

GRASS FIRES.

A Number of Them in the Surrounding Country.

The Damage Nominal in Most Instances.

Loss to an Orchard and Apiary Near the Town of Rialto.

A Quantity of Grain Burned on the Chino Ranch—Two Small Fires in the City Yesterday.

During the past several days there have been reports of fires in the valleys and mountains from various parts of the county, and by many it was supposed that a great deal of the extra heat in the atmosphere was due to them. On Friday it was reported that there were large grass fires at the Palms and along the hills skirting the Cahuenga valley, and to the northwest of the city on Friday morning large clouds of smoke announced that the grass was burning fiercely there. It was also reported that the grass was burning in the vicinity of Pasadena and the Raymond hotel, and that there was a large fire in progress at the Chino ranch. The two most serious fires that have been reported so far were those at the Chino ranch and near Rialto. At the Chino ranch the weeds caught fire on Wednesday afternoon and spread with alarming rapidity. Before anything could be done to stop them the flames caught a field of barley, and after burning fiercely all Wednesday night about 300 acres of grain belonging to Richard Gird was burned. On Thursday morning the fire had burned as far as the outskirts of Ontario and the citizens turned out in a body to save the town. They succeeded in subduing the fire during the course of the morning. Altogether about 1,300 acres were covered by the fire. Except the 300 acres of grain the other land was covered with grass and weeds and there was no particular damage. The fire at Rialto was still in progress yesterday afternoon. It started some time on Friday, catching presumably from a spark thrown out by a passing locomotive. It spread slowly over the ground, burning the dry grass and gradually working its way north until it reached some of the young orange orchards recently set out. Here it created considerable havoc, the grass in some places under the trees being of sufficient thickness to give it a good headway. It caught in the orange orchard of B. T. Manvel and striped 15,000 trees so badly that it is probable that none of them will live. These trees were burned on Saturday evening, and about the same time the fire spread to the Morey, a many acre destroying 300 stands of honey. An avenue with shade trees on both sides extends from the railroad station up to the foot of the mountains, passing through a very fertile country. There was a quantity of long grass on each side of the road underneath the shade trees. This caught fire and burned along a distance of several miles, and it is estimated that at least 500 of the shade trees were killed by the flames. Yesterday afternoon when a representative of the HERALD visited the place the fire was still burning briskly, gradually eating its way to the mountains. In every direction the tracks of the flames could be seen, and it was reported that other damage had been done but these reports could not be verified. A considerable quantity of the land of the Semi-Tropic Land Company was burned over, but there was nothing planted that could be damaged. Rialto has been thriving of late and will in the near future be a great orange-raising section. During the past year over 45,000 young trees have been planted, covering in the neighborhood of 1,300 acres. The residents report that during the planting season it was impossible to obtain help enough and that they were considerably delayed on this account. The fire towards Pasadena was rather lively but no damage was done, except to one cow that was staked out where she could not be reached to be released when the flames reached her. The fire started in the dry grass just south of Garvanza and burned over a number of hills, leaving them black and dry. This fire lasted the better part of two days before it burned itself out. The fire which started Friday in the hills to the north and west of the city is still burning. Yesterday afternoon it had reached the Los Felis ranch and the sides of the mountains fronting the river were covered with burning grass and trees. There are a number of trees of various kinds on the sides of the mountains fronting the river, and from appearances these were furnishing material for the flames yesterday afternoon. Although there are a number of houses located on the lowlands on the river bank and in some of the ravines in the neighborhood, none of them were reported as being in any danger. Last night the flames were still to be seen from East Los Angeles. The fire at the Palms extended over considerable territory, but no damage to crops or buildings was reported. It started near the railroad track, and burned over several hundred acres of wild mustard, which created considerable smoke, and gave rise to rumors that the fire was quite serious. The smoke floated over the city on Friday and Saturday, and in the western part of the city was quite a nuisance during the warm weather. The residents on the Solano tract had a fight for their homes on Friday and Saturday. The grass on the hills caught fire, and gradually the flames crept nearer to the houses, until it began to appear as if some of them would be caught. The residents turned out and fought the fire nearly all of Friday night. The grass covering all the hills of Elysian park except the last one toward the Buena Vista-street bridge was burned, and the spectacle of the blackened hills is not very pleasant to those entering the city for the first time. It is believed that a number of eucalyptus trees set out recently in the park have been destroyed. Between twenty and thirty small grass fires in various parts of the county have been reported, but the damage in all cases was nominal. At ten minutes past 9 o'clock last night an alarm was rung in from box 71 for a lively blaze in the yard of the Southern Pacific Railroad Company near First street, to which the fire department turned out in excellent time. It was some inexplicable manner a small shed in which were stored a few barrels of oil became ignited, and in a very short

