

THE STAR, ST. JOHN N. B., TUESDAY, MAY 21, 1907

## St. George's Baking Powder



There, Madam! That's the name of the new Baking-Powder I have been telling you about—and it's a pure Cream of Tartar Baking-Powder.

You may call me a pure-food reformer if you like—but I don't like to ask anybody else to eat what I would not eat myself—and I don't want to eat the adulterations that are put in some Baking-Powders.

St. George's Baking-Powder is manufactured here in Canada, by The National Drug & Chemical Co., Limited—the largest wholesale and manufacturing chemical house in Canada.

There's no duty to pay, and so the makers don't need to adulterate it to reduce the cost. Then, the fact that the makers are right here, where we can reach them, insures their keeping the goods up to the mark.

You know, I keep the best of everything, and St. George's Baking-Powder is what I recommend every time.

Thank you! That one can will make you a permanent customer for St. George's!



## SAYS LEMIEUX ACT WILL DO GREAT GOOD

Member of Conciliation Board Discusses at Length Measure, the Results of Which are Now Being Watched with So Much Interest—Mr. Nesbitt, K.C., Makes Some Suggestions.

OTTAWA, May 20.—Wallace Nesbitt, K.C., who was a member of the conciliation board which has just successfully settled the labor dispute between the Grand Trunk Railway Company and their machinists, is in the city today attending the supreme court. Asked as to his opinion of the Lemieux act, by which the labor dispute act is being generally known, he spoke very favorably after having seen it in operation. "I think the act," said Mr. Nesbitt, "cannot be too highly commended. It is of course an experiment so far as this continent is concerned, quite unique in its character. I know it is being watched with the very greatest interest by the prominent leaders of labor organizations and the captains of industry in the United States. Had such an act been in force in the United States in the recent differences in Chicago, where some 45,000 men were under difficulties restrained from going out and while after much trouble a dispute was avoided, such an act which legally required the parties to get together before the severe measure of a strike or lock-out was declared would be viewed as a great blessing."

"What about the machinists' trouble?" "In regard to the machinists' trouble," said Mr. Nesbitt, "I think that some of the rules which were laid down for a great many years were onerous. When the parties came together there was a full and frank discussion from both points of view, the men pointing out how they operated hardly upon them and the company showing in turn how an amendment to the rules, such as suggested, would disturb many other matters in the operation of the railway's business. The best evidence to my mind, of the efficiency of the act, is that after this there was no further trouble. The men were apparently well satisfied with the explanations as to the rules relating to the employees' mind and what the company was seeking to overcome in the management of the business. Under such circumstances the men were willing to accept the new rules, and that after this there was no further trouble. The men were apparently well satisfied with the explanations as to the rules relating to the employees' mind and what the company was seeking to overcome in the management of the business. Under such circumstances the men were willing to accept the new rules, and that after this there was no further trouble."

The opinion of Mr. Nesbitt, who not very long ago was offered the sole reason of adding strength to the court of last resort in the Dominion, is extremely valuable, and will be so regarded by the men and the company. Mr. Nesbitt added that he had the experience as a member of a conciliation board in seeing it in operation in the successful settlement of a long standing labor dispute.

### GLACE BAY MAN BADLY INJURED

OTTAWA, May 20.—D. McKinnon, a young man, bound for Western Canada from Glace Bay, N. S., was jolted off the rear platform of a C. P. R. train last night and badly hurt. He was standing on the platform as the train pulled out of the depot and the jar as the car crossed a frog where there is a curve in the track, threw McKinnon to the road-bed. He was so badly hurt he was hardly able to struggle back two hundred yards to the station. He was taken to the hospital, where he will be for some time.

### EDWARD FARRAR HERE

Edward Farrar, the famous journalist and apostle of annexation, who is credited with having performed many political missions of a delicate and confidential character for Sir Wilfrid Laurier, is a guest at the Royal, accompanied by Mrs. Farrar.


To a Sun reporter Mr. Farrar said last night that his visit to St. John was without political significance. He merely dropped off here to see a friend. Mr. Farrar will visit Sydney, for the purpose of gathering data for an article on the Dominion Coal Co., which he will write for an English publication. He will leave on the early train this morning.

