

UNDER SENTENCE OF DEATH

Officers Connected With Russian Repressions Will Be Killed.

A despatch from St. Petersburg says: Nearly every minister, courtier and army officer whose name was even indirectly connected with the repressions and punitive actions of the last year is now under sentence of death at the hands of the Terrorists.

After M. Stolypin, who heads the list and whose life is not worth an hour's purchase, the most important condemned man is General Alexis Ignatieff, the leader of the so-called "Camarilla" or "Star Chamber," which, though it has no official status, meets regularly and forces its counsels upon the Czar.

Ignatieff is a nephew of the Count Ignatieff, popularly known as "The Father of Lies," who negotiated the San Stefano treaty. Alexis Ignatieff is a ferocious reactionary and anti-Semite. His name immediately comes up whenever dictatorship is suggested.

Next in importance is M. Durnovo, late Minister of the Interior. He lived in Interlaken under the name of Miller, with the result that an innocent Frenchman named Muller was shot dead by a woman Terrorist. Durnovo is corrupt, uneducated and brutal. He is the inventor of "punitive expeditions" against discontented centres of population.

Gen. Rennenkampf became known during the late war with Japan, where he commanded the Cossacks without the least success. His offence is that he led a punitive expedition along the Siberian Railway, shooting people without trial wholesale. He took innocent women and even school girls as hostages in his "armored train," and threatened to shoot them if any attempt was made against his safety. The armored train consisted of a saloon and four prison vans, which were packed full of men and women of all classes, from the curator of Tomsk University downward.

Gen. Meller-Zakomelsky has also received a death sentence for offences similar to Rennenkampf. At Khilka he shot eleven men and boys without trial or enquiry.

Governor Kurloff of Minsk, has been sentenced for organizing massacres of Jews.

GIRL SHOT WARDERS.

Lukheria Trostoff, a girl of 18 years, escaped last week from Kazan City Prison, after killing three warders and wounding a fourth. Mlle. Trostoff's associates outside the jail made a tunnel under the street over three feet in diameter, and finally worked their way to the floor of the girl's cell. When, at night, she attempted to escape, the roof of the tunnel fell in, leaving a gap in the roadway. Warned from outside, the warden on duty rushed into the cell, and not seeing the prisoner, fired all the shots of his revolver into the tunnel. When the six bullets were spent, Mlle. Trostoff, covered with earth, emerged from the tunnel and shot the warden through the head. Two other prison officials who came in without lights she also shot dead, putting a bullet into the leg of a fourth, and escaped into the town.

DISARMED THE POLICE.

Grave agrarian disorders have broken out in the province of Viatka, the centre of disturbances being the important district of Malbush, with a population of over 100,000, where the inhabitants of seventy villages are reported to have joined in the uprising, have disarmed and expelled the police, and are pillaging and destroying the residences of the land-owners and devastating the country. Details are difficult to obtain, but it is rumored at Viatka that the administrative police chiefs in the Malbush district and eight of their subordinates have been killed. The excesses began September 20, with a riot over the enrollment of army reserves for their autumn services.

Disorders have also broken out in the adjoining district at Chistopol, in Kazan province.

POISON FOR POLICE.

A despatch from Moscow says: A man engaged a policeman in conversation on Tuesday, and gave him a pear. After eating it the policeman became dangerously ill, poison having been inserted in the fruit.

An unsuccessful attempt was made at Helsingfors on Tuesday to blow up the police reserve barracks. One man was slightly injured. There is no clue to the criminals.

DISORDERS ARE RIFE.

A despatch from St. Petersburg says: Further disquieting information regarding the agrarian situation comes from the Provinces of Saratov and Tambov and the lower Volga region, where serious disorders are anticipated when the recruiting season opens in October. The populations of many communes have adopted formal resolutions disarming the authority of the police and clergy, the rural police are resigning in great numbers, land owners are disposing of their estates at any sacrifice and land values have dropped from \$80 to \$18 per acre. Details of the uprising at Malbush, Viatka Province, are difficult to obtain, but the peasantry of the Village of Knagorodsk have disarmed the police and proclaimed autonomy.

STOESSEL LEAVES ARMY.

Information was given on Thursday

that Lieut.-Gen. Stoessel, who commanded the Russian forces at Port Arthur, on Thursday submitted his resignation from the army. It is understood that it will be accepted. The resignation is said to have been due to the initiative of Emperor Nicholas, who expressed his aversion to any further discussion of the subject in open court.

