Yuma--The Nile of America

Is Offering Inducements to Homeseekers and Investors That Cannot Be Excelled Anywhere on the Globe

It Has the Three Great Principles of Production

Inexhaustible Water
Everlasting Soil
Continuous Sunshine

Are you after a homestead in the Yuma Reservation? Have you cruised the land you wish to take up? You should know all about the Unit you wish to take up before paying over your money. If you have not been on the land, consult some reliable person who has. Remember, there are good and bad farms in this opening. The clearing and grading required on some of these Units makes a difference of over $1000, in many cases, in the value of farms running side by side. All this you should know about.

We have thoroughly cruised, with expert cruisers, every farm and have FIELD NOTES on every Unit in this opening. We know the amount of waste land and of clearing and grading required on each Unit to put it in condition for cultivation. If you want to know the facts, consult us at once. All information furnished by us is guaranteed to be absolutely correct and reliable. We are largely interested in the Yuma District and want all to know the facts.

If you do not care to get this advice from private parties—by all means go direct and see the land for yourself before paying your money, as there are some Units of practically no value and you might be greatly disappointed in your venture.

Private lands under the great Yuma Project are owned and controlled by us. We will offer this land in tracts of desired size, on reasonable price and terms, during the opening of the Government Reservation. Anyone failing to secure desirable Government land should see us before our choice tracts are selected.

We have opened offices on the same floor as the U. S. Land Office, in the Chamber of Commerce Building, where we are prepared to meet parties interested in the Yuma lands and Project. During this week Immigration Agent A. B. Ming of Yuma County and E. P. Epler, secretary of the Yuma Commercial Club, will be in our offices ready and glad to answer all questions regarding the Yuma Project. They will also distribute literature covering all questions.

In offering this land we guarantee every acre to be exactly as represented. We will refund all expenses of any one visiting the land if found not to be as represented.

T. A. Behrenfeld and The Southwestern Land Co. of Yuma

444-445-446 Chamber of Commerce Building, Los Angeles, California

NEW GARBAGE LAW IN EFFECT

SANITARY DISTRIBUTION IS ASSURED

ORDINANCE REGULATES PLACING OF CANS

Contractor Enjoined by Hotel Men, and Vernon Will Be Used as Dumping Ground for Part Refuse

Citizens of Los Angeles are warned to put their garbage cans fifty feet back from the property line of their residences this morning, if there is no alley at the rear or side of the premises. Those persons with alleys will have to put the cans not more than twenty-five feet from the alley entrance.

For the first time in many years Los Angeles today will enter on a period of municipal sightliness, for the garbage cans that have heretofore decorated the sidewalks of the beautiful residence district will be kept on the premises, and Charles A. Alexander, who assumes the garbage collection this morning, will have to send his men back on the premises to get the family garbage can.

Further, a large portion of the stench that has afflicted the southern part of the city will cease, for the garbage Alexander removes must be taken five miles from the city limits. Alexander has arranged for this by providing a dumping ground southeast of the city. On this place he expects to feed garbage to hogs, but the odor cannot annoy the citizens of Los Angeles, as has been the case with the hog farms in Vernon, just over the city line.

But all the stench will not cease, for Alexander yesterday was enjoined, temporarily, by order of the court, from removing the garbage from the hotels and restaurants. This restraining order was issued on complaint of the Los Angeles Restaurantmen's association and the Southern California Hotelmen's association. The garbage from the principal hotels and restaurants will continue to be fed to hogs in Vernon until this injunction is dissolved, and permanently, if it is not.

The restaurant and hotel men claim that by turning over their garbage to Alexander they lose a source of profit. They now sell their garbage to the Vernon Livestock association for a large sum annually and they wish to continue to derive this profit from the by-product. This Alexander also considered a source of profit, and it was with the supposition that he would get this hotel and restaurant garbage that he made his bid for a five years' contract.

The restraining order is made returnable March 7 and on that date Alexander must show cause why the order should not be made permanent.

He has provided forty new steel-covered wagons of the most modern type in which to remove the garbage, and has provided a transfer point on Aliso street, a block east of the river. The garbage will be hauled to that point and transferred to Santa Fe trains, to be taken five miles from the city limits.

