THE HERALD

TWENTY-SIXTH YEAR. NO. 154. LOS ANGELES, WEDNESDAY MORNING. MARCH 3, 1897.—TEN PAGES. PRICE 5c on Street and at News Stands 3c at the Counter

THE DEEP WATER HARBOR FOR SOUTHERN CALIFORNIA

Located by the Commission at the Site Desired by the People

What Senators White and Perkins Have to Say

THE DECISION FAVORS SAN PEDRO

And the Finding of the Board Is Final

ENTHUSIASM IN THE CITY

As Impromptu Parade of Business Men Greeted With Cheers

Eloquence and Rejoicing at a Jonathan Club Symposium

Merchants, Manufacturers and Citizens of All Degrees Express Their Satisfaction at the Decision of the Commissioners

WASHINGTON, March 2.—The board appointed by the president some months ago to examine and decide upon the location of a deep water harbor for commerce at San Pedro or Santa Monica, in Southern California, today made a report to the secretary of war. It definitely defines the harbor at San Pedro, at an estimated cost of $4,901,767. Richard P. Morgan, of the commission, did not sign the report, but by the wording of the law under which the board acts the finding of the majority of the members is final.

The report cites in detail the operations of the board, then makes comparison of the two harbors for the purposes named. At each place it says good deep water anchorage in six to eight fathoms of water can be obtained. At either place the necessary accessories for the convenient transfer of business from shipping to land can be constructed. In determining which has been and will be the more useful five different considerations were reviewed:

Convenience for construction.

Accessory works.

Approaches from sea and from the land.

Availability as a harbor of refuge.

Capacity for extension and enlargement as the demands of commerce may require.

After a careful examination of all these considerations the board finds the greatest advantages are with San Pedro. While the physical advantages of San Pedro location lead to its selection, the report says, the advisability of the choice is materially strengthened by consideration of the extensive improvement of its interior harbor, already made and conditionally provided for or contemplated as an object of future appropriations. If the choice fell to Port Los Angeles the present status would then authorize improvements at San Pedro to the amount of $892,000, and the same statute unqualifiedly directs the secretary of war, at his discretion, to cause surveys and estimates to be made for future improvements at the same location. In concluding its report the board says:

"It is the judgment of this board that the best public policy in the interest of economy and for the attainment of a deep water harbor for commerce and refuge, demands the concentration of expenditures at one point with corresponding cumulative excellence of results, rather than dispersion and weakening of results by divided expenditure at two locations. This conclusion is strengthened by the fact that the selection of San Pedro undoubtedly involves materially less ultimate expenditure than is certain to be incurred by the maintenance of two harbors. The preponderance of physical advantages leads to the selection of San Pedro as in line with the requirements of the best public policy."

The improvement contemplated is a stone breakwater beginning about 2100 feet from the shore and extending in a straight line 300 feet, thence three degrees curve about 1800 feet, thence in a straight line 3700 feet to the end, making the total length of the breakwater 8500 feet.

THE QUESTION SETTLED

Senator Perkins Congratulates the People of Southern California

WASHINGTON, March 2.—(Special to the Herald.)—The decision of the board of commissioners locating the harbor at San Pedro, thus confirming the previous action of the government engineers in selecting San Pedro as a harbor refuge, will, I believe, make Wilmington a great port of entry and export, and that machine shops, docks, warehouses and wharves will afford both domestic and foreign shipping every facility for the commerce of the future. I congratulate the people of your city and Southern California on the settlement of this vexed question.

GEORGE C. PERKINS.

WHITE WELL SATISFIED

Choice of San Pedro a Triumph for Government Engineers

WASHINGTON, March 2.—(Special to the Herald.)—The harbor decision is eminently satisfactory. The gentlemen who rendered it were admittedly impartial. Admiral Walker was suggested by Senator Frye as the leading member of his proposed board, and their views accord as to location with the decision of two boards of government engineers. The integrity or ability of no member of the engineer corps has ever been doubted. The report fixing the harbor at San Pedro is a triumph for the engineering department of the government. The dissenting opinion of Mr. Morgan is not important. His appointment as an expert by the California railroad commission, notoriously subservient to corporate interests, and the subsequent employment of his son as an engineer by that corporation induced me to protest against his selection. The result justifies every position which I have taken. I have not acted because of hostility to any railroad corporation, but because I was satisfied that public interest required the location at San Pedro.

STEPHEN M. WHITE.

