DEFIANCE BY MUTINEERS

Admiral Unable to Compel Crews to Subdue Revolutionists.

A despatch from Odessa says: The red flag of revolution is hoisted on the mastheads of the Kniaz Potemkin, Russia's most powerful battleship in the Black Sea, which now lies in the harbor in the hands of mutineers. The captain and most of the officers were murdered and thrown overboard in the open sea and the ship is completely in the possession of the crew and a few officers who have thrown in their lot with the mutineers.

The guns of the Kniaz Potemkin command the city and in the streets masses of striking workmen who on Tuesday fled before the volleys of the troops are now inflamed by the spectacle of open revolt on board an Imperial warship and are making a bold front against the military.

THE MUTINY.

arose from the shooting of a sailor who was presenting, on behalf of the crew, a complaint against bad food. According to one version, this sailor, whose name was Omiltchuk, objected to the quality of the "borchtch" or soup, and was immediately shot down by a mess officer. The crew then rose and seized the ship, and the officers, eight of who were spared on condition that they would join the mutineers. The others were killed and their bodies thrown overboard.

The Kniaz Potemkin arrived here on Tuesday night accompanied by two torpedo boats. Early the body of Omiltchuk was brought ashore in one of the battleship's boats, and was landed on the new mole, where it was exposed in semi-state all day. It was visited by thousands of persons, many of whom placed coins in a basket at the head of the body towards a fund to defray the cost of the funeral

The authorities have made no attempt to remove the body, the sailors having served notice that the ship would open fire on anyone seeking to interfere with it. A police agent visiting the spot was killed by strikers.

THE RED FLAG HOISTED.

During the day a red flag was hoisted on the Kniaz Potemkin and members of the crew rode from ship to ship in the harbor, stopping all work thereon. The strike is now general here and the rioters are growing in numbers and boldness. Wednesday night a bomb was thrown in Cathedral Place, killing its thrower and a policeman.

During the day one of the torpedo boats which accompanied the Kniaz Potemkin seized the Russian steamer Esperanza, laden with two thousand tons of coal, which the battleship has taken on board.

The Kniaz Potemkin is also known as the Potemkin Tavritchesky. She is one of the most powerful Russian vessels now afloat, 12,480 tons displacement, and has a speed of seventeen and a half knots.

She carried 750 men and officers.

AUTHORITIES IN PANIC.

A despatch from St. Petersburg says: More serious in its possible effects than all the defeats in Manchuria or the destruction of Rojestvensky's fleet was the news which reached St. Petersburg on Wednesday evening that the standard of open rebellion was floating on board one of the Emperor's battleships in the harbor of Odessa, and that with shotted guns the mutinous crew, headed by eight officers, were holding the ship against all comers. The authorities are panic-stricken, and at the Admiralty consternation reigns. Admiral Wirenius, chief of the Naval General Staff, frankly confessed that the situation was grave.

OTHER WARSHIPS SEIZED.

The Odessa correspondent of the London Standard sends under reserve a rumor that four other warships mutinied at Sebastopol and are now on the way to Odessa to join the Kniaz Potemkin Tavritchesky.

A NIGHT OF HORROR.

A despatch from Odessa says:—The mutineers of the Kniaz Potemkin Tavritchesky have been joined by the crew of the transport Vedha, who mutinied on the way here from Nicolaieff. The Vedha's officers are now prisoners on the battleship.

It would be most difficult to describe the exact situation here. The Kniaz Potemkin Tavritchesky still lies off the harbor, but at the time of telegraphing she has not molested the town, nor have the mutineers aided the rioters to the extent of repulsing the troops or inducing the latter to join the revolt. Martial law has thus far been effectively imposed. It is impossible to reach the scenes of the fighting. Any attempt to pass the soldiers who guard the approaches to the harbor involves instant death.

The inactivity of the mutinous sailors is ascribed in some quarters to their having no ammunition. The rumor is at least plausible, inasmuch as it has been said that the Black Sea fleet was denuded of ammunition to supply the Baltic fleet.