space of time after the discovery of the fire the structure was enveloped in flames. Fortunately the shed was in an isolated position, and the damage resulting from the fire was confined to the loss of the shed and its contents, the whole being worth about \$100. At 5 o'clock yesterday afternoon a fire broke out in the Chinese laundry of Sing Ki Ling, at No. 464 South Pearl street owing to the accidental upsetting of a lamp, with the result that the whole building and a large quantity of linen goods were destroyed. The department was called out by an alarm from box No. 46, but its services were confined to saving the adjoining building, an unoccupied cottage belonging to Mr. A. Pickering. The damage amounted to \$300.

CARDS THE CAUSE.

A Serious Shooting Affair at San Gabriel.

Jose Yorba, a young Mexican, was taken to the county jail at 10 o'clock last night by Constable Fleming, of Alhambra, and locked up on a charge of having assaulted J. Figueroa with intent to murder him. Yorba surrendered himself to the constable last night, and informed him that he had shot a man during a quarrel at San Gabriel. On investigation it was learned that Yorba and Figueroa became involved in an altercation at 6:45 o'clock in the evening over a game of cards, and that after a few blows had been exchanged, Figueroa drew a knife and advanced towards Yorba. The latter, acting, it is claimed, in self-defense, drew a revolver and shot Figueroa in the abdomen twice, after which he fled from the scene and went to Alhambra. The wounded man is not expected to live.

NEWS OF THE RAIL.

LARGE NUMBER OF PASSENGERS CARRIED TO THE BEACH.

Visit of the Union Pacific Officials to the Milford Division—The Southern Pacific's Proposed Connections.

Isaac Baylis, of Rosamond, who was in the city yesterday, says that a party of nine railroad surveyors in the employ of the Santa Fe recently started north from Mojave, with the intention of running a line to Tiburon, on San Francisco bay. They will be out five months and before they left Rosamond they secured teams and supplies to be used during that period. The proposed route lies to the west of the Southern Pacific, through rich grain country. It takes in the Beale ranch as was expected. The people of Antelope valley are much elated at the prospect of a new road through their country. The crops in that vicinity are excellent and extensive improvements are in progress in the way of bringing water to uncultivated land. With a new railroad in process of construction, for the surveying of the line, it is said, will be followed by graders, something of a boom is likely soon to take place.

The travel to the beach yesterday was the largest yet this season. The Southern Pacific ran a number of extra cars on its Santa Monica trains and they were well filled. Redondo Beach attracted a large number of visitors. Five Sunset specials passed through the city yesterday on the Southern Pacific, comprising about eighty cars filled with the products of California. They went to New Orleans, whence the freight is sent by ocean steamers to New York. Five trains containing fifty-six cars filled with soldiers, horses and military supplies passed through Los Angeles yesterday on the Southern Pacific on their way to the San Carlos reservation in Arizona.

A recent number of the Salt Lake Tribune gives the following account of the visit of President Adams and the other Union Pacific officials to the Milford division of the road: The Union Pacific magnates made a long run, but a short trip to the south. Forty and fifty miles an hour was the rate of speed, and the ride seemed so easy that Vice-President Holcomb said the ties were good enough for some time, and the new ones could go on the Pacific extension. This made the Utah division people wince, for they had set their hearts on putting in the new ties between Salt Lake and Milford. However, Mr. Holcomb may have been fooling the boys. At all events, they hope so. The special reached Milford and Frisco bright and early, and all hands were up to greet the rising sun and hear the rooster's morning ode to the same. Mr. Adams being a New Englander for the last two generations, of course had Boston baked beans and brown bread and fried griddle cakes, and washed the same down with good old Massachusetts cider. The party examined the Horn Silver grounds, and spent a short time at Milford investigating the preparations being made there for the extension work. It was ascertained that the ties would be in sooner than expected, and that when they were delivered the track would go down at the rate of two miles a day.

