

LOS ANGELES: SUNDAY MORNING, JUNE 4, 1893.

ABOUT PORT LOS ANGELES.

What the Opposition to a Harbor at Santa Monica Means.

Advantages of a Deep-Sea Harbor on the Southwest Coast.

The Relations of Los Angeles to Its New Seaport—A Thoughtful and Candid Review of a Vital Subject to This City.

[From advance sheets of Columbian World's Fair edition of the Illustrated Herald.]

The establishment of a deep-sea harbor in the southwestern portion of the state of California is a question of vital importance to a territorial area, including about one-third of the state of California, a portion of Nevada and the entire territory of Arizona. Indeed, the establishment of a deep-sea harbor near the city of Los Angeles has an important bearing upon the commercial relations of all the region tributary to the city of Salt Lake. The completion of direct communication between Los Angeles and the great trans-continental lines which center at Salt Lake will become an early necessity. Just now the most accessible point of localization for commerce engendered by the industrial activities of the southern portion of the state and the territory of Arizona is the city of Los Angeles and its environment. As the harbor has become indispensable to the next step of progress which is to attend this city.

Unfortunately the question as to where a deep-sea harbor shall be located, cannot be answered in accordance with the highest interest of this city, without heat, without friction, and without dispute, but for contending individual interests. Private interests have expressed confusing factors into the issues involved, and that which should be natural and simple has become complicated and difficult.

One of the difficulties attending a calm and deliberate discussion of this question is the readiness and the ingenuity with which those, who are seeking a private advantage rather than the public welfare, reply with the charges of special advocacy. There are three localities contending for the prize of being selected as the location of a deep-sea harbor. Each has behind it individual and corporate interests, and, therefore, seeks to forestall any judicially fair consideration of the question by the charge of special advocacy.

No community is interested in a public harbor, except in so far as it is to be established, leading to just conclusions, and it is to the task of finding it that this paper is addressed.

AS US ACCUSTOMED TO BE.

In all the history of the settlement of California, the city of San Francisco has been the principal metropolitan port. The policy of that city has never been favorable to the development of commerce of any other port. Four years ago an attempt was made to form a chamber of commerce for the Pacific coast, for the consideration and discussion of measures in which the whole of the Pacific coast interest. Delegates from the chambers of commerce and boards of trade of the various cities and towns west of the Rocky mountains met in San Francisco. The chamber of commerce in that city sent a delegation, which, after participating in the organization of the chamber, withdrew, assigning as reasons therefor that the chamber of commerce of the city of San Francisco was organized for the purpose of promoting and extending the commercial relations of that city with the rest of the world, and that the liability of some action by the Pacific coast chamber of commerce, inimical to the city of San Francisco, constituted a menace which forbade the chamber of commerce of San Francisco from remaining and participating in its councils.

An organization, however, in the city of San Francisco composed of merchants known as the Traffic association, the object of which is to promote the supremacy of that city in the commercial affairs of the Pacific coast. At the approach of the time appointed for the meeting of the Trans-Mississippi congress at Ogden it passed the following resolution:

Resolved, That we recommend that the reports of the United States engineers as to the improvement of the harbors of the coast of the state be considered in any recommendation made by the Trans-Mississippi congress, bearing in mind the public rather than monopoly individual interests.

Rendered into common English, the Traffic association intended to ask by this resolution that the Trans-Mississippi congress pass a resolution in favor of the construction of a breakwater by the United States at San Pedro. There were no other harbors on the Pacific coast relating to which the United States engineers had recommended improvement. There was no other locality than that relating to a seaport for Los Angeles, where individual interests were in contention as to its location. The resolution was in effect, therefore, a declaration that the Traffic association did not wish a harbor constructed at Santa Monica. It can not be said that the Traffic association's objection to Santa Monica was intended as a manifestation of hostility toward the Southern Pacific railroad system, because the system is equally interested in the construction of a deep-sea harbor at San Pedro. It has already expended \$500,000 in the purchase of lands for the establishment of a city, which, in the nature of things, would be a commercial rival to Los Angeles—if it is to be a success as a city—and in the construction of wharves and other improvements. It can not be that the members of the Traffic association have any knowledge of the superior merit of San Pedro from an engineering standpoint, or that it has its original opinions of the merits of the controversy relating to engineering problems; and yet it rushes into a controversy, declaring itself in favor of a

deep-sea harbor at San Pedro, and opposed to a deep-sea harbor at Santa Monica or Port Los Angeles.

