

RAILROAD LINES ARE NOW ASSURED

Riparia Branch, Huntington to Grangeville, Both to Be Built.

HARRIMAN WIRES FACTS

O. R. & N. and Northern Pacific See the Advantage of the Down-Haul, Which Insures Supremacy of Portland.

HARRIMAN'S MESSAGE.

NEW YORK, N. Y., May 25, 1905.—Oregonian, Portland, Or.: In answer to your message. Yes; the Riparia to Lewiston will be constructed at once and from there on after engineers have agreed on proper location.

E. H. HARRIMAN.

The long-expected announcement has at last come, and it is given out by the railroad magnates that construction on the Lewiston-Riparia branch of the O. R. & N. and on the Lewiston-Grangeville line of the Northern Pacific will be begun at once and hurried through to completion as rapidly as possible.

At the same time it is announced, though not officially, that a joint agreement has also been entered into between the Union Pacific and the Northern Pacific to construct a line from Huntington down the Snake River as closely as possible for 60 miles to Grangeville, or Cul-de-Sac, or Clearwater, whichever place may offer the best inducements in the way of a route. This line will be built in accordance with Union Pacific standards, and will do away at last with the hard pull over the Elus Mountains, giving a water grade from Huntington into Portland by way of Lewiston and the present O. R. & N. grade along the Columbia.

Cost Fifteen Millions.

This line, which will be the longest to be built, according to the present plans of the two roads, will cost close to \$15,000,000, and work will be commenced upon it at once. It is understood that the line will follow an entirely new survey, and will be a much better route than anything heretofore contemplated.

As will be seen by the accompanying telegram from E. H. Harriman, the O. R. & N. will at once begin to build the Lewiston-Riparia line of approximately 75 miles. At the same time, it is announced by C. M. Levey, assistant to President Elliot, of the Northern Pacific, that the Grangeville-Lewiston road would be commenced as soon as the surveys now in the field could determine upon a route satisfactory to the company.

The Lewiston-Riparia road will be, as has been said, practically 75 miles in length, and will cost in round numbers, \$15,000,000. The Grangeville line will be 85 miles in length, and will cost close to \$2,000,000.

Agreement Between Companies.

It is understood that both lines will be built by the O. R. & N., though there is an agreement between the two companies that the cost of the Grangeville line shall be borne by the Northern Pacific.

The Lewiston-Riparia line now has a grade of 12 miles completed, though it will have to be done over and rebuilt in several places where it has been damaged by the storms of the past five years or more. Workmen have already been sent out on this line, and will begin work at once, while the whole grade will be under course of construction as soon as it is possible to get the contractors and the men to do the work.

With the Grangeville line, it is a little different, inasmuch as the engineers have not as yet selected the most feasible route over which to lead their line. It happens that the line which would be easiest in grade and construction leads through a country not so good as lines of more costly estimates. These problems are now before the surveyors, and as soon as they have been solved the constructing gangs will be thrown in the field and the work pushed through to a finish. It is estimated by railroad officials that the work should be done, if all plans carry, in three, or, at the latest, in four months.

Value to Portland.

The value of these lines to Portland can not be estimated, and the men who have been laboring for so long to open the Clearwater and Lewiston country to railroad transportation with Portland are greatly elated over the outcome.

The construction of the lines means that the Northern Pacific will ultimately have terminal property in Portland, and that the bulk of the tonnage from that district, instead of being hauled over the mountains to Seattle and Tacoma, will come down the water grade into Portland.

Mr. Levey and the other officials of the Northern Pacific will say nothing as to the north bank route for their lines along the Columbia, but it is known that in time these lines will be built. For the present, and until such construction is done, it is undoubtedly the intention of the Northern Pacific to make a traffic agreement over the O. R. & N., by which the Northern Pacific trains can come straight through to Portland over the lines of the O. R. & N., by way of Wallula Junction.

This route is not only shorter than the present one to the Sound, but it is also of easier grade, being a down-hill haul practically all of the way from Lewiston and that district into Portland. It will

mean, therefore, the transportation of the bulk of the Northern Pacific freight to Portland instead of to the Sound cities of Tacoma and Seattle, as at present.

Due to Portage Road.