According to officials who went down with Mr. Adams, nothing was said about extending the Nevada Pacific below Clover-valley junction toward California, but he wanted the line completed to Pioche as soon as possible. In fact, it was very indefinite when anything would be done south of the junction. The party reached this city at 3 p. m., and continued north, with Mr. Mellien's car "05" added. They got to Logan and over Cache valley today to consider the general outlook up there and the work of standard-gauging the Utah Northern. Mr. Dickinson went to Ogden with his car "05" last night, to continue east this morning. General Ticket Agent Lomax was in town from Omaha yesterday, but did not stay. The Evanston board of trade want Mr. Holcomb to stop there for a medicine talk, as Evanston wants the road to do more for the town.

The Pomona Times in a recent article reviews the various lines by which the Southern Pacific could build into San Diego, and after disposing of the extensions from Yuma, Colton and Santa Ana as impracticable, says: The only other route that has been talked of is that over the line of the Pomona and Elsinore, a route by the way, which has scores of things to recommend it. The grade on this line is the easiest by which a road can be constructed into San Diego, and therefore the cost of construction would be far less than by any of the other routes mentioned, or any other that could possibly be selected. The line throughout the entire extent would tap an empire of magnificent rich country, which would rapidly develop under the influence of railroad communication, and which would furnish an enormous amount of business every day in the year.

We are in a position to know that this line is the only one that is now looked upon as feasible and practicable by the Southern Pacific people, and that there is some foundation for the current rumor that these people intend to construct that line, and that, too, in the near future. The junction will be made in Pomona—provided obstacles are not placed in the way of entering the city.

TWO INQUESTS.

The Work of the Coroner's Juries Yesterday.

Yesterday, for the third consecutive day, Coroner Meredith held two inquests. The first was upon the body of Julius H. Gantt, a native of Maryland, 52 years of age, who died in the city jail on Saturday night last, from injuries sustained by being thrown out of his wagon on the First-street bridge, on Friday evening, his team having run away.

The second was upon the body of Leon Bineaud, a native of France, 58 years of age, who was found dead upon the floor of the room in the rear of his barber shop on Aliso street, yesterday morning, death having been caused by apoplexy. Both juries returned verdicts in accordance with the facts in each case.

A Chinese Bigamist.

Charley Ah Him, the leader of the Bing Hong Ton Company, whose two alleged wives deserted him a few days ago and sought the protection of the police—one of them, however, being arrested on Friday night upon a trumped-up charge of grand larceny—was himself arrested on Saturday night by the police and is now in the city jail awaiting the arrival of an officer from San Francisco, where he is wanted for bigamy.

AFRICAN PYGMIES.

The Tribe of Prehistoric Ancestry Which Stanley Encountered.

Near a place called Avetiko, on the Ituri river, our hungry men found the first male and female of the pygmies, squatted in the midst of a wild Eden, peeling plantains. You can imagine what a shock it was to the poor little fellows, finding themselves suddenly surrounded by giant Sudanese six feet four inches in height, nearly double their own height and weight, and black as coal. But my own Zanzibar, always more tenderhearted than Sudanese, prevented the clubbed rifle and cutlasses from extinguishing their lives there and then, and brought them to me as prizes in the same spirit as they would have brought a big hawkmoth or mammoth logicorn for inspection. As they stood trembling before me, I named the little man Adam and the miniature woman Eve. I gave far more appropriate names in the wild Eden on the Ituri than the Ukukuru and Akioika which they gave us. As I looked at them and thought how these represented the oldest people on the globe, my admiration would have gone to greater lengths than scoffing cynics would have expected. Poor Greekish heroes and Jewish patriarchs, how their glory paled before the ancient ancestry of these mannikins!

But, poor little things, they said nothing of the kind. They did not know they were the heirs of such proud and unequal heritage. On the contrary, their faces said clearly enough, as they furtively looked at one and the other of us, "Where have these big people come from? Will they eat us?" There were some nervous twitches about the angles of the nose, and quick upliftings of the eyebrows, and swift, searching looks to note what late in the store for them. It is not a comfortable feeling when you possess a victim in the presence of a possible butcher, and a possible consumer of its flesh. That misery was evident in the little Adam and Eve of the African Eden. The height of the man was four feet, that of the woman a little less. He may have weighed about 85 pounds; the color of the body was that of a half-baked brick, and a light brown fell stood out very clearly. So far as natural intelligence was concerned, within his limited experience, he was certainly superior to any black man in our camp. The mysteries of woodcraft, for instance, he knew better than any of us; he knew what wild fruits were wholesome, and what fungi were poisonous.

