

The Canadian Metropolis as Seen From a New Vantage Point: An Interesting Series of Remarkable Views



NEW AND STRIKING VIEWS OF MONTREAL—One of the oldest sections of the city as seen from the Harbor Commissioners' Elevator No. 2. In the foreground is Bonsecours Market, behind it Rasco's Hotel, a building which at one time was visited by the late King Edward. On the left is Jacques Cartier Square and the Nelson Monument. Beyond the Monument is the Court House, and to the right of the Court House is the City Hall. In front of the City Hall is the Chateau de Ramezay, the oldest gubernatorial residence in the New World. It was built by Claude de Ramezay in 1705, and within its walls much of Canadian history under three regimes has been made. Behind the City Hall and Court House is the Champ de Mars, on which the soldiers of three great nations have paraded as masters.



NEW AND STRIKING VIEWS OF MONTREAL—Looking northwards from the Harbor Commissioners' Elevator No. 2. In the foreground is the Bonsecours Market, with its dome, one of the oldest market buildings in Canada. Fronting the Market on the north are a number of buildings which take one back to the middle of the 19th century and beyond. On a line with the dome are the old de Beaujeu residence, now a shop and warehouse, and Trinity Church, the former church of the British troops that garrisoned Montreal. To the east of this edifice are Place Viger, the Place Viger Hotel and the Technical School. On the left of the picture is the Chateau de Ramezay (built in 1705), the City Hall and the Montreal General Hospital. To the north of Trinity Church is St. James Church, built on the site of the former Roman Catholic Cathedral, and a little to the north and west of this church is the Mount St. Louis College. On the extreme right of the picture is the Church of Notre Dame de Bonsecours.



NEW AND STRIKING VIEWS OF MONTREAL—Looking eastwards from the Harbor Commissioners' Elevator No. 2. This picture reveals a section of the city that is both old and new, historic and modern. On the left is a portion of the Church of Notre Dame de Bonsecours, the foundations of which date from 1675. The church was built in 1771. A little to the east and north of this edifice is the Place Viger Hotel, station and yards. On the ground now occupied by the yards the French built a citadel in 1685. Somewhat removed from the yards is the C.P.R. elevator. North of the Hotel is the new Technical School. This splendid building faces Place Viger, one of the most venerable squares in Montreal. West of Place Viger Station is the Notre Dame Hospital, formerly the Donegana Hotel, a building of great historic interest. Within its walls the pick of the British Army in the garrison days of Montreal frequently held banquet and dance.



NEW AND STRIKING VIEWS OF MONTREAL—The eastern portion of the harbor front as seen from the Harbor Commissioners' Elevator No. 2. In the foreground one of the 14 new steel sheds may be seen in course of construction. Beyond is the low-level Victoria Pier, at which many British and foreign men-of-war have been warped during the past three decades. In the background is St. Helen's Island, once the property of Samuel de Champlain (the name of whose wife it bears), founder of Quebec and discoverer of the Great Lakes. To this Island the Marquis de Levis, commanding the last French Army, retired in 1760, and there burnt his flags in the presence of his army on the night previous to Vaudreuil's surrender of the Colony to General Amherst.



