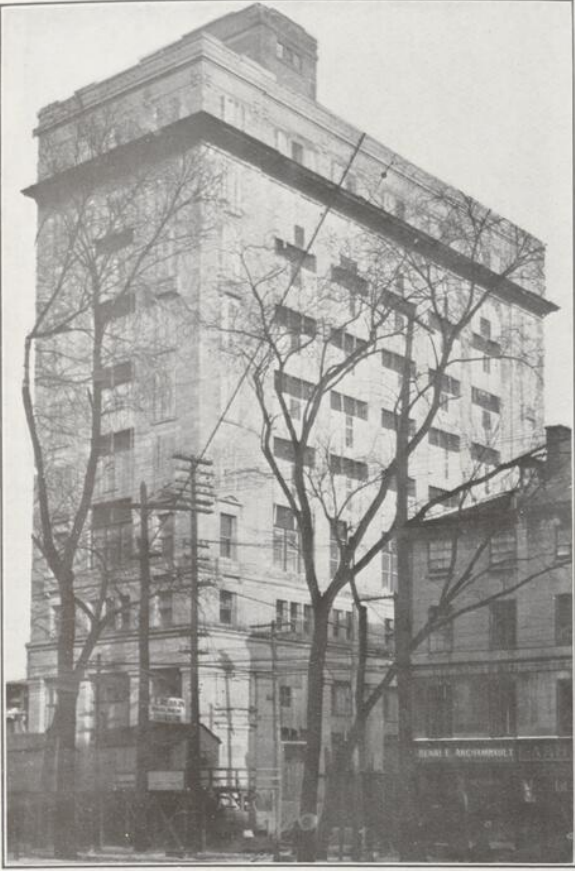
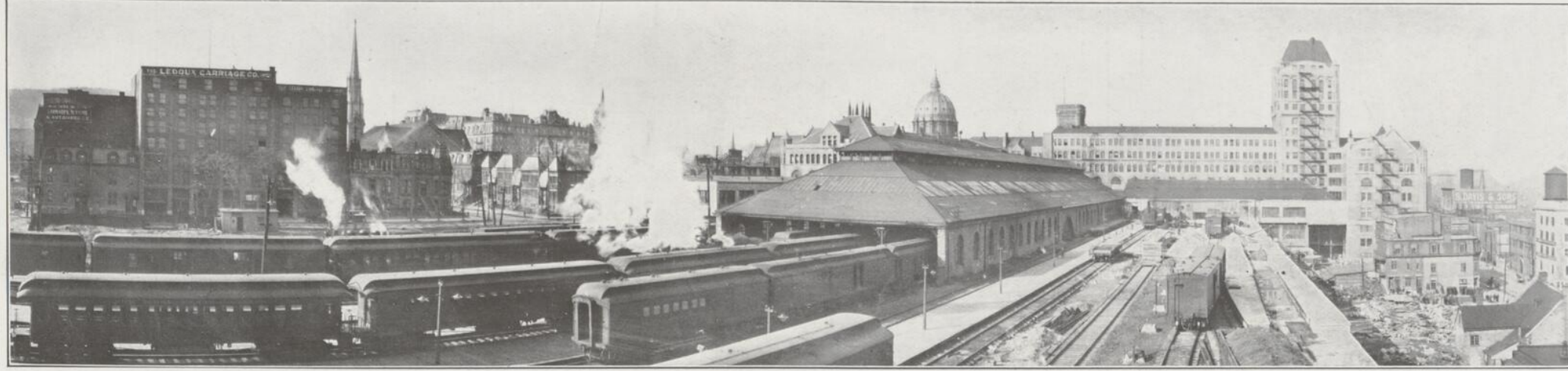


## Striking Reconstruction of a Great Canadian City: Rebuilding the Financial Capital of the Dominion of Canada



MODERN MONTREAL—The new Sauvegarde building which has just been constructed on Notre Dame street, nearly opposite the Court House. This building has greatly improved the appearance of Notre Dame street at this point.



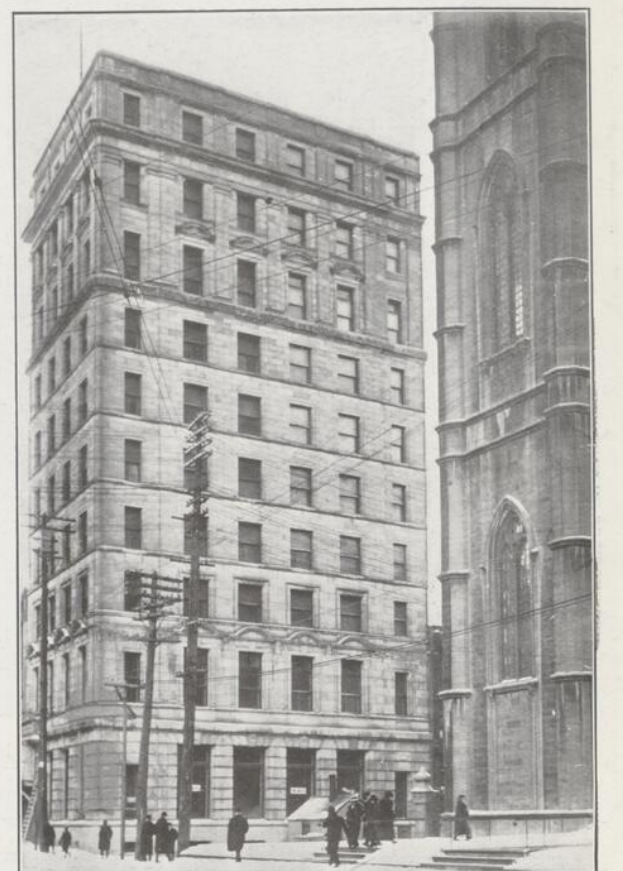
MODERN MONTREAL—The first panoramic photograph taken of the new C. P. R. Windsor street station yard, looking east. The tremendous activity which has been in evidence at this point in Montreal for many years will be noted for the first time by Canadians. To the right may be seen the newly constructed tracks, which will greatly facilitate the handling of passenger business. The new general offices are seen in the background.

