

SAN PEDRO THE HARBOR CITY



ISSUED BY THE

Board of Trade of San Pedro California

STLVESTER GWALTNEY,
President

FRANK BURNS,
Secretary

*The City of San Pedro is twenty miles south of Los Angeles.
Southern Pacific Ry. (the direct route) runs 6 trains daily.
Salt Lake Route via East San Pedro runs 8 trains daily.
California Pacific Ry. (Traction Co.) Electric cars every hour.
Pacific Electric Ry. to be built soon.*



REGISTERED
COPY



THE approach from the sea is clear and free from danger. The distance from Point Conception to San Pedro is 120 miles, for all coasting trade coming from the north, and the principal trade along this coast now, is the coasting trade with San Francisco and northern ports."

"If a foreign trade is developed at the Southern California deep water harbor, this trade must approach the harbor either from the open sea or from the south, coming around Cape Horn, or through the Isthmian Canal."

"Its western boundary is distinctly marked by Point Firmin, while its eastern limit is somewhat indeterminate; it is, however, practically not more than 12 miles wide and less than 5 miles deep. The heaviest undulations of the ocean, which might otherwise reach San Pedro from the southward from almost unlimited ocean distances, are first impeded in their northward progress toward the coast by the shores of San Clemente Island, approximately 20 miles south of Santa Catalina Island. This last-named island, the nearest point of which is 18 miles from San Pedro, acts as a more or less efficient barrier to storm waves generated far out to the southward. San Pedro Bay is protected on the west by Point Firmin and San Pedro Hill. It is protected on the north and northeast by the general shore line."

"The entrance to San Pedro Harbor is an artificial channel between jetties 700 feet apart, the opening facing the southeast and being a little east of Point Firmin."

"The Harbor, as now utilized, extends 9000 feet from the mouth of the jetties to the lower end of Wilmington Lagoon, a tidal flat basin having a high-water area of about 2 square miles."

—Extract from Report of U. S. Govt. Board of Engineers.

We Sail—

*adown
the mystical
"Straits of Anian"
from
Pt. Conception
to where
—A magic Isle
"like some
sleeping monster
adrift
out at sea,
a mountain range
twenty two miles long
a bit of
Southern California
anchored
off shore"
—A nature's breakwater
is set in front of
the Gibraltar
of our
Mediterranean
that guards
the Harbor of
the Naples of
our Italy.*



Here—

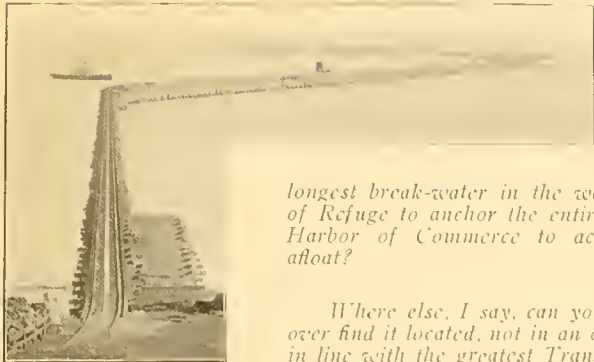
*Nature
did her best
and
the Government
did
the rest—
to make
San Pedro
“The Harbor City”
of the
Great
Southwest*

THE act under which this Board is appointed provides for a deep-water harbor for commerce and of refuge. Under the provisions of the law, a deep-water harbor is understood to be a harbor which can be used by vessels of the deepest draft. Merchant vessels drawing from 26 to 28 feet are now common, while steamers have been built which, when fully loaded, will draw 30 feet, or even more. The deepest draft of any vessel in the United States Navy exceeds 27 feet, while some foreign naval vessels draw fully 32 feet. In view of these facts, it would seem that a deep-water harbor must be one which will safely accommodate vessels drawing at least 30 feet."

"The provision that it shall be a harbor for commerce is understood to mean that it shall be a harbor in which vessels can load and discharge cargoes in convenient proximity to suitable facilities for storage and for interchange between land and water transportation. In many ports of the world this work is done by the aid of lighters while the ships lie at anchor, a slow and expensive method, which can no longer be considered satisfactory. A deep-water harbor for commerce should be such that the deepest ships can come alongside quays or piers, where they can lie quietly during rough weather to receive and discharge their cargoes, and where proper facilities for docking and repairs may be afforded."