REJOICING IN THE CITY

An Impromptu Parade and Enthusiasm at the Jonathan Club

T. E. Gibbon the Hero of the Hour and His Fervid Flow of Eloquence—The Senators Congratulated

When the news reached Los Angeles shortly before noon yesterday that the harbor commission had decided in favor of San Pedro a wave of rejoicing went up through the city. Every one was pleased and enthusiastic, not only that the decision was favorable to San Pedro, but that it had come so speedily, when it was intimated that the final result would most likely be delayed for several months. Even the few who favored Santa Monica united in the general rejoicing and joined in the universal gratification over the final selection of San Pedro.

When the good news reached the city, a number of business men and members of the Jonathan club who were present at the club rooms, suggested that the important event be appropriately celebrated. This idea was cordially accepted, and in a short time many other prominent business men and citizens of Los Angeles assembled at the Jonathan club to participate in some kind of public demonstration in honor of San Pedro harbor.

AN IMPROMPTU PARADE.

In accordance with this desire, shortly after 2 o'clock an impromptu procession was formed and paraded the principal streets. Several American flags were carried and two fine looking roosters which appreciated the occasion by giving a clarion crow at intervals.

The procession was headed by the Seventh Regiment band and discoursed patriotic airs. The column was headed by C. D. Willard, T. E. Gibbon, John R. Newberry and Callaghan Byrne. A number of prominent citizens were in line. John F. Francis carried a flag, John F. Humphreys carried a banner, and F. K. Rule had a brown leghorn rooster. The parade was greeted with enthusiasm all along the line of march.

JONATHAN JOLLIFICATION.

Returning to the rooms of the Jonathan club there was a feast of reason and a flow of champagne. It was an impromptu affair, but perhaps for that very reason was blessed by real inspiration. The club room was filled with prominent business men and citizens of Los Angeles and all were in unison in expressing their satisfaction over the outcome of the harbor fight.

T. E. Gibbon, vice president of the Terminal railroad company, was the hero of the hour—in fact, was borne upon the shoulders of enthusiastic citizens from the street up into the club room. He was the figurehead of the demonstration at the Jonathan club, and he made a good one, too. There was no need of a formal toast-master, but many popular toasts to the occasion were offered and drank in sparkling champagne. The responses made by those who have been identified with the harbor question were clear, pertinent and forcible.

THE HERO OF THE HOUR

The principal speaker, by repeated requests, was Mr. Gibbon, who was equal to all demands, and by his eloquent remarks created much enthusiasm and applause. The substance of his remarks was that a few years ago five men, becoming convinced that the natural harbor for the incoming and outgoing commerce of Los Angeles, was at San Pedro, and therefore invested three millions of dollars in building the Terminal railroad, which they firmly believed would ere long be the terminus of another great continental railway system via Salt Lake. After repeated obstacles had been placed in their way in regard to the improvement of San Pedro harbor by the hand of the Southern Pacific, and a bitter fight with that great money power in congress, the result, so worthily worked for, had been obtained. He eulogized the members of the commission who had stood true to the people against the temptation of gold. He also paid a glowing tribute to Senator Stephen M. White, who was the staunchest friend of San Pedro harbor in the congressional fight. He extolled the senator for his stand in behalf of the people against the great railroad monopoly, when by so doing he was a loser financially and politically.

ADMIRAL WALKER,
President of the Harbor Commission

Mr. Gibbon also referred to the invaluable work done by Senator Perkins for San Pedro harbor and that the senator's speech in congress regarding the matter was most effective. The senator had said that with his forty years' experience on the Pacific coast and familiarity as a sailor and ship owner, with the entire southern coast washed by the great Pacific, he was firmly convinced that San Pedro offered the best advantages for a natural harbor between San Francisco and San Diego. There were seventeen other places along the coast as feasible for a harbor as Santa Monica, that if they would consent to Santa Monica's having an appropriation, San Pedro should receive what she asked, the verdict of a majority of the chamber was for San Pedro alone. Mr. Willard's remarks were fully appreciated by all present.

Ferd K. Rule, president of the Jonathan club, being called upon, made some appropriate remarks regarding the interest and sentiment of the club regarding San Pedro harbor and the general satisfaction felt over the victory.

J. F. Francis, who was also a noticeable figure in the jollification, in response to calls made some timely remarks regarding the important event and those who had assisted in its accomplishment.

