

SANTA MONICA AIR LINE.

**This Is Title of New Road Officially
Taken Over by Los Angeles-
Pacific Yesterday.**

SANTA MONICA, July 1—The "Santa Monica Air Line" is the official designation of the electrized Southern Pacific road between Port Los Angeles and Los Angeles, which was today taken over by the Los Angeles-Pacific and will hereafter be operated in conjunction with the Sawtelle, Hollywood, Palms, Redondo, Colegrove and Inglewood divisions of the same system. No regular schedule for passenger trains has yet been adopted, but it is expected that on and after July 1 there will be a semi-hourly service. This road is already accommodating practically all of the freight business between Los Angeles and the beach. The local fare from the deep sea end of Port Los Angeles wharf to the mouth of the Santa Monica bay is 5 cents, and from that point it is 5 cents to Santa Monica Bay points, while it is 50 cents to Los Angeles, as from any other beach terminal.

The new resort in Rustic Cañon will be informally opened tomorrow by Frank Lawton, chief of the cañon scouts. He has invited several hundred friends to assist in the discussion of a Spanish barbecue and the dedication of the new log cabin. Special cars will be run from the Hill-street station, Los Angeles, to the mouth of the cañon.

MYSTERIOUS GUESTS

President J. J. Seymour of the local Board of Trade is anxious to learn what manner of guests he has been entertaining during the past ten days at his furnished cottage at the corner of Second street and California avenue. The house has been for rent, and when the neighbors saw the placards removed and the house the scene of merry-making by day and night the presumption was natural that some health and pleasure seekers had taken lawful possession for the summer season. But the premises were false. The guests were unbidden and departed before Seymour knew he had been a host.

BOTH OPPOSE IT.

Both the City Council and the Board of Trade's committee of fifteen have gone on record as being opposed to permitting the Los Angeles-Pacific Railway to abandon either the North or South loop. It is insisted that cars must be run on Third street and Utah avenue as well as the other streets covered by the local franchise. The company suggested as a compromise that double tracks be operated on Third as far north as California or Montana, thence east to Seventh and north to San Vicente boulevard. The company's original request was for a franchise north of Seventh to the city limits, with permission to cease the operation of the Third street line. The entire matter will be considered when the Council meets Monday night.