

THE widespread popularity already won by THE STANDARD is to a large extent due to the excellence of the Pictorial Supplements. Wherever these supplements have been seen they have been admired, and the admirers have at once become readers of the new weekly. It has been the endeavour of the Publishers to select interesting subjects for illustration, and to have the work executed in the best manner possible. Competent judges, who have carefully examined the two preceding supplements, express the opinion that the cuts are the best ever produced in Canada.

Our readers, it is hoped, will find the present supplement equal to those of the two preceding numbers. If so the publishers will be amply rewarded for the care they have bestowed upon it. Those interested in pretty faces, and the men and women who are not a few indeed, will find the centre-piece of page one a picture worth studying; and, no doubt, hundreds will attempt to identify the young ladies whose portraits are given here. On page two will be found a large cut illustrating a scene connected with the visit of Prince Louis of Battenberg and his sailors to the federal capital. They are drawn up across the main walk leading up from Wellington street to the entrance of the Parliament Building, just at the point where the stone steps carry the walk up from the level of the lawn to the level of the terrace. In the background are the main tower and the imposing facade of the Buildings.

The attempt to break the trans-Atlantic mail carrying record has contributed several cuts, which give an excellent idea of the extent of this very important experiment. Although it failed, owing to fog, still it demonstrated the fact that Canada employs

up-to-date methods in her postal service. Probably the most interesting link in this chain of communication is that queenly steamship, "The Virginian," and her illustrations are made the features of the page.

The Lacrosse Championship of the World was recently decided by the two matches played in Montreal between the Shamrocks of this city and the St. Catherine's team. On page four will be found a cut made from a photograph taken on the field during the progress of one of these championship matches. It shows in action probably the best two lacrosse teams in harness to-day; and of these two the Shamrocks proved themselves the better men, retaining by their victory the Minto Cup, which they have successfully defended against all comers for several years.

On the same page will be found a portrait of Dean Walton of the Faculty of Law of McGill University; also a cut illustrating for the first time in Canada a Hebrew wedding.

Pictures of fair Donaldas are given on page 6; also portraits of Rev. Dr. Gordon, Principal of Queen's University, Kingston, and of Mr. C. E. L. Porteous.

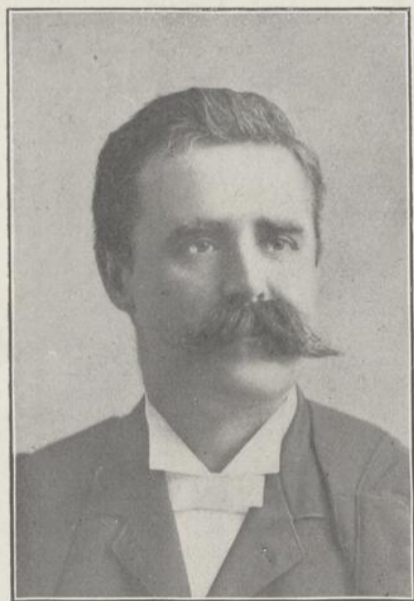
Those interested in athletics and sports generally will not pass by page 7. The unique picture of the group is that showing the Shamrock Lacrosse team of 1871, which won the World's Championship that year. Thirty-four years have passed since then, but the successors to the players shown in the cut are World Champions too.

The Montreal Harriers and the McGill Association Football team come out well and show what sturdy youths those organizations are made of. The portraits of the young men who obtained their B. A.'s at McGill last session and the two championship colliers' pictures are also given.

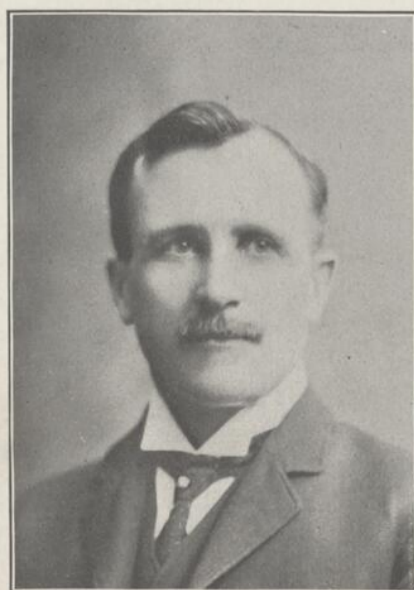


THE STANDARD'S GUESSING COMPETITION—A prize of \$25 for the first reader of The Standard to send in the greatest number of correct names.

IN THE PUBLIC EYE.



MR. JUSTICE FORTIN, who is retiring from the Bench.



DAIRY COMMISSIONER RODDICK, who has just completed a tour of investigation in Great Britain and Denmark.

THE TYPICAL FRENCH VILLAGE.

A Happy, Devout People, Who Ask Nothing of Destiny.

THE French-Canadian village and the people who live in the French-Canadian village have to be studied a little to be understood. As to the village, in the first place, it consists usually of a long, rambling street, which insists upon going where it pleases. This street has a will of its own, for the writer has seen it go up a steep hill, and come down again to the valley with a rush. Again, he has known it to run zig-zag something like a snake fence, beginning nowhere and ending, apparently, at the same place. Recently the writer was through a number of French villages, which were over one hundred years of age. The little pill boxes of houses leaned upon one another for support. Sometimes they would be painted an unlovely yellow—more frequently they were white-washed, and this gave them a fresh and desirable appearance.

There was generally a little bit of garden in front, in which grew such simples as hollyhocks and sweet-William, while now and then one would come across the exquisite sweet-peas, than which Flora has nothing more alluring in her domain. At the back a bit of ground, half an acre in extent, would grow potatoes and vegetables for the family. The blacksmith's shop is in the centre of the village, and, indeed is, next to the grocery store, the most important place in the village, for here those wonderful symposiums are held in

the evening which affect so overwhelmingly the destiny of the country. The grocery store, perhaps, is chief in this regard—that it is more eclectic in the character of its gatherings, for from far and near in the evenings the farmers gather for the several purposes of buying necessities, getting their mail from the local post-office, and discussing the questions of the day, which are debated with an ardor and an eloquence which would put

to shame the artificial oratory of the House of Commons.

There is, of course, an hotel in the village, and here one finds a little knot gathered about the bar. The popular beverage is "whiskey blanc," and it is one of the most marvellous things in the world to see the habitants gulp down a half tumblerful of the liquid without as much as winking an eyelash. As for thinking of taking a drink of water afterwards to assuage the

inevitable fiery condition of the throat—that weakness might be left to women or boys.

The village has a kindly aspect. It is not in a hurry. It does not stare at you, as do the creations placed in the neighborhood of big pulp or saw mills in a new part of the country, and which have the most intimidating effects upon the sensitive mind. On the contrary, there is the mellowness of age about the village, which has seen

the sun for over a century. It is a marvel, you would say, how the quaint bits of houses stand up. Yet they are secure, and inside they are very comfortable, and the floors are clean enough to eat off. Here and there in the sitting room or parlor, which is rarely entered, are strips of "catalogue" homemade and most inviting. There are a few pictures, chiefly of saints, on the walls, and in the rare case one will find a piano. The children are all about, and it is no rare thing to find ten and twelve under the same roof. There is no "race suicide" in the Province of Quebec.

The husband and father usually does chores for the hotel or the Cure, or he hires out to the neighboring farmers, or he draws water, or hires out himself and horse to draw wood. He is weather-beaten, but patient and happy. He whistles and sings; he takes time to notice the children and smoke his pipe and say his prayers in the church, which is hard by. There is the village dog, and the village cow, and the village pig.

Watch the cows coming home in the evening. The afternoon sunlight falls upon them as they pass through a long avenue of trees, making a picture full of beauty and charm, and suggesting to the mind the happy experiences of boyhood, when there was not a care in the world. The boys shout and whistle behind them, the village dog entraps the unwary, goads the indolent, and keeps them all together.

Then when the cows are milked they return to the pasture, the darkness falls, and the village goes to sleep.

The people are happy, unfettered with thought of to-morrow. They obey the Scriptures literally

(Continued in General Section.)

IN THE PUBLIC EYE.



THE LATE LAZARE POPLIGER, resident of Montreal, who has passed away at Marseilles, while on a journey to Jerusalem, at the great age of 106. (From a photo taken before leaving Montreal.) (See also General Section.)



BENJAMIN JAFFA, the young Russian Nihilist, whose thrilling story appeared in the last issue of THE STANDARD.



The most sought for article in Montreal of a Saturday morning.



CANADA AND THE EMPIRE—BRITISH JACK TARS ON THE STEPS OF THE CANADIAN PARLIAMENT HOUSE.

This cut shows the three hundred Jack Tars and Marines from H. M. S. Drake and five other warships who have just visited Canada. They were photographed in front of the Parliament building. In front are seated the officers of the companies, Mayor Ellis of Ottawa, Lt.-Col. Percy Sherwood, head of the Dominion Police; Major Panet, Mr. William Stewart, M. P.; Berkeley Powell, ex-M. L. A.; Ald. Black and others.

(Photographed for THE STANDARD, by McClymont, Ottawa.)

A LITTLE BIRD WHISPERS

That—In spite of the favor accorded to the small hats of the season the larger ones, known as the Gainsborough, trimmed with clouds of chiffon and long full ostrich plume will still be in good style.

That—Long black suede gloves are worn with some costumes, though long gloves of the exact shade of the gown are highly approved.

That—Curls are again worn by Parisians, in a shower which springs from the crown of the head and attached at the back of the



WRAP ON MODIFIED EMPIRE LINES.

Of dark green broadcloth, vest, revers and flaring cuffs a lighter green embroidered in green and gold. This wrap shows dolman sleeves, and the empire yoke effect in front and back.

pompadour, falls low on the neck. Small invisible pins hold the long curls in place.

That—Leather—painted, burnt out, tooled, or cut out in design—is used not only for belts and other accessories, but is also worked into the trimmings of gowns and wraps.

That—The wide girdle has entirely superseded the belt for dressy toilettes, and may be draped, shirred or plain, like an abbreviated peasant's waist.

That—Laces of any kind of good make will be fashionable. Hand-made Cluny lace is again used in accessories and dress trimmings.