### Trinity Boys' Club.

Last night in the Sunday school room the Trinity Boys' Club held its closing meeting for the season. Games, music, refreshments and addresses furnished the entertainment for the evening. The prize-winners of the evening were Willie Jones and Mack Shaw.

A programme of vocal and instrumental music, dialogues and club-swinging followed. A banquet closed the entertainment. Those who replied to the various toasts were James Humphrey, Cecil Tolson, Rev. R. A. Armstrong, W. Patterson, Rev. W. D. Stewart, Mack Shaw and Browsing Day.

The prizes won in the year's rifle competition were presented to Bayard Coster and James Humphrey. The club's honorary president, Rev. W. D. Stewart, was also presented with a sterling silver fountain pen.



## MAGIC BAKING POWDER

PURE AND WHOLESOME.  
ONE POUND CAN 25¢

E. W. GILLETT COMPANY LIMITED  
TORONTO, ONT.

## REMAINED ELEVEN YEARS IN IGNORANCE OF FATHER'S DEATH

James Jordan, Son of Late Francis Jordan, Who Has Been Searched For All Over Canada and the United States, Dramatically Reappeared in Probate Court Yesterday to Claim His Share of the Estate.

The probate court has usually little of the romantic or dramatic about it, but at yesterday's session an incident to which both those words would apply occurred. The manner in which it happened is as follows:

In the year 1886 Francis G. Jordan, accountant in the Dominion Savings Bank, died. Some time before his death he had executed a trust deed by which William M. Jordan, John Jordan and C. D. Trueman were appointed as trustees for his son James. One quarter of the estate was to be divided among numerous cousins and nephews. On the death of Francis G. Jordan the trust deed was presented to the Court of Probates as a will. At the time it was known that James Jordan was in the United States but his exact residence was not known to a certainty. The trustees of the property to ascertain where James Jordan was, advertised widely through the United States and Canada. No result was obtained however, and it was decided to ask the court to consider James Jordan as dead and to divide his claim among the other heirs. Judge Trueman hesitated about taking this action and in January last ordered the estate of the late Francis G. Jordan to pay over to J. R. Armstrong, who was looking after the interests of James Jordan and his family, in order that the inquiry might be carried on further. The result of the recent advertising was that yesterday James Jordan appeared in person before Judge Skinner, acting judge of probate, and conclusively proved his identity.

Last evening Mr. Jordan was interviewed at the Ottawa Hotel by a Sun reporter. He is a man of over fifty years of age, of middle height and wears a full white beard with drooping mustaches, and looks as though he has spent his life at hard work.

### QUEBEC MAP NOT AUTHENTIC

Members of Royal Society Doubtful About Recent Champlain Discovery.

OTTAWA, May 20.—The members of the Royal Society of Canada, when in Ottawa last week, were much interested in a reported discovery in Paris, by M. Paul De Cazes, of Quebec, of a map of Quebec, in 1635, which purports to throw some new light upon the much debated subject of the real place of burial of Samuel De Champlain, the founder of Quebec.

This map seems of unusual interest, because the first authentic map of Quebec in the possession of the Dominion archives branch, is dated 1660.

The discovery of M. De Cazes was submitted to Dr. A. G. Doughty, Dominion archivist, to Mr. Benjamin Sulte, of Ottawa, and Mr. J. E. Roy, of Lévis. They all declined to accept the map as authentic. Their chief objection was that it was unsigned and might easily have been drawn by some irresponsible person from authentic maps. As to the map throwing any fresh light on the piece of burial of Champlain, the historians lay stress upon the fact that Champlain died on Christmas Day, 1635, and that it was not at all likely that any cartographer would have been in such a hurry as to prepare a map within the week which elapsed prior to the end of the year.

### LABEL THE CHILDREN.

London Scheme to Prevent Their Getting Lost.

LONDON, May 20.—In one of the London boroughs an interesting experiment will be tried on the Whit Sunday holiday.

The parents of all young children who will be taken on outings have been requested to label the little ones, so that if lost they may be sent home by the police.

Hundreds of children are lost in London on every bank holiday, and it is hoped that the label scheme will result in saving the police much trouble and parents much anxiety.

