

HEADS THAT ACHE AND PAIN

It is hard to drag along with a head that aches and pains all the time. In nine cases out of ten, persistent headaches are due to poisoned blood, the blood being rendered impure through some derangement of the stomach, liver or bowels, but no matter which organ is to blame the cause must be removed before permanent relief can be obtained.

BURDOCK BLOOD BITTERS. BURDOCK BLOOD BITTERS has been on the market for the past forty-five years. It removes the cause of the headache by starting the organs of elimination acting freely, and when the impurities are carried off from the system, purified blood circulates in the brain cells, and the aches and pains vanish.

Miss Clara Murphy, Centre Dummer, Ont., writes:—"My system was greatly run down and my blood out of order. I suffered a great deal from severe pains in my head, which made me feel very miserable. After having tried other remedies I purchased a bottle of Burdock Blood Bitters, and was very glad to notice a decided improvement in my health. I took another bottle and it has done me an enormous amount of good. I have recommended it to some of my friends, who were in a similar condition, and they all say it is a wonderful remedy."

B. B. B. is manufactured only by The T. Milburn Co., Limited, Toronto, Ont.



Cuticura Will Help You Look Your Best. Make the Cuticura Trio your everyday toilet preparations and watch your skin, hair and hands improve. The Soap to cleanse and purify, the Ointment to soothe and heal, and the Talcum to powder and perfume.

GRAND TRUNK RAILWAY SYSTEM. AGENCY FOR ALL OCEAN STEAMSHIPS. For particulars apply to: J. P. HANLEY.

CUNARD ANCHOR DONALDSON. SCHEDULES: From Montreal to Liverpool, From Montreal to London, From Montreal to Glasgow.

HEALING CREAM. QUICKEST RELIEF FOR HEAD COLDS. Colds and catarrh yield like magic to nothing, healing, antiseptic cream that penetrates through every air passage and relieves swollen inflamed membranes of nose and throat.

GAS IN THE STOMACH IS DANGEROUS. Recommends Daily Use of Magnesia To Overcome Trouble, Caused by Fermenting Food and Acid Indigestion.

OUR SPECIAL INVESTMENT POLICY. FOR BUSINESS MEN. Returns all your money—and more at maturity, in addition to protection for the home or business. Get particulars from: H. D. WIGHTMAN, DISTRICT AGENT, EXCELSIOR LIFE INSURANCE COMPANY, 151 WELLINGTON ST., Over Kingston Transfer, PHONE 7897.

FIRE PREVENTION IS A GREAT NEED

Canada's Losses Are the Heaviest in All the World.

At the regular meeting of the Board of Trade on Monday evening J. G. Elliott, Kingston's delegate to the annual meeting of the Associated Boards of Trade held in Brantford on Nov. 17th and 18th, gave a most instructive report upon the work accomplished there. One of the very important matters given attention was a resolution presented by D. A. Cameron, first vice-president of the Toronto Board of Trade, appealing to the government to give a greater measure of support to fire prevention work.

Mr. Elliott in asking the board to endorse the resolution said: "The Ontario Associated Boards of Trade have in common with other commercial organizations, gone on record from time to time as strongly favoring the most active steps being taken by the Dominion and Provincial governments to prevent fire, believing that in no other direction may a greater national saving be effected than in the reduction of fire waste, and in 1919 expressed their hearty approval of the measures which had been adopted by the Dominion and Ontario governments to bring about a reduction in such waste. These measures included, amongst others, the passing by the Ontario legislature in 1914 of the Fire Marshal Act, under which the Fire Marshal Office was organized in 1916 and the formation in 1918 of the Ontario Fire Prevention League in affiliation with the Ontario Fire Marshal's Office.

In speaking at the second annual meeting of the League last year, the Provincial Fire Marshal pointed out that while the investigation of fires had been the supreme purpose of the Fire Marshal Act when passed in 1914, investigation, not only here, but in other countries, had revealed that the vast majority of fires (estimated at least 75 per cent.) were preventable, and that a relatively small proportion were due to arson, incendiarism or design. Consequently, it was concluded that the main purpose of the Ontario Fire Marshal's Office should be not the investigation of fires but the suppression, first, of the evil minded ones, and secondly, the education of that carelessness and moderation which would eliminate the vast majority of the fires, and it is interesting to note that the duties of the Fire Marshal, as outlined in the act as it stands today, place prevention first and investigation second and permit the Lieutenant-Governor in Council to direct the payment out of the appropriation made by the legislature for salaries and expenses in connection with the act of a grant to any association or league or society incorporated for the purpose of fire prevention.