That—Various shades of banana and primrose yellow will be very fashionable for evening frocks, also that touches of the flaming *coq de roche* shades have reappeared.

That—Blouses of net or lace, or a combination of delicate or open work embroidery with lace, will be much in favor.

That—Pale mauves and violets, mignonette and lettuce greens, blues of a grayish cast, and the fruit reds, form the gamut of popular colors.

That—The Richelieu shoe, with small gold buckle, is the correct thing for evening or dinner. It is made of black patent leather or mordore kid, according to the dress. Silk stockings, incrustated with insertions of lace, are worn with them.

That—Satin merveilleux is one of the revivals of old-time wear that is having a repetition of its former success in Paris, and satin will be one of the features of winter clothes.

That—Very large plaids; irregular, many-hued plaids, are worn in Paris, in silks and voiles, but the colors are generally soft and in artistic combination, or they are in monotone effects.

That—The first harbingers of Autumn announce the revivals of moires as a strong developing feature, also novelties with moire effects.

That—Royal blue has again advanced into favor; it is especially in hats and veilings that the color leads.

That—Suede shoes to match the frock are much in evidence for dress wear, but the patent leather strapped slipper are especially smart.

That—The ties used for shoes are extremely wide, whether of silk braid, or ribbon, and gros-grain ribbon, heavy but flexible, is the first choice in white, black or colors.

That—The newest things about winter coats and suits are the square shape and the short-waisted line of the coats. These coats are semi-fitting and yet very far from loose, some taking the lines of the Empire modes.

That—The vogue of white, which has grown steadily since the beginning of the season, is now a fad. In Paris this vogue extends to everything except millinery when the line seems to be drawn quite distinctly.

That—Muffs will be made both round and flat, but in every case quite large.

That—Dress trimmings for this winter show a delicate touch of gold, just enough to enrich them without gaudiness.

That—The long waistcoat is the newest model and an accessory of many of the long coats.

That—A pretty corset pad is of pale blue satin with a covering of sheer lawn and lace, and is finished with satin ribbon.



THE NEW TUNIC EFFECT.

A petunia broadcloth is here developed into a fashionable calling costume, the skirt arranged with an apron tunic, the hem heavily corded to give it some flare, pleatings of changeable silk arranged as a trimming. This same appears on the sleeveless bolero of the bodice, and embroidered chiffon in pastel shades forms the vest and sleeve cuffs.

TOMBS OF PROMINENT CANADIANS

MR. ALFRED PERRY.

FEW men in Canada had a more eventful and busy career than the late Mr. Alfred Perry. From the day of his arrival, with his parents, in this city in 1832, "Fred", as he delighted to be called by friends, played many parts, and played them so well in point of practical sagacity and adroitness that from his youth to the grave, he enjoyed to a large degree the confidence of his fellow-countrymen. His word was his bond, and no matter the difficulties to be faced, he braced up a stout English heart to meet them.

For one who had not had the advantages of years of educational training he certainly showed, on innumerable occasions, that he was gifted with an intellect of remarkable power, resourceful and versatile.

There was no limit to his restless industry, energy and perseverance. So far as ability went "Fred" was equal to any emergency, and during his long life in Montreal, he gave many a conspicuous example of possessing these qualities to a large degree. "Nothing ventured nothing won" appeared to be his motto, and up to it he lived to the



The Tomb of the Late Mr. Alfred Perry.

last. His trials, and ups and downs of life, which all men are heir to, were not a few, but he never became discouraged. He would always look for the "silver lining" when the clouds were darkest.

DEATH OF HIS FATHER.

His first grief was the death of his father from cholera two days after landing. The remains were buried uncoffined in the old Papineau Cemetery. With true British pluck he and his brother, the late George Perry, though mere boys of 13 and 15 years of age, set to work in a machine shop, and by dint of hard labor and intelligence very soon picked up a good trade as machinists, besides supporting the younger members of the family.

The troubles of 1837-38 found the Perry brothers enrolled in Lt.-Col. Dyer's regiment of militia. Subsequently both with fifty others were attached for duty with H. M. 32nd. Foot. While on active ser-

vice with the regulars, "Fred" was given a new pair of ammunition boots, and "I needed them badly," said he, relating the following: "I was ordered to the Back River bridge to report to the officer in charge of that post.

On reaching the place, he ordered me to take off my left boot. I did so, and to my astonishment he cut with a sharp knife and ripped off the outer sole. I felt like kicking but I waited in the guard-house, until he drew forth a small paper from between the soles, the instructions having been put there for safety in case I fell into the hands of the rebels. Yes, I received another pair of boots, the best I ever wore in my life."

At the end of the rebellion "Fred" returned to his machine shop, where his sharp, bright intellect was being rapidly developed by practical work.

After the arrival of Earl Elgin in 1847, the loyalists began to fear that their loyalty to the Crown and Flag was to be thrown to the winds, for the sake of appeasing those who claimed indemnity for losses while in arms against the Government.

Mr. Perry was one of the active and energetic leaders in taking every means possible to prevent the Rebellion Losses Bill, introduced into Parliament, from being passed.

The loyalist party were dumfounded when, on the 25th April, 1849, Lord Elgin sanctioned the measure. Their fury was unbounded and was concentrated on the Governor-General, who, on leaving the Parliament Buildings—the old St.

(Continued in General Section.)

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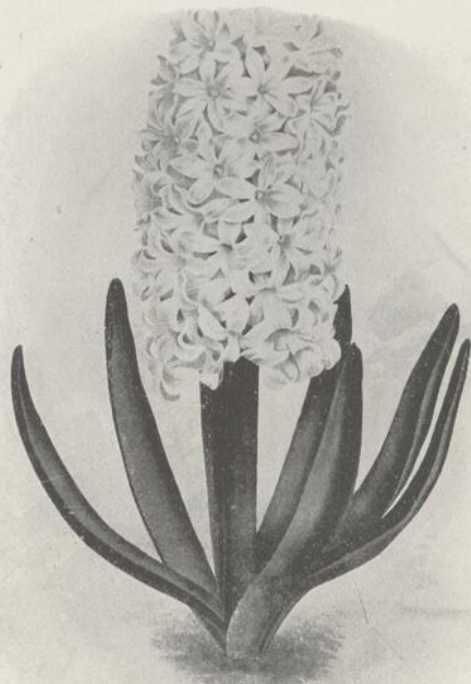
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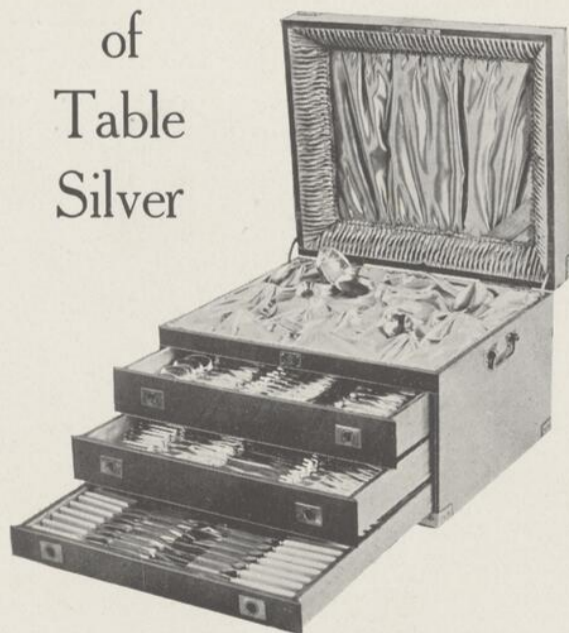
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MORE POTENT THAN BEAUTY

The Story of a Modest Young Girl in a Street Car.

(Written for THE STANDARD.)
ONE sees a good deal of life in a street car. There is not time, of course, for searching analysis, but in a crowded car glimpses, at once repelling and alluring, may be obtained of the genus "homo." At six o'clock in the evening, in all large centres,

misgiving to rise in the breast of the optimistic philosopher, who has fondly believed that animal instincts were giving way to the influence of mental and moral culture.

WHERE CROWD COMES FROM.

The people who crowd the car at six o'clock are drawn from widely differing social strata. Workingmen there are by the dozen. They are tired out and they rush to secure seats, heedless of courtesy. Perhaps they cannot be greatly blamed. They have been standing all day. They



The Winners of the recent Westmount Bowling Competition.

there is more diversity and human interest than at any other hour of the day. The car is crowded. The clerk, the lady stenographer, the workingman, are all going home after the day's work.

There is a law against overcrowding, but nobody pays any attention to it. A human hodge-podge wriggles, pushes, "scrooges," at the steps, and the people getting off are inextricably mixed up with the people getting on. The conductor frantically asks the people getting on to wait, while the others get off. The people getting on pay not the least attention, for the elementary law of nature is self-preservation, and the overmastering thought in every mind is to get a good seat in that particular car.

It is curious to note how the exigencies of the moment affect character. In the calm hours of the day men will stand to one side, as a matter of course, to allow the women to get on first. At six o'clock in the evening, when the crowds are tense with the desire for home, men find themselves affected by the dominant thought of the moment and struggle for places, crowding the women back, pushing against them, rushing up the steps with an air of personal triumph. This is a very unlovely spectacle, and it might well cause



The Secretary of a popular Golf Club. (Photographed for THE STANDARD.)

been working out all the day, and have been given the price of their car home by the lady whose scrubbing they have done. They are pale and thin. A look of silent resignation, or, perhaps, one might call it hopeless despair, is on their faces. Sandwiched between the workingmen and the charwomen is the dainty clerk, who feels manifestly uncomfortable. There are half a dozen women with children, nicely dressed. They have probably been shopping and are chagrined to find they have been caught at what is called the working hour. Then there are men who might be described as bookkeepers or salesmen. Men and women are hanging on to the straps. The car is packed. The conductor makes his way through the crowd with extreme difficulty. There is a sense of suffocation. There are people in that car who, it would not be uncharitable to say, have never regarded the bath as essential to health or sweetness. There are women whose garments would be all the more sanitary if they were fumigated. There are men who do not even wash their faces in the morning. But each man and woman has a story, each has his own mental make up, each has his own individual experience and outlook upon life.