The, to a certain extent, unexpected decision of the two companies to build the two lines is taken by those who have been behind the portage road plan for opening the Columbia as the first fruits of that work, which is just completed. It is argued that the portage road opened the river to Lewiston, and thus afforded water competition to both the O. R. & N. and the Northern Pacific from that point down to the coast. This being true, there was nothing for the two roads to do in self-defense but to build. The Northern Pacific had to haul over the mountains in competition with the portage and its fleet, while the O. R. & N. had no adequate connection in that country by which it could bring the freight waiting there to its natural destination here. It was, therefore, up to both interests to do something, and the resultant agreement to build the two lines between them came naturally.

It is also understood from good authority, though Mr. Worthington will make no statement on the subject, that the general manager advocated the construction of the Lewiston-Riparia branch upon coming to Portland, and that his recommendations had a great deal of weight in the outcome.

Altogether, the decision is taken as a great victory by the advocates of the newly applied principle that the only way to get a thing in the railroad line is to go out after it and force the hands of the railroads. They think they have forced the deal, and are, therefore, correspondingly happy.

WILL BUILD DOWN SNAKE RIVER

Agreement Between the Union and Northern Pacific for Railroad.

NEW YORK, May 25.—(Special.)—The Union Pacific and Northern Pacific executive committees met separately on Thursday and passed motions to prepare for building a joint line from Huntington to such other point on the Oregon Short Line as may be chosen near Huntington to either Clearwater or Clearwater on the Northern Pacific. The joint line will be about 60 miles long and will be built of 5-foot gauge and equipped according to the Union Pacific's specifications, the total cost not to exceed \$15,000,000, and work on the surveys to begin immediately. The surveys made by both railroads in 1900 will be abandoned in favor of a line to follow the Snake River closely.

The agreement is the result of Hill and Kuhn, Levey & Co.'s getting together to show Harriman he could not run Union Pacific alone. Harriman gave in with a good grace when his bankers refused to help him in financing any line to invade Hill territory. The agreement ends the dispute begun between Mellen and Burt, which was brought to a close for the time when Hill, Morgan and Harriman brought pressure to bear on the two presidents. The fight stopped in 1902, immediately before the purchase of the Northern Pacific by Hill and Morgan.

Harriman is a sick man and looks worn out and weak. The Equitable Life row and the trouble with bankers have pulled him down. It is said here he will go to Japan for five months, sailing from San Francisco July 15 by the Pacific Mail.

Rumors of \$4,000,000 loans having been liquidated in the market are said to be a gross exaggeration, but it is understood that some heavy loans have been voluntarily taken up.

Hill is still here and looking happy. He says he does not control any railroad at all and never did. He says he owns less than 20 per cent even of the Great Northern and is content with that.

The great recognizes the agreement over the Clearwater as a distinct Hill victory, though all parties say it is not a victory for either party.

A St. Paul official tells me no director knows which way the St. Paul will reach Puget Sound. There are three alternative routes, one to build and two by agreement. One of the two latter is almost certain.

LEWISTON GOES LAND MAD.

Railway Projects Make Real Estate Values Soar.

LEWISTON, Idaho, May 25.—(Special.)—In anticipation of favorable news for immediate railway construction in this territory, people of Lewiston have been struck with a frenzied fever to buy real estate, and while no deals have come to the surface today, it is known that transactions involving over \$100,000 have been made.

This excitement was strengthened this evening by rumors to the effect that the O. R. & N. Co. will begin construction Monday, and a joint agreement with the Northern Pacific, the Riparia-Lewiston branch. Railway officials here will not confirm the report, but from other sources it is known that the reports are practically true.

Along these lines also comes the announcement that the Lewiston-Grangeville electric line project will be built at once, and Engineer Hill is now in the Grangeville country to map out grading work.

Judson Spofford, president of the electric company, gives out information that E. Cowperthwaite will be here in a few days with \$250,000 money to be used in construction work.

RELIC OF WRECKED SHIP

Piece of Boat Belonging to Overdue Steamer Glenburn.

LONDON, May 25.—A piece of a boat bearing the name "Glenburn" has been picked up three miles northwest of St. Ives Head, on the Cornwall coast. It is supposed to belong to the overdue British ship Glenburn which left San Francisco October 25 in command of Captain Johnson, bound for Liverpool.

Fighting in Albania Ends.

CETTINE, Montenegro, May 25.—The fighting between Mussulmans and Christians in the villages of Barishe and Krupice and Koseova, Albania, has ended, and there is no probability of further trouble.

WEAVER WINNING NOTES ON LEASE

Philadelphia Councilmen Yield to Pressure of Public Opinion.