It is significant that in all the time the people of Southern California, and especially the people of Los Angeles, have sought the construction at government expense of a breakwater, which would create a deep-sea harbor, the city of San Francisco has taken no interest in the subject. There is not one line of memorial from the chamber of commerce of San Francisco to congress in favor of a deep-sea harbor contiguous to Los Angeles. While all movements were directed to the construction of a harbor at San Pedro, San Francisco was satisfied.

What is involved in the controversy between Santa Monica, Redondo and San Pedro, which should excite the interest of the mercantile classes of San Francisco in favor of San Pedro as against the other points? The answer to this is not far to seek. The prevailing opinion among the mercantile classes of San Francisco is that a breakwater, extending from two to four millions of dollars; that there was not interest enough behind the project to effect its consummation at an early period of time. Remotely the people of the metropolis may have

been a petitioner for this right of way to the ports of the world, there has not been concentration of force enough behind the petition to give it the cogency of a demand. The fact that a vast railroad system, such as the Southern Pacific company controls, announces its determination to bring sea and land transportation together indicates that the point selected is the line of least resistance toward the accomplishment of all our hopes and aspirations. What is now most needed is unity of effort.

The Southern Pacific company's system comprises nearly 9000 miles of rail, serving a territorial area equal to half the national domain, and yet we are deliberately told by an association of merchants, who pretend to be engaged in the laudable undertaking of energizing the commerce of this coast, that the construction of a harbor in connection with 9000 miles of railroad, serving over a million square miles of territory, is a structure, which is to be opposed to such construction. It is true that the Southern Pacific company has built a wharf; but the harbor would be useless without a wharf. The true significance of this fact is that one of the great railway systems of the whole country, by the construction of this wharf, gives an earnest of its

certain available passes. The whole coast is an unbroken, level plain. The opportunity, therefore, for approaches by land are practically equal and equally accessible to the sheltered area and the city of Los Angeles. There are no physical obstacles to be overcome. These simple and obvious topographical facts answer fully the charge of monopolizing the harbor privileges at Port Los Angeles. But if it requires further answer, it is to be found in the opportunity for declaring in the terms of the act of congress, by virtue of which the breakwater is to be constructed, that the sheltered area shall be devoted to the common terminal purposes of all railroads centering there. In this way the terms of the act itself will eliminate all objection.

AN IMPORTANT CONSIDERATION. At this point we come in contact with a very important consideration. The constructed at Port Los Angeles will do the coastwise business. Ninety per cent of all the business transacted at the points serving Los Angeles as seaport today is a coastwise trade. Ocean communication between Los Angeles and San Francisco will of necessity be by way of Port Los Angeles. The coast

city of Los Angeles and of the people of Southern California to bring the ocean and land commerce together at a deep-sea harbor. Rivalries between great railway systems usually result to the advantage of communities. In the instance under consideration, it will be an exhibition of weakness on the part of the people of Southern California to become partisans in such a rivalry. It is almost inconceivable that they will permit such partisanship to obstruct the consummation of their desires when the importance of the creation of a deep-sea harbor to all Southern California interests is remembered, and when the existing opportunity for consensus and effort is so auspicious.

THE CITY OF LOS ANGELES. The city of Los Angeles is a natural commercial center for a territorial area of 100,000 square miles, an extent of territory equal to two and a half states the size of Ohio, and has a present population of over 60,000. There are those who claim for this city a population of 80,000. Where definite facts are wanting, unverified statements have a wide latitude. Whether the population be 60,000 or 80,000, it is within the bounds of ascertained fact to say that the popu-

will be in all respects the equivalent of a deep-sea harbor. To become the commercial metropolis for the area tributary to it, it must have a harbor equal to the demands of an independent commerce with the whole world; otherwise, the territory lying behind it will seek another outlet and inlet for its commerce. If the commercial and industrial forces now in operation were untrammelled, the location of the leading emporium of Southern California would be on the sea coast. The inherent tendency is, therefore, to create a rival rather than an auxiliary concentration of commercial activity to that now established at Los Angeles.