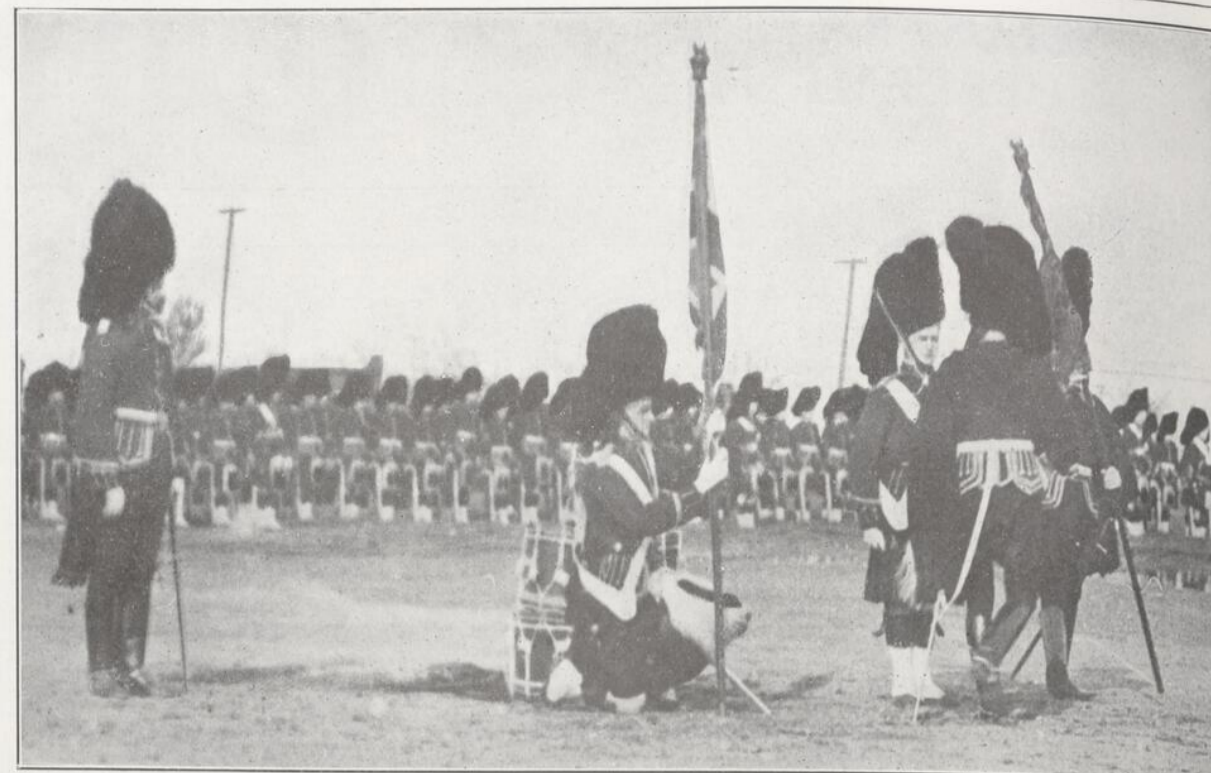
NEW AND STRIKING VIEWS OF MONTREAL—The western section of the harbor front as seen from the Harbor Commissioners' Elevator No. 2. In the foreground are three of the fourteen new wharves, with which the harbor is now equipped, and the SS. Royal George. In the background are the Victoria Jubilee Bridge (9184 feet long), the guard pier, the G.T.R. elevator, the entrance to the Lachine Canal, and a section of industrial Montreal. Large steel sheds are erected on the wharves, which have a lineal measurement of nearly 7 1/2 miles. These sheds are equipped with upper and lower floors and grain-carrying elevators. By means of the latter a ship can be loaded with grain from the elevators at her own berth, and at the same time, can load or discharge her ordinary cargo. The two Commissioners' Elevators, with which the port of Montreal is now equipped, have a capacity of 1,000,000 and 2,000,000 bushels respectively. These elevators have marine legs for unloading from vessels. The wharves are solidly built, and have been constructed to a height that will meet high water conditions in the spring. Berths for vessels are obtained at the projecting piers and alongshore sections.



NEW AND STRIKING VIEWS OF MONTREAL—Looking west from the Harbor Commissioners' Elevator No. 2. In the centre of the picture is Commissioners Street; on the right is a portion of Old Montreal, including the lower entrance to Jacques Cartier Square. In the background on the right are some of the new office buildings on St. James Street, the Church of Notre Dame, the new C.P.R. Windsor Street Station, the dome of St. James' Cathedral, and the spire of St. Patrick's Church. On the left are the wharf sheds and piers, the entrance to the Lachine Canal, and the G.T.R. and Harbor Commissioners' (No. 1) Elevators. A little to the west of the latter elevator is the Customs House. Upon the ground on which it stands Sieur de Maisonneuve landed in May, 1642, to lay the foundations of a city, and from it to establish a new "Kingdom of God." It was there, too, that Vimont celebrated Mass and gave expression to the prophetic utterance which is now incised on the Maisonneuve Monument in the Place d'Armes: "You are a grain of mustard seed that shall rise and grow till its branches overshadow the earth. You are few, but your work is of God. His smile is on you and your children shall inherit the land." (Photos by Chandler.)