I suppose we must have passed through as many as 100 villages inhabited by the pygmies. Long, however, before we reached them, they were deserted and utterly cleaned out. Our foragers and scouts may have captured about fifty of these dwarfs, only one of whom reached the height of fifty-four inches. They varied from thirty-nine to fifty inches generally. They are so well proportioned that at first sight they might be taken for ordinary mankind, but when we place by their side a European, a Sudanese or a Madi they appear exceedingly diminutive. By the side of dwarfs of mature age a Zanzibar boy of 12 would appear large.

The agricultural settlements in this region are to be found every nine or ten miles apart, and near each settlement, at an hour's march distance, will be found from four to eight pygmy villages situated along the paths leading to it. The larger aborigines are very industrious, and form a clearing of from 400 to 1,000 acres. Amid the prostrate forests they plant their banana and plantain bushes. In twelve months the prostrate trees are almost hidden by the luxuriant fronds and abundant fruit of unrivaled quality, size and flavor. It would be easy to prove that in the forest an acre of banana plants produces twenty-five times more food than an acre in wheat produces in England. The pygmies appear to be aware that a banana plantation is inexhaustible, and to think that they have as much right to the produce as the aboriginal owners. Therefore, they cling to these plantations, and make the larger natives pay dearly for the honor of their acquaintance. In another manner they perform valuable service to them by warning them of the advance of strangers and assisting them to defend their settlements; they also trap game and birds, and supply the larger natives with poultry, feathers and meat. It is regarded somewhat as a parasite, and their departure would be more welcome than their vicinity. When honey and game, meat, poultry and feathers get low or scarce in the neighborhood, the pygmies pack their household goods on their women's backs and depart elsewhere to attach themselves to some other plantations. A forest village consists of from twenty to thirty families of pygmies, and probably in that area between the Ituri and

REAL ESTATE RECORD.

SATURDAY, JUNE 7, 1890. TRANSFERS. W. B. Thomas, L. A. Craig and W. J. Craig to Thomas, L. A. Craig and W. J. Craig, 27 1/2 blocks, miscellaneous record book 12, page 74. Pasadena; \$1,400. Mercedes Escara de Barnting and H. Barnting to Ernest F. C. Klokke—Lot 13, block A, John G. Downey tract; \$7,500. A. T. Kacine, guardian of the estate of Petra Vejar de Bojorquez, an insane person, to Alice Mariette—Lot on W side of San Pedro st. near Williamson tract; \$1,685. John F. Humphreys to Wm M. Humphreys—Lot 7, block 4, Williamson tract; \$1,150. Thomas A. Lewis and Nathan Bundy to Joseph Dixon—Lot A, block 109, Santa Monica; \$6,000. Edwin Layton to Mary A. Winsor—SW 1/4 of NW 1/4 of Sec 25, T 2 N, R 13 W, and NW 1/4 of NE 1/4, Sec 25, T 2 N, R 13 W, also lot 34, Arroyo Seco; \$15,000. Frank S. Men and Charles H. Head to Harry S. Pratt—Lot 2 block 6, Kingsley's sub lot C and part of lot B, Loop & Meserve tract; \$5,750. Mercedes Larin to James R. Elliott—SW 1/4 of SW 1/4 of Sec 12, T 1 S, R 10 W; \$4,000. James R. Elliott to John Bruyere—SW 1/4 of SW 1/4 of Sec 12, T 1 S, R 10 W; \$3,250. Mary A. Schuler to Oakes Griffith and Rock Courages—Lot 126, West End Terrace tract; \$1,200. San Fernando Valley Improvement Company to W. B. Barber—Lots 71 to 74 inclusive, 87 to 94 inclusive, 97 to 109 inclusive, 117 to 128 inclusive, W sec 18 and lots 53 to 58 inclusive in section 17, lots 71 88 93 94 97 to 106 inclusive in section 12, lots 10 11 14 15 18 19 22 23 and 26 27 in sec 24, Chatsworth Park; \$13,934. Same to same—Lots 69, 100, E 1/2 of lots 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

THE COULTER DRY GOODS HOUSE.

THE COULTER DRY GOODS HOUSE.

SPECIALS FOR THIS WEEK.

1,000 YARDS White Victoria Lawn, At 6 1/2 cents; good value for 8 1/2 cents.

LADIES' JERSEY RIBBED VESTS At 10 cents each; regular price, 15 cents.

