

## Załącznik 1. Quiz: pytania i odpowiedzi

1. Where did the first people to settle North America come from?  
a) Britain b) Spain c) Portugal d) France
2. How many states are there in the US?
3. What is the biggest state in the US?
4. Is Manhattan an island?  
a) YES b) NO
5. Hollywood used to be:  
a) a desert b) all farmland c) a gold mine d) a forest

## Załącznik 2. Tekst: USA - wprowadzenie

### ***The United States***

The major characteristic of the United States is probably its great variety. Its physical environment ranges from the Arctic to the subtropical, from the moist rain forest to the arid desert, from the rugged mountain peak to the flat prairie. Although the total population of the United States is large by world standards, its overall population density is relatively low. The country embraces some of the world's largest urban concentrations as well as some of the most extensive areas that are almost devoid of habitation.

The United States contains a highly diverse population. Unlike a country such as China that largely incorporated indigenous peoples, the United States has a diversity that to a great degree has come from an immense and sustained global immigration. Probably no other country has a wider range of racial, ethnic, and cultural types than does the United States. In addition to the presence of surviving Native Americans (including American Indians, Aleuts, and Eskimos) and the descendants of Africans taken as enslaved persons to the New World, the national character has been enriched, tested, and constantly redefined by the tens of millions of immigrants who by and large have come to America hoping for greater social, political, and economic opportunities than they had in the places they left. (It should be noted that although the terms "America" and "Americans" are often used as synonyms for the United States and its citizens, respectively, they are also used in a broader sense for North, South, and Central America collectively and their citizens.)

The United States is the world's greatest economic power, measured in terms of gross domestic product (GDP). The nation's wealth is partly a reflection of its rich natural resources and its enormous agricultural output, but it owes more to the country's highly developed industry. Despite its

relative economic self-sufficiency in many areas, the United States is the most important single factor in world trade by virtue of the sheer size of its economy. Its exports and imports represent major proportions of the world total. The United States also impinges on the global economy as a source of and as a destination for investment capital. The country continues to sustain an economic life that is more diversified than any other on Earth, providing the majority of its people with one of the world's highest standards of living.

The United States is relatively young by world standards, being less than 250 years old; it achieved its current size only in the mid-20th century. America was the first of the European colonies to separate successfully from its motherland, and it was the first nation to be established on the premise that sovereignty rests with its citizens and not with the government. In its first century and a half, the country was mainly preoccupied with its own territorial expansion and economic growth and with social debates that ultimately led to civil war and a healing period that is still not complete. In the 20th century the United States emerged as a world power, and since World War II it has been one of the preeminent powers. It has not accepted this mantle easily nor always carried it willingly; the principles and ideals of its founders have been tested by the pressures and exigencies of its dominant status. The United States still offers its residents opportunities for unparalleled personal advancement and wealth. However, the depletion of its resources, the contamination of its environment, and the continuing social and economic inequality that perpetuates areas of poverty and blight all threaten the fabric of the country.

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The District of Columbia is discussed in the article Washington. For discussion of other major U.S. cities, see the articles Boston, Chicago, Los Angeles, New Orleans, New York City, Philadelphia, and San Francisco. Political units in association with the United States include Puerto Rico, discussed in the article Puerto Rico, and several Pacific islands, discussed in Guam, Northern Mariana Islands, and American Samoa.

*Źródło:*

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Załącznik 3. Tekst: *U.S. Immigration Before 1965*

### ***U.S. Immigration Before 1965***

The United States experienced major waves of immigration during the colonial era, the first part of the 19th century and from the 1880s to 1920. Many immigrants came to America seeking greater economic opportunity, while some, such as the Pilgrims in the early 1600s, arrived in search of religious freedom. From the 17th to 19th centuries, hundreds of thousands of enslaved Africans came to America against their will. The first significant federal legislation restricting immigration was the 1882 Chinese Exclusion

Act. Individual states regulated immigration prior to the 1892 opening of Ellis Island, the country's first federal immigration station. New laws in 1965 ended the quota system that favored European immigrants, and today, the majority of the country's immigrants hail from Asia and Latin America.

### **Immigration in the Colonial Era**

From its earliest days, America has been a nation of immigrants, starting with its original inhabitants, who crossed the land bridge connecting Asia and North America tens of thousands of years ago. By the 1500s, the first Europeans, led by the Spanish and French, had begun establishing settlements in what would become the United States. In 1607, the English founded their first permanent settlement in present-day America at Jamestown in the Virginia Colony.