\*\*\*\*\*  
**MONTREAL'S PHENOMENAL GROWTH.**  
 Figures made public to-day indicate that outside of the two cities and towns, Westmount, Maisonneuve, Outremont and Verdun, which are practically a part of the city proper, Montreal's building bill for new construction during 1912 amounted to \$26,116,935. Montreal's bill for this year will not fall far short of the \$40,000,000 mark.  
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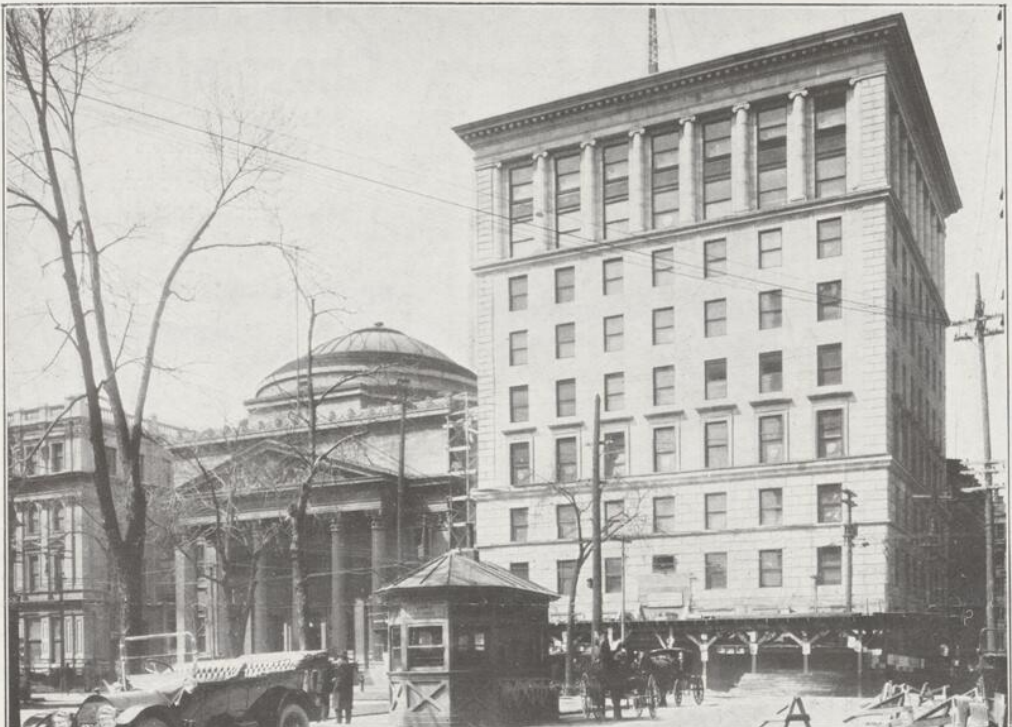


MODERN MONTREAL—Digging the heart out of St. Catherine street. A unique and wonderful picture of the operations now going on in the building of the immense new Scroggie Departmental Store which will occupy the whole block between Bleury, St. Catherine, Alexander and St. Edward streets. Work on this building has been going on apace and the building is expected to be completed next autumn. By this enormous building, St. Catherine street at this point will be immensely improved.

\*\*\*\*\*  
**A REMARKABLE RECORD.**  
 Eight churches—\$250,000.  
 Ten schools—\$732,000.  
 Nine office buildings, \$2,088,000.  
 Thirteen large apartment houses—\$2,062,000.  
 One library—\$200,000.  
 Fifty-one new factories—\$1,383,260.  
 Such are some of the most interesting items regarding Montreal's present phenomenal building activity.  
 \*\*\*\*\*



MODERN MONTREAL—The new Duluth building, situated immediately to the right of the famous Notre Dame Cathedral, a portion of which is seen in the picture. This handsome structure stands at the corner of St. Sulpice and Notre Dame Streets.



MODERN MONTREAL—The magnificent new building of the Royal Trust Company which stands at the corner of Place d'Armes and St. James street. Some idea of the size of this building is obtained by comparing it with the Bank of Montreal building which is seen on the left. The new building adds another big steel structure to Place d'Armes Square.