THE PRESENTATION OF NEW COLORS TO THE 5th ROYAL HIGHLANDERS—This splendid spectacle took place on Saturday last. The presentation was made by Field Marshal H. R. H. Arthur, Duke of Connaught, Governor-General of Canada, in the presence of T.R.H. the Duchess of Connaught, the Princess Patricia, and a notable gathering of members of the Canadian Militia and civilians. The above picture shows Lieut.-Col. Commandant Geo. S. Cantlie directing a movement of his command.



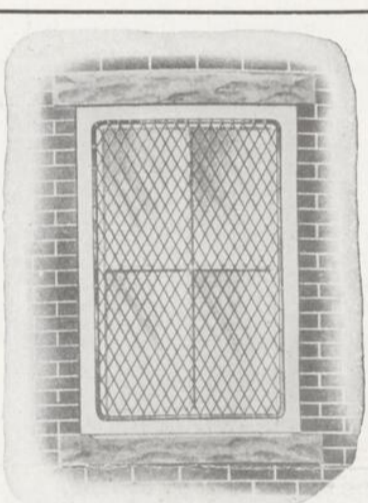
THE PRESENTATION OF NEW COLORS TO THE 5th ROYAL HIGHLANDERS—An impressive incident in the ceremony.



THE PRESENTATION OF NEW COLORS TO THE 5th ROYAL HIGHLANDERS—The splendid pipe band of the Regiment.



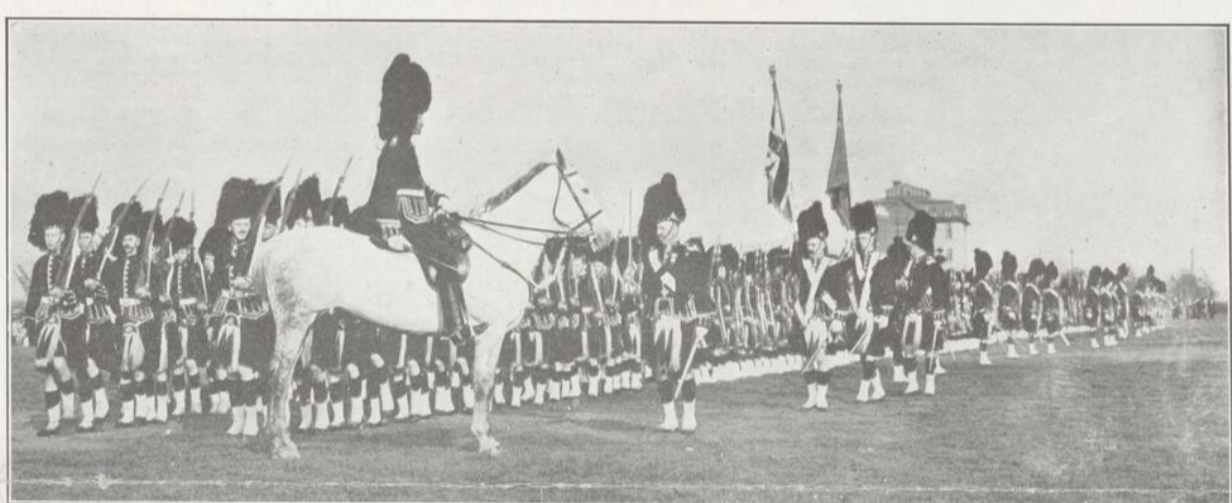
THE PRESENTATION OF NEW COLORS TO THE 5th ROYAL HIGHLANDERS—The Highlanders on parade.



