

## Views of Commercial Metropolis Taken From Newly Built Skyscraper: Striking Picture of Smoke Nuisance



A NOVEL VIEW OF MONTREAL FROM THE NEW WINDSOR STREET C. P. R. STATION TOWER—This gives an excellent idea of the growth of the city in a north-easterly direction. Many handsome new structures are seen in the foreground, including the fine new Ames-Holden-McCreedy building, which has done so much to improve this part of the city. In the centre of the picture can be seen St. Andrew's Church, and there is also an excellent view to the immediate left of St. Patrick's Church. To the right and left can be seen various prominent church towers.



AN EXCELLENT VIEW OF MODERN MONTREAL FROM THE NEW TOWER OF THE C. P. R. WINDSOR STREET STATION IN MONTREAL, LOOKING SOUTH-EAST—This picture gives an excellent idea of the buildings recently erected in the heart of the city and the solid character of the structures. The big Grand Trunk Grain Elevator can be seen in the distance.



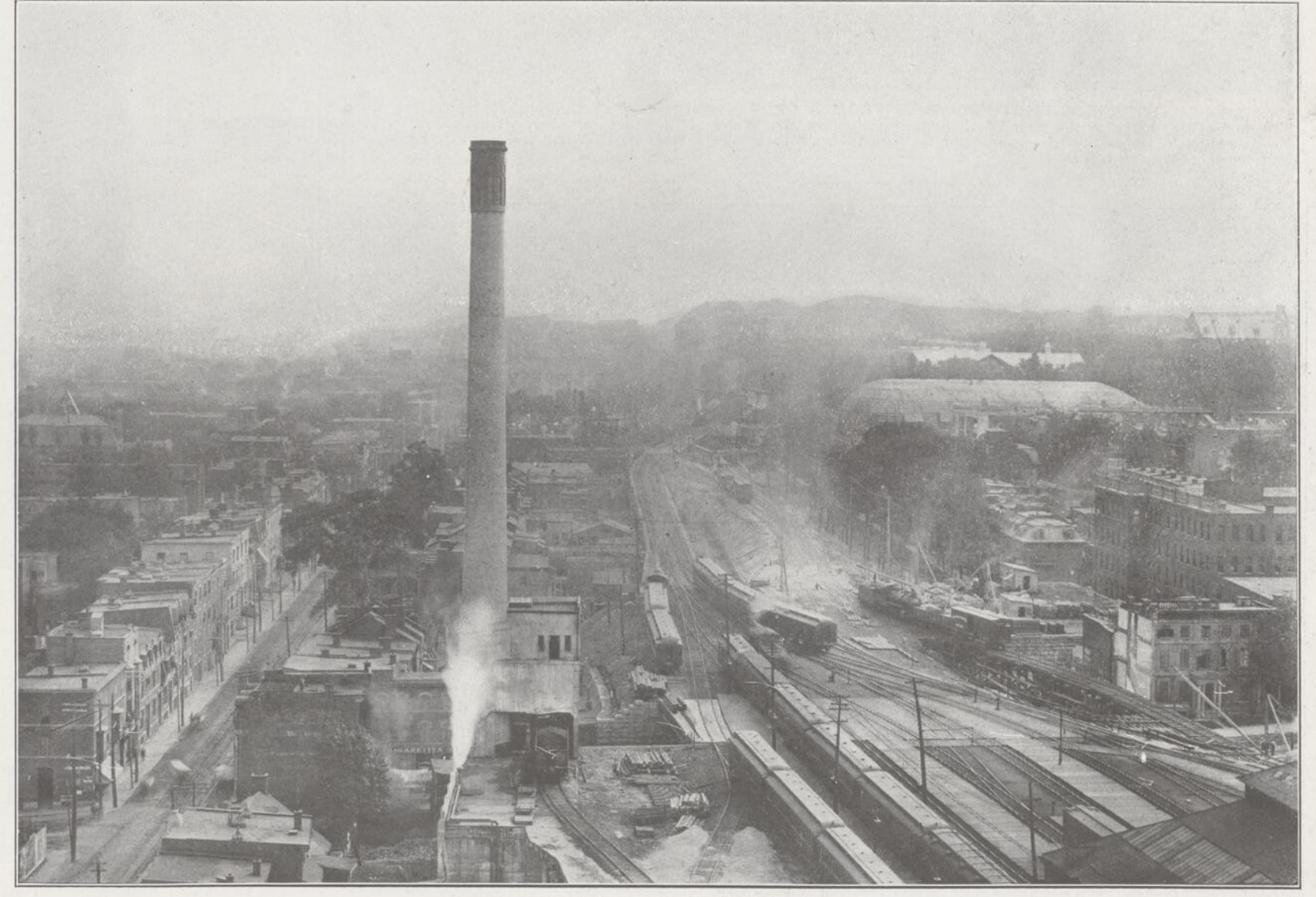
A NEW VIEW OF MONTREAL'S BEAUTIFUL DOMINION SQUARE—The Windsor Hotel, Sir John A. Macdonald's Monument and the Y. M. C. A. Building can be seen in the foreground of the above picture. A view of Mount Royal, shortly to be tunneled by the Canadian Northern, is seen in the background. Dominion Square is one of the most popular resorts in Montreal during the hot weather, its seats being occupied by hundreds of people all day long and in the evening.



NOVEL VIEW OF MONTREAL'S UP-TOWN DISTRICT TAKEN FROM THE TOWER OF THE NEW C. P. R. GENERAL OFFICES—In the above picture on the left an excellent view is obtained of the Cathedral of St. James. One of the interesting things about this picture is that it gives an excellent view of what will hereafter become the Montreal end of the Canadian Northern Railway's great tunnel through Mount Royal. It will come out among the trees in the centre of the picture, and this rural scene will become one of the great transportation centres of the Continent.



A VIEW OF MONTREAL FROM THE NEW C. P. R. STATION, LOOKING SOUTH—This picture, taken especially for The Standard at the busy noon hour, shows a few of Montreal's great manufacturing plants in full blast, and it also illustrates the smoke nuisance which does so much damage to city property. The River and the Bridge opened by the late King Edward VII. is seen in the distance.