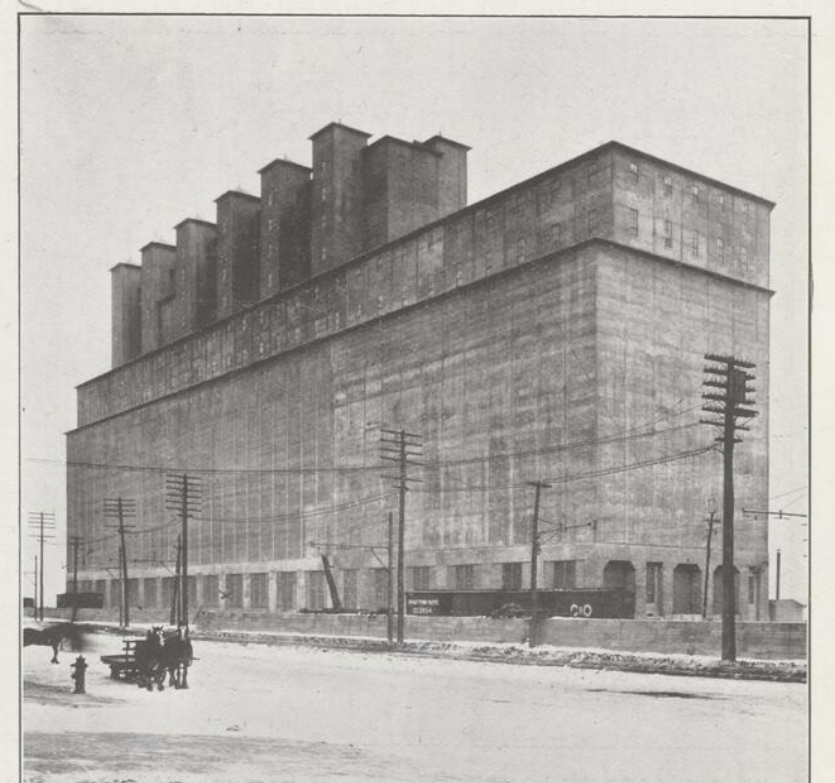
MODERN MONTREAL—The Coronation building recently constructed at the corner of Bishop and St. Catherine Street West. This is a striking illustration of the westward trend of the business life of Montreal, as many firms who have heretofore transacted all their business down-town have taken offices and branch offices in this new building.



MODERN MONTREAL—The Sommer building now rapidly approaching completion on Ontario street west in close proximity to St. Catherine and Bleury streets, two of the city's great business arteries.



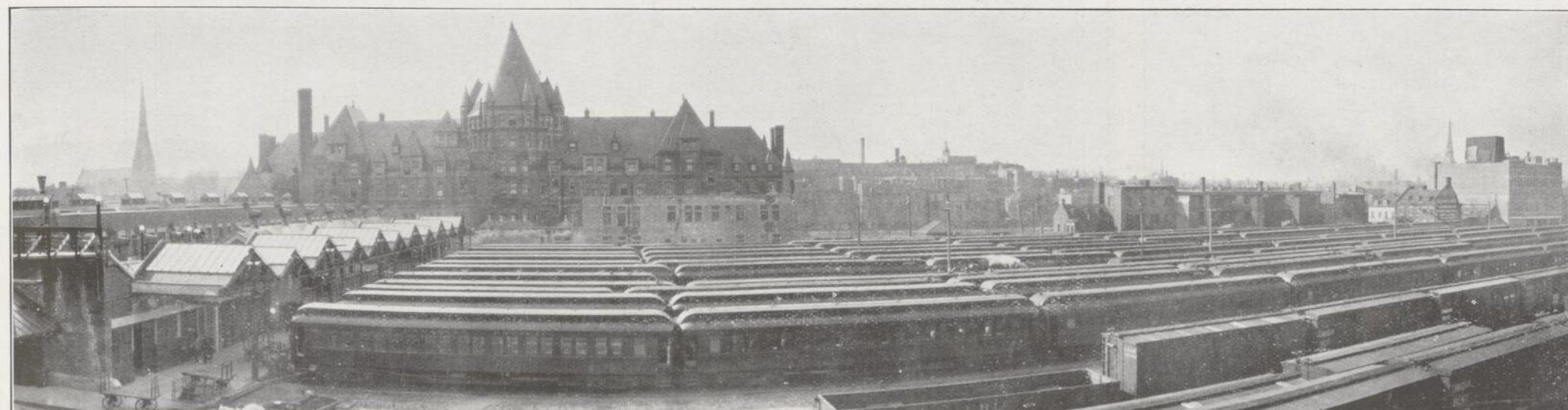
MODERN MONTREAL—The above illustration shows the complete reconstruction of a whole down-town business district. A year ago this district was composed of a number of small ramshackle structures. To-day it is a locality of skyscrapers. From right to left can be seen the new Unity building, the Read building, the Wilson building, the Southam building, and at the corner, the new Gillette building.



MODERN MONTREAL—The Harbor Commissioners' Elevator No. 2, one of the latest additions to the port of Montreal. Its completion marked the creation of a new epoch in the history of Canada's national port.



