

Newfoundland and Labrador, and is the most northern of the two channels which connect the Gulf of St. Lawrence with the Atlantic ocean. It is twelve miles wide and navigation in it is reputed to be unsafe. It is not the route taken by passenger liners usually. Austin Baldwin & Co., the New York agents of the Allan line of steamers, said today that they were sure it was not one of their steamers which was lost. While they did not positively know the route taken by their steamers, it was known they never went by the straits of Belle Isle. The only other Montreal passenger line of steamers they knew of was the Donaldson line.

They believe that passenger lines never went by that route and that it could not have been a passenger liner as reported.

Richland, Mich., Aug. 5.—One of the most daring and most successful bank robberies ever perpetrated in Michigan was carried out by six robbers last night. Some of them came from the east on a handcar, and evidently had confederates with a horse and carriage. They secured about \$5,000 in cash from the Union bank and about \$4,600 in notes. The horse and carriage was taken into Augusta and left there. There were three explosions, which awakened many people. Alvin Barnes, an old man who lived near the bank, was ordered into the house with a threat that they would shoot him. Geo. Robson and Ed Barratt saw the robbers, but did not molest them.

The safe was a complete wreck, nitro glycerine being used to open it. The inside doors were blown ten feet out into the office, and pieces went through the plate glass front, twenty feet distant. Three chisels and other tools were left there. The handcar was disabled so it could not be used to pursue the robbers.

Officers have been informed that a man was seen between Augusta and Battle Creek, walking on the railroad track carrying a large satchel and also a Winchester rifle.

No one who saw him dared to make a move to arrest him. Officers are in pursuit.

According to witnesses, the gang was composed of six men who came to town on a handcar. Four were placed on guard outside the bank, which is in a small wooden building. Three charges of dynamite were exploded before the robbers got the money and escaped. The bank is owned by N. S. Whitney and P. H. Gilkey. They say that the loss is between \$6,000 and \$7,000, mostly farmers' deposits.

London, Aug. 6.—An extreme diplomatic tension exists between St. Petersburg and London is generally admitted today, though the officials deprecate the alarmist reports which were current yesterday. It is hoped that the firmer stand adopted by the marquis of Salisbury during the last few days, which seems to have already created some misgiving at St. Petersburg, will have the desired effect of arresting Russian aggressiveness. It is felt both here and on the continent, that the outcome of the dispute in regard to the New Chuang railroad extension is the crucial point of the success or failure of Great Britain's policy of the "open door."

As evidence of the fact that Great Britain appreciates the gravity of the situation, the Associated Press learns that the admiralty is preparing for all emergencies and that it will soon be ready to mobilize the entire fleet at the shortest notice.

Every officer and man on furlough or on half pay has been assigned to a ship and instructed to be in readiness to join at the earliest moment. Therefore, practically every ship in the Brit-

ish navy, whether in or out of commission at the present moment, has its full war complement of officers and men ready to take her out to sea when the time arrives.

According to Paris advices Admiral Bedolliere, commanding the French-China squadron, has cabled a demand for reinforcements and for a large credit to be applied to erecting fortifications. The reason given for these demands is that the natives of the Kwang Chou region are showing signs of hostility. But there is some suspicion here that the action of the French admiral may be connected with a desire to back up Russian designs.

Washington, Aug. 5.—W. Rankinood and Harry Price of Cincinnati, the two young men who originated the idea of starting a fund among school children for the purpose of raising money to build a battleship to be called The American Boy, are in the city forwarding their plans. They have had an interview with President McKinley, who gave them the following letter, endorsing their idea:

"Mr. W. Rankinood, Cincinnati, O.: My Dear Sir—The circular which you have presented to me outlining your plan for raising a fund with which to build and present to the government a battleship, has greatly interested me.

"Love of country and devotion were never more conspicuous in America than they are today, and I am sure our boys and girls will deem it a privilege to be numbered among the contributors to this patriotic undertaking. Very sincerely yours,

WILLIAM MCKINLEY."

San Francisco, Aug. 6.—The transport steamers Lakme and Charles G. Nelson, bearing five companies of the First New York volunteers and the Second U. S. volunteer engineers sailed for Honolulu today.

San Francisco, Aug. 5.—The ship Tacoma transporting horses and mules to the Philippines for the use of the United States forces sailed for Manila today. It is expected that the voyage will occupy about sixty days.

