

Popular Canadian Summer Resorts Vacated Early This Year Owing to Somewhat Unseasonable Weather



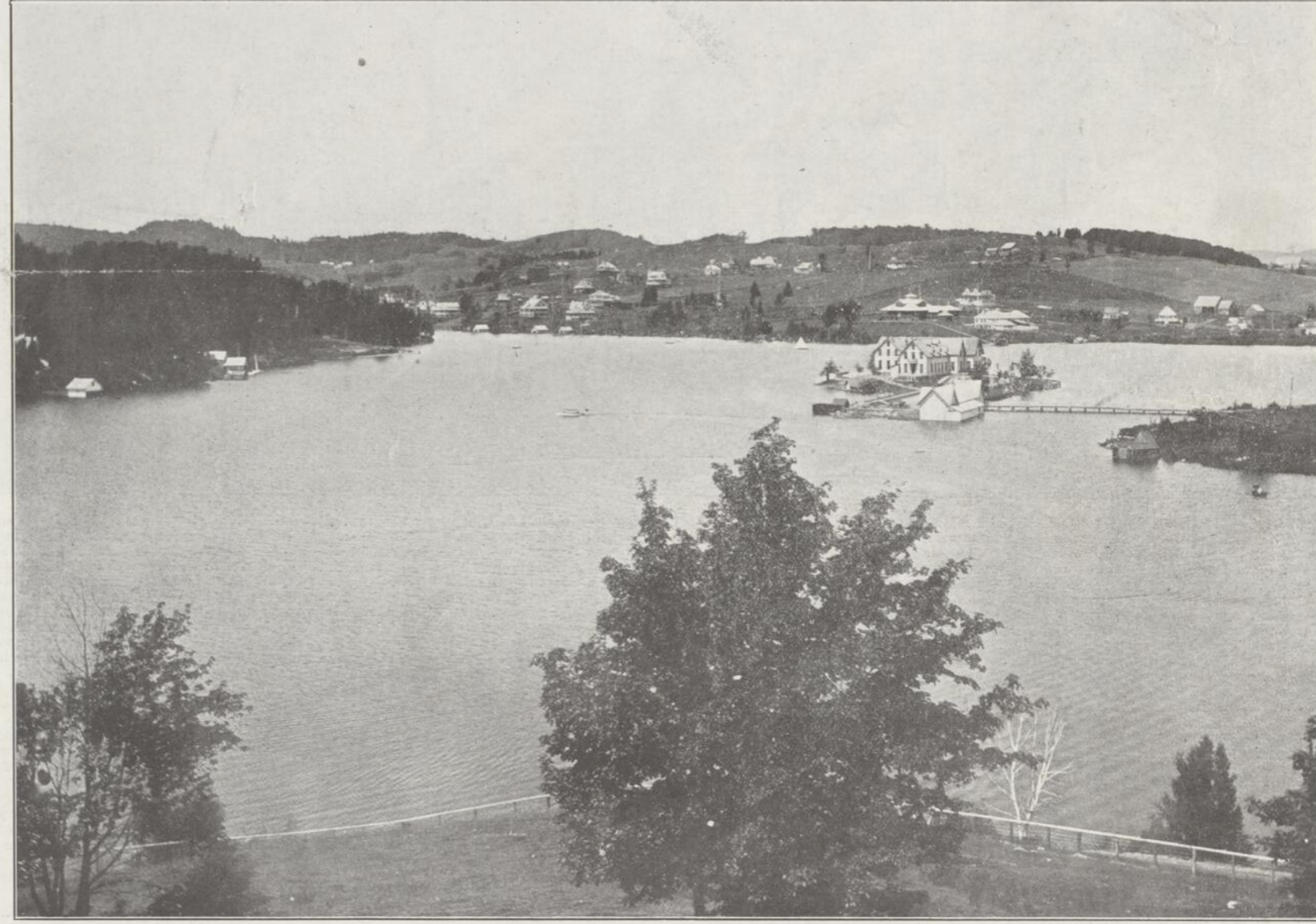
POINT PLEASANT PARK, HALIFAX, NOVA SCOTIA.