UNIQUE PHOTOGRAPH OF MONTREAL'S WONDERFUL PROGRESS—The first picture, looking west, from the high tower of the new C. P. R. General offices. This picture is of interest in that it shows the immediate entrance to the new Station of the great Transcontinental line at the West End of the City of Montreal. A Transcontinental train is seen entering the yard in the distance, and the enormous new station proper ends where the smoke stack is built, the whole space between this and Windsor Street being taken up by the extended general offices. (Photos by Kilscock.)

# Montreal Photographer's Thrilling and Unique Pictures of New York from the World's Highest Building



A STANDARD PHOTOGRAPHER TAKES EXTRAORDINARY VIEWS OF NEW YORK CITY—The above picture shows a well-known Montreal photographer, Mr. Walter Millar, photographed while at work taking pictures of New York from the top of the new Woolworth Building, 730 feet in the air. The Woolworth Building is the latest in sky-scraping construction, and the picture above presents Mr. Millar on one of the topmost beams taking views of enormous sky-scrapers. Hundreds of feet below the street cars can be seen about the size of peanuts, and the citizens are seen about the size of pin-heads. The view gives an excellent idea of the wonderful building development in this part of New York City.



A STANDARD PHOTOGRAPHER TAKES NOVEL VIEWS OF NEW YORK AND ITS WATER-FRONT—The above picture shows Mr. Walter Millar, a Standard photographer, at work on another part of the Woolworth Building. He is here shown taking pictures of West Street and part of the Harbor. A large ocean-going vessel is seen putting out to sea, and the traffic about the piers is plainly discernible down below. The wharves and piers of Hoboken, N.J., can be dimly perceived. Mr. Millar is apparently undisturbed by the precarious position from which he takes these pictures.



NEW YORK SKYSCRAPERS PHOTOGRAPHED FROM A GREAT HEIGHT—The above photograph was taken from the 55th story of the new Woolworth Building by Mr. Walter Millar, a Standard photographer. It gives an excellent view of the new Municipal Building; also, two of the famous New York bridges can be seen in the distance to the right.



PHOTOGRAPHING A GREAT CITY FROM MID-AIR—The above picture shows The Standard photographer, Mr. Walter Millar, who has become a famous sky-scraping photographer, in New York City, sitting on a two-inch plank over 700 feet in the air above Broadway. He is looking down on City Hall, and the Supreme Court in the foreground.

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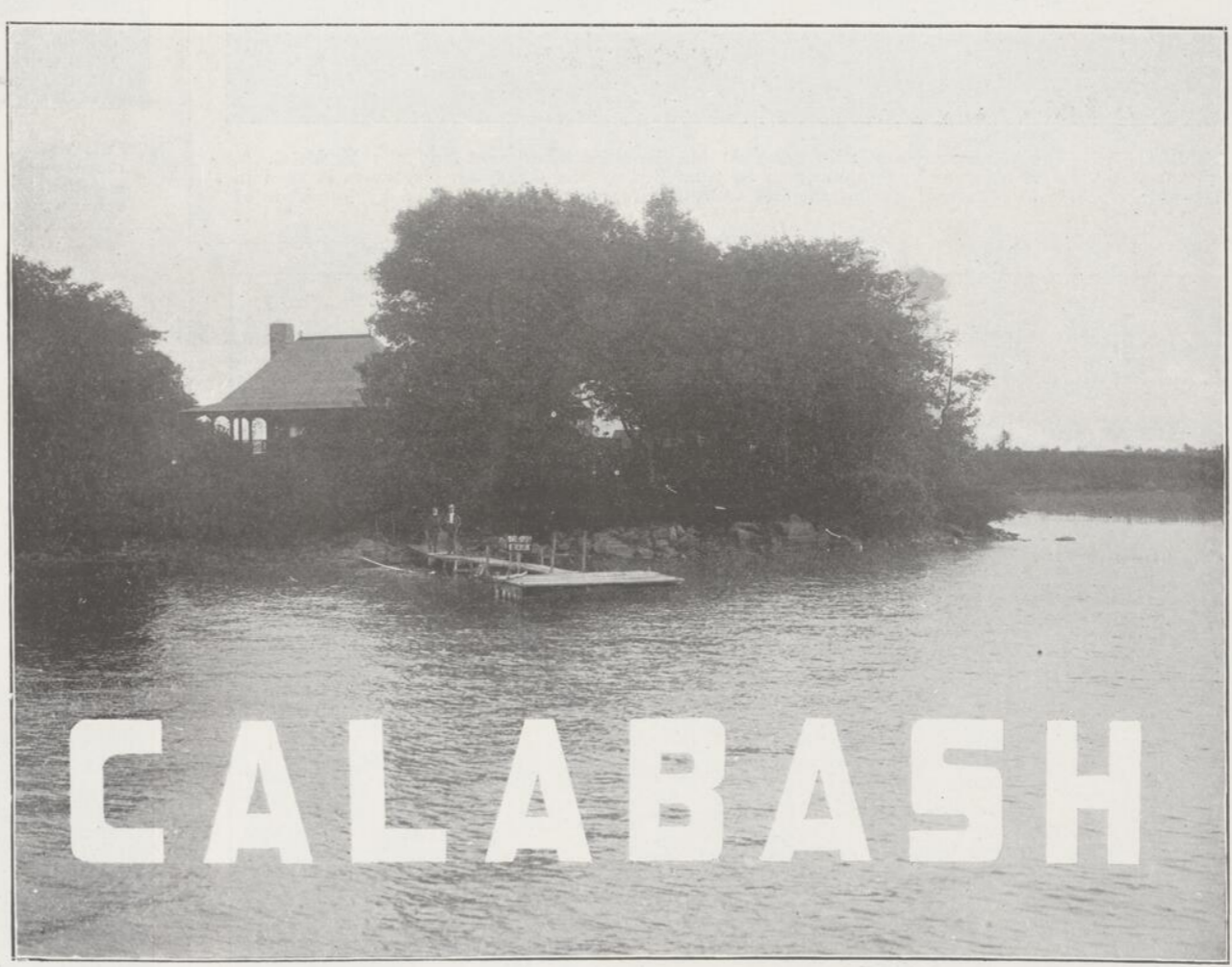
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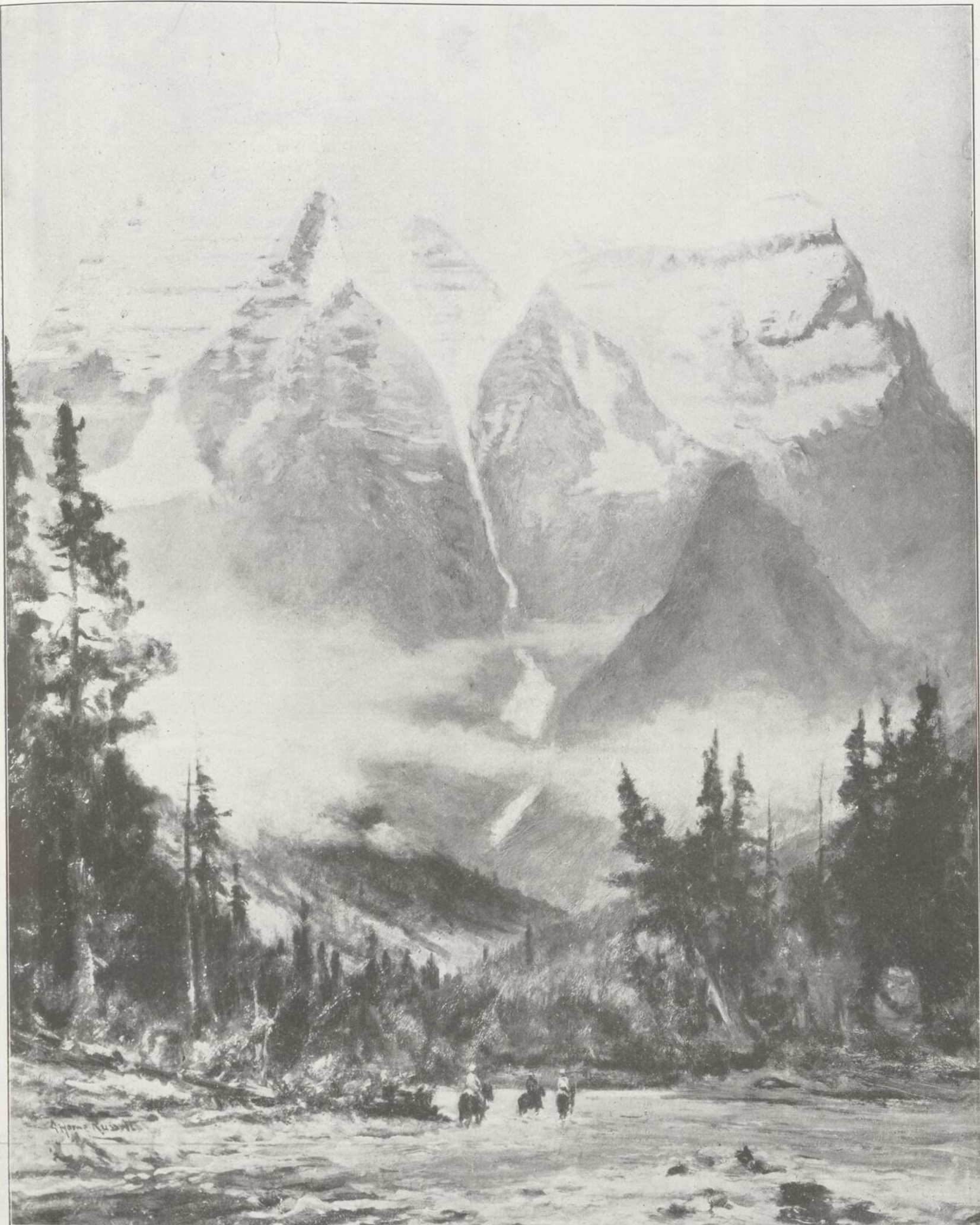
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# Canada's Wonderful Scenery; Stirring Events in Life of Hubert Latham, Conqueror of Air, but Killed by Buffalo



