, requiring speed, ~~effect~~. gathering many people & minds & combos.

V. Ecs. of agglom.
If in same indy., "localiz ecs."
a) Labor pool
b) Specialized suppliers.
c) Selling
E.g.: NY garment indy.
Broadcast indy.

If in all indies, "ecs. of urbanization"

$10 \times 66^2 = 1\,a.$

$100 \times 66^2 = 10\,a$

$[10 \times 66]^2 = 10\,a$

$660^2 = 10\,a.$ Vict. - Cleveland

$\left(\frac{x}{2}\right)^2 = \frac{x^2}{4}$

$330^2 = 2\frac{1}{2}\,a$

$\frac{660^2}{5} = \frac{660}{10} \times 660 \times 2 = 66 \times 1320$

$\frac{100 \times 66^2}{5} =$

What follows is a copy of a test used in the State of Indiana in 1911. You had to pass this test before being allowed to get INTO High School.

In what state and on what waters are the following: Chicago, Duluth, Cleveland, and Buffalo? State an important fact about each one.

Name and locate two countries in which the following are important products: Wheat, cotton, wool and coffee.

Write on the Panama Canal, telling who is building it, its location and importance.

What causes the change from day to night and from summer to winter?

Name five republics, three limited monarchies, and one limited monarchy.

Name the classes of sentences on the basis of meaning or use. On the basis of form.

Write a sentence with the verb in the active voice; change to passive voice.

What is meant by inflection? What parts of speech are inflected?

Write sentences with nouns showing six case relations.

Write a model business letter of not more than 40 words.

What is the length of a rectangular field 80 rods wide that contains 100 acres? 160 rods² = 1 a

A wagon is 10 feet long, 3 feet wide, and 28 inches deep; how many bushels of wheat will it hold?

A rope 500 feet long is stretched from the top of a tower and reaches the ground 300 feet from the base of the tower; how high is the tower?

In physiology, name three kinds of and give an example of each. Give the structure of a muscle and of the spinal cord.

Define arteries, veins, capillaries, and pulse.

Write a brief biography of Evangeline.

What do you think the author of "Enoch Arden" aims to teach us.

What kind of man was Shylock?

No fair asking your Ph. D. offspring.

We would never have made it into high school!

****

Religious bias. . .has been steadily debasing history from the days when the Assyrian monarchs praised God that He had made it possible for them to serve Him by assembling pyramids of the heads of their rivals. *Harry E. Barnes*
The Drool Method of History

****

When the truth hurts, if that what you call a trutha che? *Business Briefs*

****

God's plan made a hopeful beginning,
But man spoiled his chances by sinning.
We trust that the story
Will end in God's glory,
But, at present, the other side's winning.

****

Let us not look back in anger or forward in fear, but around in awareness.
James Thurber

****

It is wretched advice that the healthy system is one in which the individual feels no conflict. Every great advance has come about, and always will, because someone was frustrated by the status quo; because somebody exercised the skepticism, the questioning, and the kind of curiosity which, to borrow a phrase, blows the lid off everything.
William H. Whyte, Jr.



I must be getting absent-minded. Whenever I complain that things aren't what they used to be, I always forget to include myself. *George Burns*

****

...the imporatnce of sports is as readily underestimated by the higher intellectual group as it is overestimated by the mentally inferior. *John Kiernan in We Saw it Happen*

We live in an age when ultimate questions have, quite unaccountably, become immediate questions. *Will Herberg*

****

Not everything that is faced can be changed; but nothing can be changed until it is faced. *James Baldwin*



The Best by Peter Passell and Leonard Ross indicates as follows:

THE BEST BOOK ACKNOWLEDGMENT

Tradition requires that I absolve my critics from responsibility for all errors. Although I deeply respect all tradition as a matter of principle, I see no reason to absolve them. If I have committed blunders, one or another of those learned men and women should have noticed; if they did not, then let them share the disgrace. As for my interpretation and bias, the usual disclaimer is unnecessary since no one in his right mind is likely to hold them responsible for either. *Eugene D. Genovese*
The World the Slaveholders Made

****

The next time you meet a well-adjusted person, try and find out what's wrong with him. *Dick Kidson*

****

HARD TIMES -- when we have to do without what our parents never had.

