

TWO MEN WHO ASSISTED TO BUILD UP C.G.R. SYSTEM

DAVID POTTINGER ONE OF LAST OLD TIME RAILWAY EXPERTS

Former Chief of Intercolonial Lines Entered Industry in Halifax in 1863 and Now Lives in the Province During the Summer Seasons — Late Sir Collingwood Schreiber Was Builder of Eastern Extension and Helped Develop I. C. R.

Much of the history of the Intercolonial railway division of the Canadian Government Railways is closely interwoven with the life of David Pottinger, who is now living in this province, and that of the late Sir Collingwood Schreiber, who died at his home "Elmleigh" at Ottawa on March 28th last, at the age of 87 years. Mr. Pottinger is one of the best known railway men in Canada. He has been retired for several years.

Mr. Pottinger was born in Pictou, N. S., of Scottish parentage on Oct. 7th, 1843. He was educated at Pictou Academy and entered the Canadian Railway service as clerk in the freight office of the Nova Scotia railway at Halifax in 1863, when he was twenty years of age. From 1871 to 1872 he was cashier at the same place. He rapidly rose for two years, from 1872 to 1874 he was station master at the Nova Scotia capital.

Becomes General Manager.

From 1874 to 1879 he was general store keeper at Halifax, and from 1879 to 1882 was chief superintendent of the same railway. In the latter year he was appointed general manager of the Intercolonial railway with his head office at Montreal. He continued in that position until 1886, when he became a member of the Canadian Government Railways management board. On Feb. 3, 1910 he was appointed assistant chief manager of the board. He was president of the C. R. Employees' Relief Association, and honor. vice-president of the Greater Montreal Association.

Spends Summer Home.

He spends a large part of the winter season in Ottawa, where he is a member of the Rideau Club. He has a summer residence at Shediac Cape, and spends most of the warm season there. In 1907 he married Mrs. Mary Louise, widow of F. P. Reid a Moncton merchant, and daughter of the late William Fisher of Fredericton. In religion he is an Anglican.

Sir Collingwood Schreiber was a close friend of Mr. Pottinger. 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.

A Minister's Son.

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 an expert. 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 Maude, daughter of the Hon. Mr. Justice Gwynne of the Supreme Court of Canada, whom he married in 1898.

Came to Canada.

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 206 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.

With Fleming.

He was taken into partnership in the engineering firm of Fleming, Ridout & Schreiber of Toronto, becoming associated with Sir Sanford 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 northern division of the Grand Trunk—until 1863. Then he was invited by the Nova Scotia Government to assist in the development of the 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 complete in 1867, and then assisted in laying out the Temiscouata section of the Intercolonial Railway.

Built Eastern Extension.

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 1874. His wonderful ability attracted the attention of those in charge of building the C. P. R., and seven years later Sir Collingwood Schreiber succeeded his old partner, Sir Sanford 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.

Consulting Engineer.

In 1905 he became general consulting 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

FOUGHT PIRATES, BUILT RAILROADS AND SERVED KINGS

Peter Quigley, Who Visited Fredericton Recently, Has Had Remarkable Career.

Mr. Peter Quigley of Summerside, P. E. I., a man who has fought pirates, taken part in the Abyssinian campaign of years ago, served in the navy with the Duke of Connaught, and who, up to a few years ago, has led a life of excitement, is here visiting his daughter, Mrs. Frank Smith, Westmorland street. Mr. Quigley, who is a man of 86, weighs 270 pounds and would be taken anywhere for a man of less than 60 years of age.

