KNIAZ POTEMKINE IS SIMPLY A PIRATE

Is Still Cruising Around the Black Sea With a Mutinous Crew In Command.

NO PLANS FOR CAPTURING HER.

Admiral Kruger, Finding He Could Not Depend on His Crews, Ordered Fires Put Out.

St. Petersburg, July 3, 3:40 p. m.—The unprecedented spectacle of a powerful modern battleship cruising around in the Black sea in the hands of a crew who under the rules of international law, cannot be regarded as other than pirates, and of the admiral in command of the rest of the Euxine fleet frankly confessing his inability to cope with the situation and ordering the fires of his warships to be drawn, has stupefied the Russian admiralty.

The whereabouts of the errant battleship Kniaz Potemkine is unknown here; no plans for capturing her have been devised, and the policy of non-interference seems to be at present in vogue. The situation would furnish a libretto for a comic opera were not the elements of the plot so serious.

Dispatches from Odessa and Sebastopol, which are confirmed by the admiralty, clear up fully the present situation. The Kniaz Potemkine has sailed from Odessa and is now at large and her crew, reinforced by sympathizers from shore, is still in control of the vessel. On the Georgi Pobiedonosets, which cast in its fortunes with the Kniaz Potemkine after its arrival at Odessa and landed its officers, the more loyal or more timorous portion of the crew again gained the upper hand and agreed to surrender and disarm the ship.

The rest of the squadron returned to Sebastopol without venturing to take up the gauntlet thrown down by the mutineers on the Kniaz Potemkine, and Admiral Kruger, after a council of war, finding that he could not depend on his crews, ordered the fires drawn beneath the boilers of his ships and gave permission to all the disaffected officers and sailors to quit the vessels and go ashore.

The sailors of the Ekaterina II were known to be so mutinous that the battleship was left behind when the squadron started for Odessa, the whole crew dismissed and the ship disarmed.

The Kniaz Potemkine, which was steering a southerly course when she left Odessa, would within a few hours be south of Russian limits and may next be heard from at some Balkan or Turkish port.

The spirit manifested throughout the fleet goes far to explain the defeat in the Sea of Japan, as a large part of the crews, especially those of Admiral Nebogatoff's division, were drafted from the Euxine sea and evidently were not in a mind to offer a stout fight.

The proclamation attached to the dead body of the Kniaz Potemkine sailor, Omilchuk, at Odessa, the text of which was received yesterday, confirms the statement of the authorities that the revolt was engineered by Social Revolutionists. The proclamation terminated with the slogan of the party, "One for all, and all for one."

This makes the situation more serious than would have been the matter of simple dissatisfaction and gives rise to the greatest apprehension that the revolutionary organization may have conducted an equally successful propaganda among the soldiers, the results of which will be suddenly manifested when the army is called upon in some internal emergency.

Though no permission was given to print the details, the latest developments are known to all circles of St. Petersburg.

The Tsarya, a paper which has been dormant for some time and therefore not responsible to the censorship, has been revived and has printed an extra edition giving full details of the mutiny and rioting at Odessa. Copies were snatched from the newsboys and read with avidity everywhere.

Long mail accounts of the events at Odessa up to Thursday night have arrived and have helped the public to become fully acquainted with the situation.

Up to 3 o'clock this morning no news as to the whereabouts of the Kniaz Potemkine has been received in St. Petersburg.

THE TRUE SITUATION.

London, July 3.—The dispatches from Sebastopol telling of the action of Vice Admiral Kruger, after a council of admirals and captains of the Black sea fleet in ungearing his machinery and authorizing his officers and men to go ashore, is regarded by the London morning papers as a full explanation of the mystery surrounding the recent occurrences at Odessa.

It is held that there is no longer any doubt that Russia is confronted with serious disaffection in the remnant of her navy, and that this knowledge actuated Admiral Kruger in refraining from any attempt to suppress the mutiny on the Kniaz Potemkine.

The question is asked how far the same state of affairs may exist in the army should occasion arise to employ the troops against a serious internal uprising.

