

LIFT OFF CORNS. FREEZONE IS MAGIC

Costs few cents! Sore, tolicy corns lift right off with fingers. No pain!



Drop a little Freezone on an aching corn, instantly that corn stops hurting, then you lift it right out. It doesn't hurt one bit. Yes, magic!



Why wait? Your druggist sells a tiny bottle of Freezone for a few cents, sufficient to rid your feet of every hard corn, soft corn, or corn between the toes, and calluses, without soreness or irritation. Freezone is the much talked of ether discovery of a Cincinnati genius.

Cook's Cotton Root Compound

A safe, reliable remedy for all skin diseases. Sold in three sizes: No. 1, 2, 3. No. 1, 25¢ per box. Sold by all druggists, or sent prepaid on receipt of price. Free sample. Address: THE COOK MEDICINE CO., TORONTO, ONT. (Formerly Windsor).

Wash That Itch Away

There is absolutely no sufferer from eczema who ever used the simple wash D.D.D. and did not feel immediately that wonderful calm, cool sensation that comes when the itch is taken away. This soothing wash penetrates the pores, gives instant relief from the most distressing diseases. Mahood's Drug Store, Kingston.

D. D. D.

Lemon Juice For Freckles

Girl! Make beauty lotion at home for a few cents. Try it!

Squeeze the juice of two lemons into a bottle containing three ounces of orchard white, shake well, and you have a quartier pint of the best freckle and tan lotion, and complexion beautifier, at very very small cost.

Your grocer has the lemons and any drug store or toilet counter will supply three ounces of orchard white for a few cents! Massage this sweetly fragrant lotion into the face, neck, arms and hands each day and see how freckles and blemishes disappear and how clear, soft and white the skin becomes. Yes! It is harmless.

Would not be Without Zutoo Tablets At Any Cost

Such is the statement of Mr. A. O. Norton, of Boston, the largest Jack Manufacturer in the world. His voluntary testimonial regarding ZUTOO follows:

286 Congress St., Boston, Mass. "I have been a sufferer from headache since childhood and have used all, or nearly all the so-called 'cures' on the market. Some months since my attention was called to Zutoo Tablets and I have been using them ever since with the most gratifying results. I find they cure a 'sick' or 'nervous' headache in a few minutes and leave no bad effects. My family use them whenever needed with equally good results. I have frequently given them to friends who were suffering from headache and they never failed to give quick relief. I always carry Zutoo Tablets in my grip on the road and WOULD NOT BE WITHOUT THEM AT ANY COST."

A. O. NORTON. 25 cents per box—at all dealers

Feed Your Poultry Purina Baby Chick Feed Purina Chick Chowder Purina Scratch Feed

More Eggs and Sturdy Chicks. For Sale By

D. Couper 341-3 Princess Street, Phone 76. Canada Food Board License No. 8-2558.

Kingdom of Fife

Birthplace of Little Kings and Great Commoners — Where Douglas Haig, Rosslyn Wemyss and Robinson Crusoe Were Boys

In days of yore Scotland looked to the "Kingdom of Fife" for her kings. To-day that gallant little county has given to the Empire the heads of its army, navy and air forces. Isolated on three sides by the sea, and on the fourth by a chain of hills forming the gateway to the Scottish Highlands, the county of Fife has developed a race of inhabitants characterized by the sturdy virtues of their forefathers, who were compelled by geographical circumstances to learn the secret of self-reliance. Blessed with large deposits of coal, iron and oil shale; rich in agricultural lands and fisheries; possessing almost every



SIR WILLIAM WEYMSS

conceivable industry together with natural harbors; the birthplace of a royal line; Fife long ago carried, and to-day is proud of, the sobriquet of "kingdom."

Just as it has always possessed the factors necessary to a self-contained kingdom, it is now giving the men who collectively, at least, are doing more than any other similar sized group to save the Empire. Sir Rosslyn Wemyss, first sea lord of the British Admiralty; Sir Douglas Haig, commander-in-chief of His Majesty's armies; and Sir William Weir, Secretary of State for Air Forces, are all men of Fife. It is a record of which any community might reasonably be proud, and it is not surprising to learn that the natives of the "kingdom" who are not serving under one or other of their distinguished men are striving to "get in on the game" still further by publicly subscribing the cost of a new cruiser to be named after their home county.

