DIAMOND CUTTERS.

WOMEN ARE EMPLOYED IN ONE OF THE LARGEST HOUSES.

The Difficult and Delicate Task of Getting Jewels from Rough Stones—Selecting and Dividing the Jewels Before They Reach the Workroom.

Not all diamonds used in this part of Europe are cut in Paris or in Amsterdam; but in Geneva, close by the Quai de la Poste, there is the "Taillère de Diamants" of the Dupuis Bros. Not only that, but most of the diamond cutters here are young women, "tres intelligents," and most attractive. They receive, too, for work of the same kind as that done by men the same rate of compensation, and many of them earn, though their hours are not long, from ten to fifteen dollars a week. The establishment of Dupuis Freres is in a handsome granite building, just at the head of the Coulouvreniere, and occupies its second etage. The building is triangular in form, with its private offices near the apex. The first of these offices is a cozy room where the precious stones are kept after cutting in a huge iron safe, which will be brought at your desire.

Quarter and half and almost pound packets of the beautiful gems that are like showers of dew in brilliant sunshine as you bury your hands among them. There are all sizes, from the tiniest rose diamond to others that are like second kohinoors as they flash from the velvet beds, for these larger diamonds are kept carefully selected in cases instead of in the little tissue paper covered packets. The variety of tint is simply wonderful—brown diamonds, green diamonds, yellow diamonds, purest white diamonds, and rarest of all, the MM. Dupuis told me, blue diamonds. Nearly opposite the private office is the bookkeeping and recording room and the counter at which the elder M. Dupuis sits assorting the gems as they come from the cutting, and if a diamond in the rough is of such shape that his skilled eye tells him it could not be cut to advantage as found he divides it into two or three parts before it is carried to the workroom.

Both the assorting and the dividing require the greatest skill and most perfect knowledge—both intuitive and practice gained—of the stones, which in their crude condition resemble, it seems to me, bits and pieces of different tinted gum arabic more than anything else. As I have told you, the senior member of the firm assorts and divides the diamonds, while the junior partner himself keeps all books and records and apportions the stones to their cutters, five at a time to each, marking the weight, date and all opposite the cutter's name, until they are returned completed. In this room, too, diamonds are received for repair and recutting. That reminds me that in cutting almost one-half the original weight of the stone is lost, or, more properly, cut away, for not a grain of the dust is lost, as you will see.

The chief workroom or atelier is a large, bright, airy room, splendidly ventilated and exquisitely neat. In it, about the walls that form two sides of the triangle, there are a sufficient number of cutting machines for about seventy-five employees, and back of these close by the windows are seats and benches for the girls who place the diamonds in the solder, beds for the machine cutting, an operation that must be completed very deftly, for, first, there is the placing of one solder oval in the cup of the instrument that receives the diamond, and that much resembles the cup of a "cup and ball," handle and all; then the other half must receive just the right degree of fusion at the gas and be applied so as to finish the oval. It is in the top of this upper part that the stone is placed while the solder is warm enough to be molded back sufficiently to leave one little face of the gem visible. When ready for the machine the entire oval is a little larger than a robin's egg. Dipping quickly in a dish of water hardens the solder, and then the cup and ball, with the stick end up, is applied to the machine, which does the cutting by revolving 2,400 times a minute, so as to hold the diamond face closely down to a steel disk perhaps a foot in diameter and covered with microscopic lines, on which diamond dust has been scattered and is held in place by minute particles of oil dropping from a quill above. The dust from one diamond, being caught on this disk, serves to polish the next diamond. So, as you see, nothing is lost. The girls to whom this work is intrusted must necessarily give it their undivided attention.

In the lower center of this room the walls are so constructed that a second triangle is formed, also with a pleasant outlook. At the counters facing these windows the actual "diamond cut diamond" process, one of the first to which the stones are subjected, is seen. They are imbedded in wax, and then one is used to cut another by the most skillful workmen. It is this process that produces the chips so much used in small jewelry. At the other side of this inner triangle men are always busy repairing and inspecting the machinery, especially the disks, whose condition must be absolutely perfect.

There is one female operative in the atelier of great natural ability and many years of experience whose aid is very valuable, because she can instantly judge the weight of even the most minute stones handed her for inspection. The recompense for cutting stones up to those of more than medium weight is, I believe, the same, because the amount of care and labor required is the same. With the exception of the light whir of the machinery this large atelier is absolutely quiet, for there must not be even singing here, lest it distract, though unconsciously, from the attention required by the work.—Paris Letter.

Driven to Stealing.

Magistrate—You're charged with stealing a gold watch.

Prisoner—Want drove me to do it.

Magistrate—Want, eh?

Prisoner—Yes, I wanted the watch!—Exchange.

Love's Strategy.

