

GILLETTS

LYE
 FOR MAKING SOAP
 SOFTENING WATER
 DISINFECTING CLOSETS, DRAINS SINKS, &c

SWEET CIDER
 30c per Gallon
 Coast Sealed Oysters,
 60c per Quart
D. COUPER
 Phone 78 841-B Princess St.
 PROMPT DELIVERY

FREE TO ALL SUFFERERS.
THERAPION
 THE GREAT CURE FOR ALL RHEUMATISM, GOUT, BRUISES, SWELLINGS, NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, PAINFUL SPASMS, AND ALL FORMS OF NEURALGIC AFFECTIONS. IT IS THE ONLY REMEDY WHICH IS EFFECTIVE IN ALL CASES. IT IS PURELY VEGETABLE AND DOES NOT CONTAIN ANY DRUGS. IT IS THE ONLY REMEDY WHICH IS GUARANTEED TO BRING ABOUT A PERMANENT CURE. IT IS THE ONLY REMEDY WHICH IS GUARANTEED TO BRING ABOUT A PERMANENT CURE. IT IS THE ONLY REMEDY WHICH IS GUARANTEED TO BRING ABOUT A PERMANENT CURE.

E. J. COUSINS
FURRIER
 221 Princess Street
 Repairing and Remodeling
 a Specialty
 Prices Moderate
 Just Arrived
 A carload of Christmas
Bock Beer
 FRONTENAC STRONG
 WINTER BEER
 Phone 304 and have a case
 sent to your home for the
 Holiday Season.
**The Thompson
 Bottling Co.**

COAL
 as 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

LONDON DIRECTORY
 (Published Annually)
 enables traders throughout the World
 to communicate direct with English
 MANUFACTURERS AND DEALERS
 in each class of goods. Besides being
 a complete commercial guide to London
 and its suburbs the Directory contains
 lists of
EXPORT MERCHANTS
 with the goods they ship, and the Con-
 tinent and Foreign Markets they sup-
 ply;
STEAMSHIP LINES
 arranged under the Ports to which they
 sail, and indicating the approximate
 sailings;
PROVINCIAL TRADE NOTICES
 of leading Manufacturers, Merchants,
 etc. in the principal provincial towns
 and industrial centres of the United
 Kingdom.
 A copy of the current edition will be
 forwarded freight paid, on receipt of
 Postal Order for 2s.
 Dealers seeking Agencies can adver-
 tise their trade cards for 2s. or larger
 advertisements from 5s.
THE LONDON DIRECTORY CO. LTD.,
 25 Abchurch Lane, London, E.C.