Whether the deep-sea harbor at the sea coast, which the commercial forces converge and diverge by land and by sea shall promote or disperse the growth of the city of Los Angeles will depend upon its location. This is the problem which all cities located near the seacoast, but not immediately upon the water, have to solve. Both the import and the export merchandise of any country concentrates commercial activity, and the resultant commercial populations where the character of the carriage changes.

At a deep-sea harbor the natural focalization of land and ocean transportation occurs. This would be obvious were we dealing with greater distances. For illustration, if Los Angeles were 50 miles from the ocean, and were, as now, the commercial emporium of a large territorial area, the establishment of a seaport would transfer its commercial activities to the vicinity of the seaport. Naturally near the sea, it is sufficiently near the sea to maintain on its present site all the growth attending a concentration of commercial activity here, notwithstanding it is not actually located on the coast.

Pursuing our determination to be entirely just in the consideration of this subject, we appeal to the local knowledge, and the reasonable probability arising out of distance and topography, for the determination of this question, fraught with such consequences to the city of Los Angeles. The question is: At what point on a deep-sea harbor be constructed, all engineering and economic considerations being equal, which will conserve in the highest degree the interests of the present location of the commercial center of the south? Which point of those named is most likely to become a city in its own right, and which is most likely to sustain a suburban and an auxiliary relation merely? The answer to this should be obvious: Whichever by reason of topography and distance and natural tendencies of growth will sustain the closest intimacy of relation with the highest and most productive results of growth. An examination of the accompanying map, drawn to accurate scale, is invited.

To the candid reader, it is difficult by prejudiced against specific railroad corporations, heedless of the loud clamor of rival cities, and untrammelled by individual interests, the map location of the whole story.

But there are other considerations than those merely relating to distance. Between Los Angeles and Port Los Angeles there is a broad sweep of level and fertile country. Growth and population is not only unobstructed, but is strongly invited, and for the past 10 years growth has responded to this invitation, and has been very marked. What ever growth shall become organic at Port Los Angeles will still retain its organic sympathy with the growth of this city. To the eastward, the river offers an obstruction to the growth of Los Angeles, while westward the ocean obstructs the growth of Santa Monica. Natural topography establishes an inherent tendency toward the interests of the two places. They must approach each other by the growth of either.

LOOKING TO THE FUTURE. The stranger coming among us, whose clear perceptions are not obscured by past traditions or existing conditions, would perhaps be surprised to find that up to the present time our city has demanded a seaport chiefly in the interest of the city itself. Growth and population of from 60,000 to 80,000 inhabitants, and the delusion is natural that a seaport is to be constructed solely in our interest; that it will be subordinate to our commercial activities; and that but for the concentration of population in this city, it would not be built. It is the entire statement of misleading views of this species which has led to the prevalent opinion that a deep-sea harbor on the coast, near the city, must necessarily be merely a landing place for articles of commerce which are exchanged here.