MODERN MONTREAL—A view of Craig street. The development of this street during the present year has been very marked, and in the future it will be one of the great business arteries of the city.



MODERN MONTREAL—A view of the Place Viger Hotel, station and yards, where an immense amount of Canadian Pacific traffic is handled. Notwithstanding this, the officials have decided that a further extension must be made and plans are now under way. In this part of Montreal whole blocks and streets have been razed and given over for terminal facilities. Nowhere in Montreal has there been such tremendous activity as in this district.



MODERN MONTREAL—The new McGill building. This handsome structure stands at the corner of McGill and Notre Dame streets, and marks a vast improvement in this district. (Photographs by Chandler.)

# The Sugaring Season This Year a Great Success: What The Standard's Photographer Saw in Algonquin Park



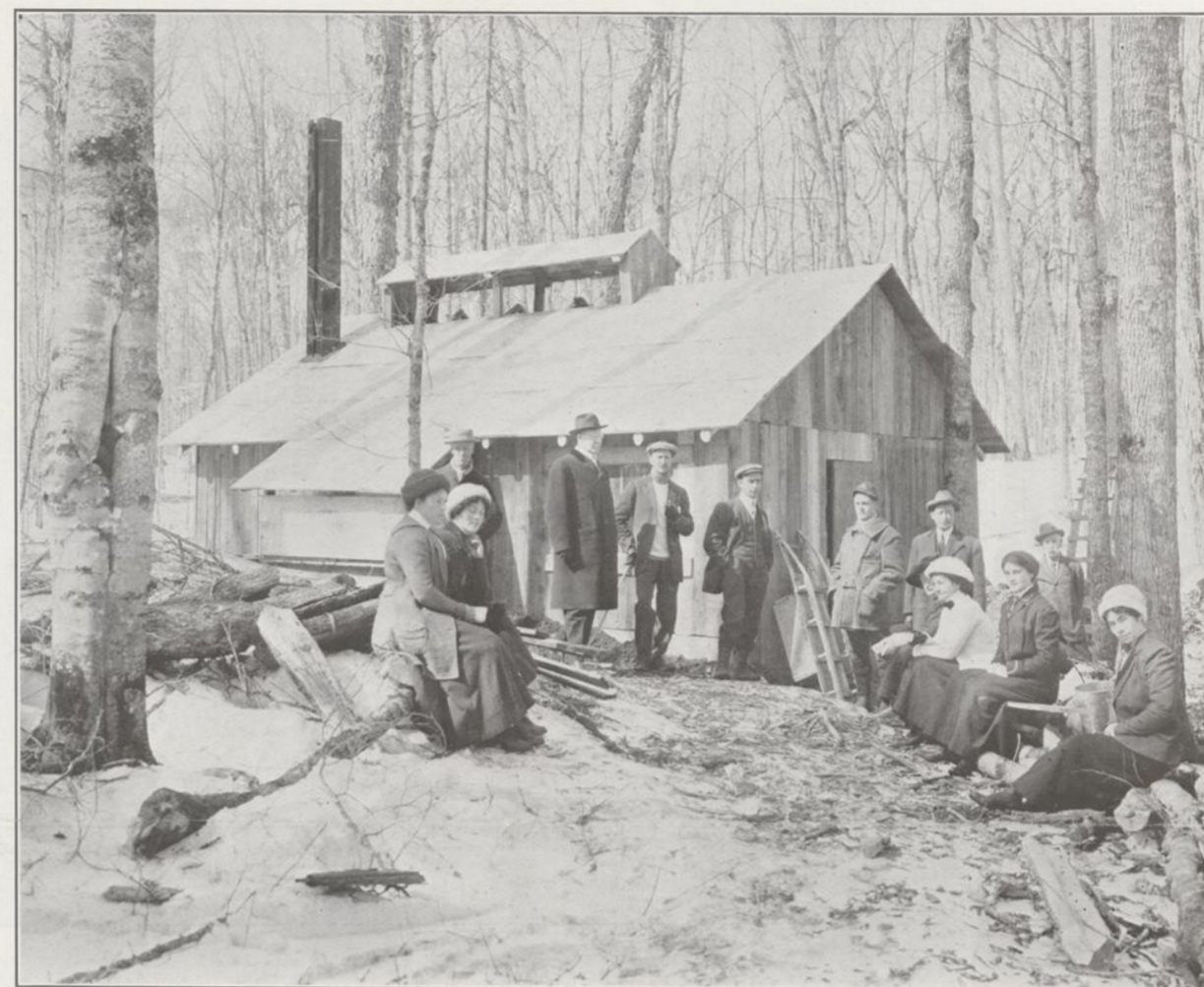
MAPLE SUGAR IN THE MAKING—Gathering sap from the sugar maples in Algonquin National Park, a great vacation territory, combining high altitude, pure air, unspoiled forest, beautiful lakes and picturesque scenery.



