

Louise

ILLUSTRATED
SUPPLEMENT

The Standard

SECTION
NUMBER ONE

VOL. II. No. 27.

MONTREAL, CANADA.

171 ST. JAMES STREET.

Some Well-known Canadian Citizens Recently in the Public Eye



A Labrador Fishing Schooner Bound North.



THE REV. FATHER McCARTHY—Archbishop-elect of Halifax, N.S.

NOVA SCOTIA ELECTIONS.



HON. DAVID McPHERSON, M.L.A.



MR. R. M. MCGREGOR, M.L.A.

THE LATE WM. HENDRIE. — William Hendrie was a native of Scotland, having been born in the city of Glasgow in the year 1831. He received his early education in Glasgow, and studied law in that city for a few years. Not taking a great fancy to that vocation, he, at the age of 17, entered the service of the Glasgow and South-Western Railway, and from that date his successful career as a railway man began. In 1851 he accepted an appointment in the head office of the North-Eastern Railway at Newcastle-on-Tyne, and was in the freight department for several years.

In 1855 Mr. Hendrie received the appointment which brought him to Canada, coming to Hamilton to enter the service of the then Great Western Railway. This road, since absorbed by the Grand Trunk, was then being constructed, and Mr. Hendrie at once took up this branch of the work. He also took general contracting work on a large scale, one of his first great works being the laying of the mains of the Hamilton waterworks system. He was one of the promoters of the Wellington, Grey and Bruce Railway, and built most of the system from Southampton to Kincaidine. He also built Harrisburg and Brantford branch, the Canfield and Welland division, and the Allanburg and Clifton branch. Subsequently, in conjunction with others, he built the Northern and Pacific Junction from Gravenhurst to the Canadian Pacific Railway at Lake Nipissing. Mr. Hendrie was a very successful stock breeder.

PROMINENT CANADIAN DEAD.



THE LATE MR. WILLIAM HENDRIE—Of Hamilton, the most famous of Canadian turfmen.

NEW ARCHBISHOP OF HALIFAX.

Rev. Dr. McCarthy, whom a despatch from Rome names as the new Archbishop of Halifax, is a native of Halifax. He was born in the city about fifty-six years ago, and attended school in Halifax, first going to St. Mary's College, thereafter taking the course at Laval. He was ordained by the late Archbishop Connolly in 1876, only a few days before the death of that prelate. His first charge after ordination was Kentville, then Chester, then Yarmouth, then St. Patrick's, Halifax, and finally St. Mary's, Halifax, where he has been for the past three or four years as rector. McCarthy as a boy was a good athlete, and at his studies he held his own very well with his classmates. St. Francis Xavier gave him the degree of L.L.D. Dr. McCarthy combines those qualities which go to make a successful prelate. As a public speaker and fervent preacher he is a fitting successor to the long line of Archbishops of the Diocese of Halifax famed for their pulpit eloquence. A devout Catholic, he has shown such tolerance and diplomacy as easily made him the most popular clergyman with people of all denominations in every parish he has held. An earnest and approachable pastor to the poorest in his flock, he is also a clever business man. He went to Yarmouth and found a ramshackle old wooden church, and built and paid for a handsome brick and stone church, such as would be an ornament to any parish. He also erected a beautiful presbytery.

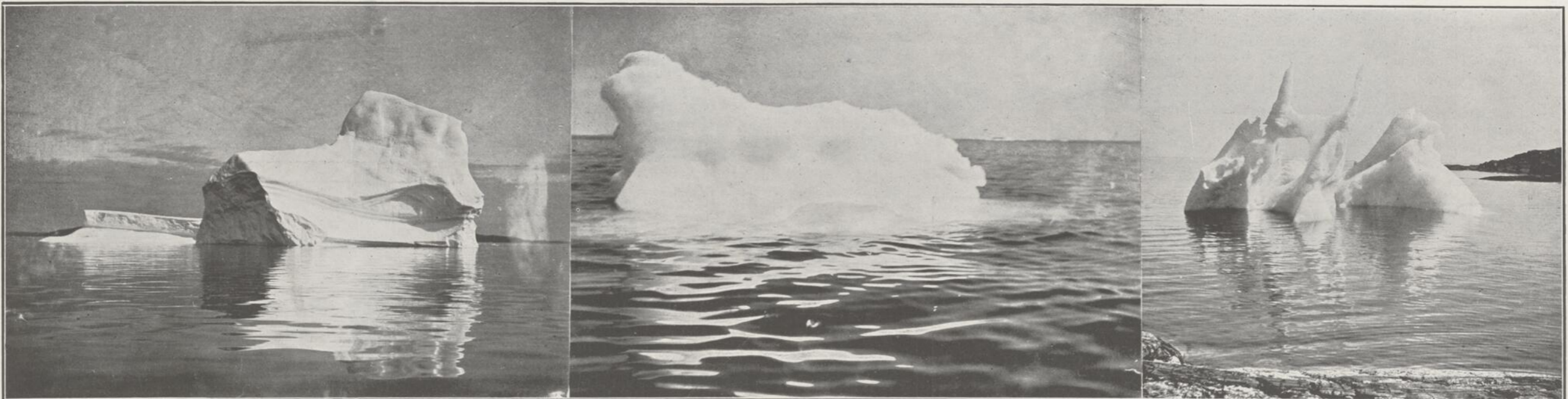
NOVA SCOTIA ELECTIONS.



