

Great Railroader Passed Away

ONE of the greatest figures in the Canadian railway world passed away on March 28th, at the age of eighty-seven, in the person of Sir Collingwood Schreiber. The death took place at his home, "Elmleigh," in the city of Ottawa, where he had been ailing for some months.

For sixty years the late Sir Collingwood had been actively associated in the building and development of both publicly and privately owned railways in Canada. He had a tremendous share in the laying of transportation systems both east and west, and in the latter part of his career as Deputy Minister of Railways and Canals he helped to wisely administer lines directly under the Government, and subsequently superintended the construction of the Grand Trunk Pacific. For his splendid work in connection with the building of Government lines he was knighted in 1915.

Deceased was the son of Rev. Thomas and Mrs. Sarah Schreiber of Bradwell Lodge, Essex, England, where he was born Dec. 14, 1831, and was educated in England, where he was apprenticed to a surveyor, and learned the rudiments of the science of which he later became so leading an exponent in Canada. He married Caroline, daughter of the late Lt.-Col. A. H. MacLean of his Majesty's Forty-First Regiment, and his second wife was Julia Maudslow, daughter of the Hon. Mr. Justice Gwynne of the Supreme Court of Canada, whom he married in 1858.

When comparatively a young man, the late Sir Collingwood Schreiber came to Canada in the year 1852. At that time the railroads of the country were yet in their chrysalis, and there was only 203 1/2 miles in operation. He first secured a position on the engineering staff of the Toronto and Hamilton Railway. As a builder of railroads he made good in this comparative small undertaking, and it proved a worthy start for the great railroad career that was his in later years. He stayed with this road until 1856. By that time he had become known as an efficient and capable engineer. He was taken into partnership in the engineering firm of Fleming, Ridout & Schreiber of Toronto, becoming associated with Sir Sandford Fleming, another great name to conjure with in the history of railroad development in Canada. He remained in practice until 1860, when he superintended the construction of the Northern Railway—now a part of the Grand Trunk—until 1863. Then he was invited by the Nova Scotia Government to assist in the development of railways in the beautiful province of the east, where steam transportation was yet in its infancy. For four years he was engaged in the construction of the Pictou Railway, which was taken over by the Dominion Government after Confederation. He remained there until the work was completed in 1867, and then assisted in laying out the Temiscouata section of the Intercolonial Railway.

He built and became superintending engineer of the Eastern Extension Line, now part of the Intercolonial, and having played such a great part in the development of Government railways, he was appointed chief engineer and general manager of all Government railways in operation in 1873. His wonderful ability attracted the attention of those in charge of building the G.P.R., and seven years later Sir Collingwood Schreiber succeeded his old partner, Sir Sandford Fleming, as chief engineer of the great transcontinental line. He retained his position on the Government railways and on the C.P.R. up until 1892, when he was appointed chief engineer of the Department of Railways and Canals, and later he became Deputy Minister of this Department, and for thirteen years administered the railway and canal policy of the country as permanent head of the service.

In 1905 he became general con-

sulting engineer to the Dominion Government and chief engineer of the western division of the National Transcontinental Railway. Since that time his chief work has been the inspection of the construction of the Grand Trunk Pacific on behalf of the people of the Dominion. Year by year since the road was begun he has made his annual trips of inspection; even when he had attained the age of 79 years he covered 150 miles on horseback in connection with the survey of the line. He was a big man physically and possessed a magnificent constitution. His faculties remained bright until the end, and he still retained an active interest in the great railroad policy of the Dominion.

Sir Collingwood was a deeply religious man and an earnest member of the Anglican Church.

THE CITY OF JASSY.

War Has Put Life Into Quiet Little Community.

Few cities in Europe have been more profoundly affected by the war than the little city of Congred Roumania. From a quiet, tranquil municipality with a population of 75,000, the place has suddenly grown to such proportions that the Government authorities have found it difficult to provide comfortable living quarters for the civil population, which now numbers 300,000. After the evacuation of Bucharest this modest little city became almost overnight the home of the King and Queen and the seat of the entire Government. Here also are located the legations of all friendly foreign Governments and the headquarters of the Roumanian army and of important divisions of the Russian forces. Before the war Jassy was known chiefly as the ancient capital of the Province of Moldavia, and as a city of interesting churches and historic associations. It is now the centre of all official, commercial and military activity in the unoccupied territory of Roumania. When Bucharest and the southern portion of the little Latin Kingdom were evacuated a large part of the population of that section sought refuge here. Schools, colleges, churches, stores, barracks, and indeed any form of structure that afforded shelter had to be converted quickly into living quarters to provide for the great influx of homeless people who fled before the invading Germans. Provision had also to be made for the various departments of the Government and for the many branches of the army.