BUILDER OF RAILWAYS

COLLINGWOOD SCHREIBER HAS HAD A REMARKABLE CAREER.
 Veteran Construction Expert, Who at the Age of Eighty-Three is General Consulting Engineer in the Canadian Government, Has Participated in Building of Every Great Canadian Railway.
 No one so thoroughly epitomizes the railway history of Canada as Collingwood Schreiber, C.M.G., at present General Consulting Engineer to the Canadian Government, says Francis D. Cameron in Toronto Star Weekly. It is not merely that his career includes almost the whole period of railway building in the Dominion. It is that he has played a large part in the construction of our railways. He has had a hand in the surveying or building of every one of our big systems of iron road. One might also say that he epitomizes the transportation history of Canada, for he has also supervised the construction of a goodly part of our present canal system.
 When Mr. Schreiber came to Canada as a young man, there were only 205 miles of railway in operation in this country. It was just two years later than the middle of the century. His first year with us went into his life work, and took part in the building of the first line of railway between Toronto and Hamilton. In that work young Schreiber "made good" and he has been in the forefront of railway builders ever since. He helped to build some of the lines now included in the Grand Trunk system. He had charge of the engineering work on the Intercolonial. He superintended the construction of the Canadian Pacific. As chief engineer of the Department of Railways and Canals he supervised the plans for the building of sections of the Canadian Northern system to be. And since 1905 he has devoted his energies to inspecting the construction of the Grand Trunk Pacific.
 Mr. Schreiber was eighty-three years of age on the 14th of August. Most men who have the good fortune to outlive the Psalmist's span of life are glad to rest when they reach Mr. Schreiber's age. But he is one of the unretiring natures of the world. He is a big man physically, and he has a magnificent constitution. Year by year since the road was begun he has made his annual trips of inspection over the route. This year he was able to do his work in the comfort of an inspection car. But only four years ago, when he was seventy-nine years of age, he covered five hundred miles on horseback on foot in connection with the survey of the line.
 Mr. Schreiber belongs to that much-maligned race of men, the preacher's sons. His father, the Rev. Thomas Schreiber, was rector of Bradwell, in Essex, Eng. His grandfather was Admiral Bingham, and Collingwood was named after the great sea captain. Young Schreiber was apprenticed to a surveyor, and it was from him that he learned the rudiments of that science which he became in after years an outstanding exponent. It was as a surveyor that he got employment on the Toronto & Hamilton Railway on his landing in Canada; and his training stood him in good stead in the new land.
 He stayed with the new railway until it was completed in 1856, and by that time had become so well known as an efficient and capable engineer that he was taken on as a partner in the engineering firm of Fleming, Ri-dout, and Schreiber, of Toronto. The head of the firm was, of course, the man who managed the basic surveys for the Canadian Pacific Railway, and now Sir Sandford Fleming. Fleming and Schreiber are two great names in the railway development of the Dominion. Sandford Fleming achieved the greater fame through the building of the first transcontinental in the world, but Collingwood Schreiber has been more intimately connected with the general system of railway transportation throughout Canada.
 While in partnership with Sandford Fleming, Schreiber superintended the construction of the Esplanade at Toronto. During four years later he had control of the construction of the Northern Railway, which is now part of the northern division of the Grand Trunk. In 1878 he was invited by the Government of Nova Scotia to assist in the development of the railway province, and was thus brought into close touch with what is now the Government system of railways. For four years he was engaged in the construction of the Pictou railway, which was taken over by the Dominion Government after Confederation; and from there went on to lay out the Lake Temiscouata section of the Intercolonial. He built the Eastern Extension line, now part of the I. C. R., became superintending engineer and commissioner's assistant over the entire system; and in 1879 was placed in charge of the operation of the new railway.
 The decade after 1880 Collingwood Schreiber spent in the service of the Canadian Pacific Railway. He went to the C. P. R. as the successor of his old partner, Fleming, and became chief engineer of the road in Fleming's room and stead. He held this position during the critical times of the construction of the great transcontinental, and until it was getting on its feet; and then he returned to the service of the Government, as chief engineer and Deputy Minister of the Department of Railways and Canals.
 For over nine years he has held the position of General Consulting Engineer to the Government with the rank of a Deputy Minister. His chief work being the inspection of the construction of the Grand Trunk Pacific as the representative of the people of Canada. For over sixty years Mr. Schreiber has been actively associated with the railway development of the Dominion. The railway history of Canada will be incomplete unless it includes the "Memoirs of Collingwood Schreiber."
 When a man gets lonesome he begins to realize what poor company he is.
 When a man's wife hears him call her maid an angel the fly season is at hand.

WILL NOT RETRACE.