An ingenuity worthy of a better cause was shown by a man and his wife in the lockup at Bath the other day. They were in separate but adjoining cells, and managed to keep up domestic happiness under these difficulties by playing a game of high-low-jack through a crack in the partition.—Lewiston Journal.

LIFE IN BERMUDA.

Yankee Tourists and Native Vegetables Make It Quite Interesting.

[Special Correspondence.]

HAMILTON, Dec. 31.—"Onions and Yankees are our principal and most profitable crops, and both come about the same time," said a leading citizen of Bermuda to me yesterday. This truthful if somewhat flippant remark indicates the importance of the United States to this little spatter of islands lying in the deepest soundings of the Atlantic some 670 miles directly off Hatteras and 700 due southeast from New York. There are about 15,000 inhabitants in Bermuda, of whom over two-thirds are colored. The entire subsistence of these people is supplied by Americans, either through their consumption of potatoes, onions or tomatoes, or by the money spent by some 6,000 citizens of the United States who yearly carry their rheumatism and weak throats from the rigors of our northern winters to the equable temperature of these coral rocks.

Not a few wealthy men have become so enamored of the islands that they have established permanent homes here. Many widows of American clergymen and lawyers have established themselves here also, and Bermuda has long been a favorite residence for retired officers of the United States navy. The climate is a trifle enervating, but not unpleasantly so. A disposition to do the day after tomorrow what you can get rid of today is the result of warmth and sea air. The temperature ranges from 45 degs. in winter to 80 degs. in summer, but is never uncomfortable except in midsummer, when moisture makes even 80 degs. a trifle oppressive. Frost and snow are unknown. The coming crops of onions and potatoes were planted in October, and blooming flowers, green lawns, sprouting gardens and clear skies, with occasional quick squalls, further the delusion of early spring at this time. The onions and potatoes will be ready for market about the middle of January.

Hotel accommodations are plentiful and excellent, but visitors generally seek one of the many admirable boarding houses situated all over the islands, where, for from ten dollars per week upward, one can live excellently well, or one can hire a good furnished house with a little "estate" surrounding it and buy and cook for themselves. Let not your mouth water in expectation of early vegetables, however. Everything that Bermuda raises, from onions to Easter lilies, is sold to the factors of New York commission houses before it is taken from the ground, and your onions will come from Hoboken, your potatoes from the Aroostook and your celery from Kalamazoo. Your beef will be good, for American "critters" must go down there "on the hoof" and be for many weeks stall fed before slaughtering.

Don't bother about exchange.

The attractions of Bermuda will supply amusement for many weeks. The navy yard, with its gigantic floating dock, the largest in the world; the great Gibbs hill light so familiar to mariners; the magnificent convict built roads, cut from the solid rock; the eleven forts manned by red coated English regiments; the numerous caves; the ancient churches and burial grounds; the house and farm whereon Tom Moore, the Irish poet, loafed away his term as governor of Bermuda; the fish ponds in which the tide rises and falls; the crabs which climb the rocks like spiders; the fishing in the nearby waters for sharks and rockfish; the tropical growths, all make up a catalogue of quiet enticement fitted for the invalid. Lack of well water and the high price of ice are two drawbacks here. So porous is the foundation rock of the island that the sea water fairly permeates it, and well water is brackish. Tanks, well kept roofs and frequent showers supply the beverage of nature, but one soon becomes accustomed to the taste of rainwater.

C. H. GREENE.

A Pioneer New Mexican Publisher.

[Special Correspondence.]

FERNANDEZ DE TAOS, Jan. 3.—We Americans, with a self satisfied complacency born of great achievements, are wont to think of the United States as the source of all good things in the New World, and least of all do we look to Mexico for an example in learning or literature. And yet it is one of the odd incidents of American history that the first printing press in the western hemisphere was set up in our republican neighbor on the south, then in vassalage to an Old World kingdom under the name of Nuevo Espagna. It is one of the curious facts in the history of this Union that the first newspaper published in the great empire west of the Missouri river was issued here in New Mexico. Over in the forlorn little Protestant cemetery at Taos, just a few yards from the grave of Kit Carson, is the plain bit of board set up to mark the last resting place of the pioneer publisher.

Padre Martinez evidently was a man of unusual force of character and enlightenment, for he established his paper in 1837. To fully comprehend the enterprise of this Mexican priest one must consider the age and the locality. The first American railroad was not yet a decade old in the marvelous era it opened. The advance sentinels of Saxon civilization had barely reached the Mississippi river, and beyond them toward the land of Montezuma was a desert practically unexplored. Taos was a little hamlet nestled away among the Rocky mountains of northern New Mexico, the inhabitants of which spoke only Spanish and knew only of el Gringo by occasional contact with trappers and hunters like Kit Carson.

