Burbank was born during the Southern California land boom of the 1880’s when thousands of Americans came West during the railroad rate war between the Southern Pacific and the Santa Fe.

The newcomers so completely Americanized their little town that Burbank’s Indian and Spanish heritage survives today only in street names. Almost completely forgotten are the city’s first inhabitants, nomadic Indians of the Shoshonean language group who lived in wickiups, were noted basket-weavers and spoke the Cahuenga dialect.

The lasting mark made on the area by the Spanish is San Fernando Road. It appears to follow the route of the old road that linked the San Fernando and San Gabriel missions.
A portion of the present-day city was part of the first California rancho, vast Rancho San Rafael, granted to Don Jose Maria Verdugo in 1798. The other rancho which played a part in Burbank’s history, Rancho La Providencia, was created by Mexico after independence was won from Spain in 1821. It bordered San Rafael’s southwest boundary.

A New Hampshire-born dentist, Dr. David Burbank, active in Los Angeles real estate ventures, purchased the Scott Tract and the rancho. He acquired clear titles to both in 1871 through court actions.

Dr. Burbank raised sheep on his rancho properties and occasionally sold small plots of land. The Southern Pacific Railroad purchased the right-of-way for its main lines along San Fernando Road on Feb. 28, 1873, for $1. Its first train passed through Burbank on April 15, 1874. In 1877 Thomas Story, who was to become the city’s first mayor, bought 80 acres from the dentist to start a small farm.

Los Angeles attorney Jonathan R. Scott acquired the Burbank portion of Rancho San Rafael in an 1857 land swap to become the area’s first American landowner. However, neither Scott nor the Americans who purchased the La Providencia property developed their lands.

It wasn’t until the late 1860’s when the properties were united under single ownership that Burbank’s future began to take shape.
A grammar school was opened on an acre of Valley land donated by Dr. Burbank on June 3, 1879, and the area’s first church was dedicated on Sept. 14, 1884 as the Providencia Methodist Episcopal Church.

But the major turning point in Burbank history was the 1884 rate war between the Santa Fe and Southern Pacific railroads. Fares from Kansas City to Los Angeles dropped to $1 for a short time in 1887.

The rush to California that resulted from this price war brought with it a brief period of frantic land speculation. More than 100 towns, including Burbank, were founded during the boom.

With town sites accessible by rail at a premium, Dr. Burbank was able to sell the Valley properties he purchased for approximately $9,000 to a group of Los Angeles land speculators for $250,000 in 1886.

The speculators formed the Providencia Land, Water and Development Co., laid out a business district and divided surrounding properties into small farms and residential lots. They called the town Burbank and opened the tract for sale on May 1, 1887.

The promoters gave the town wide streets, a $30,000 hotel and started construction on a “brick block” building at San Fernando Road and Olive Avenue. A horse car line was operated on tracks up Olive so buyers could ride from the train station to hillside lots. On the trip back the horse boarded the car for the downhill ride.

Before the year was over advertisements in Los Angeles newspapers were claiming Burbank sales of $475,000. The Burbank Times, the little weekly newspaper began on Nov. 12, 1887, repeated the speculator’s claims, boasting Burbank’s climate “prolongs the lives of the feeble and enhances the enjoyment of the robust.”
But high interest rates and a glutted real estate market put an end to the land boom in April, 1888. As property values toppled, the Providencia company failed; Burbank’s newspaper and its only industry, a furniture factory, went out of business; and Burbank lots were advertised as the “cheapest land in California.”

Although the boom’s death killed 62 of the new towns, Burbank residents stood fast and faced the years of drought and depression that followed. Sheep returned to graze the hillsides, and Burbank became a center for melons, vineyards and wineries.
Burbank began its “50 Golden Years” as a city on July 8, 1911, when voters approved incorporation by an 81 to 51 majority.

Incorporation resulted from efforts by Burbank settlers to take advantage of the second great San Fernando Valley land boom which started in 1905 with the announcement that Los Angeles would bring water to the Valley by 1913 with the Owens River Aquaduct.

The promise of increased land values had combined with agricultural prosperity to attract newcomers to Burbank, but townspeople saw even greater possibilities for their “Panorama City” if it could become a residential suburb.

They realized that the macadam strip in the center of San Fernando Road, built in 1910 with County “Good Roads” bond funds, would not solve their major problem—transportation from Burbank to Los Angeles.
Consequently, a campaign was launched to acquire a branch of the electric railway line that served Glendale.