Not far from the centre of the city are the residences of the King and Queen, which in times of peace were the quarters of military companies. In keeping with the tendency of the times, they are severely plain in all their appointments and surroundings, and it is difficult for the visitor to realize that within the plain, rude walls are housed the sovereign heads of a nation. The Queen may be seen almost any day setting out from the royal residence in an automobile, unguarded and unattended only by one of the ladies-in-waiting from the court. The King, likewise, is a familiar figure on the streets of Jassy. He usually travels by motor, accompanied by one of his secretaries or military aides. The royal family is much loved by the people, and both he and the Queen mingle among their subjects with a spirit of democracy and catholicity that is deeply impressive to the visitor from other countries.

While the city has many picturesque aspects, it is not without its scenes of sorrow and depression. Making its way slowly along a narrow street is a shabby, dilapidated, box-like vehicle, so small that it resembles a top wagon, which the natives generally call a bearse, and which is bearing to find repose the body of one of the late residents of the city. Drawn by a single horse, pitifully decrepit and lame, the bearse is followed by a young man on foot. Then, in turn, comes a crude, grey cart, on which is seated a patriarchal figure, bent with the weight of years. The spectator enquires the details of the sombre spectacle and is informed that a young woman has fallen a victim of typhus—that terrible scourge which has claimed so many thousands of Roumania's population; that the young man in the rear with the bowed head was the young woman's fiancée and that the old man on the wagon, who is too feeble to walk, is the last of the family of the deceased. Scores of military officers and soldiers bare their heads and stand in silent attention while the little procession makes its way to the local cemetery.

Germany at Brest-Litovsk.

It is hard to imagine a more humiliating or intolerable position than that in which German leadership found itself at Brest-Litovsk. It was negotiating with anarchy, itself the champion of autocracy. It was listening to threats and insults from the representatives of a mob, not a nation. It was compelled solemnly to debate with men who had no army and no real force behind them, and it was compelled to do all this because it had involved itself in a game, designed to strike at allied morale, but, as it turned out, destined to affect the morale of its own populations.

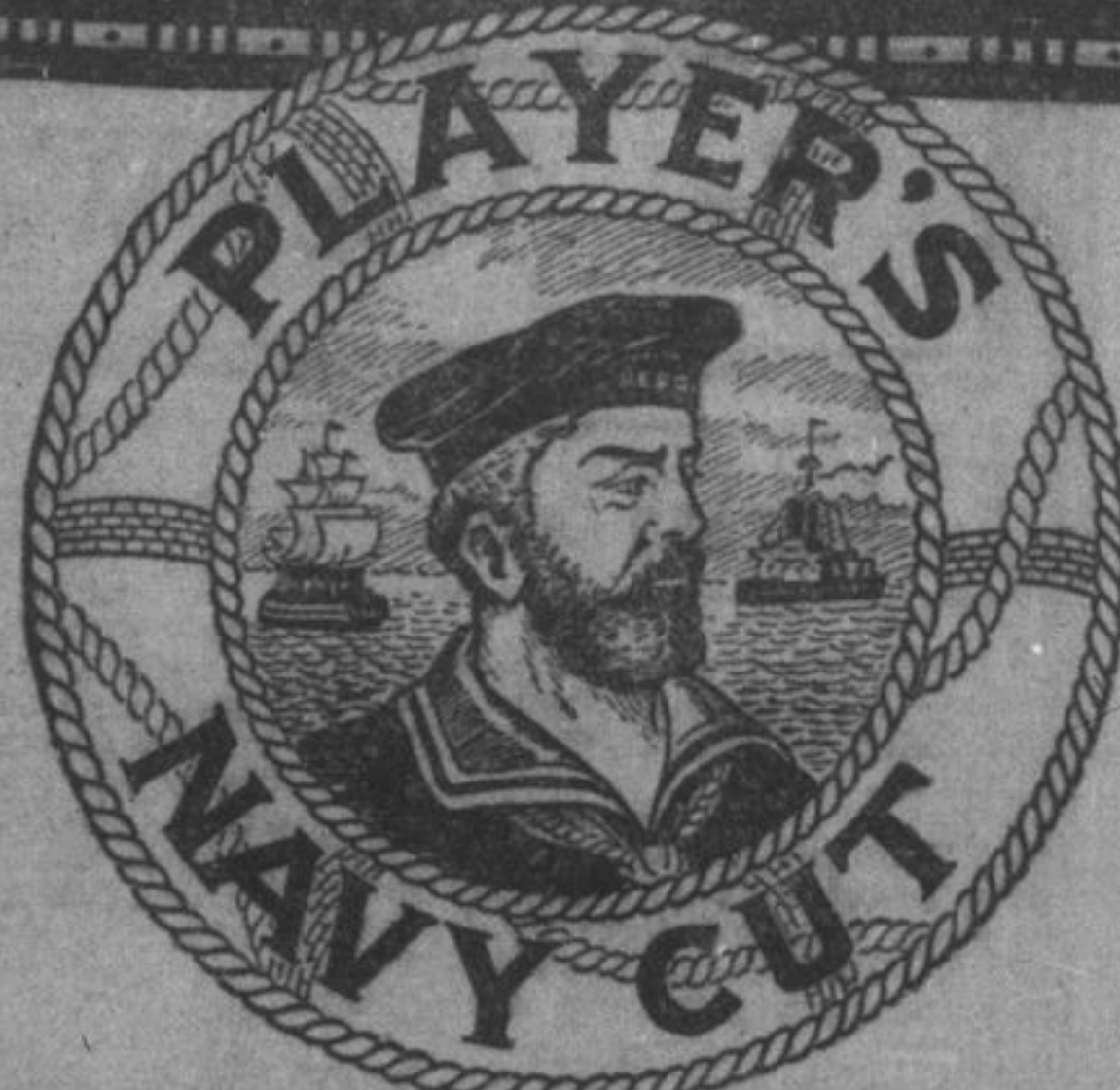
German terms at Brest-Litovsk are not interesting as such. Germany is demanding the "war map" and a little more. She is seeking to erect a Baltic state, under her control, in which 250,000 Germans shall rule 5,000,000 Slavs. She is endeavoring to construct a new Poland in which Hapsburg power shall prevail for the present. She refuses all evacuation until after the war. She insists upon self-determination of political allegiance by the people, while she refuses to let her own Poles share in the same self-determining process. In a word, all her protestations are sham, covering extreme territorial ambitions.