ANOTHER PLOT AT PETERHOFF.

A despatch to the London Times from St. Petersburg says that another plot has been discovered at Peterhoff against the life of the Czar. A mysterious lady was conveyed by a strong escort to the fortress of St. Peter and St. Paul on Wednesday night.

SUNK IN OTTAWA RIVER.

Three Persons were Drowned on the Steamer Maud.

A despatch from Montreal says: Three lives were lost by a collision between the steamers Maud and Ottawa opposite Hudson, on the Ottawa River, about 3.30 on Thursday morning. The dead are—Maggie Benson of Oka, stewardess; B. Pawtry of Levis, engineer, and a passenger named Barrett of Montebello. The Maud was so badly damaged that she sank within a few minutes after the accident occurred. An idea may be formed of how quickly the water engulfed her from the fact that the engineer came up on deck to see what had happened, and then hurried back to get some personal effects. He was not seen again. Barrett also appeared on the deck, but he rushed below to loosen a horse, and was caught. The stewardess mistook her way in the darkness and fell into a hole caused by the wreckage, and met a terrible fate, going headlong into the midst of the livestock.

The Maud was owned by the Ottawa Navigation Company and the Ottawa by the Ottawa Forwarding Company. The former was coming down the river and the latter going up. Apparently a misunderstanding arose over the signals for passing, so the two steamers came together with sufficient force to cut a hole in the Maud several feet deep near the hatchway. Twenty-five passengers were aboard the Maud, but with the exception of Barrett all were safely transferred to the Ottawa. The cargo consisted of 8 horses, 30 cattle, 150 sheep and 200 chickens, all of which were lost. The river where the accident occurred widens out into what is called the Lake of Two Mountains. The Maud had been engaged in the Ottawa River trade for twenty-five years. She is valued at \$10,000, and will probably be a complete loss.

\$100,000 FIRE AT MONTREAL.

Wipes Out Fourteen Buildings in Suburb of the City.

A despatch from Montreal says: A fire which broke out early on Wednesday afternoon destroyed 14 buildings, either partly or wholly, in St. Louis de Mile End, a northern suburb of Montreal, and rendered some 30 families homeless. The loss is estimated at about \$100,000, partly covered by insurance. The fire started in a small house occupied by A. Madame Belanger. Some children were playing in the yard shortly before, and it is supposed they may have started the fire accidentally. The flames spread to some wooden sheds and to a stable in the vicinity, and by this time had made such headway that the local firemen were unable to cope with it, and the Montreal brigade responded to a call for assistance. Both brigades worked all afternoon before the fire was put under control. A woman 85 years of age was rescued from one of the burning houses.

SALVATION ARMY SETTLERS.

Officials Confer With Premier Regarding Immigration Work.

A despatch from Ottawa says: Col. Lamb, Commissioner Coombes and Brigadier Howell, of the Salvation Army, have arrived in Ottawa to confer with Sir Wilfrid Laurier and the Minister of the Interior in reference to the extension of the Army's emigration work in Great Britain. Col. Lamb, who is the chief of the emigration department of the Army, has just returned from the North-West and British Columbia, where he examined localities suitable for the settlement of emigrants whom the Army expect to send to this country during the coming year.

EMBEZZLER BRICK CAUGHT.

Reported Capture of Manager of Wampole Company in Japan.

A despatch from Ottawa says: H. W. Brick, defaulting manager of the W. K. Wampole Company of Perth, Ontario, who disappeared on July 1st last, has, according to report, been arrested in Japan. The arrest is said to have been made by a detective employed by the Toronto General Trusts Co. He will be brought back for trial.

LEADING MARKETS

BREADSTUFFS.

Toronto, Oct. 2.—Ontario—Firm; exporters bid \$2.75 for 90 per cent. patents, buyers' bags, outside. Manitoba—\$4.40 for first patents, \$3.90 for seconds and \$3.80 for bakers'.

Millfeed—\$15 to \$15.50 in bulk, outside; shorts, \$18.50 to \$19.

Sales of 5 cars of No. 2 white oats were made on the local call board at 35c, f.o.b., on 5c freight rate to Toronto, and of 5 cars—on the same terms for October shipment.

Wheat—Ontario—No. 2 white, 72½c asked, 71½c bid, outside; No. 2 red, 72½c asked, 71½c bid and 72c bid, main line east; mixed, 71½c asked.