Mission Boards Are Maintaining Programs for the Year.
 Apprehensive, but not despondent, would be, perhaps, a fair description of the attitudes towards the probable effect of the war on missions, whether at home or abroad.
 "We Methodists," said the Rev. Dr. Endecott, "have one board for both home and foreign missions. And at a meeting last month, the appropriations covering both were equal to those of last year—in fact, slightly in advance. Our plan is to carry on as usual, with the usual financial stringency, the war is making unusual calls on church members in the shape of subscriptions to the Patriotic Fund, and other cognate funds. We would not have anyone give a cent less to any of these. But, at the same time, we make an appeal to our church members for supreme loyalty and self-sacrifice. We must do our patriotic duty and religious duty. 'Fear God, Honor the King.' Our duty in both directions is absolute and imperative."
 "We are retaining all our missions in the foreign field, and are sending forward small reinforcements, especially to China. In Western China, we have one of the most complete missions in the world—one of great variety, with its medical, educational and evangelistic branches, and with its press, which is the press for all missions there. This is very expensive. In Japan, we have more than doubled our missionary staff in the last four years. In the past few years we have been sending out an abnormal number of missionaries. Our main effort this next year will be to keep up maintenance so that the work may go on. Our reinforcements will be up to the full standard. But we are restricting expenditure on buildings and property."
 "As regards home missions we mean to hold our ground. Our work west of Lake Superior will be carried on on the same scale as last year. But this is only rendered possible by the loyalty of our missionaries."
 The Presbyterians advance that the present is a time to advance in the foreign mission field. They have twenty missionaries returning thither from furlough, and are sending out twenty-five new missionaries. Like the Methodists, however, they aim to keep down expenditure on buildings as much as possible.
 "As regards home missions," said Mr. Edmiston, "we intend to re-trench, in the sense that we are not opening up new work. But we are not taking a single missionary out of the field. This is no time for re-trenchment of that kind. Ours is a warfare, too, and we can't recede at a moment like this. With regard to finance, church work has not suffered in lean years in the past. And, up to the present, the contributions to our home missions this year are up to the average, perhaps a little better than usual, although one can scarcely speak definitely as to this, as many people are accustomed to withhold their contributions until the end of the year."
Municipal Affairs.
 Several daily newspapers have given their approval to the idea advanced in these columns that Ontario should have a commissioner or minister of municipal affairs, says The Canadian Courier. Manitoba has a commissioner; Saskatchewan and Alberta have a minister. At this time, when municipalities need assistance and advice in financing, a provincial minister of municipal affairs would be of great assistance to every municipality. At present the town councils of cities, towns and villages have no adviser. The Provincial Government does nothing to help. These local bodies must blunder along as best they can. The farmer has a minister who is supposed to help them; the mining men have a minister to help them; other sections of the community get help and advice; but the people who look after municipal administration get none. In Great Britain, there is a Local Government Board which not only advises the town councils, but finances them.
 This is a reform to which Canada has given too little attention and which is now a pressing national problem.
The Wolf's Serenade.
 The hunting-cry of the wolf-pack resembles almost exactly the "music" of a pack of fox hounds, says that it is rendered indescribably doleful by the echoes of the forest. There is no more heart-rendering experience than to hear them calling at night-time in the northern Canadian wilds, with the grim desolation of the forest all round, dimly lighted by the beams of the aurora. A writer recounts that when he was camping near Arrowhead Lake in the spring of 1911, an old woodsman sang a nightly serenade to us, and words cannot describe the sound as it echoed away into the peaks, coming and going, and finally fading into the gorges with multitudinous ghost-voices.
"Fence Post" Artillery.
 Experiments made recently at the Old Fort, Toronto, represent something new in warfare. The new device is an improvised mortar gun which shoots a fence post. A hole is dug in the ground at the required angle, a charge of gun cotton placed in it, and on top of that a fence post. The gun cotton is touched off and away goes the post, the idea being that the fence post is attached to a tight but strong cable, the post being shot over wire entanglements and then hauled back by those who are bringing the entanglements with it and thus clearing the way.
Where Fishing Pays.
 Salmon fishermen in British Columbia earn \$15 a day, and some instances when the catch is exceptionally good as much as \$25 a day.
 Entertaining a hope is no disinterested act of hospitality.
 An enemy is a man who injures you, then refuses to forgive you.
 Deliver us from the man who looks up only when tight.

COCKNEY WARBLERS.