****

I always felt man is a stranger on this planet, a total stranger. I always played with the fancy: maybe a contagion from outer space is the seed of man. Hence, our prior occupation with heaven -- with the Sky, with the stars, the gods -- somewhere out there in outer space. It is a kind of homing impulse. We are drawn to where we come from.

Eric Hoffer
From Harvey Green

****

It seems to me that the nursing mother of the falsest opinions, public and private, is the over-good opinion man has of himself. *Montaigne*

The Mystery of Life

We walk in a world that is strange and unknown
And in the midst of the crowd we still feel alone,

We question our purpose, our part and our place
In this vast land of mystery suspended in space,

We probe and explore and try hard to explain
The tumult of thoughts that our minds entertain...

But of all our probings and complex explanations
Of man's inner Feelings and Fears and Frustrations

Still leaves us engulfed in the "mystery of life."
With all of its struggles and suffering and strife,

Unable to fathom what tomorrow will bring--
But there is one truth to which we can cling,

For while life's a mystery we can't understand
the great "giver of life" is holding our hand

And safe in His care there is no need for seeing
For "in Him we live and move and have our being. *Helen Steiner Rice*
From Efren Castro Ibanez

****

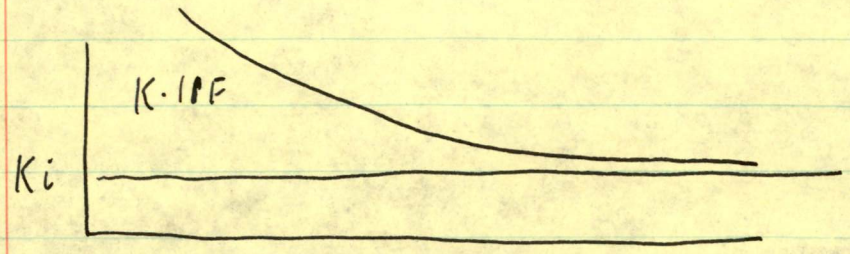
The biggest lesson of all to be learned about contemporary civilization is that nothing anyone is doing today makes any sense unless it is connected to the making of a genuine peace. *Norman Cousins*

****

Said a Quaker spinster who was asked why she had never married: "It takes a mighty good husband to be better than none." *Irwin & Ruth Foley*
Friendly Anecdotes

****

Politics is the art of standing up, rocking the boat and convincing everyone you're the only one who can save them.



$$K[IPF - i] = CCA$$

$$\frac{CCA}{K} = \frac{i}{1 - I^{-n}} - i = \frac{i - i + iI^{-n}}{1 - I^{-n}} = \frac{i}{I^n - 1}$$

Containment Pol. Highlights

1. Citrus substn.

2. (Ave. substn. today)

3. Urban stock waves inflate eg. l.v.
   Ag. sprawl: premature intensification.
   (Hi costs in urban fringe states)

4. Damage to city hunts more, bes. city land worth much more. ~~4b~~ Milw, 1970, est. $3,200/cap. (taxable only.) $13,000 for family of 4. $640 b for 200 m. Cmts. (Conn)

5. Contain cities for own sake.
   a. Not to be monops.
      "Maintaining urban values" + good plug. in 1930s meant Walter Blucher. 1991, RTC.
      Case of B.C. Land Comm. Act. '22.
      Origins of mercantilism. Schmoller.

   b. Urban effic.
      Consumer sovereignty. Look at alternatives.
      Finding more customers in a given perimeter for ecs. of scale. (infilling, the modern word)
      Volume effects vs. distance effects.
      Wtr. distribn.
      Autos. Congestion means volume effects one in

We used to think that was a lot!
1970-80, 4-fold Δ. $2 tx. at least. Island alone.

Ag costs. But distance doesn't help -- makes worse.

Cont. to let cities grow larger -- not smaller.
Advantages of scale w/o the disadvantages.
Ag rets. to scale; -Ag returns to land. (Solution to "growth" dispute.)