A YOUNG GIRL'S INFLUENCE.

The car stops. "En avant," the conductor cries. A young girl tries to make her way through the crowd. The car is of the "Scotch" pattern, with the double compartment, in which two sit on each seat. She is about nineteen—fair, with a flower-like face, and a mass of auburn hair, which, at the back,

forms the figure "8." She has a delicate complexion—large, soft, blue eyes, and upon the red lips is the tender dew of youth. She is simply dressed in a white duck suit, and on her breast is a bunch of sweet peas.

There is a slight color in her cheeks. She picks her way modestly. She softly apologizes for

touching the fat old woman in her progress. Something curious happens. Indefinably, but surely, the atmosphere of the car has become refined and delicate. A subtle freshness seems to be all-pervasive. And, as by an electric shock, men jump from their seats. Even the stolid workingmen look guilty, and shift uneasily as if they, in sitting

while this fair young thing stood, had committed a crime. The young girl accepts a seat with so sweet a "Thank you," and such a look of gratitude, that the young fellow who is the recipient of it, blushes furiously, and scarcely knows whether he is standing on his head or his heels. And, all

(Continued in General Section.)



Canadian National Sport—A comprehensive view of a lacrosse match for the championship of the world—The struggle between Shamrocks and St. Catharines, in which former were victorious. (Photographed for THE STANDARD by Dennison.)

(For Picture of famous 1871 Shamrock Lacrosse Team, which won the Championship of the World in that year, see Illustrated Section, page 7.)



At a great Championship Lacrosse Match. Even the babies go to see the Shamrocks play. (Photographed for THE STANDARD.)



The Solemnization of an Orthodox Jewish Marriage in the City of Montreal.

(Flash-light reproduction of such an event and its reproduction for readers of THE STANDARD, for the first time in Canada.)

HOW A JEWISH MARRIAGE IS CELEBRATED.

ONE of the quaintest and most impressive ceremonies of which one can be a spectator, is the solemnization of an orthodox Jewish marriage. What strikes one at the very outset as being rather odd, is that all the men wear their hats until the conclusion of the service.

The Jews, with wonderful tenacity, adhere to the formalities of their faith, and this can be seen in the marriage of a Hebrew couple.

In the matter of their costume there is hardly any difference between the Jewish and Christian brides and grooms, but here the likeness ends. With the Jews the marriage day must be observed as a fast day, in order that both bride and groom may be forgiven their sins.

When the hour fixed for the ceremony arrives, the Rabbi takes his place under a canopy, which is embroidered with the symbolical signs of the Jews. This consists of two triangles crossing one another. The groom is then escorted to a dais under the canopy by near relatives or friends, where he awaits his future wife, who, after a short interval, arrives, accompanied by a number of guests, holding in their hands lighted candles, symbols of the sacredness of the occasion.

The bride and her friends, still holding aloft their lighted candles, walked three times around the groom. After this part of the service is completed she takes her place on the right hand of the

groom. The Rabbi then chants the Hebrew marriage service. During the time he is thus engaged the parents of the bride and groom also take their places under the canopy, which is held up by four friends. The friends and invited guests surround the principals, and at every reference made by the officiating minister to the

welfare of the pair they chant in chorus the word "Amen."

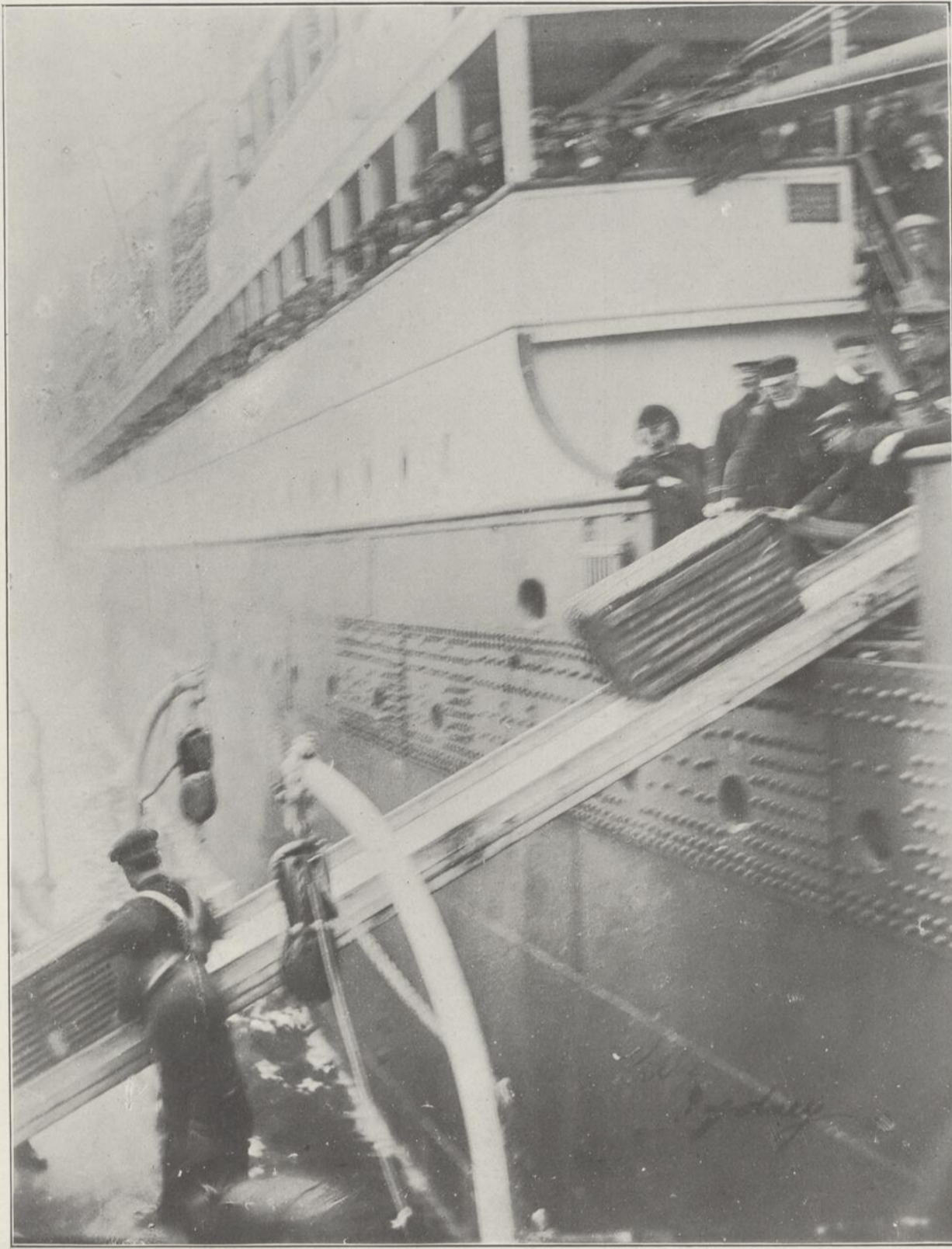
When the Rabbi concludes, a thin wine glass, rolled in paper, is handed to the groom, and under his foot it is crushed. When the groom places the ring upon the finger of his companion they are pronounced man and wife, and the ceremony concludes.

PROMINENT MONTREAL CITIZENS.



Dean Walton.

An Important Experiment Illustrated in Connection with the Shipment of Mails



An Important Experiment—The first two mail bags going over the side of the S.S. Virginian off Sydney Harbor. (Photographed by the Kelly Co. for THE STANDARD.)

He thought out a plan by which a fleet of fast passenger boats was to be provided for the St. Lawrence route, while, at the same time, freight boats were to be put on which would run independently, and which would be of great carrying capacity.

These boats would be modern in every respect. They would be swifter than the ordinary freight boat, and be ready at the moment of need to bring the grain and other products of the west to the Liverpool markets with the least possible delay, thus ensuring better conditions, higher prices, and a decided triumph over foreign rivals.

THE PASSENGER BOAT PROBLEM.

As for the passenger boats, Sir William often described them, as he saw them in imagination, to the writer. They were to be swifter than anything on the New York route. They were to be luxuriously appointed. They were, in every detail, to be so compelling that the wealthy travelling public from the other side, the hundreds from the west, who took the New York route to Europe, would be irresistibly attracted, and it would be the fashion to go by the St. Lawrence route, which guaranteed the calmness and serenity of nearly a thousand miles of the gulf, while at the same time, the maximum speed was attained.

Sir William argued that the only justification for the establishment of such a service would be its unquestioned superiority over anything in existence, and he was confident that such would be a commercial success from the start.

GOVERNMENT WAS APPROACHED.

The Government was approached in the connection, but that was not the day of large things for the Dominion, and the project of Sir William was allowed to remain in abeyance.

Subsequently, under the presidency of Sir Thomas Shaughnessy, the C.P.R. made another offer to the Government for the establishment of a fast Atlantic service, though in the plan submitted, there was no provision for the special features which marked the design of Sir William Van Horne. The Government did not see its

"Virginian" was selected. This boat made an admirable passage, but towards the close of the trip encountered persistent fogs, by which she was delayed.

As the boat could not approach the shore, the mails were trans-

ferred to the Canadian cruiser "Canada," and were placed upon a fast train, which ran at the rate of about fifty miles an hour.