BODY BLOW TO MACHINE

Mayor Snatches Big Contract From Its Grasp—People Pledge Him Support and Raise Funds for Campaign.

PHILADELPHIA, May 25.—(Special.)—Mayor Weaver's reform administration struck its most telling blow today. A \$1,000,000 contract of the kind that for years has fed the Republican machine from the public crib was snatched from the very hands of one of the most favored contractors. The ranks of the Mayor's adherents in the Council chambers, a few days ago, the ever dependable stronghold of the boss, are swelling rapidly. Yesterday it was shown that nine members had come over to Weaver's side and had promised to vote to sustain the executive's veto of the gas lease. Today 39 have quit the organization.

"The situation is growing brighter every minute," said Mayor Weaver late today. He would not give figures nor go into other details, but contented himself with saying he had received assurances from many Councilmen who had voted for the lease last week that they would support him in his veto. Leaders of the Republican organization, which is advocating the lease, continue to remain silent. There are, however, signs that several Councilmen are breaking away under tremendous pressure from their constituents and will probably go along with the Mayor. The all-absorbing point of interest is whether the Mayor will succeed in getting enough to defeat the bill when it shall come up next Thursday for passage over his veto. The organization still stands on its attitude that it will pass the ordinance in spite of his disapproval.

Notes Needed by Weaver.

The record up to this evening shows that the Mayor has ten select Councilmen and 39 members of the Common Council with him. In the Select Council all there are 43 members. To pass the ordinance over the Mayor's veto needs 25 votes, and the Mayor needs 17 to sustain him. The membership of the Common Council is 54. Here the organization needs 31 and the Mayor 24.

The first important move of the new administration, a move that was of vital importance to organization men who hold city contracts, was taken today, when the new director of public works, Acker, announced the advertisement for bids for street cleaning for 1906. The contract will aggregate about \$1,000,000. The contract for this year is held by the Vore Brothers, one of whom is a State Senator and another Recorder of Deeds.

Strenuous Time for Councilmen.

The struggle to hold or win Councilmen is growing hotter, and many of the "city fathers" have expressed the wish that they had never been elected to the legislative body. They declare that they owe all their success in life to the organization, and that it would be an extreme act of disloyalty to go back on their leaders in a time of trouble.

Extraordinary pressure is being brought to bear wherever a Councilman shows signs of weakening. In one instance a committee of determined citizens hunted nearly all night for a member of the Select Council, who obviously was avoiding them. Early in the morning the committee appeared at the man's house, roused him out of bed and while he stood barefooted in his night clothes, read his resolutions to him and extracted a promise from him to change his attitude and to sustain the Mayor's veto. In addition the Councilmen are deluged with letters signed by their constituents urging them to stand by the Mayor.

The first man to be won over today came to the Mayor's office with a delegation of constituents. He was Charles E. Connell, of the Common Council.

Ovations Given the Mayor.

There was another demonstration when the Mayor left the City Hall today for luncheon. His reception as he walked along the streets with Director of Public Safety Potter was noisy. He entered the University Club after much effort, and, after remaining there about an hour, returned to the City Hall in a cab. A crowd of about 300 persons followed him to his office. When he entered, someone proposed singing "The Star-Spangled Banner," which was done with all hands removed.

An incident of the day was the calling on the Mayor of a delegation of high school girls, who came to congratulate him. The Mayor's mail continues to be very heavy, hundreds of communications coming from all parts of the United States.

Pledged to Overthrow Machine.

Amid tremendous cheers and the waving of flags, several thousands persons, who were packed into the Academy of Music tonight to hear prominent Philadelphians express their protest against the gas lease, adopted the following resolution:

Resolved, That we, citizens of Philadelphia, without regard to party or politics, do hereby, before God and man, pledge our lives, liberty and sacred honor to the complete overthrow of despotic methods in municipal affairs and the restoration of the American Republic for which our fathers fought, and which shall ever be our glory while we remain worthy to be called their children.

W. W. Justice, a wool merchant, presided, and the principal address was delivered by Charles Emory Smith, ex-Postmaster-General of the United States. Mr. Smith, before beginning his speech, announced that word had just reached him that 150 citizens had called upon a Councilman in an outlying ward and demanded that he pledge his vote against the lease, which he did. After Mr. Smith concluded his address, several thousand came to a Councilman in the Twenty-fifth Ward had also pledged himself tonight to go along with the Mayor.

