

SEE WEDNESDAY'S REPUBLIC FOR LEADING MERCHANTS' BIWEEK BARGAINS

COSSACKS INVADE KOREA TO MENACE JAPANESE FLANK

Vladivostok Squadron Suddenly Appears Off Korean Coast and Destroys Small Japanese Steamer.

DEPARTS WITHOUT ANY DELAY

Kuropatkin, It Is Expected, Will Become Supreme Commander of Czar's Forces.

SKRYDLOFF APPEARS WILLING

Operations Against General Inouye's Army, Russians Hope, May Have Important Bearing on Campaign.

St. Petersburg, April 25.—General Kuropatkin has played a strong card in the game of strategy.

A large portion of General Rennenkampff's Cossack division has been thrown across the upper reaches of the Yalu and a considerable force of cavalry which crossed the Tumen some time ago is moving down to the southwest to effect a junction with it.

Together with this force, which, it is believed, totals 2,000 men, he will threaten Lieutenant General Inouye's right flank when the Japanese are ready to cross lower down on the Yalu.

Being composed of cavalry with a few mountain guns, Rennenkampff's force is extremely mobile.

Unless it should be dislodged it will compel the Japanese to leave a very strong army to guard the line of communication with Seoul, whereas, if a Japanese force is sent to drive it out it would have to move directly away from the main army, while the Cossacks, if compelled to fall back, can "retrace" in the direction of the Russian troops concentrated in Manchuria.

HONORS FOR KUROPATKIN. General Kuropatkin, it is believed, will be the highest military circles here, is destined to become commander-in-chief of all the Emperor's forces, both military and naval, in the far East.

Alexis may remain there for some little time as Viceroy, but his reign is considered practically ended, and he will not be permitted, but in order to effect harmonious relations, a way will be found to secure his elimination.

While Alexis and Kuropatkin are on fairly good terms, harmonious relations between Vice Admiral Skrydloff and the Viceroy are considered impossible, and with the three enjoying independent commands, it is realized that friction ultimately would be bound to arise, which might endanger successful operations.

Skrydloff and Kuropatkin, on the contrary, are warm personal friends.

With Alexis removed from the theater of war, and in view of the patent necessity to have a supreme commander of both the army and navy on the ground, as well as to insure perfect harmony, Vice Admiral Skrydloff, because of the minor role which the fleet will play, has already expressed his willingness to accept the post of Commander of the naval forces under General Kuropatkin, as Commander-in-Chief.

SQUADRON AT GENSAI.

Tokio, April 25.—The Russian Vladivostok squadron, after a long period of inactivity, suddenly appeared off Gensai, on the east coast of Korea, this morning and sank the Goyo Maru, a Japanese merchant steamer of 600 tons.

A brief telegram received from Gensai to-day says that three Russian cruisers had entered the harbor, sunk the small steamer and immediately departed. Their activity has aroused suspicion in the unprotected Japanese colony at Gensai.

It was thought here in Tokio that this movement was made in the hope of intercepting some unprotected oil ships.

The lines operating steamers between the Gulf of Genoa and the Adriatic beyond Chemulpo, account of the mechanical failure of the Sanyang, which was on its way to Port Arthur and Port Duliver, discovered one forty-ton boiler that was found to be cracked and was not safe to use.

PRESIDENT'S REPRESENTATIVE TO ST. LOUIS WORLD'S FAIR WILL START WEST TO-DAY

WASHINGTON SPECIAL. Washington, April 25.—Secretary Taft, who is to represent the President and Cabinet at the opening of the St. Louis Exposition, will leave Washington to-morrow upon his trip. He goes alone, and travels unofficially, first to Lancaster, Pa., and to Pittsburgh, Pa. He will address the Church Club of the Diocese of Central Pennsylvania, at Lancaster, to-morrow evening. Upon Wednesday evening he will make an address before the American Club of Pittsburgh.

From Pittsburgh he goes to Cincinnati, his home. There he will be joined by Lieutenant General Chaffee, Chief of Staff, and Captain Grote Hutchison, Sixth Cavalry.

The Secretary and his party will be escorted from Cincinnati to St. Louis by the Cincinnati Commercial Club, traveling in a special train.

All the arrangements for the official appearance of the Secretary at the opening exercises are completed. The special flag of the Secretary of War has been expressed to St. Louis.

When the Secretary leaves the home of Mr. Dan Nugent to go to the Exposition grounds, this flag will be carried by his escort.