MAGNIFICENT CANADIAN SCENERY—A wonderful panorama of mountain scenery in the Canadian West, showing relative size of travellers and the vast mountain ranges of the Rockies.

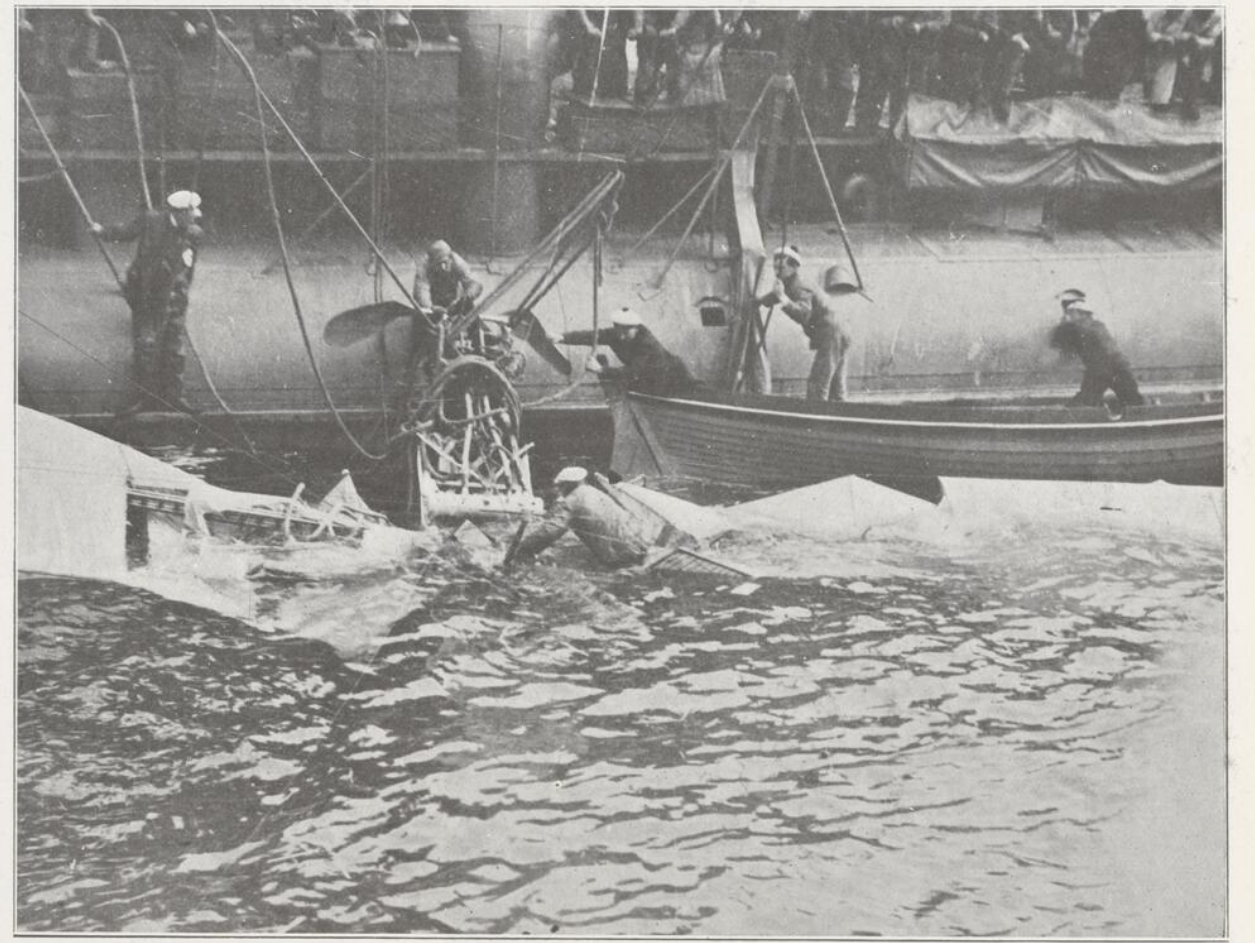
## THE LATE HUBERT LATHAM.

