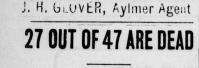
No range can bake so well as the Imperial Oxford, because no other

range has the Diffusive Oven Flue that draws in oure air constantly, heats just as hot as you want heated, and sends it through every part of the whole oven every second. That flue, found only in this perfect range, keeps that heated pure air - DRYair-constantly moving DOWNWARD through the oven, over the baking food, and out up the chimney. When it enters the oven it's hot and dry; when it leaves it, it's wet air,-carries with it all the moisture, all the odors, but NONE of the juices of the ood that's being baked.

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Three Toronto Men Killed in English Railway Wreck.

ENGINE JUMPS TRACK WHILE TAKING CURVE

Crashes Into Freight Train and Turns Turtle at Entrance to Bridge Over River Avon-Graphic Description of Steamship Express Which Crushed Out Lives of Twenty-Three Passengers-High Speed Undoubtedly the Cause of the Discater.

Salisbury, Eng., July 8 .- Driving at a mad pace over the London Southwest ern Rallway the American Line express, carrying 43 of the steamer New York's passengers from Plymouth to London, plunged from the track just after passing the station here at 1.57 o'clock

sengers at various points remarked on the very high rate of speed, one or two expressing some alarm, and those tak-ing suppor on the train experienced great difficulty in avoiding spilling the contents of their plates and cups. A short distance out of Salisbury be-fins a remarkable curve, which some-times has been described as the most dangerous in the world, and which cer-tainly possesses elements of danger. Not only does the line enter and leave the station on a curve, but where it crosses Fisherton street the line takes a slight rise in order to afford suff-cient headway to the dipping roadway below. It was practically at this point that the engine jumped the rails and a slight rise in order to afford suff-clent headway to the dipping roadway below. It was practically at this point that the engine jumped the rails and brought about a disaster, both as re-gards the percentage of lives lost and the extent of the damage to rolling stock, almost without precedent in the annals of British railway accidents, and especially of boat expresses. At the scene of the catastrophe there are five lines of rails. Two are main lines, two others are devoted to local traffic, and the fifth is a siding. Of these five lines only two were oc-cupied at the time of the accident. A milk train loaded with empty cans was leisurely entering the station in the op-posite direction to the express, while at the entrance of the siding there is a solitary locomotive ready to furnish any service the milk train might re-quire. A Startling Sight

A Startling Sight. In the meantime the express, which was due to run through with an ample line of rails on either side of her, came pounding along, swaying heavily owing to the enormous speed. The inspector on the station platform, watch in hand. followed her course with his eyes. He was horrified to see the train leave the rails, jump to the vacant line on the right, and plunge into the rear of the milk train. A crash like the roar of artillery awakened many inhab-itants of Salisbury, a mile away. With-in some 20 seconds the whole train be-came a chaotic mass of wreckage, the A Startling Sight. came a chaotic mass of wreckage, the ponderous engine having smashed the guards van of the milk train to atoms and killed a guard. Instantly all the carriages broke from their couplings. The engine hurled itself against the edge of the strong iron parapet which bounds the bridge over the roadway.

bounds the bridge over the roadway Fortunately it struck the parapet alfrom carrying away the parapet and projecting the train into the street be-low. However, the iron work of the parapet was twisted out of all shape, and a portion of it was detached and fell with a crash to the pavement beneath

Passenger Hurled 30 Feet. The impact with the bridge was startling in its results. While the under parts of the raliway carriages re-mained on the track, though off the ralls, the woodwork of the carriages projected over the bridge and the street below was strewn with glass and splin-ters. One passenger was even hurled right through the side of a broken car-riage 20 feet to the embankment and riage 20 feet to the embankment and either killed and mangled by the fall or by the mass of wreckage that fell

upon him. The locomotive and tender rebounding from the parapet now hurled their immense weight against the stationary ing from the parapet now nursed their immense weight against the stationary locomotive, which became a shapeless wreck, its boiler exploding and so se-verely scalding both the driver and the fireman that the latter has since died. A Ghastly Pile. The express engine finally turned tur-

tle, broken-backed. Carriage was piled on carriage as though by glant hands, the stationary engine tilted towards the concrete platform with the wreck-age of one carriage on its top, and the engine and tender of the express almost locked into the stationary engine

everything being smashed and splin-tered with the exception of the guards' van of the express, which, owing to the presence of mind of the guard who quickly applied the brakes,' was not overturned. The directions to engine drivers over

this portion of the line is not to exceed a speed of 30 miles an hour, but it is alleged calculations based on the times at which different signal boxes were at which during signal bocks were passed show that this speed was ex-ceeded. Unfortunately both the en-gine driver and the stoker are dead, and therefore it may be difficult to ob-tain reliable evidence as to the speed the train was running when the accident occurred. Flames Add Terror.