MR. CHAS. E. TANNER, M.



MR. B. F. PEARSON, M.L.A.



STEAMSHIP CAPTAINS BOUND FOR THE ST. LAWRENCE HAVE RECENTLY BEEN ENCOUNTERING A LARGE NUMBER OF ICEBERGS—Photographic studies of some of these made at sea for The Standard.

The Linking of the Great Lakes and the Atlantic by a Deep Waterway Would



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—The Ottawa River at the confluence of the Dumoine River, 150 miles above Ottawa City—a spot of great natural beauty. (Photograph by McLaughlin, Ottawa.)

pig-iron, which converted into manufactures worth an average of \$100 per ton, represents an addition to the national wealth in twenty years of \$12,500,000,000, or enough to pay Canada's national debt many times over, or the present annual expenditure of the Dominion for a period of over 150 years. As a large proportion of the increment of value of the iron consists in the labor expended in its manufacture, the iron ore shipments of the Lake Superior region during the past twenty years have been the direct means of distributing probably not less than \$6,000,000,000 to the working-men of the United States.

Some of the Indirect Results Specified.

The indirect results are too far-reaching to be followed. Among them may be indicated:—

- (1) The construction of thousands of miles of railroad which would never have been built and equipped had it not been for the lowering in cost of rails and rolling stock brought about by the supply of cheap ore.
- (2) Saving in cost of construction and rolling stock has made possible a general lowering of railroad rates which in turn has increased the profits of producers and the volume of production of commodities generally.
- (3) The lowering of the cost of so



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—View of wooden lock in course of construction, over thirty years ago, on the Upper Ottawa River, and used by steamers towing lumber. (Photograph by McLaughlin, Ottawa.)

A FRENCH writer has used the expression "that trinity of transportation agencies, the wagonway, the railway, and the waterway." For several decades it was fashionable to ignore the first and sneer at the third member of this trinity, to the exclusive glorification of the railway. To-day the respective points of superiority of all three are recognized, viz., availability, speed, economy. The latter part of the nineteenth century was the day of undisputed sway of the railway. The first years of the twentieth century mark the dawn of a new day for the waterway.

When De Lesseps joined Occident and Orient by the Suez Canal, the popular imagination was fired by the undertaking. The Panama Canal appeals no less to the fancy, because it connects the two great oceans. On a par with these, one of the most splendid achievements in this direction, and among the most important and far-reaching in its results, will undoubtedly be the linking of the Great Lakes and the Atlantic by a deep waterway.

By a miracle of nature, the St. Lawrence and the Great Lakes stretch a coast line of thousands of miles into the heart of the continent. The tributary territory comprises one of the greatest bodies of fertile lands in the world, a country rich in minerals and other natural resources. Already a large proportion of the population and wealth of the continent are concentrated in this territory, and the flood of population has but begun to roll into the fertile prairies of our North-West.

Miracle of Commerce At Lake Superior.

