

UNITED WORKMEN MAY DISORGANIZE

Grand Lodge Proposes to Consider Breaking Away From Eastern Jurisdiction

Plan to Consolidate All Branches West of Mississippi River Under New Title

Dissatisfied with the present conditions of the grand lodge of the Ancient Order of United Workmen, which is now in session, will take up today the proposition of breaking with the eastern jurisdictions and forming a separate body.

The matter is of the utmost importance to the California jurisdiction. The plan is to consolidate all the jurisdictions west of the Mississippi river under the title of the Western Order of the Ancient Order of United Workmen.

The western jurisdictions have an aggregate surplus of more than \$1,500,000.

The session was opened yesterday by Grand Master William H. Savage. Among the matters discussed was that in regard to meeting the obligation of the order in this state within a reasonable time.

Plans were presented by Past Grand Master Dunton, Past Grand Master Duncan McPherson, Past Master S. Isaacs and Deputy Grand Master Hirschberg. The matter was referred to a committee composed of Grand Recorder C. T. Spencer, Past Master J. E. Lee and E. F. Scott. The following officers were elected:

Charles H. Dunton, past grand master workman; W. J. Petersen, grand foreman; Percy S. King, grand overseer; C. T. Spencer, grand recorder; Samuel Booth, grand receiver; James L. Mayon, M. D., grand medical examiner; John Kearney, grand guide; E. A. Smith, grand inside wardman; S. Hirschberg, deputy grand master workman; W. H. Barnes, grand lecturer.

Corporate directors—J. J. Bennett, J. J. O'Toole, J. W. McCarthy, W. E. D. Morrison. The grand lodge of the degree of honor auxiliary to the A. O. U. W. met in biennial session yesterday in the Golden Gate building with the following grand officers present and representatives from all the lodges in the state:

Mrs. Cordelia Albin, past grand chief of honor; Mrs. Flora A. Morrill, grand chief of honor; Mrs. Eunice L. Cypress, grand lady of honor; Mrs. Fannie Gruwell, grand chief of ceremonies; Miss Loretta F. Donnelly, grand recorder; Mrs. Ella Van Court, grand receiver; Mrs. Sadie Spencer, grand master; Mrs. Lillie M. Gumbel, grand outer watch; Mrs. Ida J. Bovee, Mrs. Esther A. Lovjoy, Mrs. Katharine Hala, finance committee; Mrs. Flora J. Nay, Mrs. Hattie Collins, Mrs. Nannie Brown, committee on law; Mrs. Cordelia Albin, Mrs. Loretta F. Donnelly, Mrs. Flora J. Nay, working representatives.

A number of changes in the working methods of this order were read and adopted. One of these was that the beneficiary assessment expenses, instead of being paid once a year, should hereafter be paid in monthly installments. Another was that nominations and elections in subordinate lodges should take place the same night at the first meeting in June and in December.

REPORTS CASH FARES

The number of cash fare passengers carried by the Parkside street railway in the Sunset district during the first month of service, July, was 10,182, according to the statement filed with the board of supervisors by President J. E. Green of the company yesterday. As required by the charter and the road's franchise Green informed the board that the road's gross receipts for July were \$569.15, of which sum 2 per cent must be paid into the city treasury at the close of the year's business.

STANDARD AUTO TIRE RIM ADOPTED

Association of Licensed Automobile Manufacturers Takes Important Action

Selects Quick Detachable That Will Answer as Well for a Clincher Tire

By R. R. Phommedieu

At the last meeting of the association of licensed automobile manufacturers the recommendation of the rim and tire committee that a quick detachable rim be adopted was accepted. The mechanical branch of the licensed association has been working on the rim situation for the last year, and has felt the need both for the individual users and automobile manufacturers, of a standard quick detachable rim which would take both a clincher and quick detachable shoe of any make, thus minimizing the existing inconvenience of having to have a shoe of one make to fit a given rim. After experimenting with all the quick detachable rims, co-operation with the tire and rim makers resulted in the adoption of this rim, which will be known as the Standard universal quick detachable, and is the result of hard and persistent efforts on the part of the tire and rim makers to get something which would be adopted by all manufacturers, both in and out of the association. This rim is the same rim which was discussed at the meeting of the national association, and which was pronounced satisfactory by members of that association.

M. J. Budlong and R. D. Chapin were appointed additional members of the tire and rim committee. A report from the show committee was made, with the action of the board approving the work of the committee. At the next general meeting, which will be held in the early part of September, awards for space for the Madison Square garden show will be made. Space will be allotted according to the amount of business done from July 1, 1907, to July 1, 1908.

The report of the handbook committee was accepted, and work on the 1909 handbook will begin at once, as several of the companies have already forwarded photographs and specifications for the sixth annual edition of this book.