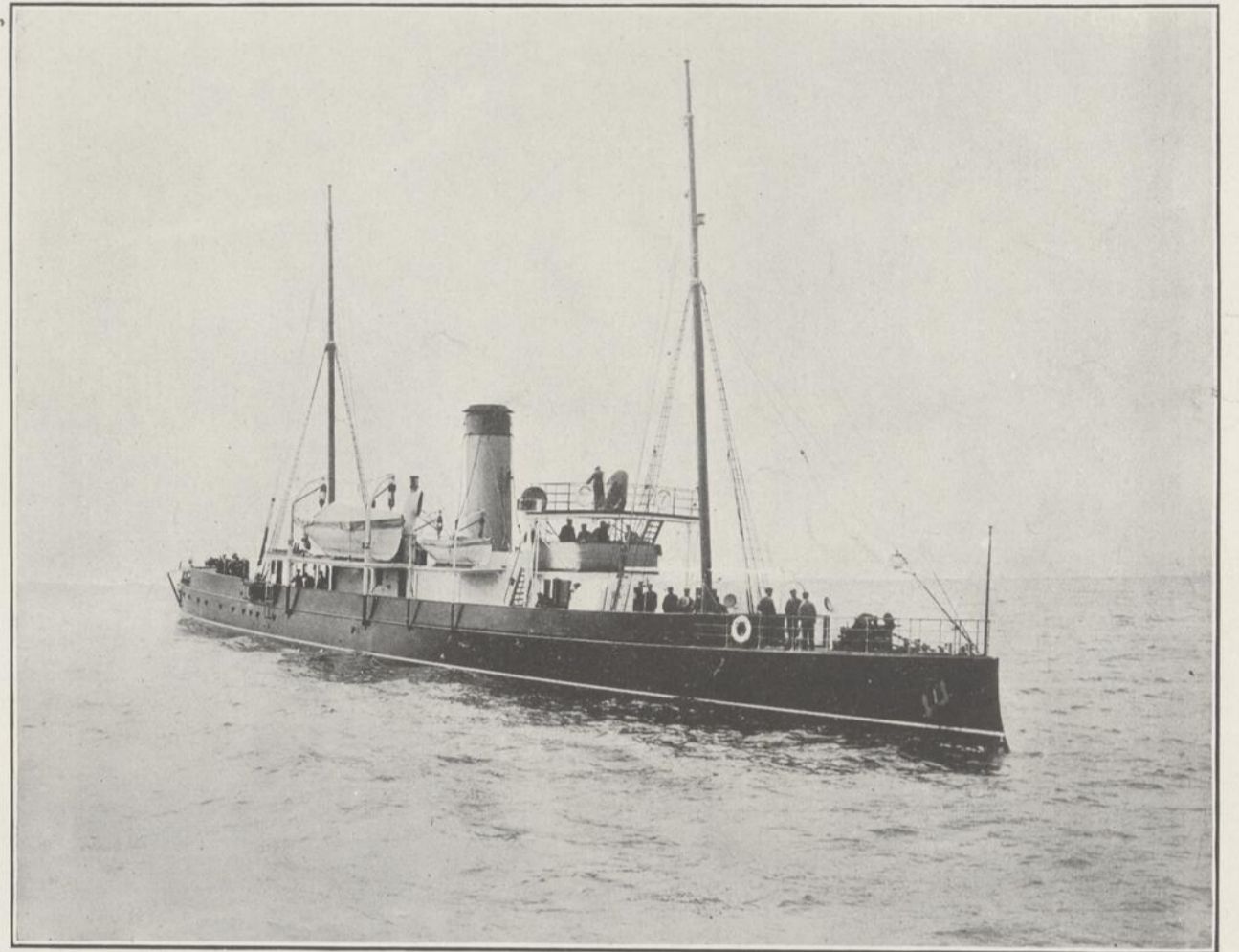
This would have sufficed—more than have sufficed—to wrest the supremacy from New

shipbuilding firm of Swan and Hunter, England, some time ago, while in this country, pointed out how entirely feasible the project was, provided you had fast trains from London to Liverpool, and fast trains which would not lose an

instant from the moment they took up the mails at a point in Nova Scotia. Mr. Hunter favored vessels of twenty-five knots, run-

ning to a point in Nova Scotia to be designated. This would insure delivery of western mail matter three hours in advance of the time at which it could possibly be delivered by the New York route.

Mr. Hunter suggested a type of



An Important Experiment—The cruiser Canada on her way to meet the S.S. Virginian off Sydney Harbor. (Photographed for THE STANDARD.)

FAST ATLANTIC SERVICE AND RAPID MAIL DELIVERY

"The Hopper and the Spout"—Sir William Van Horne's Idea.

"The spout is too small for the hopper we have made," was the repeated comment made by Sir William Van Horne years ago, when the question of a fast Atlantic service first came up.

Sir William, then president of the C.P.R., was among the first, if not the first, to recognize that our great weakness was that while we had done much to provide transportation to the seaboard, we had done but little to continue those facilities over sea.

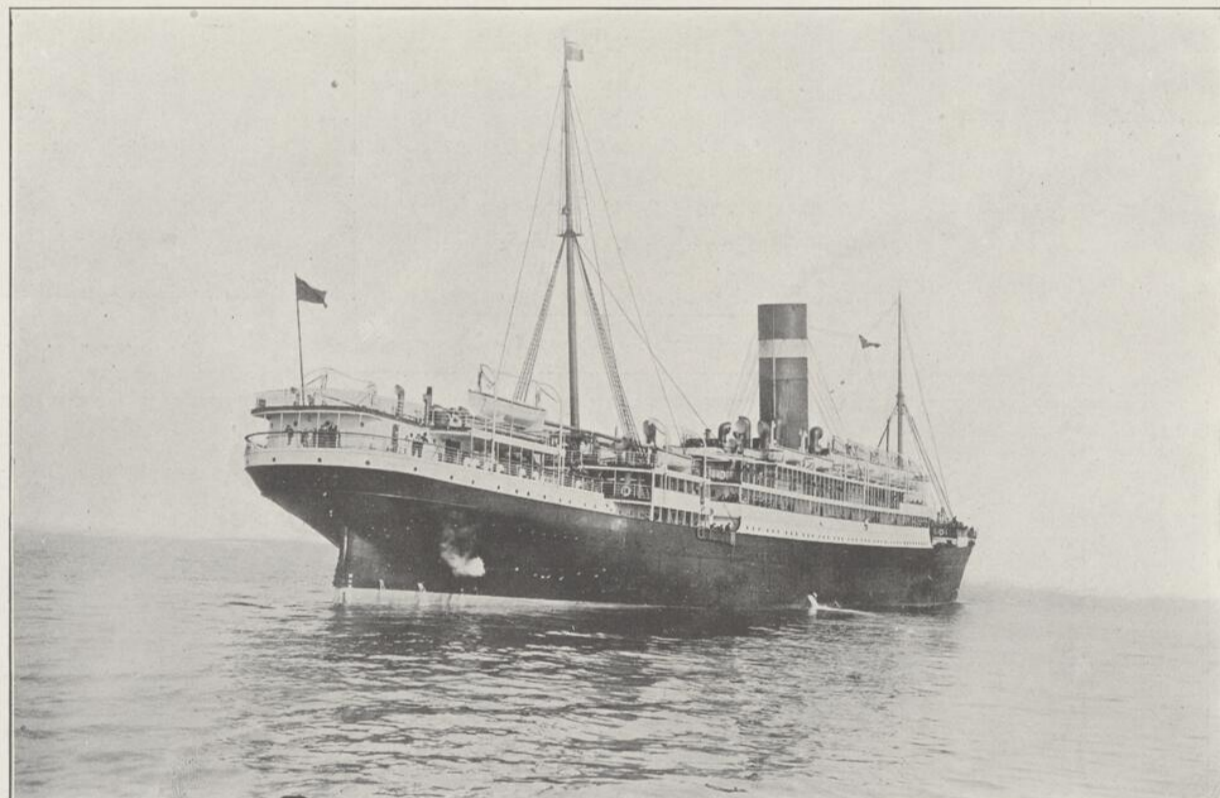
"We bring our wheat, we bring our dairy products to the seaboard," he would say, "but what have we done to get them to the British market? Little or nothing. We are woefully behind in the most important feature of our transportation system."

Sir William proposed to remedy this defect which he insisted was fatal to our development. He outlined a scheme of fast trans-

portation which, in its daring, almost took the breath away.

Sir William loved the large effect. There had been some tentative discussion as to how

better transportation facilities might be provided, but no one had ventured to suggest the separation of the passengers and freight business. This, Sir William did.



An Important Experiment—The turbine steamer Virginian, with Transatlantic mails on board, waiting for the cruiser Canada, off Sydney Harbor. (Photographed for THE STANDARD.)

York, but for the delay to the steamer for the reason stated. The experiment, therefore, did not succeed, but this did not prove

instant from the moment they took up the mails at a point in Nova Scotia. Mr. Hunter favored vessels of twenty-five knots, run-

east, they would much prefer the St. Lawrence route and the C.P.R. to the Suez Canal.