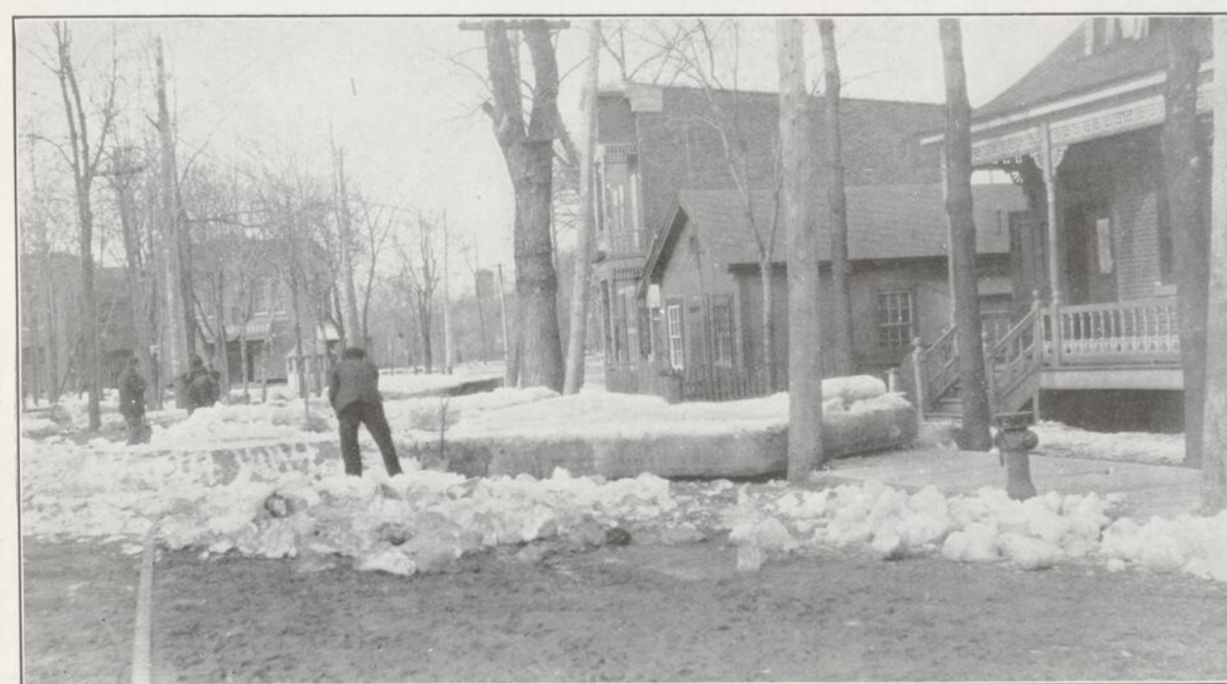
MAPLE SUGAR IN THE MAKING—Carrying the sap from the trees to the sleighs on which it is transported to the sugar-house, where it is either boiled down to syrup or to sugar.



MAPLE SUGAR IN THE MAKING—Drinking the sap from the small reservoirs in which it falls after filtering its way up the tree. Sap in its natural state is of the consistency of water, and only a trifle sweet to the taste.



MAPLE SUGAR IN THE MAKING—The sugar-house in Algonquin Park, in which the sap is boiled down and converted either into syrup or sugar. It takes a big amount of sap to make a little sugar, a bucket of sap sometimes making a little less than half-a-pound of sugar.



SPRING FLOODS AT LONGUEUIL—St. Charles street looking east from the market. The blocks of ice deposited along this street by the rushing waters of the St. Lawrence weighed as much as fifteen tons in some cases. Men were employed on the morning following the surprising inundation to break up the chunks and scatter them, so as to allow them to melt more rapidly.



SPRING FLOODS AT LONGUEUIL—The "Hotel Terrapin," on the main thoroughfare, St. Charles street, like all the other stores and houses in this vicinity, was surrounded by deep water when the recent flood was at its height. After the water receded huge blocks of ice were left on the roadways and sidewalks. The hotel is opposite the market and police station.



THE SOLUTION OF THE STREET-CAR PROBLEM IN MONTREAL—A double deck car such as that which was recently recommended to the Montreal Tramways Company for use on the streets of Montreal. In the above picture a trailer is attached to the car, both cars being used at the rush hours of the day to convey workmen to and from the Woolwich arsenal. It will be noted that the trailer is also double-decked. (Copyright Sports and General Press Agency)

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ONE OF THE NEWEST AND MOST UP-TO-DATE BUILDINGS IN MONTREAL—An exterior view of the palatial new home of the Young Men's Christian Association, said by experts to be the finest Association building on the American Continent. Although its inauguration only took place a few short months ago, it is feared that its northern front may have to be altered if the scheme now projected of opening Burnside Place from Stanley to Guy streets is carried out, as the homologated lines for the extension of the street pass through the building.