Wednesday night was one of horror. The rattle of rifles and machine guns was incessant, while the glare from the burning harbor illuminated scenes of blood. The Cossacks operated thirty machine guns on the main thoroughfares, and considering that these were sometimes turned on densely massed mobs, the estimates of thousands killed and thousands wounded do not seem excessive. The losses sustained by the troops are not known accurately, but it is admitted that three police officers, nine policemen, twenty-one Cossacks, and eleven infantrymen were killed. The mutineers do not seem to have shared in the burning of part of the city and shipping. This was entirely the work of rioters. Many of these had petroleum torches and others pocket grenades. They attacked all the buildings, warehouses, dwellings and churches in the neighborhood, and the wooden framed elevated railroad, which served the three harbors, making a semicircle round the heads of the harbors. The timber work of the railway was soon alight. It blazed in all directions, and the cars tumbled below. Among other property destroyed were the offices and warehouses of three great Russian transport companies, containing immense stores.

THE VICTIMS BURIED.

Omelchuk, the sailor of the Kniaz Potemkin Tavritchesky, whose shooting by the captain of the battleship for complaining about the food led to the mutiny, was buried on Wednesday evening in the city necropolis. The funeral was made the occasion of a great popular demonstration. Neither police nor troops showed themselves along the route. Everything was orderly. The mutineers had notified the commandant of the port earlier in the day of their intention to inter their comrade with full naval honors. They added that they would land an escort and the ship's band, and that if these were interfered with the battleship would immediately open fire on the port. The commandant thereupon offered himself as a hostage aboard the battleship for the safe return of the escort and to ensure the safety of the city. It cannot be learned whether his offer was accepted, but in any case the mutineers' threat was respected.

Although the day passed practically without disturbance, the mob again became threatening on Thursday evening. Troops hold the public buildings and guard the approaches to the harbor. During the evening the central railway station was set on fire and is almost destroyed. Many persons have been injured, but details are unobtainable.

It is stated that eleven surviving officers of the Kniaz Potemkin Tavritchesky have landed.

MUTINY HAS REACHED BALTIC.

A despatch from St. Petersburg says: The mutiny has reached the Baltic. The sailors at the Imperial naval barracks at Libau revolted on Wednesday night on the pretext that the food served to them was not fit to eat. They secured rifles and ammunition and wrecked and stole from houses. They attacked the officers' quarters, firing shots through the windows. A detachment of troops, including artillery, was immediately ordered out, and it is reported that after severe fighting they repulsed the mutineers, who, however, escaped with their arms. Cossacks and a regiment of infantry were sent to the scene early Thursday morning. Details of the affair could not be obtained here.

There is an unconfirmed report that trouble similar to that at Libau has broken out at Revel. The Ministry of Marine politely refuses to give the least information concerning the troubles at those places or at Odessa, but official circles, especially the Department of Police, believe that the outbreaks were planned by revolutionists, and are manifestly alarmed. Their alarm is shared by the higher social circles of the capital, where the long established faith in the unflinching loyalty of the Emperor's armed forces is beginning to waver, bringing inevitable dread that the revolution so often declared to be impossible may yet be accomplished, perhaps has already begun. It is unquestionable that the occurrences at Odessa and Libau have more deeply impressed the ruling classes here than all the defeats in Manchuria and the destruction of the navy combined.

SITUATION AT ODESSA.

London, July 3.—A clear view is at last obtainable as to the actual situation at Odessa for the past forty-four hours. Direct despatches have been few and hopelessly contradictory, until last night. It would now appear that when Admiral Kruger's squadron reached Odessa and the mutineers on board the battleship Kniaz Potemkin refused to surrender. The admiral feared to order the crews of the other battleships to fire upon their comrades, and the crew of one of the ships, the Georgi Pobiedonosteff, joined the mutineers. The remainder of the squadron at once returned to Sebastopol, and according to Russian official stories, the other vessels were put out of commission.

There is no reason to doubt the significant decision to disarm the whole Black Sea fleet, although, in view of the contradictory reports of the past few days, a certain amount of scepticism is perhaps justifiable. If it is true, it obviously bears only one interpretation, namely, that the entire fleet is affected by a mutinous spirit to an extent making it dangerous to retain the ships in commission.

Meantime the mutineers on board the Kniaz Potemkin steamed away, and are now off the Roumanian coast, their future plans undecided.

The Kniaz Potemkin Tavritchesky is now in virtual control of the Black Sea, her powers for mischief being only limited by her ability to obtain coal, provisions and ammunition.

The crew of the second warship which mutinied, the Georgi Pobiedonosteff, are meantime reported to have repented of their mutiny, and are negotiating with the Governor of Odessa for surrender.