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THE PRESENTATION OF NEW COLORS TO THE 5th ROYAL HIGHLANDERS—Laying the old colors on the drum-heads. On the right is Lieut.-Col. Commandant George S. Cantlie, and on the right of the drums is Lieut.-Col. A. F. Gault, commanding the 2nd Battalion.



THE PRESENTATION OF NEW COLORS TO THE 5th ROYAL HIGHLANDERS—Lieut.-Col. J. G. Ross, commanding the 1st Battalion, watching a movement of his command.



THE PRESENTATION OF NEW COLORS TO THE 5th ROYAL HIGHLANDERS—The old colors, which were presented to The Royals by Lady Monck in 1862.

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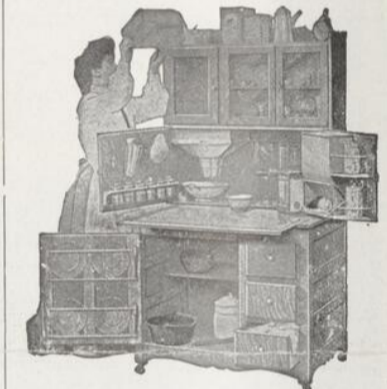
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Last Saturday's splendid spectacle on Fletcher's Field, when the 5th Royal Highlanders were presented with new colors, was unprecedented in Canada in one respect, inasmuch as never before was such a presentation made to a Canadian Regiment by a Prince of the Blood Royal. Delightful weather conditions made the ceremony one that will long live in the memories of those who witnessed it.