CONGRESSMAN BARLOW

Congressman-elect C. A. Barlow, when called for, expressed himself in no uncertain way as favorable to San Pedro harbor. While he lived in the upper end of the district, he always had been and ever would be a champion of Los Angeles and her best interests, including San Pedro harbor. He pictured Los Angeles as the future great commercial metropolis of California and it would be his earnest endeavor to promote the interests of this city while a member of congress. In response to a direct question whether he would use his influence with the secretary of war in pushing the harbor work at San Pedro, he said that he would certainly do so. His remarks were warmly applauded.

Interesting remarks were also made by F. G. Teed and W. E. DeGroot of this city and Judge H. H. Rose of Pasadena.

Toasts were also offered to the press for their aid in securing the triumph of the people for San Pedro harbor, especial mention being made of the Los Angeles Herald and Times.

Telegrams were sent Senators White and Perkins at Washington of a congratulatory and appreciative character and the assembly dispersed feeling that they had given some expression to their sentiments over the great victory for San Pedro harbor.

Among those conspicuous at the impromptu celebration were T. E. Gibbon, J. F. Francis, Ferd K. Rule, H. Jevne, J. R. Newberry, L. E. Mosher, C. D. Willard, C. E. DeCamp, W. C. Patterson, Congressman Barlow, Freeman G. Teed, Nathan Cole, Jr., N. C. Carter, C. F. Sumner, W. E. DeGroot, W. E. Arthur and H. H. Rose of Pasadena.

A couple of very live roosters strung to the balcony of the club afforded but a faint indication of the jollification within.

T. E. GIBBON ADDRESSING THE JUBILATORS AT THE JONATHAN CLUB

THE PULSE OF THE PEOPLE

It Beats With One Bound on San Pedro's Success

Brief Expressions of Opinion From Leading Citizens on the Decision of the Commissioners

Mayor Snyder—The people of Los Angeles are to be congratulated that the great appropriation of $3,000,000 is available at last for a harbor in this vicinity. San Pedro should make an ideal harbor.

C. D. Willard—This is a great day in the history of Los Angeles. Such results come once in a lifetime. A great victory has been achieved; the people and a free harbor against individual interest. We are proud to be on the winning side; on the side that was firmly and consistently staid with from the beginning, seven years ago. It means everything for Los Angeles.

W. C. Furrey—This city is the business center of this southern country and will necessarily reap all the benefits to be derived from a deep water harbor. There is no doubt whatever about the Salt Lake road being built. It will pass through a rich mineral country and will direct business to our doors.

Major Klokke—I am glad to think that it is all ended; glad it was decided for San Pedro four to one. I hope work will begin at once.

Chief Glass—I have always been in favor of San Pedro and think that the decision will do a great deal for the city. With the harbor and the proposed Salt Lake railroad Los Angeles and this entire section will experience such a boom as has never before been known. Let the work be hurried along as fast as possible.

H. W. Frank—I am highly gratified at the result of the harbor commissioners' decision and feel that prosperity cannot be a stranger to our section when this great work is accomplished. San Pedro is the natural site for a deep sea harbor and the commissioners have but seen the matter in the same light as those of us who have lived here for years and know that the right spot has at last been selected.

W. J. Broderick, although previously an advocate of Santa Monica—San Pedro is a good place for a harbor and the building of the harbor will hasten the construction of the Salt Lake road. Business will no doubt revive.

D. W. Field of the Mutual Union Building association—I was inclined to favor Santa Monica, but have no doubt that Los Angeles will be benefited by the harbor at San Pedro.

Ben C. Truman—I was one of those who favored the appropriation for both sites. It will bring about the greatest boom this country ever had.

Councilman E. L. Hutchison—The decision of the commission is a great victory for the people. Now if congress will only take the matter up and start work as soon as possible, letting the contracts if possible in Southern California, it will furnish employment for thousands of men who badly need work. Times will improve at once and this section will experience an era of progress such as has never been seen before.

Dr. Ralph Hagan, police surgeon—Its the best thing that could have happened for this section of the country. Santa Monica ain't in it. I think it will give a great impetus to business in Southern California and prove of inestimable benefit to all.

Roy Steele, police secretary—I think it is a great victory for the people of Los Angeles county. The harbor has gone to the right place and everybody should now pull together for the building of the great seaport of Los Angeles.

Charles Moffat, chief of detectives—The decision pleases me very much. I have been in favor of San Pedro first, last and all the time. It is a great victory for the people and I am very glad that we have secured the appropriation.