The horror of the scene which now presents itself was intensified by fears of the added calamity of fire. Flames shot up from the furnace of the over-turned engine and set fire to debris in the vicinity and a considerable escape the train. Officials, however, with the greatest promptitude brought hose to play, checked the flames at the outset and turned off the gas. The few officials at the station who were soon reinforced by willing helpers from the town, with the aid of lamps

Almost Hopeless.

The Condition of Thousand of Pale, Anaemic Girls,

"Almost hopeless is the best way to describe the condition I was in about a year ago," says Miss Mamie Mannett, of Athol, N. S. "My health had been gradually giving way until I reached a condition when I feared I was sinking into chronic invalidism. I was as white as a sheet, my blood apparently having turned to water. I had no appetite, suffered from headaches and

lizziness, the least exertion would leave me breathless, and it appeared that I was going into a decline. I had seen Dr. Williams' Pink Pills highly recommended by the newspapers, and I decided to give them a trial. It was a fortunate day for me when I came to this decision, as the pills have not only restored my healt, but have actrally made me stronger than ever I was be

fore. I now have a good appetite, a good color, and new energy, and I am satisfied that I cwe all this to D: W.lliams's Pink Pills, which I ch erfully recommended to other pale feeble, ailing gir!s." Dr. Williams Pink Pills quickly cured Miss Mannett simply because they make the new rich, red blood which enables the system to throw off diseases, and brings rol ust health and cheerfuliness to pale annemic sufferers. Dr. Williams' Pink Pills care bloodlessness just as surely as food cures hunger, and the new blod which the pills make braces the nerves and tones and strengthens every organ and every part of the body That is why these pills strike straight at the 10ot of such common diseases as hea lache, sideaches and backaches kidney trouble, indigestion, neuralgia rheum tism, St. Vitus dauce, paralvsi and the troubles from which women and growing girls suffer in silence. It has been proved in thousands of case hat Dr. Williams' Piuk Pills care fter doctors and all other medicines have failed. But you must get the

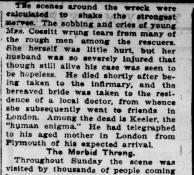
genuine pills with the full name, Dr Williams' Pink Pill for pale people,' on the wrapper around each box All medicine dealers sell these pills or you can get them by mail at 50 cents a boy or six boxes for \$2 50 by addressing The Dr. Williams' Medicine Co., Brock ville, Out.

Weddings In Wales.

Many and curious were the old cus-toms in Wales relating to marriage. The following is an account of the bidding ceremony, an old custom which is said to be celebrated even to this day in rural parts of Wales: The bidder goes from house to house with a long pole and ribbons flying at the end of it and standing in the middle floor in each house he repeats a long lesson with great formality. He mentions the day of the wedding, the place, the prepara-tions made, etc. The following is a specimen: "The Intention of the bidder is this: With kindness and amity, with decency and liberality for --- and --he invites you to come with your good will on the plate. Bring current money-a shilling or two or three or four or five-with cheese and butter. We invite the husband and wife, children and menservants, from the greatest to the least. Come there early. You shall have victuals freely and drink cheap, stools to sit on and fish if we can catch them, but if not hold us excusable, and they will attend on you when you call upon them in return. They set out from such a place and such a place."

Crippled by Kidney Diseases.

"I was troubled for years with Fidney disease and Dr. Chase's Kidney-**A** Test for Liver Pills have entirely cured me. When I began the use of these pills I could on y walk from my bed to a chair. Now 1 can go to the field and work like any other man."-Mr. W. H. Mosher,



visited by thousands of people coming by motor-car, by railroad, or on bicycles. The cause of the accident is still in doubt. It is suggested that the wheels of the engine failed to take the switch, or that a wheel or axle broke. A careful examination may afford some evidence

The train was regarded as having been light for high speed, but it is no-torious that trains always sway and shake going at any speed over this curve. Usually at the Salisbury curve steam is shut off and the brakes apthis curve plied. No such serious accident has occur-

boat train and the Brighton Express collided at Wivelsfield, killing six passengers.

The Inquest.

