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27 OUT OF 47 ARE DEAD
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 Disaster.

Salisbury, Eng., July 3.—Driving at a mad pace over the London Southwestern Railway the American Line express, carrying 48 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 Sunday morning and mangled to death in its wreckage 23 passengers who sailed from New York June 23, and four of the trainmen.

Besides those to whom death came speedily 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.
- C. A. Pison, Toronto, Ont.
- Rev. E. L. King, Toronto, Ont.
- Louis, Cassler of Trumbull, Conn.
- Frederick Henry Cossitt, New York.
- Mrs. C. W. Elphicks, Chicago, Ill.
- Dudley P. Harding, 316 West 95th street, New York.
- Mrs. L. N. Hitchcock, 261 Central Park West, New York.
- Miss Mary F. Howleson, 31 West 31st street, New York.
- Frank W. Koch, Allentown, Pa.
- John E. McDonald, New York.
- Miss C. F. Meekin, New York.
- Mrs. E. W. Sentell, New York.
- Miss Blanche M. Sentell, New York.
- Charles E. Sentell, New York.
- Mrs. Walter W. Smith, Dayton, O.
- Miss Eleanor Smith, Dayton, O.
- Gerard Smith, Dayton, O.
- Mrs. Lillias Hurd Walte, 424 Fifth avenue, New York.

The following are the first cabin passengers injured: G. H. V. Allan, New York; Robert S. Critchell, Chicago, Ill.; Miss I. S. Griswold, address unobtainable; Miss M. Hitchcock, New York; Mrs. Koch, Allentown, Pa.; Miss Anna Koch, Allentown, Pa.
The following second cabin passenger was injured: Miss M. Rask, address unobtainable.

Graphic Description.
In reviewing Sunday's events, it is recalled that while all went well until the train reached Salisbury, some passengers at various points remarked on the very high rate of speed, one or two expressing some alarm, and those taking support on the train experienced great difficulty in avoiding spilling the contents of their plates and cups.

A short distance out of Salisbury begins a remarkable curve, which sometimes has been described as the most dangerous in the world, and which certainly 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 sufficient 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 regards 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.

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 inhabitants of Salisbury, a mile away. Within some 20 seconds the whole train became 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. Fortunately it struck the parapet almost end on and so probably was saved from carrying away the parapet and projecting the train into the street below. 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.

The locomotive and tender rebounding from the parapet now hurled their immense weight against the stationary wreckage, which became a shapeless wreck, its boiler exploding and so severely scalding both the driver and the fireman that the latter was since died.
A Ghastly Pile.
The express engine finally turned turtle, broken-backed. Carriage was piled on carriage as though by giant hands, the stationary engine tilted towards the concrete platform with the wreckage of one carriage on its top, and the engine and tender of the express almost locked into the stationary engine, everything being smashed and splintered 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 passed show that this speed was exceeded. Unfortunately both the engine driver and the stoker are dead, and therefore it may be difficult to obtain 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 overturned engine and set fire to debris in the vicinity and a considerable escape of gas from the reservoir underneath 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 began the work of rescue. The spectacle that met their gaze was heart-rending. Instead of the shrieks that might have been expected, ominous silence succeeded to the horrors of the scene. Stationmaster Lawrence says this was what most struck him on arriving at the spot. Both the injured and the survivors seemed to be too stricken or too dazed by the suddenness 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 carriage huddled in wreckage almost under the wheels of the overturned engine death had been busiest. Here nine men and five women were taken out dead soon after the accident. The driver and fireman were quite dead in their cab.

Bodies in a Heap.
The work of rescue proceeded slowly until the arrival of the break down gangs from London and Exeter and despite the utmost despatch it was noon before the last of the dead was extricated from the ghastly prison house.
When an opening was made into the second carriage, a terrible sight was revealed. At one end of a compartment several bodies were jammed together in an almost unrecognizable mass. It was six or eight hours before it was found possible to remove them.

