

THE STAR, ST. JOHN, N. B. SATURDAY, SEPTEMBER 28, 1907.

COMMERCIAL

ALL STREET.
NEW YORK, Sept. 28.—Opening prices of stocks showed wide extensions of yesterday's declines and selling was active in all parts of the list. Pacific Mail, 47 1/2; U. S. Southern Pacific, 14; American Smelting, 14; and Union Pacific, 14. Southern Pacific and Brooklyn Transit, Great Northern, P. & N., Reading, Denver and Rio Grande, Amalgamated Copper, United Railways and Investment and Sugar, a fraction to new low records for the year. The market opened weak.

BANK STATEMENT.
Reserve on all deposits—decrease \$2,584,535.
Reserve other than U. S.—decrease \$2,488,476.
Loans—decrease \$772,200.
Deposits—decrease \$1,823,000.
Legal—decrease \$3,388,400.
Statement unfavorable, but about as expected.

THE LIPTON CHALLENGE.

LONDON, Sept. 28.—After further consideration of the matter of officers of the Royal Irish Yacht Club have decided instead of sending a reply to the New York Yacht Club, to call a meeting of the Irish Club, for Oct. 2, at which the answer of the American Club to Sir Thomas Lipton's recent challenge for the America's Cup and what further action, if any, is necessary, will be fully considered. Sir Thomas expects to be present and will explain what he is anxious to do in order to bring about another series of races for the Cup, namely, build a ninety footer under the American rule. He is so desirous of arranging for another contest that he said to the correspondent of the Associated Press that he believed after all he would challenge under the old rule if he could get a designer of note to plan a boat for him. He was afraid, however, that it was impossible to get any man whose boat would have any chance of winning, to do the work, as all those he had spoken to took the same view of the matter. Wm. Fife says it is useless to attempt to reduplicate the Cup with a freak boat, which would have to be sailed across the Atlantic and under no circumstances will he undertake to design such a yacht.

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LOST—Gold watch between Cook street and Cathedral. Owner's name on face of watch. Finder will be rewarded by leaving at Star office.

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HIDING IN LONDON;

REWARD FOR CAPTURE

Detectives and Police Hunt for Murderer Fresh from the Antipodes

LONDON, Sept. 28.—A close search is now being made in London for the murderer of Bernard Bauer, a London and Melbourne diamond merchant. Scotland Yard has received news that the criminal for information to whose conviction \$5,000 reward will be paid by the Victorian government—reached London last week, and is now in hiding here.

The murder was committed on June 7, Mr. Bauer, a member of the well-known firm of Bauer & Shaurer, of Audrey House, Ely Place, Hatton-garden, was found in his Melbourne office, Modern Chambers, Collins street, with his skull smashed. The gold hunter watch worth \$500. The watch bore the initials "B. B." and had a blue enamel face.

Having discovered clues which they believe point to the identity of the assassin, the Melbourne police have drawn up a detailed description of the man suspected, and an international quest for him is proceeding.

Mr. Bauer was one of the best known diamond dealers in London and Melbourne.

On the victim's desk were his diamond weighing scales. On them the police saw a single small stone. That gave the clue from which the murder could be constructed. It was plain that an unknown had gained access to the house, and had struck him down while the victim was selecting stones to be weighed on the machine.

A piece of the assassin's weapon lay in the victim's blood—a bit of heavy iron tubing, apparently broken from a greater length by the force of the blows.

THE WEATHER.

Maritime—Fresh north shifting to east winds fair and cold, Sunday easterly winds mostly fair.

Mrs. D. W. Elliott, of Elliott's Hotel, and Miss Elliott, will leave on the Calvin Austin tonight for a two-weeks trip to Boston and New York.

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QUEENSTOWN MENAGED

AS OCEAN MAIL PORT

Efforts to Accelerate Delivery on Both Sides May Spell Her Doom.

LIVERPOOL, Sept. 28.—In the race with mails across the Atlantic in the present age of rush, every second saved is precious and ocean postoffices are the very latest time-saving devices.

Special offices have now been established on many steamers where marine postal clerks sort the mail at sea, and have it ready immediately on the arrival of the boat. This saves from twenty-four to forty-eight hours' work for the clerks ashore.

The whole question of accelerating the mail service on the liners is now being carefully considered by the international postal authorities.

J. T. McCleary, an assistant postmaster of the United States has just returned to New York after a round trip to England and back on the White Star liner Celtic, and has reported on the working of the new system.