Wheat—Manitoba—No. 1 hard, 80½c asked, 79½c bid, Point Edward; No. 1 northern, 79½c asked, 79c bid, Owen Sound.

Barley—No. 2, 51c asked, 48½c bid, on 5c rate to Toronto; No. 3 extra, 48½c asked, 46½c bid and 47c bid on 5c rate to Toronto; No. 3, 45½c asked, 45c bid, outside.

Corn—No. 3 yellow, 55½c asked, to arrive, Toronto.

COUNTRY PRODUCE.

Butter—Receipts continue light with firmer prices for creamery, solids and prints.

Creamery 24c to 25c
do solids 23c to 24c
dairy prints 22c to 23c
do pails 18c to 20c
do tubs 18c to 20c
Inferior 17c to 18c
Cheese—Holds firm at 13½c for large and 14c for twins.

Eggs—Quotations unchanged at 18½c to 19c.

Potatoes—50c to 60c per bushel and 80c to 90c per bag.

Baled Hay—\$9.50 to \$10 for No. 1 timothy and \$8 for No. 2 in car lots here.

Baled Straw—\$6 in car lots here.

MONTREAL MARKETS.

Montreal, Oct. 2.—Grain—Bids showed some improvement but were still out of line. Millfeed continues very firm in tone under a good demand and small supplies. The market for hay is also firm.

Oats—No. 2 white, 39½c to 40c; No. 3 white, 38½c to 39c; No. 4, 37½c to 38c per bushel, ex-store.

Peas—Boiling peas, \$1 in carload lots. \$1.10 in jobbing lots.

Flour—Manitoba spring wheat, \$4.25 to \$4.40; strong bakers', \$3.90 to \$4; winter wheat patents, \$4.10 to \$4.75; straight rollers, \$3.75 to \$3.90; do in bags, \$1.65 to \$1.75; extras, \$1.60 to \$1.70.

Millfeed—Manitoba bran in bags, \$20; shorts, \$23; Ontario bran in bags, \$18.50 to \$19; shorts, \$21.50 to \$22; milled moullie, \$21 to \$25; straight grain, \$28 to \$29 per ton.

Rolled Oats—Per bag, \$1.95 to \$2, in car lots. \$2.10 in jobbing lots.

Hay—No. 1, \$11 to \$11.50; No. 2, \$10.50 to \$11; clover mixed, \$9.50 to \$10; pure clover, \$7.50 per ton in car lots.

Eggs—Receipts of eggs this morning were 1,203 cases. The market is steady at 22c for selects and 18½c for No. 1 candled.

Provisions—Barrels short cut mess, \$22 to \$24; half-barrels, \$11.75 to \$12.50; clear fat backs, \$23.50; long cut heavy mess, \$20.50; half-barrels do, \$10.75; dry salt long clear bacon, 12½c to 13c; barrels plate beef, \$12 to \$13; half-barrels do, \$6.50 to \$7; barrels heavy mess beef, \$11; half-barrels do, \$6; compound lard, 8c to 9½c; pure lard, 11½c to 12c; kettle rendered, 12½c to 13c; hams, 14½c to 16c, according to size; breakfast bacon, 15½c to 16½c; Windsor bacon, 16½c; fresh killed abattoir dressed hogs, \$9.75; alive, \$6.75 to \$6.90 per 100 lbs.

BUFFALO MARKET.

Buffalo, Oct. 2.—Flour—Steady. Wheat—Spring dull and weak; No. 1 Northern stronger; Winter stronger; No. 1 white, 77c. Corn—Active and strong; No. 2 yellow, 52½c; No. 2 corn, 51½c to 52½c. Oats—Strong; No. 2 white, 37½c; No. 2 mixed, 35½c. Barley—Higher, 47 to 50c. Rye—Good inquiry; No. 1 on track, 64c.

NEW YORK WHEAT MARKET.

New York, Oct. 2.—Spot irregular; No. 2 red, 78½c elevator and 80½c f.o.b. afloat; No. 1 northern DuRoi, 87c f.o.b. afloat; No. 2 hard winter, 82c f.o.b. afloat.

CATTLE MARKET.

Toronto, Oct. 2.—There was little new feature to trade at the City Cattle Market this morning. The run was moderately heavy, and, while a good number of fair cattle were offering, the number of choice on the market was light.

