

LEAGUE OF FIREBUGS.

A Startling Confession Made by a Gotham Incendiary.

ADJUSTERS IMPLICATED

Claims to Have Been the Tool of a Gang of Insurance Men.

HAVE CAUSED MANY BLAZES.

One of His Fellows Said to Have Been Tortured to Death as a Traitor.

NEW YORK, N. Y., May 31.—Morris Schoenholz, who was arrested recently on a charge of arson, has made a statement to the police which will probably result in the arrest of a dozen or more insurance adjusters.

One fire in Yonkers was all prepared and ready when it was prevented by accident. The fire that panned out were all set with benzine on the bladder plan. This plan is as simple as it is effective.

The doomed store or flat is sprinkled with alcohol, and a bladder filled with inflammable stuff is suspended from the ceiling. Then it is set on fire, and when the flames reach the bladder there is an explosion which destroys the property and every vestige of the manner in which the fire was set at the same time.

Another member of the gang named Hirschkopf has also made a confession. The firebugs, according to Hirschkopf, are out-and-out and have regular headquarters.

CYCLERS IN A SCANDAL.

Contestants in the Chicago Road Race Accused of Fraud.

Scores of Riders Lessened the Distance by Cutting Across the Course.

CHICAGO, ILL., May 31.—A mammoth scandal to-day ended the career of the world-famous Chicago road race. Sworn statements made to-day put nearly 10 per cent of the participants in the so-called race on record as contemptible sneaks.

How many more of the remainder of the "racers" will go into the same class is yet to be determined. It was a wholesale fraud, on a scale probably never before equaled in the history of cycling races, or for that matter in any kind.

Aside from the scandal in regard to the race as a whole, Referee Thomas F. Sheridan had his hands full to-day receiving protests from the riders against the awarding of prizes to Fairman and Emerson, the prize and time prize winners respectively.

It now appears that neither of these men will be given the place which was assigned to them yesterday. However Fairman may come out, it is almost certain Emerson will be disqualified. All the testimony shows that Emerson did not ride the course.

ON THE EASTERN TRACKS.

It Was a Great Day for the Favorites at St. Louis.

ST. LOUIS, Mo., May 31.—At the Fair Association park to-day three favorites were lucky. The dump of the day was in the fourth race when Libertine, one of the starters in the club members' handicap, ran unopposed with a lot of dogs.

OF INTEREST TO THE COAST.

Important Changes Among Postmasters in California.

WASHINGTON, D. C., May 31.—Postmasters have been appointed as follows: At Chatworth, Los Angeles county, Levi Lovelock, vice F. H. Coffeen, resigning; at Olive, Orange County, Theodore Danker, vice F. L. Carr, resigning; at Polaski, Fresno County, P. A. Campbell, vice M. A. Morrissy, removed; at Wasago, Santa Barbara County, Charles Church, vice E. G. Hitchcock, resigned.

Whitlaw Reid Returning.

LONDON, Eng., May 31.—The steamship New York of the American line which sailed from Southampton to-morrow will take among her passengers Mr. and Mrs. Whitlaw Reid.

One and a sixteenth miles, Egbert won, Terapin second, Jane third. Time, 1:48 1/2.

Four and a half furlongs, Moylan won, Joe Clark second, Lohi third. Time, 56.

Seven furlongs, McKee won, Kinders second, Uncle Jim third. Time, 1:45 1/2.

KILLED ON A RACETRACK.

One Jockey Meets Death and Several Others Are Injured.

WASHINGTON, D. C., May 31.—Several accidents occurred in the races at St. Asaph to-day.

Dick Corbly, a white jockey, who was riding Kirover, was killed. He had been in the rear. He suddenly commenced riding hard and was overcoming his field rapidly when the horse went down.

Bunch, who was running ahead of the field, fell at the same time as Kirover. He broke his leg and was afterward shot. Charlie E. was one of the horses that fell on Kirover, and his jockey, McLaughlin, had his collar-bone broken.

Tom McAleer's Wheel Race.

LOS ANGELES, CAL., May 31.—Tom McAleer's attempt to break the 100-mile bicycle record to-day proved a fiasco, owing to the bad state of the weather.

The wind was so strong that the pace-makers despaired of setting a pace fast enough to break the record at the start. McAleer was plucky, though, and rode like a demon. He covered nearly twenty-five miles the first hour and while he kept up at about a 2:30 gait he worked hard enough for a 2:20.

