

PROGRAMME OF NEW AUSTRALIAN MINISTER IS FINELY TUNED

Arbitration and Federal Capital Bills Foremost in the List—Coalition Formed Between the Ministerial and the Labor Party Leaders

A dispatch to the Sydney Herald from Melbourne, May 15, said: "The House of Representatives will reassemble on May 18 after the three weeks' recess granted by Mr. Watson's Ministry to arrange their programme. The Cabinet will meet on the Monday previous, and it is expected, will finally deal with the measures to be introduced, and the order in which they will be submitted to Parliament. It is understood that the arbitration bill, which brought the Government into existence, will be placed first on the list and will be taken in the lower house. It is regarded as certain that the Federal capital bill will also be pushed on by the Government and will be brought up in the Senate, and, of course, will therefore be introduced by the Vice President of the Executive Council, Senator MacGregor. It is the general belief that the programme will include a few other important bills and a number of minor measures. The decisions of the Cabinet will be made known by the Prime Minister at the House's first meeting. It is expected that he will announce that the Government will endeavor to pass both the bills named as early as possible. Efforts were made to get Premier Watson to deliver speeches at various places in order to deal with the work proposed to be carried out by the labor government, but he decided that he would announce the Cabinet's decision in the House, and, furthermore, he was precluded from speaking at a public meeting on account of the Cabinet not having concluded its labors. The labor party appears to have no fears for the effects of any coalition among other parties, and all they ask for is fair play for the Government."

"It is expected that the arbitration bill will be the only distinctly party measure which the Government will submit."

"Other measures are expected to be of an extremely 'moderate' or 'mild' character, so as to draw support from all sides of the House."

WANTS FREE TRADE.

The Melbourne correspondent of the Sydney Herald under date of May 3 writes:

Just now the only question to provoke serious discussion is the possibility of otherwise of a coalition between the two sections of the coalition. On the one hand, there is an alliance would be desirable, and the only question is how it shall be brought about. Apparently, now that Mr. Reid has gone to Sydney, members are in doubt what shall be the next step. There are difficulties in the way, and one of the greatest of these is believed to be the fact that Mr. Deakin, at the last election, promised to support a free trade tariff, and Mr. Reid, until England makes some proposals, Mr. Reid failed to secure the majority of free traders, which he insisted was necessary before he could consent to reopen the fiscal issue. One of the dominant feelings among Victorian moderates is that Mr. Reid may consent to waive the fiscal question for this Parliament, but there is no guarantee that he will not revive it at the next election.

THE HERALD UNDER DATE OF MAY 19 COMMENTED ON THE SITUATION AS FOLLOWS:

It may now be fairly accepted as certain that the path to a coalition between Mr. Reid and Mr. Deakin has at last been opened. It is believed that the two leaders will soon be able to state the fact of hearty cooperation in their respective spheres, and that the reasonable interpretation of Mr. Reid's announcement at Melbourne last night. It is true that he only said he would be glad to enter into negotiations, and would now approach Mr. Deakin to propose a coalition. There was no formal statement, and no declaration had been arrived at, and from surface indications it would be easy to argue that all the hard work had to be done by Mr. Reid, and that when he was leader of the opposition before the present crisis he could not be expected to approach the Prime Minister. They were not in a position of equality. Now, however, the situation was altered, and one could approach the other without any disadvantage.

Later advice indicates that the two leaders have reached an agreement, but the terms thereof had not been made public. Some labor members waited on Mr. Deakin and urged that there should be a coalition between his followers and the Ministerialists.

IMMIGRATION QUESTION.