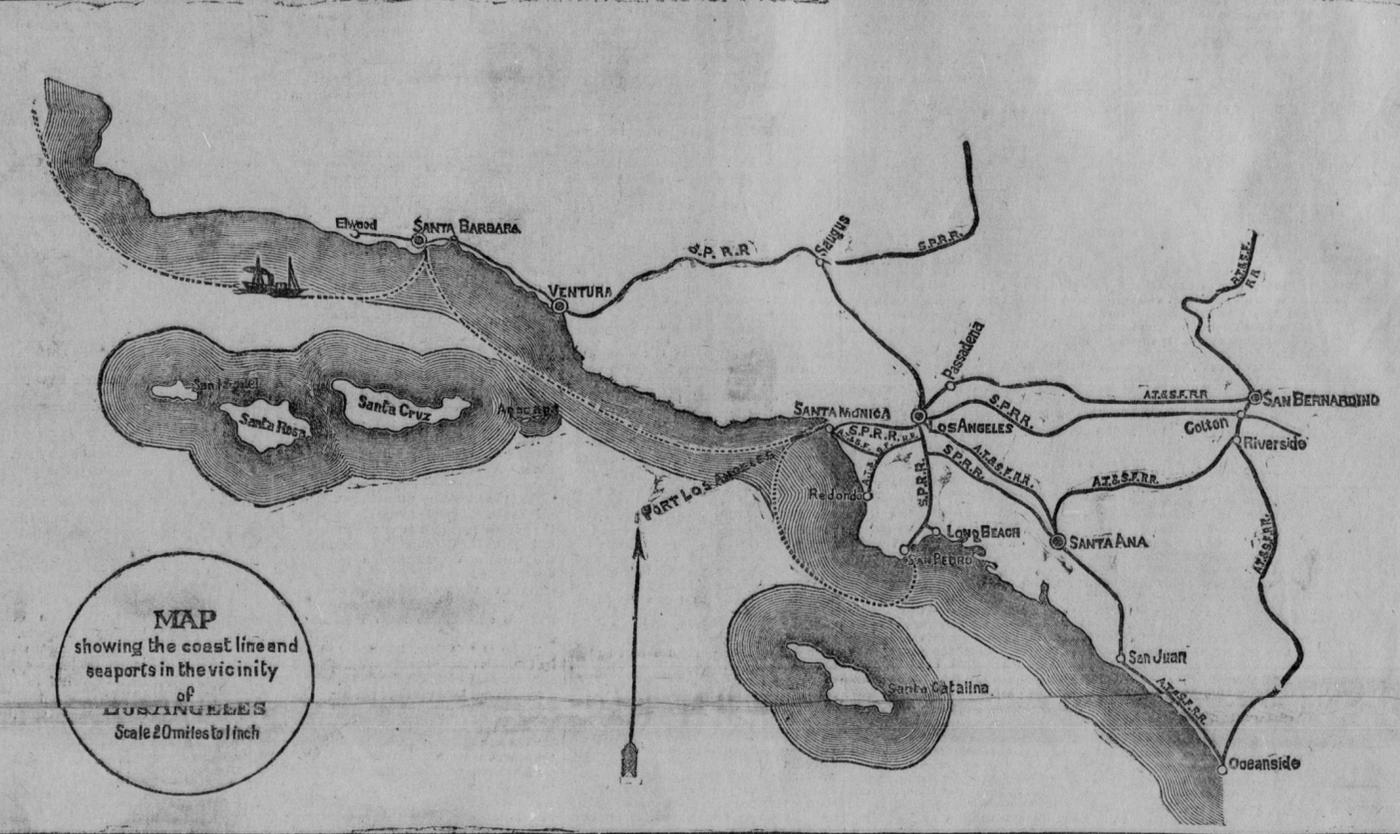
The future of our city has a somewhat wider scope than is brought within the field of this view. Whatever temporary reverses may delay its construction, a ship canal connecting the Pacific ocean with the Gulf of Mexico among the certainties of the early future. The great struggle for primacy in modern times between the nations of the earth finds its strongest and most direct rivalry between Great Britain and the United States. The entire continent of South America lies east of the meridian of New York. While this statement is not accurate to a square mile, it is the practical and geographical fact.

We present for the illustration of this subject a map of North and South America, of the Atlantic ocean and the west coast of Europe. Assuming that the point marked "E" or the west coast of South America is the average point of arrival and departure of a commerce with Europe and the Atlantic ports of America, it will be perceived that the line northward by "F," the location of the Nicaragua Canal, to the point "D," New York, is practically a straight line. The entire commerce of the west coast of South America and all that is to be delivered to the western ports of that continent by rail from the interior will sustain a more intimate relation with the city of New York than now exists between that city and eastern South American ports. In fact, the entire commerce of western Mexico in North America and all the west coast of South America must pass by New York to reach Liverpool. The construction of a canal will, therefore, extend the commercial lines of New York city all around the continent of North America.

