

THE SAN PEDRO HARBOR.

Port of Refuge for the Ships That Will Carry Utah and Other Products Across the Sea and Which Will in Return Bring the Goods of Other Lands to Our Own Shores.

San Pedro harbor at the mouth of the Los Angeles and San Gabriel rivers, twenty miles from Los Angeles, is a natural harbor, running up from the sea to Wilmington, three or four miles inland, and for many years used by logging vessels, more especially in the lumber trade. It has needed and still requires much improvement, now under way by the general government.

Its trade has been variable since the commercial statistics of 1871, which show freight entered and cleared to the amount increased in 1888 to over \$52,000 tons. It has not been so great since, pending the improvements being made.

OUTER HARBOR.

Before the choice for the outer harbor of refuge had been made, and this was the result of many years' bitter contest between the people of Los Angeles and the Southern Pacific Railway, and as far back as 1871 the government had undertaken some improvement of the inner harbor. These comprised the building of two jetties, one a single timber and stone breakwater 6,700 feet long from the western end of Terminal Island to Deadman's Island, and in the

period covered from 1871 to 1896 a total sum of \$953,000 had been spent. This has resulted in deepening the entrance to the harbor from 115 feet to 15 feet at mean low water, and, in vessels at high tide of 18 to 19 feet depth. Thus, however, and although in turning, as the channel of sufficient depth is narrow, and the further improvement of the harbor is imperative. The surveys and estimates for making it one of the best in the world have been made by the corps of engineers under the direction of Capt. James J. Fowler, whose recommendations have not yet been fully approved. The board of engineers of 1892 concluding its report on the location of a deep water harbor on the Southern Pacific coast commented as follows: "If a safe accessible and convenient harbor for deep draft vessels existed on the southern coast, those (the railway lines) converging at Los Angeles would appear to be the most favorable lines for the transportation of Asiatic and Australian commerce."

Considering, therefore, the probable needs of commerce in the near future, the board is of the opinion that the proposed deep-water harbor is of high national importance, and well

worthy of construction by the general government."

CONGRESSIONAL APPROPRIATION.

Pursuant to this recommendation Congress has appropriated \$2,900,000 to be spent in building an outer breakwater. This work is now going on. It comprises the building of a random stone substructure nearly 8,000 feet long, 200 feet wide at the bottom, sloping naturally to a width of 38 feet at mean low water level, from which the superstructure, of regularly shaped rock will rise in steps to a height of 14 feet, being 50 feet wide at the top. This will carry it to a height of 7 feet above the extreme spring tides, and necessarily about 50 feet from the bottom of the substructure. The superstructure will be protected at each end by a solid block of concrete 40 feet square.

THE BREAKWATER.

When completed the outer breakwater will afford a channel twenty feet deep one square mile, sufficient for the assembling in safety of any probable fleet that could need it; and it will furnish a safe anchorage to the extent of about one and a half miles.

The inner harbor, when fully improved will have double that area, will be perfectly protected, and will have nearly six miles of water front, making it one of the world's greatest ports.

COST OF DREDGING.

The cost and labor of dredging and constructing the inner harbor, which will require a long time to complete, is so great (over two millions of dollars) that the engineers have made estimates for a part of the work, and recommends that it be so arranged that immediate and constantly increasing benefits might be realized as the general work proceeds. At a cost of about half a million dollars a channel twenty feet deep and four hundred feet wide from the ocean to the lower end of the wharfs, and a turning basin sixteen hundred feet in diameter, between the wharfs and the lower end of Mormon Island can be dredged to the depth of twenty-four feet. Besides this and included in the above estimate of cost, the present jetties can be repaired and made durable, being extended so far as to insure a channel over the bar 200 feet deep at low tide, and consequently creating a harbor of sufficient capacity for any business that might be expected within the time of its construction, which will be three years.

SHIPPING PORT FOR UTAH.

That this work will be authorized by the next Congress is fully expected and it will be in actual construction while the Los Angeles & Salt Lake railway is being built. So by the time this line reaches the sea the State of Utah will have a shipping port to the markets of all the world.

