

## RUSSIAN STORM.

Estimated That a Thousand Lives Have Been Lost.

St. Petersburg, Aug. 28.—Words cannot describe the winds that swept across the Sea of Azov last week. It will be impossible for days yet to compute the damage done, but it is almost certain that one thousand have perished, some by drowning, others by being crushed under falling houses. The excitement is great among the American colony in this city, for it is feared that at least two parties of American tourists were in the Sea of Azov at the time the wind did its deadly work. All the afternoon there has been a string of persons at the American ministry asking, almost begging, for news from Odessa, whence the tourists were to have started on the regulation sight-seeing trip across the Crimea, visiting Sebastopol, Balaklava and the other famous battle scenes. The parties were separate, but it is thought they started within twelve hours of each other, and according to the schedule of these excursions they would be in the Straits of Kerch yesterday morning, going thence by steamboat north to Berdiansk, where they would take a rail link to Odessa. It is said the leader of one of these parties had proposed a trip a short distance north from Temrinsk into the land of the Black Cossacks. If his party branched off in that way they have undoubtedly perished, for the entire east coast of the sea is hoped that some lucky chance delayed the excursion yesterday so they could not reach their embarkment port today. At a late hour there was still a general report of the disaster which to base surmises of the Americans' safety.

The wind was first felt at Nogaik, Nogaik is peopled mostly by fishermen, who were out on the water. When the hurricane had swept out to the north a terrible scene was presented. The village was razed, overturned, and an immense plow had pushed through it, lying everywhere were women and children, dead or in the last agonies. The shallow waters of the Sea of Azov were lashed to such a height that it was plain to every fisherman that the cyclone was upon him. The cyclone swept on to the northwest after wrecking Nogaik. Its path seemed to have been unusually wide, for at Marinhop it devastated the country to a point seven miles inland and had its outer edge far out in the sea. Marinhop was practically blotted out of existence. Not three houses in a hundred are left standing. It is estimated that three hundred persons perished in this place alone. North of here the cyclone turned to the east over Dolga points. Its left edge inflicted slight damage to the town of Berdiansk. Houses were unroofed and a dozen persons killed by falling timbers.

Once at sea the storm made its full fury felt. Of the steamers that touch at the port of Berdiansk, not one came in at the hour of the latest report. Grave fears are expressed that every craft on this sea has gone to the bottom, and that every passenger is drowned. When the winds swept over the northern end of Azov they took a new course, and going easterly along the coast of the land of the Black Cossacks, Tunnelsk, and Achuev were ravaged, each town being almost totally destroyed. "Telegrams in communication with this district is destroyed and it is impossible to learn the extent of the destruction, but at least one thousand persons must have died on the two shores. The storm, as nearly as can now be learned, seemed to suddenly lose its force near the Emenek, and passed off with comparative quiet southward over the Black Sea.

Hongkong, Aug. 28.—The C. P. R. steamer Empress of India arrived here at 1 p.m. today.

Yokohama, Aug. 28.—The C. P. R. steamer Empress of China sailed from here Sunday morning, Aug. 26th, for Vancouver.

Johnny—Why are you putting camphor on these furs?  
Mamma—To keep the moths out of them.

Johnny—What will the moths do if they get into the furs?  
Mamma—Eat the hair off.

Johnny—Well, why don't you put camphor on pa's head to keep the moths off it?—Judge.

## Hood's Cured

After Others Failed

Scorfula in the Neck—Bunches All Gone Now.



Blanche Atwood, Sangerville, Maine.

"C. I. Hood & Co., Lowell, Mass.: 'Gentlemen: I feel that I cannot say enough in favor of Hood's Sarsaparilla. For five years I have been troubled with scorfula in my neck and throat. Several kinds of medicines which I tried did not do any good, and when I commenced to take Hood's Sarsaparilla there were large bunches on my neck so sore that I could not bear the slightest touch. When I had taken one bottle of this medicine, the soreness had gone, and before I had finished the second bottle the bunches had entirely disappeared.' BLANCHE ATWOOD, Sangerville, Maine."