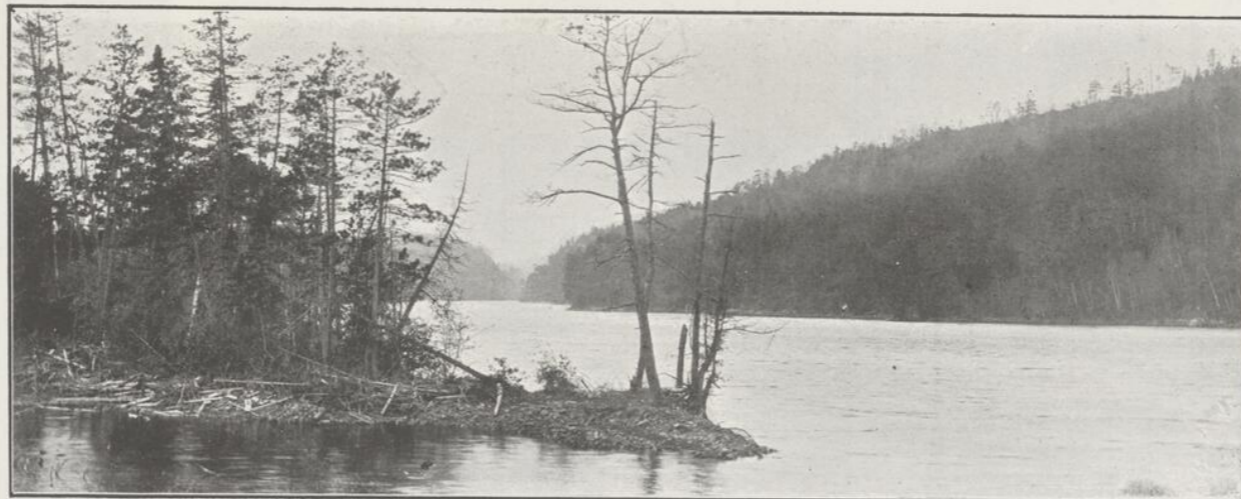
If the lakes themselves are a miracle of Nature, there has been in progress for a number of years at the outlet of Lake Superior what may be described as a miracle of commerce. So ready is the age to accept the marvelous that it has scarcely attracted

a traffic during the season of navigation, which is rapidly approaching and will soon pass the mark of 50,000,000 tons per annum.

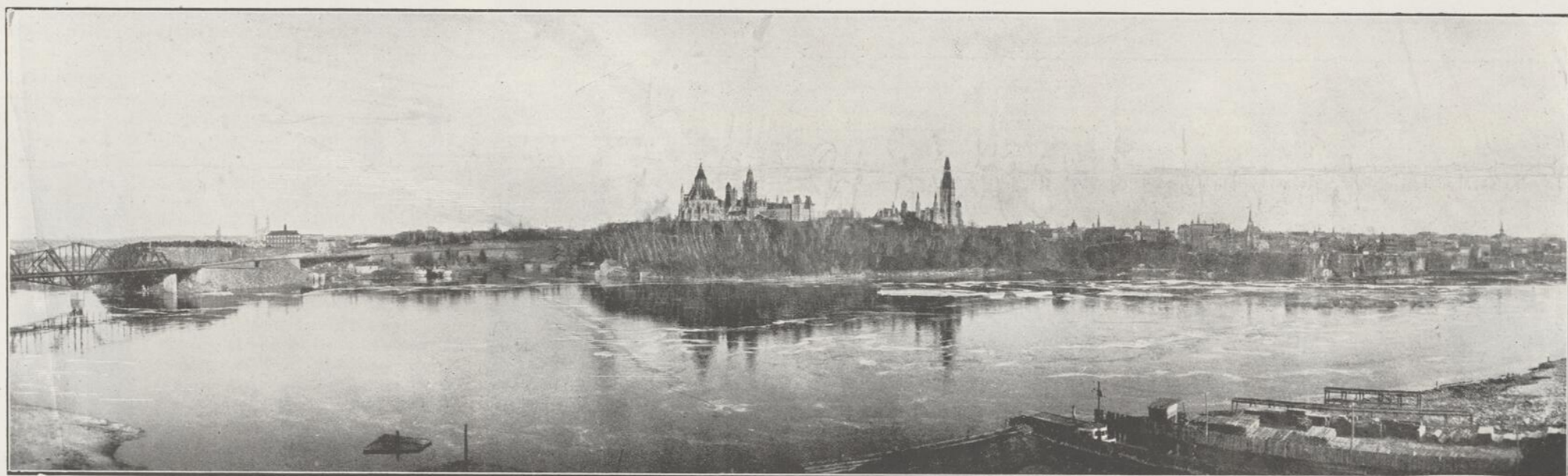
Unquestionably the money spent on the Sault Canals has been one of the most profitable investments ever made. We have invested capital to the extent of about \$1,200,000,000 in railways in Canada. The Sault Canals have cost about one hundredth part of that amount. And yet the freight carried by all Canadian railroads during twelve months last year did not greatly exceed that passed through the Sault locks in seven months of the season of navigation. The average length of haul by the lake route being about 825 miles, the actual service performed as represented by the ton-mileage of freight hauled was probably in favor of the waterway.