THE illustrations on this page of The Standard vividly recall the most stirring events in the life of the late Hubert Latham, when he fell into the water in his attempt to cross the English Channel. Latham conquered the air only to be trampled to death by a buffalo. The appreciation published on this page is written by a personal friend of Latham's.

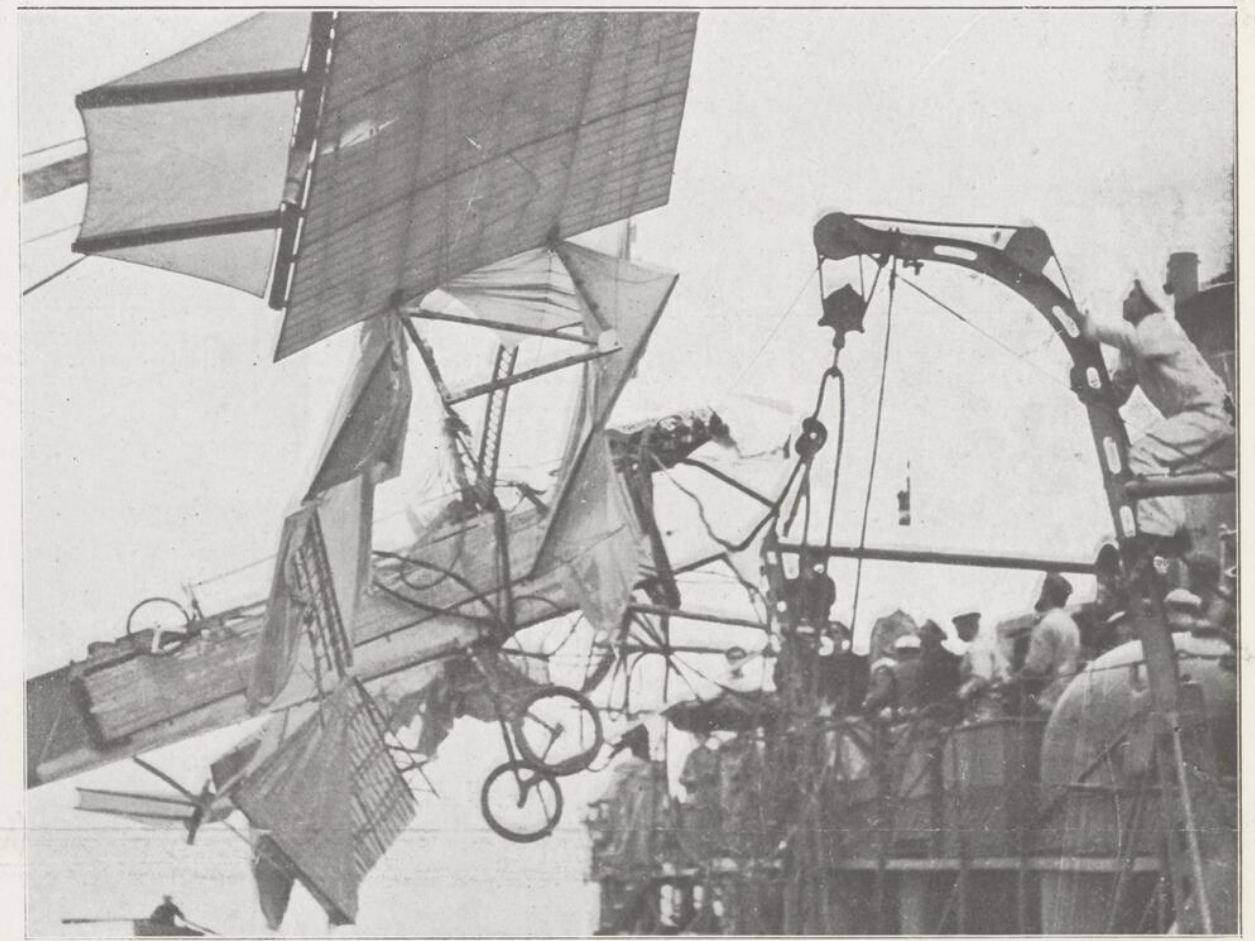
After having braved the perils of aviation, in its earliest stages, and been the hero of more than a score of spectacular accidents, Hubert Latham, the intrepid Franco-English sportsman, has met death in the jungles of Africa, where he had gone big game hunting. Some six or seven years ago, a young French engineer, by the name of Lavasseur, felt that he could build successful heavier-than-air craft, but he did not have the money to carry out his desires along these lines. At that time Hubert Latham, who had always taken a deep interest in aeroplanes, and had won fame as a daring balloon pilot, heard of this young man, and he immediately visited him. He was impressed with the blue prints which were shown him by the engineer, and more especially by his enthusiasm, and he placed an order with the young man. This was the beginning of his association with the now famous designer of the Antoinette monoplane. After his first experiences as an aviator, he placed an order with Lavasseur to supply him with monoplanes, just as fast as he broke them, which, as can be imagined in the early days of flying, kept the builder and his assistants very busy. Latham made the first attempt to fly the English Channel, but met with an accident, as vividly shown by the illustrations on this page of The Standard, his motor stopping when half way across, which necessitated his descent into the water. When he was rescued he was sitting on the slowly sinking wreckage, calmly smoking the ubiquitous cigarette. It is no exaggeration to say, that few men have lived in recent years who have calmly looked death square in the face as many times as this young man.