The immigration question is still receiving much attention at the hands of the press. Regarding the action of the Federal authorities in the matter of admitting some Italian miners into West Australia, the Sydney Herald said in a recent editorial:

The attitude of the party led by Mr. Watson to the great question of immigration will hardly be altered by the necessities of the present crisis. The Federal Government is to all intents and purposes an empty vessel. Its three or four millions of people cannot possibly do justice to its immense resources, and without immigration the Commonwealth will become a winter attraction to other parts of the world. Only Britain might keep us safe in the pursuance of a suicidal dog-in-the-manger policy. Troums like this are justified by every demonstration of the folly of legislation along the lines of the Immigration and restriction act, and recent administration with respect to British and German immigrants emphasizes the sorry advertisement we have already received as a people determined to

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WILL RESUME LABOR TONIGHT

Southern Pacific Freight Handlers Are Given Holiday Until This Morning

UNION TALKS OF COST

Strikers Anxious for the Threatened General Call-out to Be Issued Quickly

There was no freight loaded at the Southern Pacific sheds yesterday, though there were great quantities received for shipment on Saturday. The non-union men that are employed in place of the strikers were allowed to stop work at 7 o'clock Saturday night, but will resume loading this morning.

At the union headquarters it was said seventy of the non-union men would not return to work this morning, as they had all of the job they wanted. The officials at the sheds say less than thirty men have quit, and of that number the majority were undesirable hands. There are sufficient men to handle the freight, and the company expects to have no trouble about keeping the sheds clear.

The union men claim it is costing the company fully twice as much to retain the non-union men as it would to allow the demands of the union and pay the 25 cents an hour asked for by the strikers. They base that statement on the extra number of men necessary to perform the work and the additional cost of maintaining the dining department and the sleeping quarters.

REASON FOR STRIKE.

The strikers also claim that their demands for the increase in wages are based to an extent on the work they perform being expensive to those that live at regular boarding-houses, owing to the uncertainty of the hours of labor. The strikers say they would be willing to work for the 25¢ cents an hour if the company would furnish their meals, as is being done in the present condition.

RIGHTS OF EMPLOYERS.

It is becoming clearer month by month as the arbitration court extends its jurisdiction that the employer of labor is nobody in particular. He may fancy that, as the owner of much machinery and the inventor of a great deal of capital, he is entitled to certain rights and privileges. A particular machine, for instance, may be intended to do a certain quantity of work, and he may assume that he will be entitled to say at what speed it shall run and how many men shall look after it.

But this is all a myth if we may believe Mr. Justice Cohen. The employer is practically the humble servant of the employee with the arbitration court as timekeeper. Mr. Justice Cohen remarked yesterday, in reply to Dr. Chubb, who pressed in vain for the strikers to employ more men than he required for any machine, that it was all a mistake to suppose that there could be freedom in the matter. The industrial history of the last half century had shown that the contentions that employers could control their own property as they liked, "in all parts of the world," were all a myth. In fact, the world is now a vast factory, and all sorts of agreements as to conditions of labor. That was held to settle the matter. Because the unions have been able to follow a certain course during the last fifty years it must be quite right, and nobody is to utter a word that is said to be risky and dangerous. Mr. Justice Cohen is delighted to advertise himself as the humble servant of the employee.

EXPECT GENERAL TIE-UP.

There is little chance of the company receding from the position it has taken, and many of the strikers are anxiously waiting the result of the threatened general tie-up of the New York to San Francisco. They claim such an order will benefit them greatly, as that will tie up every road on the coast.

There are 500 union freight handlers in San Francisco. Of that number 350 are in the employ of the Southern Pacific, and the balance with the Santa Fe and the local roads. The Southern Pacific men are the only ones on strike at present, but the union men say that the freight men on other roads will soon be called out.

When off Point Pedro, twenty-five miles down the coast, she commenced working her wireless telegraphy. Russell T. Cole, the chief wireless operator on the ship, was attempting to catch Point Bonita, as he thought there was a system installed at that point. Suddenly he caught a message from Yerba Buena Island reading, "Are you the transport Logan?" He immediately replied, "This is the cruiser Boston. We are off Point Pedro. Please notify Admiral McCalla at Mare Island of our approach to the harbor." Immediately came back the response from Yerba Buena. "All right. We will advise Admiral McCalla."

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Would our customers continue to come here for their clothes year after year if we did not give them full value for their money?

Our clothes look, fit and wear to the customer's entire satisfaction. We guarantee that the garments will please in every way. Any customer not thoroughly satisfied can have his money back. All our patrons are entitled to repairing, sponging and pressing free of charge.