Wabash Union Station-Exposition Service Will Begin Saturday Morning.

President Joseph Ramsey, Jr., announces that the Wabash "shuttle train" service between Union Station and the Wabash station at the World's Fair will begin Saturday morning at 8 o'clock.

Mr. Ramsey states that these trains will leave Union Station and the World's Fair every fifteen minutes at first, but, if necessary, trains can be sent out at two-minute intervals.

Mr. Ramsey believes a reduction in the fifteen-minute schedule will be necessary in the morning and evening, when the traffic to and from the Fair is exceptionally heavy. Provisions have been made to meet the demands at these periods.

The last train will leave the Fair grounds at 11:30 p. m., thirty minutes after the closing bell has been rung, and the first train will leave Union Station every morning at 8 o'clock.

In the twelve persons in which the trains will make the trip between the Exposition and Union Station they will be absolutely under the control of the Block signal system, making it impossible, under any circumstances, for the trains to collide.

The line between the terminal points has also been double-tracked, and every precaution taken to avoid accidents of any kind by keeping it free of all other traffic, laying heavy rails and providing watchmen at crossings.

The trains will consist of ten coaches, each coach having a capacity of 100 persons, but the length of the trains will be increased or diminished as the traffic requires, though it is not expected that any of the trains will consist of more than ten coaches, which will afford seating room for 1,000 persons.

NEW CARS AND ENGINES. The 150 new cars ordered for this service have arrived. They are patterned after the cars used by the Illinois Central at the Columbian Exposition, but have many conveniences which have been invented since then.

The cars have four doors on each side and are provided with windows, in order that they may be weather proof, can be thrown open as completely as a summer car. The Wabash has also bought fifteen new engines especially for this service.

While it is not expected that the full capacity of this service will be drawn upon in the earlier days of the Fair, it is stated that, if required, the Wabash can carry 20,000 persons either from or to the Fair every hour.

Two tracks at Union Station have been reserved for the exclusive use of the Wabash "shuttle trains," and arrangements will be provided at the Union and Fair stations by which the crowds using these trains may be safely and easily handled, and the incoming throngs will not become confused with the outgoing.

The platforms will be built on the level with the car floors, and it is believed that the trains can be unloaded in two minutes, as the passengers are not required to ascend or descend a flight of steps to and from the train from any of the four doors.

Inbound Vandalia train No. 11 and outgoing B. & O. fast mail train No. 4 collided just east of the Eighteenth street bridge at 2:15 o'clock this morning.

Engineer Reilly, on a Terminal engine, pulling the B. & O. train, and his fireman, C. Reed, were seriously injured. They were removed to St. Mary's Infirmary. The crew pulling the Vandalia train escaped injury by jumping.

A misunderstanding in signals is said to be the cause of the wreck. The Vandalia train engines were derailed and the first car on both trains left the tracks. Many passengers escaped injury.

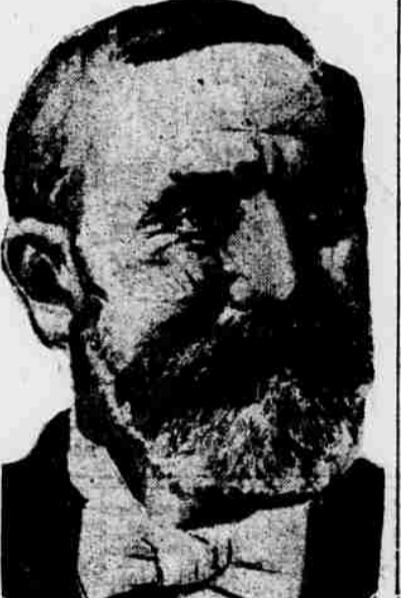
EXCITED PRIEST THREATENS LOUBET

Tells Editor of Italian Newspaper That He Intends to Kill President of France.

POLICE SEEK HIM IN VAIN.

Pope Probably Will Make Protest Against Visit to King Victor Emmanuel—Veterans of Italy's Army Are Reviewed.

Rome, April 25.—The report sent from this city that there was a plot against the life of President Loubet of France, and that an attempt had been made to assassinate him, appears to have originated in the fact that a French priest went to the office of the Italia, where, becoming excited, he cried that he had come to Rome to kill President Loubet.



PRESIDENT LOUBET OF FRANCE. Whose visit to the King of Italy is attracting much attention because of the relations between his country and the Vatican.