The man who says he wants but little here below is the first to kick when he is informed that no coal will be handed over to him.

A woman's hellom believes anything her husband says about her, but she believes everything he says about other women.

A wise girl goes to a neighboring town to study music when the matrimonial field at home is overworked.

15¢



PER PACKAGE

PLAYER'S NAVY CUT CIGARETTES

BEAUTIFULLY COOL AND SWEET SMOKING

Reroof with Brantford Asphalt Roofing

Don't let a leaky roof damage the wall paper, carpets or furniture in your home, the crops in your barn or the goods in your store. Tear off the old shingles or other worn out roofing material and put on a lasting roof of Brantford Asphalt Roofing.

This roofing is made of a blend of hard and soft asphalts on a long-fibred felt base. By blending the asphalts a roofing of remarkable elasticity is secured—one that is flexible, durable and capable of resisting all kinds of severe climatic extremes.

Brantford Asphalt Roofing is, in addition, surfaced with silica sand on both sides, which adds to its weight, fire-resistance and durability. You may be offered other sanded roofing, but it will not have the quality of material or weight of saturation of Brantford Asphalt Roofing.

Made in three weights:—60 lb., 70 lb., 80 lb. per square.

Brantford Rubber Roofing

is the same quality as Brantford Asphalt, but has a smooth, rubbery surface instead of the sand. It is particularly suitable for verandah decks and floor coverings. Three weights:—40 lb., 50 lb., and 60 lb. per square.

Standard Mohawk Roofing

consists of the same grade of materials as Brantford Asphalt Roofing but is lighter in weight—a thoroughly reliable roofing at a low price. Tested for years and has given entire satisfaction. Sanded on one side. One weight:—40 lb. per square.

Mohawk Rubber Roofing

The same quality as Standard Mohawk but with a smooth surface. Used for all classes of temporary work—sheds, bunk-houses, camp sites, even dugouts in the trenches. 35 lb., 45 lb., and 55 lb. weights.

Leatheroid Roofing

Slightly lower quality than Mohawk Rubber. Used for same purposes. 35 lb., 45 lb., and 55 lb. weights. Samples of any of these roofings and prices will be furnished by either the makers or their agents in this locality.

Brantford Roofing Co. Limited

Head Office and Factory, Brantford, Canada

Branches at Toronto, Montreal, Halifax

For Sale by S. Anglin & Co.

GRAND TRUNK RAILWAY SYSTEM

LOCAL BRANCH TIME TABLE

IN EFFECT MARCH 31ST.

Trains will leave and arrive at City Station, Foot of Johnson Street.

Going West.

No. 19 Mail 12:30 a.m. 12:57 a.m.

