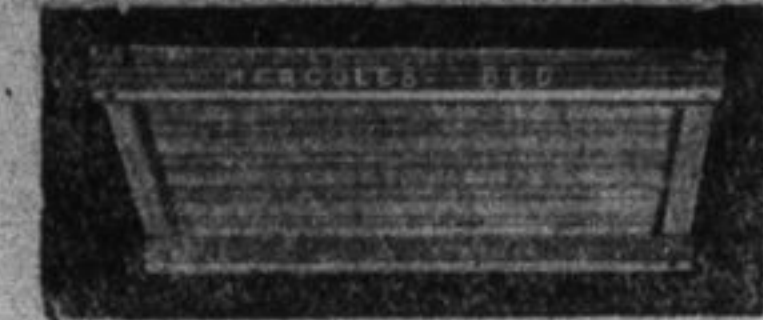


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We have some splendid lines in Men's Shoes, which cannot be beaten at \$4.00. We should be glad to show you our Boys' and Girls' School Boots at prices from \$1.50 to \$3.00. All good solid leather.

Scott's Shoe Store

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SINGLE First Class FARE Good going and returning May 25th only.

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HOMESEEKERS' EXCURSIONS 1914—Round trip tickets to Western Canada, via Chicago and North Bay or Toronto on sale May 19, and every other Tuesday thereafter until October 27th, at very low fares. Tickets good for two months.

We can make all arrangements to bring your family and friends from the "Old Country". For full particulars apply to J. F. HANLICK, Railroad and Steamship Agent, Cor. Johnson and Ontario Sts.

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GREAT LAKES NAVIGATION Steamers will leave Port McNicoll Mondays, Tuesdays, Wednesdays, Thursdays and Saturdays at 4 p.m., commencing May 9th.

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TO LIVERPOOL From Montreal Victorian 12 May 9 June From Quebec Calgarian 21 May 18 June From Montreal Virginia 25 May 21 June From Quebec Alsatian 4 June 2 July MONT. TO GLASGOW TO LONDON & HAVRE Scan. 15 May 12 June Scot. 12 May 21 June Hepp'n. 22 May 20 June Corin. 24 May 28 June Cors'n. 30 May 27 June Ionian 1 June 12 July Group. 6 June 4 July Scot'n. 14 June 12 July Tunis 2 July 9 Aug For full information apply local agents or THE ALLAN LINE, 85 King St. W., Toronto.

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A safe, reliable purgative medicine. Sold in three doses of strength. No. 1, 15c; No. 2, 30c; No. 3, 50c per box. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO., TORONTO, ONT. (Formerly Watson's)

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Our Robin Hood Brand of Flour has a guarantee in every bag for good quality. ANDREW MACLEAN, Ontario Street.

Radway's Ready Relief

Frank Hale, 450 1/2 St. N., New York, writes: "My wife evidently fell very sick with influenza. I called in the doctor, but he failed to help her any. We have no time to lose. So I became my own doctor and with Radway's Ready Relief and Pills, I gave her according to Radway's directions, and she was back to work two days later."

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"Apply the Relief to the throat and chest until the surface smart and reddens. Give Radway's Pills in such doses as will freely move the bowels. For a sudden cold take a large dose Radway's Pills and a teaspoonful of Relief with a teaspoonful of menthol in a tumbler of hot water. Return at once to bed, in the morning the cold will be gone. RADWAY & CO., Montreal, Can."

COAL!

The kind you are looking is the kind we sell. Scranton Coal is good coal and we guarantee prompt delivery. Booth & Co., Foot of West Street.

Notice

Arrange your coal bin so that baskets will not be required in delivery. This will save you the extra charge of 25 cents per ton. Stove Coal, \$7.50 if shovelled in. Nut Coal, \$7.75, if carried. Nut Coal, \$8.00, if carried.

THE JAS. SOWARDS COAL CO. PHONE 155

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Get Prices From David Marshall on Plumbing, Gasfitting and Electrical Work. Prompt attention and reasonable rates guaranteed. 101 Queen Street.

Last Week's Corns

Made these shoes impossible. But Inez told me of Blue-jay. I applied it and the pain stopped in a moment. In 48 hours all three corns came out. No soreness whatever. I never thought of the corns from the moment I used Blue-jay. And now they are gone, to never return, unless tight shoes cause new ones.