It came to Latham's ears that an old bed-ridden man, who had always cherished a desire of seeing a successful flying machine in action, wanted very much to witness a flight, but as he could not be taken from his room, and as his residence was a considerable distance from the flying ground, he had almost given up in despair. Latham sought out the house, and finally decided to take the chance of a successful flight over the city, which was in those days an exceedingly dangerous undertaking, in view of the insecurity and unreliability of aerial motors. He knew that if his motor stopped going sure death would be his reward.

Despite this fact he flew so close to the old man's house, that his wing tip nearly touched the window. The venerable patient immediately sent for Latham, and thanked him most profusely, pressing him to accept a gift of five hundred dollars, which Latham accepted, and promptly turned over to the charities of the city. It is no idle statement to say that Hubert Latham was one of the greatest sportsmen the last decade has produced, and a man who merited in the highest degree the designation—a gentleman.

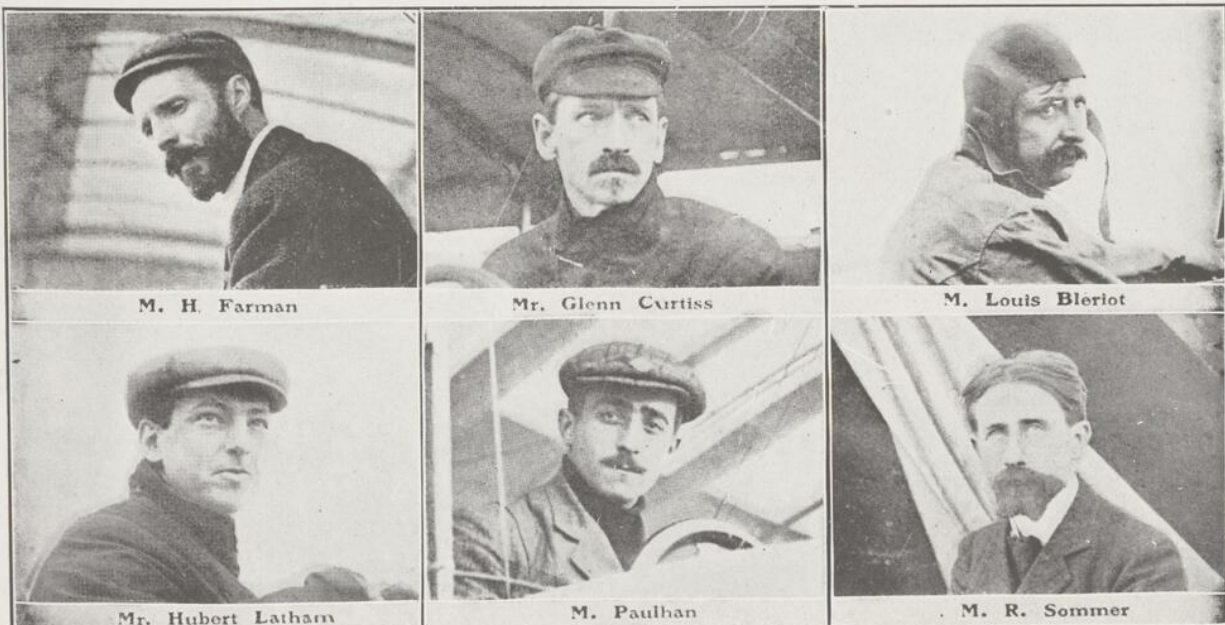


THRILLING INCIDENTS IN THE LATE MR. HUBERT LATHAM'S ATTEMPT TO CROSS THE ENGLISH CHANNEL IN A MONOPLANE—The collapse of the machine in mid-Channel and the rescue of Mr. Latham by the torpedo destroyer, Harpon.