In his report just issued Mr. McCleary expresses his opinion that Holyhead is the best English port for ocean postoffices to touch, as he considers it to be the best distribution point in this country.

QUEENSTOWN'S FATE.

This decision, if acted on, will spell the doom of Queenstown as the mail port of call, and put Plymouth also out of the running in the mail race of the future.

When the Atlantic boats were slower and the mails smaller the disembarking of the American mails at Queenstown accelerated their delivery throughout the United Kingdom. Now, however, it is found that the time spent in six handlings of the letters between Queenstown and London is so great that nothing is saved by using the old port.

A piece of common sense for vessels which have dropped American mails at Queenstown to come up the Channel past Holyhead an hour or two before the mails, which have been travelling across Ireland by train and the Channel by fast boat—have arrived.

Mr. McCleary estimates that if the mails passed Queenstown and went direct to Holyhead with the bags it would improve the present time by at least an hour.

On the outward journey a steamer leaving Liverpool has to wait a considerable time at Queenstown for the exchange of mails, and this unduly lengthens the journey.

The Cunard Line intends to make an interesting experiment this month. They will run one boat direct from Liverpool to New York, and show whether a sister ship of similar speed, which will pick up the mails at Queenstown and show the exact loss of time entailed.

TIME LOST.

The landing of the east-bound mails at Plymouth instead of Queenstown of Liverpool suits London, but it is a considerable loss of time in delivery in other parts of the kingdom, Ireland and North Scotland being the chief sufferers.

The only lines which at present run ocean postoffices are the White Star, the North German Lloyd and the Hamburg-American.

Mr. McCleary hopes to have the experiment tried on as many vessels as possible.

A sum of \$125,000 has been devoted by the United States government to the ocean postoffice scheme for experiment, and the time already saved has assured the success of the innovation.

FREDERICTON NEWS.

FREDERICTON, Sept. 27.—Hunting parties are arriving slowly, but the travel this way does not equal that of former years up to the present time, though the woods are reported as full with moose, little success has so far been reported. H. D. Williams, W. A. Stanton and J. J. Brown of Pittsburg, who have been spending the past fortnight at Little River, returned today but failed to procure a moose.

Col. Seyburn with Henry Brathwaite also returned today from Miramichi, bringing with them a fair size moose, and reports as having seen over thirty during his trip.

Peter Clinch is in the city today. He is looking into insurance matters, and says that the rates at St. Mary's will be reduced.

Thomas Morris, lately elected alderman for Carleton ward, has not yet been sworn in. It is said that there is some question about qualification, and the city clerk has decided to leave the matter to the council to decide.

The University of New Brunswick will reopen on Monday, and the prospects are for a large freshman class.

A CLEVER DESERTER.

An army officer, who was talking of the escape a few days ago of a couple of prisoners from Castle William told several stories of other attempts, frequently unsuccessful, to get away from Governor's Island.

"One of the most ingenious that I remember," he said, "took place a few years ago and succeeded beautifully. The man who escaped had been a barber before he entered the army, and his job in Castle William was to shave and cut the hair of the other prisoners. He managed to save enough of the clippings to make a false moustache. Then in some way—it's hard to tell how—some things are contrived—he had a suit of plain clothes smuggled in to him. Still he wasn't in any rush hurry to get away, but waiting till a really good opportunity occurred. This came to him when a gang of plumbers were in the old fort making repairs. One evening he slipped himself up in his clothes and moustache, and picking up a couple of pieces of lead pipe and a forgotten solder pipe he waited till the plumbers were there. They quit work. Right past the guard he went without being recognized, and so far as I have heard, he was not recaptured. I always thought that was a really clever escape—rather a theatrical one too."—New York Times.

PATERSON'S

Cambridge Wifery

Made from wool of white. A pair made only from grown. Don't be misled.

MORGAN'S BOOK

GEM OF THE CENTURY

Catalog of American Millionaire's Miniatures Rare and Costly Work of Art.

LONDON, Sept. 28.—Pierpont Morgan, catalogue of all his miniatures, which is now in preparation, will be one of the most remarkable books published in the present century.

The first ten copies will cost \$2,500 each. The printing and illumination is entirely handwork, and an enormous sum has been spent in the reproduction of the miniatures, which will illustrate the book. So truly have the artists done their work that it is difficult, if not, indeed, impossible, to distinguish the copies from the famous originals which fill the cabinets at 13 Prince's gate.