ALIMONY HEARING AWAITS DIVORCE SUIT RESULTS

Action Against Clifford P. Le Roy Is Based on Charge That He Served Prison Term

Clifford P. Le Roy, a carpenter, was in Judge Hutton's court yesterday on an order to show cause why he should not pay his wife, Ruth May Le Roy, alimony pending the hearing of her divorce action. Owing to the fact that the divorce trial is set for tomorrow, the court made no order with reference to alimony.

Mrs. Le Roy is a nurse at the county hospital. She has sued her husband for a legal separation on the ground that he served a term in the federal prison at Leavenworth, Kas., after conviction in Chicago on a charge of interfering with the mails.

BUILDING PERMITS

Following are the permits issued since the last publication of the list and classified according to wards:

	Permits.	Value.
Second ward	3	$5,762
Third ward	1	500
Fourth ward	2	5,600
Fifth ward	5	8,850
Sixth ward	2	1,850
Ninth ward	3	4,400
Totals	16	$26,962

Winter street, 2142—Joseph Boteler, owner; John Murray, builder; alterations of residence; $300.

Broadway, 837 South—H. Williams, owner; J. A. Klarquist, builder; alterations of building; $300.

Stephenson avenue, 3444—George P. Yoakam, owner; A. J. Buckholz, builder; one and one-half story seven-room residence; $1500.

Twenty-fifth street, 1425-27 East—George Wagner, owner and builder; one-story eight-room residence; $1600.

Plymouth street, 650—W. H. Ley, owner; H. Parlee, builder; one-story seven-room residence; $2600.

Thirty-ninth place, 1054 West—Mrs. Harry D. Jenkins, owner and builder; one-story seven-room residence; $2050.

Mariposa and Third street—Josef Gobetz, owner and builder; alterations of residence; $500.

Fifty-sixth street, 118 West—Frail Jacobs, owner; F. M. Moffett, builder; one-story six-room residence; $1700.

Towne avenue, 1140—Los Angeles Creamery company, owner and builder; alterations of building; $250.

Woodland avenue and Melrose street—C. W. Raymond, owner and builder; one-story six-room residence; $1800.

Fifty-fourth street, 821 West—C. Z. Hall, owner and builder; one-story six-room residence; $1600.

Fiftieth street, 634 West—Otto Lefore, owner and builder; one-story six-room residence; $1800.

San Pedro, East Seventh street—Consolidated Lumber company, owner and builder; one-story six-room residence; $1500.

Castellar street, 819-21—C. Pirre, owner; H. E. La Rue, builder; alterations of building; $462.

Kensington road, 1128 West—O. G. Sage, owner and builder; two-story seven-room residence; $3500.

Olive street, 1136 South—William McCartney company, owner; J. A. Klarquist, builder; one-story garage; $5300.

Anybody who would be able to find an address in the directory would be able to find your CLASSIFIED ad.

RUSH FOR LAND ON; SCORES IN LINE ALL NIGHT

(Continued from Page One)

may file on the units they chose yesterday by straw vote. They cling to the belief that the federal authorities may be induced, if not compelled, to recognize the fact that the "first come, first served," doctrine was preached to them previous to February 17.

"We will abandon our formation in this dingy old store room at 6 o'clock this evening," said H. H. Bacon, one of the leaders. "We will go to Shrine auditorium as individuals. We may unite inside the building, or we may meet elsewhere afterward. As to that or any definite plan I am not authorized to speak at this time. Our getting together at the auditorium or elsewhere will be habit, so far as I am prepared to say. We clung together after Secretary Ballinger's refusal to recognize our line, because several believed he might change his ruling. He has been known to do so, and many hoped he would this time.

"Our temporary association here and the fellowship feeling which grew from it has caused us to determine to stand by each other on the Yuma land. If each of the seventy-three, or any part of that number, is successful in getting one of these units we will stick together there as here. If a wife or child is ill, or the head of the house meets with accident, financial disaster, or illness, those of us who have associated with them will attend their wants. If his land needs plowing, it will be plowed. If he falls behind in his development work, we will pitch in and pull him ahead. We will respect each other's choice in the straw vote, and will not seek to file on the other man's or woman's preferred unit."

Capital Is Needed

One man who twice has inspected the Yuma lands declared, "It was like sentencing oneself to five years at hard labor to accept one of the Yuma units.