The three tandem teams that did the pacing were ready to quit long before McAleer was, and when 58 1/2 miles had been ridden of McAleer was so groggy that he was compelled to throw up the sponge.

Diringer's Record Breaking.

LOUISVILLE, Ky., May 31.—To-day being the last day of the L. A. W. for record trials, and the Syracuse riding team being anxious to start on the national racing circuit, Diringer made only one trial to-day, being for the two-thirds of a mile of 1:11 1/4.

Trotting and Running.

SAN BERNARDINO, CAL., May 31.—To-day's races drew good crowds. The five-eighths dash was won by Selkirk, Hello second. Time, 1:03 1/2.

In the trotting and pacing heats Colton Maid won in three straight heats, Dollie second. Best time, 2:24 1/2.

The one-quarter mile and repeat race for ponies was won by Lady Greensleeves. Time, 2:43 1/2—2:44.

Running, one mile, Muteva won, Slaughter second. Time, 1:48 1/2.

Needs a Strong Breeze.

LONDON, Eng., May 31.—Howard Gould has sent a dispatch to the Associated Press saying that his yacht Niagara was fairly beaten yesterday in the race off Lowestoft by Lord Dudley's Inyoni in a very light wind.

He added that he thinks the Niagara, like the Vigilant, needs a strong breeze. The next race in which the Niagara will compete will be off Harwich on June 3.

Johnson and Zimmerman.

SPRINGFIELD, Mass., May 31.—A dispatch to the Union from Boston says a match race is being arranged between J. S. Johnson and Zimmerman. The first preliminaries were talked over at the Waltham meet, and there is a great probability of a successful result of the negotiations.

California Colts Going East.

SACRAMENTO, CAL., May 31.—John Mackey, superintendent of J. B. Haggin's Rancho del Paso Breeding Farm in this county, will leave for the East to-morrow with seven carloads of thoroughbred yearling colts, to be sold at auction in New York.

Corbett Preparing to Train.

NEW YORK, N. Y., May 31.—Jim Corbett has gone to Asbury Park to begin his preparations for training for his fight with Bob Fitzsimmons. He intends remaining there until July, at least in order that he may be in good condition when the time and place of the battle are announced.

Tug-of-War Contest.

HEALDSBURG, CAL., May 31.—A tug-of-war between the Windsors team of heavyweights and the Healdsburg team was had in this city last night for a purse of \$100 a side. Healdsburg won. Time, 40 min.

Won the Oaks Stakes.

EPSON DOWNS, Eng., May 31.—Sir James Miller's bay filly La Sagesse won the Oaks stakes to-day.

On the Diamond.

BALTIMORE, Md., May 31.—Baltimore 10, base hits 18, errors 1. Louisville 8, base hits 12, errors 6. Batteries—Clark and Hoffer; Welch, Zahner and Inks and Luby.

WASHINGTON, D. C., May 31.—Washington 16, base hits 18, errors 10. St. Louis 10, base hits 9, errors 3. Batteries—McGill and Stock; Suggen, Killen and Hart.

NEW YORK, N. Y., May 31.—New York 11, base hits 10, errors 10. St. Louis 10, base hits 9, errors 8. Batteries—Schriver and Clark; Moran and Hutchinson.

OF INTEREST TO THE COAST.

Important Changes Among Postmasters in California.

WASHINGTON, D. C., May 31.—Postmasters have been appointed as follows: At Chatworth, Los Angeles county, Levi Lovelock, vice F. H. Coffeen, resigning; at Olive, Orange County, Theodore Danker, vice F. L. Carr, resigning; at Polaski, Fresno County, P. A. Campbell, vice M. A. Morrissy, removed; at Wasago, Santa Barbara County, Charles Church, vice E. G. Hitchcock, resigned.

Whitlaw Reid Returning.

LONDON, Eng., May 31.—The steamship New York of the American line which sailed from Southampton to-morrow will take among her passengers Mr. and Mrs. Whitlaw Reid.

AN INTERESTING ANGLE.

Mrs. Weiss Leaves Matters Worse Than at First Appeared.

HER VERY SUDDEN DEPARTURE.

Neither Her Costly Furniture Nor Her Piano Had Been Fully Paid For.