He did not have time to note the falling of the caps until he was in the street level, fell upon the sidewalk, crashing through the thick flagstones and making radiating cracks like stars when a stone is thrown upon ice.

As the panic-stricken persons on the sidewalk ran in every direction, the iron caps, which had risen twenty feet above the street level, fell upon the sidewalk, crashing through the thick flagstones and making radiating cracks like stars when a stone is thrown upon ice.

He did not have time to note the falling of the caps until he was in the street level, fell upon the sidewalk, crashing through the thick flagstones and making radiating cracks like stars when a stone is thrown upon ice.

Three Companies Prevent Crowd From Lynching Negro Who Assaulted White Girl.

SOLDIERS CHECK MOB AT AUSTIN

NASHVILLE AT THE CAPE; LAWRENCE AT PADUCAH.

REPUBLIC SPECIAL. Dallas, Tex., April 25.—A bulletin from Austin at midnight states that a mob of 3,000 has gone to the city to try to take from the county jail the negro who assaulted and murdered Lullia Sandberg last Thursday next.

Governor Lanham has three companies of National Guards surrounding the jail. The troops have two Gatling guns. The crowd locks only a leader, in order to make an attempt to storm the jail, the bulletin says.

The mob is crowding so hard on the soldiers that they are holding it off at the point of the bayonet.

NASHVILLE DIE HERE THURSDAY. Commander Hubbard So Informs Harbor and Wharf Commissioner. Harbor and Wharf Commissioner Joseph P. Whyte received a communication from Commander John Hubbard of the gunboat Nashville, yesterday, saying that the naval visitors would arrive some time Thursday.

The Nashville left Cairo yesterday morning for the run to St. Louis.

RIVER RISES ABOVE DANGER LINE; EAST SIDE PREPARING FOR 35-FOOT STAGE

RIVERS, SWOLLEN BY HEAVY RAINS, CAUSE GREAT LOSS

RIVERS AND CREEKS THROUGHOUT MISSOURI AND KANSAS ARE OUT OF BANKS.

BOATS IN SEDALIA STREETS.

Great Sni Bottom Near Louisiana, Mo., Expected to Be Ruined by Water.

KANSAS CITY FEELS SAFE.

Missouri River at Jefferson City Is Within Ten Feet of Last Year's High Mark—Tributaries Are Raging.

REPUBLIC SPECIAL. Kansas City, Mo., April 25.—At 7 o'clock to-night the depth of the Missouri River at the Hannibal bridge was 19.9 feet, 1.1 feet below the danger line, and 15 feet below the highest mark reached last year, 35 feet on June 1.

The rise in the Kaw River, according to estimates made at the same hour, was about six feet since Saturday morning. It is expected that both the Missouri and Kaw rivers will show a further rise of two feet by Wednesday morning.

A telephone message from Topeka at 6 o'clock said that the river was only six feet above a normal stage, had been stationary since 1 o'clock to-day and that no alarm prevailed.

The records, according to Observer Connor, should occasion no alarm. He does not believe there is danger of a flood at this time.

The most serious damage wrought by the high water was to the pile bridges and the substructure under the new bridges now being built. At 5 o'clock this morning the current tore out the footbridge between Argentine and Kansas City.

The experience is almost completely cut off from the surrounding city today, as no boat can cross the swift river.

The loss of the footbridge caused the stoppage of street-car traffic in the city. The loss of the steel span of the Twain bridge means a delay of three months in the completion of that structure.

MISSOURI RIVER WITHIN TEN FEET OF LAST YEAR'S HIGH MARK.

GRAIN CLOSED—ST. LOUIS: JULY WHEAT 86c BID; JULY CORN 48c BID.

REPUBLIC SPECIAL. St. Louis, Mo., April 25.—The Missouri River to-night was within ten feet of the record made last year, and was still rising at the rate of an inch an hour. The low portions of the river-bottom land were covered to-day, and residents of the upper bottoms in Callaway County moved out to higher ground, protecting their crops.

The Missouri river rises one and one-half feet, and by morning will probably reach a stage of thirteen feet, the high-water mark for this year.

The destruction of the wheat crop in the Sn bottom seems almost certain.

JAMESTOWN BRIDGE IS GONE. Structure Which Has Stood Since 1872 Washed Away.

REPUBLIC SPECIAL. California, Mo., April 25.—It has been raining heavily in this county since Saturday. Probably six inches of water have fallen. The creeks and streams are all out of their banks.