The importance of this great improvement the cost of which seems so small, cannot be fully estimated. To what proportions the trade it will develop may reach only the greatest minds in the world of manufacture and commerce are capable of foreseeing. To others it appears as a dream. As affecting the intermountain commerce the opening of this harbor and the construction of the Salt Lake line of railway will create another Pittsburg in Iron county, Utah, as near to the tides of the Pacific as the great iron works of Pennsylvania now are to the ports of the Atlantic ocean. There is as much iron ore and coal there, upon which to base this exportation. Back of it, from the mountains of sand, stone, granite and marble, of sulphur, gypsum and asphalt, of coal and copper, lead, silver and gold a stream of wealth will forever flow to swell the magnificent commerce of the Pacific; moreover, "When the salt of the earth hath lost its savor," and the cry goes forth, "Wherewith shall I be salted?" obviously the answer will be through the port of San Pedro, from the Great Salt Lake, upon whose shores the genial smile of the Sun god crystallize a million tons a year of salt. Los Angeles & Salt Lake Railway at thirty cents a ton.

STORY OF SELECTION.

The story of the selection of San Pedro in preference to Santa Monica

for the deep water harbor on this coast of California is one of intense interest. It has been capitally told in a brochure by C. D. Willard, former secretary of the chamber of commerce.

Without going into it exhaustively, it is difficult to show the full merits of the contest over this harbor site. Mr. Willard's book is a complete history of it, written so entertainingly that it reads like a novel. That the Southern Pacific Railway had acquired exclusive interests at Santa Monica and could probably largely control the approach was sufficient reason for Mr. Huntington to desire that location for the harbor in preference to San Pedro. The latter, however, was the site approved by every government engineer and every board of examination that had been appointed by Congress to report upon the subject. The people of Los Angeles were divided upon this question. The Southern Pacific has followers and friends by thousands. Then there are thousands thoroughly alive to the importance of having a sea port that should be equally approachable by all railway lines that could desire to reach it, and knowing the bane of a railway monopoly, as but few communities could know it, these resolved that the merits of the better harbor and the freer port should not be set aside in favor of the creation of one that should be in the exclusive control of one great company. For years this contest was waged. It was carried to Washington and the brightest minds of Southern California were employed in it. Finally an appropriation large enough to insure the outer harbor of refuge was made by Congress, \$2,900,000. It was supposed to have been secured through the efforts of the Huntington party, and that the money should be spent at Santa Monica. But before the bill finally passed, the United States Senate, the friends of San Pedro through the indefatigable labors of Senator White, ably assisted by local committees sent from the Los Angeles chamber of commerce, and by the influence of the Los Angeles Times a provision was attached to the appropriation requiring that the money should be spent at the point on the coast that still, and other special board of inspectors should finally decide. This most unusual course was taken, and resulted in the selection again of San Pedro, and after the statutory tactics of the war department influenced, it was supposed by Mr. Huntington, who as a fighter for what he considered to be his interests, had few equals. The contract was let and work upon the great breakwater actually begun. This was the occasion for a celebration, and Los Angeles made the most of it.

An excursion, a parade and banquet, the Times placed on the corner of its office building; fireworks and much jubilation were features of it.

That all this interest and happiness over the narrow little estuary running from the sea into Wilmington bay signifies more than the single achievement, one can but believe. It is prophetic of a future benefit, that is little dreamed of today. In the commerce of the Pacific, the harbor that has been begun at San Pedro, is surely destined to become known as one of the great ports of the world.

TERMINAL ISLAND.

The Terminal Railway company that has just passed into the new Los Angeles & Salt Lake Railway company, owns or controls what used to be known as Rattlesnake Island, a long, serpentine sand bar running down from the main land between the San Pedro bay and the sea, which has been still further lengthened out by the government jetty, to a connection with Deadman's Island.

Terminal Island is to be the Mouth beach of the Pacific. It is beautifully situated upon the shore, with an ocean front of hard, white sand that affords surf bathing the year round. The view of the great San Pedro bay and thirty miles away of Santa Catalina Island is superb. A summer hotel and many fine cottages are already erected there, and others are projected. As the seashore terminus of the new railway, this will become one of the most famous and beautiful sea side resorts in the world. It will be the winter seaside home of many Salt Lake people, as it is now the summer home of Los Angeles. The sweep of the railway through the beautiful little town of Long Beach—the Chatsworth and Ashbury Park of this coast—and the ride along the shore is indeed very beautiful.

Only one hour from Los Angeles—the same time that Seabright is from New York—only a night and a day from Salt Lake—the terminal of our great railway, it will be the place of union and much delight for the joy of saints and angels yet.