Dr. Johanna Weiss, alias Mariana Janney, alias Mrs. White, alias Mary A. Stone, alias Mrs. Marks, left matters in even a worse condition than at first appeared. It now turns out that she not only borrowed money on her furniture

from two money-brokers and the same to a furniture dealer, but that neither the furniture nor the piano were fully paid for, having been bought on the installment plan, and but a small portion of the price having been received by the merchants from whom the purchases were made.

Claims are now being made on the part of the original owners for the recovery of the goods or their value.

The piano was bought from Benjamin Curtaz & Son in December last. Mrs. Weiss was waited on by H. J. Curtaz and paid \$100 down on the instrument, agreeing to pay \$15 a month, but it was only paid for \$100.

The piano was bought from Benjamin Curtaz & Son in December last. Mrs. Weiss was waited on by H. J. Curtaz and paid \$100 down on the instrument, agreeing to pay \$15 a month, but it was only paid for \$100.

FOR THE FOURTH.

Work of the Committees in Charge of the Celebration—An Anonymous Letter.

Three sub-committees for the Fourth of July celebration met last night at the executive committee headquarters at the Mills building. The literary committee discussed the order of exercises for the day and decided on a part of their programme.

The exercises will open with the singing of the doxology by the audience. Prayer will be offered and the song "America" will be rendered by Professor Mackenzie's Choral Society.

President of the Day King will make a few remarks introducing D. Gilbert Dexter, the orator for the occasion. "The Star-Spangled Banner" will be rendered by the Choral Society and then a patriotic address will be given by the orator.

The printer's committee discussed programmes and advertising, but came to no decision, and will meet again on Thursday. Of the regalia committee no quorum was present.

Committee meetings will be held next week as follows:

Monday—Finance, 2 P. M.; decoration, 4 P. M.; fireworks, 8 P. M.

Tuesday—Printing, 4 P. M.

Wednesday—Entertainment, 2 P. M.; parade, 5 P. M.

The following anonymous letter was found tucked under the door of the office of Edwin L. Foster:

Mr. Foster, Grand Marshal—DEAR SIR: I propose to give the celebration this year a good old-fashioned Fourth of July by having a lot of evergreens and flowers placed at different points of the parade—one at Golden Gate avenue and the other on Van Ness between Washington and Clay, thus honoring the memory of Washington and Clay.

Let us make a grand flowerista, and the Fourth is the day to have it. Have the citizens decorate their residences and places of business with flowers and evergreens. Have in the procession Washington at Valley Forge, and have the school children throw flowers in his path.

Have the procession start from the ferry, up Market street, to Golden Gate avenue, to Van Ness avenue, to Clay, counter-marching from Clay to Market, and dismiss the procession at Van Ness between Washington and Clay; and when Washington arrives at that point instruct the cheer and throw flowers at him. The procession would be a grand sight on Van Ness avenue.

Let us make a grand flowerista, and the Fourth is the day to have it. Have the citizens decorate their residences and places of business with flowers and evergreens. Have in the procession Washington at Valley Forge, and have the school children throw flowers in his path.

Have the procession start from the ferry, up Market street, to Golden Gate avenue, to Van Ness avenue, to Clay, counter-marching from Clay to Market, and dismiss the procession at Van Ness between Washington and Clay; and when Washington arrives at that point instruct the cheer and throw flowers at him. The procession would be a grand sight on Van Ness avenue.

ATCHISON REORGANIZED.

New Lease of Activity Signified by the Deposit of Bonds.

Extension of the System to Connect With the Valley Road May Follow.

A New York press dispatch dated yesterday announced that \$7,000,000 of Atchison, Topeka and Santa Fe general 4 per cent bonds had been deposited with the joint reorganization committee, or \$2,000,000 more than a majority.

Some two years ago receivers were appointed for the Atchison and other roads connected with the system, notably the Atlantic and Pacific and the St. Louis and San Francisco. The failure of this great railroad to raise money in Europe to meet the interest on its bonds came at a time when many people in California were expecting an extension of the system to San Francisco.

Now that the scheme for reorganization has been made effective the work of extending the line to this city or to a point connecting with the Valley road will not, in the nature of things, be much longer delayed.

Early in April of this year Wheeler H. Peckham, Edward King, C. C. Beam and W. H. Rossington, representing the road and the Union Trust Company of New York, together with George R. Peck, general solicitor of the Atchison system, inspected the properties of the corporation and paid a visit to San Francisco. When asked at that time concerning the further extension of the line to California they informed the CALL that everything depended on the success of the reorganization then prevailing. The importance of direct connection with San Francisco was appreciated, but pending negotiations with creditors it was deemed best not to discuss the question. Moreover, the representatives of the Atchison were at that time the guests, in a sense, of the Southern Pacific, and were constrained by rules of hospitality to speak of possible connections with the Valley road.