Managers of the Wiggins Ferry Company abandoned its cradle at Pittsburg Dyke, where cars are transferred across the river. It was stated that no freight had been rejected with the exception of freight to the Wabash and Chicago, Peoria and St. Louis Railroads. This was caused by washouts above East St. Louis.

Mayor Cook Says East St. Louis Is Safe From This Flood—Residents of Tri-Cities Alarmed and Are Building Levees With Sand Bags—Many Families in Lowlands Arrange to Move—Railroads Are Rushing Trainloads of Dirt for Additional Embankments—Damages Reported in Big Muddy Valley and Near Creve Coeur Lake—Clear Weather Predicted.

ST. LOUIS LEVEE MERCHANTS ARE MOVING THEIR GOODS.

FORECASTER BOWIE PREDICTS STEADY RISE OF RIVER TO-DAY.

Forecaster Bowie predicts a 32.5 stage of the river by to-night, and says it may reach the 35-foot mark by Thursday. The stage of the river last midnight was 29 feet.

In the last forty-eight hours there has been a rainfall of more than 5 inches throughout Missouri and Illinois.

At Keokuk, Ia., the precipitation for forty-eight hours was 1.74 inches. At Davenport the rainfall was .40 inches. At Kansas City the rainfall was 2.48 inches.

The rise of the river is one of the most rapid ever recalled by rivermen. It has risen more than six feet since Sunday.

The water is backing up in the creeks around East St. Louis, but Mayor Cook declares this city will be ready to withstand the anticipated rise.

The greatest danger is about twenty miles north of East St. Louis, where the levee broke last year. At Venice men are at work last night making a sand-bag dike to protect the railroad tracks and the town.

Almost incessant rains for the last forty-eight hours in nearly all the counties of Missouri have swollen streams far beyond their banks, and the situation, while not attended by the loss of life, is a serious one, because of the great damage that has been done, and will be done if the downpour does not cease.

At several places the rain was accompanied by high winds, which wrecked farm buildings and outhouses.

The danger of flood from the Missouri River is not yet alarming, although if the stream continues to rise at its present rate for another forty-eight hours the danger line will be much exceeded.

At Kansas City the stage last night was 19.9 feet, 11 feet below danger line and 15 feet below the mark of last spring's rise. The Kaw River there has risen 6 feet since Saturday morning.

At Sedalia the rain was the heaviest of any place in the State. Water tonight the streets waist deep, and many persons went about in canoes.

The rain at Nevada was accompanied by a hard wind, which wrecked several residences in the country near there.

The Gasconade and Page rivers are steadily rising, and persons about Jefferson City in the lowlands are becoming frightened.

A flood of 35 feet, expected Thursday, will not embarrass East St. Louis this year, it is said.

The experience in handling the flood of last year, when it reached a stage of 35 feet, has proven beneficial to Mayor Cook and the city authorities, and the Mayor has begun preparations to protect the city from the high water.

In this he will be assisted by the railroads and the East St. Louis and Suburban Electric Railroad and the Terminal Railroad Association.

Arrangements were made last evening for much work, which will be started this morning.

The City Council meeting was adjourned yesterday afternoon to enable Mayor Cook to make arrangements with Superintendent of the Illinois Central Railroad for a dike, which the railroad is to build from their shops at Trendley avenue to the viaduct at Broadway.

They will also strengthen their embankment from Trendley avenue to the bluffs. All of the arrangements were made last night and a gang of several hundred men will be put to work this morning.

RAILROADS RUSHING WORK ON EMBANKMENTS. General Manager McChesney of the Terminal Railroad Association told Mayor Cook last night that he would rush a train load of dirt to East St. Louis in the morning to strengthen the Terminal embankment on the southwest side of the city.

Mr. McChesney also assured Mayor Cook that he would furnish the city with all of the assistance possible and would do more if necessary than was done last year.

A proffer of assistance in any possible way made to Mayor Cook last evening by Messrs. L. C. Haynes and J. M. Bramlette of the East St. Louis and Suburban Electric Railroad, who stated that they placed themselves subject to his call, and that they would duplicate the efforts in behalf of the city the next year.

Mayor Cook last evening communicated with the Baltimore and Ohio Railroad and the Vandalla Railroad officials to secure the use of steam shovels which they have near the bluffs, so that all of the clay necessary can be secured at short notice.

Manager Frank Horner of the East St. Louis Waterworks Company yesterday morning ordered a trainload of coal for the waterworks and this morning he will begin the construction of a dike around the waterworks plant to keep the water from the boilers and engines.