The streetcar company was agreeable, but demanded a $40,000 guarantee and right-of-way land.

Opposition to the public fund raising in 1910 was led by J. W. (Joe) Fawkes.

Fawkes, who built the “Fawkes’ Patented Aerial Car” in 1907, wanted to run a monorail line from Burbank to Tropico (South Glendale). One 56-passenger monorail car already was in operation on his Olive Avenue ranch, between Lake and Flower streets.

Fawkes’ efforts failed, and construction on the streetcar line started.

Paved streets and electric lights were the next attractions sought by Burbank boosters. These improvements could come quickly with self-government, so the drive for incorporation began early in 1911.

The July 8 election resulted, giving the Valley its first independent city, with an area of 2.59 square miles and a population of slightly more than 500.

A governing body, the board of trustees, was named in the same election. Its members soon adopted a city seal, ordered street improvements, licensed businesses, and prohibited gambling and the sale of liquor.

However, the big day in 1911 was Sept. 23 when the first Pacific Electric car rolled into town over Glenoaks Boulevard tracks.

The barbecue celebrating the event at-
tracted five thousand persons to the present County Courthouse site. Although Gov. Hiram Johnson failed to appear as advertised, the visitors were entertained by orators, horseback contests and a baseball game between the “Boston Bloomer Girls” and the local boys all-star team.

The $114 profit from the barbecue, added to $750 of county road money and $100 loans from private citizens, provided the first city funds.

Despite the streetcar line’s failure to produce a residential boom, Burbank pushed ahead with plans for paved streets, electric power and a reliable water supply.

On March 26, 1913, $70,000 in bonds was voted for municipal water and electric facilities, another achievement to boast about when the city was again crowded with visitors that year on the 4th of July.

Thousands lined five miles of straight-away through Burbank to watch Barney Oldfield and 49 others in “speed machines” roar by enroute to Sacramento in “the greatest automobile race ever known.”

The year of 1914 opened with Burbank’s first float in the Pasadena Tournament of Roses parade winning second prize. The year also saw the first streetlights turned on and the beginning of the move by valley farmers to annex their land to the city.

Come in neighbors; the water’s fine,” the city dwellers told the farmers who feared being absorbed by Los Angeles, and the farmers did, adding 9.14 miles to the city area when annexation was officially completed on April 19, 1915.

Local residents called it “Fawkes’ Folly” but only the Burbank man’s right-of-way demands stymied the monorail’s installation in Santa Monica in 1912.

Rose Parade float of 1914 depicted the chariot of the goddess Ceres drawn by a dragon. Horn of plenty displayed local farm products.
Progress continued in 1916 with the approval of a bond issue providing $55,000 for a city hall, electric light works, and fire apparatus to replace the volunteer hose cart.

A new era in Burbank's development came in 1917 when townspeople raised $25,000 to buy a 25-acre farm site at the corner of Alameda Avenue and San Fernando Road for the Moreland Truck Company.

The news that Burbank was to have a major industry pushed America's entry into World War I off the front page of the Burbank Review.

As Burbank boys were called into service, citizens formed a home guard and sold Liberty Bonds. High praise went to the city marshal when he stopped a resident from playing "Die Wacht am Rhein" on a phonograph.

By 1919 Burbank had weathered both war and the Spanish influenza epidemic which closed down city schools. It was ready to begin the third stage of its history — realization of the old dream of residential development.
Burbank's 50 Golden Years
1911-1961
Part 3
The "Roaring" Twenties

The lure of Hollywood, a warm climate and the popularity of the automobile made Southern California the terminus for the largest internal migration in American history during the "Roaring Twenties."

The land boom that resulted changed Burbank from a ranching and farming community into a residential city with diversified industry, and newcomers sent the city's 1920 population mark of 2,913 soaring to 16,662 by 1930.
The course the community was to follow began taking shape in November, 1919, when Hollywood real estate promoter Ben W. Marks purchased a portion of the Stough Ranch properties for subdividing.

During that month the first Burbank motion picture company, Sacred Films, Inc., bought a small parcel of the hillside ranch and started filming Biblical stories.

Movies were big news in Burbank throughout the Twenties, with production companies shooting many scenes on city streets. Townspeople enjoyed seeing themselves on the silent screen, but local boosters were irked because the Burbank railroad depot was often used when a "hick town" setting was needed.