Though for the moment the danger threatening Odessa itself has been averted, it is considered that the situation could hardly be blacker. The history of the past few days inclines the public here to regard with suspicion most of the reports emanating from Russia and the tendency is to believe that the condition of affairs at Odessa, Libau, Cronstadt and elsewhere is much worse than has been reported, and no surprise will be expressed should the alleged surrender of the Georgi Pobiedonosetz turn out to be no better founded than was the reported surrender of the Kniaz Potemkine.

A later dispatch from Kustenji, Roumania, says that the Kniaz Potemkine sent a boat ashore asking the Roumanian authorities to supply her with provisions.

The presence of the battleship at Kustenji is considered to place the Roumanian government in a very delicate position.

According to the correspondent of the Daily Mail at Odessa, the Georgi Pobiedonosetz entered the harbor at 4 o'clock Saturday afternoon. Her boatswain, who had been acting as captain, entered a boat with 10 men and started to come ashore. They got onto the breakwater and became hidden among barges and a force of troops was sent to capture them.

The local authorities spoke with them and the boatswain, according to the dispatch, declared that they desired to surrender and yield up four ringleaders, adding that they had already smashed the breech blocks of the guns.

After a long parley and delay and much unnecessary shouting on the part of the gendarmerie, three tug boats filled with troops armed with rifles and with orders to shoot if the mutineers resisted, were about to start for the warship. At the very minute a staff officer rushed up with orders from the commander-in-chief, telling them not to proceed.

Soon after the governor-general with 3,000 troops arrived and there was more useless talking. Then a lighter was sent alongside, but the members of the crew of the battleship declined to surrender in the fear of being shot, and sent word that they wanted pardon. Eventually the governor general went on board and the sailors promised that they would serve faithfully if the officers returned, but that they would decline to quit the ship without the emperor's full pardon.

The correspondent says the sailors received a telegram from their admiral, saying that if they asked for pardon perhaps they would not be punished. In the meantime the correspondent says, the Kniaz Potemkine, having cooled, sailed away at full speed.

According to other special dispatches from Odessa several of the officers of the Georgi Pobiedonosetz were murdered.

The Kniaz Potemkine sent a boat ashore Saturday morning requesting provisions and bandages, as the members of the crew had been fighting among themselves.

Other less reliable reports say the commander of the Georgi Pobiedonosetz shot himself, that the mutineers sent a message ashore addressed to the emperor demanding a constitution under threats, and that the governor-general ordered the troops to fire on any assemblage of more than 20 persons.

MUTINEERS READY FOR ACTION.

Sebastopol, July 2.—The Black sea squadron, which went to Odessa, consisted of two divisions, commanded by Admiral Kruger and Admiral Vyshorevetsky, respectively. The former's division included the Rostislav and the Sinope, and the latter's the Georgi Pobiedonosetz, the Tri Sviatitelit, the Devenadzatz, Apostoleff and the torpedo boats accompanied the squadron.

On arrival in the roads the flagship signalled the Kniaz Potemkine to join the squadron, to which the battleship replied: "We ask that the admiral should come on board us."

No answer being given the Kniaz Potemkine cleared for action and steamed at full speed along the whole fleet. She passed so close to the other vessels that even the features of her commander, who wore a thick beard and was in civilian clothes, were clearly distinguishable. Several among the crews assert that they saw at least 30 men in civilian costume on board the Kniaz Potemkine.

Admiral Kruger signaled to the squadron: "Head for Sebastopol," and at the same time the Kniaz Potemkine displayed the signal: "We remain here."

Commander Cazevitch of the Georgi Pobiedonosetz signalled that the machinery of the vessel was disabled. Admiral Kruger repeated his order to make for Sebastopol, when the Georgi Pobiedonosetz replied: "We remain here."

She then steamed along the Kniaz Potemkine and hoisted the signal: "We wish to hand you our officers."

This was the last signal seen by the squadron before heading for Sebastopol.

KNIAZ POTEMKINE SAILS.

Odessa, July 2, 2:30 p. m.—The Kniaz Potemkine sailed yesterday, apparently in the direction of the Roumanian coast, and nothing has since been heard of her. With her departure the situation for the moment has taken a more favorable turn.