It was in the heart of Fife, at Falkland Palace, a noble pile still standing almost intact, that many of the ill-fated line of Stuart kings were born. That race, with its strange streaks of genius and folly, was frequently the curse and occasionally the blessing of old Caledonia. The wisest of the line, and the most chivalrous, was Scott's hero in "The Lady of the Lake." The wisdom of James Stuart, in whom the crowns of England and Scotland were united, is proverbial, although the title of "Scottish Solomon" was bestowed in sarcasm by Sassenachs south of the Tweed. The epigram, coined by one of the wits of his day that "he never said a foolish thing and never did a wise one," was more stinging than true, for it is to this James Stuart more than to any one individual, that we owe our Authorized Version of the Bible; and the eulogy of him that is still printed in that edition of the Scripture is justified, even if it is somewhat fulsome according to present day standards.

But it is with the great commoners of Fife, rather than its little kings,



SIR DOUGLAS HAIG

that we are concerned. One son of the kingdom to attain fame and fortune in Canada was Sir Sandford Fleming, the Dominion's greatest railway engineer, and for many years Chancellor of Queen's University, Kingston. Born in the "Lang Toon" of Kirkealdy, Fleming learned the art of building railways under the tutelage of a distinguished civil engineer in his native town, and it was during his apprenticeship that he assisted his chief, the late William Lang, construct the railroad that links up the towns and villages along the Fife-shire coast. During this period he acquired that practical knowledge which stood him in such good stead when he was entrusted with similar, but vastly more extensive, operations in Canada in connection with the Intercolonial and Canadian Pacific railways.

Another native of Kirkealdy was Adam Smith, professor of political economy in the University of Edin-

burgh and author of "The Wealth of Nations." Although this distinguished professor has been dead for a century, he is considered a vital factor in the great war by many who maintain that Britain's sound financial position and her ability to meet her prodigious war expenditure are due to the policy of free trade, of which Adam Smith was the father.

From the same burgh comes Sir William Weir, Secretary of State for Air Forces. Still in the early forties, Sir William is one of the most successful of Scottish ship-owners, a position won by ability and hard work alone. As Scottish Director of Munitions he saved the Government \$50,000,000 within a very brief period, and his recent elevation to the peerage, and still more his appointment as chief of the Air Forces, are a fitting reward for his distinguished services to the State.

The Fife-shire railway, in the building of which Sir Sandford Fleming had a considerable part, serves Cameronbridge, a small, unpretentious and very lovely village consisting of a few houses and a large distillery. Here was born Sir Douglas Haig, commander-in-chief of the Empire's armies in France, and his brother, Captain John Haig, who for some years prior to the war was a mine manager in Northern Ontario. One's recollections of Cameronbridge are a compound of odors emanating from the huge vats of the distillery and the piggery, where the malt refuse is consumed with exceeding gusto; the straggling rows of "but and ben" cottages that appear to have fallen indiscriminately from the sky; and the huge, ivy-clad, shuttered, bolted and barred bonded warehouses. Certainly there is nothing in the locality to suggest the heroic qualities associated with the name of Haig.

As the terminus of a spur line on the same railway is the picturesque village of Wemyss (pronounced Weems). In the center of the harbor, and its half dozen of fishing smacks, was born fifty-four years ago Vice-Admiral Sir Rosslyn Wemyss, first sea lord of the British Admiralty.

The boy who was destined to be-



SIR WILLIAM WEIR

come the Empire's first sailor entered the navy as a midshipman in 1877. Ten years later he was gazetted lieutenant, and since then he has risen steadily in the service, receiving his present high rank in recognition of services rendered when in command of the squadron at the landing of troops in Gallipoli in April, 1915. Plooding perseverance in mastering his chosen profession, combined with daring, skill and initiative shown in many a tight corner, have earned for this distinguished son of Fife the tremendous and appalling task of holding fast the command of the seas and making it possible for the Allied armies to carry to a successful issue the long-drawn-out struggle to "make the world safe for democracy." The Wemyss family of Fife has not given its leading sailor only, for it has produced men who have risen high in commerce and the professions, and a cousin of Sir Rosslyn Wemyss, Captain Michael Erskine Wemyss, holds a commission in the Royal Horse Guards.

