The Worlds Standard for tea is.
LIPTON'S TEA
OVER 2 MILLION PACKAGES SOLD WEEKLY

THIRTY-EIGHT MET DEATH

Terrible Wreck on the Lehigh Valley Railroad Near Manchester, N.Y.

A despatch from Manchester, N. Y., says:—Speeding eastward behind time, Lehigh Valley passenger train No. 4 ran into a spread rail on a trestle near here on Friday and two day coaches from the midsection of the train plunged downward forty feet, striking the east embankment like a pair of projectiles. In the awful plunge and crash at least thirey-seven persons are believed to have been killed and more than sixty injured. The injuries of several are so serious that it is feared they will die. The wreck was the worst in the history of the Lehigh Valley line in this state and one of the most disastrous ever recorded on the system. Crowded with passengers, many of whom were war veterans and excursionists from the Grand Army of the Republic encampment at Rochester, train No. 4, made up of fourteen cars, drawn by two big mogul engines, was forty minutes late when it reached Rochester Junction, and from there sped eastward to make up time before reaching Geneva.

The engine and two day coaches had just passed the centre of a four-hundred-foot trestle over Canandaigua outlet, 150 yards east of the station at Manchester, at 12.35 o'clock, when the Pullman car Austin, the third car of a long train, left the rails. It dragged the dining car with it and two day coaches and two Pullmans, in this order, followed.

All bumped over the ties a short distance when the coupling between day coach No. 237 and the rear end of the diner broke. The forward end of the train dragged the derailed Pullman car Austin and the diner over safely, after which both plunged down the south embankment and rolled over. The free end of the ill-fated Lehigh Valley day coach, where most of the slaughter occured, shoved out over the gulf end, followed by a Grand Trunk day coach, stripped the rear guard off the south side of the trestle and plunged to the shallow river bed more than forty feet below.

The end of the first day coach that went over struck the east embankment of solid masonry and, with the other sixty-foot cars behind it, both shot against the wall with terrific force.

Both cars were filled with humanity as the plunge was made, and in a few minutes the cars lay, a mass of crumbled wood, metal and glass, under which a hundred men, women and children, many of whom were killed instantly, were buried. The most destruction occurred in the day coach No. 237, and a dozen persons were later taken dead from the second day coach, which, having followed the first over the trestle, suapped its rear coupling and thus saved the rest of the train from being dragged over.

This second day coach struck on the bottom and stood up, the rear end projecting a few feet above the top of the trestle. All of the passengers in this car were piled in a tangled mass of broken seats at the bottom of the car.

Indescrable pandemonium followed. The Pullman car, Emelyn, which remained on the bridge, with one end projecting over the gulch, and several cars behind it, derailed, and n immedoate danger of going over on the mass of wreckage below, were soon emptied of all their passengers, and these, aided by gangs of railroad employes from the big freight yards at Manchester, rushed to aid. As the groans of the injured and dying were heard below, all possible speed was made, but it was several minutes before anybody reached the cars at the bottom to effect rescues.

It was necessary to chop through the sides and bottom and the work of removing the victims moved with painful slowness. Death had come swiftly to many, a large number of the dead having had their skulls crushed in when they were thrown with terrible velocity against the car seats and projections. The mortality was high among the older passengers, most of whom were battle-scarred veterans of the Civil War and their wives.

LOSS OF $2,500,000.

Extraordinary Effect of the Strike on British Lines.

A despatch from London says.—British railways lost considerably more than £500,000 as a result of the two days' strike last week. The traffic returns published Friday night show an aggregate decrease of £465,000, whereas under normal conditions an increase of £60,000 might have been looked for. On the London and North-Western the falling off was £101,000, on the Great Western £91,000, on the Midland Line £54,000, and on the Lancashire and Yorkshire, and North-Eastern about £50,000 in each case. Of course, some of the traffic, on the big trade lines especially, is merely delayed, and there ought to be unusually good returns for the next week or two, but much of the revenue is irretrievably lost.

BURNED AT THE STAKE.

3,000 Men, Women and Children Watched the Lynching.