There is no reliable confirmation of of the officially reported surrender of the Georgi Pobiedonosteff. It is abundantly evident that newsgathering in Odessa at the present moment is an exceedingly difficult task. The substantiation of anything but visible facts is practically impossible.

DID NOT SURRENDER.

Odessa, July 2.—There is no longer any doubt that the mutinous battleship Kniaz Potemkin Tavritchesky has not surrendered. Her lowering of the red flag that she had been flying has not been explained, but it is apparent the authorities took advantage of the general belief that that act created to announce the vessel's surrender in order to calm the city. There is little, if any, less doubt that the Georgi Pobiedonosteff has joined the mutiny. The officers who were landed from the Kniaz Potemkin Tavritchesky have since sailed for an unknown destination. The town is teeming with rumors, and it is most difficult to learn the truth of the situation.

It is estimated that the losses by the fire here Wednesday amount to $25,000,000. Twelve steamers and fifty sailing vessels are said to have been destroyed.

Evening—All accounts now agree that the crew of the Georgi Pobiedonosteff are either remorseful or are lacking in courage. A boat containing the boatswain, who acted as captain of the mutineers, and several seamen came ashore at the breakwater, where, according to an official statement, they declared that they wished to ask the Czar's forgiveness. They offered to send forty hostages ashore. They said the ship had not been damaged. The Governor has announced that all danger of a bombardment is over.

MURDERER MUST HANG.

Slayer of Englishman In Wilderness Sentenced.

A despatch from Edmonton, N.W.T., says: The second trial of Chas. King, the Wilderness murderer of Edward Hayward, an Englishman, was concluded on Wednesday afternoon. The judge summed up strongly against the prisoner, and after the jury had been out for an hour and a half they returned a verdict of guilty. The judge asked if he had anything to say, whereupon the prisoner replied: "I'm not guilty. The last time I saw Hayward he was alive, and I hope that if he's dead the murderer will soon be found." The judge sentenced him to be hanged at the Mounted Police barracks at Fort Saskatchewan, Aug. 31. He held out no hope of clemency.

BASKETS SCATTERED.

Boiler Explosion at Green River, Ontario.

A despatch from Green River, Ont., says: The boiler in Joseph Doten's large basket factory was blown up with terrific force just after dinner on Thursday. The boiler was lifted up and thrown fully 100 feet to the west, the head being sent about 100 yards over buildings in the opposite direction. The factory was badly wrecked, a great portion of the side and roof being blown out. Mr. Doten and his son, who attends the engine, were standing not more than ten feet from one side of it when the accident occurred, and miraculous to say, both escaped uninjured. Thousands of berry baskets were scattered in all directions.

AMBUSHED GERMANS.

Insurgent Leader in South-west Africa Scores Success.

A despatch from Cape Town, Cape Colony, says: A telegram from Steinkop, German South-West Africa, says Petrus Christian, the insurgent leader, recently ambushed the German force commanded by Major von Kamptz at Karesberg, killing 15 and wounding 26 Germans. It is rumored that the insurgents captured six guns, but this is not confirmed.

HUNDRED GERMANS KILLED.

Report of Recent Victory of Hottentots is Confirmed.

A despatch from Cape Town says: Confirmation has been received here of Chief Marengo's reported victory over the Germans at Karasberg, German South-west Africa, June 22. It is said 100 Germans were killed.

LEADING MARKETS

BREADSTUFFS.

Toronto, July 4.—Wheat—Ontario—No. 2 red and white, 98c. Goose is nominal at 85c to 86c. Manitoba—1c easier at Winnipeg, and locally $1.08 for No. 1 northern, $1.05 for No. 2 northern, and 91c for No. 3 northern, lake ports; 6c more grinding in transit.

Flour—Ontario—90 per cent. patents, $4.30, buyers' sacks, east and west; choice, 15c to 20c higher. Manitoba—First patents, $5.40 to $5.50; second patents, $5.10 to $5.20; bakers', $5 to $5.10.

Millfeed—Ontario, $12 to $12.50 for bran and $17 to $17.50 for shorts; Manitoba, $17 for bran and $19 for shorts, Toronto and equal points.

Oats—44c to 45c for No. 2 outside.