The correspondent of the Associated Press has just been told officially that the mutinous crew of the Georgi Pobiedonosetz have informed the governor-general of their intention to surrender.

Vice-Admiral Kruger's squadron having left for Sebastopol, the Georgi Pobiedonosetz is the only warship remaining here.

The only element of immediate danger from mutinous sailors now appears to be with the Kniaz Potemkine.

The authorities announce that they will issue a proclamation to tranquillize the population.

Public excitement and the exodus of the people continue.

The telegraph office is crowded and the consulates are overwhelmed with applications to visé passports.

The British consul has arranged with four British steamers and one Norwegian steamer to remain off the port so as to be in readiness in case of danger to remove foreign subjects. The captains of the steamers agreed to remain until the situation became clearer.

Military precautions have not undergone the slightest relaxation. The newspapers are under the military censorship and do not contain the slightest reference to the happenings in the harbor. An unconfirmed report says that the Kniaz Potemkine transferred a number of revolutionaries, including students and some Jewish girls, to a British steamer, the name of which is not given.

SAID TO HAVE MUTINIED.

Washington, July 2.—Mr. Meyer, ambassador at St. Petersburg, in a cable-gram to the state department, received here at 5:30 p. m. yesterday and deciphered Sunday, says Consul Heenan at Odessa reports that the fleet there has reported to have mutinied.

Consul Heenan made a similar report direct to the state department, his cablegram having been made public yesterday.

ASK CZAR'S FORGIVENESS.

Odessa, July 2, 7:44 p. m.—The crew of the Georgi Pobiedonosetz sent 40 men ashore this morning as hostages and have asked the emperor's forgiveness for having mutinied, pleading that they have not damaged the ship.

There is still no news here of the whereabouts of the Kniaz Potemkine.

The governor has issued a proclamation saying that the danger of a catastrophe has passed and that everybody must keep quiet and the strikers must return to work.

The manufacturers are hopeful. They think that the situation is improving and that the men will resume work tomorrow.

WILL BE DISARMED.

Sebastopol, via St. Petersburg, July 3.—Immediately after the Black sea squadron arrived here Saturday a council of admirals and captains was held on board the flagship Rostislav, Vice Admiral Kruger presiding. The council resolved to disgrace the machinery and authorize the officers and men to go ashore. The Katerine II is here and will be disarmed.

100 PERSONS REPORTED DROWNED IN MEXICAN TOWN

Mexico City, July 2.—Reports are current here that from 100 persons upward, with one report claiming even 1,000, have been drowned in a great flood at Guanajuato, a mining city, now the important seat of activity by several large American and British companies. The wires were down all day yesterday and the roads were impassable. No news has been received directly and two reports are current, one saying 1,000 were killed, another that at least 100 were drowned.

Late tidings are that Guanajuato is completely flooded and water is already invading the higher parts of the town, while there is fear that Laolla dam may give way, which would mean complete and general ruin.

The city is built in a great gorge in the mountains and the streets ramble up the mountain side in picturesque fashion.

A storm began furiously on the night of July 29 and after midnight no one of the inhabitants dared to go to bed, so tremendous was the fury of the elements. The water rose in the lower or business streets, flooding shops and damaging thousands of dollars' worth of merchandise.

The lower streets became raging torrents as the water poured in rivlets down the upper streets. Doors were smashed in by the force of the water and windows were no protection against the furious flood.

Later advices state that it is known that one 100 lives were lost at Guanajuato. A dispatch to President Robinson of the Mexican Central railroad says there are 1,000 dead at Guanajuato.

The town of Marcilio, just below Guanajuato, was completely wiped out.

The raging water is carrying the dead through every street of Guanajuato.

In Guanajuato the water is up to the second story of the Hotel Union. Great damage has been wrought to the street car line and service cannot be resumed inside a month. People can get to Marcilio only with mules or afoot.

The Mexican Central northbound passenger train ran into a washout north of Irapuato and was derailed, the water running over some of the cars.

The stricken people of Queretaro have gone into the mountains, carrying their valuables. The storm began to abate at 3 o'clock in the afternoon.

NOVELTIES IN WHISKERS.