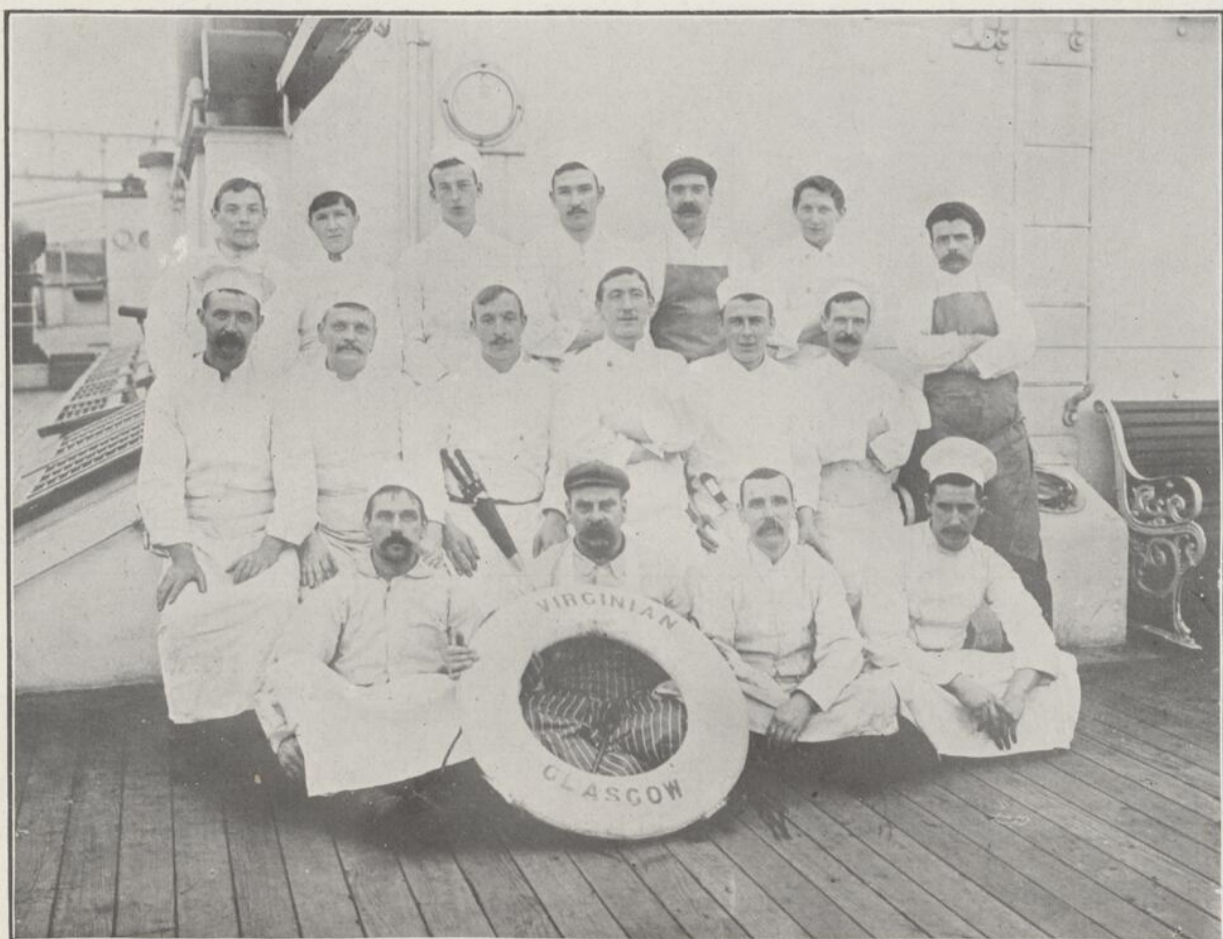


An Important Experiment—On board the Virginian. (Photographed for THE STANDARD.)

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The sixteen cooks of the Virginian.

way to proceed with the idea, but there grew up a feeling in favor of a service, which should be the fastest, not only as to speed, but the quickest in respect to the distance to be covered by the establishment of a line of steamers which should ply between a point in Nova Scotia and one in Ireland. This route, it was contended, would mean a sea voyage of, at most, three days and a half. The question, then, was, with this shorter voyage, could the ocean mail service to the West, which was carried out by the New York boats, with complementary improved service, not be taken over by this new service, which ought to be able to guarantee, with fast trains waiting, say at Sydney, to save at least three hours in the delivery of western mail.

This question was discussed academically but recently, as is well known, a test was made under normal conditions—that is, under the conditions of the old route from Liverpool—to see if the mails could not be delivered west quicker by the Canadian than the New York route.

The new turbine steamer the



An Important Experiment—Putting the mails on board the fast I.C.R. train at Sydney.

McGill University Now in Full Swing; Pictures of Many Fair Donaldas



R. V. C. DONALDAS '08.

I. Ross (L.), MacDonald (M.), Bouchard (T.), Moodie (B.), Telfer (V.), Henry (M.), MacLagan (E.) II. Boyle (G.), Plaisted (G.), MacKeen (A.), Sauvalle (G.), Wisdom (B.), Younger (M.) III. Brown (T.), MacNaughton (M.), MacDiarmid (K.), Dolbell (A.), Smith (G.)

The above picture represents the Class in Arts, Royal Victoria College, '08, Montreal. These students pursue a course identical with that of the men in Arts, McGill, pass the same examinations, and at the conclusion of four years of successful study receive the degree of B.A. (Baccalaureus Artium).



THE Y. W. C. A. CABINET.

The above picture is that of McGill Young Women's Christian Association Cabinet. Their duties as officers are almost entirely executive. This organization was inaugurated in 1887 as the Theodora Society, but soon changed to its present name. It arose from a desire on the part of a number of Lady Students for a society which would stand primarily for the Christian Ideal. According to their announcement, "The object of the Association is the development of Christian character in the members, and the prosecution of active Christian work, particularly among the young women of the University." Their numbers have greatly increased, and their work has been uniformly successful.



THE STANDARD'S PHOTOGRAPHIC COMPETITION. Contributed by Mr. R. B. Speer, Danville, Que.



A VIEW OF THE GOLF CLUB HOUSE AT DIXIE.

PUBLIC INTEREST IN OUR UNIVERSITIES.

By Daniel M. Gordon, D.D.,
Principal of Queen's
University.

(Written for THE STANDARD.)

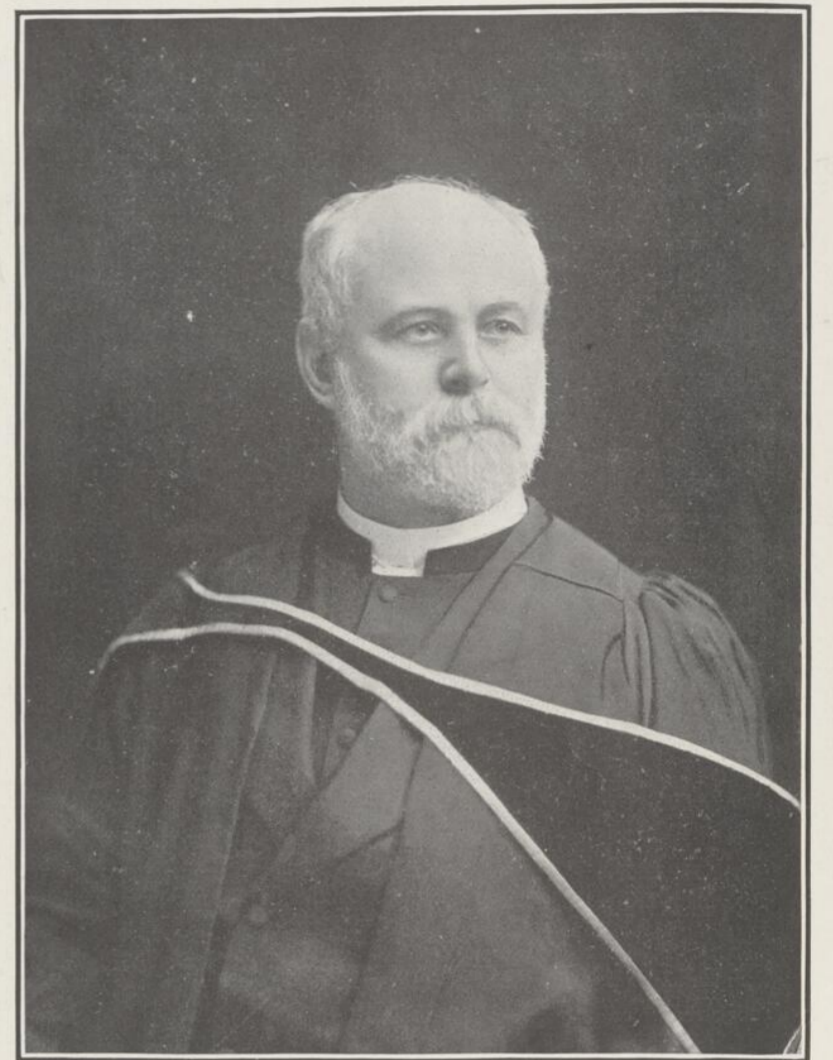
For the most part the public take no interest in our universities and think they have no connection with them. They admit their relation to the public schools, because they are taxed for them and their children attend them. They recognize a connection, too, with the high school, though this is more remote because few of the children take advantage of it. But the university appears to the great majority to be quite apart from the general educational system, a place for professional training, frequented by a privileged few. Even of those who study for some profession,—such as medicine, law, or engineering,—a large proportion take no course in the Arts classes, although these are the classes that provide general culture and that give the distinctive tone to the university.

AN ENCOURAGING SIGN.

At the same time it is one of the encouraging signs in regard to education that, in various ways, the interest in our universities is deepening, that their value is being more fully recognized, and that an increasing number are taking advantage of them. In many ways their influence is being felt, although it needs to become intenser and more widespread if we are to be a well-educated people. There is no agency that so affects our educational system as the Arts department of our universities. Although many speak of the high school as the people's college, beyond which it is not necessary and scarcely even desirable for anyone to pass unless he is to study for a profession, yet the large proportion of our high school teachers are university graduates, while the other teachers are trained in the high schools. The influence of the university does thus percolate down through the general education of the people, and one of the great needs of our whole school system is that this link of connection, instead of being so long drawn out, should be made much closer and more direct, that an increasing proportion of our public school teachers should have their mental vision quickened and their horizon broadened by contact with the university. While men in other callings may profit by a college course, there are none who need it more than those appointed to teach, and the great need of our public school system is for more efficient teachers.

(Continued in General Section.)

THE PROBLEM OF EDUCATION.



REV. PRINCIPAL GORDON, D.D.,

of Queen's University, who contributes to THE STANDARD a valuable paper on Education. (See General Section).

PROMINENT MONTREAL CITIZENS.



MR. C. E. L. PORTEOUS.



GRADUATING CLASS "DONALDAS" R. V. C., 1905.

I. Smith (E. L.), Bowman (N. F. J.), Moule (F. S.), Hitchcock (M. A.), Kimber (V. C.), Taber (M. M. D.), Hepburn (F. E.)
II. Munn (L. A.), McCoy (L.), Idler (S. M.), (Sec.), Pearson (M. F.), Healy (R. E.), Lyman (R. D.), Vice-Pres.
III. Hill (J. M.), Reporter, Smith (M.), Michaels (R. F.) (Pres.), Gillean, (A. M.)

The above group of young ladies comprises those, who, entering College September, 1901, have passed the four sessional examinations and have received the degree of B.A. (Baccalaureus Artium).

The great majority of these will engage as teachers in the High Schools and Colleges of the Dominion. Some will return to College for the degree of M.A., which can be obtained after one year's additional study.

The course which the lady students take in proceeding to the degree of B.A. is identical in all respects with that taken by the men in Arts at McGill. They take the same examinations and are ranked together.

The standing obtained by the members of the above group is such as to do much credit to the ladies themselves and the Institution to which they belong.

Various Pictorial Representations Taken for the Readers of The Standard



Members of the Montreal Harriers Club.