The freight passing the Sault in 1902 was 35,961,146 tons, the amount paid for carriage \$26,566,183, and the average haul 825 miles. If this freight had been moved by the New York Central at its average rate of earning for carrying one ton one mile, viz., 61-3 mills, the cost would have been \$190,000,000, showing a saving effected by the Sault Canal in one year of about \$160,000,000 as compared with the average rate of

nel at the Sault are enormous and indubitable. Is it impossible for Canada to share in these? To answer this question intelligently involves some review of our natural resources. It may be safely asserted, however, that neither the gold of the Yukon nor the wheat of the North-West will be the chief factor in determining the rank of Canada among the nations. On the development of our iron and coal-to



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—Scene on Lake Plein Chant, Mattawa River. (Photograph by McLaughlin, Ottawa.)



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—Ottawa City, showing the Houses of Parliament and the new Inter-Provincial Bridge over the Ottawa River. (Photograph by McLaughlin, Ottawa.)

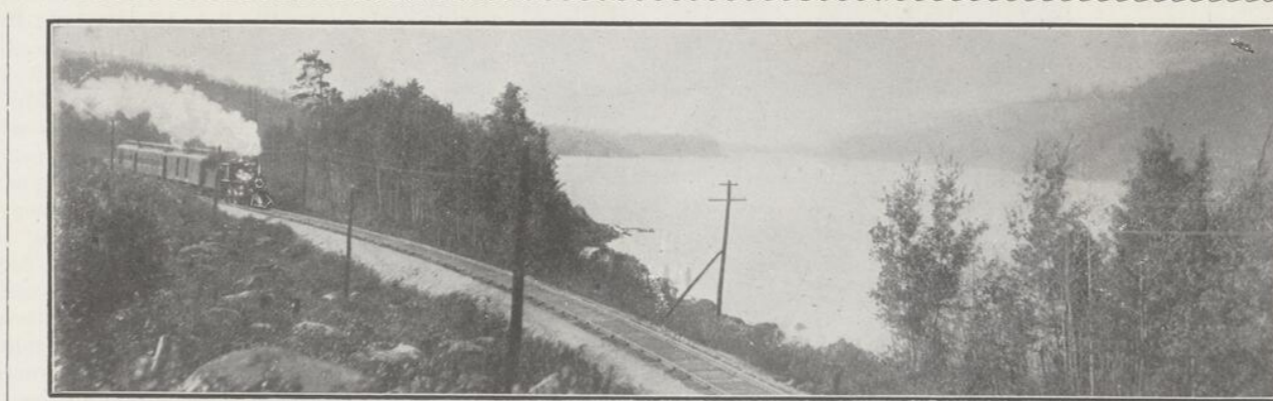
the best-equipped railroad in the United States. Even suppose the railway to carry at 2½ mills per ton per mile, the advantage rests with the waterway to the extent of nearly \$50,000,000. In other words, had the country been dependent upon the railroads for this service, and had they granted the lowest possible rates compatible with their continued existence, \$50,000,000 more would have gone to the railroads, and just that much less into the pockets of the producers.

In the discussions of transportation in the Canadian Parliament, it is a noteworthy fact that the question of carriage of North-West grain has overshadowed, in fact, practically excluded, the consideration of all others, although only about one-twelfth of the traffic at the Sault consists of grain or products of grain, while iron and coal account for more than three-fourths of the total traffic.

Has True Aim and Interest Of Canada Been Ignored?

Has not the real significance of the traffic at the Sault, and the true aim and interest of Canada in the construction of a deep waterway between the Great Lakes and the Atlantic thus been lost sight of?

The benefits that have accrued to the United States from the 20-foot chan-



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—The Ottawa River above Deux Rivieres Rapids, near Mattawa. (Photograph by McLaughlin, Ottawa.)

these one might add, water-power—will depend largely the wealth, population, and industrial status of the country. And the development of these is almost entirely a question of transportation.