Santa Fe, the nearest town of consequence, was seventy-five miles away and could only be reached by a narrow trail that crept over tedious mountains and through wild canyons. The press used by the good padre was imported from Spain and landed at Vera Cruz. From that port to Taos, a distance of 1,500 miles or more, the cumbrous machine had to be packed on burros or hauled on the ancient wagons with wheels made of solid blocks of wood, each a section of a great log.

This paper was called El Crepusculo (The Dawn). Crepusculo has the peculiarity of meaning the time between darkness and daylight, and may therefore mean either the dawn of morning or the twilight of evening. Of course there was no doubt as to the sense in which Padre Martinez used the word.

This advanced priest also conducted an academy in those early years, and he printed some of the books used in his school. He was a power in the old province, but toward the close of his career he fell from grace. His vows of celibacy sat lightly upon him, and he was said to have three families of children. This scandalous state of affairs finally came to the ears of the church dignitaries, and he was excommunicated. He thereupon conducted an independent church until his death. He urged his people to educate themselves, telling them they would need greater powers to successfully withstand the invasion of American energy and intelligence.

His body was buried in the dirt floor of the Catholic church, but afterward removed to the Protestant cemetery.

FRANK BENTON.

The cultivation of the pineapple in the Bahamas is a very profitable undertaking. At twopence each an acre of pineapples returns $200 to $250.

During the sixteenth century all widows were required to dress in the plain robes worn by conventual orders.

SOME OF PORTER'S STORIES.

Showing How Witty the General Can Be on Occasion.

Everybody is interested in a good story teller. We present herewith a few samples of General Horace Porter's ready wit. It must be remembered that it is not more the subject matter of General Porter's stories than his inimitable way of telling them that provokes from his hearers the roars of laughter that are chronicled between brackets in newspaper reports of his speeches. And it is not only his way, in the sense of personality, which cannot be put in print, but in the quaint turns of speech which make his stories when printed read with a smack of Artemus Ward or of John Phœnix.

Here are the stories:

Stories Number 1 and 2.

"I once tried to travel through Germany on my Pennsylvania dialect. When Germans didn't understand a word we said it was not only no fault of ours, but a painful misfortune that they had not been brought up in the state of Pennsylvania. When I was in Germany they addressed me in various ways. They would spin out a sentence in that elastic language, attenuated to the thinness of a cobweb, and if I did not show signs of comprehension they would telescope the whole sentence into one confused word and try me with that. I went on for two days and did not understand a word. I began to feel lonesome, and the more people came up to me the more lonesome I felt. It reminded me of my early days, when I and a few other cadets at West Point obtained a furlough and came into New York to have a good time.

"One of the party during dinner drank too much. He got through the remonstrative stage, the philosophic stage, and at length worked up everything in the form of an equation, giving us his deliberate conclusion to accompany us to the pantomime at Niblo's. We told him to brace up and pull himself together; that he could go and see what it was like and then come away. He linked his arms in ours, and we got down to the theater. The pantomime went on, and he watched with intense interest the violent gesticulations of the actors, not a word being spoken. He leaned over his seat, put his hand to his ear, and when the curtain went down he remarked: 'I say, I am drunker than I thought I was. I haven't understood a word that has been said in the whole play.'

"That is just the way it was with me in Germany. Finally it became absolutely necessary for me to know whether a certain train went through to Berlin. I rehearsed my grammar, and gathering together certain fragments of that disjointed language I called the conductor and hurled at his head the following verbal projectile. I knew if it struck home I should be apt to hear from him: 'Geht dieser Zug nach Berlin ohne Wechsel?' He turned upon me a look I shall never forget. 'Mein Gott in Himmel,' he said, 'what a tam fine kind of German is that which you here speak!' "

General Porter is fond of drawing on his own reminiscences for humorous anecdotes. Here is one, with the application thereof:

Story Number 3.

"When I look around upon these groaning boards I think of one of Sherman's bummers down in South Carolina during the war. The regiment was ordered one morning to strap their ammunition on their shoulders and ford a river. The river had swamps six miles on each side, and this bummer while crossing turned around to his comrade and said, 'Bill, I'm blowed if I don't believe we have struck this 'ere river lengthways.' When I look around upon the length and breadth of the superb hospitalities you have spread out before us tonight I think with each invited guest here that we have struck this hospitality lengthwise."

Here is another war story told at a dinner to General Grant:

Story Number 4.

"I know that our guest (General Grant) will not forget the soldier in the Wilderness who strayed off to the right of his company and persisted in firing away with an air that seemed to say, 'I get 'em every time.' The captain of the company approached him and said, 'White, fall in with the rest.' White replied, 'All right, go on with your shooting, but as for me I am going to have a private massacre to myself.' "

General Porter's story of the Irishman and the grog has been told by many other people, but it is the general's own story, and this is the original version of it:

Story Number 5.