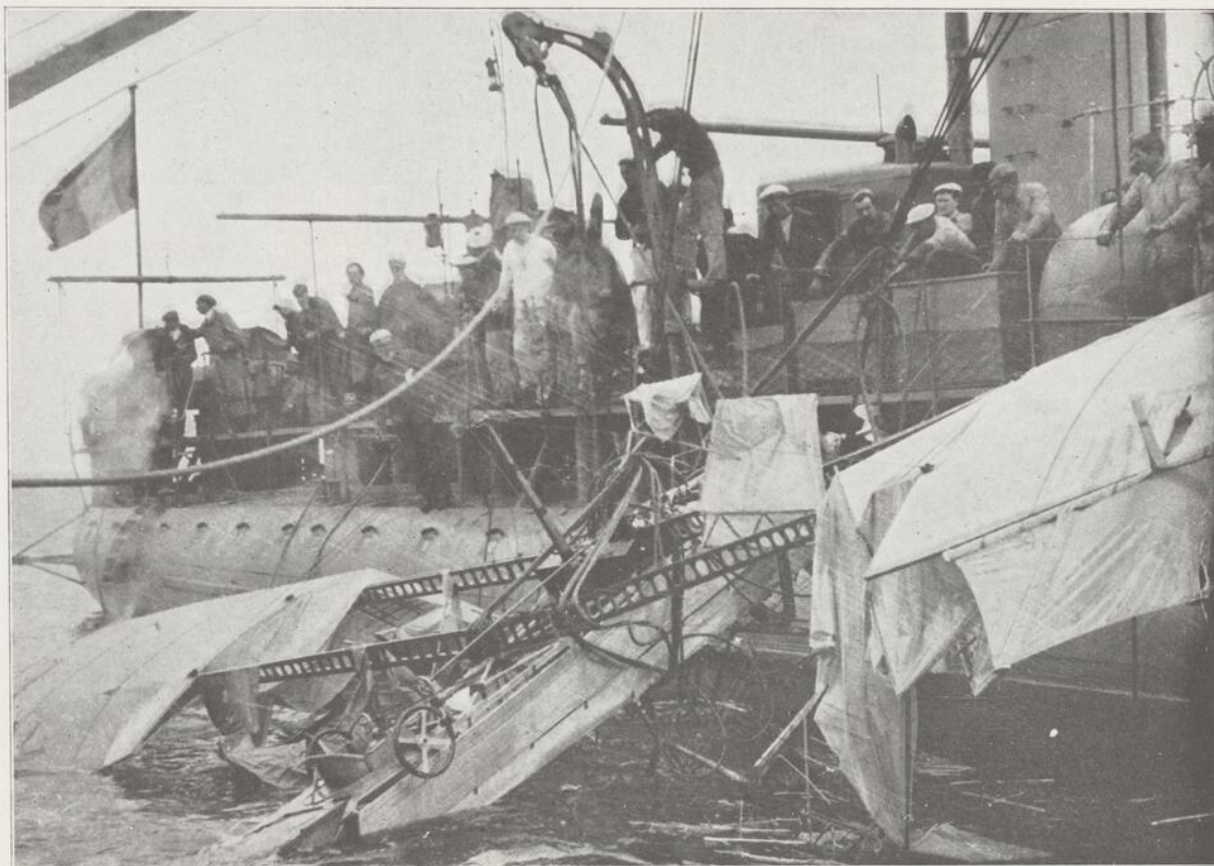


THRILLING INCIDENTS IN THE LATE MR. HUBERT LATHAM'S ATTEMPT TO CROSS THE ENGLISH CHANNEL IN A MONOPLANE—The crew of the Harpon attempting to salvage the airship, in which attempt they were successful.

EVERY CANADIAN SHOULD SUBSCRIBE TO THE STANDARD—CANADA'S NATIONAL WEEKLY.



FAMOUS BIRD-MEN—(1) Mr. H. Farman. (2) Mr. Glenn Curtiss. (3) Mr. Louis Bleriot (who visited Canada a few weeks ago). (4) Mr. Hubert Latham (killed last week). (5) M. Paulhan. (6) M. R. Sommer.



THRILLING INCIDENTS IN THE LATE MR. HUBERT LATHAM'S ATTEMPT TO CROSS THE ENGLISH CHANNEL IN A MONOPLANE—Slowly she (the Harpon) came in port with the disabled monoplane, like a bird with a broken wing, hanging from a derrick on the starboard side. She soared over the cliffs a few hours earlier in the glory of buoyancy and strength. Now she hung there, battered and broken, for the moment helpless, without a throb or a flutter of life left in her.

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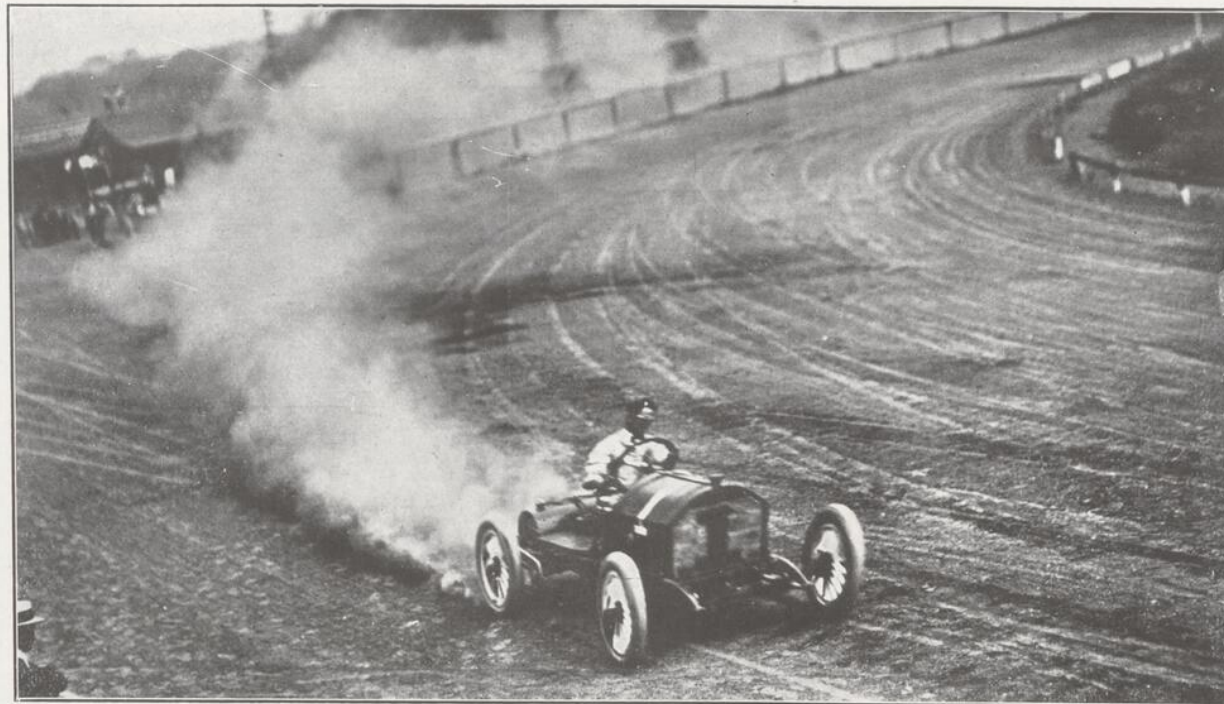
**ST. ANDREW'S COLLEGE, TORONTO, ONT.** A Residential and Day School for Boys. Royal Military College, Upper and Lower Schools. Calendar sent on application. Aut. term Commences September 11, 1912. REV. D. BRUCE MACDONALD, M.A., LL.B., Headmaster.