Did you know? On January 1, 1892, Annie Moore, a teenager from County Cork, Ireland, was the first immigrant processed at Ellis Island. She had made the nearly two-week journey across the Atlantic Ocean in steerage with her two younger brothers. Annie later raised a family on New York City's Lower East Side.

Some of America's first settlers came in search of freedom to practice their faith. In 1620, a group of roughly 100 people later known as the Pilgrims fled religious persecution in Europe and arrived at present-day Plymouth, Massachusetts, where they established a colony. They were soon followed by a larger group seeking religious freedom, the Puritans, who established the Massachusetts Bay Colony. By some estimates, 20,000 Puritans migrated to the region between 1630 and 1640.

A larger share of immigrants came to America seeking economic opportunities. However, because the price of passage was steep, an estimated one-half or more of the white Europeans who made the voyage did so by becoming indentured servants. Although some people voluntarily indentured themselves, others were kidnapped in European cities and forced into servitude in America. Additionally, thousands of English convicts were shipped across the Atlantic as indentured servants.

Another group of immigrants who arrived against their will during the colonial period were enslaved people from West Africa. The earliest records of slavery in America include a group of approximately 20 Africans who were forced into indentured servitude in Jamestown, Virginia, in 1619. By 1680, there were some 7,000 Africans in the American colonies, a number that ballooned to 700,000 by 1790, according to some estimates. Congress outlawed the importation of enslaved people to the United States as of 1808, but the practice continued. The U.S. Civil War (1861-1865) resulted in the emancipation of approximately 4 million enslaved people. Although the exact numbers will never be known, it is believed that 500,000 to 650,000 Africans were brought to America and sold into slavery between the 17th and 19th centuries.

### **Immigration in the Mid-19th Century**

Another major wave of immigration occurred from around 1815 to 1865. The majority of these newcomers hailed from Northern and Western Europe. Approximately one-third came from Ireland, which experienced a massive famine in the mid-19th century. In the 1840s, almost half of America's immigrants were from Ireland alone. Typically impoverished, these Irish immigrants settled near their point of arrival in cities along the East Coast. Between 1820 and 1930, some 4.5 million Irish migrated to the United States.

Also in the 19th century, the United States received some 5 million German immigrants. Many of them journeyed to the present-day Midwest to buy farms or congregated in such cities as Milwaukee, St. Louis and Cincinnati. In the national census of 2000, more Americans claimed German ancestry than any other group.

During the mid-1800s, a significant number of Asian immigrants settled in the United States. Lured by news of the California gold rush, some 25,000 Chinese had migrated there by the early 1850s.

### **Great Depression History**

The influx of newcomers resulted in anti-immigrant sentiment among certain factions of America's native-born, predominantly Anglo-Saxon Protestant population. The new arrivals were often seen as unwanted competition for jobs, while many Catholics—especially the Irish—experienced discrimination for their religious beliefs. In the 1850s, the anti-immigrant, anti-Catholic American Party (also called the Know-Nothings) tried to severely curb immigration, and even ran a candidate, former U.S. president Millard Fillmore (1800-1874), in the presidential election of 1856.

Following the Civil War, the United States experienced a depression in the 1870s that contributed to a slowdown in immigration.

### **Ellis Island and Federal Immigration Regulation**

One of the first significant pieces of federal legislation aimed at restricting immigration was the Chinese Exclusion Act of 1882, which banned Chinese laborers from coming to America. Californians had agitated for the new law, blaming the Chinese, who were willing to work for less, for a decline in wages.

For much of the 1800s, the federal government had left immigration policy to individual states. However, by the final decade of the century, the government decided it needed to step in to handle the ever-increasing influx of newcomers. In 1890, President Benjamin Harrison (1833-1901) designated Ellis Island, located in New York Harbor near the Statue of Liberty, as a federal immigration station. More than 12 million immigrants entered the United States through Ellis Island during its years of operation from 1892 to 1954.

### **European Immigration: 1880-1920**

Between 1880 and 1920, a time of rapid industrialization and urbanization, America received more than 20 million immigrants. Beginning in the 1890s, the majority of arrivals were from Central, Eastern and Southern Europe. In that decade alone, some 600,000 Italians migrated to America, and by 1920 more than 4 million had entered the United States. Jews from Eastern Europe fleeing religious persecution also arrived in large numbers; over 2 million entered the United States between 1880 and 1920.