"N. B. If you decide to take Hood's Sarsaparilla do not be induced to buy any other."

**Hood's Sarsaparilla Cures**

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**Hood's Pills** cure constipation by restoring the peristaltic action of the alimentary canal.

## THE POLITICAL LEADERS.

Receptions of Different Kinds to Hon. Mr. Laurier and Sir John Thompson.

The Trades and Labor Congress to be Held in Ottawa in the Coming Week.

From Our Own Correspondent.  
Ottawa, Aug. 30.—The trades and labor council will assemble here on September 3rd. The day will be a statutory holiday. Last session of parliament an act was passed making it a holiday, although the third is the day when the congress will assemble in the city, it will not be until the following day that the session of congress will commence.

The business of the congress is likely to be a considerable one. In the first place an attempt will be made to place a platform on which the trades and labor union will stand when the Dominion general election comes on. It is understood that many labor men are anxious that an amalgamation should take place, as far as politics are concerned, with the Patrons of Industry. The work of the tariff, for instance, is the workman's just in the same way as it does the farmer, although not exactly the same extent. The foot of the workingman are in and out of clothing of price because of protection, and the farmer is in and out of a tariff for revenue only, no matter whether they join hands with the Patrons of Industry or not.

A resolution will be dealt with which, if adopted, will revolutionize the system of labor organizations in Canada. It is the intention of this resolution to establish a Canadian federation of labor, which will have power to issue charters, levy per capita tax, and perform all functions of a union.

The talented and popular leader of the Liberal party is preparing for his trip to the Pacific coast. He spoke at a political picnic in Quebec province last week, and started on his tour of the west on Saturday evening. He spent Sunday in Toronto and started for Brantford today (Monday). After holding a couple of meetings in this province he starts for Manitoba, where he will be the guest of the Liberal party of that province. There are many in the far west who will have already formed opinions of the Liberal leader from the reports of his house and in the country, but to thoroughly appreciate Mr. Laurier one has to hear him. But, better than all, an opportunity to converse with him. When there is so much room for political discussion, and when the public men of Canada at the present time, it is gratifying to be able to point to Mr. Laurier as one against whom his most bitter opponent will not utter one word of disparagement.

There were about a thousand people who turned out to see Mr. Laurier at Brantford today. A Conservative evening newspaper of Toronto tells its readers that the reception in that city, the home of Tupper, to Premier Thompson was a very tame affair. There was, it says, a lack of enthusiasm. The reception took place in the city hall. The chamber was not half filled. The seats of the galleries were in a number of cases vacant. Four ladies were in the small audience, and two or three idlers who were in the vicinity of the city hall stayed in the galleries to hear the address read to the premier. It is painful to read that Sir John Thompson has no abiding place in the hearts of the people—even the Tories.

This was also well shown the other day when the Rev. Mr. Madill, president of the P. P. R. used no Canadian words. He said that he opposed Mr. Mowat, as did also all the members of the P. P. R., but the opposition which they gave to the Ontario premier was of little consequence when it would be compared with what they intended doing to drive Sir John Thompson from power. It was also worth noting that Sir John Thompson was not selected premier by the people; he was merely filling up the time which Sir John Macdonald would have governed had he lived.

The ministers are commencing to return to the city, and cabinet meetings will begin to-morrow.

Sir Charles Hibbert Tupper has, as I wired the Times to-day, gone to Washington. He is there on business connected with the Behring sea matters and the award to the Americans have got to pay Canada. The award, which is said to be about \$500,000, reached Congress too late to be passed at the last session.

## SLABTOWN.

CHILLIWACK BANK ROBBERY.

Barrelers Blow Open a Safe in the York-shire Bank.