"An Irishman worked all day for the agent of an absentee landlord on the promise of getting a glass of grog. At night the agent brought out the grog to him, and the Irishman tasted it and said to the agent:

" 'Which did you put in first, the whisky or the water?' 'Oh,' said he, 'the whisky.' 'Ha! ha! Well, maybe I'll come to it by and by.' "

Here is another of the general's stories with reference to the sons of the great Irish nation. In it he tells how a Chinaman got the joke on an Irishman for once:

Story Number 6.

"That learned Chinese statesman, Chin Lan Pin, was here at the time Denis Kearney was having an unpleasantness with the orientals. Kearney said to him: 'Your people will have to get out of here. The Irish carry too much religion around with them to associate with pagans.'

" 'Yes,' said Chin Lan Pin, 'we have determined to go. Our own country is too overcrowded now. We can't go there, and I think we'll go to Ireland.'

"Said Kearney: 'To Ireland? You will be jumping out of the frying pan into the fire.'

"Said Chin Lan Pin: 'I have traveled in your country and all around a good deal, and I have come to the conclusion that nowadays Ireland is about the only country that is not governed by the Irish.' "

Story No. 7 is a recollection of the war:

Story Number 7.

"When the commanding general in our late war had decided to make a decisive movement against the enemy and had made all preparations for it, he called to a young staff officer, saying that when he gave the orders for the final charge the officer was to look at his watch and record the exact time. The young man, thinking the decisive moment of his life had come, came forth with that look of self sufficiency which is only begotten of youth and inexperience, and when the final order was given opened his watch and informed the commanding general that it had run down."—New York World.

Just the Same.

"You can't have the old excuse of 'no snow' now," she whispered, after suggesting a sleigh ride.

"Well," he answered, "it's pretty near the same thing—now it's 'no cash.' "—New York Herald.

Indian Blood Is Prominent.

People of Indian blood predominate in Para, Brazil, and are found in all classes, from servants and peddlers to capitalists and high government officials. There are very few Portuguese or Africans, and the descendants of both these races show a large admixture of Indian blood.—Philadelphia Ledger.

PROMPT RELIEF

For biliousness, diarrhœa, nausea, and dizziness, take

Ayer's Pills

the best family medicine, purely vegetable,

Every Dose Effective

LOS ANGELES TERMINAL RAILWAY.

Los Angeles depots, east end of First street and Downey avenue bridges.

Leave Los Angeles for Pasadena.	Leave Pasadena for Los Angeles.
† 6:35 a.m.	† 7:15 a.m
* 7:10 a.m.	* 8:05 a.m
* 8:00 a.m.	* 9:05 a.m
* 9:00 a.m.	*10:35 a.m
*10:30 a.m.	*12:00 m
*12:15 p.m	* 1:05 p.m
* 1:25 p m	* 2:05 p.m
* 2:25 p.m	* 4:05 p.m
* 4:00 p.m	* 5:25 p.m
* 5:20 p.m	*7:05 p.m
* 6:20 p.m	* 9:30 p.m
11:00 p.m	*11:45 p.m

Downey avenue leaving time 7 minutes later.

Leave Los Angeles for Altadena.	Leave Altadena for Los Angeles.
*10:30 a.m	*11:35 a.m
* 4:00 p.m	* 5:00 p.m

All trains start from First-street depot.

Leave Los Angeles for Glendale.	Leave Glendale for Los Angeles.
† 6:45 a.m	† 7:25 a.m
‡ 8:15 a.m	‡ 9:05 a.m
*12:20 p.m	* 1:15 p.m
* 5:25 p.m	* 6:15 p m

Leave Los Angeles for Long Beach and East San Pedro.	Leave East San Pedro for Los Angeles.
* 9:45 a.m	* 7:40 a.m
‡12:45 p.m	‡11:15 a.m
* 5:15 p.m	* 3:35 p.m

Between East San Pedro and Long Beach, 10 minutes.

San Gabriel Valley Rapid Transit Railway

MONROVIA DIVISION.

Leave Los Angeles for Monrovia.	Leave Monrovia for Los Angeles.
† 7:55 a.m	† 6:55 a.m
*11:10 a.m	* 8:55 a.m
* 2:55 p.m	*12:45 p.m
* 5:23 p m	* 4:00 p.m

*Daily. †Daily, except Sundays. ‡Sundays only.

Stages meet the 8:00 a. m. and 12:15 p. m. trains at Pasadena for Mt. Wilson on new trail.

Passengers leaving Los Angeles on the 8 a.m. train for Wilson's peak can return the same day

Theater nights the 11 p.m. train will wait 20 minutes after the theater is out when later than 10:40 p.m.

Special rates to excursion and picnic parties.

Depots east end First street and Downey avenue bridges.

General offices, First-street Depot.