This is the story of millions of corns which have been ended by Blue-jay. It will be the story of your corns when you use this one right method. Don't pare them. Faring never ends a corn. Use the modern method. A famous chemist, by inventing Blue-jay, has made corn troubles needless. Blue-jay takes corns out, without any trouble, without any annoyance. Apply it in a jiffy, then forget the corn.

It is taking out about one million corns a month. It is the method now used and endorsed by physicians. You owe to yourself a test.

Blue-jay For Corns

15 and 25 cents.—at Druggists Bauer & Black, Chicago and New York. Makers of Physicians' Supplies

The DAUGHTER of DAVID KERR

by Harry King Toole Illustrations by RAY WALTERS

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"I saw an account of it in the Banner, and thought it strange nothing had been made public before it was introduced. Who wants the franchise?"

"They're under cover. It's the Belmont Interurban Company, a New Jersey corporation, and the men named as incorporators are only dummies."

"That isn't usual, is it, with honest men?"

"I don't know any more about it than you do, but you'd better investigate."

"When does the bill have its next reading?" asked Wright, after considering what was the paper's best move.

"Not until Tuesday night."

"That gives us five days. If we make a noise won't they call a special meeting and push it through?"

"Kerr isn't likely to do that. He's interested, I suppose, but how?"

"We'll get busy today," Wright said decisively. "A few pointed questions on the front page may bring them out from under cover."

In the conference which ensued the two men discussed every possible phase of the question, yet they never dreamed that it was part of the stockyards scheme. What aroused suspicion as much as anything else was that there was nothing they could find on which to base suspicion.

When Morrison left it was with the intention of scrutinizing a copy of the proposed ordinance carefully.

Wright sent a reporter to interview Alderman Grunewald, and all other reporters were instructed to find out what the public thought of it and any definite facts that could be brought to light. The city editor himself took an hour off to go to the office of Rosenbaum & Rosenbaum, who it was learned had given Grunewald the bill to present for them.

The drag net which the News spread did not seem productive of results calculated to bring anything to light. Alderman Grunewald had introduced it at the request of his good friends Rosenbaum & Rosenbaum and knew nothing about it.

Rosenbaum & Rosenbaum said that the proposed franchise spoke for itself, and that the road would prove of incalculable benefit to Belmont, since in the near future it would be extended to Corona, and all the people of that little town and the villages along the line would do their shopping in Belmont. The incorporators were Chicago men with plenty of capital back of them.

Wright telegraphed a Chicago news agency to find out who the incorporators were. At his suggestion the city editor tried to get Kerr at Esmeralda Springs by telephone, but was unsuccessful.

Only one clue was found which of itself was suspicious, and it was not one which could be used that afternoon. The courthouse reporter had dropped into the county surveyor's office, and talked about surveying in general and the work in Belmont county in particular. Was anything going on just then? This elicited the reply that the spring was not far enough advanced for the usual work, but that the stockyards company had had men out. What were they doing? They were seeing how they could save their tracks along the river and rearranging the quarantine tracks for Texas cattle which were by themselves to the east of the main yards. This was all the courthouse man brought back to the office, but it was duly presented to Wright by the city editor.

That afternoon Belmont rubbed its eyes as it looked at the front page of the News. In the last column under an extended head was a story about the proposed car line down Maple Avenue. It was not replete with facts and figures, but it asked a great many questions and contained several interviews which said nothing. Even the property owners along Maple Avenue who had consented to the line and then been pledged to secrecy until the matter was made public by the introduction of the bill in the council, knew nothing more than that Rosenbaum & Rosenbaum had secured their consent.

The Chicago news agency did not send what information it gathered until too late for use on that day.

Sam Hayes bought a paper on the street, read the story, and rushed for a telephone. He paid two dollars and thirty cents for the privilege, one could not call it pleasure, of talking with Kerr at Esmeralda Springs. He read the paper to the boss, the front page story and the treacherous short

editorial in inquiry. Kerr asked that he be connected with Albert, but already the judge was trying to get Esmeralda Springs, having seen the News just a few minutes after Hayes. Their conversation was short, Kerr knew the facts, and it was mainly a discussion of how the Banner should treat the matter in the morning. "The boss decided his paper should insist that the News was trying to knock the town. The attack was to be upon the News, thus diverting attention from the real issue. This command, properly phrased, was dropped into the eager ear of Deacon Winthrop, and he proceeded to write a scathing editorial holding up to scorn the paper which would try to barricade the path of the car of progress. The decision fell proud of his editorial when he read it in the proof, and was warmed with a self-satisfied glow to think that he had thought of it. He still lived in the age of personal jour-

nalism and to lambast the other fellow personally was part of his editorial creed.