New Westminster, Aug. 27.—The safe in the York-shire Bank at Chilliwack was blown open last night by burglars, who

have escaped so far. The burglars, three in number, were hard at work when a villager, attracted by the light inside, crossed over to see what was going on. The robbers nabbed him, and with a brace of revolvers at his breast promised to kill him if he attempted to give an alarm. He was kept a prisoner in the bank while the burglars bored through the heavy door of the safe. The hole being filled with powder with a fuse attached and lighted, the burglars and villager went outside to await results. The explosion was terrific and of much greater force than the burglars intended. The massive door, weighing six hundred pounds, was torn clear from its hinges and shot through the front of the building into the street. The whole structure was wrecked. The burglars dashed inside to secure the large sum of money in the safe, but found to their disappointment that the explosion had jammed the inside door in such a manner that it could not be opened without another resort to explosives. It was too late for this, as the villagers, awakened by the report, were crowding on the street to investigate the occurrence. The foiled burglars, to save themselves, entered their vehicle at once and drove off at a gallop in the direction of the boundary line. After proceeding a short distance they stopped and chopped down a telegraph pole and cut the wires. This they repeated at intervals all the way to Sumas, a point about 20 miles out at once, but at a late hour this afternoon the burglars were still at large.

James B. Montgomery, foreman of the Brunette saw mills, disappeared yesterday, and his friends are very anxious. He had been ill for some time.

The tax sale has been postponed till Wednesday. Nearly all the delinquents have paid up.

Summer Heat.

This is the season for bowel complaints. Green apples and cucumbers produce them. To the troubled stomach it is a relief to eat these fruits. They are, as a rule, the cause of the trouble. Every drugist in the land keeps the PAIN-KILLER, and no father should be without it in his family. New Big Bottle 25c.

How the American Tariff Bill Will Effect the Trade of the Dominion.

Montreal Coal Warehouses Destroyed by Fire—Chapter of Accidents.

Oshawa, Ont., Aug. 29.—Yesterday, Deborah, the 16-month-old daughter of a Reuben Bennett, of Albert street, was killed by a train. The mother had just filled a kettle with boiling water and turned her back for an instant to pick up some clothes to put in the kettle, when the child raised itself and fell head foremost in the water, scalding herself dreadfully. Dr. Kaiser did all that was possible for the little sufferer, who lingered till evening, when she died.

Montreal, Aug. 29.—At 10:15 last night fire broke out in the big wooden coal warehouses of T. F. Moore & Co., on Jacques Cartier street. The brigade was on the spot and got the fire in hand early but not before about \$20,000 worth of damage was done for Moore and several houses for sale extra for the neighbors. The flames spread rapidly along the roof of the warehouse, containing twenty thousand tons of hard coal and licked up the hay like matches in stables near by. The firemen managed to save nine houses from the burning stable. Several houses on Amherst street were badly damaged by fire and water.

Brockville, Ont., Aug. 29.—On the arrival of the steamer Spartan at 9:30 this morning, bound down the river, a man assisted to the wharf a man named John Braun, whom they picked up after leaving Kingston at daylight this morning. Braun, who is a fireman on the propeller Armenia, which arrived at Kingston last evening, and a companion named Thomas McKenna, left the steamer early in the evening in a skiff to row to Kingston to see McKenna's widowed mother, who resides there. They reached the city all right and left on their return trip about an o'clock. When half way over the river, which was very turbulent and rowed by McKenna, who was inexperienced at the oars, capsized. The men clung to the overturned boat all night, and fifteen minutes before the Spartan came along this morning McKenna became exhausted and, unable to hold on any longer, dropped off. Braun, who is a powerfully built young man, was almost gone when picked up.

Montreal, Aug. 29.—Mr. Tait, assistant manager of the C. P. R., told a reporter this morning that he had no doubt that the new United States tariff bill will make a big difference in the traffic of the line. The lumber trade will likely go to the States, and so will all agricultural products. The Canadian coal trade will not be affected at all, as the 35 cents per ton drop in the duty will not develop the mines of the Dominion. As a matter of fact as far west as Winnipeg the C. P. R. uses no Canadian coal, it being all imported from the United States. "However," said Mr. Tait, "the general views that I have expressed point to a good effect upon the trades all round."