George H. Bonebrake—It means the expenditure of the immense appropriation made by congress. It will be a splendid thing for the business interests of this city. I have no doubt whatever about the building of the Salt Lake road. The selection of San Pedro for the harbor must be the means of connecting the Terminal road with the San Joaquin valley road. The heavy owners of the Terminal road reside in the east, are men of influence and are right in the center of the financial circle. A deep water harbor will attract shipping to this southern coast, and it will greatly stimulate business in this section. The benefits that will be derived from this great enterprise can not be overestimated.

J. F. Humphreys—I always thought it would be San Pedro as it is the natural place for a harbor. I worked for it and am delighted to know the matter has been settled. The importance of this great public improvement can not be overestimated. It will have a tendency to direct capitalists in this direction, and will have an important bearing on all commercial interests. The mere announcement that the harbor matter has been definitely settled will draw attention of wealthy men on the outside to this section. It will boost along the building of the proposed road to Salt Lake, which will form the eastern outlet for the Terminal road.

Ex-Mayor Workman—The biggest thing in the history of the city. It marks a new era in the prosperity and progress of Los Angeles. The Salt Lake road will follow as a natural sequence.

Bixby Montgomery—It is a great thing for Southern California. The expenditure of $3,000,000, or any part of it, in this section at this time will result in untold good.

President Silver—Like every other good citizen I am glad that the harbor question is settled. I think that the commission acted wisely and their decision will be generally indorsed.

Gen. Charles Forman—It is a great thing for the city. While I always thought the decision would be for San Pedro, I am glad that it is settled and I hope that actual work will begin in the near future.

Councilman Nickell—We should all be glad that the question is settled. It is worth millions to Southern California and will be a great factor in our future progress.

Councilman Ashman—Always was a San Pedro man and am glad that my judgment has received such a high indorsement.

Councilman Toll—Don't see how it could be otherwise. Of course I am glad that the question is settled.

Councilman Mathuss—You bet I favor it. San Pedro first, last and all the time. The report is a matter for general congratulation.

FUTURE OF THE TERMINAL

T. E. Gibbon Talks of the Fight and Future Plans

The Salt Lake Railroad Will Shortly Materialize—Prophecies as to the Effect on Coast Trade

T. E. Gibbon, the vice president of the Terminal road, who was generally regarded the hero of the hour yesterday, was not too tired to talk last night, although he had spent "the day of his life."

"The Terminal road," he said, "was built originally to afford facilities to Los Angeles and open the future deep water harbor of Los Angeles at San Pedro to a line of transcontinental road which the projectors of the Terminal believed when they began their work would be constructed from Salt Lake to this city.

"The five-year delay in the definite location in the construction of the harbor, which was caused by the opposition at once arising upon its becoming apparent that the construction at San Pedro would attract another transcontinental road, caused the postponement of the building of the proposed line.

"Now that the harbor matter is definitely settled in favor of location at San Pedro, where it will be free to compel ing lines of railway, it would appear that the Salt Lake project would very shortly materialize. I have no doubt that this will be the case, and that before the harbor is completed the commercial interests of Los Angeles will be served by a third line of transcontinental railway which, having built at present prices for labor and material, will thereby be enabled to place products of California in the eastern markets at freight rates very much below those that at present can be obtained.

"In my judgment the building of a harbor at San Pedro and the Salt Lake railway will effect the prosperity of this town to a much greater degree than any one at present can anticipate. With these two influences added to those which at present make for her greatness, I confidently expect Los Angeles will become within 10 years the largest and most important city on the Pacific coast."

Amongst a shower of telegrams that Mr. Gibbon received yesterday, the following supplies a striking tribute:

"A great victory that would never have been won without your ability and perseverance. We all congratulate you.

"GEO. B. LEIGHTON, St. Louis."

THE ACT OF CONGRESS

Under Which the Harbor Commission Rendered Its Decision

The act of congress under which the harbor commission was appointed and which governs the matters in this case is as follows:

"For a deep water harbor for commerce and of refuge at Port Los Angeles, in Santa Monica bay, California, or at San Pedro in said state, the location of said harbor to be determined by an officer of the navy, to be appointed by the secretary of the navy; an officer of the coast and geodetic survey, to be detailed by the superintendent of said survey, and three experienced civil engineers, skilled in riparian work, to be appointed by the president, who shall constitute a board, and who shall personally examine said harbors, the decision of a majority of which shall be final as to the location of said harbors, it shall be the duty of said board to make plans, specifications and estimates for said improvement. Whenever said board shall have settled the location and made report to the secretary of war of the same, with said plans, specifications and estimates, then the secretary of war may make contracts for the completion of the improvements of the harbor so selected by said board, according to the project reported by them, at a cost not to exceed in the aggregate $2,900,000, and $50,000 is hereby appropriated, so much thereof as may be necessary to be used for the expenses of said board and payment of the civil engineers for their services, the amount to be determined by the secretary of war."