No more daring or skillful sailors exist anywhere than those who man the fishing fleets that harbor along the Fife-shire coast. Drifters and trawlers engaged in the many auxiliary tasks of the new navy are filled with men from the "kingdom." The little fishing hamlet of Largo, whose harbor is so small that it is frequently submerged at high tide, is the birthplace of two sailors famous in literature, Sir Andrew Wood and Robinson Crusoe.

Wood, whom James Grant made the hero of his historical novel, "The Yellow Frigate," was Scotland's greatest admiral, and the proud claim is made for him that he never failed to win a fight. He was "a lad o' pairts," and could build a castle or a ship, fight a battle or conduct a delicate political mission to the neighboring English coast, with equal success. He superintended the building of the largest ship in the world at that time, the "Great Michael," whose construction exhausted the extensive forest in the royal demesne at Falkland. Sir Andrew Wood's son, John, became secretary to the regent Murray during the infancy of Marv, Queen of Scots, and after a successful career in diplomacy he settled down to enjoy life as "Papa" at Largo, and met a violent death at the hands of a brother Fife.

Largo's other great son, Alexander Selkirk, or Robinson Crusoe, as he is best known, cannot be said to be a historically great figure, but his life and adventures, as seen by the gifted and fertile imagination of Defoe, have charmed, and will continue to charm, countless generations. Who has not

Consolidated Financial Statement of the National Council, Y.M.C.A. of Canada (CANADA - ENGLAND - FRANCE)

The National Council of the Y.M.C.A. herewith presents a complete statement of its finances for the year 1917, covering its entire service Overseas and in Canada.

The Executive Committee of the Council arranged last November to have a complete statement for the year 1917 ready for publication before the recent Red Triangle Fund Campaign, but owing to conditions arising out of Military operations in France, this has been unavoidably delayed. It is presented now at the earliest date that existing conditions have permitted.

The portion of the following statement which concerns England and France has already been submitted to the Overseas Military authorities. Audited statements of the funds handled have been submitted to the Military Department at Ottawa and for the past two years regular accounting has been made as well to the authorities in England and in France. In addition to the regular audit in France, the canteen business is checked every month by the Military Field cashiers, to determine the amount which is paid to Military units as indicated in the Expenditures. Printed copies of the audited statements are posted up in the huts for the information of the soldiers.

The General Operation Account shown on the one hand the entire receipts of the National Council; first, from the gross sales of its Military canteens in Canada, England and France, and second, from subscriptions received during the year. On the other hand, there is shown the entire expenditures for the year, including, first, the cost of the goods sold in the canteens and, second, the expenditures connected with the entire service which is carried on under the direction of the National Council.

The Balance represents the excess of receipts over expenditures. Of this the sum of \$118,351.43 was the balance at the National Headquarters at Toronto, and the remainder was Overseas. This balance at the end of the calendar year represents the amount available to carry on operations until the time of the campaign in 1918. While the financial statement is drawn up on the basis of the calendar year the receipts from the campaign of one year have to serve until the campaign of the next year. The above balance at the National Headquarters was by April 30th, just before the new campaign, not only used up but changed to a deficit of \$237,930.13. This deficit was, however, offset by the balance overseas, which has to be maintained there as a working balance to carry on operations.

The item of \$240,524.86 is a special amount which had to be expended for the purchase of canteen and other supplies in Canada for shipment to France. Beginning with June, 1917, on account of the scarcity of supplies in Great Britain, much of the purchasing formerly done there had to be transferred to Canada. The long period of time required for the shipment of these supplies to France involves the continuous employment of a large sum. The amount expended for this purpose, as at December 31st, has had to be treated as an expenditure and placed in a Reserve Account against the merchandise in hand. It is, however, a possible asset and will, when realized, not be devoted to other forms of service to the soldiers, when it is no longer required to maintain the canteen service in France.

It was possible to provide for this expenditure only because the amount asked by the National Council in 1917 was oversubscribed by more than the amount required just at the time the Canadian Purchasing had to be undertaken. But for this it would have been necessary either to borrow this large amount or greatly curtail the service in France.

It is to be remembered that the goods at the front in France, where the greater part of the stock is carried, are subject to enormous

risks. The English Y.M.C.A. in the German offensive of March and April suffered losses in huts and canteen supplies of nearly One Million Dollars. In the more recent offensive the American Y.M.C.A. has suffered losses nearly as large, and the National Executive have deemed it a matter of prudence to be prepared to meet a similar loss if it should fall on the Canadian Y.M.C.A.