The peak year for admission of new immigrants was 1907, when approximately 1.3 million people entered the country legally. Within a decade, the outbreak of World War I (1914-1918) caused a decline in immigration. In 1917, Congress enacted legislation requiring immigrants over 16 to pass a literacy test, and in the early 1920s immigration quotas were established. The Immigration Act of 1924 created a quota system that restricted entry to 2 percent of the total number of people of each nationality in America as of the 1890 national census—a system that favored immigrants from Western Europe—and prohibited immigrants from Asia.

### **The Bracero Program**

The Bracero Program was a series of diplomatic accords between Mexico and the United States signed in 1942 that brought millions of Mexican immigrants to the United States to work on short-term agricultural labor contracts. From 1942 to 1964, 4.6 million contracts were signed — making it the largest U.S. contract labor program to date.

The program also addressed Depression-era deportations and brought many Mexican Americans, who were largely targeted for deportation at the time, back to the states.

The program was criticized because workers often faced discrimination, harsh working conditions, and had virtually no job security. Once their contracts expired, some Braceros returned home with little money because of debts incurred to the stores located in employer-operated housing camps, while others stayed in the United States illegally and sought additional work.

### **The Immigration and Nationality Act of 1965**

Immigration plummeted during the global depression of the 1930s and World War II (1939-1945). Between 1930 and 1950, America's foreign-born population decreased from 14.2 to 10.3 million, or from 11.6 to 6.9 percent of the total population, according to the U.S. Census Bureau. After the war, Congress passed special legislation enabling refugees from Europe and the Soviet Union to enter the United States. Following the communist revolution in Cuba in 1959, hundreds of thousands of refugees from that island nation also gained admittance to the United States.

In 1965, Congress passed the Immigration and Nationality Act, which did away with quotas based on nationality and allowed Americans to sponsor

relatives from their countries of origin. As a result of this act and subsequent legislation, the nation experienced a shift in immigration patterns. Today, the majority of U.S. immigrants come from Asia and Latin America rather than Europe

*Autorzy: History.com Editors*

*Źródło: <https://www.history.com/topics/immigration/u-s-immigration-before-1965>*

Załącznik 4. Tekst: NYC – New York City

NYC – NEW YORK CITY

## **Welcome to NYC**

Planning a trip to the five boroughs can be part of the fun, but there's also a lot of ground to cover. Click the categories on the left-side/top navigation to find information about subjects that require in-depth looks, such as transportation and accessibility. Below you'll find quick overviews on other essential things, like the City's layout, the local time zone and various visitor passes.

## **Geography**

New York City geography is composed of five boroughs. While Manhattan and Staten Island are islands, Brooklyn and Queens are geographically part of Long Island, and the Bronx is attached to the US mainland. The islands are linked by bridges, tunnels and ferries. Check here for helpful NYC maps and guides.

The Manhattan Island is roughly 13.4 miles long and about 2.3 miles wide at its widest. Except at its northern and southern tips, the borough's avenues run roughly north and south, and streets run east and west. One-way thoroughfares are common, with traffic moving east on even-numbered streets and west on odd-numbered streets. Fifth Avenue divides the island into east and west sides (for example, locations on 57th Street west of Fifth Avenue are designated "W. 57th St.," and east of Fifth Avenue, they're "E. 57th St."). As you move farther east or west from

Fifth Avenue, street addresses increase, usually in increments of 100 from one block to the next. For north-south avenues, 20 blocks equals a mile, and the street numbers increase as you go uptown. Blocks can be a useful measure of distance, but keep in mind your direction: walking uptown from 1st Street to 6th Street is about a quarter of a mile, but walking the same number of blocks crosstown, from First Avenue to Sixth Avenue, is approximately a mile.

## **NYC Time Zone**

New York City is on Eastern Standard Time (Greenwich mean time minus four hours during daylight saving time, from about mid-March into early November, and minus five hours the rest of the year).

## **International Visitors and Arrivals from Abroad**

### **Visas**

Visitors to New York City from outside the United States may need a visa to enter the country. For details, visit the US Department of State's website.

### **Trusted Traveler Programs**

Fly through the lines at JFK, LGA and Newark. The Department of Homeland Security has introduced several programs that can help expedite security and customs screenings when traveling to and from the US, including New York City. The programs, customized based on travel needs and designed to enhance passenger experience, are available for US citizens and residents as well as those from certain foreign countries. Visit [dhs.gov/tt](https://dhs.gov/tt) to learn more about the options and their benefits, and see a chart that compares the features of each.

