

THE BATTLE OF THE HOOD CROSS SWORDS

Attorney Gibbon and Mr. Hood Cross Swords

AN EXCEEDINGLY WARM ENGAGEMENT

In Which Hood's Colors Are Nearly Sunk

THE TECHNICAL EVIDENCE

Of Engineer Moore Upon the Advantages of San Pedro Harbor

Santa Monica Begins Its Final Argument in Rebuttal

Swells and Tides and Currents May Baffle the Laymen, But the Experts Know All About Them.

At the hearing of the harbor board yesterday morning the sixth public session, Engineer Moore opened the proceedings with a few preliminary remarks preceding the filing of a map of a proposed breakwater at San Pedro.

When the pier at Redondo was built it took 62 per cent of the coast business from the Southern Pacific road, which retailed by building a pier at Santa Monica. By this the company secured a method of unloading coal to be used on its line of road, from bunkers instead of lighters, a difference in expense that will apply the money invested in the pier to a saving of \$1 a ton on the 10,000 to 15,000 tons used per month.

The second advantage is the great elasticity of the plan. It could be extended to accommodate as many as 175 ships, making a total of 1,400,000 cubic yards for 180 ships, which is a little less than the government survey. One advantage of this plan is the very wide entrance it provides. A ship in turning would have a large amount of room, which is one of the marked advantages of San Pedro over Port Los Angeles; a ship falling there in thick weather would have much less room to make the harbor.

In reply to Mr. Cortwell, who asked if he had taken into account the swells from the southeast, Mr. Moore replied that mariners in southern waters do not attempt to make any harbor, but would probably go to Catalina Island. If experience should suggest, it would be feasible to reduce the measure of en-

In 1890 the population had increased to 50,000, a larger growth in the same length of time than any town in the country. Railroad business had increased in the same ratio. Before the wharf at Santa Monica was built Redondo had become a regular port of call, accommodating all the coast commerce.

It would be impossible to build another road west of Port Los Angeles, though some other road might build to Point Dume and thence to the Southern Pacific off for Redondo. The speaker did not believe that under the law any road can be built without paying into the owners of the land.

Mr. Gibbon said he had never seen a position better entrenched than the company Mr. Hood represents had provided for. Santa Monica in REBUTTAL. Admiral Walker announced that Santa Monica would now have the floor in rebuttal, but that no new evidence would be allowed.

Capt. Salmond was presented by Mr. Cortwell. The testimony the witness proposed to disprove in rebuttal was the ocean swell, angling of waves at 45 degrees around a break-water and the along-shore current. Capt. Salmond has been on the sea twenty-seven years, fifteen of which have been on this coast. He was an officer for five years on the coast between San Francisco and China.

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Mr. Gibbon's presentation and summarizing up of the case were able, concise and telling, holding the close attention of the board and audience.

When Mr. Hood began to ask questions at the close of the paper, he found more than his equal in quick retort and utter fearlessness in calling things by their right names. When questioned as to the ownership by the Southern Pacific of the 8200 feet of land on the ocean front, Mr. Gibbon replied that it was taken from the county records and he had an abstract of the title in his pocket.

Mr. Hood asked if he thought other wharves would be built. Mr. Gibbon thought they might, but he should not be willing to risk an investment of that amount of money 3000 feet from the breakwater.

Mr. Gibbon admitted that there might be small rocks, but would not say it was a holding ground; that on a statement of Senator Frye had said it was with the opposition to San Pedro than anything else.

would fill that land with tracks, and no one could get control of them. The Southern Pacific has plenty of money to do this. Mr. Huntington said in the congressional hearing that it cost only \$10,000 a mile to build the road. The proposition of law concerning the right of roads to build through town is as broad as language can make it, and there is no instance of its being limited.

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IN SOCIETY

Mrs. L. B. Keating entertained delightfully yesterday afternoon at her pretty home, 1124 West Ingram street, in honor of her daughter, Eva. Mrs. Keating was assisted in receiving by Mrs. Z. W. Mathews.

Messrs. Warren and Tom Carhart entertained most pleasantly last evening with a dancing party at their elegant home on Westlake avenue. The house was prettily draped with smilax, lilies and palms.

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Dr. and Mrs. Wilcox celebrated the third anniversary of their wedding very prettily Christmas day. The rooms were gracefully decorated with smilax and flowers, the dining room being the special feature.

Miss Henrietta Jans entertained the "Dix" last evening at dinner at her pretty home on South Bonnie Brae. A number of boys were invited in the evening and a conversation for prizes was indulged in during the evening.

A very pretty wedding took place Monday evening at the residence of the bride's mother, Mrs. C. T. L. today at 2:45 p. m. in the first Presbyterian church, the contracting parties being Mr. Joseph Walton and Miss Georgia Dunham.

On Sunday evening last the scholars of the Railroad M. E. church Sunday school were given a very interesting and profitable entertainment.

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school gave a capital Christmas Sunday concert in their room on San Fernando street. The house was well filled and the program, which follows, was creditably performed.

Another Report That He Has Been Promoted—A. D. Shepard Said to Have Succeeded to Crawley's Place.

A report has been circulated that J. M. Crawley, assistant general freight and passenger agent of the Southern Pacific company, with headquarters in this city, has been retired.

The San Francisco Post of Monday evening seems to have been authority for the rumor. The Post said: "The first of a number of changes expected in the Southern Pacific company was announced this afternoon, J. M. Crawley, for many years identified with the company and for a long time, and about two years ago was given the position of local freight agent at Fourth and King streets, is named as Mr. Crawley's successor."

Mr. Crawley has been for twenty-five years in the employ of the company. It is thought that, unless it were at his own request, which has not been made, the company would not be likely to discontinue his services.

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VIENNA BUFFET

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