Ever since the Atchison, Topeka and Santa Fe went into Southern California and did so much to promote its own business and develop the country about Los Angeles and San Diego, a strong pressure has been exerted in favor of completing the system by extending the road to the bay of San Francisco. When the true history of negotiations was made known it comes to light it may be shown that vast subsidies were paid to check the spirit of progress which once animated the Atchison.

It is known that a rough or preliminary survey of the country between Mojave and San Francisco was made and terminal ground on the eastern shore of the bay examined.

Men of Boston and New York who freely invested their money in the Atchison system and saw the gradual extension of the road from Atchison to Topeka, thence on to the Arkansas Valley and west to the Pacific Coast, as well as east from Los Angeles to Chicago, and who saw the ultimate success would be achieved when the road reached San Francisco. For some reason, not yet understood by the public or the stockholders, building operations stopped. Confidence gave way to doubt and the great corporation passed to the control of receivers. Now a new turn in affairs is about to be made. The creditors have expressed their confidence in the joint executive committee by depositing bonds to the value of \$7,000,000. In effect they say to the committee: "Go on, now, and handle this property as your judgment

directs. If new equipments and new extensions are demanded use the earnings and reserves of the company to make the system profitable."

YOUNG WOMEN'S SOCIAL.

Enjoyable Hours Spent in the Christian Association Hall on O'Farrell Street.

The Delsarte and elocution class of the Young Women's Christian Association gave a social last evening, at which there was a large attendance. The programme was made up for the most part of the talent within the association, under the direction of Miss Minnie Hartley, teacher of the Delsarte class.

The programme consisted of musical and literary selections, and when it was finished participants and guests alike were invited to partake of refreshments. The entertainment opened with a piano solo by Melville Ellis. Mrs. Sarah B. Cooper spoke on the use of time, and how famous men and women have husbanded it as the round dollar. Other numbers were: A recitation "When Jack Comes," by Miss Elsie Baird; an Indian-club drill by Misses Wixon, McGraw, Largerson and Musgrave, a duet by Miss Ethel Edger and C. O'Connell.

The entertainment furnished a most enjoyable evening for the 200 people present.

FOR THE FOURTH.

Work of the Committees in Charge of the Celebration—An Anonymous Letter.

Three sub-committees for the Fourth of July celebration met last night at the executive committee headquarters at the Mills building. The literary committee discussed the order of exercises for the day and decided on a part of their programme.

The exercises will open with the singing of the doxology by the audience. Prayer will be offered and the song "America" will be rendered by Professor Mackenzie's Choral Society.

President of the Day King will make a few remarks introducing D. Gilbert Dexter, the orator for the occasion. "The Star-Spangled Banner" will be rendered by the Choral Society and then a patriotic address will be given by the orator.

The printer's committee discussed programmes and advertising, but came to no decision, and will meet again on Thursday. Of the regalia committee no quorum was present.

Committee meetings will be held next week as follows:

Monday—Finance, 2 P. M.; decoration, 4 P. M.; fireworks, 8 P. M.

Tuesday—Printing, 4 P. M.

Wednesday—Entertainment, 2 P. M.; parade, 5 P. M.

The following anonymous letter was found tucked under the door of the office of Edwin L. Foster:

Mr. Foster, Grand Marshal—DEAR SIR: I propose to give the celebration this year a good old-fashioned Fourth of July by having a lot of evergreens and flowers placed at different points of the parade—one at Golden Gate avenue and the other on Van Ness between Washington and Clay, thus honoring the memory of Washington and Clay.

Let us make a grand flowerista, and the Fourth is the day to have it. Have the citizens decorate their residences and places of business with flowers and evergreens. Have in the procession Washington at Valley Forge, and have the school children throw flowers in his path.

Have the procession start from the ferry, up Market street, to Golden Gate avenue, to Van Ness avenue, to Clay, counter-marching from Clay to Market, and dismiss the procession at Van Ness between Washington and Clay; and when Washington arrives at that point instruct the cheer and throw flowers at him. The procession would be a grand sight on Van Ness avenue.