## **US Customs and Border Protection**

Recent improvements by US Customs and Border Protection have helped decrease wait times to enter the United States for both visitors and citizens coming from abroad. Among these are the Trusted Traveler Programs listed above, as well as self-service kiosks located in the international arrivals terminals at area airports and an app for smartphones and tablets. Discover what to expect when arriving from an international destination by watching "You Have Arrived," a short instructional video; to learn more about the self-service kiosks and app, watch "Global Entry – The Quickest Way Through the Airport!"

## **Tours and Visitor Passes**

New York CityPASS, New York City Explorer Pass, The New York Pass, The New York Sightseeing Pass, Build Your Own by Smart Destinations and New York C3 by CityPASS

Find out which deal best suits your visit to NYC with this guide to New



York CityPASS, New York City Explorer Pass, The New York Pass, The New York Sightseeing Pass, Build Your Own by Smart Destinations and New York C3 by CityPASS.

## **NYC Tours**

Seeing the City by double-decker bus, bike, boat —or just being led on foot by a knowledgeable guide—can make for a memorable trip, and there are convenient, affordable ways to visit all of NYC’s major attractions. For a breakdown of city tours by type and theme, visit our Tours page.

## **Seasonal Events and Attractions**

There’s guaranteed to be something fun happening during your visit. To see what it is, visit our calendar of events or our annual events listings. Our overview of the holiday season in the City also provides essential information as well as details about how locals celebrate.

## **Local Laws**

If you’re headed out for a night on the town, you should know that the drinking age in NYC—and throughout the United States—is 21, and smoking is banned in public places throughout the City, including bars, restaurants, subways and taxis, and public parks and beaches. Cigar smoking is permitted at cigar bars. In NYC, only those who are 21 or older can purchase cigarettes and other tobacco products and electronic cigarettes. Under current law, marijuana remains illegal in the City (and state), though a government-backed push toward its legalization may change things as early as 2019.

## **Currency**

In New York City and throughout the United States, the dollar is the standard currency. This converter allows you to determine the value of other currencies compared with the dollar. Below are two of the many places where you can exchange your currency for American dollars.

AFEX (Associated Foreign Exchange)

870 Seventh Ave., New York, NY 10019; 212-757-9280

805 Third Ave., Ste. 1210, New York, NY 10022; 646-231-7820

## **Safety**

New York is America’s safest large city, but visitors should still use common sense to protect themselves and their property. Be aware of your

surroundings, and make sure to always use licensed, reputable businesses for any services you need. For example, don't hail livery cabs (as opposed to taxis) at the airport, and don't rent bikes from companies that seem suspicious. If you're not sure where to find legitimate businesses, the listings at [nycgo.com](https://www.nycgo.com) are a good place to start, as are those published by the Better Business Bureau. Your hotel concierge should be able to answer questions on this topic and will be helpful if you need more information about neighborhoods in the five boroughs. Another useful resource is 311, the City's official government services and information hotline.

Źródło: <https://www.nycgo.com/plan-your-trip/basic-information>

Załącznik 5. Tekst: *LA history* (fragmenty)

### **LA history 101**

#### ***Here are 13 defining moments in the region's history***

By Hadley Meares Apr 20, 2018,

Moving to a new city can be hard, especially an unwieldy, disjointed, sprawling metropolis like Los Angeles. One thing that helps ties all Angelenos together? Talking about things we know!

We talk over long, unemployed brunches, over weekend hikes with our many dogs, and at industry dinner parties high in the hills, in midcentury mansions we cannot believe our co-workers can afford. When the city's history comes up, it's good to know the basics, so you can hold your own and not ask foolish questions like, "What's a Chavez Ravine?" More importantly, history can ground you in your new city, and make you feel at home.

Before you know it, you'll be giving a tipsy lecture on the Hollywoodland sign in front of a taco stand on Sunset Boulevard at 2 a.m., just like a real Angeleno!

#### **1. Queen of Angels**

El Pueblo de la Reina de Los Angeles (The Town of the Queen of Angels) was officially founded on September 4, 1781. The settlement was part of Spain's colonization of California, which began in the 1760s as a reaction to Russian advancement into Alaska and Northern California. According to historian Nathan Masters, the pueblo was part of a three-pronged plan to colonize California. "Settlement would take three forms," he says. Settlers would build "a string of religious missions to convert the indigenous peoples into Spanish subjects, presidios to secure Spain's military hold on the province, and pueblos to supply the garrisons with food and establish a secular, civilian presence in the territory."