An organization of young Montreal athletes which has had an unusually successful career, and which has done much towards encouraging legitimate amateur sport in this city.



The Members of the 4th Year Arts Graduating Class, McGill, 1905.



Members of the McGill Association Football Club.

A Famous Lacrosse Team of Long Ago.



Canadians have taken much pride in the famous Shamrock Lacrosse Team, which won the Championship of the World in 1871. All lovers of this great Canadian game recall with pleasure anything which reminds them of the triumph of these splendid athletes. The picture which THE STANDARD reproduces to-day of this aggregation will remind Montreal readers of the thrilling period, when, thirty-four years ago, this team won the Championship of the World.

Two World Famous Collies.

The Coila Collie Kennels of Montreal and Ottawa, owned by Messrs. J. Cromwell Cox, of Ottawa, and J. Ormiston Roy, of Montreal, are worthy of much attention for at least three reasons.

They are the largest of their kind in the Dominion, owning upwards of fifty Collies, most of these being kept out on farms.

In breeding, the dogs are not only the finest in the Dominion, but, for a kennel of equal size, are without a superior on this continent.

At the International Collie Club show these kennels won upwards of fifty prizes, including the Van Schaick Cup, valued at \$300.00, for the best Collie, and the New England Collie Club Cup for the best Eastern team.

At the recent Montreal show this kennel won the Cochrane Cup for the best team of four, any breed, and, with sixteen Collies, won Mayor Laporte's Gold Medal for the best exhibit in the show, sixteen Airedales winning reserve (second place).

The dogs now out on farms include many prize winners, perhaps the most noted being Balmoral Beatrice, formerly owned by Princess de Montyglon. This dog has won hundreds of prizes in Great Britain, and she has figured in several different standard works on the Collie breed as a typical specimen.

But certainly the greatest reason this kennel has for attention and honor is because of two Collies, which, although among a fine lot, yet stand absolutely alone, Balmoral Baron and Balmoral Rex, shown in the accompanying photos.

Balmoral Baron has won the championship in both the United States and Canada, winning first prize at all the best dog shows,

including New York, Philadelphia, Boston, Brooklyn, Atlantic City, Danbury, Toronto, Montreal and Ottawa. His last championship win was at the Collie Club of America, held April, 1905, in Boston, where he won the championship as the best Collie in the show, beating Southport Sculptor, winner at the Crystal Palace, London, and imported by Samuel Untermyer at a cost of \$3,500.00. He beat also Untermyer's other great bitch, Wishaw Fancy, imported from the world-famous kennels of Robert Tait, of Wishaw, Scotland. Last year, in February, he won in New York, beating all J. Pierpont Morgan's dogs, excepting Southport Strategy, who, unfortunately, died the following week. Champion Balmoral Baron is a grandson of the great Champion Wishaw Clinker, now owned by J. Pierpont Morgan. Balmoral Baron is a tri-color, and, together with his kennel mate, Balmoral Rex, form the finest tri-color Collie team ever brought to this continent. Balmoral Rex has only been shown four times, since owned by the Coila Kennel, but, in hard competition, has always won distinction. In the class for tri-colors he won first in Boston, Ottawa and Montreal, but in New York yielded first place to his kennel mate, Balmoral Baron. He has beaten most of J. Pierpont Morgan's "crack"

dogs, including Ormskirk Olympian, imported at a cost of \$3,500.00, and the great Cragston Piccolo. At the recent Montreal show, Balmoral Rex won the Stratheona Cup for the best dog in the show, any breed, beating champion Balmoral Baron and the great Airedale champion, Colne Lucky Baldwin. He also won the Henry Birks' Cup for the best Collie in the show. And with his kennel mate, Balmoral Baron, won the Samuel Coulson Cup.

Balmoral Rex is a grandson of the noted winner, Parbred Piccolo, imported by J. I. Behling, of Milwaukee, some two years ago. Soon after his arrival in America, Parbred Piccolo was stolen.

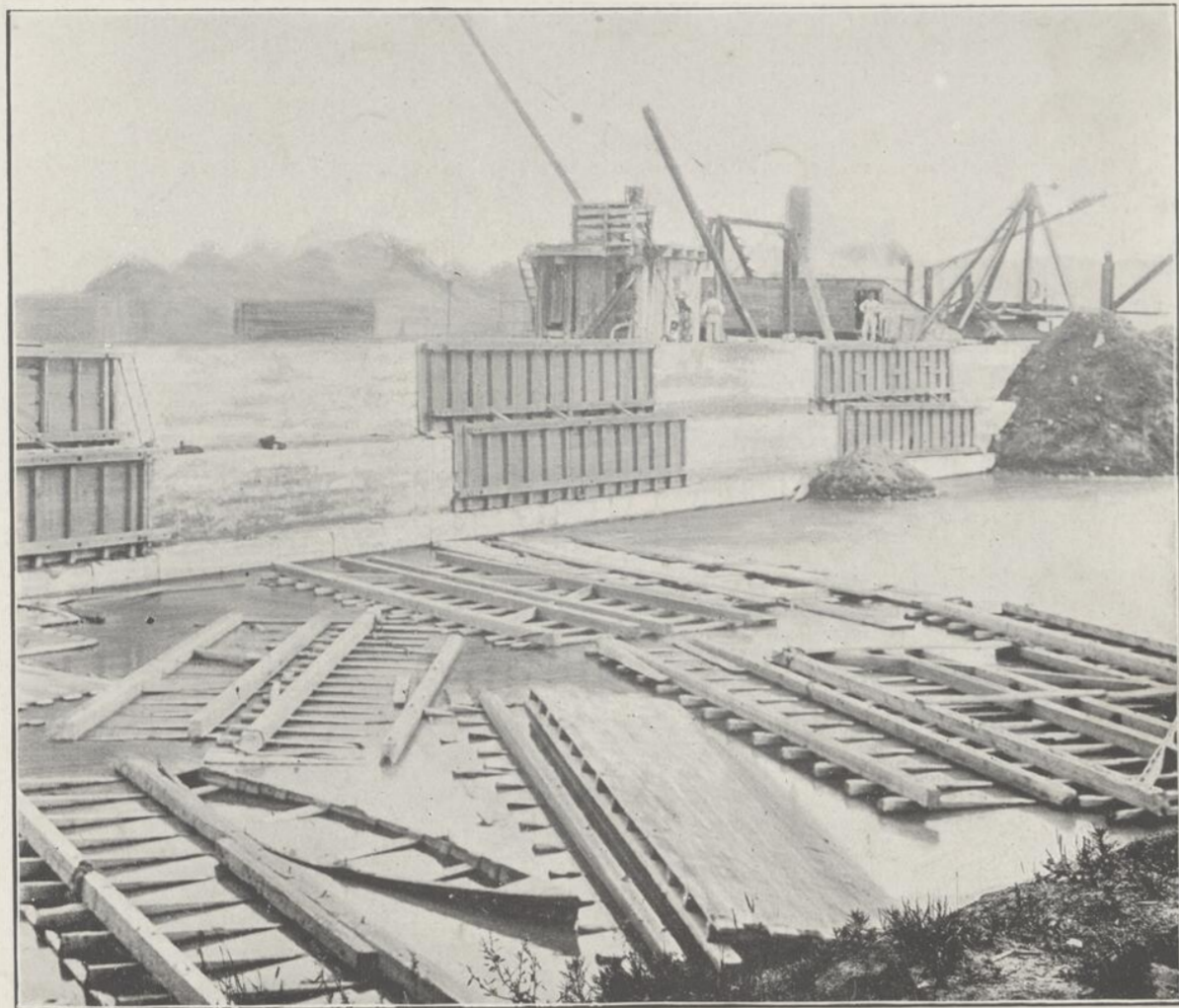


Balmoral Rex, which, in competition, has beaten J. Pierpont Morgan's crack dogs.



Balmoral Baron—Championship in United States and Canada.

The Making of a Great Concrete Pier; The Business of Building a Locomotive



The Poupore Pier at Maisonneuve.—Building the concrete walls in section, 40 feet long.

THE BUILDING OF A BIG CANADIAN PIER

THE largest pier on the American continent, if not in the world, is under course of construction at Maisonneuve, a suburb of the city of Montreal. It is an immense concern of cement and earth, and,

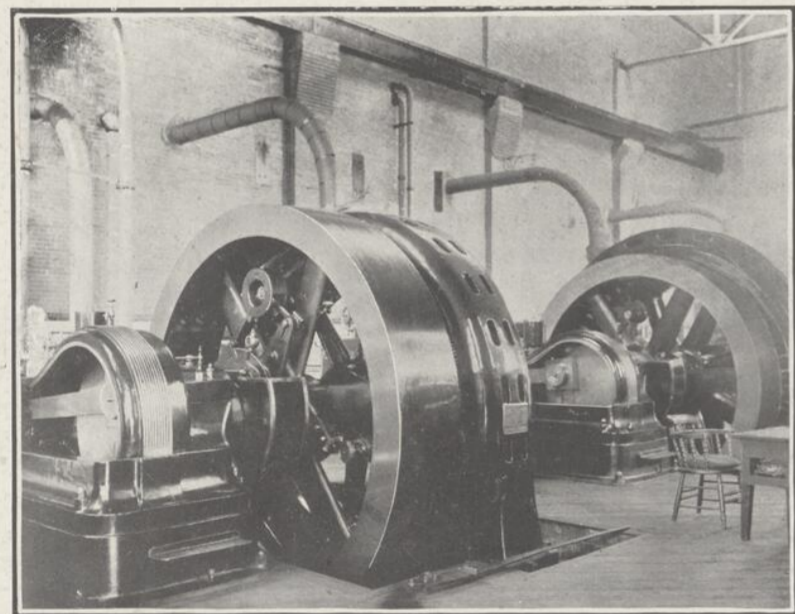
when completed, will be one of the sights of the river front.