Among the others who addressed the meeting were William T. Tilden, secretary of the meeting; Frank M. Ritter, ex-Director of Public Safety; S. Solla Cohen, physician; Professor Leo S. Rowe, president of the American Academy of Political and Social Science, and Right Rev. Dr. Alexander Mackay-Smith, bishop coadjutor of the Protestant Episcopal diocese of Pennsylvania.

A letter written by Mr. Justice, chairman of the meeting, was read, in which he suggested the raising of \$125,000 to carry on an extensive campaign against the organization, and pledging himself to contribute liberally to the fund.

Mayor Weaver, who was commended in a resolution adopted, was unable to be present, and a letter of regret from him was read. A letter written by S. Weir Mitchell, the physician-author, denouncing the gas lease, was also read.

The Y. M. C. A. hall was also taken to its capacity. Addresses were made there by half a dozen prominent citizens, including Charles Emory Smith. There was great enthusiasm when Mr. Smith said that "the black flag of piracy was not the flag of Republicanism, or of Lincoln, or of McKinley, or of Roosevelt."

In the evening several thousand persons were gathered who could not gain admission to the big Academy building. Word was sent inside, and three citizens were sent out to address the crowd from a balcony outside. The meeting closed with the singing of "Nearer, My God, to Thee," and "My Country, 'Tis of Thee."

HAY WILL START FOR HOME

DECLINES KING AND KAISER'S INVITATIONS TO VISIT.

Finishes Course of Baths at Bad Nauheim and Goes to Paris. No Business Till Autumn.

BAD NAUHEIM, May 25.—Secretary Hay has finished the course of baths here and will start tomorrow for Paris, where Mrs. Hay awaits him. Professor Groedel is quite satisfied with the effects the taking of the baths has had on Mr. Hay, but he has advised him to abstain from all official business for several months, such a course being usually necessary after this course of treatment. Mr. Hay expects, therefore, to spend the Summer at his country home, and to remain there until the Autumn.

Emperor William invited Mr. Hay to come to Wiesbaden and visit him, but the Secretary declined under the advice of his physician. King Edward also invited Mr. Hay to an audience, but this invitation also was declined.

During his visits to London and Paris Mr. Hay will remain very quiet, and will make no formal official calls. The call of King Leopold of Belgium upon him Thursday took the Secretary completely by surprise, as it was not announced beforehand.

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The Weather. TODAY'S—Increasing cloudiness followed by showers and cooler. Winds becoming southerly. TEMPERATURE—Maximum temperature, 53 deg.; minimum, 52. Precipitation, none.

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SCENTS BATTLE FROM AFAR OFF

Japanese Paper Believes the Fleets Have Met and Fought in Ocean.

CHINA PUTS ON WAR-PAINT

Russian Transports and Cruisers Put Into Woosung and Are Ordered Away—Chinese Prepare to Enforce Order.

TOKIO, May 27.—(4:30 P. M.)—Vice-Admiral Rojstvensky's fleet has been sighted off Tauskina Islands, in the Straits of Corea.

TOKIO, May 27.—(Noon.)—It is rumored that the Japanese and Russian fleets, under Vice-Admiral Togo and Vice-Admiral Rojstvensky, have engaged in the Korean Straits.

SPECIAL CABLE.

TOKIO, May 25.—The publication by the Asahi of a suggestion that an engagement between the Russian and Japanese fleets has already taken place has created a sensation in the Japanese capital. The paper points out that the presence of Russian warships at Woosung is probably accounted for by the fact that the warships were purposely abandoned on account of their slow speed and nonfighting value, and that the Russian government is perfectly willing to have them disarmed if their stay there develops into a breach of neutrality.

The paper declares its belief that a battle between Rojstvensky and Togo has already taken place, and is patiently waiting a report of the outcome.

ONLY BUNCH OF TRANSPORTS

Russian Naval Officials Don't Believe Warships Are at Woosung.