Let us make a grand flowerista, and the Fourth is the day to have it. Have the citizens decorate their residences and places of business with flowers and evergreens. Have in the procession Washington at Valley Forge, and have the school children throw flowers in his path.

Have the procession start from the ferry, up Market street, to Golden Gate avenue, to Van Ness avenue, to Clay, counter-marching from Clay to Market, and dismiss the procession at Van Ness between Washington and Clay; and when Washington arrives at that point instruct the cheer and throw flowers at him. The procession would be a grand sight on Van Ness avenue.

ANOTHER FENDER.

An Invention of Eugene Reiley, a California Pioneer of Redwood Canyon.

Eugene Reiley, a California pioneer residing at Redwood Canyon, near Oakland, has invented a fender for electric and cable cars which, he thinks, is superior to all other designs yet submitted by reason of

its simple mechanism and the ease with which it will sweep up an obstruction. It is a self-worker, constructed of steel and in the shape of a triangle inlaid with a set of rollers, designed to run in a half inch of the roadbed, and this fact alone Mr. Reiley considers a big advantage.

Mr. Reiley has been an inventor for a good many years, and a number of his patents are in use all over the United States. Some of the latest he has received is a water-pipe coupling, which was received with general favor.

The Royal Baking Powder as every cook knows, is always to be relied upon. It is one of the greatest aids she has. She is always able to instruct them to make the very finest biscuits, cakes, muffins and crusts. Many a cook's reputation has been made by the delicious things she has been able to make with it.

A Rat's Cat Mother.

Joshua Siffer of Bolivar, in the Middleton Valley, Frederick County, has a cat which is at present nursing a young rat as carefully as if it were one of her own offspring.

The cat has had at least two or three days ago a young rat, and then caught a young one and carried it alive to her nest, presumably for the kittens to eat. Instead of devouring it, however, the kitten's friends with the stranger, and since then the old mother cat has treated the rat as if it were one of the family. Strange to say, the rat refuses to leave the kittens, even when the old cat goes away.

The cat fondles and nurses the rat in the same manner as her own kittens, and a kitten was seen at a rear teat and the other at the front, while the rat was in the middle, pulling away for dear life, and the old cat was unconcerned as if nothing unusual was going on.—Baltimore Sun.

In the thirteenth year of George II an act was passed for the suppression of races by ponies and other small and weak horses, the value of all matches for any prize under \$100 was to be \$25, and any one who was guilty of such a race was to be fined \$100, to be paid by the owner of each horse running, and \$500 by such as advertised the plate, and by which each horse entered to run, if 5 years old or 12, to carry 10 stone; if 6, 11, and if 7,

LONG-DISTANCE POWER.

A Sudden Boom in Schemes for Transmitting Electrical Energy.

MOST OF THEM YET IN AIR.

Many Will Await the Trial of a Few Important Plants Soon to Be Operated.

A new kind of "hustler" has arisen and within the past three or four months he has been rapidly multiplying and filling the earth.

He is the promoter of new electrical enterprises, and especially just now the promoter of schemes for the long-distance transmission of electric power.

The air of California and the whole Pacific Coast for that matter, has all at once become filled with talk about setting up water-wheels in lonely mountain places and making them give light and cheaply turn other wheels in towns miles away.

From Shasta to San Diego men are organizing, or trying to organize, local or San Francisco companies to utilize in this way the water-power in particular localities.

A few of these power-transmission enterprises have been successfully organized by business men of capital and the work of establishing them has been actually begun. The rest are yet in the air and many of them will remain there for a long time.

But the interesting fact is that the State is full of "inquiry" in this direction, and consulting electrical engineers and agents of power companies are kept busy answering questions in person and by letter and making preliminary estimates of cost.

These are the men who quickest feel the pulse of the electrical business, and what they say shows that this business field was first to see the revival of business confidence and to feel the pulse of a very active field and competition is keen and increasing. Big and little companies that make dynamos, motors, transformers, meters, conductors, wire and the hundreds of other things in the way of hardware for electricity have agents here who are after every rumor of a new railway, light, power or other plant, and they keep to themselves every pointer they get to avoid sending a lot of competitors after their common local property, and their establishments are rapidly going into the manufacture of electrical machinery.

While the actual business done is mainly with new railway and lighting plants and other things in the way of hardware for electricity is the most interesting if not the most important thing to the general public.

The transmission of electric power has just entered upon its second stage. For years it has remained in the stage of theory and experiment.