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

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 dizziness, 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 health, but have actually made me stronger than ever I was before. I now have a good appetite, a good color, and new energy, and I am satisfied that I owe all this to Dr. Williams' Pink Pills, which I cheerfully recommended to other pale feeble, ailing girls." 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 robust health and cheerfulness to pale anaemic sufferers. Dr. Williams' Pink Pills cure bloodlessness just as surely as food cures hunger and the new blood 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 root of such common diseases as headache, dizziness and buckaches, kidney trouble, indigestion, neuralgia, rheumatism, St. Vitus dance, paralysis and the troubles from which women and growing girls suffer in silence. It has been proved in thousands of cases that Dr. Williams' Pink Pills cure after doctors and all other medicines have failed. But you must get the genuine pills with the full name, Dr. Williams' Pink Pills 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 box or six boxes for \$2.50 by addressing The Dr. Williams' Medicine Co., Brockville, Ont.

Weddings in Wales.
Many and curious were the old customs in Wales relating to marriage. The following is an account of the bidding ceremony, an old custom which is said to be celebrated every 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 preparations 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 messengers, 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 kidney disease and Dr. Chase's Kidney-Liver Pills have entirely cured me. When I began the use of these pills I could not walk from my bed to a chair. Now I can go to the field and work like any other man."—Mr. W. H. Mosher, South Augusta, Greenville County, Ont. This statement is certified to by the Rev. E. H. Emmet, Baptist minister of Brockville, Ont.

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 Barwick, 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 interred by relatives here.

Col. Atkinson, brother-in-law of Mr. Barwick, who had the sad duty of identifying the remains, returned to London last night, having been at Salisbury since Sunday afternoon. He was present at the inquest yesterday afternoon. He must have been suffering terrible agony, yet to the end his thought was for others.

It is believed the desire to keep an engagement influenced the deceased to take the fatal train.
Mr. Pison's Interment.
The remains of the late C. A. Pison 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.

A Test for the Kidneys

ANYONE who is at all troubled with backache, urinary disorders or any of the symptoms of kidney disease, should make the following test to find out if the kidneys are diseased:—Put some urine in a bottle or tumbler and let it stand for twenty-four hours; if there is sediment like brick dust, or if the urine is discolored, milky, cloudy or stringy, your kidneys are out of order.
These are certain indications that you need just such help as is best supplied by Dr. Chase's Kidney-Liver Pills, the most reliable and most thoroughly tested kidney medicine extant.
Dr. Chase's Kidney-Liver Pills, one pill a dose, 25 cents a box, at all dealers, or Edmondson, Bates & Co., Toronto. Portrait and signature of Dr. A. W. Chase, the famous receipt book author, on every box.

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TRADE MARK

It makes new blood
It invigorates
It strengthens
It builds
BONE AND MUSCLE
Used with the greatest advantage by all weak people. Prevents fainting, makes pallid cheeks into rosy ones.
Davis & Lawrence Co., Ltd., Montreal.

The scenes around the wreck were calculated to shake the strongest nerves. The sobbing and cries of young Mrs. Cossitt wrung tears from many of the rough men among the rescuers. She herself was little hurt, but her husband was so severely injured that though still alive his case was seen to be hopeless. He died shortly after being taken to the infirmary, and the residence of a local doctor, from whence she subsequently went to friends in London. Among the dead is Keeler, the "human enigma." He had telegraphed to his aged mother in London from Plymouth of his expected arrival.

The Morbid Thrang.
Throughout Sunday the scene was 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 notorious 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 applied.
No such serious accident has occurred since 1899, when the New Haven boat train and the Brighton Express collided at Wivelsfield, killing six passengers.