San Francisco has been and still is, the entrepot for the commerce of Los Angeles. It is true that in some measure San Pedro has served the purpose of a seaport. There was an embarcadero for the Los Angeles region at the northern end of the Wilmington lagoon, now called San Pedro, in the early history of the settlement of Alta California. It has never been in any sense a deep-sea harbor, and the attempt to use it as such has been attended with many disasters. The list of vessels lost there includes Nicholas Biddle, Callio, Adelaide Cooper, San Luis, American, R. P. Buck, Kennebec and Aimy.

Dana in his somewhat famous book, Two Years Before the Mast, refers to it as an open roadstead of but little value as a harbor—a characteristic equally applicable to it now.

The industrial development of the territory tributary to Los Angeles has come to demand a seaport, and the problem which confronts this city at present, and which will acquire greater magnitude in the future, is: Where shall a port be established, which, while serving Los Angeles as a seaport, will not at the same time become a rival to it as a commercial center? At the same time it must have a port which



seen the possibility of harbor construction in this vicinity; but the city of San Francisco has continually resisted the concession of through privileges to interior points.

It is believed that a symmetrical development of the Pacific coast depends upon a corresponding growth of the city of San Francisco as against all other cities. Every concession made to Los Angeles by the system of overland railroads centering there has been denounced by the press of San Francisco as a discrimination in favor of Los Angeles. It is, therefore, derivable from the plain record that San Francisco does not want a harbor near Los Angeles.

We could fill columns of this issue of the paper with quotations from the leading commercial papers of the city of San Francisco in favor of this statement. We introduce a few of these quotations that there shall be no mistake as to the spirit of San Francisco in this instance. The Call, of March 2, 1893, discussing the disposition of Mr. C. P. Huntington, president of the Southern Pacific company, to establish a deep-sea harbor in the vicinity of Los Angeles said:

"But now San Francisco has the means of striking back. This city will receive the bulk of her goods by other routes than those controlled by Mr. Huntington. If the ability of San Francisco merchants to compete with the merchants of other cities is impaired by a hostile policy on the part of the Southern Pacific, a local system of water-ways and railroads will spring into existence in less time than Mr. Huntington's experience in railroad building furnishes a parallel for."

The spirit of this extract shows how grudgingly San Francisco will concede the establishment of ocean communication between Los Angeles and the rest of the world. San Francisco, it says, has the means of striking back, and if this proceeding goes on, it will receive the bulk of its goods by other routes.

The Bulletin of April 6th denounces Senator Frye for asking that further investigation should be made before final decision as to the location of a deep-sea harbor. The San Francisco Bulletin of May 15th denies a statement in the Visalia Times that a competing railroad from Fresno to Los Angeles would serve the San Joaquin valley as well as one from Stockton to Brkersfield, and proceeds to say: "At Los Angeles it would find but a small local market and a harbor of only second or third rate. At San Francisco it would reach what is, and ever will be, the great emporium of California, the best local market and most favorable distributing point, with one of the few great harbors of the world, connected by steam and sail with all the ports of the seas, and with a climate better adapted to regular industrial pursuits than any other great city on the globe. At short intervals, the San Francisco press has manifested the utmost hostility to the Santa Monica project, and a strong favoritism toward the old San Pedro proposition. The San Francisco press and the San Francisco merchants have certainly no direct beneficiary interests in the establishment of a harbor near Los

in alarm, and a loud demand is made that the subject shall lapse into the old lethargy, supineness and remoteness of deep-sea harbor construction at San Pedro.

The resolution of the Traffic association and the denunciatory fulminations of the press of San Francisco against Port Los Angeles iterate and reiterate the assertion that the Southern Pacific railroad system is interested in the wharf being constructed. The Traffic association resolution transmitted to the Trans-Mississippi congress is an illustration of this. It asks the congress "to bear in mind public rather than monopoly or individual interests."

