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She applied it one night and the pain instantly stopped. In 48 hours all the corns came out. And those corns will never come back.
That's the story folks have told about sixty million corns. And tens of thousands tell it every day.
Some of them used to pare corns, merely to relieve. Some of them tried the old-time treatments until they gave up in disgust.
Now never again will they suffer from corns. When one appears, **Blue-jay** gets on it.
There is no more pain. The corn is forgotten. In two days they lift it out. No soreness, no pain, no trouble.
That sounds too good to be true. But remember, please, that a million corns a month are ended in this **Blue-jay** way.
Why don't you let it put an end to yours?

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Eldon, Mo.—"I was troubled with displacement, inflammation and female weakness. For two years I could not stand on my feet long at a time and I could not walk two blocks without enduring cutting and drawing pains down my right side which increased every month. I have been at that time purple in the face and would walk the floor. I could not lie down or sit still sometimes for a day and a night at a time. I was nervous, and had very little appetite, no ambition, melancholy, and often felt as though I had not a friend in the world. After I had tried most every female remedy without success, my mother-in-law advised me to take Lydia E. Pinkham's Vegetable Compound. I did so and gained in strength every day. I have now no trouble in any way and highly praise your medicine. It advertises itself."—Mrs. S. T. HURLEY, Eldon, Missouri.
Remember, the remedy which did this was Lydia E. Pinkham's Vegetable Compound. For sale everywhere.
It has helped thousands of women who have been troubled with displacements, inflammation, ulceration, tumors, irregularities, periodic pains, backache, that bearing down feeling, indigestion, and nervous prostration, after all other means have failed. Why don't you try it? Lydia E. Pinkham's Medicine Co., Lynn, Mass.

BLAME MEN HIGHER UP
VIEW OF THE PREMIER OF NEW SOUTH WALES.

He Would Make Owners of Wrecked Vessel Face Trial—The Crew of the Empress of Ireland Defended.
London, June 4.—A despatch to the Daily Telegraph from Sydney, N. S. W., says that the premier, W. A. Holman, in announcing a message of sympathy in the loss of the Empress of Ireland, made the following statement:
"I expect that the enquiry will end in the condemnation of some unfortunate second mate or seaman. There will be no safety for the travelling public until the directors of the companies which send 1,500 people to sea in a ship capable of being destroyed in fifteen minutes, are put on trial as accessories to manslaughter. I hope that the Canadian government will deal with the calamity in that spirit. I am not saying who is innocent or who is guilty, but if the disaster was due to a human failing, the people who make money by gambling in human lives ought to be punished."

H. B. Irving's Tribute
London, June 4.—H. B. Irving, brother of Laurence Irving, the actor, who was lost with the Empress of Ireland, speaking at the end of the performance of "The Mask" at the Osord, a new theatre, said:
"I should not have been here tonight had I not thought that the actor is the servant of the public and that even at a time like this he has to think of his comrades as well as himself. Of my personal loss by my dear brother's death it is not the place to speak, but I may, perhaps, be permitted to say just a few brief words of the loss to the stage. The sorrowing hearts of all those who loved by brother—and I have known, indeed, in the last few days, how many these were—may, at least, find some consolation in his noble end, which was so characteristic of the man. And they must be proud of the greatness which he already has achieved on our stage, and what he would have undoubtedly achieved in a still greater measure had he been spared."

Insurance Loss Heavy.
London, June 4.—On the first report of the Empress of Ireland catastrophe £100,000 was mentioned as the approximate cargo liability to be added to the insurance of £400,000 on the hull and disbursement, but now it is feared that the liability will be far in excess of this.
Regarding the Cobalt specie which went down, the Financial Times says that there is nothing in the news to stagger the market even if the report of extent of the loss be correct, as it should be possible to salvage the bullion. It is estimated that seventy per cent. of the hull insurance falls on British underwriters and thirty per cent. on German.

Defends Empress Crew
Quebec, June 4.—A strong word of protest was uttered last evening by Capt. Murray, harbormaster of Quebec, who for many years was commander of various C.P.R. vessels, and until her final voyage was captain of the steamer Empress of Ireland, against criticisms of the crew of the Empress of Ireland in the recent catastrophe.
"I hear that there has been a lot of adverse criticism regarding the number of the Ireland's crew saved," said Capt. Murray to the Gazette last night, "and I want to say a word for these good fellows. It is hard for a landsman to understand the exact circumstances, but there are standing orders that in any emergency such as a collision the crew must immediately hasten to their stations at the boats. My information is that the instant Capt. Kendall saw that a collision was inevitable he gave the order to the second officer to call all hands to the boats."
"This order was instantly obeyed and that is why the men were saved. They rushed to the upper decks in an effort to launch the boats and were tipped off into the sea when the Empress careened after the other vessel backed away."
"The spirit of both officers and crew was shown by the work of the chief officer, Mr. Stead, who was killed in his pajamas and started chopping the boats free. He was crushed to death by the fall of boxes hurtling down as the ship lurched. But before he was killed he got several boats cut loose, which later saved a number of people."