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 Amalgamated Society of Railway Servants, and the Association of Engineers and Firemen were present. The American consul at Southampton, Albert W. Swain, is looking after the interests of the Americans who have been sworn they proceeded to the railroad station to view the bodies. Reporters were not allowed to accompany them.
When the jury returned the coroner announced that only evidence regarding the identification of the bodies would be taken, and that the inquest would then be adjourned for a fortnight. He expressed deep sympathy with the victims and their surviving relatives.
No further deaths have been recorded. The bodies of the dead are still in the waiting-room of the railroad station. 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 conveyance home.

THE CANADIAN VICTIMS.

Rev. Mr. King's Death Was Particularly Touching—Mr. Barwick Desired to Keep an Engagement.
Salisbury, Eng., July 3.—(C. A. P.)—The death of Rev. Mr. King was particularly touching.
He did not lose his senses for a second, and even when he felt death creeping on him and when he was pinned in the wreck he prayed for those around him. He must have been suffering terrible agony, yet to the end his thought was for others.

When told by the surgeons that he must compose himself, he said that his duty was to pray.
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Sunshine Furnace
The "Sunshine" furnace and "sunny" ways are synonymous.
The cold, dreary winter days can be made cheery and warm with a pure, healthful heat if you have a "Sunshine" furnace.
Is easier to operate, cleaner, uses less fuel and "shines" in many other ways over common furnaces.
Two shakers are used to shake the heavy, triangular-shaped grates. This just cuts the work of shaking-down in half, besides being easier on the furnace than the old one-shaker style.



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Original Charter, 1854.
HEAD OFFICE, TORONTO, ONTARIO.

Savings Bank Department
Deposits of One Dollar and upwards received and interest allowed at highest current rate, compounded half-yearly. Depositors are subject to no delay whatever in withdrawing all or any portion of their deposit.

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solicited. Advances made to responsible farmers on their own names at the lowest rate of interest. Sale Notes collected or advances made on account at very reasonable terms. Forms supplied on application free of charge. Cheese cheques cashed at par.

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A. E. MARKS, Manager Brownsville Branch.

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the ball rolling. If you earn a small salary and save part of it you are better off than he who earns a larger salary and spends all of it. Take out
A Deposit Book With Us
You will like it; an independent feeling always possesses the man who is thrifty and saves.
We credit interest quarterly on savings accounts.
The Sovereign Bank of Canada
Put your money in a place where you can get it when you want it.
A. P. SMITH, Manager Aylmer Branch,
F. M. P. WATTS, Manager Belmont Branch.

Farmers Attention
We make a specialty of
Horse Shoeing At Low Prices
and have secured the services of a first-class horse shoer to take charge of this branch of our business. He is one of the best horse shoers in Canada.
A Trial Will Prove It
PRICES.
Steel Shoes 25¢, Setting 10¢.
Farm produce taken in exchange. Shop adjoining our Livery Stable.
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RETURN FARES:
Winnipeg - \$42.00 Strasburg - \$38.55
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Yorkton - 35.00 Red Deer - 41.50
Regina - 35.75 Stettler - 42.50
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GOING:
June 5th, good to return until August 8th.
June 19th, " " August 22th.
July 3rd, " " Sept. 3rd.
July 17th, " " Sept. 17th.

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ON THE HANDLING
Clover hay is made and handled and sh...
Many farmers are about my crop at my door as they...
I like to mow in the sun is strong...
The next morning I take a tedd off and set it up...
I like to mow in the sun is strong...
The next morning I take a tedd off and set it up...
I like to mow in the sun is strong...
The next morning I take a tedd off and set it up...

MANAGEMENT
In the first pl...
In my opinion...
I like to mow in the sun is strong...
The next morning I take a tedd off and set it up...
I like to mow in the sun is strong...
The next morning I take a tedd off and set it up...
I like to mow in the sun is strong...
The next morning I take a tedd off and set it up...

PASTURE
Vetches—A...
table to pigs a...
In my opinion...
I like to mow in the sun is strong...
The next morning I take a tedd off and set it up...
I like to mow in the sun is strong...
The next morning I take a tedd off and set it up...
I like to mow in the sun is strong...
The next morning I take a tedd off and set it up...