Great public interest has always been taken in the theory, and there has for years been a general and almost an enthusiastic belief in the theory of practical electrical engineers that the vast amount of power running waste in hills and mountains everywhere would be cheaply utilized by transforming it into the energy and taking it over long distances to where it would be practicable to use it. In this State it has long been a popular and somewhat inspiring idea that the power in the streams and reservoirs of the Sierras would be harnessed in the valleys to furnish foothills and the power in them that industries would be stimulated.

But there have been and there are yet many practical problems to be solved before the long-distance transmission of power can be placed on an exact business basis. While it has recently been demonstrated to be practicable over comparatively short distances, each new plant is, to a considerable degree, an experiment.

Exact percentages of loss in transmission and other practical problems cannot yet be figured out certainly when 50 or 100 miles of line are to be run, and the power is badly wanted power from the big new plant by Niagara Falls, but the power company will not yet risk the investment necessary to reach and supply Buffalo and offers to sell power cheap at its water-wheels if Buffalo wants to take it home.

This conservatism of capital is the reason why the projects of bringing power to San Francisco from Clear Lake in Lake County and from Blue Lakes in the Sierras to Nevada City, and other experiments are made.

But the success of the experiments at Portland, Redlands, the Bodie mines and a few other places, where from twelve to twenty miles of line have been covered, has warranted the various new enterprises which contemplate providing power and light to towns in the Sacramento and San Joaquin valleys and in the foothills. So they have suddenly sprung up in numbers and the second stage of practical business, has just been fairly entered.

Sacramento is to be the first town to get river power from a distance on a large scale. The big plant near Folsom is to be completed in a few weeks, and then 5000 horsepower will be pumped into Sacramento over twenty miles away to run the trolley lines and give light and power.

Another plant is invading the field of power in the light business, and a lively competition is promised. Power to run motors of any size will be sold to everybody who will buy it by the kilowatt.

The South Yuba Water Company is getting ready to do big and interesting things in Placer County. It controls an immense water system in Placer and Nevada counties, and has practically unlimited power at its command, and it can be utilized cheaply at high head.

The company expects to have in operation by August 1 a plant that will light Newcastle, Ferny and Loomis.

Another plant with 150 horsepower and a \$25,000 plant with water used at 460 feet pressure. The company is said to plan invading Sacramento, twenty-two miles from Rocklin, with light and power, and a scheme to operate an electric road from Marysville to Nevada City, along the foothills, is being much talked about.

Another enterprise that has passed the stage of talk is one to supply power to the big groups of mines about the region of Grass Valley and Nevada City. This company, which is composed of miners, proposes to sell power to mines for miles around at 75 per horsepower per year.

Heretofore the power used at the mines has been mainly water-power, sold by water companies at from \$125 to \$150 per horsepower.

It is in the mining regions that the use of electric power will naturally be most rapidly developed, and many mining companies are now securing out establishing plants for their individual use.

One of the most interesting schemes that have been launched is that of the San Joaquin Power Company, which is projecting power to bring light and power to Fresno from one of the forks of the San Joaquin River, forty-three miles northeast of Fresno. This company is composed of Fresno capitalists.

A San Francisco company, of which Charles Webb Howard is a member, has arranged to supply electricity to Bakersfield from a plant in Kern River Canyon, several miles from the city.

These are the only new enterprises in this line which are regarded as having passed the stage of talk. Several are in the air of Southern California, and a half dozen schemes to electrify Stockton from the Sierras have come to the front since the railroad boom began.

The interests and inquiry in this field is rapidly increasing and more may give the promise of reality soon. Messrs. Haszen and Hunt, the well-known elec-

trical engineers, say that the few power transmission plants now being put in, and especially the one at Folsom, are the pioneers of a kind that rapid development will await their practical operation when the problems of cost, efficiency and methods can be better answered. The success of these early enterprises will make capitalists less cautious, and two or three years from now air copper lines may be running from the Sierras to half the towns of the Sacramento and San Joaquin valleys.

GOOD SAMARITANS.

Special Services of Praise and Thanksgiving to Be Held at Their First Anniversary.

The Good Samaritan Mission was opened a year ago at 249 Second street by Rev. William J. Kip Jr., the grandson of the late Bishop Kip. To-morrow its first anniversary is to be celebrated with special services of praise and rejoicing over the telling results that have rewarded the efforts of those who have labored so hard to make the mission a success.