"The provision that it shall be a harbor of refuge is understood to mean that it shall be a harbor which all classes of vessels can enter in stress of weather, without waiting for tides, and where they can anchor in safety at all times. The depth of water in the proposed harbor of refuge must be such that the largest ships can safely ride at anchor within its limits, swinging over their own anchors without danger."

—Extract from Report of U. S. Harbor Commission.



*A Mammoth Question
Mark—Almost Two
Miles Long!*

longest break-water in the world, and be able in its Harbor of Refuge to anchor the entire fleet of any nation, and in its Harbor of Commerce to accommodate the largest vessels afloat?

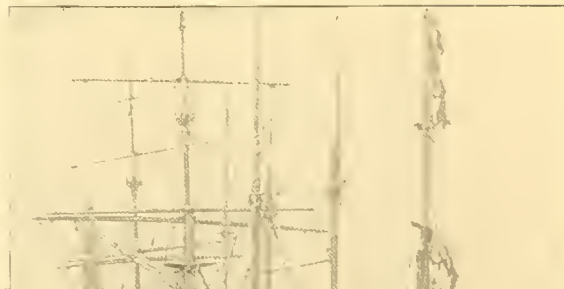
Where else, I say, can you find such a harbor, and moreover find it located, not in an out-of-the-way place, but directly in line with the greatest Trans-Continental, Inter-Oceanic and Isthmian routes of transportation and traffic on the face of the globe, which centre here by easiest grades and shortest routes and safest ways?

Where else, I say, can you find such commercial advantages—Yea! such commercial imperatives! and be able to stand on vacant lots and unimproved property for miles along such a harbor and cast a stone into its placid waters?

It is a most amazing wonder that such conditions exist in the face of all these manifold and unprecedented proofs of future greatness.

This is precisely the situation at San Pedro Harbor today.

WHERE else in the world can you find—the only naturally protected Deep Water Harbor on 600 miles of coast, upon which a government is expending three million dollars to perfect, and half as many millions more to improve, and which when completed, will have the



City and Inner Harbor, from Southern Pacific Wharf.

Because—
San Pedro
offers
naturally
favorable approaches
from the sea—
Easy grades
by way of land—
Availability
as a
Harbor of Refuge—
Capacity
as a
Harbor of Commerce—
Convenience
of exchange of
traffic between
land and
water transportation—
Abundant
warehousing and
storage
facilities.

AT SAN PEDRO, warehouses or storage yards can be provided back of the bulkhead line for the whole length of the harbor, in the most convenient possible position for landing and handling cargoes; practically this is now done in the lumber yards in the upper part of this harbor. In this respect San Pedro has decided advantages."

"Railroad tracks now exist on each side of this harbor, and these could be extended along the whole water front."

"Accommodations for maintenance and repairs of vessels have not been given the attention in American ports that they have received abroad. This is probably due largely to the fact that a considerable portion of our coastwise trade is still handled in wooden vesels, which require comparatively little attention. The foreign trade, however, now almost entirely handled in iron ships and steamers, and the coasting trade will eventually be handled in the same class of vesels. These iron ships foul rapidly, and should be taken out of the water and cleaned at least twice a year. It is the English practice to have at least one, and frequently several, dry docks in every important port. Opportunities for works of this class are afforded on the edge of Wilmington Lagoon, in positions where there will be abundant room on shore for machine shops and other accessories.

"Considered as a deep harbor for international and foreign trade, the advantages which San Pedro has for handling traffic and for approaches by land and sea are great; considered as a harbor for the coasting trade, the facilities for handling outweigh the disadvantage of greater distance from northern ports; considered as a harbor of refuge, the location at San Pedro is likely to be used more than the others, though the difference may not be great; considered with reference to future enlargement and extension, San Pedro offers much greater possibilities."