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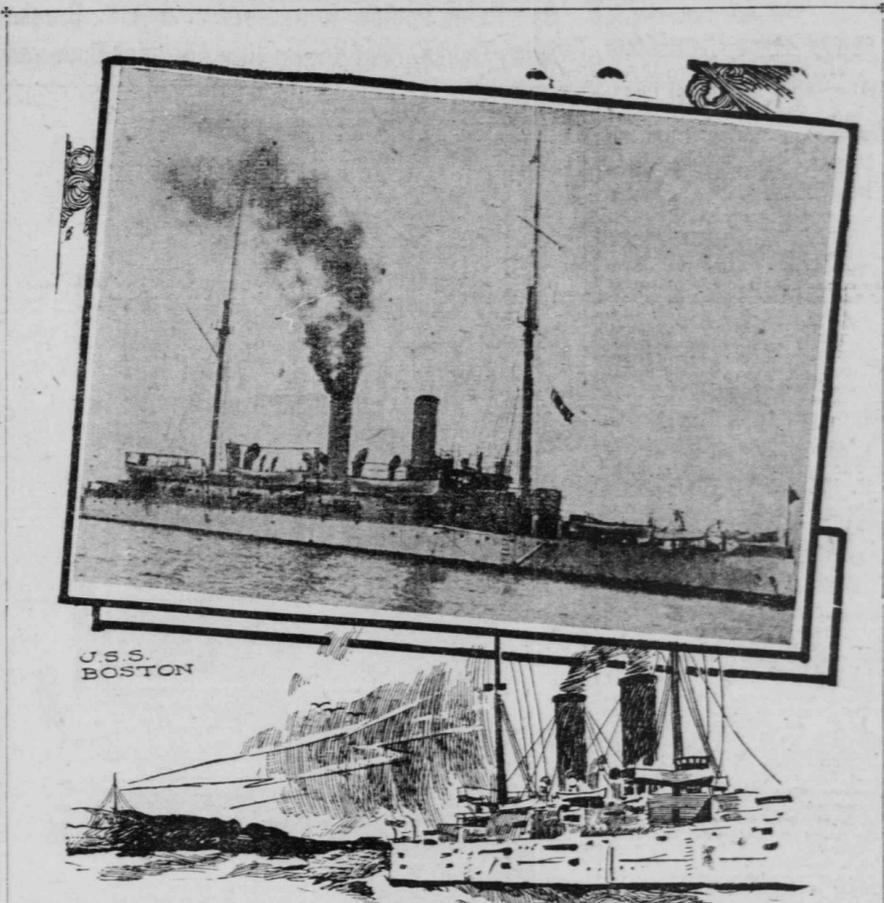
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WIRELESS TELEGRAPHY CONTINUES TO PROVE ITS PRACTICAL VALUE

United States Cruiser Boston, When Twenty-Five Miles South of Golden Gate, Sends Communication to Station at Yerba Buena Announcing Her Approach to Harbor by Means of the Slaby-Arco System



U.S.S. BOSTON

The United States cruiser Boston, which arrived in port yesterday, again proved the practical value of wireless telegraphy. When twenty-five miles south of the Golden Gate she sent a message to Yerba Buena announcing her approach. It was promptly received, understood and acknowledged by the station at that point. The Boston came into port at 10:30 o'clock yesterday morning and anchored off Folsom street wharf. She has been about six months at Panama and vicinity. She sailed from that port on May 28 and stopped two days at Acapulco to coal, which makes her running time to this port fifteen days. Captain S. W. B. Diehl reports that nothing of importance took place on the way up.

When off Point Pedro, twenty-five miles down the coast, she commenced working her wireless telegraphy. Russell T. Cole, the chief wireless operator on the ship, was attempting to catch Point Bonita, as he thought there was a system installed at that point. Suddenly he caught a message from Yerba Buena Island reading, "Are you the transport Logan?" He immediately replied, "This is the cruiser Boston. We are off Point Pedro. Please notify Admiral McCalla at Mare Island of our approach to the harbor." Immediately came back the response from Yerba Buena. "All right. We will advise Admiral McCalla."