"I have ridden over the entire acreage on my pony," he said, "and I feel pity for the man or woman who neglects to go equipped properly with money. It is unsafe to start in with less than $1500 or 1800. More would be better. For the person who has only $1000 the struggle will be worse than anything imaginable. First there is the payment of $300 down. He has to hold out $300 more for the December payment. This leaves him $400 to carry him through the first year. Out of this he will have to provide himself, possibly others, with food, purchase a horse and maybe a cow, implements, feed for his horse and cow, build some kind of a shelter for them and himself and pay for his seed. It will be no picnic even for the man who has $1800. Most of us here have that, and we know what to expect.

"Also, there are a million and one different insects, snakes and other things to contend with. The land is timbered and a considerable portion of it is buried beneath undergrowth. The water contains alkali and the ground germs of malaria. If that is not sufficient to terrify the bravest, I do not know what I am talking about."

YUMA HOMESEEKERS ARE WARNED OF DIFFICULTIES

The office of the three public-spirited citizens of Yuma who have come to Los Angeles to lecture and exhibit slides of the Yuma homestead land was crowded all day yesterday by persons who wanted to know all about Yuma and the surrounding country. These men wish to warn all homesteaders and others interested in Yuma land of the danger of going to Yuma and taking land without the necessary capital to keep their land. They want all people who are thinking of going to Yuma to see some one who has been over the land or knows something about it before they invest their money.

"There is some fine land in Yuma," says their leader, "but you must have money to develop the land you get if you take a homestead. One must have $300 to pay down on the land when he first gets it, and he must also pay another $300 before the first of next January. What is a poor man going to do if he hasn't the money to cultivate the land? A poor man will invest his money, and if he cannot make his payment next December he will lose his $300 and all time and labor that he may have put on the land. So it will pay a man to go to Yuma or see some reliable party before he puts his fortune in land that will be useless to him if he cannot develop it."

The office of the company will be located at 444 to 446 Chamber of Commerce building, and they intend to give lectures until the end of the Yuma land drawing, the 20th of this month.

RESCUE TRAIN, SPEEDING WITH DOCTORS WRECKED

Mine Foreman Injured, and Fireman on Locomotive Hurrying to His Aid Slightly Hurt

REDDING, Cal., Feb. 28.—Two accidents, closely related to each other, occurred yesterday at the Iron Mountain mine, near Kaswick. Mort Murphy, foreman of the mine, was descending a forty-five degree incline in a skip when the cable parted and the skip crashed to the bottom of the incline, a distance of 100 feet. Both Murphy's legs were broken and his head bruised, but he will recover.

A special train sent to Keswick for physicians got beyond control of the engineer on a steep grade, owing to the wet and slippery track and the train crew jumped for safety. The locomotive and cars left the rails on a curve and turned completely over, but were not badly damaged. Fireman Severman was slightly injured, but the others of the crew escaped unhurt.

HAVE CAPITAL OF $42,000,000

SACRAMENTO, Feb. 28.—Articles of incorporation were filed here today with the secretary of state by two companies, the aggregate capitalization of which is $42,000,000. One company is the City and Suburban Water company, with a capital stock of $28,000,000, and the other is the City and Suburban Realty company, capital $14,000,000. The principal place of business of both companies is San Francisco. The following are directors of both companies: R. Rothschild, G. Cohen, F. Kaiser, J. Reid, J. Stewart, W. Fisher, A. C. Greene, all of San Francisco.

It's as easy to secure a bargain in a used automobile, through want advertising, as it used to be—and still is—to secure a horse and carriage.

SAN PEDRO SHIPPING

SAN PEDRO, Feb. 28.—Arrived: British steamer Inverness, from Antwerp via Las Palmas and Guaymas; oil steamer Washtenaw, from San Francisco; steamship Queen, from Seattle via San Francisco; steam schooner Klamath, from St. Helens via San Francisco; steam schooner Stanley Dollar, from Everett; steam schooner Norwod, from Grays Harbor via San Francisco; schooner John A. from Coos Bay; schooner Andy Mahoney, eleven days from Grays Harbr.

Sailed: Steam schooner James S. Higgins, for Fort Bragg via San Francisco; schooner Rosamond for Tacoma, in ballast, for orders.