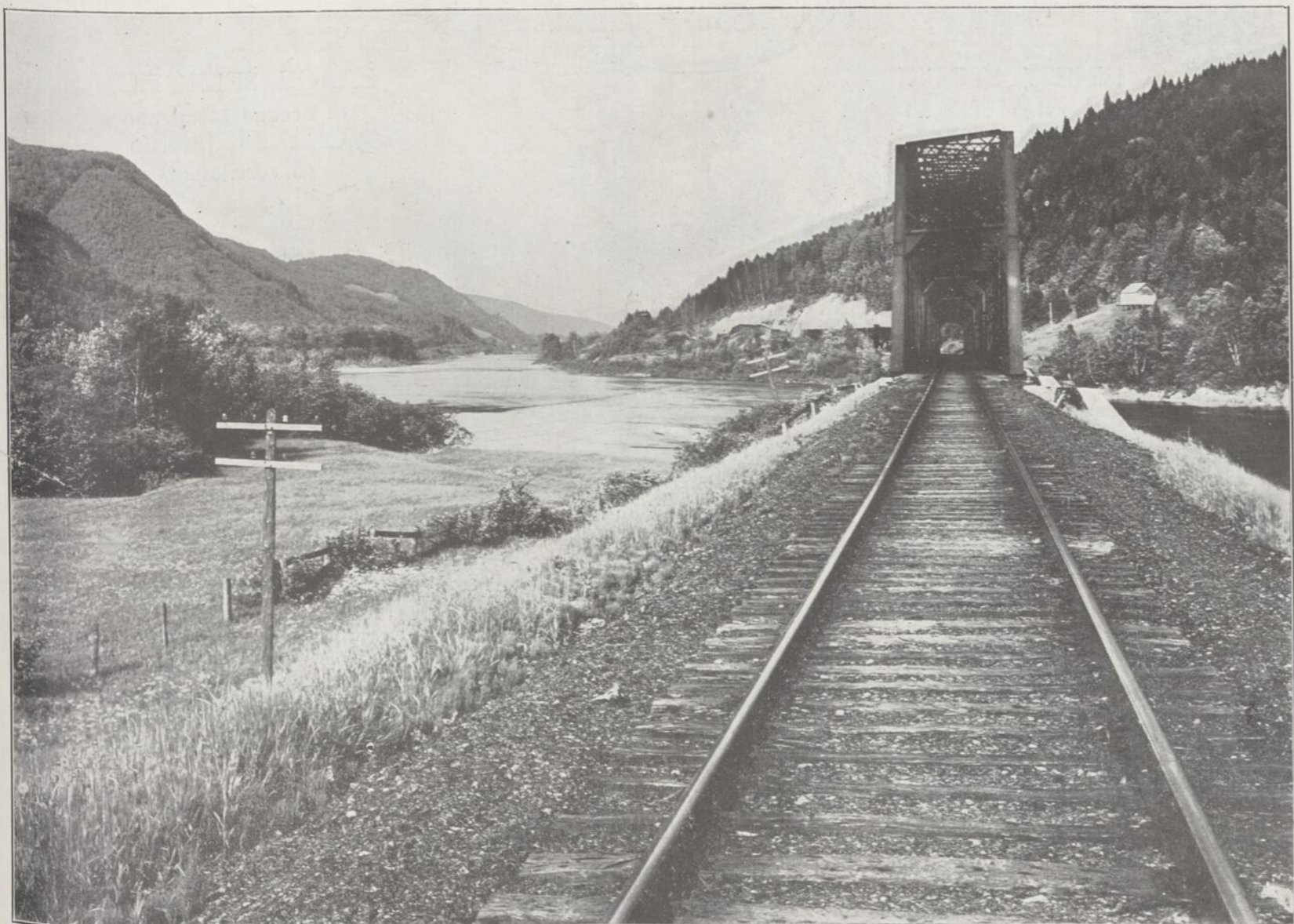
PICTURESQUE LANDSCAPE AT MURRAY BAY, QUEBEC.