A drydock for Montreal has long been thought of by steamship men and underwriters. The necessity of having one has often been demonstrated when a steamer meeting with an accident has been forced to go to Quebec for repairs. The scheme has at last been taken hold of in earnest, and a petition has been forwarded to the government to this effect. Kingston, Ont., Aug. 29.—Kingston has had its first fatal trolley accident this morning when a stranger named John Brown, an American, was struck and injured to such an extent that he died in the hospital a short time afterwards. He was deaf and did not hear the car.

## PULLMAN LOST MONEY.

But Somehow He Managed to Become Several Millions Richer.

Rev. Heaton Says Reports of Suffering at Pullman Were Exaggerated.

Chicago, Aug. 28.—George M. Pullman was before the labor commission for nearly three hours this afternoon. Vice-President Wickes occupied two hours, and will appear again. At the outset of his testimony Mr. Pullman made a careful preliminary statement of his position toward the commission. He dwelt at great length on the motives which actuated the company in building homes for the workmen at Pullman, declaring that the town had been made so that the best class of mechanics would prefer to live there rather than in any other place.

In reply to questions by Chairman Wright, Mr. Pullman told of the contracts for work undertaken by the company at a loss, in order that the men might be kept at work. He said: "I found we were being underbitten by other manufacturers, even when we had figured the work down to cost. I undertook to make the Pullman company's job one that would secure the work for our men. My recollection is that the first order of that kind was 55 cars on the Long Island railroad. Under my instructions the cost of material and labor was figured on the basis of a reduction in wages. Then I had the matter under consideration here and in New York for about two weeks, and finally put in a bid for something between \$300 and \$400 a car below the actual cost. I made up my mind that the company could afford to make such a sacrifice, and have the men idle. Up to the time of the strike we had lost more than \$50,000 in pursuing this policy. I explained this personally to the men when they were having their conference with Mr. Wickes, Mr. Heaton, and Mr. Bryan in the week of 1893. I said it would be a most unfortunate thing for all of us should the wages of 1893 be restored, because there was not more than six weeks work in the shops, and we would be forced to get more on a basis of the wages of 1893."

Here Mr. Kernan asked: "Were the books shown the men?" "No, they were not, because the men did not say to see them, and the strike came off Friday."

"There were other grievances, were there not?" "There were, but Mr. Wickes and Mr. Brown had promised the men to take and remedy them wherever there was complaint. Turning the subject, Judge Worthington brought out the fact that the company's original capital stock of \$1,000,000 in 1867, had been increased to \$36,000,000; that the company had paid dividends of 12 per cent during the first two years of its organization; 9-1/2 per cent, during the next two years, and at the same time had accumulated a surplus amounting to \$25,000,000. Referring to the stock of Pullman, Mr. Pullman said: "I represented actual cash paid by the stockholders as the capital was needed, and the capital stock was increased for the legitimate business of the company. There was no water in it and none of it was paid in dividends."

"Now, Mr. Pullman," said Commissioner Worthington, "taking the whole year through, has the Pullman company made or lost money?" "It has made money," was the answer.

"You have paid your regular dividends?" "Yes, sir; 8 per cent."

"That is something like \$2,800,000 you have paid out in dividends last year?" "Yes, but that includes the latter part of the World's Fair season, which was exceptional."

"Let me ask you, Mr. Pullman, whether you do not think that a company that pays dividends of \$2,800,000 could not afford to share the losses of its employees who have worked for it so long?"

"The manufacturing business is separate from the business of the sleeping car company. I know no reason why I should take the losses of the latter as being the Pullman Sleeping Car Company and pay men a higher rate of wage than was paid in other parts of the country for the same work, or than was paid by other companies for the same work."

"Has the Pullman company during the years of its prosperity ever advanced the wages of its employees voluntarily?" "I do not know as to that. It has always sought to pay fair wages."

"What do you think that is objectionable in submitting a difference like this to arbitration?" "There are some matters that are proper subjects for arbitration, but I cannot arbitrate on a question where I know the facts. The difference is as to whether our shops should continue to run at a loss is a thing that could not be arbitrated."

"Why was it impossible?" "Because it violates the principle that a man has a right to manage his own business."

"Suppose the arbitrators were to say to you, 'we see that you are losing, but these men have been with you a good long while; you can afford to share their losses; we think you should at least pay living wages?' What would you say to that?"