T. B. BURNETT, General Manager,
jy2-tf W. WINCUP, Gen. Passenger Agt.

Redondo Railway.

Winter Time Card No. 9.

In Effect 5 a. m., October 3, 1892.

Los Angeles Depot, Corner Grand avenue and Jefferson street.

Take Grand av. cable or Main st. and Agricultural Park horse cars.

Trains Leave Los Angeles for Redondo	Trains Leave Redondo for Los Angeles.
8:00 a.m. daily	7:20 a.m. daily
9:00 a.m. daily	9:10 a.m. daily
1:35 p.m. daily	11:00 a.m. daily
5:00 p. m. daily	4:45 p.m. daily

Running time between Los Angeles and Redondo Beach, 50 minutes.

City Ticket office at A. B. Greenwald's cigar store, corner First and Spring streets.

GEO. J. AINSWORTH, President. J. N. SUTTON, Supt.
B. H. THOMPSON, Vice-President.

Compagnie Generale Transatlantique.

FRENCH LINE TO HAVRE.

COMPANY'S PIER (NEW) NO. 42 North river, foot of Morton street.

Travelers by this line avoid both transit by English railway and the discomfort of crossing the Channel in a small boat.

LA GASCOGNE, February 4.
LA BRETAGNE, February 11.
LA BOURGOGNE, February 18.
LA NORMANDIE, February 25.
LA CHAMPAGNE, March 11.

For freight or passage apply to A. FORGET, Agent, No. 3 Bowling Green, New York.

J. F. FUGAZI & CO., Agents, 5 Montgomery ave., San Francisco. Branch office, 19 Montgomery street. Tickets for sale by all railroad and steamship offices. d29 tf

Honolulu and Kilauea!

HEALTH, DIVERSION and PLEASURE!

Splendid Steamers twice a month.

LOW FARES!

Special rates to parties of six and over. Illustrated printed matter furnished on application to

C. H. WHITE, Ticket Agent, S. P. Co., Burdick Block. or H. B. RICE, Agt. Oceanic S. S. Co., 124 West Second st.

12-15

Notice Inviting Proposals to Collect and Dispose of Dead Animals

SEALED PROPOSALS WILL BE RECEIVED by the undersigned up to 11 o'clock a. m. of Monday, February 20, 1893, to collect and dispose of dead animals by cremation or other method satisfactory to the city council and board of health of the city of Los Angeles.

Bidders will submit their own specifications.

The carcasses to be conveyed in covered vehicles to be approved by the board of health and city council.

The contract to run for a period of two (2) years from and after this date.

A certified check to the order of the undersigned for $50 must accompany each proposal as a guarantee that bidder will enter into a contract if awarded to him in conformity with his bid.

By order of the council of the city of Los Angeles at its meeting of February 6, 1893.

2-9 12t J. A. LUCKENBACH, City Clerk.

AMERICAN STEAM DYE WORKS.

CLEANING, DYEING, SCOURING

IN ALL ITS BRANCHES.

Ladies' and gents' garments cleaend, dyed and renovated in superior style at short notice.
Blankets, curtains and merchants' goods.
Ostrich plumes cleaned, dyed and curled.
Tailoring establishment in connecton for all kinds of repairing and altering.
Orders by email promptly attended to.
Office and works, 615 West Sixth street.
Store, 210½ South Spring street. Tel. 1016.

LOS ANGELLS, CAL.

POPLE & WARDEN,

** Printers ***

109 East Second St., Los Angeles, Cal.

Wedding stationery, ball programs, society cards and high-grade printing of every description. Write for samples and estimates. 11-1 6m

NOTICE!

Of Sale of Property for Delinquent Assessment Levied to Pay the Expenses for the Opening of Sixteenth Street, from Maple Avenue to Peru Street.

NOTICE IS HEREBY GIVEN THAT, PURSUANT TO THE PROVISIONS OF THE STATUTES of the State of California relative to the collection of assessments to pay the expenses of opening, widening and extending of streets within municipalities, I, D. A. Watson, Street Superintendent of the city of Los Angeles, shall, on Monday, the 20th day of February, A.D. 1893, at 10 o'clock a. m. of said day, in the office of the Street Superintendent, in the City Hall, on Broadway, in said city, sell at public auction, for lawful money of the United States, all the property described in the following delinquent list attached to this notice, upon which the delinquent assessments described in said list are a lien to pay said assessments, together with the costs and penalties accruing thereon, unless the said assessment shall have been paid before said day of sale, together with the costs and penalties thereon.

D. A. WATSON, Street Superintendent of the City of Los Angeles.

Dated this 8th day of February, A. D. 1893.