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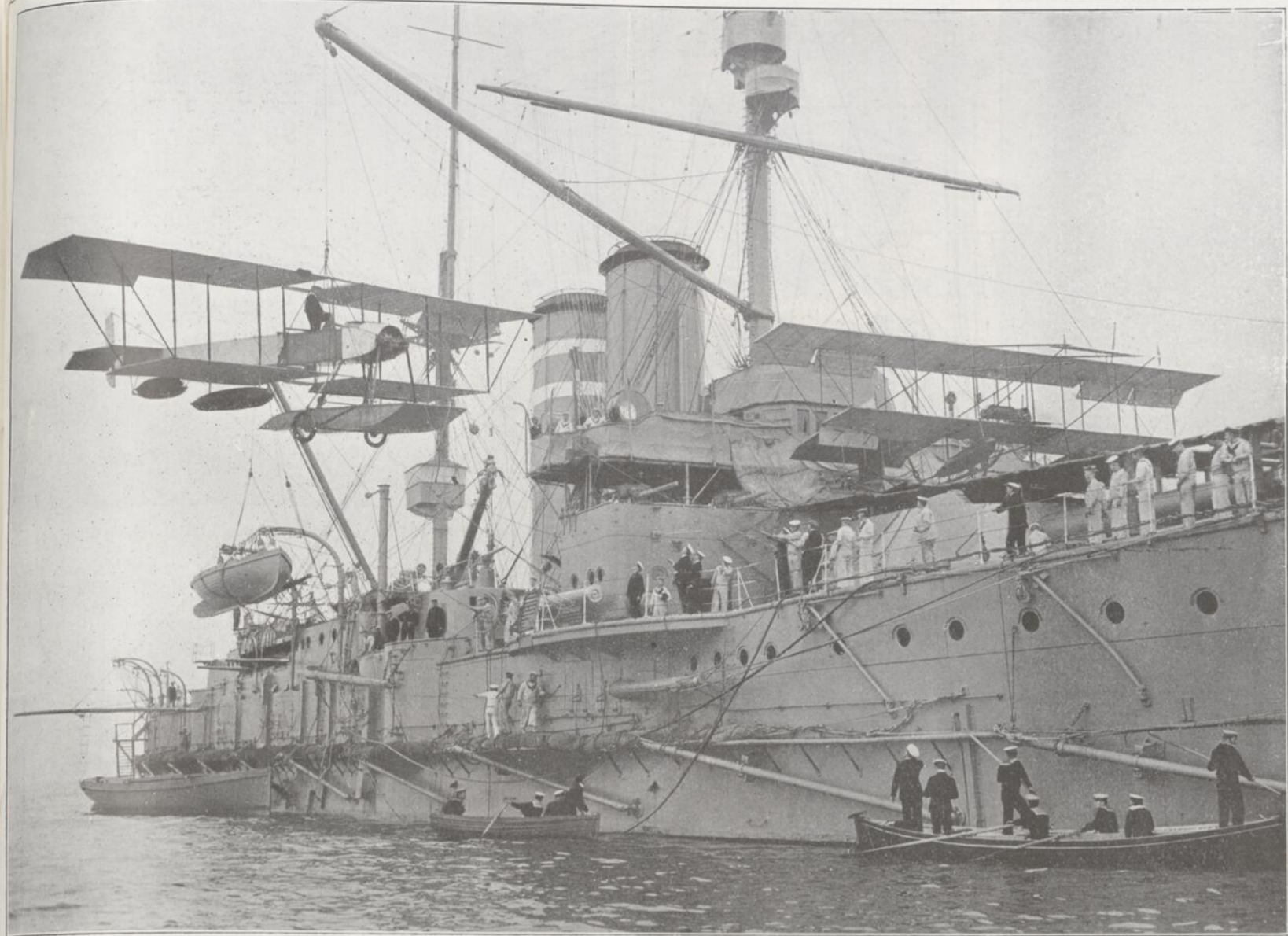
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A UNIQUE SCENE IN THE HISTORY OF THE BRITISH NAVY: HOISTING ON BOARD THE FIRST NAVAL HYDROPLANES—H.M.S. HIBERNIA occupies the proud position of being the first British warship to have hoisted on board a naval hydroplane—one of the weapons of the new arm that is likely to revolutionize naval warfare. In the above picture one of the two hydroplanes that surprised and delighted His Majesty and the British nation at the recent naval review at Weymouth by their marvellous accomplishments is seen in its place on the specially-prepared way in front of the bridge; the other is seen swinging from a boom by a cable which spreads out just above the wings. Owing to the fact that up to the present no device has been discovered by means of which a hydroplane can light on a warship, the above method of transferring the airship from the water to the forward deck of a man-o'-war will likely remain in vogue for some time. From the specially prepared way on this deck these wonderful machines will start on their flight. On the conclusion of the flight they will alight on the water under cover of the battleship and will then be raised to the deck in the manner depicted in the above picture. (Copyright Central News.)