The Ontario Fire Prevention League has, since its inception, rendered invaluable services through its extension work, surveys and inspections of cities, towns, industrial plants, and educational propaganda, and, in co-operation with other bodies, to facilitate in the minds of the people that it is a necessity and a common duty to do everything possible to minimize the great losses from fire. Notwithstanding these efforts, the fire losses in this province continue to be extremely heavy, as is shown by the following figures:

RICH IN VITAMINES



MAKE PERFECT BREAD

According to A. J. Cummings, who writes in the London News, the question for the British public to note with regard to the Channel tunnel is not "Can it be built?" or even "Ought it to be built?" but "When is the work going to begin?"

The danger is that the tunnel scheme has been bandied about so long before Parliament and the promoters, Britain and France, military experts and Government departments, that the public may cease to believe in it as a practical proposition. The lessons of the war, the coming of the airplane and our own industrial difficulties, however, all conspire to give the subject a new and immediate importance.

For many decades plans have been entertained for constructing some means of transport between England and France that should be independent of wind, weather and waves. The idea of securing a tunnel beneath the Channel was seriously considered even before railways were in existence. During the negotiations which resulted in the Peace of Amiens, in 1803, a French engineer named Mathieu laid before Bonaparte (at that time Consul) and Mr. Fox an ingenious and interesting proposal for such a tunnel. It aroused the enthusiasm of both Napoleon and Mr. Fox. A peculiar and interesting feature of the plan was the suggestion to break the tunnel half-way across at the Yverdon sandbank, with the object thereby of securing large sand-bank, lying about fifty feet below the surface, was to be raised artificially to the surface level and somewhat above it, to give the tunnel in this way an opening from the top. Fresh differences between France and England put an end to this fantastic project; and though similar schemes were put forward on different occasions, it was not until 1854 that there appeared the first scheme which has been thoroughly tested and was accompanied by estimates of the cost.

The author was again a Frenchman, Thome de Gammond, who calculated the cost of the undertaking at \$4,800,000. On both sides of the Channel, the English and the French, Sir John Hawkshaw made borings on the English side, which demonstrated that the construction of the tunnel was technically possible, and on the strength of his discovery a special Channel company was formed in 1873. The French Parliament later approved the plan, and a French company was formed. Money was obtained, a shaft was sunk at Sangatte, and everything seemed to be going well when, suddenly, in 1876, the English Parliament refused its consent to the undertaking. Sir Douglas Fox, an eloquent advocate, and the great invasion scare was born. It was that fear of invasion which, from the '70s right down to 1914, frustrated all schemes for linking England with the Continent, whether by a tunnel or a bridge. It would be accurate to say that as the result of war, political objections no longer exist; that the airplane has destroyed the fetish of isolation, and that the engineering difficulties have been completely overcome. Furthermore, plans for the tunnel have been redrawn by Sir Douglas Fox, and it has now been placed at such a depth as to render groundless the fear of its being destroyed by submarine attack.

Table with 2 columns: Country, Losses. Includes England, France, Germany, Norway, Russia, Switzerland, United States, Canada.

In addition to these huge losses which I have mentioned, largely from preventable causes, enormous losses have occurred from forest fires. Statements have been made from time to time giving \$8,000,000 to \$15,000,000 per annum as an average, but owing to the scarcity of information on this point it is impossible to obtain an estimate with any degree of accuracy. Such estimates as have been made, however, only include the merchantable timber that has been destroyed. They ignore the enormous, but incalculable, potential value of the timber which has not attained merchantable dimensions.

The very immediate loss and direct expenditure, amounting in the aggregate to more than \$30,000,000 per annum or approximately \$12 per man of the population, is largely exceeded by the incalculable economic waste occasioned by the disruption of industrial and commercial relationships, the curtailment of employment and the loss of human life that invariably accompanies or ensues upon disastrous fires, there having been reported \$2 men, women and children as having lost their lives, and \$4 more or less seriously injured through fires during the year ended 30th September, 1921.

The resolution was carried. Sleight Party and Dance. MacRow's Mills, Jan. 13.—A successful sleight driving party of about fifty people from MacRow's Mills was held on Thursday night last, Jan. 12th. There were six sleight loads in all and as the teams ploughed through the newly fallen snow, the full moon gave a wonderful picture of a winter's night. As the teams drove along the party in high spirits sang gaily until they came to the "Elms," Glenburnie, where Mr. and Mrs. David MacRow, who were the party in their large sleight room, after which the young people danced to the harmonious music of Kingston talent. All the hours grew small, when the festivities came to a close by singing "God Save The King."

Channel Tunnel Is Wanted

According to A. J. Cummings, who writes in the London News, the question for the British public to note with regard to the Channel tunnel is not "Can it be built?" or even "Ought it to be built?" but "When is the work going to begin?"