UNIQUE BANQUET IN OLD LAURIE SHOPS

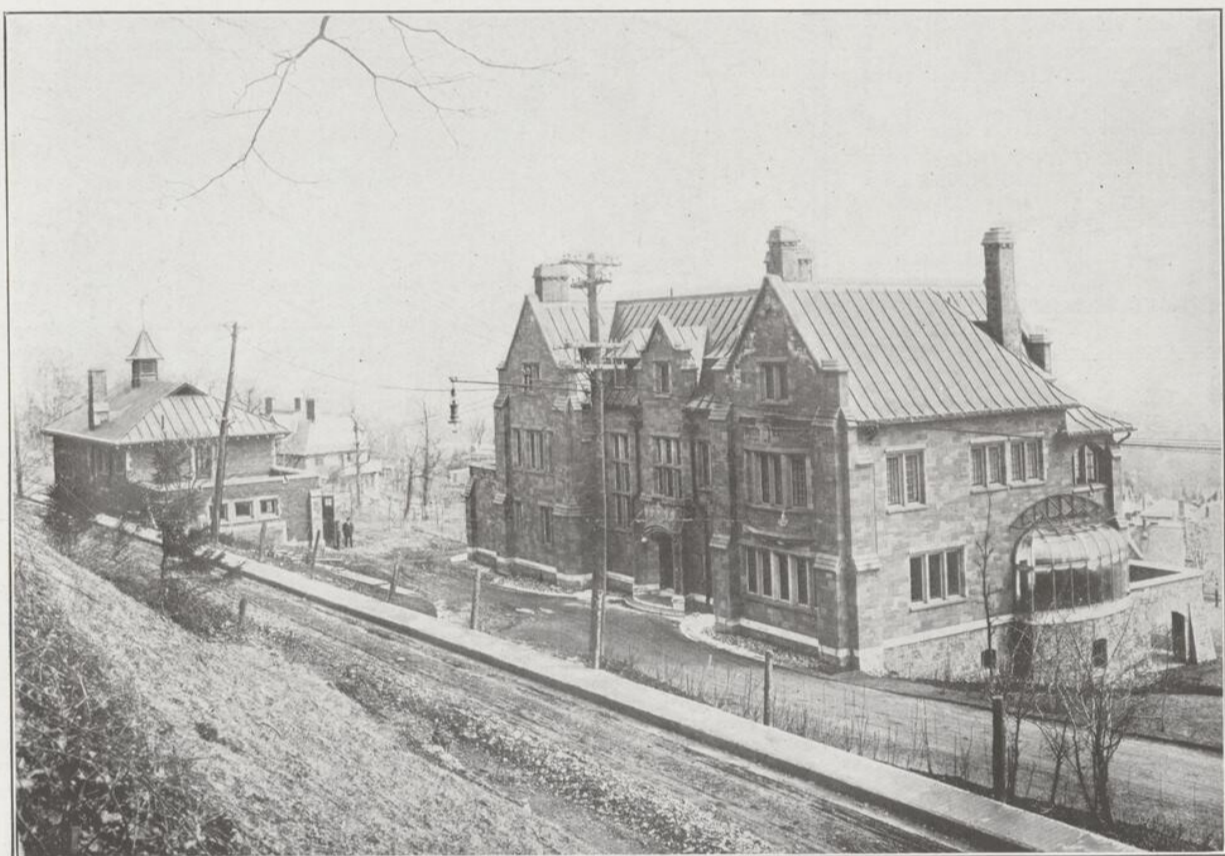
A GOODLY Muster of the "Old Boys" of the old Laurie Engine Company assembled recently on the site of the old works, now known as the Alcazar Hall, St. Catherine Street East, for a Re-union and Banquet, under the auspices of Mr. J. A. Greig and a committee composed of the "Old Boys."

The chair was filled by Mr. Masse, the Conservative candidate for St. Mary's Division, who was supported by Controller Joseph Ainey and Mr. Wm. Pette, who was foreman of the old Laurie shops. Among those also present were Mr. J. J. York (Mech. Supt. of the St. Lawrence Sugar Refining Co.), Professor Macheras (Government Technical Schools), Mr. William Laurie (Steamboat Boiler Inspector), John Ogilvie (of John Ogilvie Co., Limited), and several other influential and commercial men.

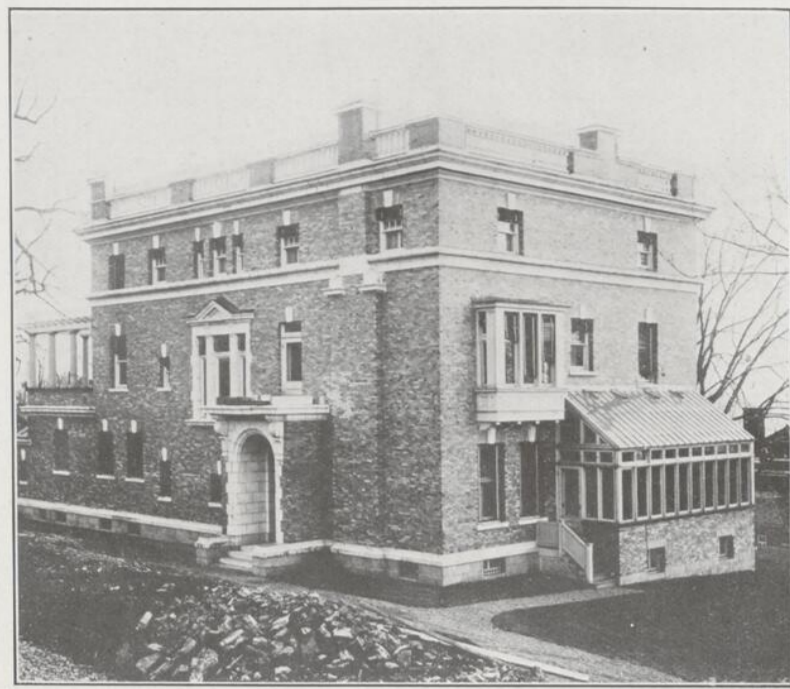
The guest of honor was Mr. John Laurie, the only living member of the old firm, who received an ovation on his entrance.