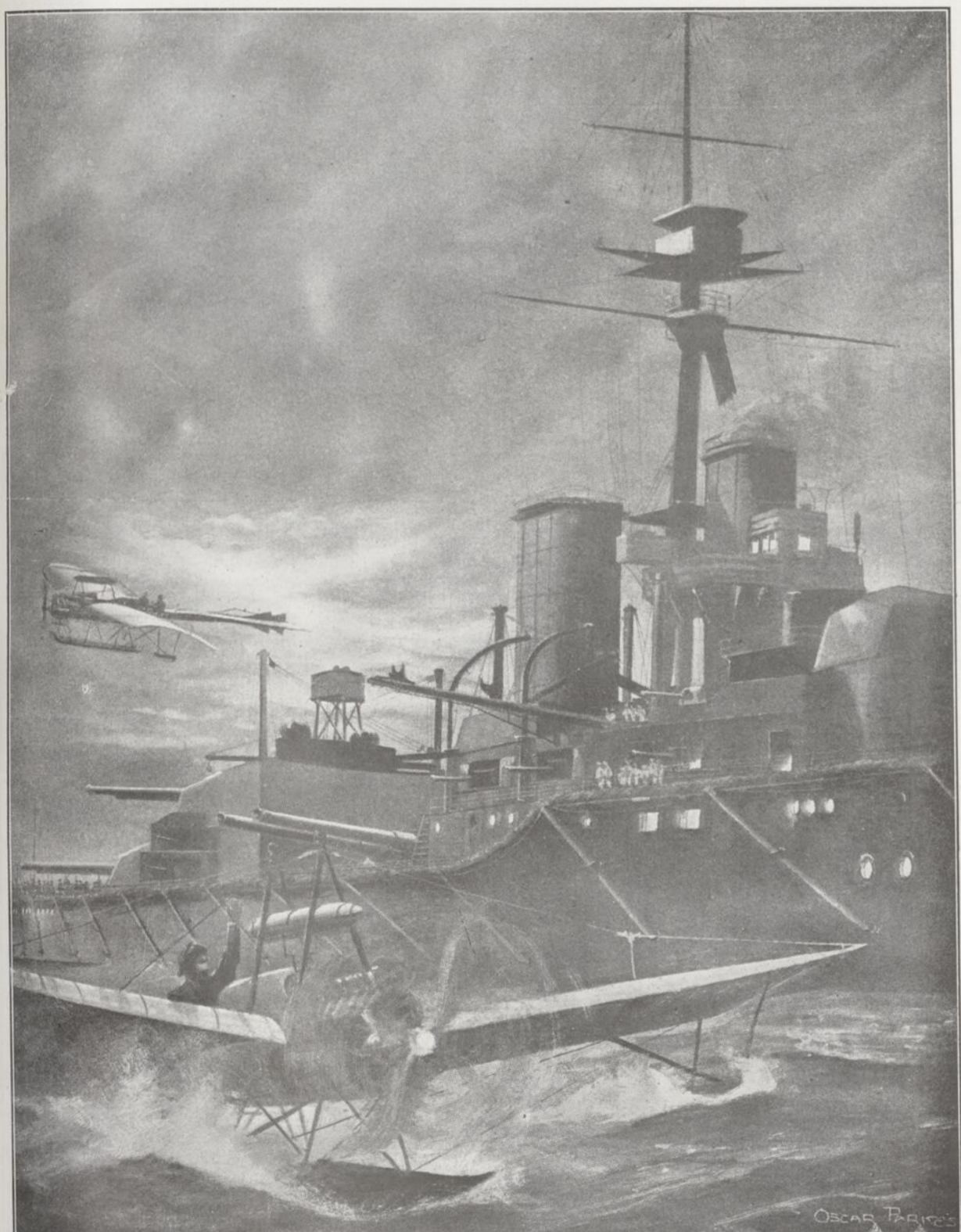
MR. CHARLES M. CAMERON, who was recently appointed People's Warden of Trinity Church,—the former garrison church of Montreal.

THE NAVAL AEROPLANE.

The flying-machine for naval use takes two forms: one that of an ordinary aeroplane fitted with floats, which will enable it to alight on the water, but not to rise from it; and the other that of the hydro-aeroplane, which, in addition to floats of the form already mentioned, has others, which permit it not only to alight on the water but to rise from it. Of this type is H.M.S. "Amphibian," designed and built by Mr. Horace Short, and flown so successfully during the recent battle-practice before the King at Weymouth by Commander Samsom. The hydro-aeroplane is a combination of the aeroplane proper and the hydroplane proper. The hydroplane is a flat-bottomed boat with peculiarities about the flat bottom, one of which is a notch, or step, about midway between the bows and the stern. Such a step, or notch, is noticeable in the hydroplane attachment of the hydro-aeroplane illustrated on this page. The hydroplane attachment to the hydro-aeroplane consists essentially of two rectangular air-tight boxes, forming flat-bottom floats. Together with the auxiliary floats, which are cigar-shaped chambers, they support the aeroplane at rest in the water by displacement.