Mr. Horner stated that if the water reaches a stage of thirty-five feet the filtered water basins would be covered, but that the city would be supplied with settled water.

BELFRY RIVER FRONT WILL BE IMPREGNABLE. Last evening the Wiggins Ferry Company abandoned its cradle at Pittsburg Dyke, where cars are transferred across the river. It was stated that no freight had been rejected with the exception of freight to the Wabash and Chicago, Peoria and St. Louis Railroads. This was caused by washouts above East St. Louis.

It is said that a stage of 34 feet can be withstood by the Ferry Company.

Many persons visited Cahokia Creek, to see the water rush upstream. The rise in the creek has kept pace with the rise in the river and it is expected that by to-day the Vandalla slough will be connected with the creek.

There is much water in the lowlands, but it is not expected that this will affect the city, as what is recognized as the only source of danger is from the front.

The river front, it is believed, can be made impregnable this time, as it was last, and it is also believed that the danger of another break in the Illinois Central embankment, such as occurred last year, can be prevented.

"DANGER LINE" REACHED; LITTLE LOCAL DAMAGE. At St. Louis the river has reached the danger line of 30 feet, and the water is at the top of the brow of the Levee, filling the cellars of the buildings along the river front.

The rise is one of the most rapid ever recalled by rivermen. Sunday the gauge showed 34 1/2 feet. Yesterday morning it marked 35 feet—a rise of three and one-half feet during the night.

Owing to precautions taken since the flood of last year, the loss along the river front will not be great. Lumbermen in North St. Louis have been pluming lumber quite a number of days on the water's edge since their experience last year.

Occupants of the stores along the Levee have started to remove their goods from the cellars and first floors of the buildings, out of reach of the water.

Although the loss at St. Louis and vicinity will be slight, steamboatmen declare that if a 35-foot stage is reached it will play havoc with the wheat crop on farms between St. Louis and Cairo. Last year the crop was ruined by the high water.

Difficulty is also expected in operating the railroad transfer steamers across the river between St. Louis and East St. Louis and Cairo and East Cairo and Keokuk.

THE WEATHER PREDICTION. Forecaster Bowie predicts a 32.5-foot stage to-night, and thinks the river may rise to 35 feet by Thursday.

In forty-eight hours there was about 5 inches of rainfall throughout Missouri.

The flood signals were sent out early yesterday from the Government Weather Bureau, and all day the office force of the forecaster was kept busy answering questions about the rapidly rising river.

The entire western part of the State is interlaced with rising streams; every creek and river north of the Ozarks which contribute to the Mississippi and eventually to the Mississippi, is overflowing its banks.

The Osage registered 19 feet at Bagnall, while in some places in the western counties eight inches of rain had fallen to add to the flood which is rushing toward the Mississippi.

To get into telegraphic communication with any smaller towns in the western counties was impossible. A telephone message from Warsaw said the railway station and telegraph office were both underwater.

The rains are believed to have reached their limit for the present and much cooler weather is predicted for to-day.

The storm is expected to move slowly eastward.

GRANITE CITY RESIDENTS WATCHING BIG LEVEE. Citizens of Granite City, Ill., are anxiously looking to the big Madison County levee for protection from the thirty-five foot flood predicted by the Weather Bureau. Many of the citizens do not believe the levee will hold after having been weakened by the flood last year.

Residents of the higher part of town do not expect serious results from the threatened flood, as last year their houses remained dry with a thirty-eight-foot stage.

After the last flood, the levee at Granite City was strengthened and widened. Members of the Board of Madison County Levee Commissioners say the embankment is not yet in the best of shape and that it would hardly stand a thirty-five-foot stage at its weak points.

The most dangerous point in the levee is above Granite City, and the cross-levees which protect the town of Mitchell and thousands of acres of rich farm lands. It was these cross-levees which first broke last year, letting the flood down into Granite City, Madison, Venice and East St. Louis.

Fredrick Kohl of Venice, Levee Commissioner of Madison County, in discussing the condition of the Madison County levee, which protects the East Side cities, last night said:

"At Granite City the levee is strong enough, but at Mitchell, above Granite, where it first broke last year, it is not so strong. Contractors have been at work upon it, but have been delayed by bad weather."

"A force of men are now working at Mitchell, filling in the break of last year."

SAND-BAG LEVEE BUILT AT VENICE. At Venice, Ill., the water is one foot above the danger line and is threatening. Continued on Page Two.