Lines in Which They Could Revel In Dropped "Haltches."
 Mrs. Crawford, the author of the popular song "Kathleen Mavourneen," admitted writing one line of the song purposely to "confound the cockney warblers," who would be certain to sing it thus:
 "The 'orn of the 'unter is 'eard on the 'ill."
 Among "Moore's Melodies" is "The Woppecker," and Moore once said that he wrote its concluding lines with the same mischievous intent as Mrs. Crawford and that he had often enjoyed hearing the passing butcher boy and fish monger throw into them the utmost aspiration of their sentimental souls for the joys of love in a cottage.
 Hand I said, "Hif there's peace to be found hin the world,
 A 'eart that was 'umble might 'ope for it 'ere!"
 A little group of literary men once supping at a certain hotel in the heart of London after matching anecdotes agreed to compete on the spot in writing a "Petition" of the 32 warblers of the inhabitants of the district for better treatment. The prize was to be a set of chessmen, and the effusion that won it was composed in fourteen minutes. It ran thus:
 Whereas: By you I have been driven From 'ouse, from 'ome, from 'ope, from 'eaven,
 And placed by your most learned society
 In exile, languish and hanriety—
 Nay, charged without one just pre-
 tence
 With harrogance and himpudence,
 I 'ere demand full restitution
 And beg you'll mend your helocution.
 If the Finch Came.
 The Indian army is Kitchener's own work. He found it very little changed, in trapping and efficiency, from the days of the Indian Mutiny, and he re-made it. Now it is known that he holds the opinion that it is equal to the best troops in the world. It consists, with reserves, of about 300,000 men, writes John S. Steele. There are 40 regiments of cavalry, 20 mountain batteries, three regiments of engineers and 140 battalions of infantry, with service, medical, transport and other corps. The men enlist voluntarily for a period of three years and they have the option of extending their service to 32 years. They almost always accept of the opportunity of extending their service. About 35 per cent. of the men are Mahomedans, 65 per cent. are Hindus by religion, and the rest pagans, Christians and Jews.
 About a third of the cavalry and infantry regiments are "class regiments," each composed of men of a particular race or religion, and even within the regiments the companies are often organized on caste lines. In addition to these there are about 20,000 excellent soldiers who are known as imperial service troops. They are raised and maintained by the princes of the native states in British India, but the Imperial Government has the right to call on them and they are armed and organized on the same lines as the Indian army. Next to them come the troops of the independent rulers. It is estimated that, trained and organized on more or less modern lines, there are about 500,000 men in the states like these practically every man is trained to arms and is a potential soldier. India, if the pinch really came, could probably send to Europe an army which would be reckoned in millions rather than in hundreds of thousands.
Soldier's Christmas.
 On Christmas day a million of the flower of the British race will take their Christmas dinners in the trenches, under canvas, on lines of communication, or in training in barracks, huts and exercise grounds.
 The inhabitants of millions of the rest of the world will, if all goes well, enjoy their roast beef, their turkey, their Christmas pudding amid the familiar surroundings of peace and good will, second only to the bravery of the soldier in the front and on the sea.
 To the soldier on service nothing speaks so much of the British Christmas as the Christmas pudding, and the London Daily News, with the consent of the Army Council, has decided to undertake the organization of a supply of Christmas puddings from its readers for distribution on Christmas day among the troops under arms.
New Tobacco Area.
 The annexation of German New Guinea, by the Australians has made a notable addition to the tobacco-growing area of the Empire. The tobacco plant is indigenous to New Guinea, but it has never been cultivated for export in the British section of the island. The German colonists discovered, however, that New Guinea tobacco, properly treated, finds a ready sale in the European market, and they formed a syndicate which exports the leaf in great quantities.
India Out of Matches.
 A scarcity of matches is being felt in India, and if the war is protracted an absolute famine will likely result. Austria and Sweden did an extensive trade with India in matches and Japan was by no means a mean rival. It is practically impossible to get any matches from Sweden at present, and even consignments from Japan will be limited in quantity. Japanese matches are moreover not so popular as the others.
War In Schools.
 The war news is being dealt with each day in many of the London schools, and the masters are explaining the situation to their classes. One master read out to his boys the whole of Mr. Lloyd George's speech, emphasizing those portions that expounded the developments preceding the outbreak of war.
 The genuine woman never buttons anything that she can pin.
 It is easy to find a man who is willing to grant while you lift.
 Happy is the wife who believes that her husband is the best man on earth.


"DON'TS" FOR "TOMMIES."