The Los Angeles residents were made up of 44 pioneers from Spanish Mexico, known as the “pobladores.” According to historian Antonio Rios-Bustamate, the 23 adults and 21 children included people of Spanish, Mexican, American Indian, and African descent. They settled around the area we know today as the Plaza and Olvera Street, and the rest is... rather complicated history.

## **2. The land of sickness—and sunshine**

You can't beat the SoCal sunshine, but you can monetize it!

With the Americanization of Los Angeles during the second half of the 19th century, Anglo boosters—mostly recent transplants themselves—began to sell what we might now refer to as the “California Dream.”

There was even a magazine called *Land of Sunshine* dedicated to promoting and celebrating the natural, temperate beauties of the state. With its Mediterranean climate, Southern California was a place where a new immigrant could “cheer himself with her almost everlasting sunlight.”

By the 1880s, droves of chilly Midwesterners—like Daieda Willcox, the founder of Hollywood—were streaming into LA, as were people with all sorts of illnesses and maladies. “The overworked and over worried class,” one SoCal promotion read, “will find here a most soothing climate to regain their lost energy or restore the nervous system to its normal equilibrium.”

And so long before Malibu became the rehab capital of the world, the Los Angeles area was littered with sanitariums and health resorts.

Although these sanitariums often offered little more than TLC, many who survived their maladies decided to stay permanently and soak up the sun.

## **3. Water and Mulholland**

LA leaders, led by William Mulholland, devised a plan to gain—or steal—the water rights to Owens Lake, 200 miles away. William Mulholland. *Los Angeles Public Library photo collection*

It's not exactly *Chinatown*, but it's a lot like *Chinatown*. During the late 19th century, it became clear to enterprising Los Angeles boosters that the only way the town could grow into the metropolis of their dreams was with a much bigger, more consistent water supply.

LA leaders, led by the city's chief water engineer, the self-taught William Mulholland, devised a plan to gain—or steal—the water rights to Owens Lake, 200 miles away, high in the Sierra Nevada. The lake's water was already used by ranchers in the Owens Valley, but that didn't bother the intrepid leaders.

In September 1907, construction began on a massive aqueduct that would transport water from the lake all the way to Los Angeles. At the aqueduct's opening on November 5, 1913, around 40,000 people watched as the lake water began to flow into the waiting San Fernando Reservoir in Sylmar. “There it is—take it!” a triumphant Mulholland exclaimed.

Of course, ranchers in the Owens Valley were none too happy with this state of affairs. For decades, what came to be known as the “water wars” plagued the aqueduct. Ranchers dynamited portions of the pipeline over a dozen times, and armed guards working for Mulholland clashed with farmers.

In the end, Mulholland and Los Angeles “won” and grew into the metropolis we know and love today. In the words of Marty Adams, DWP water systems manager: “If the aqueduct had never been built, the city would never have grown larger than about 300,000 people.”

#### **4. The Venice Canals**

Los Angeles has always drawn dreamers and visionaries to its expansive shores, be they developers, cult and religious leaders, or amusement park innovators. One of the cities earliest visionaries was developer Abbot Kinney.

In 1905, Kinney opened “Venice of America,” a planned seaside community which featured its Italian namesakes Italianate architecture and copied its world famous canals. Kinney constructed seven man-made canals with fanciful names including the Grand Canal, Venus and Aldebaran. Tourists could travel by gondola to take in the new city, and private cottages soon dotted highly-coveted canal-front lots. Six copycat canals were soon constructed for a secondary tract by rival developers.

Sadly, in the 1920s, all seven of Kinney’s canals were filled in in the name of progress. Today, it is the six copycats that remain.

#### **5. The Hollywood Sign**

By the '50s, the Hollywood Sign was a mascot for the dreams of stardom. The construction of the iconic Hollywood Sign didn’t have anything to do with the entertainment industry. It had everything to do with something equally LA—real estate.

Originally spelling out Hollywoodland, it was built as a temporary advertisement in 1923 for a new upper-middle class neighborhood snuggled in the hills of Beachwood Canyon. Made of wood, steel, and telephone poles, it featured 4,000 light bulbs so that potential homeowners could see it from all across Los Angeles.

By the 1930s, the Hollywoodland development had petered out, but the sign’s myth grew as it became an unwitting symbol for the film industry. The “land” was torn down in the late '40s, and by the '50s, the shortened Hollywood Sign was a mascot for the dreams of stardom.

The sign we have now was erected in 1978, with money donated from Andy Williams, Alice Cooper, and Hugh Hefner. It is supposedly haunted by Peg Entwistle, a distraught actress who jumped to her death from the original sign in 1932.