ST. PETERSBURG, May 27.—(3:30 A. M.)—While a flying raid of one or two commerce destroyers in the Eastern sea is admitted as a possibility by the naval authorities here, those authorities are loath to believe that any division of Rojstvensky's squadron is an important sense has taken place, as reported from Shanghai. They prefer to assume that the unspecified Russian ships reported to be outside Shanghai, like the six that entered the port of Woosung, are units of the transport fleet, without special fighting value, and that perhaps they have been sent thither to confuse the scent for Togo. A prominent naval strategist said to the Associated Press: "I don't know where Admiral Rojstvensky is at present, but wherever he is, you may be sure that he has his entire fighting force well hunched and is not weakening his main squadron in the face of the enemy. While it is possible, of course, that he may have chosen to double sharply to the westward north of Formosa and to seek Togo in the Eastern Sea with the purpose of forcing him to a complete battle, I am inclined to believe that he is pursuing a course northward outside Japan."

"The ships whose arrival near Shanghai has been reported are not even classed as so-called converted cruisers, but vessels which, flying the commercial flag, were unable for transport purposes when passing Singapore, and the mystic 11 vessels reported as being outside Shanghai are probably colliers, with perhaps a war vessel or two.

"I should not be surprised, however, if Rojstvensky detached several speedy liners, now converted cruisers, for a raid to the northward inside the Luchu Islands in order to paralyze Japanese commerce and embarrass Togo while the Russian fighting squadron is pursuing its main objective."

CHINA ENFORCES NEUTRALITY

Clears Ships for Action to Drive Out Russian Ships.

LONDON, May 27.—The Shanghai correspondent of the Daily Express says: "All the Chinese cruisers in these waters cleared for action today, and the Taotai went to the Russian Consulate and demanded that the Russian ships leave within 24 hours."

Cabling from Shanghai, the correspondent of the Daily Mail says he believes the vessels of the Russian Baltic squadron off Saddle Islands have proceeded on their voyage, and gives a rumor that the main Russian fleet is in the neighborhood of Puchan, Province of Shantung.

The correspondent says that President Roosevelt has wired the Viceroy and Taotai commending their steps to preserve Chinese neutrality.

IGNORE ORDERS FROM CHINA

Russian Ships Remain at Woosung Beyond Time Limit.

SHANGHAI, May 27.—The Russian war vessels, which were off the Saddle Islands last night. The Chinese authorities ordered the vessels of the Russian volunteer fleet which were anchored off Woosung to leave within 24 hours. The Russians have thus far entirely ignored the order.

TEN WARSHIPS AT WOOSUNG

Division of Russian Fleet Penetrates to North China Coast.

SHANGHAI, May 27.—Last night there were ten Russian warships, seven fast

transports and three large steam colliers at Woosung. This report reached here last night and is considered authentic. Confirmation of the report that Russian war vessels had been seen off the Saddle Islands has been received. The Saddle Islands are 70 miles southeast of Shanghai. The Russian vessels reported are believed to be a division of Rojstvensky's fleet.

VLADIVOSTOK FLEET AT SEA

Sails Southward, Perhaps to Meet Baltic Fleet.

TSINGTAU, May 27.—A private telegram received here says that the Russian Vladivostok fleet has left Vladivostok, going in a southerly direction.

ROJSTVENSKY IS ALL RIGHT

Doctor and Nurse Deny Illness and Admiral Only Says "Tired."

ST. PETERSBURG, May 27.—(5:30 A. M.)—The Russian morning prints an interview with Vice-Admiral Rojstvensky's physician, who says that the admiral's kidney trouble was cured before he left for the Far East. In the interview letters are quoted from a cousin of Rojstvensky, who is a nurse on the hospital ship Orel, and who died with the Admiral every week, to the effect that that officer was in good health.

The Admiral himself wrote from Saigon, saying that he was fatigued, but in no other way indicating that he was suffering from depression or from any mental breakdown.

RUSSIAN FLEET NEAR WOO SUNG

Report Which May Be Exaggeration of Shanghai Source.

TSING TAU, May 25.—The whole Russian fleet assembled near Woo Sung, and the German squadron at Tsing TAU is preparing for eventualities.

The report from Tsing TAU, the port of the German concession at Kiaochow, Shantung Peninsula, is in all probability a magnified version of the dispatch of the Associated Press from Shanghai yesterday, saying that it was credibly reported that certain Russian vessels had arrived at the mouth of the Yangtze-Kiang River yesterday afternoon.

Both Woo Sung and Shanghai are situated on the branches of the Yangtze River. Five steamers of the Russian volunteer fleet, three colliers and one Russian cruiser were the vessels reported to have arrived off the Yangtze River. Later the cruiser put to sea and three of the volunteer fleet vessels went to Woo Sung. It is quite probable that the Chinese ashore exaggerated the report, making a statement that the Russian fleet was assembling off Woo Sung.