Rules On Active Service Are Many and Very Strict.
 On active service the British soldier finds himself surrounded by many pitfalls. Discipline in the army is necessarily strict in time of peace, but when the war bugles begin to blow it becomes ten times more strict, and what appear to be the ordinary man as perfectly innocent actions become very grave offences against military law. For instance, one would think that a soldier suffering from the "blues" or afflicted with the "hump" would be at liberty to disseminate his gloom among his mates; but that is not so. Should he do so he is liable to prompt court-martial and long imprisonment for creating unnecessary despondency in the ranks. "Keep smiling" must ever be the watchword of the soldier on active service.
 It seems a noble thing indeed for a soldier to rush forward for the ranks and pick up a wounded comrade who has fallen by the way, and in such cases the average citizen would think a Victoria Cross well earned. Military law takes a different view of the matter, and instead of the V. C. medal the dreaded "D. C." (drum-head court) is in prospect. There are no martial law courts without permission of his officers, and "attending to wounded" is one of the excuses specially mentioned in the War Office manual as being inadmissible in cases of this kind.
 The lot of the soldier taken prisoner by the enemy is not a happy one, but his capture is only the beginning of his troubles. In due course he will have to account to his own side for his misfortune, and if he cannot show that his capture was in no way due to carelessness on his part he will have to suffer a heavy penalty.
 Nor is that all. It may be that in the course of his captivity an excellent chance of escape presents itself. Should he fail to make use of it, court-martial and punishment awaits him if the officers of his regiment get to know of his omission. There are still soldiers in the army, called up with the reserves, who have unpleasant recollections of punishment for these offences in South Africa, though they plead that they were not really careless and did not know of the way of escape at the moment.
 "Sleeping on his post" is one of the most serious offences against military law, and in aggravated cases death is a penalty that may be awarded. In the South African War sentenced ranged from two to seven years imprisonment. Yet this is an offence for which many men in the stress of war cannot morally be held responsible. It may happen that after long days of forced marching, followed by sleepless nights, a soldier succumbs to sheer exhaustion when at a post in danger. No matter what his physical state may have been, there is no palliation of his offence, because the knowledge that the safety of his comrades depends on his wakefulness is held to be sufficient to drive slumber from the eyes of the most weary soldier who ever paced at his post.
 "Hoist With His Own Petard."
 The one sort of metaphor that ought not to get mixed in a history of the war is a military metaphor. However, when histories of the war begin to appear a fortnight after the war begins either the writer or the printer has to set down much in haste. That no doubt explains why we read in one of these headlong histories that Germany at a certain point of her diplomatic career "found herself hoisted on her own petard." The writer (or printer) must have thought that a petard was a sort of elevator. Shakespeare, who coined the immortal phrase, was amused by the idea of the military engineer, "hoist with his own petard"—that is, blow up with his own bomb. A petard was a sort of bomb used for such work as blowing in gates or doors.
Never Saw the War.
 Killed by a golf ball while on sentry duty is the fate that recently befell a member of G Company of the 4th Black Watch (City of Dundee, Scotland). He had been doing duty as guard at Wornit, and was at a spot which adjoins Wornit Golf Course, when a ball driven by a lady from a considerable distance struck him a severe blow on the temple, causing a wound and a considerable loss of blood. He was conveyed in a dazed condition to a villa in which he had been billeted. It was supposed that he was recovering, but later he collapsed.
Pretty Old Bread.
 A loaf of bread 4,500 years old has been found in the tomb of King Mentuhotep, who died in Egypt 2,500 B.C. It is now in a museum and ought to be shown to all boys who object to bread that is not fresh in dark brown color, and inside are many large holes. "Probably this part of the bread long since fell into dust, but much of the bread still remains in the shape of whole kernels and pieces of grain. This particular loaf was made of barley and shows that the grains were only rudely crushed and not sifted. Judging from this bread, the kings of Egypt had pretty poor eating, and what kind of food the common people subsisted on is hard to imagine. The common laborer of the day would raise a riot if he had to put up with the privations and discomforts of the nobility of ancient times."
Unconscious Humor.
 The humor of ecclesiastics is sometimes unconscious. We may suppose, at any rate, that the learned and pious Dean Borgon was guileless of any intention to make a pun when in a sermon on the transcendent merits of the high Anglican school of theology he eulogized Jeremy Taylor and Doctor Bull, and then exclaimed with a characteristic intensity of fervor, "May I live, the life of a Taylor and die the death of a Bull!"
 Affection in dress indicates a flaw in the intellect.
 We admire a self-made man who does not boast of his job.
 And many a woman who is short of breath is long of tongue.