"The most remarkable whisker novelty," the barber said, "is to be found in France. Frenchmen for the last six months have been wearing box beards. A box beard is a square piece of carpentry, 9 inches long, 5 inches wide, 2 inches deep, every corner sharp and true and all the surfaces, upper and under and side, smoothed as if with a plane.

"The box beard is neat and queer. It was introduced by the king of the Belgians.

"The English have a new mustache—the butterfly. The butterfly is not more than two inches long. It is just a feathery little thing under the nose, with ends turning upward and inward. It has been adopted by all the young army officers. The king has stamped it with the stamp of his approval.

"You will hardly believe it, but in Italy the patch is being worn. The Italian has his chin shaved smooth except for a tiny circular patch the size of a shirt stud."—Chicago Chronicle.

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Indigestion.

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WANTED: Pleasure seekers, July 4th, Saltair. It not looking for a good time, do not apply.

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Via D. & R. G. to all Utah Points.

Tickets on sale to Ogden July 3rd and 4th. To all points south of Salt Lake, July 2nd, 3rd and 4th. Final limit of all tickets July 5th.

CHEAP RATES TO DENVER.

On July third and fourth round trip tickets will be sold to Denver via the Colorado Midland at one fare, or $18.00 for the round trip. Five days' stopovers both going and returning. Final limit July 15th.

A trip over the "MIDLAND ROUTE" will show you many of nature's wonderful scenic features by daylight. Reserve your space NOW. The service is of the best and the exclusive Pullman observation sleeper operated only via this route, leaves nothing to be imagined to make a pleasant and interesting trip. Write or call on L. H. Harding, general agent, 77 West Second South, Salt Lake, for further information and descriptive photos of the trip. Let us arrange all details for that summer trip NOW.

Hardie's Uintah Reservation Township Map and Guide, 15 cents coin, at book stores or 914 So. 2nd West St.

DENVER EXCURSIONS.

July 3rd and 4th.

Via Oregon Short Line. Round trip only $15.00. Tickets good for return until July 15th. City Ticket Office 201 Main St.

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Via Oregon Short Line.

Salt Lake to Portland and return (direct)	$31.50
Salt Lake to Portland and return (one way via San Francisco)	42.50
Salt Lake to Portland and return (one way via Los Angeles)	59.50

Tickets to Portland and return, direct, on sale daily from May 24th to September 30th, inclusive. Tickets reading one way via San Francisco or Los Angeles on sale July 3, 4, 7, 8, 9, 11, 12, 13, 14, 26, 27, 28. All tickets good for stopovers and limited to 90 days from date of sale. Additional selling dates for tickets via San Francisco or Los Angeles quoted later.

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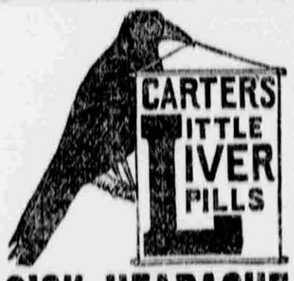

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SALT LAKE & LOS ANGELES RY.

Trains to Saltair Beach.

Time Table in Effect May 31st.

Leave Salt Lake.	Arrive Salt Lake.
No. 2 10:00 a.m.	No. 1 12:30 p.m.
No. 4 2:00 p.m.	No. 3 3:30 p.m.
No. 6 3:00 p.m.	No. 5 4:30 p.m.
No. 8 4:00 p.m.	No. 7 5:30 p.m.
No. 10 5:00 p.m.	No. 9 6:30 p.m.
No. 12 6:00 p.m.	No. 11 7:30 p.m.
No. 14 7:00 p.m.	No. 13 8:30 p.m.
No. 16 8:00 p.m.	No. 15 9:30 p.m.
No. 18 9:00 p.m.	No. 17 10:30 p.m.
No. 20 *10:00 p.m.	

*Sunday last train leaves Salt Lake at 9:30 p.m., and Saltair 10:00 p.m.

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Time Table in Effect May 30th, 1905.

Leave Salt Lake—
6:30, 9:00, 11:00 a. m.; 2:00, 4:00, 6:00, 7:00, 8:00 p. m.