No. 13 Express 3:10 a.m. 3:32 a.m.

No. 27 Local 3:45 a.m. 10:17 a.m.

No. 1 Intern'l. Ltd. 1:30 p.m. 1:50 p.m.

No. 7 Mail 3:00 p.m. 2:40 p.m.

Going East.

No. 18 Mail 2:40 a.m. 3:17 a.m.

No. 16 Express 3:10 a.m. 3:52 a.m.

No. 6 Mail 11:30 p.m. 12:52 p.m.

No. 14 Intern'l. Ltd. 1:20 p.m. 2:20 p.m.

No. 28 Local 6:48 p.m. 7:27 p.m.

Nos. 1, 11, 14, 16, 18, 19 run daily.

Other trains daily except Sunday.

Direct route to Toronto, Peterboro, Hamilton, Buffalo, London, Detroit, Chicago, Bay City, Saginaw, Montreal, Ottawa, Quebec, Portland, St. John, Halifax, Boston and New York. For full information, apply to J. F. Hanley, Agent, for all coast steamship lines. Open day and night.

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Purina Baby Chick Feed.
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Purina Scratch Feed.

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All the latest designs and finishes. Prices the Lowest.

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Garden Tools

If you are in need of any of the following, give us a call:

Spading Forks, Hoes, Spades, Lawn Rakes, Lawn Hose

We have a complete stock and our prices are right.

Lemmon & Sons

187 Princess Street.

Cook's Cotton Root Compound.

A safe, reliable, regulating medicine. Sold in three degrees of strength—No. 1, 2, 3; No. 2, \$3; No. 3, \$5 per box. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO., TORONTO, ONT. (Formerly Windsor.)

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FIRE INSURANCE

Home Office, Royal Insurance Bldg. MONTREAL

PERCY J. QUINN
Manager, Ontario Branch, Toronto

W. H. GODWIN & SONS
AGENTS, KINGSTON, ONT.

DIRTY? Yes SUNBURNT? No.

Your Panama will get dirty in time as usual after having Pan-a-Lac applied, but it will never get sunburnt. It does neither rot, run or crack and drop off on your clothes. It is waterproof. Pan-a-Lac is life insurance to Panamas. Made and used exclusively by—

Kingston Hat Cleaners.
163 Princess Street
Phone 1488.

Why Pay 10c for Outside Brands

When You Can Get

MILO 3 for 25c

Stand by Your Local Manufacturer.



Women! Stop Corn Pain! Few Drops and Corns Lift Out

Don't hurt a bit! Cincinnati man discovers drug that works miracles—No humbug!

Your high heels have put corns on your toes and calluses on your feet, but why care now?

This tiny bottle holds an almost magic fluid. A genius in Cincinnati discovered this ether compound and named it Freeseone.

Small bottles of Freeseone like here shown can be had at any drug store for a few cents. Don't limp or twist your face, but get a bottle of Freeseone and apply a few drops on your tender, aching corn or callus. Instantly the soreness disappears and shortly you will find the corn or callus so shriveled and loose that you can lift it off with the fingers.

Just think! You get rid of a hard corn, soft corn or a corn between the toes, as well as hardened calluses, without suffering one particle. Freeseone is magic! Keep it on dresser.

Napanee Man Could Scarcely Walk At Times. He Was So Dizzy — Indigestion and Kidney Trouble Overcome This Treatment.

Napanee, Ont., June 8. — The experience of Mr. Nolan of this town will interest all who suffer from indigestion and accompanying derangements of the liver, kidneys and bowels.

Indigestion is such a common trouble that many suffer for years without knowing how readily they could obtain relief by using Dr. Chase's Kidney-Liver Pills to arouse the action of the liver, kidneys and bowels, and thereby remove the cause of much discomfort and suffering.

Mr. John P. Nolan, Dundas street west, Napanee, Ont., writes: "For some time I was troubled with weak kidneys, and used to have a scalding burning sensation in my stomach. This was accompanied by dizziness, and occasionally it would be so severe that I would stagger while walking. I commenced using Dr. Chase's Kidney-Liver Pills, and in a very short time my kidneys were in normal condition. Then I tried Dr. Chase's Nerve Food for the dizzy spells and am glad to say that under this treatment they gradually disappeared. At present I am enjoying good health, and am pleased to recommend Dr. Chase's Kidney-Liver Pills and Nerve Food."

This statement is endorsed by S. Casey Denison, Mayor of Napanee. Dr. Chase's Kidney-Liver Pills, one pill a dose, \$5 a box, at all dealers, or Edmanon, Bates & Co., Limited, Toronto. Do not be talked into accepting a substitute. Imitations only disappoint.