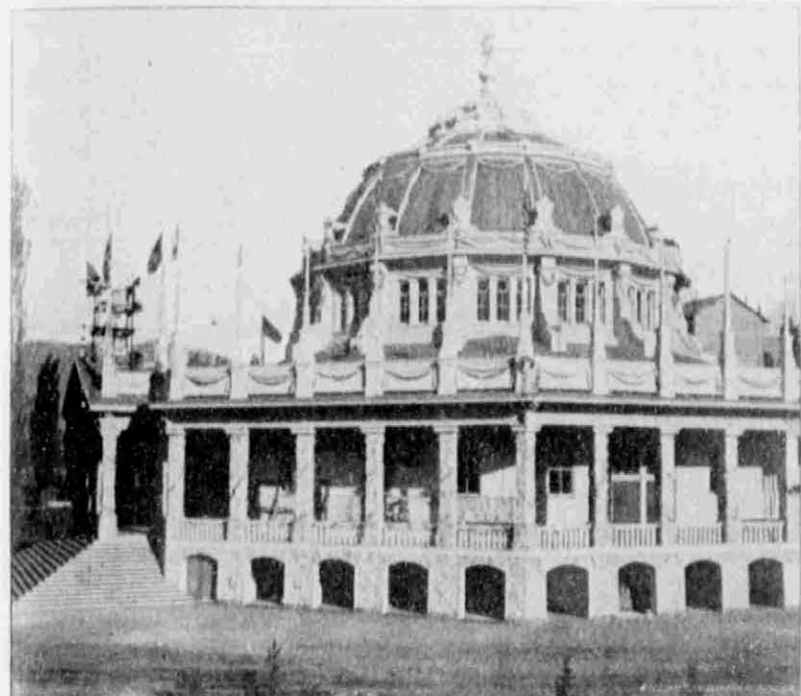
BEAUTIFUL SALT AIR.

The Saltair Beach Pavilion, built on the waters of the Great Salt Lake, nearly one mile from the shore, is one of the most magnificent structures of the kind in the world. Its foundation consists of over 1,200 ten-inch piles driven into the bottom of the lake, which, at this point, is from two to five feet in depth. The fact that this immense structure was erected by Salt Lake capital at a cost of over \$350,000 is sufficient evidence to prove that the citizens of this community are exceptionally enterprising and progressive.

Saltair Pavilion covers an area of 1,215 feet by 355 feet and the top of the main tower is 130 feet above the surface of the water. The style of architecture is Moorish and the dome-shaped roof is almost a counterpart of the roof of the famous Salt Lake Tabernacle. The upper floor is conceded to be the largest enclosed dancing area, without the support of columns or pillars, in the world, and it is very easy for a thousand couples to glide over its smooth surface at the same time without being crowded.

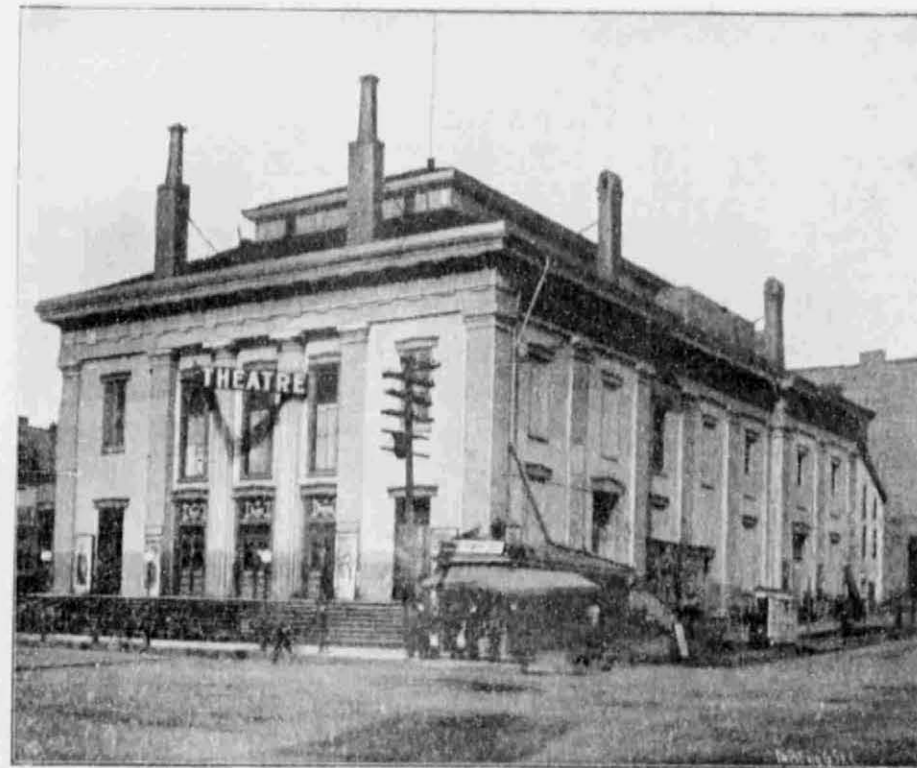
Extending from the two sides of the main building, out in the lake are the bath houses of which there are 720, each being fully equipped with a warm shower bath and a complete toilet. From the passageway between the long rows of bath rooms there are several flights of stairs leading down to the lake, and when the bather is once in the water and lying on his back, floating on the surface of the brine, without any effort whatever, it is a sensation that must be realized to be appreciated.