"My point at the time was to work with the men and secure the disbursement of the large sums involved in the contracts and lose money for the company if the men would agree to bear their share in a reduction of 20 to 25 per cent in their wages."

Judge Worthington wanted to know wherein it was wrong to take the money of the stockholders and pay higher wages when the Pullman was ready to take contracts at a loss, or take the stockholders' money to keep the plant going.

Mr. Pullman said the execution of the contracts at a loss was better than the plant to be idle.

"So," interrupted Mr. Kernan, "you had that in view as well as the employment of the men. You did not want to stop the plant because you knew it would be a loss to the stockholders, and you did not want to scatter your men because you knew it would be difficult to get a force together again that would do economical work."

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Much excitement is reported in the Yukon river region, Alaska, over rich gold strikes. The strikes are said to be in that region engaged in gold placer mining, and \$100,000 of gold was at Juneau, Alaska, waiting shipment to San Francisco. In a private letter Assistant-Secretary Hamlin states he expects to reach Washington by September 15th.

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A TEMPESTUOUS VOYAGE.

Towering Volume of Water Falls on a Ship's Deck.

San Francisco, Aug. 28.—The British ship Lord Cairns has arrived from Swansea after a tempestuous voyage. The severest gale was encountered after passing the Horn. Waves ran at a tremendous height from all directions, the sea frequently washing the decks with but little damage, until a towering volume of water seemed to fall almost perpendicularly down on the deck. The vessel was forced to seek shelter in the forecastle. They were none too soon in getting out of the way. The whole deck was turned into a foaming sea filled with wreckage. The port life boat was picked up from its skids and smashed to kindling wood against the mast. A stout hencoop on deck was crushed to atoms and the fowls were washed overboard. The side of the companionway was stove in with the weight of the water and the cables were parted. To make the wreck more complete the bobbers gave way and all the gear about the topmast was broken. It took nearly a week to repair the damage, and nearly all that time the big ship was rolling about under bare poles. The crew was kept busy and depending on oil on the water to prevent almost the total destruction of the vessel.

TESTING NEW GUNS.

A Good Gun, but Too Big a Target for Opposing Forces.

New York, Aug. 29.—One of the fifteen inch guns constructed by the Pneumatic Torpedo Construction company was subjected to a further test at the Sandy Hook proving grounds yesterday, in the presence of members of the board of ordnance and a number of artillery officers. One of the guns was loaded with a six inch dummy projectile weighing 140 pounds. The charge of compressed air being one thousand pounds to the square inch. Superintendent Creelman elevated the gun to an altitude of thirty-four and one-half degrees, decided that all was clear and pulled the lever. The dummy sped from the mouth of the gun through a cloud of vapor and could clearly be seen describing its course until it fell into the water 3200 yards away. Major Haskin observed that Captain Rapheff, chief engineer of the Torpedo Construction company, that the extreme length of the gun would render it a conspicuous mark for the fire of an opposing force. Captain Rapheff said the gun could easily be hidden by placing it in an excavation so that the barrel only would be visible, and, he added, "Even if that were shot away the gun would do considerable execution without it." The officers present were: Major Phipps, Captain P. Heath and Captain Crosier of the ordnance board; Major Haskin, Captain Hubbell, Lieut. Harlow, Lieut. Murray, Lieut. Cruikshank, of the First Artillery, and Lieut. Hansen, who is on duty at the proving grounds. The test will be made on Friday with the eight inch gun, in which a new breech has been placed.

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San Francisco, Aug. 28.—The British ship Lord Cairns has arrived from Swansea after a tempestuous voyage. The severest gale was encountered after passing the Horn. Waves ran at a tremendous height from all directions, the sea frequently washing the decks with but little damage, until a towering volume of water seemed to fall almost perpendicularly down on the deck. The vessel was forced to seek shelter in the forecastle. They were none too soon in getting out of the way. The whole deck was turned into a foaming sea filled with wreckage. The port life boat was picked up from its skids and smashed to kindling wood against the mast. A stout hencoop on