### TRAIN LOAD OF BUFFALOES BOUND FOR THE WEST

CALGARY, May 20.—The train load of buffaloes which the Dominion government have purchased from Montana will pass through Calgary this week. There will be eighteen cars in the train and about two hundred head of old prairie kings on board. The buffaloes will be carried eight in each, each in separate divisions, and the younger stock will be carried in open cars like range cattle. They will be unloaded at Lamont, on the Canadian Northern, near which place their range will be. There are about five hundred animals in the herd.

### LOG STEALING CASE NOW GOING ON

BRISTOL, N. B., May 18.—Before Magistrate Farley today the examination of one Tise Dyer was begun, on the charge of stealing logs, the property of the Log Driving Company. F. B. Carvell, M. P., appeared for the complainant company. After some evidence had been given, further hearing was adjourned until Wednesday.

For some years the Log Driving Company have had strong suspicions that certain persons in Carleton county were unlawfully taking logs from the river, and this spring they decided to investigate, and if necessary, prosecute the suspected parties. Friday night Dyer, who has been raffling for B. P. Smith, M. P., was arrested by the deputy sheriff, who found the man with a raft of six joints, five of which were of inferior fir and poplar, while the sixth was of excellent spruce. Last night Smith, and Tompkins, his surveyor, came on the raft, which had been dropped down to Bristol, and surveyed it. Mr. Foster took Dyer in custody, and shortly after daylight this morning, prevented Mr. Smith from taking the raft to Upper Woodstock. The joint claimed by the company was hauled upon the beach. Possibly further interesting developments will come to light as the case proceeds.

NEW HAVEN, CONN., May 20.—It was reported today that nearly 5,000 Italian trackmen employed by the N. Y. & N. H. & H. Railroad Company struck today for higher wages.

### Don't Eat

this, that or the other thing, is what doctors and quacks will tell you if suffering from indigestion.

## HERNER'S Dyspepsia CURE

you can eat anything in reason. No starving, no privation, no hunger.

35c and \$1.00 Bottle  
At all Good Druggists

Made by  
Dr. Scott's White Liniment Co.  
ST. JOHN, N. B.

## MONTREAL SHIP LABORERS' STRIKE IS ENDED AND THE MEN GO BACK TO WORK FOR INCREASE OF 2 1/2 CENTS

MONTREAL, May 20.—The long-shoremen's strike collapsed tonight, the men, union and non-union, returning to work on the terms offered by the steamship companies—2 1/2 cents increase over the rates formerly paid, making the day rate on general cargo 27 1/2 cents, and the night rate 22 1/2 cents per hour. A meeting of the union was to have been held this evening, but it was declared off, the greater portion of those who would have attended having gone to the wharves to put in an early application for their former jobs.

Four men were arrested today. They were of a party of forty-eight brought out by the Dominion line from Léth and employed as baggage handlers and handy men in the shed. They struck in the hope of obtaining higher pay. They are charged under a civic by-law with breaking a labor contract, each man being so charged. The arrests have no connection with the main strike.

## PREMIER DEAKIN SAYS THAT THE CONFERENCE WAS NOT WHOLLY A SUCCESS; LITTLE BEING ACCOMPLISHED

LONDON, May 20.—Premier Deakin, interviewed prior to his departure today for Australia, asked whether the result of the conference had come up to his expectations, replied: "If you mean by the results the resolutions which have been unanimously passed in the conference, I should be obliged to say no, because on several most important subjects we not only failed to induce acceptance of our proposals but even to receive a definite approach towards them. Something, it is true, was done in nearly every case, but that something could be accomplished by correspondence. Whatever friction there may have been, and whatever friction may have occurred during our visit was but individual and transitory. It is forgotten already and will not be recalled."

Mrs. Leonidas Hubbard, explorer in Labrador, is attracting considerable attention from the press here.

Premier Laurier and Lady Laurier leave today for Paris.

### MA BEATS NEIGHBOR; OFFERS BABE AS BAIL

Pugilistic Pittsburg Parent Puts Proposition Up to Justice.

PITTSBURG, May 20.—Offering her three-months-old infant as a bail

place, Mrs. Mary Gaslock was annoyed when Justice J. B. Jones backed away. Mrs. Gaslock had been arrested on a charge of beating up her neighbor, Mary Creet, after a back-yard argument, and Justice Jones held her for court.

Having no money, Mrs. Gaslock volunteered to leave the baby with the justice, and when he refused she placed it in the arms of a constable.