No news has been received from any other point tending to alter the facts cabled to the Associated Press yesterday from Shanghai, and there is no doubt that if the Russian fleet really had assembled off Woo Sung such important news would have been flashed from Shanghai, which is only 11 miles south of that place.

MAY DROP ALL SLOW SHIPS

Japanese Speculates on Tactics of Russian Admiral.

TOKIO, May 25.—(11 A. M.)—It is believed here that the action of the Russians is sending some vessels to Shanghai is part of a diversion plan to draw off a portion of the Japanese fleet. It is thought that possibly the Russians intend to enter the slower craft, but the visit and withdrawal of the faster vessels is regarded to be without purpose unless as a diversion.

The whereabouts of Admiral Rojstvensky's fleet is not reported, and opinion is divided as to whether it has entered the port of Woosung or returned to the lower Chinese coast.

RUSSIANS ARE NEAR SHANGHAI

Several Vessels at Saddle Islands With Colliers.

SHANGHAI, May 25.—There are indications that Rear-Admiral Rojstvensky has divided his fleet. Seventeen vessels of the Baltic fleet anchored at Saddle Island last night. It is believed that they cooled there, and that from that point they will proceed north.

LONDON, May 25.—A dispatch to Lloyd's from Shanghai today says it is reported that Rear-Admiral Rojstvensky's fleet has divided. The dispatch adds that several Russian war vessels have arrived off the Saddle Islands, a group of 25 small islands situated about 60 miles southeast of Shanghai. The dispatch adds that three vessels of the Russian volunteer fleet, the Vladimir, Voronoff and Yezovskiy, and three colliers, the Livonia, Meteor and Curonia, are anchored off Shanghai.

Shanghai-Chefoo Cable Cut.

LONDON, May 25.—The Great Northern Telegraph Company reports that the Chefoo-Shanghai cable is interrupted. This does not necessarily mean that the line has been damaged, but it is believed that the big riggers, nor would the cutting of it interrupt communication between Chefoo and Shanghai, since a German cable runs from Chefoo to Tsing TAU, and from Tsing TAU direct to Shanghai.

Main Fleet May Be Near Fu Chau.

SHANGHAI, May 27.—The fact that all shipping in the direction of Japan has been suspended is taken by those versed in naval warfare as a confirmation of the report of the presence of the Russian main squadron in the vicinity of Fu Chau.

Japan Detains Colliers.

NAGASAKI, May 26 (Noon).—Three British steamships which were loaded with coal at Moji (terminus of the Kishiu Railway, Japan) for Hong Kong, have been detained under orders from the Government.

Two Cruisers Guarded Transports.

LONDON, May 27.—The correspondent of the Standard at Shanghai says the Russian transports now at Woosung were convoyed by the cruisers Rion and Smolensk.

Alfonso's Plan for New Navy.

MADRID, May 25.—King Alfonso today approved for presentation to the Cortes a plan for the rehabilitation of the Spanish fleet. The project contemplates the construction of eight cruisers of 14,000 tons, five protected cruisers and other units, the cost to be spread over six years.

STRIKERS AGAIN GROW RIOTOUS

Lumber Wagons Mobbed on Chicago Streets and Police Have to Shoot.

BULLETS FROM AIR - GUNS

All Manner of Missiles From Howling Mobs Greet Teamsters. Strike Affects Building. Will Not Call Troops.

CHICAGO, May 25.—Rioting broke out fresh today in the teamsters' strike and, although nobody was seriously hurt, there was a number of vicious fights in the lumber district, during which the police were compelled to use their clubs, and in one instance revolvers, in order to disperse the mob.

A serious fight took place at the corner of Canal and Madison streets, adjoining the passenger station on the Pennsylvania Railroad. The wagon of an express company, although protected by a policeman and a deputy sheriff, was attacked by a large crowd, despite the fact that it bore on each side a large placard declaring that all people had been enjoined from interfering with the wagon by a Federal court. The policeman displayed his revolver, but the crowd, paying no attention to him, rushed at the wagon and, seizing the wheels, attempted to overturn it. A riot call brought from the Desplaines-street Police Station, four squares distant, a large force of officers, who dispersed the crowd and arrested about 40 of the most active in the disturbance. The police also entered the buildings and warned occupants to keep away from the windows, threatening with arrest all who refused.

The worst fight in the lumber district occurred at Twenty-second street and