FARMER PROFITS

BY SANDY HILL
Mr. and Mrs. Frank Bowers, Mrs. Morrill and Ralph C. Brown have been on a two weeks' automobile trip, one week of which was spent in Lake county and the other at Lake Tahoe, on Mrs. Morrill's white steamer. They report the weather intensely hot, but have decided that the way for a person to motor in these hot places is to do it in the heat of the day. They then set the breeze made by the rushing of the car, and in that way they do not mind the heat, of course, at night it is always cool enough to get a good night's rest. They left Vallejo for Sacramento last Saturday via Suisun and when they reached Davisville, which is about 12 miles from Sacramento, they were told that it was utterly impossible to continue over the sandy marsh ground because they could get no traction in the sand. They were then obliged to go to Woodland, from Woodland to Crofton or Elkhorn, which lies about 12 miles north of Sacramento, and then go down the Sacramento river along the levee. There is about four miles of very heavy traveling in the sand, but it can be made with chains, except in one spot shortly after leaving Elkhorn, where the

Southern Automobilists Will Start North Today



C. W. Sohland, driver of the Auto vehicle company, who has charge of part of the run of the Tourist car owners to San Francisco, A. Pedrini is the passenger.

redger has thrown the sand along the levee. Mrs. Morrill writes: "Once you are up the hill it is all right, but an enterprising farmer invariably comes to the rescue of the unfortunate automobilist with a spanking pair of horses and pulls him up this little hill for a distance of about 100 feet and then takes toll to the amount of \$2.50. This month he has been doing quite a business. I think he has paid for the team out of the profits. The other alternative would be to go to Sacramento via Stockton or by way of Marysville. It is just as well to let automobilists know what is in store for them when they go by the way of Woodland. This distance from Woodland via Crofton and Elkhorn is about 15 miles, whereas by the way of Marysville it is about 20 miles, so it is cheaper to go by Elkhorn and pay the toll if you have not the time to go very good." The party reports that the toll road from Middletown to Colusa is now open to automobilists, but the old road through Butte canyon and over Mount Howell to St. Helena is one of the grandest sights that one can imagine.

TOURISTS LEAVE TODAY Many Women to Drive in Tour From Los Angeles

SPECIAL DISPATCH TO THE CALL
LOS ANGELES, Aug. 11.—Almost two score Tourist automobiles will leave Los Angeles tomorrow morning for the run to San Francisco and return. Under the auspices of the Auto vehicle company of this city the tour of the Tourist, the first annual event of the kind, will be held. The large list of entries and the enthusiasm of Tourist owners throughout southern California seem to insure its success. The endurance run is the largest ever held in the west and rivals the famous Glidden tour.

The pilot car will leave at 5 o'clock. There will be an interval of 30 minutes, after which the contesting cars will begin leaving three minutes apart. The run out to the Newhall grade will be made slowly to give inexperienced drivers a chance to get used to their cars. This difficult climb will be a severe test. Experienced drivers will be on hand to coach the timid ones.

Several lady drivers will handle their own cars. Mrs. J. M. Burt, wife of the superintendent of the Tourist factory, will drive her handsome roadster all the way. Many of those in charge of cars are starting in their longest tour. The first stop for lunch will be under the trees at Gorman's station. The night control will be at Ekersfield. The following day the cars will stop for the night at Fresno. On Friday San Jose will be the night control. The machines should begin arriving at San Francisco about noon Saturday.

Gossip of Railwaymen

"If I use this pass and walk into Oregon, am I breaking the law?" asked a gentleman who has a farm on the state line.

"Sure Mike," remarked T. Francis Eagen, president and general manager of the Lake Tahoe baseball club.

"But suppose I only walk a few yards into Oregon and come right back again?"

"That don't count. This pass can't be used on an interstate journey, and if it is the holder and the giver can be sent to jail and forced to pay a fine also."

"Well," said the man, "I don't know which is the cheaper thing to do—use the pass or move my barn. You see, young man, my house is in California and my barn is in Oregon, and I am a law abiding citizen and don't want to break the law."

"Take my advice," replied T. Francis; "you had better not take a pass until after you have moved your barn. The interstate commerce commission don't know anything of men who have a house in one state and a barn in the other. And they might think you are stringing them with the baldest kind of an excuse if you are caught breaking the law."

The interstate commerce commission, represented by a special agent, will inquire into the case of H. S. Crocker & Co. versus the Santa Fe pertaining to the proper rate to apply on souvenir postcards. The tariff, it is claimed by Crocker, is conflicting and that under it the firm is entitled to a rate of \$1.90 per 100 pounds, which is published to apply on paper photographic cards and cardboard cut in shape. The carriers claim that the proper rating is that applicable on holiday cards, which include Christmas and Easter cards, which carry a rate of \$3 per 100 pounds. The hearing will be informal in character, as the railroad company is disposed to abide by the ruling of the commission when that body has determined the proper rate under the tariff. The case comes up for hearing August 18. Every postcard dealer in the city is interested in the outcome of this case, for it will determine whether he has to pay a rate of \$1.90 per 100 pounds or \$3 per 100 pounds.

"Hullo, George," said E. S. Fee to George Gardiner, who is train dispatcher for the Lake Tahoe line, running from Truckee to Tahoe city, "you are train dispatcher, are you?"

"No, sir," promptly replied the ex-chief clerk of his office. "I would beg of you to be more exact in your titles. I am chief train dispatcher."

"How do you get along with your assistant, George?" asked Fee, smiling, for George is alone in his office.

"As a rule very well. But there is many a time I kick myself for being where I am, and that is the only time there is any friction in the office. It's not every man who can kick his assistant and with no comeback, eh?"

H. J. Merrick, superintendent of freight transportation for the New York Central lines, in his weekly report of the car situation, says:

"The movement of loaded cars has improved in the last two weeks, and conditions indicate a fairly good movement for the coming week."

H. W. Masters has been appointed general manager of the Wabash Pittsburg terminal and also of the West Side belt railroad. These lines were formerly under the general management of B. A. Worthington.

W. R. Alberger of the Tonopah and Tidewater is in the city, having just returned from Goldfield.

John D. Isaacs, consulting engineer of the Harriman lines, with headquarters in Chicago, is on the coast.

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