Turret Steamer Arrives

The second turret steamer that ever came into the harbor is discharging 600 tons of European merchandise at the Southern Pacific wharf for Los Angeles wholesalers. She is the British steamer Inverness and arrived today from Antwerp via Guaymas and Las Palmas, in command of Captain Venus.

Included in her cargo for this port is 175 cases of beer, 100 tons of rails and fish plates, 300 tons of steel bars, 17 tons of steel plates, 11 tons of provisions, 20 tons of acid, 8 drums of potash, 100 tons of Epsom salt, 12 tons of naphtha, 145 tons mineral waters, 45 tons of oil men's stores, 15 tons of linoleum, 50 cases of gin, 140 tons of enamel ware, 2 tons of marbles and 137 tons of coke.

She has 3700 tons for San Francisco and will probably sail Thursday night. After discharge of cargo there she will sail for Portland to load lumber for Calcutta. Considerable rough weather was encountered during the voyage. A terrific storm struck the vessel after rounding Cape Horn, January 28, but the high seas did no damage, demonstrating that the turret design makes a good seaboat.

The Inverness was built by William Doxford & Sons of Sunderland, England, who control the patents on the turret design, and is 366 feet long, 50 feet wide and 5 feet deep. She draws but 21 feet of water. One advantage of the turret design is light draft. Another is a hold without beams and stanchions, particularly valuable for loading lumber and grain.

The capacity of the turret is about 12½ per cent greater than the ordinary steamer of the same tonnage. The design resembles the American whaleback, but has a wide flat bottom. The steamer has eleven feet of freeboard and the narrow deck is high above the waterline.

The Inverness is a sister ship to the Claverly, which brought a partial cargo to this port about three months ago. The Claverly is now under a second charter to carry coal to Mexican ports frm British Clumbia. Captain Venus said today that the high price of coal on this coast is the probable cause of the owners of the Inverness seeking a charter to India, where a number of her type are engaged in oriental trade.

The Inverness took 20000 tons of coal for this voyage, which cost fifteen shillings, or about one-third what coal costs on this coast. Shippers are getting the benefit of low freight rates on this coast, but the owners of big coal burning steamers find the oriental trade more profitable.

Miscellaneous Notes

The steamer Washtenaw, Captain Graham, arrived today from San Francisco to load 30,000 barrels of crude oil for the Union Oil company, and will sail for Portland tomorrow.

The schooner John A., Captain Sellman, arrived today from Coos Bay with 300,000 feet of lumber for the L. W. Blinn Lumber company.

The steamer Norwood, Captain Martin, arrived today from Grays Harbor via San Francisco with passengers and $20,000 feet of lumber for various wholesalers.

The steamer Stanley Dollar, Captain Thwing, arrived today from Everett with 1,250,000 feet of lumber for the L. W. Blinn Lumber company and ties for the Arizona & Eastern railway.

The steamer Klamath, Captain Jahnsen, arrived today from Portland with 1,100,000 feet of lumber for San Pedro and Redondo Beach wholesalers. She sailed tonight for Redondo Beach.

The schooner Andy Mahoney, Captain Jorgenson, is anchored in the outer harbor with 700,000 feet of lumber loaded at Grays Harbor.

The schooner Rosamond, Captain Peabody, sailed today for Tacoma to reload lumber for the San Pedro Lumber Company.

The steamer Lucy Neff, Captain Kildgard, sailed today for San Francisco with 1200 tons of cement.

The Pacific Coast company's liner, Queen, arrived tonight from Seattle via San Francisco with passenger and freight under command of Captain Cousins of the steamer President, now laid up for repairs. Captain Thomas, who has been in command of the Queen, will remain ashore for a time.

Movement of Steamers

ARRIVE

Steamers carrying passengers are due from northern ports via San Francisco and from southern ports direct as follows:

Steamer—From	Due.
Samoa, Casper	March 1
Erna, Corinto	March 1
Hanalei, San Francisco	March 1
Carlos, Portland	March 2
Ella, Victoria	March 2
Queen, San Diego	March 2
Admiral Sampson, Seattle	March 7
George W. Elder, Portland	March 7
Hanalei, San Francisco	March 7
Governor, Seattle	March 8
Governor, San Diego	March 10
Roanoke, Portland	March 13

DEPART

All northbound steamers call at San Francisco.