THE GRAND NARROWS, BRAS D'OR LAKES, CAPE BRETON, N.S.



A VIEW OF STE. AGATHE IN THE HEART OF THE LAURENTIANS, QUE.



THE METAPEDIA VALLEY AND I.C.R. BRIDGE IN RESTIGOUCHE COUNTY, NEW BRUNSWICK.



CHARLOTTETOWN, THE CAPITAL OF PRINCE EDWARD ISLAND, AND SOME OLD GEORGIAN CANNON. (Photos by Notman.)

Canada's Great Winter Seaport on which \$12,000,000 will be Spent; Wonderful Scenes at Boy Scouts' Funeral



A HITHERTO UNPUBLISHED PHOTOGRAPH OF CANADA'S GREAT WINTER SEAPORT—The above is an excellent panoramic picture of St. John, N.B., Canada's great winter seaport, where upwards of \$12,000,000 will be spent in the next few years in the development and improvement of the harbor. When these improvements are completed the port of St. John will have accommodation for 40 ocean vessels, and will consequently be better equipped than Portland. At present, work is being rushed on the construction of the new dry-dock and ship-repairing plant, the 4,500 foot break-water and other improvements. Three hundred men are now employed on these works, but this number will be increased in the near future to 1,000. The improvements will entail an expenditure of \$12,000,000, and the Government and railways will spend an additional \$2,000,000 on various works to the west of the harbor. In view of the money that is now being, and will be, spent on the development of the port, the citizens of St. John are very optimistic in regard to the future of their city.



A TRAGIC INCIDENT IN BOY SCOUT ANNALS—How strong a hold the Boy Scout movement has upon the imagination—it might almost be said upon the affections—of Londoners, was shown by the remarkable demonstration which took place on a recent Saturday in South London, when eight of the nine lads who lost their lives by the capsizing of a sailing cutter off Leydown on August 4th, were buried in Nunhead Cemetery. No other episode, says a London paper, not even a Royal procession, ever brought so many people into the streets, or kept them there during a thunderstorm and a deluge of rain. It was clear that the tragedy and the pathos of the disaster had made a deep impression on the populace; hence the magnitude of the assemblage which turned out to witness the last scene of all. The funeral service was held in St. John's Church, Larcom street, where the little white coffins, each covered with a Union Jack, had lain for a day or two previously; and the interment was made in a common grave in Nunhead Cemetery. This spot will soon be marked by a monument telling the story of the tragedy and how the brave young ladies went to their deaths while trying to help their comrades. The above illustration shows the scene outside St. John's Church as the caskets containing the bodies were being carried from the church to the hearse. As the coffins were borne through the ranks of the Sea Scouts—to which the dead boys belonged—the Scouts leaned on their staves with bowed heads, and then raised hands to the salute, in farewell to their dead brothers. The scene was a most impressive one. (Copyright Central News.)

A Tragic Incident in Boy Scout Annals

TWO of the pictures on this page are illustrative of the funeral of the eight Boy Scouts belonging to the Dulwich Scouts Mission, who lost their lives on August 4th by the capsizing of the sailing cutter which was conveying them and the other members of their troop to Leydown, for their annual camp. The cutter which was formerly in the naval service, left Erith with the tide about eight o'clock in the morning, and the passage down the Thames proved enjoyable. All went well until after the coast of Sheppey had been rounded at Warden Point, and then when the pinnace was heading for the shore an extra strong puff of wind caught the little craft and caused it to capsize. In the cutter were 25 Boy Scouts and five adults in charge. Some of these were washed seaward when the craft was first struck. The cutter righted itself and almost immediately afterwards was again capsized. Some of the boys clung to the craft and also to the dinghy attached, whilst others were washed clear. The lads who were able to swim did their best to keep themselves afloat. The accident had been witnessed from the Leydown coastguard station, and the coastguardmen, under Chief Petty-Officer Streeter, launched their boat and pulled to the rescue. The craft had capsized in six fathoms of water, however, and by the time the boat reached the scene of the disaster several lads had perished. The boat picked up 16 Boy Scouts and the five adults. Nine lads were drowned, the bodies of eight afterwards being recovered.