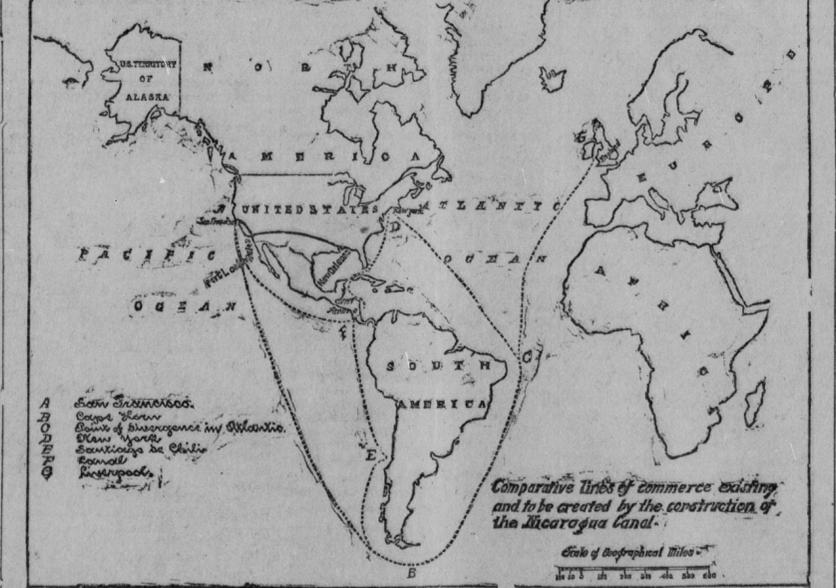
An indulgence in just this species of childishness has obstructed and retarded

determination to assist Southern California and the city of Los Angeles in the accomplishment of an enterprise upon which its future industrial and commercial development is depending.

The objection that Port Los Angeles has railroad communication with a million square miles is therefore grotesque to absurdity. Nor is this all of the truth. Port Los Angeles has the entire Atchafalaya, Topeka and Santa Fe system behind it also. But if the fact that the Southern Pacific company is interested in the construction of a harbor at Santa Monica is an insuperable objection to it, what of the significant fact that the Southern Pacific company has a line extending to San Pedro?

As to the monopoly feature, it is sim-

steamships must stop at that point to discharge their freight on the downward trip. Passengers for interior points will therefore leave the ship, since some hours must necessarily be consumed in the discharge of freight before the steamer can proceed on its voyage. Herein Los Angeles finds another opportunity for the promotion of its hopes. The concentration of a commerce at any point draws to it, as by the law of gravity, other commercial factors; hence the point at which the coastwise trade focalizes naturally offers the largest inducement as well as opposes the least resistance to the addition of a general ocean trade. The existence of an extensive coastwise traffic at any point is an unanswerable argument in favor of the



the growth of California for the last 20 years. In all candor, where there is a point for the construction of a deep-sea harbor near Los Angeles in which some railroad is not interested in its location, or would be as soon as the location was selected? And of what use would a harbor anywhere on the seacoast be if there were no lines of commerce focalizing with the divergent rays by sea? If we are to wait until a harbor will be constructed without railroad communication, or without the transportation companies having any interest whatever in its location, or without the assistance of the great railway system of the United States, we will never have a harbor at all. In all the years Los Angeles has

ply false, misleading and unfair to declare that there is no opportunity of building more than one wharf behind a breakwater constructed at Port Los Angeles. The opportunity for the construction of wharves is free and open to everyone.

The breakwater contemplated at either Port Los Angeles or San Pedro is to be something over 5000 feet. Is it fair to suppose that the area sheltered by such a breakwater can be monopolized by a single wharf 130 feet wide? But the objection is raised that the Southern Pacific company has the best available route. This cannot be true. There are no mountains at Santa Monica constituting barriers except through

construction at government expense of a deep-sea harbor. This argument in favor of such harbor will be valueless as to any other point. Port Los Angeles will be the seat of the coastwise commerce, even though a breakwater should be constructed at points farther south.

Harbor improvements are made at the expense of the whole people of the United States, upon the theory that such improvements are demanded by commercial necessity, and the argument in favor of appropriations for this purpose fails or avails, as the commercial necessity becomes obscure or apparent. Whatever rivalries exist between railroad systems affecting this matter should not weaken the purpose of the