I hereby certify that the following is a true and correct delinquent list of all persons and property owing assessments levied to pay the expenses of opening and extending Sixteenth street, from Maple avenue to Peru street, in the city of Los Angeles, which list contains the names of the persons and the description of the property delinquent, together with the amount of the assessments, costs and penalties thereon, situated in the city of Los Angeles, State of California, and described as follows, to-wit:

No. of Assess't.	OWNERS AND DESCRIPTION OF PROPERTY.	Amount Assessed.	5 Per Ct. Penalty.	Advert'g.	Total Amount.
11	Mrs. S. Riley, Lt B, Consullo's sub DeCell Vineyard trt	$25 00	$1 25	50c	$26 75
78	A. Swanson, Lt 46, Clement trt	18 00	90	50	19 40
80	Isabel Turner, Lt 48, Clement trt	18 00	90	50	19 40
81	A. Swanson, Lt 49, Clement trt	18 00	90	50	19 40
82	A. Swanson, Lt 50, Clement trt	18 00	90	50	19 40
83	A. Swanson, Lt 51, Clement trt	18 00	90	50	19 40
86	Jean Guyonochi, Lt 54, Clement trt	18 00	90	50	19 40
87	Jean Guyonochi, Lt 55 Clement trt	18 00	90	50	19 40
74	A. Miron, Lt 42, Clement trt	18 80	90	50	19 40

D. A. WATSON,
2-9 6t. Street Superintendent of the City of Los Angeles.

Southern Pacific Company.

IMPORTANT CHANGE OF TIME
FEBRUARY 2, 1893.

Trains leave and are due to arrive at

LOS ANGELES (ARCADE DEPOT).

Fifth street, daily, as follows:

Leave For	DESTINATION.	Arr. From
8:30 a. m.	Banning	A 10:10a.m
A4:30 p. m.	Banning	4:00p.m
8 30 a. m.	Colton	10:10a.m
10:30 a. m.	Colton	4:00p m
4 30 p. m.	Colton	6:15p.m
8:30 a. m.	Deming and East	4:00p.m
8:30 a. m	El Paso and East	4:00p.m
A5:15 p.m.	Chino	A8:50a.m
8:30 a.m.	Chino	10:10a.m
4:30 p.m	Chino	6:15p.m
9:25 a. m	Long Beach & San Pedro	8:15a.m
A12:40pm.	San Pedro & Long Beach	A 11:56a.m
5:00 p. m.	Long Beach & San Pedro	4:15p.m
2:00 p. m	Ogden and East, 2d class	7:30a.m
10:40 p. m	Ogden and East, 1st class	12:30p.m
10:40 p. m	Portland, Or	7:30a.m
8:30 a. m	Riverside	10:10a.m
10:30 a. m	Riverside	4:00p.m
4:30 p. m	Riverside	6:15p.m
8:30 a. m	San Bernardino	10;10a.m
10:30 a. m	San Bernardino	4:00p.m
4:30 p. m	San Bernardino	6:15p.m
8:30 a. m	Redlands	10:10a.m
10:30a. m	Redlands	4:00p.m
4:30 p.m.	Redlands	6:15p.m
2:00 p.m	San Fran. and Sacram'to	7:30a.m
10:40p. m.	San Fran. and Sacram'to	12:30p.m
A9:52 a. m	Santa Ana and Anaheim	9:04a.m
5:10 p.m.	Santa Ana and Anaheim	A4:04p.m
9:25 a. m.	Santa Barbara	1:50p m
4:55 p.m.	Santa Barbara	9:10p.m
9;45 a. m	Santa Monica	A8:09a.m
.....	Santa Monica	8:59a.m
1:10 a. m	Santa Monica	12:15p.m
5:15 p. m.	Santa Monica	4.30p.m
A6:15 p. m	Santa Monica	.....
.....	Santa Monica Cañon	s12:15p.m
s9:45 a. m	Santa Monica Cañon	s4:30p.m
s1:10 p. m	Santa Monica Cañon	.....
4:52 p. m.	Tustin	8:42a.m
A9:40 a.m	Whittier	8:43a.m
4:52 p.m.	Whittier	A1:45p.m

Take Santa Monica trains from San Fernando street, Naud's Junction, Commercial street, Arcade depot, Jefferson street (Winthrop station), Grand avenue, or University.

For north: Arcade, Commercial street, Naud's Junction, San Fernando street.

For east: Arcade, Commercial street, Naud's Junction.

For other branches: Arcade, Commercial street, Naud's Junction, San Fernando street.

Local and through tickets sold, baggage checked, Pullman sleeping car reservations made, and general information given upon application to J. M. CRAWLEY, Asst. G Pas. Agt., No 144 S. Spring st., cor. Second. CHARLES SEYLER, Agent at depots.

s Sundays only.
A Sundays excepted.

RICH'D GRAY, Gen. Traffic Mgr.
T. H. GOODMAN, Gen'l Passenger Agt.