Very impressive was the funeral service conducted in St. John's Church, Larcom-street, where the little white coffins, each covered by a Union Jack, had lain for a day or two previously; and poignant indeed were the scenes of grief and sorrow which it evoked. They were scenes which no one present could witness unmoved—scenes that inevitably follow in the wake of catastrophes that fling bereavement far and

wide. The church seemed to fill slowly—at all events, at first. There, just in front of the chancel, lay the eight coffins, with tapers in their midst that cast faint and flickering shadows across wreaths and other floral tributes. Little more than an arm's-length away from the caskets, and occupying the front seat in the nave, sat a group of little Boy Scouts of the company

to which the dead lads belonged. Scoutmaster Marsh was of the party, and so, it was said, were several of the boys who were rescued from the swamped boat. The impressive strains of Chopin's Funeral March were floating to the dim recesses of the interior, when the congregation of silent worshippers rose to its feet, simultaneously, whilst a striking procession entered. The



A TRAGIC INCIDENT IN BOY SCOUT ANNALS—Four of the boys who survived the recent boating accident, off Leydown, Eng., which resulted in the drowning of nine of their comrades. From left to right their names are: G. Taylor, A. Wright, J. Beckham, and W. Refern. They are all natives of Watworth. (Copyright Central News.)

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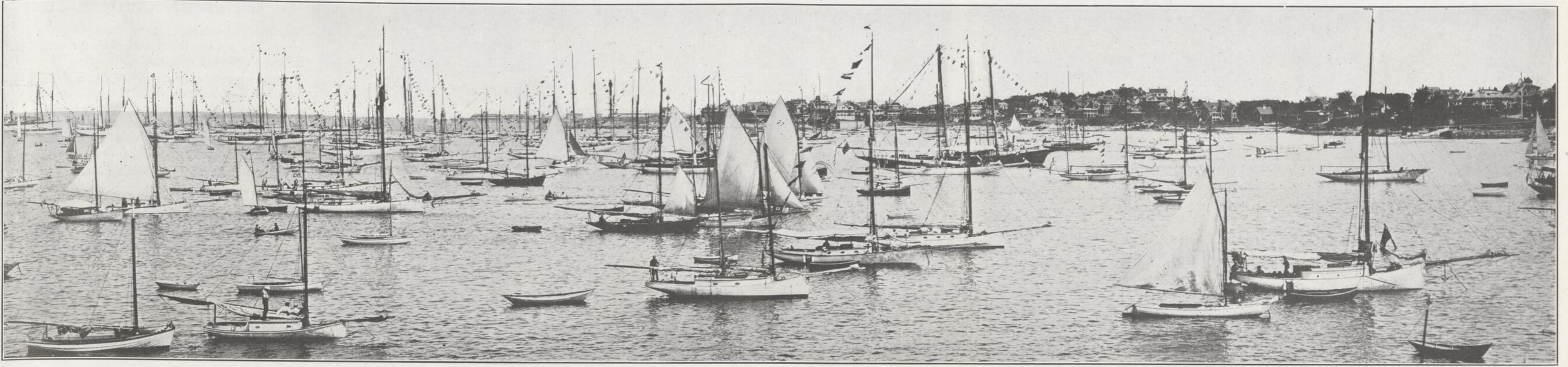
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YACHTS VALUED AT \$3,000,000 RIDING AT ANCHOR IN THE GREATEST HARBOR IN THE WORLD FOR PLEASURE CRAFT—View from the balcony of the Corinthian Yacht Club at Marble Head Neck, Mass., showing the wonderful squadron of pleasure yachts that gathers there with remarkable frequency during the summer months. As many as 440 yachts have ridden at anchor in this harbor at one time. The scene at all times is a picturesque one, but its beauty is considerably enhanced when the yachts are dressed and their sails are spread.