A KNIGHTLY CHAPEL IN SIR CHRISTOPHER WREN'S GREAT MONUMENT—The above picture is a reproduction of a photograph taken recently in the Chapel of the Order of St. Michael and St. George in St. Paul's Cathedral, London. At a recent service in this Chapel, which is of especial interest to Colonial Knights, His Majesty the King was present. At this service the banners of three deceased Knights Grand Cross were taken down with the customary ceremonial. The Order of St. Michael and St. George is primarily a Colonial distinction, and as such is of interest to Canadians, many of whom are members of the Order. Several new Knights have been added to the Order by His Majesty since his accession and coronation. (Copyright Central News.)



THE EVOLUTION OF THE NAVAL AIR SCOUT—The "Fourth Arm" applied to the needs of the British Navy, as anticipated by an artist of the London Graphic. The performances of the "Fourth Arm," or hydroplanes, at the recent Naval Review at Weymouth were of such a remarkable character as to astound the world.



HIS EXCELLENCY, THE GOVERNOR OF NEWFOUNDLAND, AND LADY WILLIAMS, who recently visited H.R.H. the Governor-General of Canada at Toronto, and who were in Montreal last week.



A Tag-Day Incident in front of the Bank of Commerce, Montreal.



ADVERTISING CANADA IN THE MOTHERLAND—The Canadian Government Motor Car Exhibit at the Oxfordshire Show at Whitney. (Sports and General Press Agency.)

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HONORING THE MEMORY OF A GREAT CANADIAN STATESMAN—On the anniversary of the death of Sir George Cartier, Bart., the grave of the deceased statesman in Cote des Neiges Cemetery was decorated with floral tributes by representatives of many of the Conservative and Liberal Clubs of Montreal. The above picture depicts the scene at the graveside just after the tributes had been placed in position. Reading from left to right, the gathering includes:—Mr. David Ross McCord, K.C.; F. Tremblay, member of the Cartier Committee; D. Tansley, M.L.A., President of the Maisonneuve English Conservative Club; E. W. Villeneuve, President of the Cartier Centenary Committee; E. P. Mathieu, Secretary of the Liberal-Conservative Club; Armand Grenier, Secretary of the Club Cartier; L. J. A. Surveyer; John Boyd, President of the Sir John A. Macdonald Club; J. T. Bethune, Vice-President of the Sir John A. Macdonald Club; H. J. Gagne, Hon. Secretary of the Cartier Centenary Committee; C. H. Cahan, K.C.; A. P. Pigeon, President of the St. Louis Liberal Club.



HONORING THE MEMORY OF A GREAT CANADIAN STATESMAN—Magnificent floral anchor, the tribute of the Sir John A. Macdonald Club of Montreal, which was recently placed on the grave of Sir George Etienne Cartier by a delegation composed of C. H. Cahan, K.C., John Boyd (President), and J. T. Bethune (Vice-President of the Club). Sir George Cartier died on May 20th, 1872. (Photo by Gleason.)



A NEW PICTURE OF PRINCE RUPERT—The latest view of 3rd Avenue in the Pacific terminal of the Grand Trunk Pacific Railway, showing the type of buildings that is being erected there.




AT THE AMUSEMENT PARKS—The home life of the Sioux Indians now appearing at Dominion Park, Montreal.

AN INVITATION TO BE SENT TO THE PRINCE OF WALES. Montreal Memorial to the late Sir George Etienne Cartier, Bart., will be unveiled. The invitation will be sent to His Royal Highness through the Dominion Government and H.R.H. the Duke of Connaught.



THE DASHING CAVALIER AFTER WHOM THE PACIFIC TERMINAL OF THE GRAND TRUNK PACIFIC IS CALLED—H. R. H. Prince Rupert, a cousin of King Charles II., and one of the founders of the Hudson's Bay Company, whose name has been given to the Grand Trunk Pacific Railway's terminal on the Pacific Coast.



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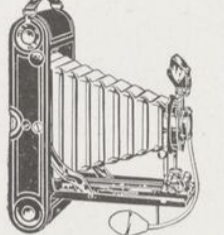


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