The community began dropping its rural ways. Municipal garbage pickup was undertaken in 1920; outhouses were banned in 1922; and, in April, 1923, the federal government officially recognized Burbank's growth by dropping the village mail delivery classification and substituting city postal delivery service.

Many small real estate promotions were attempted during the year, and tracts such as "Schomp Heights, Burbank's Beauty Subdivision," began replacing old-time ranches.

Prohibition was strongly supported by an active WCTU throughout the Twenties, and Burbank police were noted for their crackdowns on stills and "blind pigs." In 1921 federal agents were assisted by the local officers in a raid on a still operated by some Glendale policemen.

Reorganized from a city marshal's office into a police department and uniformed in 1923, Burbank officers also earned a reputation for enforcing traffic laws so thoroughly that revenue from fines frequently exceeded department operating costs.

The decade's organizational trend also began in Burbank at the close of 1919 with the formation of American Legion Post 150 and troops of Boy Scouts and Campfire Girls. The first local service club followed in 1922 when a Kiwanis chapter was formed.
that revenue from fines frequently exceeded department operating costs. 1922 when Marks outlined plans for developing the Stough property into a “dream

Warner Bros. First National Vitaphone Pictures reflected growth of film industry in Burbank during decade of transition from silent movies to “talkies.” Despite community’s growing importance as a motion picture center, the local realty board rejected proposed campaign to rename city North Hollywood—the name later adopted by Lankershim.
the properties with mule teams, graded and improved streets, including Hollywood Way, and began a sales campaign that saw as many as 250 salesmen in automobiles taking prospective buyers around to view the lots and houses.

White's company handled $18 million worth of real estate transactions in seven years as would-be purchasers flocked to the subdivision to enjoy street dances and watch spectacular stunts that included a daredevil pilot crashing an old biplane into a house. And the motion picture companies came to Burbank as White predicted. In 1925 the Harry Webb Production Company built a "western street" set in the area which became the site for First National Pictures' huge plant in 1926, and, following a merger in 1929, the headquarters for Warner Bros.

In 1926 to develop a city charter which would assure protection from interference by the state legislature in local government. Voter approval of the charter in January, 1927, gave the city home rule, replaced the board of trustees with a city council and created the post of city manager, a trained administrator who was to carry out policies legislated by council.

An early action by the new government created a regular fire department to replace the volunteer fire service and construction began on an addition to city hall for a fire station, as well as two branch stations in the valley.

But the improved fire service could not halt a huge brush fire which roared over the foothills and into the exclusive Sunset Canyon area on Dec. 4, 1927. Ninety-eight homes were lost in the worst disaster in the city's history.

Burbank's unparalleled progress continued despite the fire, and the optimistic view of the future was supported by the United Aircraft and Transport Company of Seattle which began construction of the "first $1 million airport in the United States" near the Turkey Crossing industrial section in 1929.

While the Webb company was building its set, another organization, the "Burbank Motion Picture Stables," started work on its facilities at Hollywood Way and Verdugo.

With Burbank booming, a board of freeholders was formed by the city trustees in

 Lock heed Vega takes off from weed covered field near Empire China factory in 1928. "Campus" sign in background was reminder of ill-fated Ben Mar Hills development which had sought to attract UCLA to Burbank.

This is the third of a six-part series
Industrial growth kept pace with other Burbank advances. Jergens opened the Carabasemo Soap factory on Verdugo Road in 1921, while Empire China Company, a glass plant and aluminum company built factories off San Fernando Road at Turkey Crossing—where Lockheed located its small airplane factory in 1928.

Real estate activity, however, overshadowed everything else in Burbank during the Twenties.

The first major tract was announced in 1922 when Marks outlined plans for developing the Stough property into a “dream city” that would be the Wilshire Boulevard district of the San Fernando Valley.

Marks, who donated the present site of McCambridge Park to the city for a planned municipal center, envisioned the location of the southern branch of the University of California in the Verdugo foothills with his Ben Mar Hills residential properties adjoining the campus.

But Westwood promoters had a stronger lobby. The once favored Burbank site for the university was rejected; an effort to create a University of International Relations as a substitute failed; and Marks’ promotion began a slow collapse that ended in financial disaster, defaulted bonds and confused property title claims.