WESTMINSTER ABBEY CANON, WHO PREACHES IN MONTREAL TO-MORROW—The Rev. Herbert Hensley Henson, Canon of Westminster Abbey, and Rector of St. Margaret's Church, Westminster, who will occupy the pulpits of the Crescent Street Presbyterian Church and of Christ Church Cathedral at the morning and evening services, respectively, to-morrow. Canon Henson will spend two or three months on this continent, being engaged to lecture for certain universities in the United States. In church life he is of the "Broad" school, and combines the scholastic and the practical in a marked manner. As vicar of East End parishes he has worked hard among the poor and toiling classes, and as a writer of brochures on such matters as church union, education and marriage he has entered freely into polemics. Cable advices show that he is now being called to order by a legal firm for a sermon denouncing the Putumayo atrocities.

(Continued from Page 2.)

row-stricken company moved many in the congregation to tears.

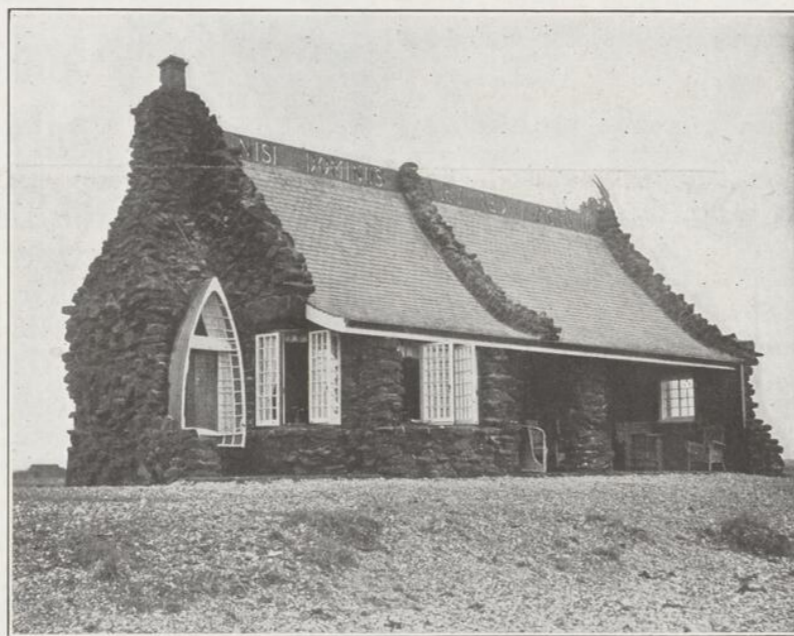
Punctually to the appointed hour of three the clergy and surpliced choir entered the church in processional order, and forthwith began the first part of the Burial Service, conducted by the vicar, the Rev. J. C. Morris. The

hymns used were "Nearer, my God, to Thee," "Abide with me," and "Fight the good fight."

Then, when the service proper had concluded, the Bishop of Woolwich preached a brief sermon. The bereaved relatives, he said, had the knowledge that the dear ones taken from them had led earnest, clean, and godly lives whilst to those who had been left the lessons to be derived were the uncertainty of human things and the need of so shaping their lives that



A Halifax horsewoman who is well known in Quebec.



QUEEN ALEXANDRA'S THOUGHTFULNESS—The above bungalow, which was built a few years ago near the seashore at Sandringham by Queen Alexandra, was recently the scene of a pretty incident. An amateur photographer, while engaged in focusing his camera on the bungalow, preparatory to taking a picture of the place, was surprised by the sudden appearance of the Queen-Mother and her guests. Their approach had not been observed by him, and they were directly in front of the camera before he realized their presence on the ground. Disappointed because of his failure to secure the coveted picture, he removed the focussing cloth from his head and proceeded to pack up his camera and plates. His action was noted by the Queen-Mother, who at once sent him a "command" that he should take photographs not only of the bungalow, but of Her Majesty and the members of her party.

they too might be ready to answer the call of the Master when their time came.