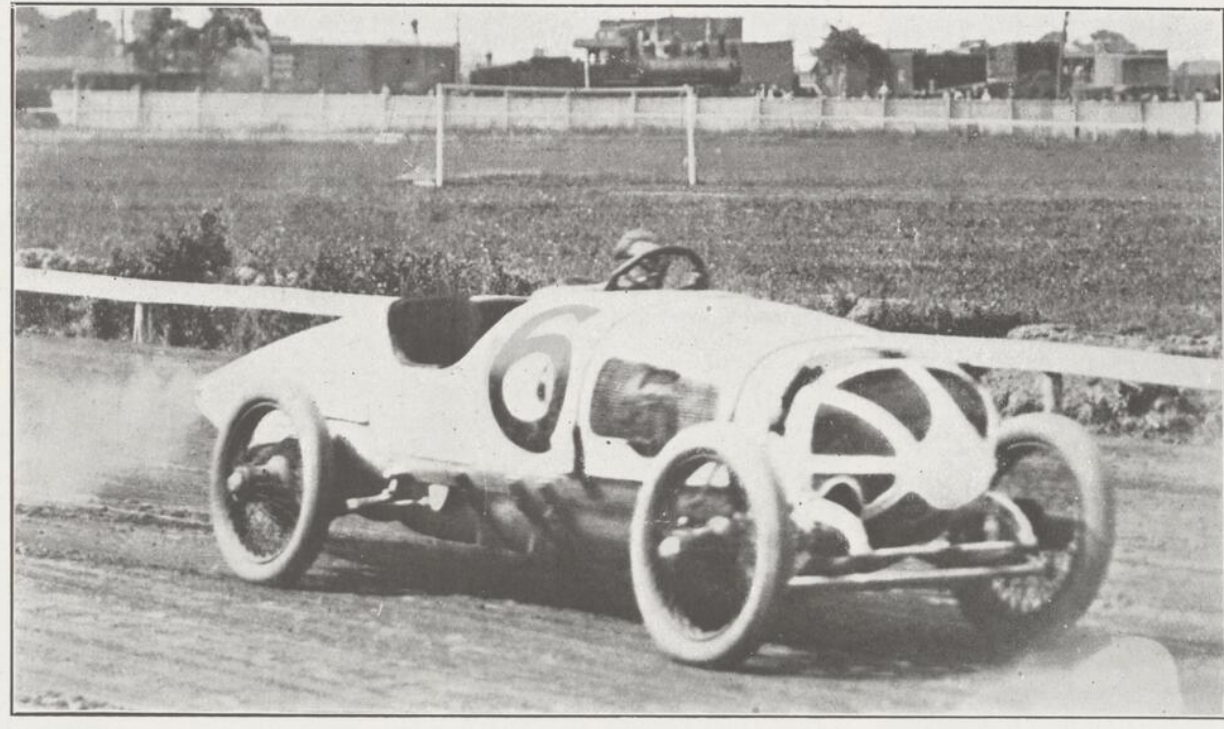
THRILLING INCIDENTS IN THE LATE MR. HUBERT LATHAM'S ATTEMPT TO CROSS THE ENGLISH CHANNEL IN A MONOPLANE—The start from Sangatte, France, when the monoplane sailed "through the air like a big dragon fly."



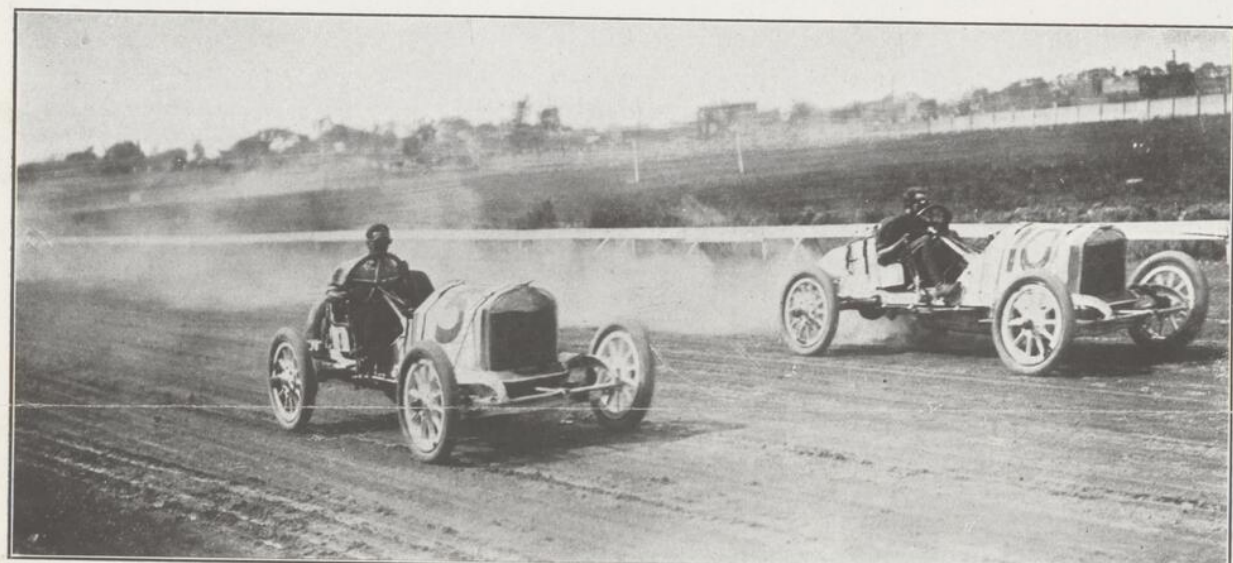
THE STANDARD'S LATEST PARISIAN FASHIONS—The above costume was photographed at the Grand Prix Meeting at Auteuil recently.



BREAKING CANADIAN AUTOMOBILE RECORDS IN MONTREAL—The above picture shows Louis Disbrow breaking the world's record for one mile on a half-mile track. (Photo by Chandler.)



BREAKING CANADIAN AUTOMOBILE RECORDS IN MONTREAL—The above picture was taken when this famous car, known as the "Case-Bullet," and driven by Joe Nikrent, was travelling at a speed of over sixty miles an hour. Taken on the hom stretch at Delorimier Park, Montreal. (Photo by Chandler.)



BREAKING CANADIAN AUTOMOBILE RECORDS IN MONTREAL—The above picture shows the exciting finish between Louis Disbrow and H. Ulbricht in one of the automobile races held at Delorimier Park last week. (Photo by Chandler.)

We are always glad to accept Photographs of interesting Canadian subjects for reproduction.

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171 St. James Street.

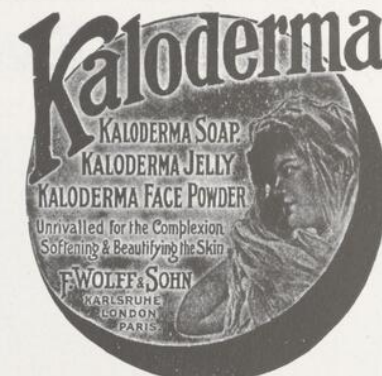
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**LIFE IN THE FOREIGN LEGION.**  
The English in the Legion number about one in every thousand, and it says something for our national reputation that my word as an Englishman was always believed. Water ran short at Daya, and three men were killed while blasting to increase the depth of the well. We had wine three times a day and a pint-and-a-half of tea a day. No water to wash with unless you used the lavabo where all the foul linen was washed, and the early morning ablution usually consisted of filling the mouth with tea, spilling it over

the hands and face in this way, wiping the soap off with a towel. At Daya we erected a theatre where a music hall programme was given on Sunday nights.