SOUTHERN CALIFORNIA RAILWAY COMPANY. (Santa Fe route.

IN EFFECT SUNDAY, JAN. 1, 1893.

Leave.		Arrive.
* 5:15 p.m	Chicago Limited	* 7:50 a.m
* 7:00 a.m	Overland Express	* 6 35 p.m
* 8:15 a.m	San Diego Coast Line	* 1:15 p.m
* 4 30 p.m	San Diego Coast Line	* 6:50 p.m
* 7:00 a.m	.....	* 7 50 a.m
* 9:00 a.m	San Bernardino	* 9 55 a.m
* 4:00 p.m	via Pasadena	† 1:25 p.m
* 5:15 p m	.....	* 6:35 p.m
* 7:00 a m	Riverside via	† 1:25 p.m
* 9:00 a.m	San Bernardino	6:35 p.m
† 6:05 a.m	Riverside and San Ber'dino via Orange	*10:15 a m
†11:00 a.m		* 3:55 p.m
* 4:30 p.m		* 6:50 p m
* 7:00 a.m	Redlands, Mentone and Highland via	* 9:55 a.m
* 9:00 a.m		† 1:25 p.m
* 4:00 p.m		6:35 p.m
* 5.15 p.m		
† 6:05 a m	Redlands, Mentone and Highland, via Orange & Riverside	*10:15 a m
†11:00 a.m		* 3:55 p.m
* 4:30 p.m		* 6:50 p.m
* 9:00 a.m	Azusa, Pasadena and intermediate stations	† 7:35 a.m
* 1:25 p.m		* 8:43 a.m
* 4:00 p.m		* 9:55 a.m
† 5:25 p m		† 1.25 p.m
* 6:55 p.m		4:17 p.m
†10:25 a m	Pasadena	* 6:35 p.m
* 5:15 p.m	Pasadena	* 7.50 a.m
† 6:05 a.m	Santa Ana	†11:31 a.m
* 8:15 a m	Santa Ana	† 8:50 a.m
† 1:50 p.m	Santa Ana	†10:15 a.m
* 4:30 p.m	Santa Ana	* 1:15 p.m
*10:15 a.m	Redondo	* 6:50 p.m
* 4:05 p.m	Redondo	* 8:29 a.m
* 7:48 a.m	Santa Monica	* 3:50 p.m
*10:00 a.m	Santa Monica	.....
* 4:05 p.m	Santa Monica	* 9:43 a.m
.....	Santa Monica	* 3:50 p.m
† 9:00 a m	San Jacinto via Pasade'a	* 6:06 p m
†11:00 a.m	San Jacinto via Orange	† 1:25 p m
† 9:00 a.m	Temecula via Pasadena	† 3:55 p.m
†11:00 a.m	Temecula via Orange	† 1:25 p.m
† 8:15 a.m	Escondido via Coast line	†10:15 p.m
		† 1:15 p.m

*Daily. †Daily except Sunday. ‡Sundays only.

E. W. McGEE, City Pas. and T. Ag't. 129 N. Spring st., Los Angeles.
ED. CHAMBERS, Ticket Agent. First-street Depot.
Depot at foot of First street. f 23

Pacific Coast S. S. Co.

GOODALL, PERKINS & CO., GENERAL Agents, San Francisco. Northern routes embrace lines for Portland, Ore., Victoria, B. C., and Puget Sound, Alaska, and all coast points.

SOUTHERN ROUTES.

TIME TABLE FOR FEBRUARY, 1893.

LEAVE SAN FRANCISCO.

For Port Harford, Santa Barbara, Redondo, San Pedro, Newport, San Diego	S. S. Corona, February 1, 10, 19, 28, March 9.
	S. S. Santa Rosa, February 6, 15, 24, March 5.
For Redondo, San Pedro and way ports	S. S. Coos Bay, February 8, 17, 26, March 7.
	S. S. Eureka, February 4, 13, 22, March 3.

LEAVE SAN PEDRO AND REDONDO.

For San Diego	S. S. Santa Rosa, February 8, 17, 26, March 7.
	S. S. Corona, February 3, 12, 21, March 2.
For San Francisco, Port Harford, Santa Barbara	S. S. Santa Rosa, February 1, 10, 19, 28, March 9.
	S. S. Corona, February 5, 14, 23, March 4.
For San Francisco and way ports	S. S. Eureka, February 7, 16, 25, March 6.
	S. S. Coos Bay, February 2, 11, 20, March 1.

Cars to connect with steamers via San Pedro leave S. P. R. R. depot, Fifth street, Los Angeles, at 9:25 o'clock a. m.

Passengers per steamers Corona and Santa Rosa, via Redondo, north bound, leave Santa Fe depot at 10:15 a. m.; or from Redondo railway depot, corner Jefferson street and Grand ave., 9:00 a. m.