The chief d'œuvre of the book is the world-renowned miniature of Henry VIII, painted to the king's order as a gift for Anne of Cleves in 1539. This is one of the only three known miniatures painted by Holbein. It is the most precious in Mr. Morgan's priceless collection, and its beauty has been enhanced by a covering film of rock crystal.

A dozen Italian artists were tested as to their knowledge of ivory painting, and from these one was selected, who did his work to perfection.

MINIATURES ON IVORY.

Every page of the book will contain groups of miniatures, all executed in ivory. The collection includes striking examples by all the great masters, from the earliest painters of miniatures down to Rossetti and Leachy.

Not only will the best works in existence be shown in facsimile, but the whole rise and progress of miniature painting will be illustrated. The first two books are intended for King Edward and President Roosevelt, while the other copies forming the first edition are to be distributed among the schools of art in which the millionaire is interested.

The catalogue of Mr. Morgan's other pictures at Prince's gate is now completed, although only specimen copies have as yet come to hand. It is a three-volume work covered in green-tooled morocco. There is a colored frontispiece to each volume depicting the artist, and the last page of each volume contains a list of all the English school, in Vol. I is "The Duchess of Devonshire," by Sir Joshua Reynolds, and Vol. II is "The Duchess of Devonshire," by Sir Joshua Reynolds, and Vol. III is "The Duchess of Devonshire," by Sir Joshua Reynolds.

The second copies are adorned by Sir Joshua Reynolds, and Mr. Morgan's most recent acquisition adorns the third. This is the famous portrait of Kitty Pakenham, afterwards Countess of Derby, and recognized as Sir Thomas Lawrence's best work.

BOUGHT FOR A FORTUNE.

Mr. Morgan long desired to possess this picture but for years his efforts were unavailing. It was in the possession of Mr. Neumann, of South African fame, and hung in his house in Piccadilly, until twelve months ago when Mr. Morgan induced him to part with it for an immense sum of money. It was transferred to Prince's gate and hung near the celebrated portrait of Miss Croker—a famous Irish beauty who died only two years ago. She paid a visit to Mr. Morgan's house when she was 89 years of age to inspect the picture.

TEN THOUSAND PEOPLE

WATCHED MOTOR CAR RACE

NEW YORK, Sept. 28.—Keen interest in the 24-hour automobile race track continued all during the night, ten thousand men and women watching the swift cars in an intense procession, around the track. At dawn the chief race made many of the watchers shiver, but the enthusiasm showed no diminution. Cheers met every spurt of the cars. At the end of the tenth hour Fiat car (No. 12) driven by Emanuel Cedrino and Parker were leading with 457 miles, which distance is four miles ahead of the record. The Stearns' Cars (No. 18) driven by Guy Vaughan and No. 20 driven by Arthur Warren were tied with 433 miles for second place, and Lozier car (No. 3) followed with 423 miles.

A solo sailed from Bermuda at 5 o'clock this morning for St. John direct.

PEN-ANGLE underwear

One kind of underwear, and only one, that wears out slowly, and saves you from the day you buy it. The kind is made of the best material, and is guaranteed to you by stores that sell it and the people who make it. Made in many styles and sizes, for men, women and children. Look for the PEN-ANGLE.

"EYES OF THE SPRING"

IS A NATIVE FREAK

English Writer Tells Interesting Facts About Morocco.

A Crowd of Curious Soldiers Discovered to Their Surprise a Simple Method of Opening a Shell.

TANGIER, Sept. 28.—Mr. Henry Griffin, an Englishman of Mogador, says a great deal of fantastic nonsense has been written about Alac-el-Ain, the Sultan Marabout. His names means "Eyes of the Spring," and is due to the fact that he claims to have discovered a spring of water in the desert. His people, who regard him as a wizard, believe that he caused the water to appear by magic. He is a thorough impostor who lives at the expense of Alac-el-Ain. He lives at Mogador for four months of the year, and spends the remaining eight months travelling to and from Fez, living at the Sultan's palaces on route, and receiving enormous sums for the expenses of the journey. Alac-el-Ain is hated by the Kabyles who, when he returns to Fez loaded with presents, rob him. Accordingly he made the journey by sea, although he had sworn that as he would not allow himself to be seen by Europeans, he would never set foot on shipboard. On this occasion, however, he gave out he had been commanded by God to return by sea.