The danger is that the tunnel scheme has been bandied about so long before Parliament and the promoters, Britain and France, military experts and Government departments, that the public may cease to believe in it as a practical proposition. The lessons of the war, the coming of the airplane and our own industrial difficulties, however, all conspire to give the subject a new and immediate importance.

For many decades plans have been entertained for constructing some means of transport between England and France that should be independent of wind, weather and waves. The idea of securing a tunnel beneath the Channel was seriously considered even before railways were in existence. During the negotiations which resulted in the Peace of Amiens, in 1803, a French engineer named Mathieu laid before Bonaparte (at that time Consul) and Mr. Fox an ingenious and interesting proposal for such a tunnel. It aroused the enthusiasm of both Napoleon and Mr. Fox. A peculiar and interesting feature of the plan was the suggestion to break the tunnel half-way across at the Yverdon sandbank, with the object thereby of securing large sand-bank, lying about fifty feet below the surface, was to be raised artificially to the surface level and somewhat above it, to give the tunnel in this way an opening from the top. Fresh differences between France and England put an end to this fantastic project; and though similar schemes were put forward on different occasions, it was not until 1854 that there appeared the first scheme which has been thoroughly tested and was accompanied by estimates of the cost.

The author was again a Frenchman, Thome de Gammond, who calculated the cost of the undertaking at \$4,800,000. On both sides of the Channel, the English and the French, Sir John Hawkshaw made borings on the English side, which demonstrated that the construction of the tunnel was technically possible, and on the strength of his discovery a special Channel company was formed in 1873. The French Parliament later approved the plan, and a French company was formed. Money was obtained, a shaft was sunk at Sangatte, and everything seemed to be going well when, suddenly, in 1876, the English Parliament refused its consent to the undertaking. Sir Douglas Fox, an eloquent advocate, and the great invasion scare was born. It was that fear of invasion which, from the '70s right down to 1914, frustrated all schemes for linking England with the Continent, whether by a tunnel or a bridge. It would be accurate to say that as the result of war, political objections no longer exist; that the airplane has destroyed the fetish of isolation, and that the engineering difficulties have been completely overcome. Furthermore, plans for the tunnel have been redrawn by Sir Douglas Fox, and it has now been placed at such a depth as to render groundless the fear of its being destroyed by submarine attack.

In November, 1919, a large and influential deputation organized by the Parliamentary Channel Tunnel Committee, met the Prime Minister, and on behalf of the committee, Sir Arthur Pell marshaled the arguments for the immediate construction of the tunnel, then in five years, he said, could be completed at \$22,000,000. The Prime Minister made a fairly sympathetic, but non-committal, reply, and said the question referred to the advice that might be given by the military advisers of the Government. Replying to a few weeks later to the Prime Minister's speech, M. Francois-Marshall, the then French Minister of Finance, declared that the British military staff no longer believed in the military danger, though the truth is that War Office opinion, which is rarely absent of common-sense opinion, is still for some unexplained reason inclined to a conservative view.

M. Francois-Marshall also pointed out not only that the tunnel was a means of security for England, but that if it had been in existence in 1914 it would either have prevented the war altogether or greatly modified it in duration and suffering. The enormous advantages of a solid link between England and France for the traffic of both countries are so tangible that it is hardly necessary to emphasize them; nor can the profitable character of the enterprise be questioned. The tunnel, as M. Francois-Marshall and other enthusiastic Frenchmen have shown, will vastly increase the value and volume of goods between England and the whole of Western Europe, between England and the Orient. It will bring a new era in commercial development. Now is the moment for public opinion on both sides of the Channel to concentrate on the fulfilment of this great task, delayed so long through false military antagonism based on out-of-date theories. To-day it would mean work for the workless. A few years hence it will mean more wealth for the workers.

A Labor-Saving Phonograph. A phonograph has been invented which plays a dozen records in succession without attention and returns each record when ended to its proper place in an album.

A man who can meet his obligations does not have to be afraid of meeting anybody.

The old-fashioned man who used to lose control of his temper has a son who loses control of his car. If it wasn't for the happening of the unexpected life would be terribly monotonous.

Startling Proof That Ironized Yeast Builds New Firm Flesh

FREE! Mail Coupon below for Amazing 3-Day Trial Treatment. Watch the Quick Results!



What a Difference! The above illustrations will give you an idea of what a wonderful improvement an addition of 15 pounds makes in a person's figure. Read in panel how IRONIZED YEAST builds weight.