Whilst the organ played the Dead March in "Saul," the coffins were afterwards borne one by one from the church on the shoulders of Scouts. Outside the church, the coffins were reverently placed in the hearses that were in readiness—and gradually the procession to the grave was formed. At its head rode mounted representatives of the Scouts' headquarters, and behind these the clergy and surpliced attendants with the processional cross borne in front of them. Then came Scoutmaster Marsh and the Walworth Scouts, and in rear of them the hearses, each followed by its particular group of mourners in coaches. Finally there walked various contingents of Scouts, together with representatives of kindred organisations, of St. John's Institute, and of the Veteran Reserve.

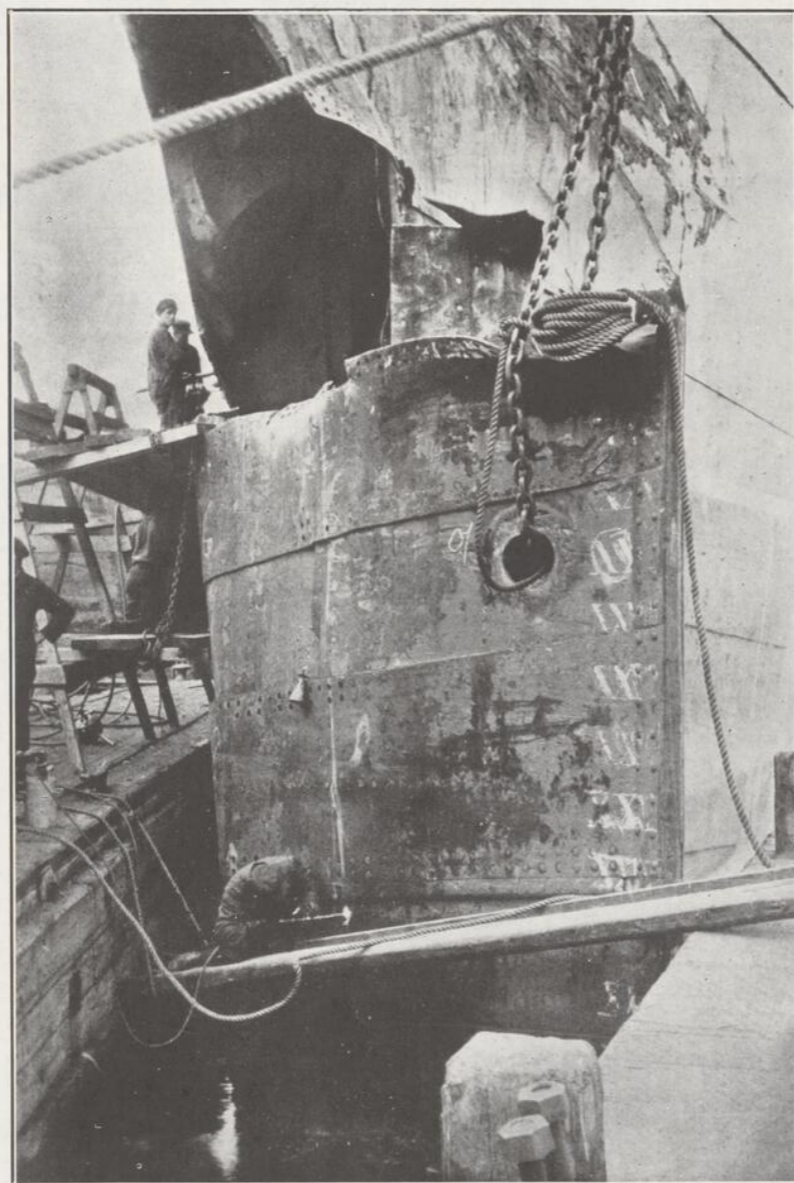
So numerous were the wreaths that three vehicles were required to convey them to the cemetery. Amongst the most striking of them were the series of eight—one for each of the deceased lads—sent by the Chief Scout, General Sir Robert Baden-Powell. Each was

in the form of a lifebuoy, composed of white and purple asters, and on a card attached to each was inscribed the Scouts' motto, "Be prepared," together with the words, "In Remembrance." "With the loving sympathy of the Chief Scout." Moreover, each bore the Scout's sign, "Gone Home"—the circle with the dot in it—that left by Boy Scouts in their daily routine to give information to comrades following them.