SENATE AND THE WEST.
Hon. Mr. Pérély Looking After Business in London.
Ottawa, June 4.—The proposed amendments to the British North America act in connection with the representation of the western provinces in the senate will be one of the matters, it is announced, to be taken up by Hon. George H. Pérély with the imperial government during his forthcoming absence in Great Britain.
Hon. Mr. Pérély, accompanied by Mrs. and Miss Pérély, will leave for England on the Albatron, sailing from Quebec on June 4th. Besides the matter of state representation, Mr. Pérély will also investigate the question of the selection of a site for a suitable building for Canada, in London and will inquire into the working of the office of the high commissioner while he is there. It is officially announced that no high commissioner will be appointed until Mr. Pérély's return. The member for Argenteuil will thus be acting high commissioner for Canada for some time, as already stated.

MOTOR BOAT RACES
PROVIDED SOME FINE SPORT ON THE HOLIDAY

Weather Was Ideal for the Four Events in the Forenoon—The Winners in the Different Classes.
The motor boat races held at the Yacht Club wharf, on the morning of the holiday, provided some fine sport. The weather was ideal for the races, and the different events were watched by a large crowd both at the yacht club wharf and at Macdonald park. There were four events.
The first race was for any single cylinder boat belonging to the city, and this race was won by Mosquito, owned by "Jack" Newlands. The gun for this race was fired at 10 o'clock, and the result was as follows:
Mosquito, time 10:9:15; Scout, owned by S. Bellwa, time 10:11:18; Euclase, owned by J. G. Beattie, time 10:14.

The second race was for two-cylinder boats. This race was won by Susan, owned by Alexander Sullivan. This race was started at 10:30 o'clock and ended as follows:
Susan, time 10:38:35; Mae II, owned by B. Roseola, time 10:38:37; May Bell, owned by W. J. Driver, time 10:39:30. Knee Deep, owned by Alexander Robinson, was entered, but was put out of the running as a result of the engine stalling.

The third event was a local handicap. The boats started in the following order:
Sport II, owned by L. C. Lockett, at 10:52:54; Beryl, owned by J. H. Macnee, at 10:52:52; Pippin, owned by Messrs. Waldron and Leslie, at 10:53:22; Etta, owned by Thomas McAuley, at 10:54:12; Charmian, owned by J. H. Sutherland, at 10:54:56.
Thomas McAuley's boat finished first, but was disqualified as it finished ahead of its time at 11:02:52, and a similar fate befell the Pippin, finishing at 11:02:54. The order for the finish was as follows:
1st, Sport II, time 11:02:59; 2nd, Beryl, time 11:03:01; 3rd, Charmian, time not given.

The last race was an open race for ten miles and it was the best race of the entire programme as The Mutt Jr., owned by Dr. "Joek" Hart, carried off the honors in this event. The Mutt showed great class all the way over the course, and gave a fine exhibition. R. Waldron's boat, and Noble Steady's Orea II, made a pretty fight for second place, Waldron winning out by a few seconds. J. H. Sutherland's Charmian came third. The result was as follows:
Mutt Jr., 11:38:28; Waldron's boat, 11:41:01; Orea II, 11:41:07; Charmian, 11:42:32.
E. C. Gildersleeve acted as starter and C. S. Kirkpatrick, timekeeper.

PITH OF THE NEWS
Tidings Told in Terse Measure For Busy Readers.

The steamer Steelton, who has been built in England for the Canadian trade, is now crossing the Atlantic.
Sir Cecil Spring-Rice, the British ambassador, will sail, Thursday, from New York, for a short vacation in England.
George Bedgood, a carpenter, was knocked off his bicycle in London by an automobile driven by Frederick White, and died in the hospital of concussion of the brain.
Mrs. William McAbe, Kurzville, was thrown out of her buggy when the horse shied on the way home from church, Sunday, and died, Monday, from her injuries, aged seventy-four.
In the West, Peterboro conservative convention the sitting member of the legislature, E. A. Peck, was defeated by R. J. Soden, an avowed supporter of the liberal leader's abolition-of-the-bar policy.

At one of the stormiest political gatherings in Western Ontario, North Essex conservatives split, and despite a telegram from Premier Whitney recommending Hon. Dr. Reaume, Oscar E. Fleming was nominated.
The Canadian Northern Railway, the big feature of the session's declining hours, was put through the House of Commons on Tuesday. Third reading was given the bill that evening, after two more amendments had been voted on and defeated by government majorities of 43 and 47.
The fact that the Marquis of Lansdowne and Sir Edward Carson are in Ireland, and Mr. Birrell, Lord George and Premier Asquith are expected to arrive this week, gives rise to another rumor of renewed conversations between the party leaders on the home rule question.

The Mexican delegates announced at Niagara Falls that General Huerta "is prepared to withdraw from the government on condition that at the time of his withdrawal Mexico shall be politically pacified and the government succeeding his shall be such as to count on the acquiescence of the governed and the support of public opinion."

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CREX WEEK
Is Quickly Passing

Every bed chamber and every porch should be covered with an artistic CREX rug during warm weather.
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THE ST. LAWRENCE ROUTE
Not Likely to be Hurt by the Empress Disaster

London, June 4.—Discussing the Empress disaster in a special shipping article, the Financial News asserts that apprehension exists in the dominion lest the St. Lawrence route be adversely affected by the accident; but on this occasion the human element rather than navigation difficulties was responsible for the tragedy. Nevertheless, says the article, the river is a dangerous one, of which the underwriters know the risks only too well, and in fact, they consistently decline to lower the marine insurance tariff. At the same time the southern route gives evidence of dangers. It is now for the authorities on the other side to demonstrate that navigation in the river and gulf involves for competent seamen and vessels no unusual difficulty.

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