Export Cattle—Choice at \$4.70 to \$4.90, medium to good \$4.40 to \$4.60; bulls, \$3.50 to \$3.75; light, \$3.25 to \$3.50; cows, \$3.50 to \$4.

Butcher Cattle—Choice are quoted at \$4.40 to \$4.50; medium to choice, \$3.75 to \$4.30; inferior to medium, \$2.50 to \$3.50; bulls, \$2.25 to \$3; cows, \$2 to \$3; camers, \$1.50 to \$2.

Stockers and Feeders—Stockers, choice \$3 to \$3.65; light, \$2.25 to \$3; cows, \$2 to \$2.40; bulls, \$1.75 to \$2.25; short-keep feeders, \$1.20 to \$1.25.

Milch Cows—The range of prices offering is firmer at \$35 to \$60 each.

Calves—Unchanged at 3c to 6½c per lb.

FEARFUL SOUTHERN STORM

Many Lives Lost and Much Property Destroyed.

A despatch from Louisville, Ky., says:

The tropical hurricane which on Thursday churned the waters of the Gulf of Mexico, did much damage on the coast and far inland. Reports received do not indicate any loss of life, but the damage to property is enormous. All wire communication is seriously disarranged, and in some instances has resulted in cutting off cities completely. Numerous washouts have occurred, the interruption from this cause in one case extending thirty miles.

Pensacola, where the maximum velocity of the wind was probably felt, reports a property loss of \$3,000,000.

New Orleans furnished numerous wild rumors during the day, but later reports from there indicate that, while there was considerable damage to property, there has been no loss of life. Wires between New Orleans and the Gulf are down, and it may be several days before anything can be heard from the territory between that city and the Gulf or from the shipping which is riding out the storm in the open gulf.

DAMAGE TO RAILWAYS HEAVY.

The damage to railroads is heavy. Reports to the officials of the Louisville and Nashville Road from the superintendent of the Mobile and Montgomery division indicated that the loss approximately \$1,000,000.

At Pensacola the Louisville and Nashville grain elevator has been destroyed and the trackage to Escambia Bay is ruined. The railroad wharf at Pensacola is reported a total loss. Further reports indicate that the roadbed between Minette, Ala., and Mobile, a distance of 30 miles, has been washed away.

The Louisville and Nashville also suffered several washouts near New Orleans. The New Orleans and North-eastern reports its tracks under water at several places near New Orleans.

SHIPS LYING IN STREETS.

A despatch from Flomaton, Ala., says: A few refugees from Pensacola, Fla., fleeing from the fierce Gulf storm, which swept that city, have reached here. Among them is D. J. Ligon, a travelling man, of Atlanta, who tells graphically of the terrors endured by the Florida port. Ligon says: "I have just reached this point from Pensacola, Florida, where I spent a horrible night of torture, passing through the terrific hurricane, which lasted for hours, and, to add to the horror of the night, fire broke out, sending sparks at great speed over the hotel. At 3 o'clock all the guests were awakened and ordered down. Tin roofs were flying in all directions. The rain came in sheets. Part of the town is under water. Ships suffered greatly. All wires are down and cars are not running. Windows by the wholesale were smashed, and thousands of trees are down for miles out of town, some falling on the wires and breaking the same in hundreds of places. The entire city is a mass of wreckage. Not a residence or business house in the city has escaped damage. Roofs are blown off, telegraph, telephone, and electric wires are a tangled mass. The water front is strewn with wreckage for miles on either side of the city, and vessels are piled on the wharves, or where the wharves were, in utter ruin.

"When I was getting out of the city I saw great ships lying in the streets of Pensacola. The water front is gone. Every wharf has been destroyed. Just before I left there was a report that fully 50 lives had been lost in the storm in the navy yard district, but it was impossible to verify the report. I myself saw, however, many women and children taken from second-storey win-

Sheep and Lambs—Export ewes are quoted at \$4.25 to \$4.50; bucks and culls, \$3 to \$3.50, and lambs, 20c up at \$5.50 to \$6.10.

Hogs—Steady at 26.50 per cwt. for choice selects and 26.25 for light and fats, fed and watered.

DR. SAVIGNAC CAPTURED.

Tried to Seize His Revolvers When Officers Ran Him Down.