A despatch from Purcell, Oklahoma, says,—While 3,000 men, women and children stood by shouting their approval, Peter Carter, a negro, who had been captured by the members of his own race, identified as the man who Wednesday night attacked Mrs. Minnie Spraggins, wife of a farmer, was burned to death on a brush pile in the main street of Purcell at five o'clock on Thursday afternoon. Deputy Sheriff Hayes and Under Sheriff Farris, who attempted to rescue the negro from the crowd, were overpowered and locked in the Courthouse.

Too many people waste their time in condemning the work of others instead of spending it in trying to improve their own.

BURNED COOKING A MEAL

Young Woman Held Bottle of Alcohol Over Stove, Which Exploded.

A despatch from Cornwall, Ont., says:—A terrible accident took place at the home of F. E. Bailey, Massena, on Thursday, when his eldest daughter, Miss Mabel Bailey, one of the most popular young ladies in Massena, was fatally burned. Miss Bailey and her mother were preparing supper by an alcohol stove, and Mabel held the bottle of alcohol in her hand while lighting the stove. The fluid exploded in her hand, setting fire to her clothing. She rushed from the house and threw herself on the grass in an effort to extinguish the flames, and was assisted by several neighbors who saw her rush out. It was some time before the doctors arrived, but within fifteen or twenty minutes there were five of them working over her. Her legs were horribly burned from the ankles to the body, and her arms nearly to her shoulders. From the start the doctors realized that she was so badly burned she could not recover, and their efforts were mainly directed to lessening her sufferings. She died about twelve hours after the accident. She was 25 years of age, and was very popular.

PRICES OF FARM PRODUCTS

REPORTS FROM THE LEADING TRADE CENTRES OF AMERICA.

Prices of Cattle, Grain, Cheese and Other Produce at Home and Abroad.

BREADSTUFFS.

Toronto, Aug. 29.—Flour—Winter wheat 90 per cent. patents, $3.35 to $3.40, Montreal freight. Manitoba flours—First patents, $5.30; second patents, $4.80; and strong bakers', $4.60, on track, Toronto.

Manitoba wheat—No. 1 Northern, $1.04 1-2, Bay ports; No. 2 at $1.03 1-2; and No. 3 at $1.01 1-2.

Ontario wheat—New No. 2 at 82c, outside, and old at 83 to 84c, outside.

Peas—87 to 88c, f.o.b. cars, outside.

Oats—Ontario grades, 40c outside, for No. 2, and 43c, on track, Toronto. New No. 2 at 37c, outside. No. 2 W. C. oats at 42 1-2c, and No. 3 at 41 1-2c, Bay ports.

Corn—No. 2 American yellow, 66 1-2c, Bay ports, and 71c, Toronto.

Rye—There is none offering, and prices are nominal.

Buckwheat—Nothing offering.

Bran—Manitobas at $22, in bags, Toronto, and shorts $25, in bags, Toronto. Ontario bran, $22, in bags, Toronto.

COUNTRY PRODUCE.

Beans—Small lots, $2.20 to $2.25.

Honey—Extracted, in tins, 21 to 21c per lb. Combs, $2 to $2.60.

Baled hay—No. 1 at $13 to $14, on track, and No. 2 at $11 to $14.

Baled straw—$6 to $6.50, on track, Toronto.

Potatoes—New, in barrels, $4.50, and per bush, $1.25 to $1.50.

Poultry—Ducks, live, 11 to 12c; hens, alive, 12 to 13c; chicks, live, 13 to 15c.

BUTTER AND EGGS.

Butter—Dairy prints, 20 to 21c; inferior, 15 to 17c. Creamery 25 to 26c per lb. for rolls, and 23 to 24c for solids.

Eggs—Strictly new-laid, 22 to 23c, and fresh at 18 to 19c per dozen, in case lots.

HOG PRODUCTS.

Bacon—Long clear, 11 3-4c per lb., in case lots. Pork, short cut, $23; do., mess $21.

Hams—Medium to light, 17 to 18c; do., heavy, 15 1-2 to 16c; rolls, 11 1-2 to 12c; breakfast bacon, 17 to 18c; back, 19 1-2 to 20c.

Lard—Tierces, 10 1-2c; tubs, 10 3-4c; pails, 11c.

BUSINESS AT MONTREAL.