Flex. Slow replacement
a. Infrastructure so long + costly

b. CBD bldgs. Replace 30-story w. 40-story.
Old bldg. is like empty milk-container. Renew instead of expand.

6. Negative Containment. Truman Doctrine.
Zoning (Winsm Act; use-based assmt.)
Greenbelts; ag. zones. (Eng. Greenbelt; B.C. ALR)
assmt. & discr.
Dead hands, cold storage. RTC, 1941.
Subdiv. control

Objections: Discrim.
Distrib. Case of B.C. Muppy explan.
Doesn't work
Am. Hist.

To p. 2, other notes.

To p. 3, other notes (corruption in use of prop. tax)

"Last one good custom should corrupt the world."

7. Neutral cont. Toward pricing. Tucson Water; ZUM on phone bill; SF power discount. Anti-priph. canal.

8. Positive containment.

Stop taxing vertical xpstn; motivate sleeping landowners.

Is it progressive to tax hi rise bldgs?

a. Bldg. tax is shifted; land tax isn't.

b. Land more concd. E.g. of Irvine; Avalon; Honolulu.

c. Bldg. owner supplies vert. xpstn

d. Bldgs. are heavily leveled; land less so.

✓ Today, 1993, I'd change emphasis. Is time to ~~st~~ downtax labor.

Rent as constraint in space, & time.

Tax offsets credit rationing.

$$\frac{P}{a} = \frac{1}{i+t} \quad \text{or} \quad \frac{1}{i-g+t}$$

~~Or $cc = V(i-g+t)$~~

~~Change to 2 - hr - Rent.~~

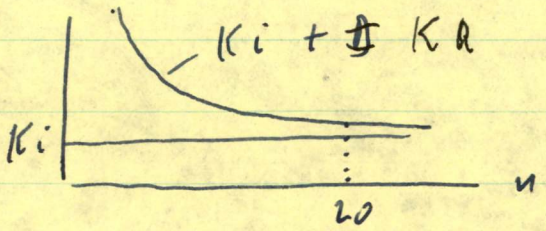
$KR = K\left[\frac{i}{1-\frac{1}{1+i}^{n}} - i\right]$

1. Cash Flow - Amt. = Rent

KR = K recovery

~~D = Depreciation factor~~

$Amt. = Ki + DKR$



$Amt. = K_0 \frac{i}{1 - 1.0i^{-n}}$

2. Rent vs. Profit.

Profit applies to persons — in personam
Rent " " things in rem

Ki is part of profit - not rent.

If you borrow, then int. offsets Ki, removes that from profit — then profit = rent.

But if you also borrow to buy land, then profit < rent.

[When borrow to build, int. is deducted from inc., amin. is not; but depreciation of K is deducted, while imputed int. is not.]

1. $$\frac{a(1+g)}{i-g} - \frac{a}{i-g} = g\frac{a}{i-g} = gV_0$$

2. $$\frac{dV}{di} = a\frac{d}{di}\left[(i-g)^{-1}\right] = a\left[-1(i-g)^{-2}\right] = \frac{-a}{(i-g)^2}$$

$$\frac{V'}{V} = \frac{\frac{-a}{(i-g)^2}}{\frac{a}{i-g}} = \frac{-1}{i-g}$$

$$\epsilon = \frac{-i}{i-g}$$

Schouten

Schouten Isl., Indonesia.

Schuylerville. Burgoyne's surrender. 1777.
(Gen. Philip Schuyler, 1733-1804)

Schuldt

~~Schoot, Schotan~~

Schenectady

Schuylkill

~~Skaneateles (Onondaga Cty.)~~

Schofield, Gen. John M. d. 1906
Schofield Barracks, HI.

Schaghticoke

Schenevus

Schoharie

Manhattan

Bronx, Harlem, Brooklyn, Yonkers, Hoboken, Ossining, Sing Sing, Peekskill, Hawerstraw, Poughkeepsie, Hackensack, Kinderhook, Spuyten Duyvil, Catskill Mts., Battenkill, Rensselaer, ~~Albany~~ (2), Watervliet, Cohoes, Amsterdam, Rotterdam Fonda.

Holland Tunnel; Tappan Zee Br. Hudson R., Orange Cty.