—*Extract from Report of U. S. Harbor Commission.*



San Pedro and Inner Harbor.

out into the sea, like they do along a low coast beach, but, are divided by, or blown high over the Palos Verde Hills, and driven inland across the valleys, leaving San Pedro to enjoy more bright sunny days, and a warmer and more equable temperature than any other place on record.

For grandeur of view, it rivals Point Loma, which by the way is in plain sight, and, rising beyond, are the mountain ranges in Old Mexico. The snow-capped Sierra Madres, fifty five miles inland, here form a perfect crescent, inclosing the world's garden spot of Southern California, the metropolis of Los Angeles, and San Pedro, the Harbor City of the Great Southwest.

THE casual visitor to San Pedro is not immediately impressed with the really beautiful situation of the city—for the business portion is grouped, crescent shape, down by the water front, and the handsome residence portion including the great outlying mesas back of the bluffs, are not seen from the wharf landings or the depots.

One might come and go a thousand times and never realize, that back of these high bluffs is over 2000 acres of level plateau stretching away to the Palos Verde Hills.

Here is the most picturesque and delightful location for a great city of any point on the coast—affording as it does, residence sites on the hills, overlooking this vast, easily graded plateau, destined to become the “down town” business district of San Pedro.

As for climate—the clouds and fogs never hover here on this protected peninsular plateau, stretching as it does far



Bathing Scene, East San Pedro.

“It is

a case
where
even
one man
and
the
geography
would be
a majority”
for
the
future greatness
of
San Pedro
“The Harbor City”

THERE are many people still smitten with surprise that harbors generally happen near cities—the bigger the city, the better the harbor, and that there the ships are gathered together. By a like providential coincidence, the easiest grades pursue railroads.

So many and so greatly larger prophets have foretold the Pacific the coming theater of the world's activities that only sheer impudence could here insist upon it with the detail of an inventor. At present I desire to suggest this ocean merely as a facility for getting somewhere—almost anywhere, in fact, since it is a spacious way. And the relation of the Pacific Ocean to the world's imminent commerce once grasped, it is not far to begin to discern the relation of our Pacific Coast to the Pacific Ocean. Yonder is the stage upon which the world's chief drama is to be played. Here, so far as the leading lady (we trust) is concerned, is the stage entrance. Here is our door to India, China, Japan, Australia, the South Seas, the west coast of South and Central America, and Mexico and Alaska—in fact, to the richest of the Old World and the New, with a tolerably overwhelming majority of the world's population and productivity, and a range in each to which human knowledge writes not one addendum. This in itself might suffice to justify some more sober consideration of our outlet.

—Chas. F. Lummis, “The Right Hand of the Continent,” published in June, 1902, number of “Out West.”

Deep Sea
Divers.





Population 3500. Doubled since Census of 1901.

Public Library In its own building.

Public Schools. Three Buildings, twelve teachers. Five hundred and nine scholars enrolled. Increase 28 per cent over last year.

Two Electric Light Companies.

Two Water Companies.

Fire Department.

Gas Company.

Churches.

- Catholic,
- Episcopalian,
- Presbyterian,
- Methodist,
- Scandinavian
- Methodist,
- Peniel Mission,
- 7th Day Adventists,
- Christian Scientists

Biological Station of the University of California.

Marine Gardens abounding in most prolific forms of sea life in the world.

First Wireless Telegraph Station ever established for communication on any coast, was established here Aug. 2, '02, between San Pedro and Avalon, Catalina Island.



To—"one man and the Geography, as a majority" for the future greatness of San Pedro, "The Harbor City"