SEAL BRAND COFFEE

COFFEE
 Knows No Substitute And
SEAL BRAND COFFEE
 Knows No Superior
CHASE & SANBORN
 MONTREAL

SOWARDS
 Keep Coal
 and
 Coal Keeps
SOWARDS

**Bulk Oysters,
 Finnan Haddies
 Kipperd Herrings
 Dominion Fish Co.**
 PHONE 500

**The Bets
 Line of
 Xmas
 Furniture**
 Ever offered in the City

 Book Shelves, \$2.00
Robt. J. Reid,
 The Leading Undertaker and Furniture Dealer,
 230 Princess St. Telephone 577

Give this
 Welsbach
 Reflex
 Gas Light
 to some
 one for
 Christmas
A PRESENT
 That will give pleasure all the year through, can be lighted WITHOUT MATCHES Simply pull the chain
 PRICE AS SHOWN, \$2.50
 Cheaper inverted lights, 70c. and up.
 For sale by
DAVID HALL
 Phone 595, 66 Brock St. Residence 856.

GRAND TRUNK RAILWAY SYSTEM
WINTER TOURS
 To the Land of Sunshine and Summer Days.
 California, Florida, Louisiana, Etc.

Limited trains leave Kingston daily, making direct connections at Montreal, Detroit and Buffalo for the Southern States, and at Chicago for California, etc.
 Those contemplating a trip of any nature should consult or write me and I will be pleased to quote rates, arrange reservations and attend to all details in connection with your trip.
 For full particulars apply J. F. GANLEY, Grand and Steamship Agent, corner Johnson and Ontario Sts.

CANADIAN PACIFIC
WINTER TOURS
 TO THE LAND OF SUNSHINE AND SUMMER DAYS
 THE "CANADIAN" Fast Time Between
MONTREAL-TORONTO
DETROIT-CHICAGO
 Particulars from Canadian Pacific Ticket Agents, or write M. C. Murray, District Passenger Agent, corner King and Yonge Sts., Toronto, or F. CONWAY, C.P.A., City Ticket office, corner Princess and Wellington Sts. Phone 1127.

CUNARD LINE
 (CANADIAN SERVICE) NEW YEAR'S SAILINGS FROM HALIFAX TO LIVERPOOL.
 After 1 a.m.
 TRANSYLVANIA, 15,000 tons, Dec. 21.
 Apply Local Ticket Agent or The Robert Redford Co., Limited, General Agents, 50 King Street East, Toronto.

GO TO BERMUDA
 CHRISTMAS TRIP \$25 and up
 SS. BERMUDIAN
 leaves New York December 26, arriving back January 4th.
 Giving six days in Bermuda—40 hours from Frost to Flowers.
 Unlimited attractions including all summer sports and delightful social life at Bermuda's palatial hotels. Apply to
 Canada Steamship Lines, Limited, Montreal, or any Ticket Agents.

BUILDERS !!
 Have You Tried
GYPSUM WALL PLASTER?
 It Saves Time.
P. WALSH,
 Barrack Street.

**Officers
 TRY ASHBY
 The Tailor**
 76 Brock St., Kingston
 For khaki uniforms, great-coats, caps, putties, swords, belts, whistles and whistle cords, rank badges, buttons, etc. Nothing too large for us to supply; nothing too small to receive our prompt attention.
 Repairing and alterations carefully attended to.
 We can save you money and we guarantee to please you.
J. M. ASHBY, Lieut.,
 47th Regt.

**REAL ESTATE
 For Sale**
 Frame house on James street with improvements, good stabling, good house suitable for a carter, with \$400.00 invest.
 Cement block house on Raglan Road, \$1900.00.
 Double house on Stanley street, improvements, renting for \$18.00 per month. \$200. will handle this proposition.
HORACE F. NORMAN
 Real Estate and Insurance
 Office 177 Wellington St.