Mr. Cole in speaking of wireless telegraphy said: "Our experiments to-day with Yerba Buena were entirely successful. I should have attempted to have communicated earlier with the harbor, but in the heavy storm we passed through during the last few days our aerial cage was blown down, and the succession of gales prevented us from putting it up again until this morning. The moment it was again in working order I began signaling, with the result as stated. The atmospheric conditions on the California coast are simply perfect for our demonstrations. In and about Panama, however, the conditions are very bad, and our ex-

periments were thereby not what we should have liked to have had them. We have been talking from here to Mare Island all the morning, and with the greatest ease. We are using the Slaby-Arco system. Waves from this machine travel at the rate of 186 miles a second. The transformer we are using is capable of generating 150,000 volts. We can use both the Continental and Morse codes."

Captain Diehl will leave the Boston on the 15th inst. He goes to Washington to act as judge advocate general of the navy. Commander John Hubbard will relieve Captain Diehl in command of the Boston.

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FACE FLAMES LIKE HEROES

Firemen Subdue a Fierce Blaze, Though Repeatedly Driven Back by Smoke

PHYSICIANS AT HAND

Surgeons Give Relief to Brave Fellows, and They Again Rush Into Danger

NEW YORK, June 12.—Thirty firemen were temporarily overcome by tobacco smoke and fumes from alcohol early to-day while fighting a fire in Folter's cafe, on Broadway. The fire was confined to the sub-cellar, in which liquors and cigars were stored, and the fumes and the dense smoke from the burning cigars hindered the firemen to such an extent that they were compelled to work in two-minute relays.

During the fire an ambulance surgeon was stationed near by to care for the firemen, whose eyes caused them intense pain after each rush into the smoke. The damage to the restaurant was \$100,000. The upper floors of the building were occupied by wholesale milliners, and the loss on their stock, which was practically ruined by the smoke, is also placed at \$100,000.

OF INTEREST TO PEOPLE OF THE PACIFIC COAST

James C. Johnson and John H. Farrell Commissioned Postmasters, Army and Navy Orders.

WASHINGTON, June 12.—James C. Johnson of Doble and John H. Farrell of Hesperia, Cal., have been commissioned Postmasters. The Postoffice, at Buchanan, Madera County, has been discontinued; mail to go to Raymond.

The leave of absence on a surgeon's certificate of disability granted Lieutenant Colonel William Robinson Jr., deputy quartermaster general, Department of California, is extended one month on surgeon's certificate of disability.

Orders to naval officers: Assistant Paymaster E. M. Mackler is detached from duty at Navy Yard, Puget Sound, Washington, etc., and ordered to New York for instructions. Assistant Paymaster F. W. Holt is detached from the Pensacola, Naval Training Station, San Francisco, and is ordered to the Wisconsin for instructions. Assistant Paymaster H. B. Worden is detached from the Pensacola, Naval Training Station, San Francisco, and is ordered to the Oregon for instructions. Chief Boatswain J. F. Brooks is detached from the Franklin, Navy Yard, Norfolk, Va., etc., and ordered to the Naval Station at Gaum, L. I., via the army transport Sherman, sailing from San Francisco July 1, 1904.

Davis Murphy and Oliver B. Hitchcock of San Francisco and Oscar F. Ralph of Pomona have been appointed railway mail clerks.

MASKED BANDITS FOILED BY TWO PLUCKY OFFICIALS

Superintendent and Secretary of Corporation Show Fight and Defeat Plans of Robbers.

JOHNSTOWN, Pa., June 12.—A desperate attempt was made this afternoon by four masked bandits to rob Superintendent W. H. C. Ramsay and Secretary Frank Howard of the Johnstown Water Company of about \$3000 in cash, which they were conveying to city to pay off the 400 men employed there. The two men made a run for it and escaped, but not until two horses had been killed and about twenty-five shots had been exchanged.

Cape May Editor Drowned.

CAPE MAY, N. J., June 12.—E. A. Stravign, aged about 30 years, editor of the Cape May Wave, was drowned in the ocean to-day while bathing. His home was in Hanover, Pa.