Ladies' Plain Gauze Vests, At 15 cents each; regular price, 25 cents.

1,000 YARDS WHITE INDIA LINEN, At 4 1/2 cents a yard, worth 6 1/2 cents.

Ladies' Fancy Stripe Hose, Extra length, superfine quality, at 28 cents per pair; regular price, 35 cents.

825 YDS. CREAM STRIPE HINDOO LAWN, At 6 cents a yard; former price, 7 1/2 cents.

Lot. 1--CHILDREN'S DRESSES. Fine Mull and Cambrie, exquisitely trimmed with fine embroidery; regular prices range from \$2.50 to \$3.00; your choice for \$1.50.

Lot. 2--CHILDREN'S DRESSES. Regular prices range from \$3.25 to \$4.00; your choice for \$2.00. Among each of these lots are some oil boiled Turkey Ribbed and Navy Blue Embroidered Dresses that cost three times the amount.

French Llama Wool Challies, The finest qualities that can be bought at 50 cents a yard; worth 65 and 75 cents. Headquarters for Tents, Hammocks and Jersey Knit Bathing Suits for Ladies and Gentlemen. Watch Front Windows for Bargains.

THE COULTER DRY GOODS HOUSE.

201, 203, 205 S. Spring St., cor. Second.

WHERE TO SPEND THE SUMMER. HOTEL Metropole, Avila, Santa Catalina island. This resort is now open for the summer under a new management. The house has been put in perfect order, and we are prepared to insure the comfort and pleasure of all guests. The island is too well known for its own unparalleled attractions in the way of climate, fishing, bathing, scenery, etc. to call for extended comment here. The culinary department will have special care, and good cooking will be the prime object of the new management. The dining room is large, well ventilated and will be kept in perfect order. Terms reasonable. Address, CRAIG & BLINN, Avalon, Catalina Island, Cal.

SUMMER BOARDING--A FEW DESIRABLE boarders will be received at Hill's Hall (late Hotel Glendale), at very moderate rates. Take Glendale R. R. from Downey ave. je7-tf

WALTERS' SPECIAL TEACHERS' EXCURSIONS leave June 11th and 25th. Personally conducted to Boston. 119 N. SPRING ST. me29-tf

UNION PACIFIC RAILWAY WEEKLY EXCURSIONS via Ogden and Denver. Through tourist cars, fully equipped, to Chicago without change. Only one change to New York and Boston. For tickets and reservations, call on or address, JOHN CLARK, agent, 151 North Spring street, Los Angeles. me28-tf

SPECIAL TEACHERS' EXCURSION TO S. HONOLULU, leaves Los Angeles, June 26th, San Francisco, June 28th. Personally conducted by H. B. Rice. Round trip only \$110. Address care S. P. Co., 125 N. Spring St. me23-tf

HOFER SALT LAKE CITY--EXCURSIONS will leave Los Angeles every Tuesday via Southern Pacific and Rio Grande Western Railway for Salt Lake City and all points east. These excursions will be provided with all the conveniences of modern Pullman tourist cars. Call on or address WILLIAM HIXON, Excursion Agent, 138 S. Spring St., Los Angeles. me21-3m

PHILLIPS' WEEKLY EXCURSIONS TO THE east leave Los Angeles every Thursday. Pullman Tourist Sleepers, fully equipped, are run through to Boston. Office, No. 140 N. SPRING ST. me27-tf

BURLINGTON ROUTE EXCURSIONS every Thursday, T. H. DUZAN, agent, 126 S. Spring St., Los Angeles. je1-tf

SANTA FE ROUTE STILL AHEAD OF ALL competitors, both in time and distance, to Denver and Rio Grande City. Excursions every THURSDAY. For full information apply to or address any agent, or CLARENCE A. WARNER, Exc. Manager, 29 N. Spring. je1-tf

ROCK ISLAND ROUTE EXCURSIONS VIA Denver and Rio Grande City. The scenic route of the world leaves Los Angeles every Tuesday via Salt Lake and Denver. Pullman Tourist Sleeping Cars fully and elegantly equipped. Solid vestibule trains between Denver, Kansas City, Council Bluffs and Chicago. Magnificent dining and free reclining chair cars. For rates and sleeping reservations, call on or address F. W. THOMPSON, Agent, 138 South Spring St. je2-10m

TO REDONDO BEACH--Southern California railway (Santa Fe line), summer