The National Council has from the first declared the policy of devoting to the service of the soldiers whatever balance remains in the Military Fund at the close of the war. This policy has been made known to and accepted by the Overseas Military authorities. The need for the Y.M.C.A. service will continue all through the period of demobilization and the plan of the National Council is to use whatever balance then exists to keep up the efficiency of the service to the soldiers during that important period.

The National Council of the Y.M.C.A., under which the Military Work is conducted, is a representative body of the various Y.M.C.A.'s throughout Canada, but it has no authority over or financial responsibility for any local branch. The funds which it handles have no connection with those of any local branch of the regular Y.M.C.A. It wishes to make clear, therefore, that the funds which are acquired in or subscribed for the Y.M.C.A. Military Work have not been and will not be used in connection with the regular work of any of these branches, but will, according to the policy already announced, be kept in the Military Work and devoted exclusively to the service of soldiers.

The service represented in the expenditures of the accompanying statement covered at the opening of the present year, 96 centres of operation in France and 76 in England, including all regular camps and units, base camps, convalescent camps, hospitals, railway troops, cavalry, London and Paris, and forestry units from the north of Scotland to the South of France.

There were on the Overseas staff 133 Secretaries carrying honorary commissions, 50 of whom were at the expense of the Y.M.C.A. for pay and allowances and the remainder at the expense of the Government. There are also a considerable number of other ranks, non-commissioned officers and men, detailed to the Y.M.C.A. staff by the Military authorities. A number of these, who are given non-commissioned rank because of special responsibility, are at the expense of the Y.M.C.A. for the extra pay over that of their regular rank. Civilian help is also employed where required and where circumstances permit.

In Canada the soldiers are served in 38 centres, including camps, barracks, Red Triangle Clubs, hospitals, naval stations and on troop trains. This has required approximately 100 Secretaries, who work on a civilian basis and are entirely at Y.M.C.A. expense. There is also required a considerable staff of employed helpers, exclusive of the committees of ladies who render their service free.

The scope and variety of the entire service, in so far as expenditures can reveal them, are indicated in the following statement.

Signed on behalf of the National Council of the Y.M.C.A. G. H. WOOD, Chairman, F. L. RATCLIFF, Chairman of Finance Committee, CHAS. W. BISHOP, General Secretary.

General Operations for the Year ended 31st December, 1917

Table with columns: RECEIPTS, Operating Balances, Remittances from Canada, Gross Canteen Sales, Subscriptions received in Canada, Subscriptions received Overseas, Adjustment of Exchange between Canada, England and France. Total: \$4,329,653.97

Table with columns: EXPENDITURES, CANADA, ENGLAND, FRANCE, TOTAL. Categories include: Cost of Goods sold in Canteens, Transportation and Transport Equipment, Loss from Damaged Goods, Huts, Hut Equipment, Free Distribution of Drinks, Free Distribution of Stationery, Automobile and Transport Equipment, Pay and allowances of Overseas Secretaries, Rents, Rates, Heating and Lighting, Educational Work, Expenses of sending workers Overseas, Amount paid to the British Y.M.C.A. for work among Canadian Soldiers, Advertising, Printing, Organization and Collection Expenses, For General World of National Council, National supervision of Territories, Boys' Work, Student, Industrial and Railroad Departments.

AUDITOR'S CERTIFICATE We have audited the books, vouchers and accounts of the National Council Headquarters at Toronto, and of the Central Territorial Division, for the year ended 31st December, 1917, and have furnished with the audited statements of the Maritime and Western Divisions of the National Council for the same period. We have also been furnished with the Annual Statement for England for 1917, duly audited, and the Annual Statement for France for 1917 with the auditor's Certified Statement for the six months to June 30th. Owing to military restriction on civilian travel between England and France, it was impossible for the auditor to go to France and complete the audit to 31st December, 1917. We have agreed the Canadian and Overseas statements with the above General Statement, which combines them, and, according to the books and statements furnished, the above statement in our opinion, correctly sets forth the operations of the National Council at home and overseas.

Toronto, July 3rd, 1918.

OSCAR HUDSON & COMPANY, Chartered Accountants.

revealed in the story which Defoe saw try that embraces Crusoe's birthplace that maintain the Empire's supremacy and gifted Defoe himself. But it is sailor? And who could guess that were to come the three men who to-on land, on sea, and in the air? It sheer, solid, historical fact!