Burbank dairy operator Earl L. White aimed his promotion at the middle income group and met with phenomenal success. On Sunday, March 4, 1923, he opened his 450-acre tract—Magnolia Park.

White, who saw the potential in Burbank to create another Hollywood, cleared
National publicity, not local conditions, brought the Depression to Burbank in the Thirties.

Although the community was in the midst of one of its greater booms, the bad news that followed the stock market crash in 1929 caused a general business slow-down that frightened local investors.

The resulting inability to borrow money stopped the growth of the Magnolia Park development and home building throughout the city. Business expansion also suffered. The Moreland Truck Company closed its doors, and Lockheed Aircraft began having financial difficulties.
But Burbank citizens didn’t sit idly by bemoaning the hard times and waiting for aid from the federal government.

City council trimmed 10 per cent from the wages of city employees and used the money to create an Employment Relief Department.

The city continued to look optimistically toward the future, and the relief programs were used to clear the way for Burbank’s expansion as the unemployed were put to work paving streets, building flood control channels and cutting fire breaks and roads into the hills.

This optimism was reflected in 1931 when the city signed a contract with the U. S. Bureau of Reclamation for 25 million kilowatt hours per year of electricity from Boulder Dam on a take or pay basis. At the time, the city was using only 13 million kilowatt hours per year.

Churches, service clubs and lodges launched their own relief programs to provide baskets of food for the unemployed as a “Hooverville” sprang up along the Southern Pacific tracks.

And many unemployed Burbank citizens didn’t wait for help from city government or local organizations. They founded their own cooperative, trading their skills as barbers, carpenters or shoe repairmen for food and services.

City crews working on Burbank’s first major storm drain projects.
The establishment of the “alphabet soup” federal unemployment relief programs, such as the WPA under the Roosevelt administration merely augmented the civic programs and were put into effect locally under the control of the city government.

Despite the optimistic spirit and vigorous local efforts to halt the depression; the downward trend continued into 1934-35 when the city relief programs listed 1,608 heads of families on the rolls.

Adding to financial problems was the great Long Beach earthquake of 1933 which damaged Burbank school and business buildings.

Thomas A. Edison School was condemned due to structural damage caused by the Long Beach earthquake.

Members of the Burbank American Legion, who maintained a mobile soup kitchen, went to the stricken beach area and operated in Compton for four days and nights. They reported, however, that there was no panic in the disaster area and they fed more sightseers than Compton people.

Meanwhile, Burbank city government and business continued to work toward better times.

In 1934 the entire city electrical system was changed from 50 cycles to 60 cycles to prepare for the power from Boulder Dam. A program to rewire or replace all the city’s electrical motors, at a cost of about $150,000, was undertaken. The conversion was extended all the way down to electric clocks, and city workers entered homes to adjust higher priced clocks or simply supply new clocks for low priced models.
Industry also prepared for expansion as Warner Bros., despite a disastrous fire in 1935, opened a sound stage building program which was to make its Burbank motion picture plant the largest facility of its kind in the world, and 1935 saw the location of Columbia Studios on the Hollywood Way site which became known as the “Columbia Ranch”.

Lockheed, reorganized under the leadership of Robert Gross, had nearly 1,200 on its payroll by the end of 1936.

Pioneering with a twin-engine all-metal transport plant, the Electra, and building on the reputation made by its famous Vega and Orion airplanes, Lockheed took over the facilities that had been built by other firms at the old Turkey Crossing industrial tract.

Additional employment opportunities were created as the Metropolitan Water District project to bring water from Boulder Dam came closer to Burbank and a program of civic building was stepped up.

A new main library building was constructed near the corner of Glenoaks Boulevard on East Olive Avenue in 1935 and was operated by the county library service until 1938 when the Burbank Public Library became a city department; the same year the new post office building opened its doors two blocks down the hill.

Preparation of the foundation for the present City Hall.

The upswing continued into 1936 with a vastly improved employment situation created by work at Lockheed Aircraft Corporation and by the construction work of the Metropolitan Water District.

United Airport from where famous aviators (Lindberg, Earhart, Post, etc.) of the 30’s started some epic making flights.

Architect’s drawing of the new main Burbank Library building in 1935.

THIS IS THE FOURTH OF A SIX-PART SERIES
Architect’s drawing of the new main Burbank Library building in 1935.
Prosperity, Planes and Postwar Adjustments... Burbank in the Forties

No event in Burbank's history created greater changes in the community than America's entry into World War II.