One Sunday, just before twelve, a special message came to call us to extinguish a forest fire. For three days ashes had been falling in the camp and we knew there was a big fire somewhere. At two o'clock in the morning we started off in our linen suits, with blankets rolled and round our shoulders — these and the bidon



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were our equipment for three weeks. No change of linen or keeping clothes "plus propre" on that expedition. After a march of about 40 kilometres we camped — at least, laid on the ground in an open clearing — and for see, where the roaring of flames through the pine forest. After two days Arab tents were provided to sleep under, but there were so many ticks in them that most of us preferred the open air.

Pay in the Legion is 4d. every five days. For putting out the fire we received an additional 2 1-2d. a day. We were not angels in the Legion. I remember at Daya two Belgians fighting, one picked up a piece of rock about a foot square and hit the other full in his face, smashing his nose. The same night some friends of the man with the broken nose waited on the victor of the morning. Result — he also was conveyed to the hospital with two ribs broken.

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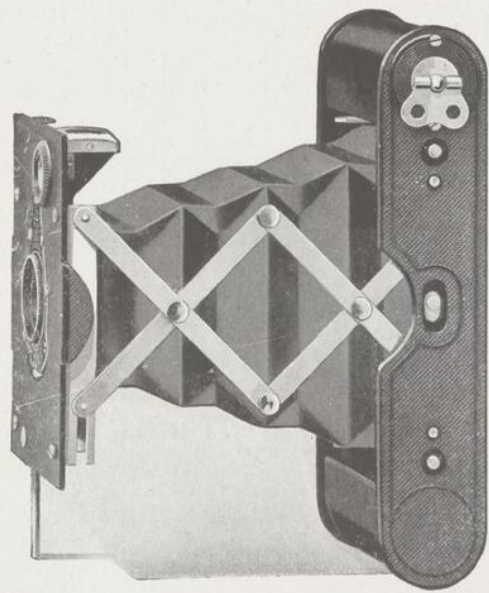


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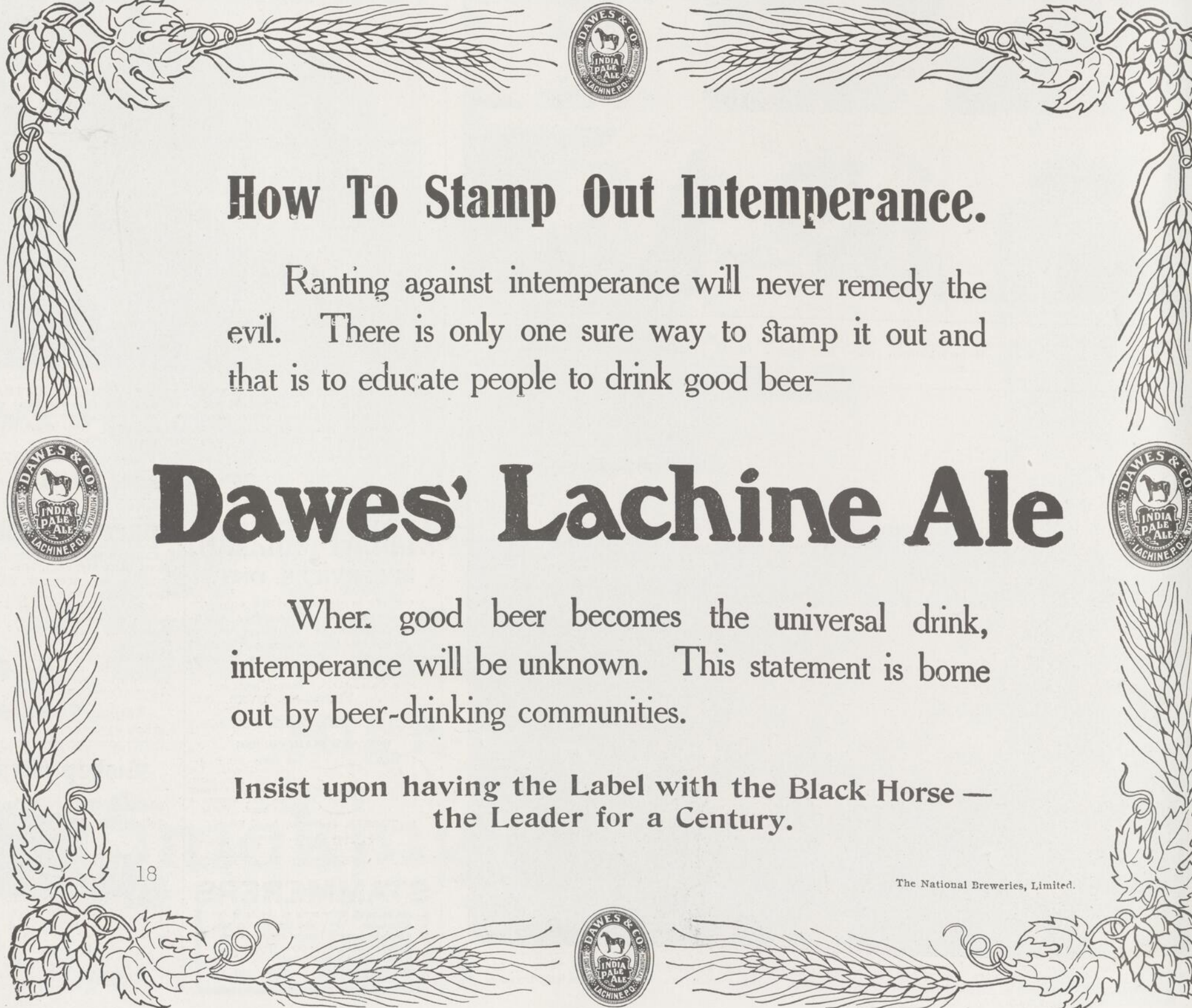
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