In front of the church the places of honour was given to a party of Sea Scouts, the corps to which the dead boys belonged. Ranged along side them were parties of Scouts from the South London Division, and a number of Girl Scouts also joined in the procession. As the coffins were borne from the church all heads were bared. The Scouts, as the coffins passed leaned on their staves with bowed heads, and then raised their hands to the salute in farewell to their dead brothers. The sight of so many small coffins draped with the Union Jack and buried under a mass of flowers had a deep effect on the spectators. Everywhere along the route absolute stillness prevailed as they passed.



WHO IS THE MORE BEAUTIFUL?—A Beauty Contest was recently held at Folkestone, Eng., and the above picture shows Miss Crystal Hetherington, winner of the second prize, crowning the Queen of Beauty, Miss Mercia Harber, of Sydenham, winner of the first prize. (Copyright Sport & General Press Agency.)



DOCTORING AN INJURED OCEAN LINER BY MEANS OF LIQUID AIR—The above picture shows the bow of the SS. Empress of Britain as it looked soon after the collision of the liner with the SS. Helvetia in the Lower St. Lawrence. After the collision the Empress returned to Quebec, where temporary repairs were effected. The vessel then proceeded under its own steam to Liverpool, where permanent repairs were made, fitting it once more for its transatlantic trips. In the above picture the injured bow of the vessel is being removed by means of a cutting apparatus operated by liquid air. The chalk lines on either side of the bow show the spots where the separation is being made.

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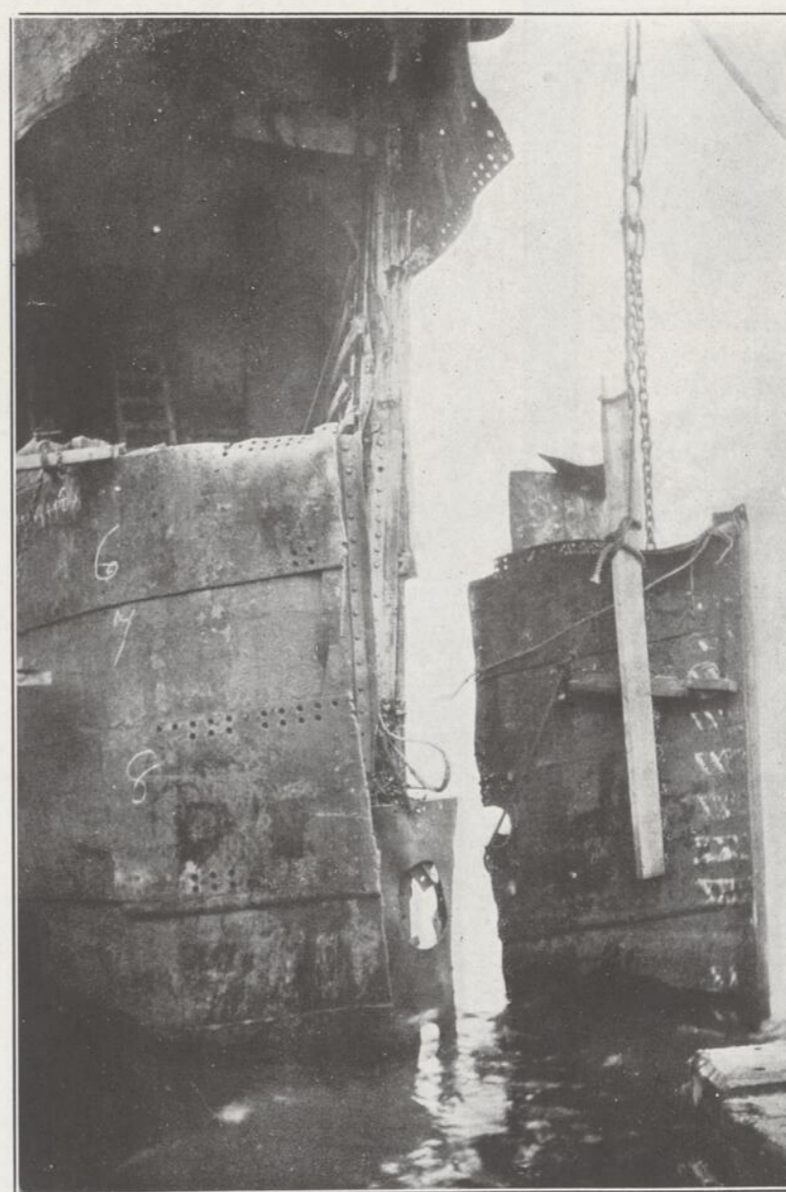