Barley—Is nominal, 45c for No. 2, 43c for No. 2 extra, and 41c for No. 1 malting outside.

Rye—No demand; 60c outside.

Corn—Canadian, 53c to 54c, Chatham freights; American advanced sharply; No. 2 yellow, 65c; No. 3 yellow, 64½c to 65c, lake and rail freights.

Peas—71c to 72c for No. 2 west and east, 75c for milling.

Rolled Oats—$4.75 for cars of bags and $5 for barrels on track here; 25c more for broken lots here and 40c outside.

COUNTRY PRODUCE.

Butter—Prices all round are unchanged.

Creamery, prints	.....18c	to 20c
do solids	.....18c	19c
Dairy lb. rolls, good to choice	...15c	16c
do large rolls ...	.....14c	15c
do medium	.....13c	14c
do tubs, good to ch'e	14½c	15½c
do inferior	...12c	13c

Cheese—The market holds steady and is quoted unchanged at 10½c to 10¾c for job lots here.

Eggs—Quotations are unchanged at 16½c to 17c.

Potatoes—Prices are easier at 80c to 90c per bushel.

Baled Hay—Prices are easier at $7.50 to $7.75 per ton for No. 1 timothy on track here.

Baled Straw—Quotations are unchanged at $5.75 to $6 per ton for car lots on track here.

MONTREAL MARKETS.

Montreal, July 4.—Grain—No. 2 white oats, 50c; No. 3 white oats, 49c; No. 3 Manitoba barley, 53c; No. 4 barley, 52c.

Flour—Manitoba spring wheat patents, $5.30 to $5.40; strong bakers' $5 to $5.10; winter wheat patents, $5.50; straight rollers, $5 to $5.15, and in bags at $2.50 to $2.45.

Millfeed—Manitoba bran, in bags, $17 to $18; shorts, $20 to $21 per ton; Ontario winter wheat bran, in bulk, $16.50 to $17.50; shorts $19 to $20; mouille, $24 to $28 per ton, as to quality.

Oats—Demand is still limited at $2.22½ per bag. Cornmeal is quiet and unchanged at $1.35 to $1.45 per bag.

Hay—No. 1, $9 to $9.20; No. 2, $7.75 to $8.25; clover, mixed, $6.75 to $7.25, and pure clover, $6.50 to $6.75 per ton in car lots.

Beans—Choice primes, $1.60 to $1.65 per bushel and $1.50 to $1.55 in car lots.

Honey—White clover, in comb, 12½c per section in 1-lb. section; extract, in 10-lb. tins, 7c to 7½c; in 60-lb. tins, 6c to 6½c; buckwheat, 6c to 6½c, as to quality.

Provisions—Heavy Canadian short cut pork, $20 to $21; light short cut, $18 to $19; American cut clear fat back, $18 to $18.50; compound lard, 7c to 7½c; Canadian lard, 9½c to 10½c; kettle rendered, 10½c to 11c, according to quality; hams, 12c to 14c; bacon, 12c to 14c; fresh killed abattoir hogs, $9.25 to $9.50; alive, $6.50 to $6.75 for mixed lots; selects, $7 to $7.15.

Eggs—Straight stock, 15½c to 16c; No. 2, 14c.

Butter—Choice creamery, 19¾c to 20c; undergrades, 18½c; dairy, 16½c to 16¾c.

Cheese—Ontario, 9½c to 9¾c, and Quebec at 9½c to 9¾c.

CATTLE MARKET.

Toronto, July 4.—The run of cattle offering at the Western Market this morning was light, and trade was brisk.

Export Cattle—Choice are quoted at $4.90 to $5.35, good to medium at $4.75 to $4.90, bulls at $4 to $4.50, and cows at $3 to $3.75.

Butchers' Cattle—Picked are quoted at $4.90 to $5.20, fair to choice at $4 to $4.90, common at $3 to $3.50, and cows and bulls at $2 50 to $3.50.

Stockers and Feeders—Stockers are quoted at $2.50 to $3.80, and feeders at $3 to $4.75.

Milch Cows—Are quoted unchanged at a range of $30 to $50 each.

Calves—Quotations are unchanged at 3½c to 5½c per lb. and $2 to $10 each.

Sheep and Lambs—Export sheep are quoted at $3 to $3.90 per cwt. culls at $2.50 to $3.50 each, spring lambs at $3.50 to $5.25.