Work on the huge affair has been going on for the past four years, and the end is expected to be reached next year. The wharf is 1,000 feet in length by about 850 in width. Its height above the water is 27 feet, which makes it the highest pier along the St. Lawrence, excepting, perhaps, one

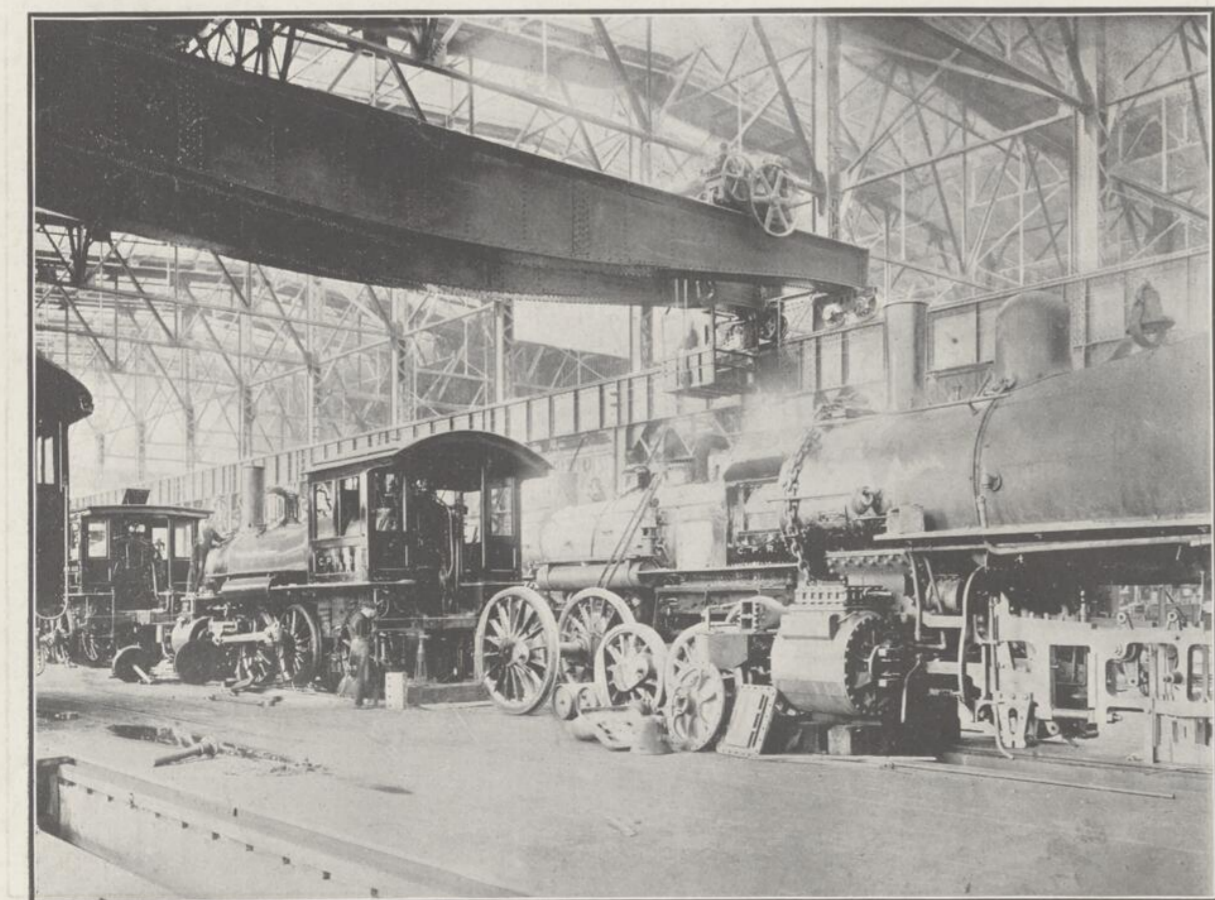
or two of the piers at those points where tidewater prevails. In the construction of the wharf, 3,250,000 tons of earth, 50,000 barrels of cement, 250,000 yards of gravel and sand, and 1,250,000 cubic feet of timber were utilized. The cement was moulded into huge blocks, the latter being placed in position by powerful derricks; the earth was, for the most part, taken



The Poupore Pier at Maisonneuve.—Banks of earth, 60 and 70 feet, to be utilized in filling in.



Views at the Angus Shops.—The powerful electric dynamo and steam engines in the power house.



Views at the Angus Shops.—The big crane at work in the locomotive shop.

themselves. The pier, when finished, will accommodate eight vessels, and provision will be made on its surface for the proper reception and housing of all varieties of freight.

THE MAKING OF RAILWAY ROLLING-STOCK.

THE views of the Angus shops, as the new C. P. R. shops at Delorimier are known, which appear on this page, illustrate the interiors of what is probably the largest group of buildings devoted to the construction of railway rolling stock in Canada. The shops are 15 in number, and their output embraces locomotives, passenger coaches, dining cars, sleepers, express and baggage and freight cars, and all the accessories connected with the rolling stock of a big railway, such as snow-plows, sweepers, wrecking plants, etc. Upwards of 4,230 men find employment in the several shops, and the monthly pay-sheet totals a remarkably large sum.

The pictures on this page illustrate the interiors of the locomotive and car shops and power house, and the daily rush of the employees for the street cars which are to convey them to their homes. In the locomotive shop the "steam-horse" is shown in its various stages of construction, while in the car shop the framework of a new car occupies the foreground. A passenger coach, in a more advanced stage of development, may be seen in the background.

WOULD IT INJURE MONTREAL?

A Canal to Connect St. Lawrence and Richelieu Rivers Again Discussed.

WHO remembers the St. Lawrence and Lake Champlain Ship Canal project? It is neither new nor old, for it was much discussed many years ago during the life of the late Hon. John Young, who may be regarded as the father of the scheme; and it was revived seven years ago when a company was actually incorporated by the

remarks seemed favourable to the project.

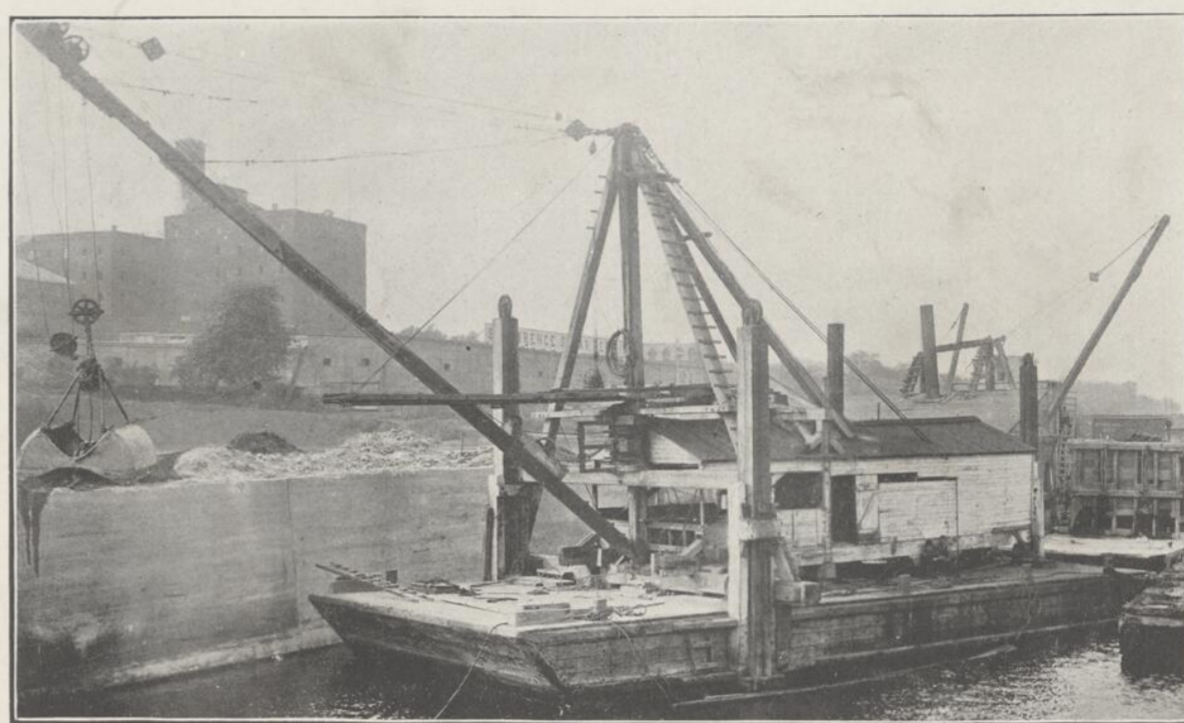
At present there is water navigation from New York to Ottawa. In a direct line these places are about 500 miles apart, but the water route is considerably longer. This route is made up of the

points were joined by a canal, a saving of fully 70 miles would be effected.

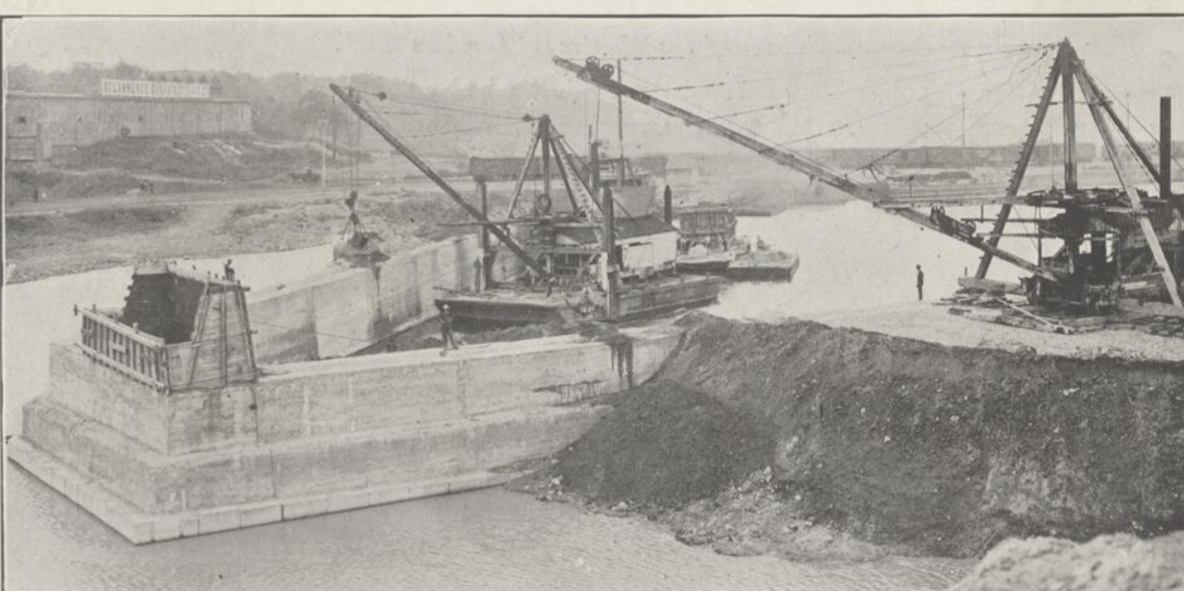
"Of course," said Mr. Smythe, in discussing this point, "the mere saving of distance on the Ottawa-New York route would not of itself be justification for so expen-

water transportation would command the grain-carrying trade, the reduced freight rates resulting in a great saving to the farmers of the whole Canadian West as well as to those of the North-Western States."