Speaking last evening of his many and varied experiences, Mr. Quigley said, "Yes, I have moved about some in my day and had some hard knocks, but generally came out on top. I was born in England, and ran away from home when I was in my teens. I was born in 1837, though I guess you would never believe it. When I was only thirteen I trained on Nelson's ship 'Victory' at Portsmouth. I was most of my life connected in one way and another with the British navy. It was perhaps, in the Abyssinian campaign that I had the roughest campaign of my career. We were eighteen whole days without water at one part of the racket, and no less than one hundred and four men died for want of it. I was with the West India squadron at the time, and we were sent to the relief of some natives who were making mince meat out of some missionaries in that country. Several of these missionaries were killed. I was the man who went into the King's palace and found out to see."

"I also had some rough experiences in fighting pirates in the 'Seven Seas.' This was in the old days, years ago, and it was about the last of the old rovers of the sea. We would often have to go aboard a pirate ship with a revolver in each hand, and we had to make a road through them with our revolvers. We would go out to the pirate boats in our jolly boats, twenty-four men being ordered to a boat. In these ships we would also often have to use our swords."

Coming down to more modern days and nearer home, Mr. Quigley said, "I was on the first man-of-war to come into Halifax harbor with a Prince of Wales. This was the late King Edward in 1860. He visited Charlottetown and the streets of that city were carpeted in his honor. The next year was a ship's mate and took out Prince Arthur, who a few years ago was Governor General of Canada, and a fine looking young chap he was. I remember that, while I was not obliged to do so, I cleaned his rifle for him in a manner which he appreciated very much."

"Do you know that three years ago, when the Prince as the Duke of Connaught, Governor General of Canada, visited Prince Edward Island he recognized me among a crowd as an old sailor who knew how to salute. I was afterwards introduced to him and he remembered all about our first trip together to Halifax and across to the island."

"A few years later than the one of which I brought the Prince to the island, I took my discharge from the Royal Alfred at Halifax. I had over £1,500 and my comrades were well fixed. We certainly made the money fly while it lasted. Then I went to work."

Turned First Sod.

"I was the first man that struck a shovel on the earth in the building of the railway across the marsh between Sackville and Amherst. Moncton then was a little stopping off place called The Bend, and a marshy little hole. It was in those days. Not much like the splendid city of today."

"I have never been home since the day I left there as a boy of thirteen. The old people are all dead now, although there are many people who remember me when my boy, who is at the front, was there a few months ago."

Mr. Quigley has for several years followed the occupation of landscape gardener at Summerside, where he has raised a large family and is highly respected. He may decide to remove to this city and go into the raising of garden truck on a large scale. He says that he is good for many more years of work in the garden, and he looks his part—Fredericton Gleaser.

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 75 years he covered 500 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.

Young Doctor (to his wife)—"I didn't think that Wilson was so mean as that! He dines at our house on your war-time cooking, gets dyspepsia, and then goes to another doctor to be treated!"

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Birds

DUNLOP TRACTION TREAD

What It Means When a Watch Is Said To Be Adjusted

The word "adjusted" is frequently seen on watches. Sometimes it is put on fraudulently—that is, when the watch has not undergone the operation technical understood by this word. An adjusted watch may be regulated to run at satisfactory rate while in a certain temperature, but the rate will change according to the increase or reduction of the temperature.

The better grade of watches are so made as to be capable of automatic compensation for temperature changes. This is accomplished by the use of two different metals on the watch balance—steel and brass—one of which expands more than the other under the influence of heat.

This question of compensation is one of the most important in watchmaking and has received much attention from many expert horologists. In addition to temperature adjustment, the high-grade movements are adjusted also to positions—three positions in the ordinary grades and five in the higher. Each movement has distinctly marked upon it the number of positions to which it has been adjusted. This art of adjusting requires exceptional skill. Judgment based on years of experience is required. The adjuster must understand the various manipulations to be made, the condition and action of the hairspring, the pulse of the balance, the proper size and condition of the balance pivots, the shape and polish of the balance jewels, as well as other conditions which the trained eye and ear of the expert alone can detect.

THUGS WERE ONCE A RELIGIOUS SECT.