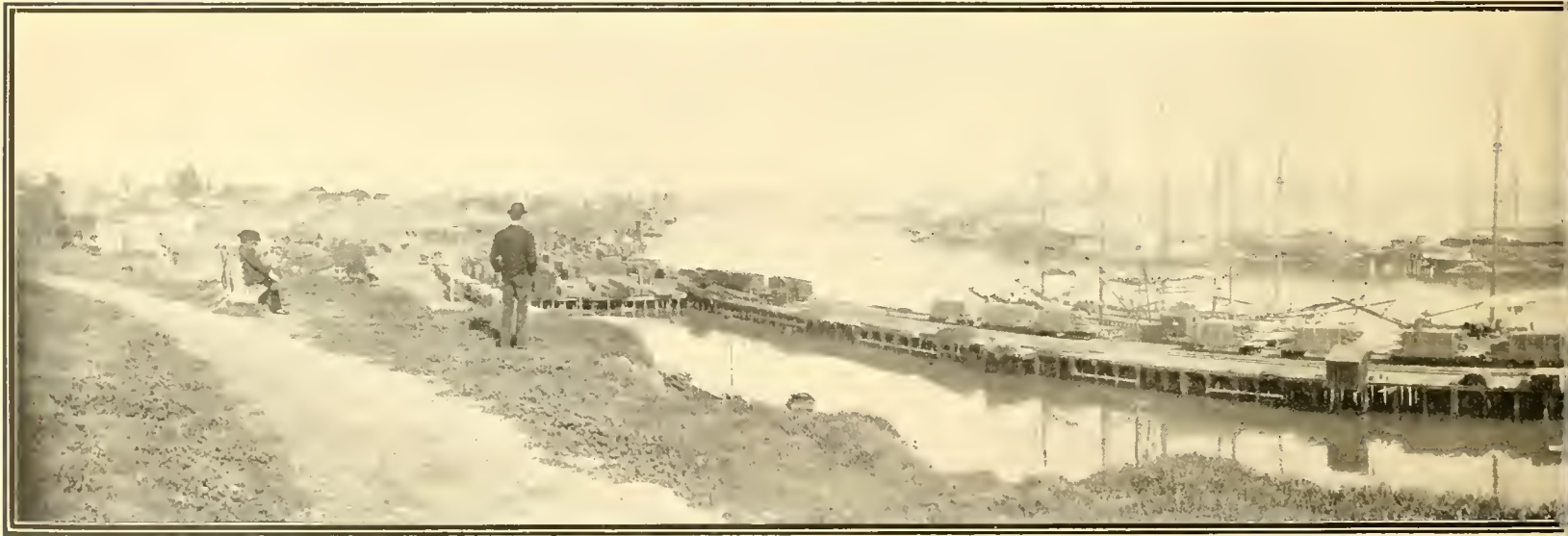
LUMBER

INCREASE OF 300% IN FIVE YEARS.

100,000,000 feet of lumber discharged at this port in 1897.

300,000,000 feet of lumber discharged at this port in 1902.

300,000,000 feet of lumber @ 15,000 feet to car, makes 18,000 carloads of lumber, or 900 trains of 20 cars each, mal



VIEW FROM THE PLAZA OF THE INNER HARBOR, OR HARBOR OF

Vessels Seven Hundred and Eighty-nine Pacific Coast steamers and lumber vessels entered port in 1902 (exclusive of local craft and fishing vessels and the Catalina Island passenger steamers, one in winter season and three in summer season, which make daily trips, carrying about 100 passengers each on the average).

Passengers The half year, July to Dec., 1902. Total, 35,302. Inward bound, 18,144; outward bound, 17,158.

