

TACT DELEGATES OF HOPE ON OCTOBER 5

President Returns to Original Dates for California and Ground Breaking

Three Days to Be Spent in City, but Itinerary Will Be Changed

Week's Program for Exposition Directors

An effort is being made by the Panama-Pacific company to secure the seventh session of the quatrieme conference internationale de genetique and the convening of the International Lyceum Association of America for San Francisco in 1915.

The board of directors of the Panama-Pacific company will meet tomorrow morning to discuss the preliminary arrangements for the ground breaking exercises and President Taft's visit.

[Special Dispatch to The Call]

WASHINGTON, Aug. 22.—President Taft's western trip was discussed today at the cabinet meeting. Advice from various places regarding schedules caused the president to revise his itinerary somewhat and he has decided to return to his original dates as far as California is concerned.

The program as it stands now provides that he will leave Salt Lake City October 2, arriving at Los Angeles October 4, and at San Francisco October 5, remaining three days at San Francisco.

Plans for Conventions

In accord with the policy of the Panama-Pacific directors of encouraging organizations of all sorts to convene here in 1915 efforts are now being made to secure the seventh session of the Quatrieme conference internationale de Genetique and the convening of the International Lyceum Association of America for that year.

G. F. Rixford of the bureau of plant industry of the United States department of agriculture has been invited with President Moore to attend the meeting of the conference de Genetique, and as Walter T. Swingle, chief of the office of crop physiology and breeding investigations, is planning to attend this year's session in Paris, it is believed that the conference can be procured for San Francisco in 1915.

S. H. Friedlander of this city will attend the convention of the International Lyceum Association of America this year at Winona Lake, Ind., where many of the nation's most eminent statesmen and literary men will be assembled. While there Friedlander will endeavor to bring the body to San Francisco in 1915. At this session of the association and the convention committee will be appointed to prepare a suitable exhibit for the exposition showing the growth of the lyceum.

PLANS TO WELCOME TAFT

A meeting of the board of directors of the Panama-Pacific company will be held tomorrow morning at 10:30 o'clock for the purpose of transacting the business preliminary to the visit of President Taft. Arrangements will be made for the grand breaking ceremonies and preparations for the reception of the president considered.

The board will also receive and act upon the report of the committee on architectural procedure, which embodies the result of a conference with the preliminary architectural advisory committee. The membership of the architectural commission as recommended to President Moore, will be considered and the compensation of the members fixed.

Directors of the Panama-Pacific company and Director Rittigstein of the industrial fair in the Auditorium rink are co-operating to make exposition night, Saturday, August 26, an all-star function, with an attractive program.

This will be the last night of the fair, and the Retailers' Protective association has sent out notices of special sale invitations, which should augment the crowd sufficiently to fill the auditorium. The directors of the exposition company will attend a body and the band will play exposition music.

The boosters' excursion to Sacramento, which the civic and commercial organizations of the city are preparing for August 29, promises to be a great success, as far as the boosting goes, and doubtless will be a greater success as a gala occasion, to judge from the preparations the publicity and exposition committee is making for noise and demonstration.

Chairman Frank Brown has called upon all the song writers of the city to compose a number of exposition songs for the excursionists to sing while on the special train and in Sacramento. He has also asked for yells and slogans, and promises the successful composers due credit for their work.

SHASTA COUNTY PREPARES Shasta county is looking forward to the exposition with great enthusiasm, according to W. D. Egilbert, vice president of the Redding Chambers of Commerce, and is putting aside such of its choicest products as can be preserved for its exhibit.

This is one of our best seasons, said Egilbert yesterday, when he called at exposition headquarters, "and we want to take advantage of it. We have three or four ideas that we intend to put into execution to make Shasta's exhibit one of the most talked of at the exposition.

Mulford Lowers His Elgin Record in Practice Spurt



Ralph Mulford at wheel of his Lozier stock racing car, in which he established a new record at Elgin yesterday.

Thirty-two Cars Will Start in Endurance Run to Tahoe on Saturday

By LEON J. PINKSON

If all the dealers and owners who have thus far indicated their intentions of entering the Lake Tahoe endurance run take the road next Saturday morning, just 32 cars will check out from the creek route slip at the end of Broadway, Oakland. The probabilities, however, are that this number will be exceeded rather than otherwise.

In view of this it is expected that applications for entry will be received right up to the day before the run. Consequently, it is extremely difficult to estimate the number of cars that will eventually make the start. It is certain, however, that the run will be one of the most widely patronized tours that ever left San Francisco. This interest in the run is by no means limited to San Francisco or the immediate bay cities. This is evidenced by the fact that the latest entry made was by H. S. Goodell of Livermore, cashier of the bank in that city.