Montreal, Aug. 29. — Oats. — C. W. No. 2, 43 3-4 to 44c, car lots, ex-store; extra No. 1 feed, 43 1-4 to 43 1-2c; No. 3 C. W., 42 3-4 to 43. Flour—Manitoba Spring wheat patents, firsts, $5.40; seconds, $4.90; winter wheat patents, $4.50 to $4.75; strong bakers', $4.70; straight rollers, $4 to $4.10; in bags, $1.85 to $2. Rolled oats—Per barrel, $4.75; bag of 90 lbs., $2.25. Corn—American, No. 3 yellow, 70c. Millfeed—Bran, Ontario, $22 to $23; Manitoba, $21 to $22; middlings, Ontario, $25 to $26; shorts, Manitoba, $24; mouillie, $25 to $31. Eggs—Selected, 22 to 24c; fresh, 17 1-2 to 18c; No. 1 stock, 18 1-2 to 20c. Cheese—Westerns, 12 3-4 to 13 1-8c; Easterns, 12 1-2 to 12 5-8c. Butter—Choicest, 24 1-4 to 24 1-2c; seconds, 23 to 24c.

UNITED STATES MARKETS.

Buffalo, Aug. 29.—Spring wheat—No. 1 Northern, carloads, store, $1.18; Winter, No. 2 red, 92 1-2c; No. 3 red, 91c; No. 2 white, 90c. Corn—No. 3 yellow, 68 1-4c; No. 4 yellow, 66 1-2c; No. 3 corn, 66 1-4c, all on track, through billed. Oats—No. 2 white, 43c; No. 3 white, 42 1-4c; No. 4 white, 41 1-4c. Barley—Malting, $1.14 to $1.22.

Minneapolis, Aug. 29.—Wheat—September, $1.02 3-4; December, $1.03 5-8; May, $1.07 1-4; No. 1 hard, $1.07 3-4; No. 1 Northern, $1.04 3-4 to $1.07 1-4; No. 2 Northern, 99 3-4c to $1.05 3-4; No. 3 wheat, 96 3-4c to $1.02 3-4. Corn—No. 3 yellow, 62 1-2c. Oats—No. 2 white, 41 1-4 to 41 1-2c. Rye—No. 2, 78 to 80c. Bran—$20.50 to $21. Flour—First patents, $5 to $5.20; second patents, $4.50 to $4.75; first clears, $3.35 to $3.55; second clears, $2.35 to $2.50.

LIVE STOCK MARKETS.

Montreal, Aug. 29.—A fairly active trade was done, with sales of choice steers at 6 1-4c, good at 5 3-4 to 6c, fairly good at 5 1-4 to 5 1-2c, fair at 4 3-4 to 5c, and common at 4 1-2c per pound. Cows from 4 to 5 1-2c, and bulls at from 3 to 4 1-2c per pound as to quality. Lambs sold at 6c and sheep at 4c per pound. The demand for calves was good, and sales were made at prices ranging from $3.00 to $10 each, as to size and quality. Sales of selected hogs were made at $7.50, and mixed and heavy lots at from $6 to $7.25 per cwt., weighted off cars.

WESTERNERS TO TRAVEL.

Prominent Business Men Will Visit Great Britain Next Year.

A despatch from Winnipeg says,—One hundred prominent Western Canada business men will visit the chief industrial cities of Great Britain during June next year. This was definitely decided at a directors' meeting of the Winnipeg Industrial Bureau on Thursday. Leading financial and commercial men representing all Western cities, will be invited to accompany the Winnipeg party, covering six weeks' itinerary abroad.

CHOLERA CLOSES SCHOOLS.

Twenty-eight Deaths a Day Reported in Constantinople.

A despatch from Constantinople says: There were twenty-eight deaths from cholera here in the twenty-four hours ending Wednesday midnight, and fifty-five new cases reported. All the schools in the city have been closed.

BATTLE WITH DESPERADOES

Winnipeg Policeman Shot and Another a Target for a Fusilade.