After due justice had been done to a choice menu (the card itself being of a unique character, descriptive of the composition of an engine), the Chairman proposed the toast of "The King," which was responded to with musical honors.

Mr. Masse, M. P., in a few pithy remarks, congratulated those present on their numbers and said that it spoke well for the "old firm" that those who are in different parts of Canada and elsewhere gladly took the opportunity of meeting old companions and reviving old friendships. Mr. John Laurie, the last member of the



BEAUTIFUL MODERN MONTREAL RESIDENCES—Lieut. Col. Smart's beautiful home on the mountain side. This section of the City of Westmount is rapidly being built up. Many exceedingly fine houses have been put up during the past few years. The view from this portion of the city is especially fine. (Photograph by Chandler.)



BEAUTIFUL MODERN MONTREAL RESIDENCES—The beautiful new home of Mr. Ben. Tooke on Pine avenue at the foot of Mount Royal.



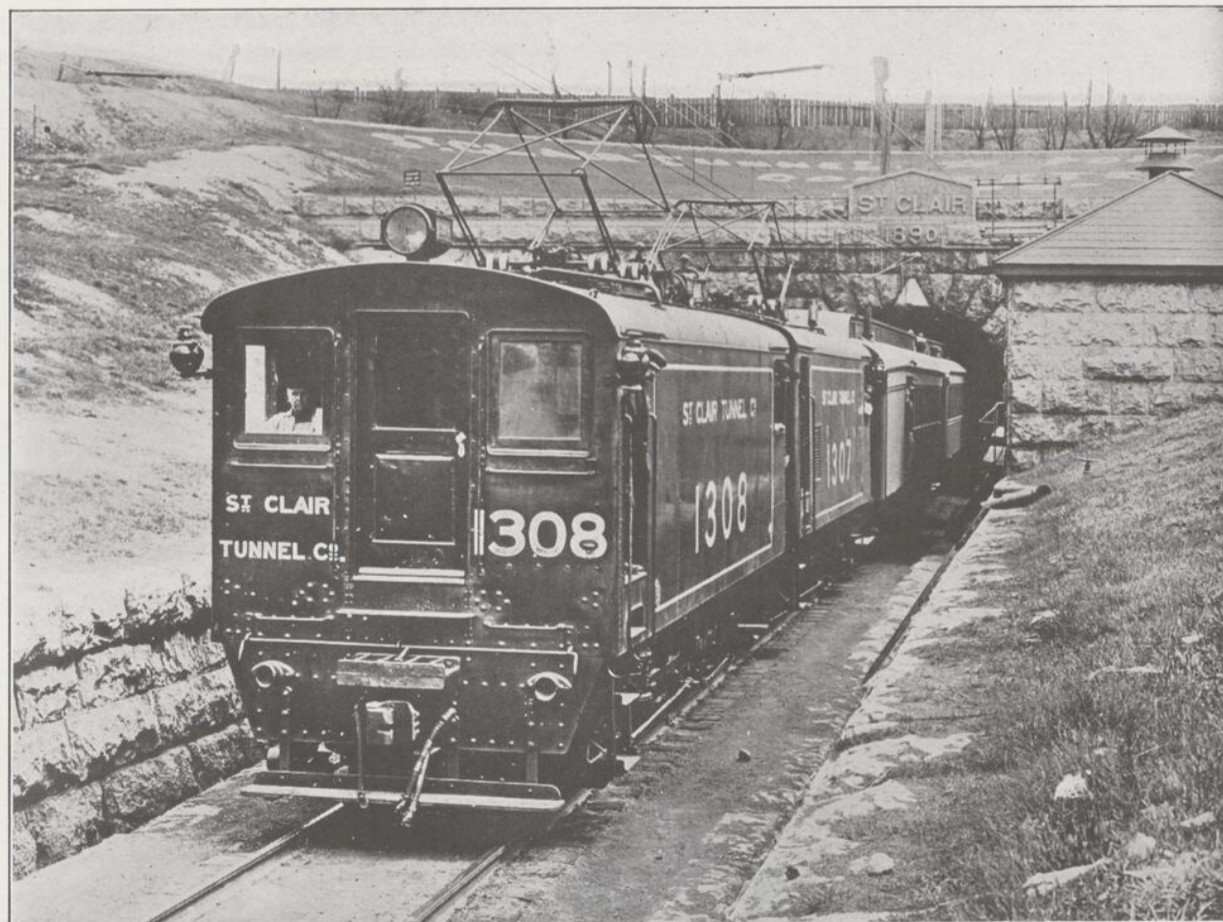
EXTRAORDINARY BUILDING DEVELOPMENT IN MONTREAL EXTENDS TO WESTMOUNT—View of the new Western Apartments situated at the southeast corner of Western and Oliver avenues. This building will be one of the most palatial apartment houses on the island of Montreal, and is especially the last word in fireproof construction. It will be ready for occupancy by Sept. 1st next. It is being built by the Montreal Construction Company.