A despatch from Ottawa says: Dr. J. A. Savignac, who attempted to murder his wife and mother-in-law on Monday night of last week, was arrested on Saturday evening by Detectives Dicks and Ryan, at Melocheville, in Beauharnois County, and is now in the Ottawa jail. Since Monday Savignac has been gradually working his way towards the United States frontier. Hearing on Friday that he had been seen around Coleau, the detectives immediately posted off to that point, where they arrived Friday evening. Enquiries led them to conclude that their man had gone east, and before daybreak on Saturday they were on the road towards River Beau-dette, which is at the foot of the Soulanges Canal. At this point they ascertained that the man they wanted had been ferried across the river to Melocheville by a man named Henry Lalonde. Lalonde was found, and for a consultation undertook to take the detectives across in the drenching rain. Lalonde

did not know where Savignac had gone, but he directed the detectives to the house of a farmer named Arthur Hamault for information.

As soon as the kitchen door opened Dicks saw his man, quietly reading a newspaper. Dicks sprang at Savignac, and the latter tried to get at his revolvers, which were lying on the table. Fortunately he was too late, otherwise there might have been more blood-letting. There was a wild time in the kitchen, however, for five minutes as Savignac fought like a tiger to get away. The two detectives got a vehicle, and drove with Savignac to Beauharnois, from which point a St. Lawrence and Adirondack train took them to Montreal. By 2 o'clock Sunday morning Savignac was behind the bars in Ottawa.

MOBILE IN RUINS.

A despatch from Mobile, Alabama, via Meridian, Miss., says: This city is practically in ruins as a result of the Gulf storm which swept it Thursday night. Some 6,000 or 7,000 houses have been damaged or destroyed, and the loss is estimated at from \$3,000,000 to \$5,000,000. There are no reliable figures to be had as to the loss of life. Three negroes are known to be dead, and there are rumors that fifty persons lost their lives, but as things are, these rumors cannot be verified. It is feared, however, that when all is known the loss of life will be heavy. The city has been placed under martial law and looters will be summarily dealt with.

Every church in the city has suffered, though Christ Church and St. Francis Street Baptist Church suffered more than the others. The damage to Christ Church is estimated at \$40,000, St. Francis Street Baptist Church at \$10,000.

Mobile's shipping suffered more than anything else. Many of her river boats are now beached or sunken, all complete wrecks. Her docks and those of private corporations are fearfully torn up. The revenue cutter Alert has gone down in Mobile River. She was rammed by some unknown vessel and sank immediately. Her crew is believed to have all escaped.

The depth of water in the wholesale district, which includes the entire section of the city from Royal Street to the river, was seven feet.

AWFUL DEVASTATION.

During the hours between 6 p.m. Thursday and noon on Friday trees fell and roofs crashed by the hundreds through the streets, carried by the terrific wind. Thousands of pieces of slate, tin roofing, cornices, shingles, and, in fact, all kinds of blinds, were torn from their fastenings, and windows slashed as if tissue. Many people were seriously injured and cut by the flying slate and tin roofing.

PROVISIONS ARE SCARCE.

In the city many people and much live stock were rescued after heroic efforts. Provisions are running low. Restaurants feed many, but have no supplies on hand. Ham and eggs constitute the food supply. These, too, will soon become exhausted. Wholesale houses lost many thousands of dollars from flood and willingly paid as high as \$1.50 an hour for common labor. Even at this figure few men, white or black, would accept work.

The wind of Thursday was of longer duration and more tornado-like, twisting everything in its path, and more destruction than former storms of like nature that have visited Mobile.

The fruit trees and fall vegetable crops all over Southern Alabama and Mississippi are ruined. So, also, is the cotton, sugar-cane and other crops. One large Mississippi planter made the assertion on Friday that he would willingly accept \$15 for his cotton crop and feel afterwards that he had gotten the best of the deal.

All along the lines of the Mobile and Ohio Railroad there were huge trees lying flat upon the ground with limbs torn off and twisted. The streams are all out of their banks, and for 25 miles north of Mobile, looking to the right of the railroad, one can see nothing but a solid sheet of water running swiftly toward Mobile. Many farmhouses are situated in this inundated section, and many people may have lost their lives.

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FATHER SAW SON DEAD.

Boy Killed By Train on Which Parents Was a Passenger.

A despatch from Moncton, N.B., says: Within a few yards of Memramcook station on Saturday night 13-year-old William Billiveau was run down and killed by a train on which his father was a passenger. The lad's father was the first to alight, and was horrified to find that the victim of the accident was his own son. The lad was driving to the station to meet his father, and did not see the approaching train.