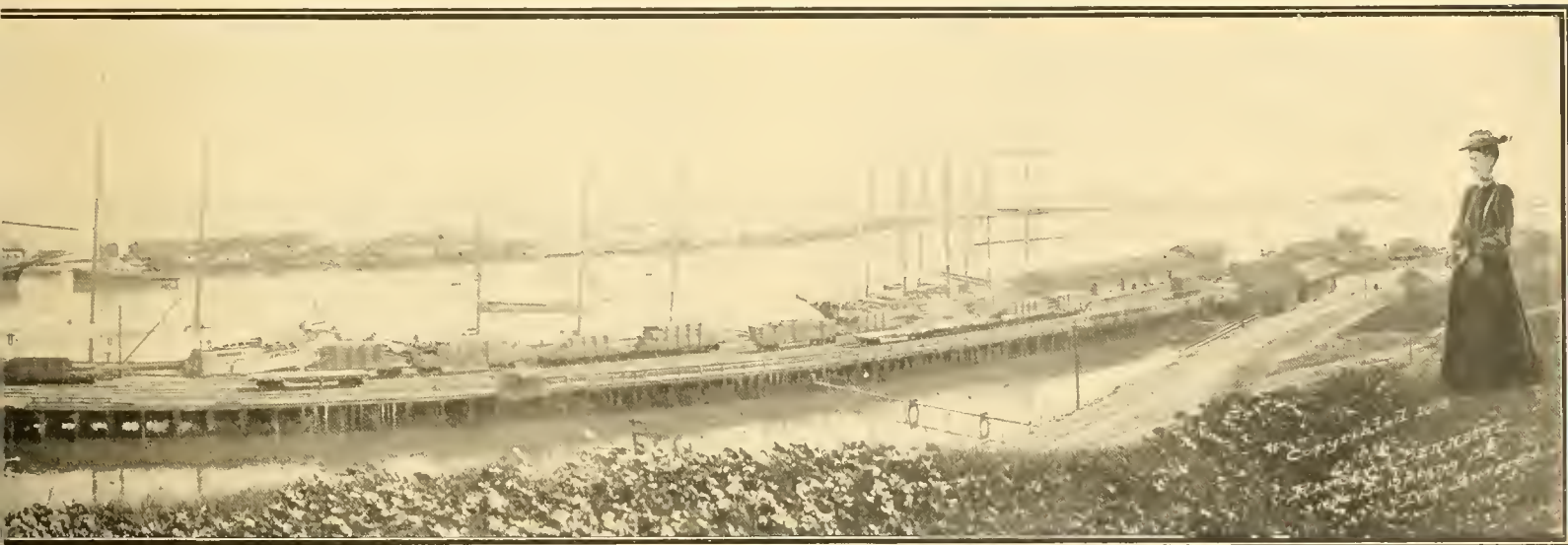
Add—the evidence of the “Port Entries” of the United States Custom House Reports

RECEIPTS.

INCREASE OF OVER 40% OVER 1901.

“Making this port rank next to San Francisco in lumber receipts, and a like increase next year will put San Pedro, ‘the Harbor City,’ the first lumber receiving and shipping port on the Pacific Coast.”

about 3 trainloads of lumber for every working day in the calendar, or 8 carloads an hour every day in the year.



COMMERCE OF SAN PEDRO, CALIFORNIA, “THE HARBOR CITY”

Merchandise Miscellaneous freight and merchandise, 120 carloads. Harbor receipts doubled in 1902 over 1901.
Fresh Fish Shipments. 2,000,000 pounds for the year 1902. Inward bound increase over 1901, 33%.
Outward bound increase over 1901, 40%. (Inward bound shipments cover fifteen States and Territories, reaching from Utah on the north to Iowa and Tennessee on the east and Mexico on the south.)

To—

*“one man
and the geography
as a majority
for the
future greatness
of
San Pedro
“The Harbor City”*

Add—

*Two
trans-continental
Railroads
by
easier grades
and
shorter routes—
Never
obstructed by
ice
or
snow!*

WHEN Los Angeles, ten years ago, first presented its claims for the construction of a great sea-wall at San Pedro, it was in order that the work begun by nature might be completed in the making of a port for the commerce of the Orient, a large portion of which should by the operation of the inevitable laws of trade gravitate to this region. It was that the cotton of the South and the hams and bacon of Kansas and the fabrics and machinery of the East might find their way, by easy grades and cheap transportation to the Pacific, where they would join with the shipment across to the countries of the Orient; and that in return should come the silks and tea and rice and the handiwork of the East to be distributed over the same route back into the center of the nation. Many times in the struggle was the question to be met: “What need has Los Angeles for this harbor?” to which the answer was always given: “It is the United States that needs it.”

The Oriental countries of China, Japan, British Australasia, Corea and Siberian Russia, the Phillipines and the French and Dutch East Indies, lie nearer to the United States by a thousand miles or more than they do to Europe. These countries contain over 800,000,000 of population, and their area exceeds that of Europe and the United States combined.”

“Commerce, like most natural forces, will follow the line of least resistance, and there enter, as material factors in the railway end of the calculation, questions of distance, grade, snow, and, sometimes, most important of all, opportunity for competition.”