At present it seems that Miss Helen Weaver will be the only woman pilot in a car in the contest. It was hoped that some other driver of her sex would offer her competition, and for a time it looked as if several women might enter the event. Those who had been expected to have failed to make final entry, however, and the little Flanders will be the only car carrying a pilot of the fair sex.

Mulford Looked Upon as Winner—Interest in the coming race meet at Elgin, which begins Friday, is centering in a large degree around Ralph Mulford, who captured last year's race and won the American stock car championship. Mulford covered the 202 1/2 miles, at an average speed of 82 1/2 miles an hour, and he is counted to beat this record. His car this year will be a 1912 46 horsepower Briarcliff model, in fact the same car in which he won second place in the great 500 mile race at Indianapolis on Decoration day, when he defeated a big field of specially built racing cars.

Mulford broke all lap records for the Elgin course yesterday by making the circuit in 71:10 two seconds faster than last year when he established the record. Taking this time under consideration and the showing made by the car at Indianapolis, Manager Kelp of the local Lozier factory branch is sure that Mulford will have no difficulty in taking first place in the coming meet.

It is worthy of mention that the car with which Mulford took the championship last year competed in practically all the big racing events held—Elgin, Vanderbilt, Fairmont park, Atlanta, and the grand prix at Savannah. The Lozier was the only car to win a place in every event it entered. It won decisively at Elgin; was first in its class at the Fairmont park meet; first in the 20 mile stock chassis race at Atlanta; fifth in the Vanderbilt, and fourth in the great free for all grand prix event at Savannah.

The National entry, with Wilcox at the wheel, and the Aco, with Harry Grant, the winner, are also looked upon to give good accounts of themselves in the meet.

Durable Dayton for Oakland Merchant—Sales Manager Knudsen of the Duffey Brothers Motor Truck company yesterday that A. H. Merritt of the Coast Manufacturing and Supply company of Oakland placed an order for a three ton Dayton truck. Knudsen is most pleased over the deal, as Merritt, who has already several motor trucks in his employ, decided to add a Dayton model for the heavier work, believing this truck the stoutest he has yet seen.

New Chalmers on Exhibition—The mammoth showrooms of the Pioneer Automobile company resembled somewhat of a miniature automobile show yesterday. Throughout the day the place was crowded with scores of enthusiastic motorists who came to see the new Chalmers "egg".

The car, the latest creation of Hugh Chalmers, is one of the most attractive models that has been turned out by any factory. The model was warmly praised by all who inspected it, and the company secured a long list of prospects. The car will be on display for a couple of days.

Appetite Gone THEN YOU SHOULD TRY HOSTETTER'S STOMACH BITTERS. It will restore the appetite, aid digestion and assimilation, and keep the bowels open. Take a Bottle Home Today.

DEATH DEALT BY ELECTRIC CABLES

Prisoner Seizes Wires While Seated on Swing When Guards Hinder Flight

SAN QUENTIN, Aug. 22.—One of the most desperate and ingenious attempts to escape from prison was frustrated by death at 9:30 o'clock last night when James B. Clifton, serving a life term, was electrocuted as he started to glide over the north wall of San Quentin on a rude trolley suspended from electric wires.

Frightened by pursuing guards, he seized the cables over his head. Four thousand volts of the deadly force passed through his body while 150 feet above the ground. Clifton was confined in the tuberculous hospital. When darkness set in he sawed away two iron bars from a narrow iron grating in the bathroom. Squeezing through the small opening he climbed to a ledge along the south exposure of the building, and making his way to a water pipe on the north side he slid down to an alleyway between the hospital and the furniture building.

Climbing the stairway running up the side of the furniture factory to the loft above the fifth story, he reached the roof through a trap door.

Four electric power cables extend from a high pole outside the wall to the top of the furniture factory. Clifton had constructed a trolley composed of two strong pick handles lashed together and a rope swing. The handles, thoroughly greased, he placed over the four wires, seated himself in the swing and tied himself to it with bale rope.

Then he propelled himself with his feet to the edge of the lofty building and prepared to cast off. At this moment two guards, Madison Burke and L. B. Norton, entered on the scene. Burke came out upon the roof of the furniture factory and Norton appeared at the pole outside the walls. Clifton became confused, reached upward and grasped the wires. Instantly there came a loud report and blinding flash. His quivering body was carried high over the wall to the pole. Both hands were badly charred, but there were no other burns.