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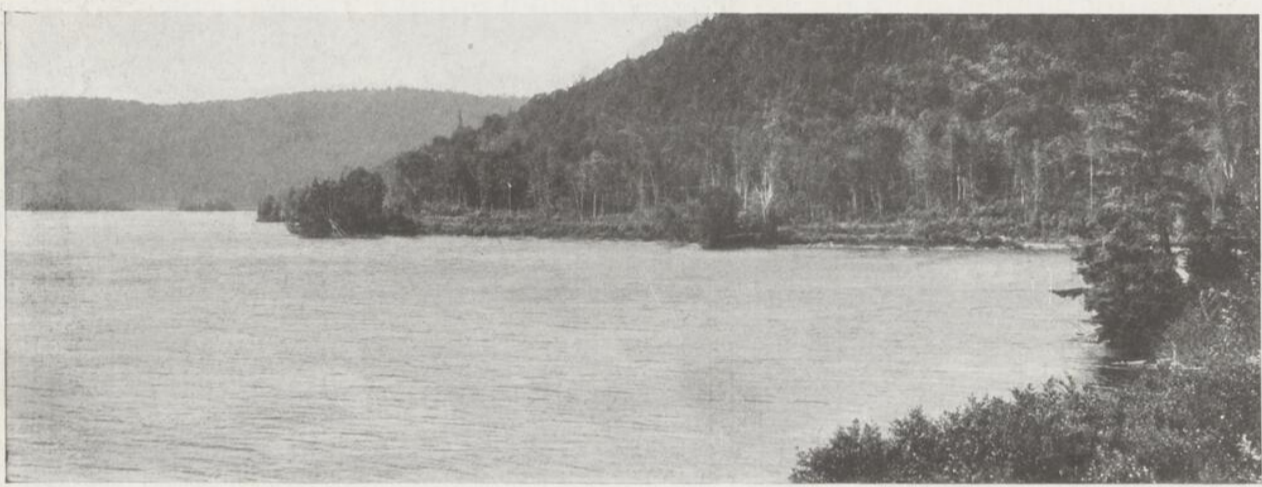
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DOCTORING AN INJURED OCEAN LINER BY MEANS OF LIQUID AIR—The bow of the SS. Empress of Britain as it looked after its separation from the hull of the vessel.



THE RETURN OF CANADA'S PRIME MINISTER TO CANADA—The Right Hon. Robert Laird Borden, P.C., K.C., Prime Minister of Canada, was a passenger on the SS. Victorian, which reached Quebec to-day from Liverpool. At the Ancient Capital he received a non-partisan welcome which proved extremely pleasurable and gratifying to him. Mr. Borden was accompanied by Mrs. Borden, who, while in England, christened the Niagara, a new steamship that is to run on the Canadian-Australasian service. This ceremony occurred in the shipyard of Messrs. John Brown & Sons, Clydebank. The above picture is a reproduction of a photograph taken at Cove, Dumbartonshire, on the occasion of the visit of Mr. and Mrs. Borden to Lord and Lady Inverclyde. (Copyright Sport & General Press Agency.)



A VIEW OF LAKE CHARLEBOIS—A BEAUTY SPOT IN THE LAURENTIANS.



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