Every precaution has been taken to make the expedition a success.

Chicago, Aug. 8.—The Post today says:

According to reports received by railway companies and business men, the largest wheat crop in the history of the United States will be harvested within a fortnight. The winter wheat yield, which aggregates from 375,000,000 to 400,000,000 bushels will be increased to the extent of nearly 390,000,000 bushels from the spring wheat region. The "bumper" crop of 1891 will be eclipsed this year by 100,000,000 bushels from present indications. Reports received from members of the national association of merchants and travelers who are assembling here today to attend the fall meeting afford positive proof, it is declared, that a new era of prosperity is at hand throughout the great west. Railroad officials who have just come in from extended trips throughout the spring wheat and corn growing states make equally optimistic reports. State crop reports received today from Kansas and Missouri and Michigan says:

"A bumper crop is here." And the Pearson-Taft land credit company, which holds \$9,000,000 worth of farm mortgages in the west has but \$17,000 worth of property under foreclosure.

Tampa, Fla., Aug. 8.—Early this morning a mob tried to rescue three negro teamsters of the regular army, incarcerated in the jail here. An armed guard ordered them to desist, but the mob opened fire on the jail. A volley was poured into the crowd from the upper story of the building and several shots took effect. The wounded were carried away by their

comrades and the raid was unsuccessful.

Canton, Mass., Aug. 8.—Three men were killed and a number of mail clerks were severely injured at Canton Junction on the New York, New Haven & Hartford railroad today, by an express-mail special from New York to Boston jumping the tracks. The dead are:

James Sheldon, engineer.

G. K. Knowlton, fireman.

James Schuefeldt, engineer.

Injured: Mail Clerks Jos. Killea, Peter Carroll, L. H. Butterfield, F. D. Lincoln, V. C. Buckland, A. M. Seymour, T. D. Denny.

There were 14 mail clerks on the train. Schuefeldt, who was riding in the cab, was the engineer of a gravel train and was on his way to work at Mansfield.

The accident was caused by a misplaced switch. The special was running at high speed on a down grade. At the bottom of the slope the switch at a siding failed to work and in an instant the cars were off the track. The engine and forward cars were turned over on their sides and the other three cars were thrown from their trucks. The locomotive was completely demolished and the forward car was tele-scoped.

Washington, Aug. 8.—The war department today received notification of the death of Brig. Gen. Poland of typhoid fever at Asheville. He was born at Princeton, Ind., Oct. 14, 1836, and was graduated from West Point in 1861, and assigned to the Second Infantry. He was promoted to first lieutenant July 6, 1861, captain June 27, 1862, and rose to his present grade of colonel, Seventeenth U. S. Infantry, August 1, 1891. He was appointed brigadier general of volunteers May 14, 1898.

His first active service was in the Manassas campaign of July 1861, being in the battle of Bull Run. The other battles in which he participated were the siege of Yorktown, Gaines' Mill, Malvern Hill, Manassas, Antietam, Shepherdstown, Fredericksburg, Chancellorsville and Gettysburg, and was engaged in the defense of the capital against Gen. Early's raid. For gallant and meritorious services at the battles of Antietam, Shepherdstown and Fredericksburg, he was made brevet major and was made brevet lieutenant colonel at the battle of Chancellorsville.

At the outbreak of the present war he was in command at Columbus barracks, O., and promptly offered his services and at the time of his death was brigadier general commanding the second division, first army corps at Chickamauga Park, Ga.

Gen. Poland was a very able and zealous officer and conscientious in the discharge of every duty. His standing in the army was of the highest, his fellow officers considering him possessed of a high order of ability and discretion, specially adapting him to perform important duties requiring capacity, professional zeal and good judgment.

Minneapolis, Aug. 9.—A special to the Journal from Bismarck, N. D., says that the total loss of last night's fire will be from \$600,000 to \$700,000 with insurance not to exceed \$250,000.

The heaviest individual losses are:

Jos. Hare \$40,000; First National bank, \$75,000; Merchant's House, \$25,000; Postoffice block, \$20,000; C. H. Phelps, \$31,000; Northern Pacific railroad, \$25,000.

At Idaho Falls, Tuesday, an election for the purpose of deciding whether or not the town should be bonded in the sum of \$25,000 for waterworks and electric light purposes resulted in a tie on the water proposition, and the defeat of the light scheme.