WARNING! Not all yeast will bring the desired results. There are certain types which have absolutely no medicinal value. By insisting on IRONIZED YEAST, and refusing cheaper imitations or substitutes, you can be sure that you are taking a vitamin tonic treatment which is unsurpassed in effectiveness, convenience and genuine health-building value.

IRONIZED YEAST TABLETS

HIGHLY CONCENTRATED VITAMINE TONIC. Sales Representatives HAROLD F. RITCHIE & CO., Ltd., Toronto. Full Sized Packages of IRONIZED YEAST Sold at all Druggists.

CAPTAIN BLACK INJURED. Yukon Member-Elect Had Ribs Broken in Auto Mishap. Dawson, Jan. 17.—With two ribs broken and a severely bruised hip, Captain George Black, newly-elected member of parliament for the Yukon, who was hurt in an automobile wreck, may be delayed three weeks before resuming his journey south, according to a message from Mayo. Captain Black's automobile jumped down a fifteen-foot embankment and was smashed to pieces. The other two passengers escaped unscathed.

Support for the foot without hindering it is provided by a shoe invented by a Canadian with lacing which crosses and extends farther around the foot than ordinarily. More convenient to use than a mitten and almost as warm is a recently patented glove having three fingers, the last enclosing two fingers of a wearer's hand.

MOTHER!

Your Child's Bowels Need "California Fig Syrup"



Harry Mother! A teaspoonful of "California Fig Syrup" will now thoroughly clean the little bowels and in a few hours you have a well, playful child again. Even a cross, feverish, constipated child loves his "fruity" taste, and mothers can rest easy because it never fails to work all the sour bile and poisons right out of the stomach and bowels without stripping or upsetting the child. Tell your druggist you want only the genuine "California Fig Syrup" which has directions for babies and children of all ages printed on bottle. Mother, you must say "California." Refuse any imitation.

Beautifies Skin and Gives New Energy to Thin, Run-down Folks

Do you need more flesh? Are you run-down, pale or scrawny looking? Do you lack energy—or is your skin bleached by humiliating pimples, blackheads, or boils? If so, here is good news for you! Simply mail the coupon below for the famous Three Day FREE Trial Treatment of IRONIZED YEAST. Take these remarkable tablets—two with each meal. Then get ready for a surprise!

Watch the Quick Results! You simply will not believe your eyes when you see how quickly your skin begins to freshen, and how quickly pimples, blackheads, and boils disappear. You will notice an almost immediate increase in appetite and energy. And as for putting new, hard flesh on your bones—see baby fat, but good firm flesh—thin people report gaining five pounds and more on the very first package of IRONIZED YEAST.

Yeast Best When Ironized. The reason IRONIZED YEAST brings such splendid results is simply this—IRONIZED YEAST is scientifically correct in every way, containing in highly concentrated form a specially cultured yeast which is grown under the strictest supervision for medicinal purposes—yeast which is unequalled for its richness in the essential Water Soluble B vitamins. In addition it contains the correct amount of the two other vitamins—Fat Soluble A and Water Soluble C—which are equally important to health, yet which are lacking in the average modern diet. These three vitamins bring excellent results even if taken alone—but when taken with a proper amount of easily assimilated organic iron, as in IRONIZED YEAST, these results are secured often in just half the usual time!

Try Ironized Yeast Today. If you want to banish skin eruptions and quickly acquire a fresh, clean-looking skin—if you are thin and run-down and want to fill out your figure with firm, hard flesh and increase your energy so that work will be a pleasure instead of a task—then try IRONIZED YEAST at once.

Simply mail the coupon for the wonderful Three Day FREE Trial Test. Or go to your druggist and get IRONIZED YEAST on our absolute guarantee that the first package will bring satisfactory results or your money instantly refunded. You will positively be amazed at the quick improvement IRONIZED YEAST shows in you. Get it today!

Free Trial Coupon. Harold F. Ritchie & Co., Ltd., Dept. 62, 10 McCaul St., Toronto. Name, Address, City, Province.

SPECIAL PRICE ON BRISCOE TOURING CARS

We offer THREE ONLY new, model 4-34 Standard Black Touring Cars for PRICE of \$995.00 each, delivered Kingston, free of all charges. This is a reduction of \$600 a car—equal to or lower than a pre-war price. Sixty of these cars were sold in Toronto, at this price, in two days. We have only three and they will be sold to the first three buyers. See them at our Garage.

ANGLIN BROS.

BAY STREET KINGSTON, ONTARIO

ONE CENT SALE NEXT SATURDAY

Watch for Friday's paper to see complete list of Candies and Chocolates to be sold at our— 1c SALE. It will be well worth remembering.

Superior Ice Cream Parlor. 204 Princess St. Phone 648