During the summer season Saltair Beach is the most popular resort in the west and every day thousands of people from almost every part of the world may be seen floating on the crest of the waves of the Great Salt Lake enjoying a bath the like of which is not to be had at any other bathing resort on this continent. In addition to the bathing there are numerous special attractions provided for the amusement and entertainment of the visitors and patrons of this great resort. A visit to Salt Lake City without spending at least an afternoon at Saltair is incomplete.



UTAH'S FAMOUS SALT PALACE.

One of the most popular places of summer amusement in the western country is the famous Utah Salt Palace, located in Salt Lake City. It has been in existence but a few seasons. During that time, however, it has secured a strong hold upon the people. Connected with it is an immense indoor bicycle track which during the semi-weekly meets attracts tremendous crowds, and where numerous world's records have been broken, not a few of them by Salt Lake wheelmen. The management also conducts regular theatrical and vaudeville performances. The surroundings are exceedingly picturesque and the grounds well kept.



BRIGHAM YOUNG'S HISTORIC PLAYHOUSE.

The above picture represents the old Salt Lake Theater erected by President Brigham Young and first opened on March 8, 1862. The attraction was "The Pride of the Market" and "State Secrets." Since then the house has been occupied by nearly every one of the foremost actors and actresses of the times, and in spite of the fact that it was built long before any railroad penetrated Utah, it remains today the equal of many of the first class theaters of the country; its acoustic properties are especially fine. It is the only high grade theater in Salt Lake and all the first class attractions sent out from New York play there. The property has changed hands several times since it was originally built, but it is today owned by a company of which Hon. Heber J. Grant is the president, and George D. Pyper the manager.



DESERET NEWS BUILDING.

The Deseret News, whose new home, now in course of construction, is shown above, is one of the oldest papers in the United States, having been founded by Brigham Young in 1850. When the "Mormons" crossed the plains in 1847, they carried with them a small press and printers' outfit, and the first number of the "News" was issued at Salt Lake, June 15th, 1850. The new building will be six stories high, and fitted with all the most modern appliances, including six Mergenthaler Linotype machines. The "News" prints three issues, daily, Saturday and semi-weekly, and has for its constituency the "Mormon" population of the entire west, numbering over a quarter of a million people. Charles W. Penrose is editor of the paper, and Horace G. Whitney, business manager.



LION AND BEE HIVE HOUSES.

Conspicuous among the houses of interest in Salt Lake City are the Lion and Bee Hive residences, erected by President Brigham Young, as shown in this illustration, the former upon the left, and the latter upon the right. Today the Lion House is temporarily occupied by the Latter-day Saints' college, pending the erection of the permanent home of that institution of learning. The Bee Hive House is now occupied by President Snow, the President of the "Mormon" Church, while the buildings intervening between that and the Lion House constitute the office of the First Presidency. The Lion House was given its name from the fact that a fine specimen of the king of beasts, chiselled from mountain stone, finds a prominent resting place over the front portico of the structure. The Bee Hive was the name conferred upon the other on account of a mammoth wooden beehive surmounting the tower-like structure, which is barely visible between the tree tops as shown in the accompanying cut.