The Inquest. The inquest was opened yesterday afternoon in the banquet chamber of the City Hall. Representatives of the American Line, the South-Western Railway, the Amagamated Society of Railway Servants, and the Association of Engineers and Firemen were present. The American consul at Southampton, Albert W. Swalm, is looking after the interests of the Americans.

Immediately after the jury had been sworn they proceeded to the railroad station to view the bodies. Reporters were not allowed to accompany them. were not allowed to accompany them. When the jury returned the coroner announced that only evidence regard-ing the identification of the bodies regard-bodies ing the identification of the bodies would be taken, and that the inquest would then be adjourned for a fort-night. He expressed deep sympathy with the victims and their surviving relatives. No further deaths have been record-

ed. The bodies of the dead are still in the waiting-room of the railroad sta-tion. Where no relatives are available, the waiting-room of the railroad sta-tion. Where no relatives are available, the identification of the dead will be made by the doctor and purser of the New York. The bodies of the American victims are being embalmed for con-veyance home.

THE CANADIAN VICTIMS.

Rev. Mr. King's Death Was Particular ly Touching-Mr. Barwick Desired to Keep an Engagement.

Salisbury, Eng., July 3.—(C. A. P.)— The death of Rev. Mr. King was par-ticularly touching. He did not lose his senses for a sec-

and and even when he felt death creep-ing on him and when he was pinned in the wreck he prayed for those around him. He must have been suffering ter-rible agony, yet to the end his thought was for others

was for others. When told by the surgeons that he must compose himself, he said that his

duty was to pray. Barwick Keeping Faith. The body of the late Walter Bar-

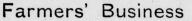
wick, K. C., a victim of the Salisbury wreck, was brought to London last night and now lies at an undertaker's at 82 Baker street. If the Canadian relatives so desire it will be embalmed

and sent home, otherwise it will be in-terred by relatives here. Col. Atkinson, brother-in-law of Mr. Barwick, who had the sad duty of identifying the remains, returned to Lon-don last night, having been at Salis-bury since Sunday afternoon. He was present at the inquest yesterday after-noon. Beyond the identification of the bodies, nothing developed. Identification was not difficult

was not difficult. It is believed the desire to keep an engagement influenced the deceased to take the fatal train.

Mr. Pipon's Interment. The remains of the late C. A. Pipon are still at Salisbury, where his sisters await the wishes of the Canadian relatives. If so desired, interment will be in the family vault on Guernsey Island.





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A. E. MARKS, Manager Brownsville Branch.



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want it.



HANDLING C

Clover hay is me and handle and she badly made than th As a ru asses. As a ruants have more s farmers are my crop of door as they eds. I certain S Seeds. 1 certain stand. In my opini feed equal to clover etter and stand n they are fed clover feed, provided it is he emphasis on we Many farmers car which they think is really comes out in wonder what is the a rule, it is burne made at all. It is c to lie until it is then raked and hav

then raked and hat hay-making is mor-legumes than to tin ses. In my opinion by dampness and the sun than by 1 been a source of an farmers wait until ing the mover so ing the mower, so in the following above all days of would avoid. Farmers who res

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hay rake, hauling ting it in cocks. do not scatter the off the next morn rain near the mic the clover in cock If it rains the

If it rains the trans tedded and h

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colored hay. In my experien good alfalfa hay as much as a to like to cut clove

eads are out an

len hours a day.

this rule does no is in the midst othy, the old say one, "Make hay

MANAGEMENT (

In the first plas cannot be la

sis cannot be fai dairy farmer alw breeding and re-paying the great ing the calves fr ducing cows. Therd can be gre-years by this pri-risk of introduci To fill up the ; those which pro-those which pro-able. young heif one-third or one-should be avail time at which h first calf depends they have to be k say, should t sible. Everythi done to develop been proved that any particular f

any particular h nomical produce

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provided heifers they can be put and nine month them to come is months, or two them as long as them have a so the aim should be give large c Heifers, after always be milke as possible, sa only stripping, s

y stripping, about six r y often will en. This er e habit, that

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oduce as good ist be dried

by milking only once in two d week till perfect be taken not to til the udder is boss of a quarte

PASTURE

PASTURE Velches.—A fuble to pigs an iv good return black velch. It ferior to peas, is usually more Hairy Velch freen feed for : freen feed for : cedingly expens is required per not infrequent winter here, a for an early sg if will grow un pastured or et Oals and Pe frain mixed in End sown at 1 Der acre, furm

per acre, furn

Sunday morning and mangled to death in its wreckage 23 passengers who sall-ed from New York June 23, and four of the trainmen. Besides those to whom death came

specify a dozen persons were injured, some of them seriously. The Dead. Following is the list of first-class cabin passengers dead: Walter Barwick, of Toronto, Ont.