Leave Lagoon—
7:30, 10:00 a. m., 12 m., 3:00, 5:00, 7:00, 9:00, 10:30 p. m.

Extra Trains on Sundays and Holidays. Leave Salt Lake 3 and 4:00 p. m. Leave Lagoon, 4:00 and 6:00 p. m.

SAN PEDRO, LOS ANGELES and SALT LAKE R. R. CO.

SALT LAKE ROUTE

TIME TABLE Effective May 1st, 1905.

DEPART DAILY.

From Oregon short Line Depot, Salt Lake City.	
No. 5—For Stockton & Tintic District	7:45 a.m.
No. 33—For Provo, Mercur, Manti and Points on San Pete Valley	8:00 a.m.
No. 3—For Provo, Nephi and Lynn	5:00 p.m.
No. 1—For Los Angeles and Intermediate Points	4:50 p.m.
No. 35—For Nephi and Intermediate Points	11:30 p.m.

ARRIVE DAILY.

No. 2—From Los Angeles and Intermediate Points	6:30 a.m.
No. 32—From Lynn, Provo and Intermediate Points	9:50 a.m.
No. 36—From Manti, Nephi and Intermediate Points	1:30 p.m.
No. 34—From Nephi, Provo and Intermediate Points	5:40 p.m.
No. 6—From Tintic District and Intermediate Points	6:00 p.m.

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THE DENVER & RIO GRANDE RAILROAD

Current Time Table. In Effect May 21, 1905.

LEAVE SALT LAKE CITY.

No. 10—For Heber, Provo and Marysvale	8:00 a.m.
No. 102—For Park City	8:15 a.m.
No. 6—For Denver and East	8:00 a.m.
No. 12—For Ogden and Local Points	10:25 a.m.
No. 5—For ogden and west	10:35 a.m.
No. 1—For ogden and West	1:45 p.m.
No. 2—For Denver and East	3:50 p.m.
No. 8—For Provo and Eureka	5:00 p.m.
No. 112—For Bingham	5:10 a.m.
No. 114—For Bingham	3:00 p.m.
No. 11—For Ogden and Local Points	6:05 p.m.
No. 4—For Denver and East	8:00 p.m.
No. 3—For Ogden and West	11:10 p.m.

ARRIVE SALT LAKE CITY.

No. 6—From Ogden and the West	8:40 a.m.
No. 12—From Ogden and Local points	6:50 a.m.
No. 7—From Eureka and Provo	10:00 a.m.
No. 5—From Denver and East	10:25 a.m.
No. 1—From Denver and East	1:35 p.m.
No. 14—From Ogden	3:05 p.m.
No. 2—From Ogden and the West	3:40 p.m.
No. 101—From Park City	6:15 p.m.
No. 9—From Heber, Provo and Marysvale	6:00 p.m.
No. 113—From Bingham	10:50 a.m.
No. 115—From Bingham	6:40 p.m.
No. 4—From Ogden and the West	7:00 p.m.
No. 3—From Denver and East	11:00 p.m.

All trains except Nos. 1 to 6 inclusive stop at intermediate points.

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OREGON SHORT LINE RAILROAD

Time Table IN EFFECT June 1st, 1905.

ARRIVE.

No. 4—From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver	8:15 a.m.
No. 8—From Ogden, Portland, Butte and San Francisco	8:30 a.m.
No. 6—From Ogden and intermediate points	9:35 a.m.
No. 12—From Ogden, Cache Valley and intermediate points	11:45 a.m.
No. 2—From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco	4:05 p.m.
No. 10—From Ogden, Cache Valley, Butte, Portland and San Francisco	7:40 p.m.

DEPART.

No. 5—For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis	7:10 a.m.
No. 7—For Ogden, Portland, Butte, San Francisco and intermediate points	10:30 a.m.
No. 1—For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco	1:40 p.m.
No. 11—For Ogden, Cache Valley and intermediate points	4:10 p.m.
No. 5—For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago	6:05 p.m.
No. 9—For Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points	11:45 p.m.

T. M. SCHUMACHER, Traf. Mgr.
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Note:—Train numbers shown above at Oregon Short Line train numbers and do not apply to the Southern Pacific or Union Pacific east thereof.

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