—Extract from “The Free Harbor Contest” a National Issue, by Chas. Dwight Willard.

CITY BANK OF SAN PEDRO



Two Banks. "State Bank" and "Bank of San Pedro."
Deposits more than doubled last year.
1901, \$120,000; 1902, \$333,000.
A third Bank, the First National, being organized.

Lumber Companies. 5 lumber companies own wharves of their own.
8 Los Angeles Companies receive lumber here.
3 Los Angeles Box and Furniture Manufacturing Cos.
4 Railroad Companies receive ties, piles, etc.
All inland consignments for Southern California, Arizona, New Mexico.

Planing Mill. One of the largest on Pacific Coast, milling 3,000,000 feet a month. 1500 feet front wharfage.
Can discharge 8,000,000 feet lumber a month.

- South Coast Yacht Club.*
- U. S. Government Lighthouse.*
- U. S. Custom House.*
- U. S. Marine Hospital Service.*

Boating, Fishing, Bathing, unexcelled.



San Pedro Planing Mill and Electric Railway Double Track to Los Angeles.

To—

*“one man
and the geography
as a majority
for the
future greatness
of
San Pedro
“The Harbor City”*

Add—

*the significance of
\$3,000,000 Government
breakwater
\$1,000,000 Inner Harbor
Improvements.
\$1,500,000 Government
Dry Docks.
\$2,500,000 private cor-
poration improvements.
\$ 500,000 Public Im-
provements and building.
\$1,500,000 annual wage
pay roll of the
laboring man.*

\$100,000 building improvements during year 1902.
\$125,000 business blocks to be built this year.
45,000 street work completed.
130,000 street work under way, grading, sidewalk, curbing, etc.
125,000 storm drain.
\$ 60,000 monthly wage pay roll of 700 laboring men, distributed weekly in San Pedro.
81,000 wages paid 0780 sailors from June to December, 1902, 90% of the sailors making this port are paid off here.
3,000 per month increase of wage pay roll on account of improvements of inner harbor, begun February, 1903, giving employment to half a hundred men.
50,000 per month increase wage pay roll of 600 additional laboring men on account of following improvements by private corporations and rail-ways.
\$300,000 new planing mill and wholesale lumber yards inside next six months for Southwestern Lumber Co., representing the Blinn interests in San Pedro.
60,000 on remodeling old and adding new wharf South California Lumber Co.
25,000 600-ft. wharf and new cannery, Cal. Fish Co.
1,500,000 of the Huntington millions to be expended inside next six months for mole and wharf, 1000 ft. wide to 5-fathom water line in outer harbor for wharfage and terminal purposes of Pacific Electric Ry. interests.
\$200,000 extending switches, making improvements of the 14-mile yard and wharf track of the Salt Lake Ry., including 900 ft. new wharf under construction (300 ft. for Crescent Wharf & Storage Co.), 1,000 ft. more wharfage to be built this summer, also new depot.
500,000 being spent by Southern Pacific Ry. in improvements, 2,400 ft. new wharfs and bulk heading to be completed inside six months.



Looking Out to Sea from Inner Harbor.

Ship Yards. Built Hermosa, New Warrior, Cricket.

Sardine Cannery. Only genuine one in U. S.

Lobster Cannery, running day and night.

Abalone Cannery, supplying Japan, China and U. S. trade.

Eight Fish Companies.

Ice Plant.

Bottling Works.

Salt Works.

Oil Industry. Increased sale of oil as fuel for ocean-going vessels, that used to burn Portland and Seattle coal, has made it profitable for the Standard Oil Co. to erect two large stationary tanks, which are kept full at all times.

Pipe Line To bring oil for fuel from Great So. Cal. Oil Wells direct to San Pedro for consumption by manufacturing plants will add great impetus to locating manufactures here.