Walter Barwick, of Toronto, Ont.
C. A. Pipon, Toronto, Ont.
Rev. E. L. King, Toronto, Ont.
Louis, Cassier of Trumbull, Conn.;
Frederick Henry Cossitt, New York;
Mrs. C. W. Elphicks, Chicago, Ills.;
Dudley P. Harding, 316 West 95th
street, New York; Mrs. L. N. Hitch-cock, 261 Central Park, West, New
York; Miss Mary F. Howleson, 31 West
Sist street, New York; Frank W. Koch,
Allentown, Pa.; John E. McDonald, New
York; Miss C. F. Meeldin, New York; Miss
Blanche M. Sentell, New York; Charles
E. Sentell, New York; Mas Walter W.
Smith, Dayton, O.; Miss Eleanor Smith. Smith, Dayton, O.; Miss Eleanor Smith, Smith, Dayton, O.; MISS Electron Control Dayton, O.; Gerard Smith, Dayton, O.; Mrs. Lilliss Hurd Walte, 424 Fifth ave-nue, New York. The following second-class cabin passengers are dead: Louis

Coeppinger, address unobtainable; Jules Keeler, address unobtainable; W. H. Thompson, address unobtainable. Injured. The following are the first cabin pas-sengers injured: G. H. V. Allan, New Tork; Robert S. Critchell, Chicago

Tork; Moser S. Critenen, Chicago, Ills; Miss I. S. Griswold, address unob-tainable; Miss M. Hitchcock, New York; Mrs. Kooh, Allentown, Pa.; Miss

Anna Koch, Allentown, Pa. The following second cabin passen-ger was injured: Miss M. Rask, address ger was inju-unobtainable. Graphic Description. Sunday's eve

In reviewing Sunday's events, it is recalled that while all went well until the train reached Salisbury. some near-

Brockville, Out.

began the work of rescue. The spec-tacle that met their gaze was heart-rending. Instead of the shricks that tacle that internet and the shrieks that might have been expected, ominous si-lence succeeded to the korrors of the scene. Stationmaster Lawrence says scene. Stationmaster Lawrence says this was what most struck him on ar-riving at the spot. Both the injured and the survivors seemed to be too stricken or too dazed by the sudden-ness of the tragedy to utter even a murmur. The waiting rooms of the station were hastily prepared for use as surgeries or mortuaries. In the car-riage huddled in wreckage almost under the wheels of the upturned en-gine death had been busiest. Here nine men and five women were taken nine men and five women were taken out dead soon after the accident. The This and fireman were quite dead in heir cab. These were all taken to the waiting

room and several of the injured were given first aid and dispatched to the given first aid and dispatched to the infirmary which fortunately was not far distant. Bodies in a Heap. The work of rescue proceeded slowly until the arrival of the break down

gangs from London and Exeter and deite the utmost despatch it was noon fore the last of the dead was extricated from the ghastly prison house When an opening was made into second carriage, a terrible sight was rerecord carriage, a terrible signt was te-vealed. At one end of a compariment several bodies were jammed together, in an almost unrecognisable mass. It was six or sight hours before it was found possible to remove tham.

South Augusta, Grenville County, Ont. This statement is certified to by the Rev E. H. Emett, Baptist minister of

Where Christianity Began

The hills of Bethlehem are full of caves, natural and artificial, and many of them have historic signifi-There is the milk grotto, in cauce which Joseph and Mary are said to have concealed themselves before their flight into Egypt to escape the evil de-signs of Herod. The snowy whiteness of the soft chalk out of which it is hewn is ascribed to the spilling of a few drops of the Virgin's milk when she nursed the infant Jesus. Another grot-to is pointed out as that in which St. Jerome for more than thirty years led the life of a hermit when bitter fac-tional dissensions had forced him to leave Rome. On a western hill a rock strewn plateau, around which stately terebinths stand guard, marks a plac where the ancient Hebrews brought their sacrifices unto the Lord. It is a solemn place, well fitted to excite devout thoughts-a place where a man might well keep communion with his Maker. In its broader features Bethlehem is almost unchanged since the days of David.

It has caused more laughs and dried more tears, wiped away diseases and driven away more fears than any other mediciue in the world. Hollister's Rocky Monntain Tea. 35 cents, Tea or Tablets.