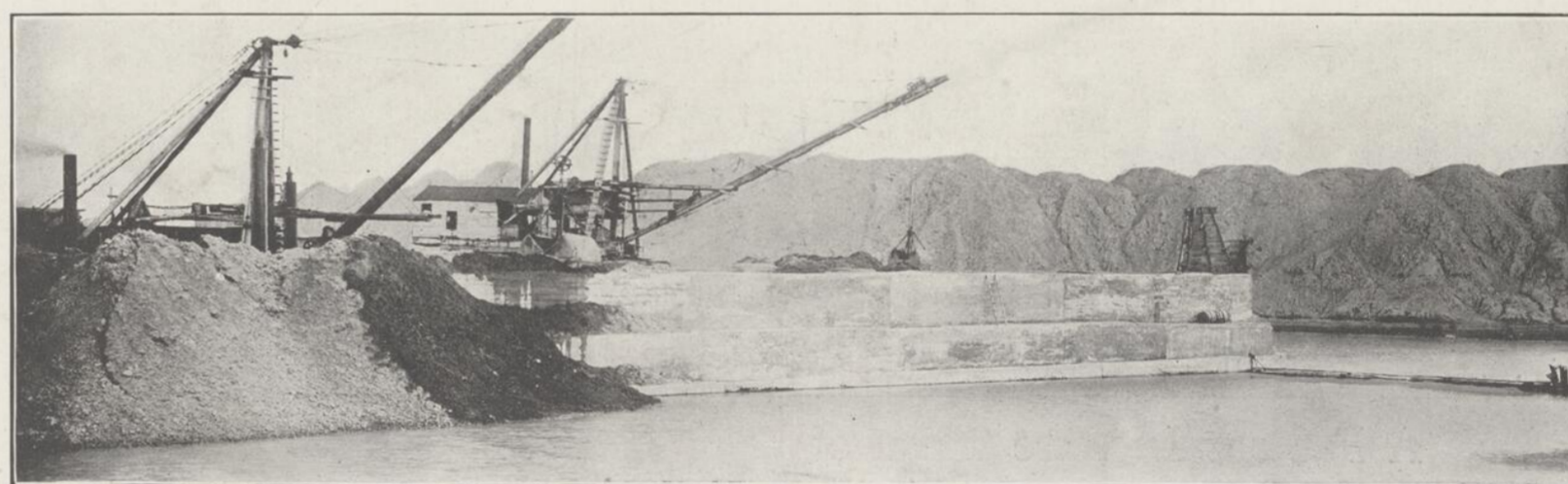
What about the interests of



The Poupore Pier at Maisonneuve.—Levelling the ground within the concrete walls by means of a "clam."



The Poupore Pier at Maisonneuve.—Derricks filling in the land approach to the pier.



The Poupore Pier at Maisonneuve.—Relative heights of concrete wall and earth piles. The former is 30 feet high, the latter over 60.

Federal Parliament of Canada with powers to construct and operate a canal connecting the St. Lawrence and the Richelieu rivers. And then nothing more was heard of the project, and it seemed to have passed on to the graveyard of abandoned enterprises.

But there was in the city on Wednesday last a gentleman who states that such is not the case, claiming that the proposition is to be revived, its merits fully enquired into, and that if the enquiry leads to encouraging conclusions it will be followed by immediate action. The card of the gentleman in question bore the name, "J. Horace Smythe, Consulting Engineer, Birmingham, Eng." He came here from New York, and claims to be acting for American capitalists interested in transportation. Their names, however, he did not disclose.

SPYING OUT THE LAND.

Mr. Smythe spent a week in Montreal and in the immediate vicinity studying the general business conditions of the port, and he also looked over the country through which the canal will pass if it is ever constructed. From here he proceeded to Burlington, Vt., on Lake Champlain, and from there he will return to New York and make his report to his principals.

A glance at the map will show at once the part such a canal would occupy in the transportation facilities of the country; but whether it would be sufficiently useful to be a paying investment is another matter. Mr. Smythe declined to state what he was prepared to report upon this point, although the general tenor of his

Ottawa river to Montreal, supplemented by the Carillon canal; the St. Lawrence to Sorel; the Richelieu to Lake Champlain, assisted by two canals—one at St. Ours and one between Chambly and St. Johns. Then comes Lake Champlain, extending from Rouse's Point

give an undertaking. We must look forward to the great possibilities of the future, and one of these is the Ottawa and Georgian Bay canal, which, if constructed, will be the great grain route between the Western Lakes and the St. Lawrence. The St. Lawrence

Montreal? was asked of Mr. Smythe. Would not this be taking the grain trade past her door, and depriving our port of that which so many million dollars have been spent to secure?

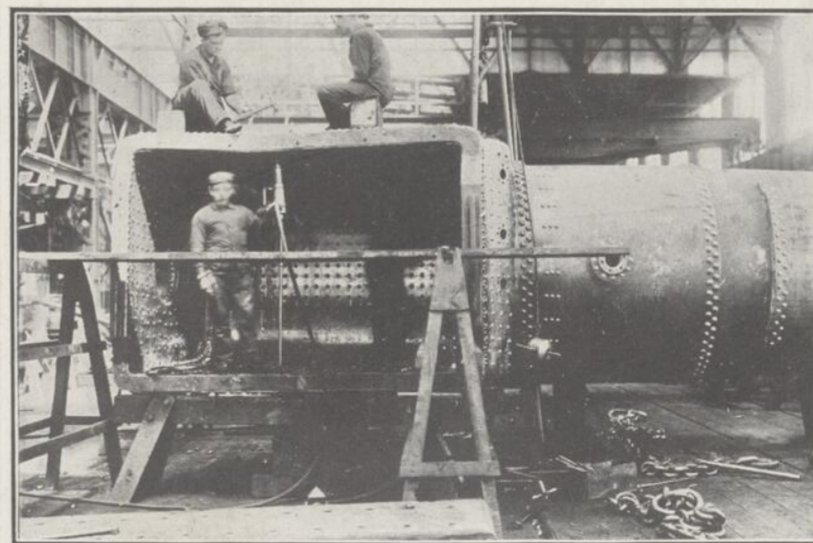
Mr. Smythe thought not. "The scheme," said he, "as discussed

to Whitehall; then the Champlain canal, connecting the Lake and the Hudson River, that river forming the last section of the route. It is

Champlain canal would extend that route to New York in as direct a line as that followed by any railway. Such means of

years ago had that appearance, for it was then proposed to construct from a point on the St. Lawrence above the Lachine Rapids. In fact I was told in Burlington that the old project was commonly referred to as 'The Caughanawaga Canal.' But such a terminal point would have to be abandoned in fairness to the legitimate interests of Montreal, and as a matter of policy, for it is doubtful if your Parliament would to day grant a charter for a canal that might have the effect of putting your port on 'back water.'

The canal should begin at a point about opposite Montreal, and be carried straight across country to the Richelieu. It would there enter the Chambly Canal, which between that point and St. Johns, would have to be enlarged. Now such a canal would benefit rather

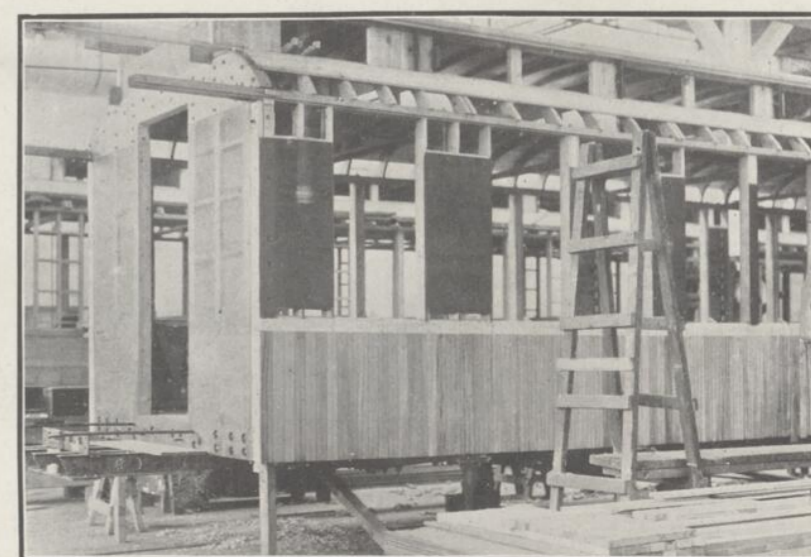


Views at the Angus Shops.—The fire box and boiler of a new engine.

by means of this long stretch of water that for many years the lumber grown and sawed throughout the Ottawa Valley has been carried to the United States market; and much of the anthracite coal used in Montreal and throughout central eastern Canada is brought north by the same route.

ONE LONG DETOUR.

With the exception of one very considerable detour, the route is very direct, and that detour is from Montreal down to Sorel, and then up to a point on the Richelieu opposite Montreal, which point is practically St. Johns, a distance of about 100 miles; while across country the distance between Montreal and St. Johns is less than twenty miles. So that if the two



Views at the Angus Shops.—A passenger coach in process of manufacture.

(Continued in General Section.)