A short handled pruning knife, sharpened to razor keenness, was bound to his left wrist by strands of twisted wire. He had exchanged his prison stripes for a costume made of dark blue blankets. The trousers were cut in stylish mode and neatly sewed by hand. The shirt was negligee and well fitting. They represented the work of many tedious hours. Slung over one shoulder by a string he also carried a foot and a half of iron pipe to be used as a bludgeon.

Burke and Norton knew that he had escaped from the hospital within 10 minutes after the bars were cut. They refrained from shooting, hoping to capture him without shedding blood.

Former Attempt Foiled OAKLAND, Aug. 22.—James Baxter Clifton was sent to San Quentin from

James B. Clifton, Convict Killed in Trying to Escape



Alameda county two and a half years ago for assault with a deadly weapon with intent to commit murder. Clifton was felled in an attempt to rob the drug store of L. N. Parry at Twenty-fourth street and Telegraph avenue by Parry, who threw a cash register at him.

Clifton fled and was followed by Parry. His cries for help attracted Detective St. Clair Hodgkins, who ran out of his home in time to intercept Clifton and called for his wife to bring his revolver. She responded and in a fusillade of shots Hodgkins was wounded twice in the neck. He released his hold on Clifton, who sped on only to be surrounded in a vacant lot by Captain of Detectives Petersen and a squad of detectives.

Hodgkins was confined in a hospital for months and for a long time his life was despaired of.

MOTORCYCLISTS TO HOLD BIG RALLY

Members of Northern California Clubs to Hold Big Fiesta Next Month

"Motorcycle Day" set for Sunday, September 24, promises to bring together one of the greatest gatherings of motorcycle enthusiasts ever held in California. If the plans of the five motorcycle clubs under which the festivities are to be held mature, there will be not less than 1,000 motorcycle enthusiasts at the barbecue and picnic to be held at Cresta Blanca on the day chosen.

Plans were inaugurated at a meeting of the captains of the five biggest motorcycle clubs of the state at Tracy last Sunday. Captain J. H. Robinson of the local club was elected colonel of the state motorcycle regiment, and the general details of the day's festivities were mapped out.

According to the tentative plans the motorcycle riders of 19 counties are to take part in the celebration. It has been arranged that each of the clubs is to take charge of four counties. The run is to be known as a "Ribbon Run." The San Francisco riders will be known by white ribbons, those from Oakland by red ribbons, those from Sacramento by yellow, those from Stockton by green and those from San Jose by blue.

The county clubs which will participate in the run include those of San Francisco, Sonoma, Marin, San Mateo, Santa Clara, Santa Cruz, Merced, Stanislaus, San Joaquin, Alameda, Contra Costa, Solano, Sacramento, Yolo, Napa, Placer, El Dorado, Amador and Calaveras counties.

Captain Robinson named the chairmen of the committees as follows: E. C. Kohl, captain of the Oakland club, entertainment committee; W. J. Rundle, captain of the Stockton club, order; R. E. Hawtree, captain of the Sacramento club, finance, and C. D. Reed, captain of the San Jose club, press.

The plans for the run are that the motorcyclists of each of the counties represented are to leave their homes early in the day and meet at Cresta Blanca, four miles east of Livermore, at 10 a. m. The program for the day will consist of a barbecue dinner, a musical entertainment and comic races. At least 1,000 riders are expected to be in attendance, and the San Francisco delegation probably will number 200.

Newspaper Advertisement Points Way to Health

I can truthfully say that Dr. Kilmer's Swamp-Root is a very good medicine, not alone for kidney trouble, but also for weak and sore back, as well as for rheumatism.

About a year ago I became ill and unable to work, my trouble being a lame back. I read of your Swamp-Root in the newspaper and in an Almanac. Believing it would do me good, I went to my druggist, Mr. Skinner, and purchased a bottle. Finding relief in one fifty-cent bottle, I purchased several more, and in a short time was able to continue with my work and am today feeling well and strong. I always recommend Dr. Kilmer's Swamp-Root to my friends, as I believe it is as good a medicine as can be found.

AUGUST STRONG, 3412 Second Street, No. Minneapolis, Minn.

Mr. Skinner makes affidavit that he sold the Swamp-Root to Mr. Strong.

Letter to Dr. Kilmer & Co., Binghamton, N. Y.

Prove What Swamp-Root Will Do for You Send to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. It will convince any one. You will also receive a booklet of valuable information telling all about the kidneys and bladder. When writing be sure and mention The San Francisco Daily Call, Regular fifty-cent and one-dollar size bottles for sale at all drug stores.

Dr. Lyon's PERFECT Tooth Powder is packed in a dust-tight metal box, with patent measuring tube, which is both safe and convenient for tourists.