To —

*“one man
and the
geography as a
majority for
the future greatness
of
San Pedro
“The Harbor City”*

Add —

*the significance
of the completion of the
Nicaragua Canal
placing N. Y.
4500 miles by water
at 9-10 of 1 mill per ton
freight rate per mile
or about \$4.50
At present
3500 miles by rail
at 5 or 6 mills per ton
per mile, or about \$18.00
freight rate*

BY FAR the most important aspect of this subject is its relation to the probable future development of the deep-sea commerce of the country. Heretofore the Asiatic trade has naturally gone to San Francisco. Two through lines, the Southern Pacific and Santa Fe systems, cross the continent from Los Angeles at much lower elevations than the northern lines, and also connect the Pacific with the Gulf of Mexico, and their operation is never obstructed by snow or ice. If a safe, accessible and convenient harbor for deep draft vessels existed on the southern coast, these would appear to be the most favorable lines for transportation of Asiatic and Australian commerce. With the completion of the Nicaragua canal, commerce will be principally transported by steam vessels, which will seek the nearest, favorable and convenient port from which their freight can reach the markets. A deep-water harbor on the southern coast would thus receive the Asiatic and Australian freights for shipment, accommodate a large part of the commerce passing through the Nicaragua canal and finally furnishing a port of shipment and supply not only for the productive territory in its immediate vicinity, but also the great interior reached by the southern railways beyond the mountain ranges.”

“Considering, therefore, the 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 government.”

—Extract from *U. S. Govt. Engineers' report on Locating a Harbor at San Pedro.*

*Drying
Abalones*





Bank of San Pedro.

Moreover, all manufactured stuffs and implements from as far west as Chicago can be shipped to New York and brought around by water cheaper than to be sent direct through by rail. All raw material and products as far east as Utah and New Mexico can be freighted here by rail and shipped around to New York by water cheaper than direct by rail.

Electric Lines.

California Pacific Railway (Los Angeles Traction Co.) completed; thirty minute service to Los Angeles. Pacific Electric Ry., to be completed this season to its own terminal wharf to handle steamship and passenger traffic.

Railroads.

Two: Southern Pacific and Salt Lake Routes. Two more now seeking San Pedro as harbor terminus.

Steamship Lines.

Wilmington Transportation Co. Steamers. Merchants' Independent Line Steamers. Pacific Coast Steamship Co.

Nicaragua

The time for freight by water would be ten days. *Canal Route* 25,000 car loads of oranges produced in Southern California annually could be thus laid down in New York in approximately the same time and for less than half the money, and the steamship companies still make 100 per cent profit.

*Looking Toward
Wilmington Lagoon
from Inner Harbor.*



To—

*“one man
and the geography
as a majority
for the
future greatness
of
San Pedro
“The Harbor City”*

Add—

*one more man
and let that man
be yourself—
and bring your
family and your
money and your
brains and your
business interests
and
DO
IT
NOW!*

NO POINT on the Pacific coast of the United States today is attracting as much attention from capitalists and investors as San Pedro; and the reason for this is obvious to those who have followed the long struggle for the location of the Government deep-water harbor for Southern California at that point.

“If the construction of a deep-water harbor at San Pedro was of ‘high national importance,’ as suggested by the Board of Government Engineers, how much more so has it now become since the United States has gained a foothold in Asia by the acquisition of the great Philippine archipelago and the annexation of Hawaii? The late war has demonstrated the necessity of constructing the Nicaragua canal, and its accomplishment is an assured fact in the near future.

“Possessed, then, of the great advantages over its commercial competitors on the Pacific coast, as pointed out by the Government Engineers, where is there a more inviting field for investment than San Pedro and its vicinity? The work on the harbor, for which the Government has appropriated \$2,000,000, has already commenced. In addition to the above appropriation, the Secretary of the Navy, in his last report to Congress, recommended the construction of a Government dry dock at San Pedro, to cost \$1,000,000, when the harbor construction has sufficiently progressed.

“The growth of the town has so far been a healthy one, and those most deeply interested hope that it will continue so and that nothing in the nature of a boom will take place. It is safe to anticipate that the population of San Pedro will be over 10,000 before the completion of the breakwater; and if it keeps pace with the future growth of American commerce in the Pacific, 50,000 is a moderate estimate within the next ten years.”

—Contributed by Hon. John T. Gaffey, Ex-President Board of Trade.



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