A despatch from Winnipeg says: Constable Trainer was shot in the lung and Constable Brown was fired at 15 times, but not hit, by three house-breakers whom the officers were trying to arrest in Elmwood and North Winnipeg on Wednesday afternoon. Trainer is in a serious condition. Two men are now in the cells. The police were notified that house-breakers were at work about 3 o'clock, and Constable Trainer, on his motorcycle, started for Elmwood, unarmed. He was informed that the man had gone to the segregated district, and located them at a house on Rachael street. He was refused admission, and on going to the rear door was shot in the hip and laid out. Constable Brown, who had eben sent to his assistance, set off after the men, as they left the house, and all of them opened fire on him in the street, and of 15 shots sent in his direction only one same near hitting him, cutting a hole in the leg of his trousers. With another officer he succeeded in cornering the trio in Euclid street, a few blocks from the segregated area. The final capture of the desperadoes was due to the presence of mind and courage of a youthful civilian.

The fugitives held up a trolley car on Euclid Avenue, but the civilian, hearing the police whistle, and seeing the fugitives urging the motorman to hasten, pulled off the trolley. The men then backed out of the car, covering the passengers and crew, and commandeered a horse and buggy driving by. The same youthful civilian grabbed the horse's head and ducked a fusilade of bullets from the two desperadoes, thus delaying them till the police arrived and effected their capture. Two of the men arrested gave their names as Harry Kelly and Frank Jones, both of Minneapolis.

MAKING SAFE INVESTMENTS

SAFETY OF A BOND DOES NOT DEPEND ON STABILITY OF MARKET PRICE

How necessary it is for a man to know what his requirements are before investing—How some high class Securities sag in the Market without any doubt as to their safety—A moral drawn from the recent failure of the Birkback Bank which was caused by not observing carefully the nature of its requirements.

(By "Investor")

In the first of this series it was shown that "distribution of risk" is an important principle of investment. It is a very simple one, however, involving no very confused ideas. There is another principle to be borne in mind when making investments which is of no less importance, but it is, however, considerably less obvious to those whose investment experience is small—and even to many who should understand its actions thoroughly. This is the principle of investment "in accordance with actful requirements."

Suppose a man went to a doctor and demanded a prescription saying he was ill but refused to give his symptoms; you would consider that man a fit subject for a lunatic asylum. Yet he is not much more insane than the man who writes to an investment house and makes the bald statement that he desires to invest such-and-such a sum of money and asks them to recommend a security without stating any further particulars. Last week we saw that there are at least five important points to be considered in investing in accordance with our actual requirements. It is necessary to know all the "symptoms of the case" in order to pick a security and to recomend an investment fulfilling the necessary points. Just to-day for example I received a letter from a man who asked if a certain stock was a good investment. And it was a good investment for certain classes of investors, but for many others it was most decidedly not so. Yet without giving any particulars as to whether he was rich or poor; whether he desired great safety or a high income; if he required a readily saleable stock or not; he wanted advice. As well ask a physician if a mustard plaster is good for a sick man without any description as to his particular ailment. So these points are not to be passed over without careful study, and if this study is given them it will result in your investing your money in a manner which will give you the greatest satisfaction.

There are two of these points quite likely to be confused——"Safety of Principal" and "Stability of Market Price." Yet when investing in any security except shares of stock, these points are utterly dissimilar. Why stocks are excepted will be taken up in another article as the explanation involves some special features too lengthy for the present discussion.

For example, Consols—the famous abbreviation for Consolidated Debt of Great Britain—have declined over twenty-five points in the market during the past ten years, although there has not been the least feeling that they were not perfectly secure. Consols have for years been the premier investment security of the world and the alteration in quoted price has absolutely no effect upon their safety to the investor who, without any desire ever to sell, bought at par; for of course when the Government decide to repay them they will do so at par; but for the man to whom stability of market was a first consideration a more unfortunate high class investment could not have been chosen. Take the Birkback bank which invested heavily in Consols. The Directors bought a security and paid a high price for the element of safety, while stability of market price should have been their first thought. As a result of their lack of judgment and carelessness in diagnosing their requirements, the bank was forced to close its doors. So too the man with a surplus supply of funds, which he may require at an indefinite period in the future, but meantime desires a better rate of interest than saving banks allow, must chose an investment which will enable him to realize on his holdings at short notice with little or no loss. Of course there are securities of this sort. Bonds which are within a very few years of maturity—when they will be paid at par—present this feature very strongly. The stock of a bank such as the Bank of Montreal, Bank of Nova Scotia or of several others of equal merit are excellent mediums for the investor who wants a fairly high and certain return and an excellent chance in the long run of appreciating in value; but the fluctuations of price which have beset all bank stocks in the market during the past eighteen months makes them a decidedly undesirable form of investment when stability is the prime essential. The fluctuations had absolutely nothing to do with the condition of the banks themselves—seldom have they done a better or more profitable business. The cause was quite removed from that and will be taken up fully within the next week or two.