#### **6. The streetcar conspiracy**

It seems unbelievable, but Los Angeles once had an amazing public transit system. For the first half of the 20th century, an extensive system of both local (“yellow cars”) and interurban streetcars (“red cars”) made travel in Los Angeles quick and easy. So it is not surprising that their demise has sprouted one of the city’s most famous conspiracy theories. It goes like this:

In 1945, a sinister corporation called National City Lines [comprised of General Motors, Firestone Tire, Standard Oil, etc.] took over the thriving Los Angeles Railway, which served most of the sprawling region. Then, over the course of the next two decades, L.A.’s extensive streetcar network was eliminated and the iconic Red Cars...were replaced with shiny new buses.

This myth obscures a much more complicated history. National City did indeed buy and dismantle the Los Angeles Railway, which was already being superseded by personal automobiles.

The aging, increasingly unprofitable and empty Red Car system was not taken over by National City but was discontinued in 1961 by LA’s Metropolitan Transit Authority. As *The Guardian’s* Colin Marshall explained in 2016, “One can confidently accuse General Motors and their National City Lines of nothing worse than scheming to profit from a trend already in motion.”

## **7. Earthquakes**

Los Angeles is earthquake country, and we are due for a big one. Past earthquakes have devastated the region, but we’ve always bounced back. Below are three of the biggest of the past 100 years.

- The Long Beach Quake of 1933: A 6.3 magnitude earthquake that is considered “the deadliest seismic event in recorded Southern California history,” it killed 120 people and may have been caused by the drilling for oil. For a fascinating fictional description of living through this quake, read John Fante’s *Ask the Dust*.
- The Sylmar Quake of 1971: This 6.6 early morning earthquake lasted for twelve seconds and devastated the San Fernando Valley, “flattening freeway overpasses, collapsing hospitals, toppling power stations, sparking fires and threatening to burst dams and flood the homes of tens of thousands,” according to the *Los Angeles Daily News*. Thirty-four people were killed.
- The Northridge Quake of 1994: This 6.7 magnitude quake, centered in the San Fernando Valley, collapsed a portion of the I-5, killed 60, caused 466 fires, and injured more than 9,000 people. For first-hand accounts, ask any native Angeleno over 30, or read this harrowing collection of first-person accounts.

## **8. The LA Uprising**

It all sounds so familiar. Five days of anger, grief and destruction take hold of LA as the world watches. On March 3, 1991, Rodney King was arrested by policemen after a high-speed chase. White police officers were filmed brutally beating King—kicking him long after he had fallen to the ground.

On April 29, 1992, four police officers charged in the beating were acquitted of using excessive force in the King beating. Within an hour of the verdict, protests began in downtown Los Angeles and at the Hansen Dam Rec Center. Violence began a short time later at the intersection of Normandie and Florence.

By the evening, the situation was explosive. A truck driver named Reginald Denny was pulled out of his car and brutally beaten, an event broadcast live. The city leadership was shockingly negligent and MIA; police chief Daryl Gates chose to attend a fundraiser in Brentwood as the situation spiraled out of control. Over the ensuing five days, over a thousand buildings were looted and burned, 63 people died, and the city incurred more than \$1 billion in damages.

Many saw the Uprising as the city's wake-up call. But the debate continues over how "woke" it really is.

## **9. "The" in front of freeway names**

Take the 10, avoid the 5, cruise the 101. For an LA newcomer, getting directions can make you feel like you're being initiated into some pretentious, numerically inclined cult. Why do we refer to our freeways with the definite article "the"?

According to historian Nathan Masters, California's early adoption of the freeway meant routes were given names as they opened to correspond with places they passed through. Hence the Hollywood Freeway, the Pasadena Freeway, etc. These highways also had numbers assigned to them, often more than one, which added to the confusion.

That changed in 1964, when the highways were each bestowed only one number. As Curbed LA's Bianca Barragan writes, it became "easier to call the freeway by its one, easy-to-remember number rather than its longer, more descriptive name." She continues:

But those wordy nicknames had already become a habit among SoCal residents, and it was still common to refer to freeways' nicknames for years after the numbers were standardized. The enduring popularity of the nicknames led to the San Bernardino Freeway becoming known as the 10, and the Hollywood Freeway becoming the 101.

Since you'll be spending half your new life on *the* freeway, it's good to know *the* facts. Welcome to Los Angeles!

Źródło: <https://la.curbed.com/2018/4/20/17016988/los-angeles-history-timeline-facts-earthquakes>