BUTTER GOLDEN GLOW AND ALPINE 55c per one pound square 70c per two pound square AT YOUR GROCER'S

DINNERWARE Comprising services from the most moderate priced Semi-Porcelain to the highest grade English China. We are now offering hundreds of the newest patterns of Semi-Porcelain, German, Haviland and exclusive designs in English China, including productions from the Minton, Royal Berlin, Royal Dresden and Copenhagen Factories. Best values ever offered. A few price suggestions: Blue Dinner Service, a novel design, as per illustration, 50 Pieces \$11.15 100 Pieces \$20.70 German China Service, blue border decoration, 50 Pieces \$17.05 98 Pieces \$29.60 American China Service, Green Conventional border design, 50 Pieces \$25.00 100 Pieces \$45.75 Haviland China Service, border design, 50 Pieces \$29.25 100 Pieces \$52.65 German China Service, Wreath design, 50 Pieces \$17.00 100 Pieces \$30.25 Haviland China Service, floral decoration on border, 50 Pieces \$26.05 100 Pieces \$46.70 High-Grade American Semi-Porcelain, Green border design overlaid with gold lace, 50 Pieces \$13.25 100 Pieces \$24.75 Nathan Dornmann & Co. GEARY and STOCKTON STS., UNION SQUARE

DETAIL It Is the Careful Attention to Details That Has Made the Cadillac "Thirty" the Most Thoroughly Finished Motor Car in America. It is this unswerving attention to details that has given the Cadillac the prestige of the longest-running car on the market. An owner of a Cadillac car never has to stop because some little thing happened to his car. Whenever a Cadillac is delivered it is ready for the longest, hardest usage that can be given a motor car. The Cadillac holds more road and track records than any other car in California. 1912 Models 6 cyl. 61 h. p. \$5000 4 cyl. 46 h. p. \$4700 Two Chassis Only 7 Styles in Bodies W. J. FREELING, Mgr. P. T. PRATHER, Mgr. M. H. GREEN, Mgr. Oakland Branch 1359 Broadway San Francisco Los Angeles

LOZIER 1912 The Impression is Growing that the Lozier is the Highest Class Car in the World. The Lozier holds first rank among the world's high class motor cars in an impression that has grown steadily in the minds of the motoring public until today it has become an absolute conviction. This impression of the Lozier, moreover, is your own impression. Here are a few of the facts which have laid the foundation for the prevailing impression of unusual quality suggested by the mere mention of a Lozier motor car. Price The Lozier has always sold at a higher average price than any other American automobile. That it is worth the price is proved by the fact that the sale of Lozier cars in the past two years has shown a greater percentage of increase than any one of the seven makes selling at \$3500 or over. Originality and Design Features now accepted as standard, such as the Bosch magneto—four-speed selective transmission—multiple disc clutch—fore-door bodies—36 inch wheels—long wheel base—ball bearings—nickel steel axles, and other features of this kind were found on Lozier cars several years before they became general on other makes. The Lozier cars of 1905 and 1906 are the only American cars of those years which in size, design and appearance compare favorably with cars of the present day. Durability The attainment of mere speed is not the big lesson taught by the victories of Lozier cars in world-famous contests. It is the wonderful endurance, the splendid consistency of the car which has appealed to you. Its record of twenty consecutive starts in great races or record-breaking performances without a single mishap or failure to finish through mechanical trouble indicates the remarkable durability of the Lozier. Satisfied Customers The owner of a Lozier rarely afterward uses any other car. The percentage of Lozier owners changing for other makes is smaller than in the case of any other car. You seldom find Lozier cars traded-in within the hands of our competitors. Rare cases of this kind have occurred, but in a year the man who traded his Lozier is generally back again among the Lozier owners. These facts have assisted largely in creating a general impression of Lozier high-grade quality. The House of Lozier During the twenty years that the Lozier Company has been engaged in building Cleveland Bicycles, Lozier Marine Motors, and the Lozier Motor Car, it has never marketed a mechanical mistake. Our one fixed purpose has been to build the finest product possible in its class. And during these twenty years nothing but the best has ever been produced in a Lozier factory. The record of the House of Lozier for legitimate business methods and general reliability makes any other impression impossible than that which generally exists—namely, that the Lozier is the highest class motor car in the world. A call at our sales room will convince you that the public's impression of the Lozier is the right one. 1912 Models 6 cyl. 61 h. p. \$5000 4 cyl. 46 h. p. \$4700 Two Chassis Only 7 Styles in Bodies LOZIER Factory Branch, 540 Van Ness Ave.