Passengers per Eureka and Coos Bay, via Redondo, leave Santa Fe depot at 4:05 p. m.

Plans of steamer's cabin at agent's office, where berths may be secured.

The company reserve the right to change the steamers or their days of sailing.

☞For passage or freight as above or for tickets to and from all important points in Europe, apply to

W. PARRIS, Agent,
Office, No. 124 West Second st., Los Angeles.

Ordinance No. 1541.

(NEW SERIES.)

AN ORDINANCE DECLARING THE INtention of the Mayor and council of the city of Los Angeles to change and establish the grade of Montreal street, from Bellevue avenue to a point 90 feet south from the southwest corner of Boston street, and fixing the limits of the district to be assessed to pay the cost, damages and expenses thereof.

The mayor and council of the city of Los Angeles do ordain as follows:

SECTION 1. That it is the intention of the council of the city of Los Angeles to change and establish the grade of Montreal street from Bellevue avenue to a point 90 feet south from the southwest corner of Boston street as follows:

At the intersection of Bellevue avenue the grade shall be, as now established, 87.20 on the southeast corner and 89.45 on the southwest corner; at a point 100 feet south of Southwest corner of Bellevue avenue, in the west side, 86.60; at the intersection of Boston street, 86.00 on the northwest corner, and 88.20 at a point opposite said corner in the east side; 85.50 on the southwest corner, and 86.00 at a point opposite said corner in the east side, both mentioned points being at right angles opposite said corners; at a point 90 feet south of the southwest corner of Boston street, 87.00 in the west side and 88.50 in the east side at a point at a right angle opposite the last mentioned point. And at all points between said designated points the grade shall be established so as to conform to a straight line drawn between said designated points.

Elevations are in feet and above city datum plane.

SEC. 2. The boundaries of the district to be affected by said change of grade and to be assessed to pay the damages that may be awarded by reason of such change of grade are hereby designated and established as follows:

Beginning at the northwest corner of lot 25 block 3, Park tract, thence running southerly along the westerly line of said lot 25 to the southwest corner of said lot 25, thence westerly along the southerly line of lots 24 and 23 block 3, Park tract, to the southwest corner of said lot 23, thence southerly along the easterly line of lot 4 block 3, Park tract, to the southeast corner of said lot 4, thence southerly to the northeast corner of lot 17 block 2, Park tract, thence southerly along the easterly line of said lot 17 to the southeast corner of said lot 17, thence easterly along the northerly line of lots 3 and 2 block 2, Park tract, to the northeast corner of said lot 2, thence southerly along the easterly line of said lot 2 to the southeast corner of said lot 2, thence in an easterly direction to the southwest corner of lot 6 block 4, Park tract, thence along the southerly line of said lot 6 to the southeast corner of said lot 6, thence northerly along the easterly line of said lot 6 to the northeast corner of said lot 6, thence easterly along the southerly line of lot 7 block 4, Park tract, to the southeast corner of said lot 7, thence northerly along the easterly line of lots 7 to 14, inclusive, block 4, Park tract to the northeast corner of said lot 14, thence westerly to the southeast corner of lot 15 block 4, Park tract, thence northerly along the easterly line of lots 15 to 19, inclusive, block 4, Park tract; to the northeast corner of said lot 19, thence westerly along the northerly line of said lot 19 to the northwest corner of said lot 19, thence in a westerly direction to the northeast corner of lot 25 block 3, Park tract, thence westerly along the northerly line of said lot 25 to the northwest corner of said lot 25, the point of beginning, excepting from the above described district of assessment all land included therein which is now part or parcel of a public street or alley.

SEC. 3. The city clerk shall certify to the passage of this ordinance and shall cause the same to be published for ten days in the Los Angeles HERALD, and thereupon and thereafter it shall take effect and be in force.

I hereby certify that the foregoing ordinance was adopted by the council of the city of Los Angeles at its meeting of January 30, 1893

C. A. LUCKENBACH, City Clerk.

Approved this 2d day of February, 1893.

2-3 10t T. E. ROWAN, Mayor.

Notice of the Filing of the Report of the Commissioners Appointed for the Opening and Extending of Lucas Avenue from Orange Street to Seventh Street,

IN COMPLIANCE WITH ORDINANCE NO. 1254 (new series), together with the plat of the assessment district.

Notice is hereby given that the commissioners appointed to assess the benefits and damages and to have general supervision of the proposed work of opening and extending Lucas avenue from Orange street to Seventh street, have filed in the office of the undersigned a report, together with a plat of the assessment district.

All persons interested are hereby required to show cause, if any they have, on or before Monday, the 6th day of March, 1893, why such report should not be confirmed by the council of the city of Los Angeles.

All objections must be in writing, and filed with the clerk