Justice Jones was so impressed by the act that he let the woman go on her own recognizance.

### STEAMERS.

## ATLANTIC STEAMSHIP

OF THE  
CANADIAN PACIFIC RAILWAY  
ROYAL MAIL SERVICE  
FINEST AND FASTEST

## "EMPRESSES"

ST. LAWRENCE SERVICE—FROM MONTREAL AND QUEBEC.

Sat. May 25	Lake Champlain
Fri. May 31	Empress of Britain
Fri. June 14	Empress of Ireland
Sat. June 22	Lake Manitoba

83 Lake Champlain and Lake Erie carry only One Class of cabin passengers (second class), to whom is given the accommodation situated in the best part of the steamer \$42.50 and \$45.00.

1st CABIN—\$45.00 and upwards according to steamer.

2nd. CABIN—\$40.00, \$45.00 and \$47.50.

3rd CABIN—\$27.50 and \$25.75.

For tickets and further information apply to W. H. C. Mackay, St. John N. B., or write W. E. Howard, D. P. A., C. P. R., St. John, N. B.

### EASTERN STEAMSHIP COMPANY INTERNATIONAL DIVISION

## TWO TRIPS

Commencing Tuesday, April 9th, steamers leave St. John on Tuesdays and Fridays at 6.30 p. m. (Atlantic Standard) for Lubec, Eastport, Portland and Boston.

RETURNING

Leave Boston on Mondays and Thursdays at 8.00 a. m. for Portland, Eastport, Lubec and St. John.

All cargo, except live stock, via steamers of this company insured against fire and marine risk.

W. G. LEE, Agent,  
St. John, N. B.

### RAILROADS.

## CANADIAN PACIFIC

## MAY VICTORIA DAY

24th Return Tickets at

## SINGLE FARE

On sale May 23rd and 24th.  
Return Limit May 27th.

Between all Stations in Canada East of Port Arthur.

W. B. HOWARD, D.P.A., C.P.R.  
St. John, N.B.

### Intercolonial Railway.

Victoria Day, May 24, 1907.

Return tickets will be sold at First Class One-way Fare.

Good going May 23 and May 24.

Good return May 27 and May 28.

To all stations on the railway and to Detroit, Port Huron and Port Arthur and points in Canada east thereof on the C. P. R. and C. P. R. and to points on the Dominion Atlantic Railway, Halifax and South Western Railway, Prince Edward Island, etc.

INTERCOLONIAL RAILWAY	
ON AND AFTER MONDAY, APRIL 8th, 1907, trains will run daily (Sunday excepted) as follows:	
TRAINS LEAVE ST. JOHN.	
No. 6—Express for Moncton, 6.30	
No. 2—Express for Halifax, Campbellton, Point du Chêne, Pictou, and the Sydney, 7.00	
No. 3—Express for P. du Chêne, 7.10	
Halifax and Pictou, 7.10	
No. 4—Mixed for Moncton, 7.10	
No. 8—Express for Sussex, 7.10	
No. 134—Express for Quebec and Montreal, also P. du Chêne, 7.50	
No. 19—Express for Moncton, the Sydney and Halifax, 7.50	
TRAINS ARRIVE AT ST. JOHN.	
No. 2—From Halifax, Pictou, and the Sydney, 6.20	
No. 7—Express from Sussex, 6.50	
No. 12—Express from Montreal, Quebec and P. du Chêne, 6.50	
No. 5—Express from Moncton, 6.50	
No. 25—Express from Halifax, Pictou, P. du Chêne and Campbellton, 7.40	
No. 3—Mixed from Moncton, 7.50	
No. 1—Express from Moncton, 7.50	
No. 11—Mixed from Moncton (daily), 7.50	

### Intercolonial Railway

### TENDER

Sealed tenders addressed to the undersigned and marked on the outside "Tender for buildings, Halifax," will be received up to and including THURSDAY, MAY 30TH, 1907, for the construction of a Stores building, Off House and Chimney; all to be erected near the site of the new engine house at Halifax, N. S.

Plans and specification may be seen at the Terminal Agent's Office at Halifax, N. S., and at the Chief Engineer's Office, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER,  
General Manager,  
Railway Office, Moncton, N. B., May 17-21, 1907.