

SAN FRANCISCO STARVE-OUT

NEWSPAPERS SAID TO TELL NOT HALF THE TRUTH. Labor Boies Propose to Rule or Die a-Trying and the Slow, Good-Natured Public is Gradually Stirring for the Greater Danger of a General Labor War.

Reports from a private source in San Francisco indicate that the Western city is not allowing the true state of the chaos existing there to be published either at home or abroad. It has come to be a hand to hand struggle in San Francisco between the organized unions and the unorganized mass of the citizens, of which the bloodshed in the street car strike and the attack upon the Japanese are only two manifestations.

The labor unions are fighting to hold the grip they have maintained on the city for the past fifteen years against the protest of the people. The people first called forth by the collapse of the rotten municipal government under Ruef, the confessed grafter, and Schmitz, the indicted Mayor. It is the final stand of union labor; either it will win and play a further part in the political and industrial relations of the city, or it will be stamped out altogether and San Francisco will be "open shop" for the first time in half a decade.

How desperately the unions are fighting is indicated in the union campaign of the striking street car men, but begun against the whole people of San Francisco. The union has insisted on a wholesale policy of terrorism through the boycott. One who has served in newspaper work for fifteen years in San Francisco and who communicates privately the real news of conditions there describes this campaign of boycott thus:

"It is hell and sulphur, smoke and brimstone twenty-four hours a day. The city is in a state of no man can tell what will be brought forth.

"The labor unions are massed behind the striking carmen, giving up their coin and boycotting right and left, threatening every one who rides on the cars and every one who permits an employee to ride. The unions are all running bus lines in opposition to the cars. They fine a member \$50 if he rides on a car. They forbid any member of their family to ride on a car, and they say to the man who is not a member: 'Don't you let any of your people ride or we will boycott your place and everybody you deal with, from jobber up to manufacturer.'

"More than that, the unions declare that they will boycott any merchant who sells his wares to any person who rides on a car and they have pickets in front of the dry goods stores to see if purchasers ride on a car or in one of the union buses."

"This attitude of the unions has been much violence, but that it has been fairly well curbed by the strong action of Gov. Gillett, who went down from Sacramento to San Francisco on the first day of the street car strike and who announced after the riot and murder attending the running of the first cars by non-union men that he would call out the National Guard if necessary appeal for Federal aid upon a repetition of such rioting.

"The ugly plot has not been reached yet, but the situation is most serious. When it does come, look out. I believe that the Federal troops will be on the streets before this trouble is cleared. The police are rotten because of the strike, and are not only incompetent, but is standing in with the unions. He is wholly to blame for the first day's outbreak, when two men were killed and scores badly wounded."

The United Railroads will probably win out in the present strike, but there is grave danger of a general labor war against all employers and against the city itself. Besides the street car operatives there is a general strike all down the line against the proprietors of metal shops and metal foundries on the first day of the strike. Laundry in Oakland or San Francisco has turned a wheel because the laundry workers' union is out on strike. One-half of the big breweries are about to close, because they give in to the demand of the brewery workers' union. A strike is threatened by the waterfront federation, including the freight loaders and the longshoremen.

It seems to be in the air that in the event of a big strike in the industries all down the line the policy of the employers shall be to shut down as many of the plants as they can run their mills. In other words, to bring on a period of depression in order to force the unions to reason. This is deplorable, yet the employers say that if it is necessary to the last ditch by the demands of the unions."

Conditions of living in San Francisco have been the most deplorable in the history of this game of starve out that is being played by employer and worker. Men must make more money to live than they ever had in the history of the world, and every other incidental domestic affairs are from 30 to 40 percent higher than they were the month before the fire.

HEINZ'S COUNTER ON HODGENS.

State Savings Bank of Butte Sues to Recover \$205,593. The State Savings Bank of Butte, in which the late Harry Robinson, former mayor of Butte, had a large interest, has begun a suit in the Supreme Court here to recover \$205,593 from Thomas H. Hodgson, who was cashier of the bank from 1900 to October, 1905. The complaint, filed in the County Clerk's office yesterday, charges Hodgson with having wrongfully loaned out or invested the money from the funds of the bank under his control, without authority from the directors or the officers of the bank to corporations in which Hodgson himself was largely interested. None of the money has been recovered by the bank from the borrowers and so recovery is looked for from Hodgson.

The suit is a move in reply to Hodgson's suit, in the courts of New Jersey, against the United Copper Company.

Justice Davis signed an order yesterday, at the request of Harry Robinson, counsel for Heinz & Co. and the United Copper Company and now for the Butte bank, permitting the service of the summons and complaint against Hodgson by mail and publication, on the ground that he is a resident of Montana.