AN HISTORIC HOME—The residence at one time occupied by Louis Papineau at Montebello, Que. Papineau was one of the great figures in the Rebellion of 1837.



A TRACK REPAIRING CREW AT WORK IN THE ST. CLAIR TUNNEL—This tunnel extends under the River St. Clair from Sarnia, on the Canadian side, to Port Huron, on the American side. It is considerably over a mile in length (6,025 feet) and through it trains of the Grand Trunk Railway pass on their way from Montreal to Chicago and vice versa. With its approaches the tunnel is over two miles in length. Formerly trains were hauled through the tunnel by powerful steam locomotives, but the deadly fumes and gases generated by these made it necessary to install electric locomotives. In the above picture a repairing crew is laying new rails in the centre of the tunnel. This work can only be done at certain hours of the night when traffic is light.



ELECTRIC LOCOMOTIVE HAULING A PASSENGER TRAIN OUT OF THE ST. CLAIR TUNNEL—These engines are very powerful affairs and possess a tremendous hauling capacity. They experience no difficulty in overcoming the grades of the tunnel on either side of the St. Clair River.



AN "OLD BOYS" DINNER IN ALCAZAR HALL, FORMERLY THE LAURIE MACHINE SHOPS—A unique banquet was given recently to Mr. John Laurie by his former workmen and apprentices in a hall that at one time formed a portion of the Laurie Machine Shops on St. Catherine street east. Among those present were the Conservative candidate for St. Mary's division, Controller Joseph Ainey, Mr. Wm. Pette, Mr. J. J. York, Prof. Macheras, Mr. Wm. Laurie, Mr. John Ogilvie, and several other influential and commercial men. Letters of regret at inability to be present were read from several of the former employees of Mr. Laurie, who have made their mark in the world as a result of the training they received in the old Laurie Shops. The re-union and banquet was planned under the auspices of Mr. J. A. Greig and a committee representative of the "Old Boys." (Photograph by Gordon.)

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A MEMORABLE EVENT IN CANADIAN HISTORY RECALLED BY THE PASSING OF LADY THOMPSON—The recent death at Toronto of Lady Thompson, widow of the late Right Hon. Sir John Thompson, P.C., K.C.M.G., Prime Minister of Canada, recalls the tragic passing of her husband at Windsor Castle and the historic character of the home-coming of his body on H.M.S. Blenheim. Sir John passed away on Dec. 12, 1894, soon after he left the audience chamber at Windsor Castle, where he had been sworn in by Her late Majesty Queen Victoria as an Imperial Privy Councillor in recognition of the eminent services he had rendered the Empire at the International Court of Arbitration which adjudicated on the Behring Sea Controversy. The remains of the deceased statesman were brought to Canada on H.M.S. Blenheim, and the above illustration—which is a reproduction of a painting by Mr. F. M. Bell-Smith—pictures the scene at Halifax when the body of Sir John was removed from the man-o-war to the naval launch which subsequently conveyed it to the dock.



IN THE THEATRICAL WORLD—Mr. E. H. Sothern and Julia Marlowe in "Much Ado About Nothing," one of the Shakespearean plays in which they will be seen at the Princess theatre during the week of April 28.

(Continued from Page 3.)

firm, had, at some cost, attended to give the friendly greeting to his old employees. Mr. John Ogilvie, on behalf of Mr. Laurie, read a written speech. In it were contained passages of goodwill and friendship to his old employees and much appreciation of the re-

union. Professor Macheras welcomed Mr. Laurie and his old companions and humorously described his timidity and also his ambitions when he entered the firm as a lad. Controller Ainey congratulated Mr. Laurie on having had a body of men which had existed (and still does exist) between employer and employed. Mr. J. A. Greig, chairman of the

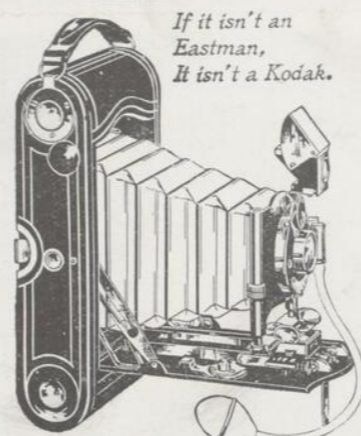
present gathering spoke of the affinity Re-union Committee, read a batch of letters from members of the old brigade, evincing sympathy with the object.



WELL-KNOWN CANADIAN WHO IS FASHIONING THE CARTIER MEMORIAL—Mr. George W. Hill, sculptor of the Strathcona and South African Memorial on Dominion Square, who is now at work on the magnificent monument which is to be erected at the base of Mount Royal next year to the memory of Sir George E. Cartier, Bart.

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