Steamer—For	Sail.
Queen, San Diego	March 1
Erna, Victoria	March 1
James S. Higgins, Fort Bragg	March 1
Queen, Seattle	March 2
Hanalei, San Francisco	March 2
Ella, Corinto	March 3
Hanalei, San Francisco	March 7
George W. Elder, Portland	March 8
Governor, San Diego	March 9
Governor, Seattle	March 10
Roanoke, Portland	March 15

SAN FRANCISCO, Feb. 28.—Arrived: Steamer Delhi, San Pedro; steamer Tamalpais, San Pedro; steamer Santa Barbara, San Pedro; steamer Santa Rosa, San Diego.

Sailed: Steamer Hanalei, San Pedro; U. S. torpedo boat destroyer Truxton, San Pedro.

LIVERPOOL—Arrived—Baltic, New York. Sailed—Victorian, Boston.

CHRISTIANSLAND—Arrived—United States, New York.

NAPLES—Arrived—Oceanic, from New York. Sailed—Celtic, New York.

LOUVILLE — Arrived—California, New York.

GIBRALTAR—Sailed—Themistocles, New York.

ST. JOHN—Arrived—Corsican, Liverpool.

ALEXANDRIA—Arrived—Cincinnati, New York.

COSPOLI — Arrived—Grossor Kurfurst, New York.

GLASGOW—Sailed—Ontarian, Portland.

CHERBOURG—Sailed—Prinz Friedrich Wilhelm, New York.

DARTMOUTH—Arrived—Wotan, Antwerp for San Francisco.

PORTLAND—Sailed—Shasta for San Pedro.

TACOMA—Sailed—Winslow, San Pedro.

ARREST ALLEGED EMBEZZLER

DENVER, Feb. 28.—Allen S. Geddes, who was arrested in Vancouver, B. C., Saturday on a charge of embezzlement, was for several years a trusted employe of the Brecht Supply company in Denver. He has a wife and four children. His alleged downfall is attributed to the influence of a woman whom he met in Denver three years ago.

P. E. CONDUCTOR KILLED IN DEPOT

CARS RUN TOGETHER AND CRUSH OUT LIFE

OFFICIALS TO INVESTIGATE THE CAUSE OF FATALITY

Dead Man Was Fixing Fender Preparatory to Return Trip to Santa Ana When Crash Came

W. James Renaker, a Pacific Electric conductor, living at the Sheridan hotel, Eighth street and Central avenue, was killed last night about 8 o'clock in the Pacific Electric company's station at Sixth and Main streets by being crushed between two cars. His body was terribly mangled, and the doctor who attended stated that death was instantaneous.

Renaker was running on the Santa Ana division at the time the accident occurred. His car had just pulled into the station and was standing on the up grade at the rear of the train sheds. A Glendora car was standing immediately behind the Santa Ana car, and Renaker stepped between the two in order to put up his car's fender. As he was standing in this position the Santa Ana car, for some unexplained reason, suddenly began to back down the grade, and before the unfortunate man could get clear of the two cars he was caught between them and his chest crushed in.

As soon as possible the two cars were pulled apart and Renaker taken out, but he was dead before any of the bystanders could reach him. In addition to his chest being crushed his lower limbs were mangled and broken and his arms mutilated.

The company's officials refused to discuss the accident last night and have not as yet fixed the blame for it. It is said that is was through no fault of the motorman on the Santa Ana car that his car drifted down the grade, and it is supposed that the brakes were defective. A thorough investigation will be made this morning.

Renaker had been in the employ of the railroad for more than six years and was one of the most popular men in the service. He was 30 years old, unmarried, and leaves a brother here, Ira Renaker, a conductor on the Los Angeles & Redondo railway.

TAXICAB COMPANY FAILS

CHICAGO, Feb. 28.—The Chicago Taxicab company, capitalized at $500,000 and operating about 100 taxicabs, was placed in the hands of a receiver today. It was announced that the company would continue to do business and all obligations would be paid in full.

AYER'S HAIR VIGOR

Stops Falling Hair — An Elegant Dressing
Destroys Dandruff — Makes Hair Grow

Does not Color the Hair

Composed of Sulphur, Glycerin, Quinin, Sodium Chlorid, Capsicum, Sage, Alcohol, Water, Perfume. Ask your doctor his opinion of such a hair preparation.
J. C. AYER COMPANY, Lowell, Mass.