The decade of the Forties opened on an upswing. Burbank's 34,537 citizens were being served by a new city hall on Olive Avenue, a force of 380 city employees and the community's first steam generating plant to produce electric power locally for industry and homeowners.

The completion of Walt Disney's studios on a 51-acre site on Buena Vista Street late in 1939 had reinforced the city's position as the world's motion picture producing center, and production of aircraft at Lockheed continued to increase as United States military orders were added to those already placed by Great Britain.
The rapid industrial expansion of Burbank's aviation industry was creating problems for the little city even before America was brought into the war on Sunday morning, Dec. 7, 1941, when Japanese bombers attacked Pearl Harbor.

Dimouts, blackouts and air raid drills became the order of the day. School children were fingerprinted for identification purposes in the event of an attack.

Rationing replaced prices as the main concern of housewives, who had to learn to deal with a system of stamps and points needed to qualify purchasers for food, shoes and a myriad of rationed items. Gasoline rationing made bicycling businessmen a common sight.

Shortages in non-rationed items also plagued shoppers. One enterprising San Fernando Boulevard merchant caused a major traffic jam and earned nationwide publicity when he staged an unheard of event for wartime—a sale on alarm clocks.

"Don't you know there's a war on?" became the most familiar phrase on the homefront for disgruntled shoppers.

War bond rallies and dances were staged around the clock in the city for war workers on day, swing and graveyard shifts.

The manpower shortage made the working woman common place even in factories, and, in June, 1943, when Lockheed employment hit its wartime peak of 94,000, nearly 35,000 workers were women.
Despite restrictions on housing materials and ceilings on prices which limited home building, Burbank's population jumped to 58,899 by 1943.

The wartime boom turned Burbank into the gateway to the Los Angeles area for air travelers as Lockheed Aircraft Terminal became the main landing place for commercial airliners flying to Southern California.

East and north wings of original St. Joseph Hospital.

And Burbank gained one of the San Fernando Valley's major medical centers on Feb. 1, 1944, when the Sisters of Charity of Providence opened the 96-bed St. Joseph Hospital, built with contributions from local residents and businesses.

The cultural side of community growth also was not neglected. On July 27, 1944, the Burbank Symphony Orchestra made its debut.

Lockheed factory became replica of residential area after it was hidden under mask of World War II camouflage.
But Burbank’s industrial expansion based on war production came to a halt with the Japanese surrender on Aug. 14, 1945.

By that time employment at Lockheed had dwindled to 35,000, about a third of its all time high, and the company had received cancellations on more than $1 billion in orders, after producing 19,297 aircraft between Pearl Harbor and V-J Day— including nearly 10,000 P-38 twin-engine fighters, 2,750 four-engine B-17 Flying Fortresses and about 5,600 patrol bombers.

However, the end of the war did not mean another recurrence of hard times in Burbank.

Unlike other booms in Burbank’s history, wartime prosperity was followed with postwar growth, despite occasional setbacks.

new Los Angeles International Airport, ending the position of leadership held by Lockheed Air Terminal, the world’s largest privately owned airport, as the main commercial air passenger field in Southern California.

However, real estate values increased with the end of building restrictions and construction flourished. Burbank citizens hailed peaceful prosperity with the Burbank on Parade celebration in 1947, the first of a series of community events continued for more than a decade.

Returning servicemen, like many who came to the city to work during the war, were finding Burbank to be an ideal location for homes, and the list of potential home buyers trying to find a place to live in the city led to the creation of the giant postwar housing tracts which pushed the town’s population nearly 20,000 over the wartime mark to 78,577, more than double the 1940 census figure, at the end of the decade.

Meeting the growth problem created by this postwar boom was to be the major task of the city during the next 10 years. /
A new era began for Burbank at mid-century. For the first time in the town’s history a period of prosperity did not come to a halt with the end of a cycle of sudden growth. The wartime industrial boom had been followed by a postwar real estate boom, leaving few undeveloped areas in the community. Burbank had passed through the period of growing pains of a city.

The community had become what its early promoters hoped it could be, a combination of an industrial and a residential city.

But, hampered by wartime restrictions and postwar shortages, the city government had been hard pressed to provide the municipal services required by the grown-up community.