Alac-el-Ain is a most violent person to cut off the hands of a slave who believes that he is all powerful in the south, from Mogador to the desert, but this is certainly not the fact. When he was a governor of Mogador and Saffi the governors who knew that he had no ammunition with him, would not even allow him to enter the towns. They sent him, however, some presents of sugar, tea and sheep. If the Sultan did not send him provisions every year his people would certainly die of hunger, as during the windy season the desert is impassable. During his last sea voyage Alac-el-Ain wrote some verses to the captain, saying that his ship was the finest and best in the world. He then did some conjuring tricks, burnt some aromatic powders and assured the captain that his ship was now quite safe as the sea would be untroubled by wind or waves.

The Miguel Rio, on which Mr. Griffin travelled to Mogador and the captain told him there must have been some incantation as the incantation was just after he had landed Alac-el-Ain and was returning to Tangier, he was with an ace of being wrecked.

A foreign correspondent recently paid a visit to Governor Abderrahman Vargas at Mogador. The Moor, of Rissat, the descendants of the Moors of Spain, and his name is Spanish. In Mogador the Europeans call him "The Moor of Rissat," because he is of a somewhat timid disposition, is always highly perfumed, keeps his hands and feet, which are as white as those of a European, scrupulously clean. He received a correspondent in the Alcazaba, where a guard was drawn up, and offered him the traditional Moorish hospitality of three cups of mint tea and cake. He does not speak any language but Arabic. The governor opened his conversation by asking for news from the coast towns and inquiring as to what were the intentions of the European governments. He said he would not know this because he had orders from the Sultan to assist the European troops. He added that his own troops were not very good, and that he had had to increase their pay to keep them quiet and prevent any mutiny. A further precaution which he had taken was to issue only four rounds of ammunition to each man. Abderrahman assured his visitor that he would remain faithful to Alac-el-Ain, and that he placed the blame for what had happened on the fact that the Sultan did not take the advice of the Moors of Rissat and Tetuan, who are the most civilized in the Empire. The Moors of the interior, he said, only destroy and killed Europeans and rich Moors indiscriminately with this object.

One day the Moors at Fakhid found in their camp an unexploded shell, and wishing to find out how it "worked," they summoned their most proficient armorer, who, although he knows everything about hand guns, is most ignorant in regard to projectiles. He meant thought that the best means of opening the shell was to use a hammer. At the second blow the shell exploded, killing and wounding many of the curious Moors who were crowded around him.

While the fighting is going on each Moor must guard his own horse, tent, and other property. Otherwise he would be robbed by his friends. When the combatants are away in the fighting line, those who remain in camp devote themselves to robbing the unguarded tents.

ARE CONSIDERING DEMANDS OF THE C. P. R. TELEGRAPHERS

MONTREAL, Sept. 27.—The conciliation committee appointed by the government to look into the demands upon the C. P. R. by the order of the railroad telegraphers for increased wages and changed conditions generally held its first meeting this morning. Professor Adam Shortt, of Queen's College, Kingston, is the chairman of the committee, "the other members of which are Hon. Wallace Scott, K. C., of Toronto, representing the C. P. R., and J. Q. O'Donoghue representing the telegraphers. There were also present a number of officials headed by J. W. Leonard, assistant general manager of the eastern lines as well as a committee of the telegraphers.

The trouble which has been brewing in the factory of the Montreal Water-proof Company has culminated in another strike. About fifty men and women went out. Some weeks ago it was decided to change the system of operating the factory and a contract was given to a Mr. Silver, who agreed to pay the same wages as was being paid by the firm. The strikers objected to the contractor. The manager of the concern says he told the employers that if they were not satisfied they could quit at the end of the week, and that about fifty went out.

Mrs. A. C. Smith, West End, left Wednesday night for a two-weeks trip to Boston and New York.

Special Money-Saving Sale

Shaker Blankets, French Flannel, Etc.

IN ORDER TO STIMULATE TRADE.

White and Grey Shaker Blankets—pink or blue border—large size—best quality. Sale price, 98c a pair.

French Flannel in red and white spot, stripe and plain. Regular 50c goods. Sale price, 29c a yard.

Spot Muslins for Curtains, etc. Sale price, 6 1/2c yard.

Black Brocade Lintre Dress Goods, double width, worth up to 59c a yard. Sale price, 15c a yard.

Remnants of Floor Oilcloth, Straw Matting, Hemp Carpets, etc. At Bargain Prices.

Black Wool Serge Dress Goods, 40 inch wide, worth 40c yard. Sale price 25c.

Ladies' New Fall Hats. All the very newest fall styles, at almost half price.