The word "thug" has an interesting historical origin and comes to us from India. In a recent address in England Rudyard Kipling told the story as follows:

"Once upon a time, a hundred years

ago, there was a large and highly organized community in India who lived by assassination and robbery. They followed it as a profession, and it was also their religion. They were called Thugs. Their method was to disguise themselves as pilgrims or travellers and to join with parties of pilgrims, travellers and merchants moving about India. They got into the confidence of their victims,

found out what they had on them, and in due time—after weeks or months of acquaintance—they killed them by giving them poisoned foods—sweetmeats for choice—or by strangling them from behind, as they sat over the fire of an evening, with a knotted towel or a specially prepared piece of rope. They then stripped the corpse of all valuable, threw it down a well or buried it, and went on to the next job.

"At last things got so bad that the Government of India had to interfere. Like all Governments, it created a department—the Department of Thugges—to deal with the situation. Unlike most departments, this department worked well, and after many years of tracking down and hanging up the actual murderers, and imprisoning their spies and confederates, who included all ranks of society, it put an end to the whole business of Thugges."

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CHARLES M. SCHWAB FROM C TO JO

Man Chosen By Ships Won W In Bonus Sys

Charles M. Schwab, the chosen by President Wilson up the shipbuilding program was earning \$250 a week—drawing a salary of \$250 a week—with commissions as president of the Carnegie Steel Corporation. While Schwab's rise it was not spectacular. He had the ladder of success and by sheer pluck, ended it.

"Influence" played no part in his advancement. He developed a faculty for doing things in the Seattle Post-Intelligencer the builder of Uncle Sam's navy. He never had any of that "if ability, use it" thing. When he was picking up shovelling snow in William's birthplace, he was known as "Charley" Schwab, and has stuck to him ever since. He can smile as easily, lightly and frequently and joyment out of a brief man living.

Builds Bigger Plant Than Krupp's.

"He has a genius for things done, and if not the would-be big men, he depended upon to bring chaos, succeed where others failed or faltered altogether. Ships built in a short time than any man who could be tested for directness of agency Fleet corporation. "For years Schwab has been a steel. In a few years of the Bethlehem institution than Krupp's he has done it without the government, in which majority of the stock, and have nothing to do with the construction of ships. It will be necessary to sever his industrial relationship to accept the "dollar-a-the-government."

"But if it is necessary to lose for a time from his he will do it, for there is no doubt about Schwab's patriotism before the United States. Schwab is a statesman. "If the United States come involved in the war of this country's production of munitions or anything else—at chooses to pay; and circumstances and regard to the war will run two a day with every pound can put behind it."

Stock Ticker Has No Him.

Schwab is a practical man with no ambition to be a manipulator. The stock tickers for him. Of little the writer in the P says. "At one time he was biggest combination of United States, the United Corporation, he was himself involved in the Carnegie, Rockefeller, and others, he summoned who prescribed that a necessary, and resigned. When he came to the Bethlehem turned to steel.

"A short time ago the story of Bethlehem's steel epic, an "Iliad" of industrial organization. Schwab purchased it was a wreck financially, a site of buried fortune. He made of manufacturing establishments world has known. He has been offered fabulous interest, but he refused. He and he proposes to abandon his million-dollar Riverside drive, New man to watch it, and him. There he resides. "It is not too much to men love him. This he was placed at the United States Steel Co. It has been said, was around Charles Schwab's den was placed the big new Homestead beaten mob of 5,000 feasted in one of the grand history, and machinery disuse. In six months the trick. Enthusiasm ship did the work. He resigning the president Homestead to bid the by, the men shouted, to you, Charley! and professions.

Schwab is Believer in "Schwab was not for his life work. He ble parents, obtained cation in the public lianburg and in St. a friars' school, but he will and abundance of driving stage for his had a book on his charged by his employer where he worked as weak, because he could from calico, he drove the Edgar Thompson job and got it. driving engineering crew at \$1 turned his attention has stuck to it ever own salary is among