These brief examples serve to show not only the difference between "safety" and "stability of market price" but also indicate the importance of knowing what you want and getting it.

KING MANUEL'S INCOME.

Portuguese Government Says He Owes $10,000,000.

A despatch from Lisbon says: That the Government has ascertained that King Manuel is indebted to the country in the sum of $10,000,000, and accordingly will withdraw Manuel's monthly remittance, as his property is valued at only $5,000,000. It is said that the Government has asked King Victor Emmanuel of Italy to settle the debts of the late Queen Maria Pia, which amount to $1,250,000, and that the King has refused.

COPPER MINES RUNNING OUT

End of the Michigan Industry Is In Sight Says Mining Expert.

A despatch from Detroit, Mich., says: That the end of the copper mining industry in Michigan is in sight, and that it will not be many years before the supposedly inexhaustible supply of ore in the upper peninsula will have been reached, is among the startling disclosures made by James R. Finlay, the New York mining expert, who has been appraising the mine properties of the State at the instance of the Legislature for the past three months. His report was submitted to the State Board of Equalization on Wednesday. The Board will use this report as a new basis for taxing the mines of the State. His outlook for the iron district is more encouraging, and the valuation he places on the iron mines is considerably higher. The iron district is appraised at $119,485,000. In his opinion the resources of this region are sufficient to maintain an output of 40,000,000 tons a year for 40 years.

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THE NEWS IN A PARAGRAPH

HAPPENINGS FROM ALL OVER THE GLOBE IN A NUTSHELL.

Canada, the Empire and the World in General Before Your Eyes.

CANADA.

Sugar was advanced by ten cents per hundred pounds.

Mr. Nathan Overholt was killed by a train at Grimsby Beach.

Mrs. Allen Karn died at London from injuries received in jumping off a moving street car.

Canal traffic shows a falling off for July, cheifly on account of the decline in ore shipping.

The agreement by which the C. P. R. obtain an interest in the Quebec Central has been completed, and awaits the ratification of the security holders of the smaller railways.

Bids for the construction of the new navy are still being considered at Ottawa, and it is not likely that the contract will be awarded for some time.

GREAT BRITAIN.

The British House of Commons adjourned.

The Duke of Sutherland arrived in Montreal on his way west, where he has bought large tracts of land.

The last census returns give Greater London a population of 7,252,963.

The Liverpool strike was settled by the re-employment of tramway men.

GENERAL.

Leonardo da Vinci's masterpiece, "La Glacondo," has disappeared from the Louvre, Paris.

AND STILL THEY COME.

Immigration Returns for July Show Marked Increase.

A despatch from Ottawa, says:—During the month of July, 29,681 immigrants arrived in Canada, 18,609 at ocean ports and 11,012 from the United States. As compared with July of last year, the increase is 17 per cent. For July last year the figures were 16,019 at ocean ports and 9,188 Americans. For the four months of the current fiscal year arrivals at ocean ports numbered 127,925 and from the United States 54,814, making a total immigration from April to July inclusive of 182,739. The corresponding months last year gave 100,372 at ocean ports and 54,669 Americans, making a total of 155,571.

TWO MORE BODIES FOUND.

More Victims Added to Account of the Porcupine Fire.

A despatch from Porcupine says: Evidence that the total number of dead in the Porcupine fire will never be known is plainly shown by the discovery of the remains of two men recently. One find was made by J. J. Anderson, who was looking over some timber on the Chisholm Vet in Tisdale. The skull of a man and a part of a hand under a small ledge of rock showed that the victim sought refuge from the fire there and lost his life. Another skull has been found near Simpson Lake, in the northern part of Delore. This victim tried to escape the flames in a swamp.