Before the paper came out, Wright telephoned Gloria that he would be unable to drive with her but that he would call in the evening. They had reached the point in their fast friendship where she was not unwilling to part and let him know how disappointed she was.

It was four o'clock when Morrison arrived at the News office with a copy of the proposed franchise. As he threw it on the table in Wright's private office he exclaimed: "If that goes through, the company can do anything according to its provision except commit murder."

"I suspected as much," replied Wright. "What right of way have they?"

Morrison went to the map of Belmont on the wall and located the city terminus of the proposed line. "Here's where they start on their own tracks," he explained. "You see, there's a provision in the charter of the Belmont Traction Company where by any interurban line can use its tracks into the heart of the city upon payment of a fair rental. Here's the Townsend Park Line coming down

Bluff Street, and right here where Bluff Street crosses Maple Avenue the interurban's own tracks will start."

"Then how does it run?"

"South on Maple Avenue and Maple road, to a private right of way which begins east of the stockyards and parallels the county road to Corona."

Wright studied the map earnestly. "You see, I'm too new to know that neighborhood," he said. "Why did they pick Maple Avenue?"

"It's the only street they can use in that part of town. It's the natural artery for that new district out there, since there are hills on both sides of it."

"Wright still puzzled over the map. 'What are those red lines crossing Maple Avenue about two blocks south of Bluff Street?' was his next question."

"Those? They are the railway tracks of all the lines entering Belmont except those that come down the river from the north."

"Are they going to build a viaduct there?"

"Nothing is said about it."

The new venture would be a good thing for Belmont—if the company would confine itself to good works. The most objectionable thing was the lack of frankness on the part of the men back of the enterprise. Here was a corporation seeking to serve the public and not taking the public into its confidence.

While Morrison and the publisher of the News were canvassing the situation, a telegram from the Chicago News Agency was delivered to Wright. It read:

"Hammerley is the private secretary of Adolphus Koerner, Koerner & Co., packers. Others are clerks in law office of Kendall, Strang & Kendall."

"By George!" exclaimed Wright. "The stockyards company!"

Then he remembered what the county surveyor had innocently told. There could be no doubt of it. The stockyards company was making some move which it did not dare make openly.

"It looks like it," assented Morrison. "Have you any idea what they want?"

"Not the slightest. They're not fighting the traction company, I know."

This, thought Wright, explained Gilbert's many visits to Chicago recently. The stockyards attorney had apparently no connection with the new company, but Wright and Morrison, too, when it was explained to him, were both of the opinion that he was directing every move. If he was in it, David Kerr was in it; and if David Kerr was

in it, he was not in it for his health.

In seeking to unravel the tangled skein they now had a loose end to work with. They could not imagine, however, why the stockyards company was entering the street car field in such a peculiar manner.

Wright sat with his chair tilted back against the wall, his hands behind his head, gazing at the map on the wall opposite.

"Morrison, a newspaper man has to trust in many cases to his sixth sense; that's his nose for news, for the big

story. Often he misses fire, but when he does hit the bull's-eye everybody knows it." Such was Wright's preamble as he brought his chair down on the floor and prepared to rest the lawyer what his sixth sense had made him feel was the real object of the game. "The stockyards company is preparing to steal a street."

"What!" gasped Morrison. "What makes you think so?"

"Everywhere you go how the river is eating up the only tracks to the stockyards. They've got to get to the yards farther east. Maple Avenue is the easiest way. The franchise says nothing about what kind of cars are to run, how they are to be propelled, or what they are to carry. I'll bet they're going to run cattle cars filled with hogs and sheep and cattle down Maple Avenue, and pull them with steam engines, too."

"I won't believe it," protested the lawyer. "Maple Avenue is a residence street!"

"The stockyards company is a foreign corporation interested only in dividends."

"Look at Benton Park!"

The standard of quality because based on long experience and built of best materials

McClary's Gas Ranges

For artificial or natural gas have every convenience, every time and gas economizing device. See the McClary dealer.

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