In 10 years the population had doubled, and the number of city employees working to meet the needs of Burbank had increased from 380 in 1940 to 916 in 1950.
The city's first municipal swim stadium had been provided with the opening of Verdugo Park in 1948 and the public service administration building on Magnolia Boulevard provided additional space to house a major function of the municipal government, but more recreational facilities for citizens and added facilities for government were needed.

Municipal swim stadium at Verdugo Park.

Stough Park, Starlight Bowl, where during the Summer season Burbank citizens are entertained with Light Operas, Symphonies, Pop Concerts, Ballets and Variety Shows.

Growth in development of the city's industries continued, however the tremendous boom during the wartime decade overshadowed later developments.

Burbank's electronic, assembly and other light manufacturing industries thrived as advanced technology was applied to consumer products and the needs of a government concerned with rocketry and atomic age defense.

The city also continued to serve as the major center for motion picture work, adding tele-

Fire Department Headquarters. Burbank’s fire service
Fire Department Headquarters. Burbank's fire services are comparable with the finest in the nation.
Another dream of early Burbank developers was nearly fulfilled in 1951 when efforts were made to have the permanent Los Angeles State College campus located on a McClure Canyon site near the now flourishing Ben Mar Hills subdivision. But the effort met the same fate as Ben Marks’ attempts during the Twenties to have the UCLA campus established in that area, and what may have been Burbank’s last chance to gain one of the Southland’s major institutions of higher learning was lost.

The decade also was not without its local major disaster. In 1952 two fires roared through sound stages at Warner Bros., causing damages that ran into the millions at the world’s largest motion picture production plant.

By 1953 the rapid residential growth that was triggered during the years of World War II and the postwar building boom finally started to slow down as the city’s population passed the 88,000 mark and the number of houses and apartments within the community topped the 29,000 figure. In the same year St. Joseph Hospital opened a new $2 million wing, boosting its capacity to 250 beds and retaining its position as the San Fernando Valley’s leading medical center.

A minor annexation which added just under a half-square-mile of land on Burbank’s northeastern boundary completed the city’s territorial growth.

A highlight of this period of expansion was the city school system. Unlike many Southland school districts, including Los Angeles, Burbank school administrators and board of education members anticipated problems of growth, so half-day sessions were never forced on students at any of Burbank’s 16 elementary, three junior and two senior high schools.
Meanwhile, the need for providing facilities for the increasing number of services the city government was supplying grew more pressing.

In a move to find a solution, a citizens advisory committee on capital improvements, composed of representatives from nearly every civic organization, held its first meeting on July 29, 1954. Together with local government officials, the citizens surveyed community needs and proposed a 10-year capital improvement program expected to cost more than $10 million.

On April 5, 1955, Burbank voters went to the polls and voted 10,732 to 2,002 to provide $5,565,000 in bond funds to finance the long-range program.

Additional funds for the 10-year development plan were to come from the annual revenues of the city government, and the city sales tax was increased a half per cent specifically for this purpose so that the financing of the program would not add to Burbank's traditionally low property tax rate.

Once adopted, construction of the facilities moved ahead quickly. By 1961 most of the major projects were completed, giving the city a new main fire station, two additional branch fire stations, a city hall annex to house the police department and jail, a police pistol range, a major recreation center at McCambridge Park, a new city street department yard, overpasses bridging the Burbank Channel and railroad tracks on Olive Avenue, Magnolia Boulevard and Burbank Boulevard, as well as the first golf course in the city since the demise of the old Sunset Canyon Country Club during the depression years.

Additional flood control facilities and improvement of the main library, as well as construction of a clubhouse-community center at the 18-hole DeBell Golf Course were the only remaining major projects in the 10-year program not completed as Burbank entered the decade of the Sixties.

DeBell 18 hole municipal golf course, considered by experts to be one of the nation's most challenging municipal golf courses. A club house—Community Center facility will be completed in early 1962.

The swift accomplishments of the 10-year Capital Improvement Program, coupled with development of extensive off-street parking facilities in the downtown area, gave a boost to efforts to create a uniform, modernized shopping area in the San Fernando Boulevard business district.

By providing the municipal facilities expected to meet the town's needs until 1975, Burbank's 90,000 citizens look forward to even greater prosperity and increases in the multitude of municipal services have grown to expect from a city government following a program of careful, but rapid progress.

This is the last of a six-part series