"Provided, however, that if the board hereby constituted, acting in this section provided, shall determine in favor of the construction of a breakwater at Port Los Angeles, no expenditure of any part of the money hereby appropriated shall be made, nor shall any contract for the construction of such breakwater be entered into until the Southern Pacific company, or the owner or owners thereof, shall execute an agreement and file the same with the secretary of war that any railroad company or any corporation engaged in the business of transportation, may share in the use of the pier now constructed at Port Los Angeles and the approaches and tracks leading thereto, situated westerly of the easterly entrance to the Santa Monica tunnel upon such just and equitable terms as may be agreed upon between the parties, and if they fail to agree, then to be determined by the secretary of war; and before any expenditure of the money hereby appropriated is made for the construction of a breakwater at Port Los Angeles, and Southern Pacific company or the owner of the tracks and approaches leading to said pier, shall execute an agreement and file the same with the secretary of war, that any railroad or transportation company or corporation desiring to construct a wharf or pier in Santa Monica bay may, for the purpose of approaching such wharf or pier, and for the purpose of constructing and operating the same, across the track or tracks, approaches and right of way now used by the Southern Pacific company under such regulations as may be subscribed by the secretary of war, and upon the payment of such compensation as that officer may find reasonable. Provided, further, that in the event said harbor is located at Port Los Angeles no greater royalty on the rock used for the construction of the breakwater than 12½ cents a cubic yard shall be charged, and the Southern Pacific company shall charge no more than ½ a cent a ton per mile for freight on rock transported over its road."

CABINET MEMBERS

Who Still Lack Information as to Their Portfolios

CHICAGO, Mar. 2.—Judge Joseph McKenna of California passed through Chicago today on his way to Washington, accompanied by Colonel H. I. Kowalski. Judge McKenna said: "It is undetermined yet whether I shall be attorney general or secretary of the interior. That is the exact status of affairs so far as I know. The matter will be determined by a conference which will take place within a short time after I get to Washington, and the public will know almost as soon as I."

"Are you not inclined to believe that you will be asked to accept the interior secretaryship rather than the attorney generalship?"

"Not at all. There is no more reason to believe one way than the other."

"The trusts and large corporations, as well as the people, are much interested to learn what the policy of the next administration will be."

"The policy of the members of the cabinet is largely as a whole determined upon by a council among themselves and with the president, and I would not say what the policy of the next attorney general will be."

"And of the interior?"

"I may make the same reply."

"What would you say of President Cleveland's reserve proclamation?"

"That matter has come up and has been settled since I left San Francisco. I imagine the order would not have such a disastrous effect upon the communities in the states affected as has been claimed."

LONG FEELS SURE.

BOSTON, Mar. 2.—Ex-Governor John D. Long today announced that he had accepted the navy portfolio in McKinley's cabinet.

Ex-Governor Long said to a representative of the Associated Press that, while his information on the subject was unofficial, he is safe in asserting that his name is slated for the secretaryship of the navy.

"I shall not go on, of course," he added, "until I am actually nominated or confirmed. I suppose the nomination will be made on Friday."

Adulterated Food

SAN FRANCISCO, Mar. 2.—Food Inspector Dockery has sworn to complaints against thirteen well known merchants, who are charged with selling adulterated food supplies. The health authorities will cause the arrest of all local merchants who sell impure food.

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TO TELEGRAPHIC NEWS

San Pedro wins the harbor fight.

The pugs at Carson put in a pleasant day; live bird shoot entries coming in rapidly.

England's Cretan policy outlined in the English commons and house of lords; Greece must withdraw her troops.

Attempted bribery of Kansas senators result in the prompt arrest of one offender and the issuing of warrants for others.

President Cleveland suffering from an attack of rheumatic gout which may keep him away from McKinley's inauguration ceremonies.

Judge McKenna not yet informed what portfolio he will hold; Ex-governor Long of Massachusetts expects to be secretary of the navy.

Major McKinley arrives at Washington and seeks the seclusion of his hotel; Vice-president elect Hobart, his wife and 16 trunks also come.

Congressional proceedings: The senate accepts the house amendments to the monetary conference bill, which now goes to the president. The house sits far into the night on routine business; President Cleveland vetoes the immigration bill.