The complaint sets forth that Hodgson in September, 1900, wrongfully permitted the Silver Bow Oil Company, a Butte corporation in which he is interested largely as a stockholder, to overdraw its account in the bank to the tune of \$67,000 on October 3, 1903, purchased for the account of the State Savings Bank at par \$50,000 worth of stock in the St. Anthony Light and Power Co. and on the same date advanced to the bank \$70,000 of the bank's money to the Capital Brewing Company of Butte, in which he was a heavy stockholder, accepted by the bank as a present gift to Hodgson a payment of the loans for \$76,523, which notes have since been dishonored, and in 1900 lent \$8,000 out of the bank's funds to Mrs. P. A. Johnson, an Hon. A. T. Johnson of Butte, which loan has not been collectible.

BARS INDEPENDENT TELEPHONES

Suit to Compel Opening of Streets Falls in Highest Court. ALBANY, May 25.—The Court of Appeals affirmed today the judgment of the lower courts in the case of the People ex rel. New York Electric Lines Company vs. William B. Ellison, Commissioner of Water Supply, Gas and Electricity in New York City. The case involved the fight of the independent telephone companies of the State to get a foothold in New York City, the New York Electric Lines Company seeking to maintain its monopoly by preventing the opening of several streets in order that conduits might be laid. The Special Term denied a writ of mandamus.

The motion if granted would have compelled Commissioner Ellison to give the independent telephone companies the conduits for the installation of telephone wires. Commissioner Ellison contended that the company had no absolute right to conduct and install conduits in the streets by virtue of its charter powers and a permission given by the Board of Aldermen.

The prevailing opinion of the court was written by Judge Chase, and four other judges concurred in the result, with Judge Haught also writing an opinion. Chief Judge Clegg dissented, and Judge Johnson also dissented. Besides Judges Chase and Haught, the decision is concurred in by Judges Werner, E. T. Bartlett and Vann.

The decision is subject to appeal, but the decision is given on the ground that the Board of Electrical Control had the right to refuse to permit the independent telephone companies and that the statutes did not give the company the right to lease its conduits.

WEATHER AND THE CROPS.

Unseasonable Cold Prevailed in Many Sections in the Last Week. WASHINGTON, May 25.—The weekly summary of weather conditions issued by the Weather Bureau today says:

In the northern district, eastward of the Rocky Mountains and especially in the Lake region, upper Ohio Valley, northern part of the middle Atlantic States and New England the weather during the week ended May 27 was moderate to cool, with a few showers. Freezing temperatures occurred in the middle and northern Rocky Mountain regions and from the upper Missouri Valley eastward to northern New England and in the higher portions of the middle Atlantic States and in the central valleys as far south as western North Carolina.

In the Southern States generally favorable temperatures prevailed, but the central Gulf district, from extensive rain showers. Unusually heavy rains also occurred in the upper Missouri Valley and northern Rocky Mountain regions. In the Pacific States a fall of snow in Wyoming and northern Utah on May 25.

In the lower Missouri, central Mississippi and lower Ohio valleys and in the South Atlantic States, the weather was generally cloudy with abundant sunshine, but generally cloudy weather prevailed in the lower Lake region, the central Gulf district and the Pacific coast, with somewhat less than average humidity. Oregon and California.

Bad Crop Outlook Hurts Threshing Machine Business.

CHICAGO, May 25.—News of the cancellation of orders previously placed with the J. I. Case Threshing Machine Company, as a result of diminished crop prospects, was made public today. This information was obtained through banking circles in St. Louis. The company's official who was responsible for the statement said cancellations would approximate 25 per cent. of this year's bookings.

Court Calendars This Day.

Supreme Court—Division of Appeals. Supreme Court—Special Term—Part I.—Motion calendar called at 10:30 A. M. Part II.—Motion calendar called at 10:30 A. M. Part III.—Motion calendar called at 10:30 A. M. Part IV.—Motion calendar called at 10:30 A. M. Part V.—Motion calendar called at 10:30 A. M. Part VI.—Motion calendar called at 10:30 A. M. Part VII.—Motion calendar called at 10:30 A. M. Part VIII.—Motion calendar called at 10:30 A. M. Part IX.—Motion calendar called at 10:30 A. M. Part X.—Motion calendar called at 10:30 A. M. Part XI.—Motion calendar called at 10:30 A. M. Part XII.—Motion calendar called at 10:30 A. M. Part XIII.—Motion calendar called at 10:30 A. M. Part XIV.—Motion calendar called at 10:30 A. M. Part XV.—Motion calendar called at 10:30 A. M. Part XVI.—Motion calendar called at 10:30 A. M. Part XVII.—Motion calendar called at 10:30 A. M. Part XVIII.—Motion calendar called at 10:30 A. M. Part XIX.—Motion calendar called at 10:30 A. M. 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