Hogs—Quotations are unchanged at $5 to $6.65 per cwt. for selects and $6.40 for lights and fats.

Six Nova Scotia sailors who were imprisoned in Uruguay for fishing for seals off that coast are coming home, after serving their sentence.

DOMINION PARLIAMENT

NOTES OF PROCEEDINGS IN THE HOUSE OF COMMONS.

COLD-STORAGE PROBLEM.

Mr. J. E. Armstrong called attention to the cold-storage problem in Canada. He gave statistics showing the great importance of the agricultural exports from Canada, which amounted to $100,000 this year and $114,000 last year. Great growth of fruit production made a heavy demand for careful handling and large accommodation. Our butter exports had not increased as they should. How could they increase when butter had to travel in a car in a temperature of 53 degrees to 58 degrees, and then 3 degrees in vessels and 90 degrees after arriving in England, and then compete with butter from Argentina and New Zealand which had been frozen and well cared for all the way? Refrigerator cars should be more thoroughly insulated and more care taken to keep them iced. Mr. Armstrong quoted figures to show that only a small percentage of butter, eggs, apples, bacon, etc., went from Canada in cold-storage. He moved an amendment that Canada annually exports a large amount of farm products, of which a considerable portion are of a perishable character; that depreciation of value of such products during transit results in great loss to the farmers of Canada; that cold-storage facilities provided in contract with the Government should be thoroughly up to date and efficient, and should afford an adequate return for subsidies granted.

Hon. Mr. Fisher, in reply, said that, having carefully weighed the amendment, he had failed to read into it any censure or want of confidence in the Government, and, believing the assertions contained therin were quite true, he would be glad to accept it. At the same time, while complimenting him on the attention he had given to the question, he pointed out that Mr. Armstrong had unfortunately mixed up the records of temperatures in cold-storage chambers and in cooled air chambers, apparently oblivious of the fact that these different methods of carriage were designed for entirely distinct purposes, and under both these methods temperatures varied according to the particular articles carried. While agreeing as to the necessity of steady temperatures, Mr. Fisher pointed out that the Government had no control over steamship companies, contracts with which have all expired. But the contracts had served the purpose intended, and there was now better cold-storage facilities from Canadian ports than from any portion of the continent. He produced statistics to show that facilities for cold-storage had never been fully utilized by Canadian shippers. The department had found it necessary to advise dock managers at Liverpool that if better facilities were not afforded for handling butter Canadian shippers would be recommended to send their butter to some other port. Mr. Fisher went with some detail into the question of temperatures, and concluded by again accepting the motion as quite consistent with his department's intentions and record.

Mr. Chisholm spoke of the necessity for a continuous chain of efficient cold-storage from the farmer's home to the old country market.

Mr. Derbyshire said that butter shipments are increasing, and cold-storage facilities are now provided on vessels without a dollar from the Government, as the companies have to provide them to get business.

The amendment was declared carried.

GREAT DIPLOMAT DEAD.

John Hay, United States Secretary of State, Expires.

A Newbury, N.H., despatch says:—John Hay, Secretary of State, died on Saturday morning at 12.25 o'clock. His last moments were peaceful and the end came almost without a struggle. The suddenness of it all was staggering. From the peaceful quiet of midnight "The Fells," Mr. Hay's beautiful Summer home on the shores of Lake Sunapee, without warning, was awakened to the bewildering imminence of death, where life had been felt to be assured. At the hour of 12 all was quiet. In another moment nurses and physicians found themselves summoned to the bedside. There had been a collapse. Twenty-five minutes later all was over.

The Secretary on Friday had passed the most comfortable day since his illness began a week ago. He was to sit up on Saturday. The patient had bidden his wife and physicians good night at 10 o'clock. An hour later he was sleeping quietly. Almost at the stroke of 12 the Secretary was seized with a turn. He called feebly and a nurse responded. The sick man was breathing with great difficulty. The household was aroused. The wife reached her husband as he was breathing his last. The son, Clarence Hay, and the daughter, Mrs. James A. Wadsworth, of Genesee, N.Y., hurried into the sick room, but they were too late. Death was caused by pulmonary embolism, causing paralysis of the brain with more or less of an apoplectic shock.

The Grand Jury has returned indictments charging that the Chicago strike was abetted by labor leaders for their own gain.