To revert to the benefits accruing to the United States from the deep waterway at the Sault. The supply of cheap iron ore from the Lake Superior region has contributed more to the increase in wealth and expansion of commerce and industry south of the line, than any other one cause. Since 1885 shipments of iron ore have aggregated about 270,000,000 tons. Assuming an average yield of 50 per cent. of iron, this has produced 135,000,000 tons of

important a raw material has built up manufactures which have afforded to the railroads an enormous volume of profitable traffic, and thus increased their prosperity as well as that of the country at large.

(4) The creation of a great fleet of steel freighters on the Lakes furnishing the cheapest transportation in the world. The operation of this fleet has shifted the grain area of the continent, and brought under cultivation millions of acres of wheat lands that would be hopelessly shut out from the markets of the world if dependent entirely on railways, and, without the waterway, would be to-day a wilderness.

(5) The stimulation of the American iron and steel trades to such a degree that they are now competing in almost every market the world over.

The Effects are Traceable Plainly to the Cause.

(6) The growth of ship-building on lakes and coast has forced to the front questions of commercial and naval supremacy. The shipments of iron ore from the Lake Superior region have been the most potent factor in placing the United States in a position to build a navy, to contemplate the creation of a commercial marine upon a large scale, and to complete the Panama Canal for the extensions of her markets and the benefit of her foreign commerce.

Such are some of the effects. And they are traceable directly to the cause. Three-fourths of the iron ore of the

construction of the canal at Sault Ste. Marie.

The result of the enlargement of the Sault locks and the deepening of the channel to twenty feet is clearly shown by the fact that shipments of ore for the first six years after the opening of the deep waterway nearly equalled those for forty-two years before. And the annual output has since been increasing by leaps and bounds. Of the total output from the Lake Superior region, over 210,000,000 tons, or 70 per cent., have been produced in the last twelve years, and about 140,000,000 tons or nearly 50 per cent. of the whole output, within the last six years. Ship-

lands, including extensive deposits of magnetic iron within sight of the Parliament Buildings. While processes of electric smelting may lessen the fuel requirements for the manufacture of pig iron, there can be no doubt as to the impetus which will be given the iron and steel industries of Canada when a Nova Scotia collier can proceed to any point as far west as Port Arthur, and when iron ores from the Central Canadian ore fields can proceed direct to Sydney.

How Importance of Deep Waterway may be Judged.

Competent authorities are of opinion that an important business can be done through the deep waterway by vessels carrying ore eastward and coal westward. Mr. Graham Fraser states that coal can be sent to the head of the Lakes and ore brought down to Nova Scotia at a rate under \$1.00 per ton. This is lower than the cost of delivery of the same ore at Pittsburg. From the mines to Erie or Cleveland costs as low as fifty cents per ton. There the ore is transferred to cars, and the railway haul of 155 miles at an average rate of four mills per ton-mile costs sixty-two cents, making a total of \$1.12 per ton plus trans-shipment charges. With the cost of delivering

ore fairly on an equality, Sydney should have a tremendous advantage over Pittsburg for all foreign trade, due to the fact that the manufactured iron must undergo a costly rail haul to the seaboard from the latter point, and that Sydney is 1,000 miles nearer European markets.

The importance of a deep waterway to the coal trade of Nova Scotia may be judged from American experience on the Great Lakes. From American ports coal shipments westward reach about 10,000,000 tons per annum. From Milwaukee northward, the entire bulk of the coal received is shipped by the lakes. Lake Superior ports alone receive over 5,000,000 tons per annum. This traffic is the creation of and has resulted entirely from the low rates of water carriage and from the demand for westbound freight. Coal is carried on the lakes at ½ mill per ton per mile or less. By rail the average rate is about four mills per ton per mile, or just eight times as much as by water. Had the North-western States been dependent upon the railways for their fuel supply, there can be no doubt the development of that country would have been greatly retarded.

Unless the supply of Canadian ore is not what we have been led to suppose, or the ore itself is unsuitable for the manufacture of steel, the joining of our coal and iron areas by a deep waterway should result, as it has in the United States, in a great industrial expansion. The rapid rate at which the North-West grain lands are now being occupied points to the immediate necessity for this, unless the fruits of our efforts in the past are to be largely reaped by outsiders.

Closely bound up with the matter of transportation is the ship-building industry. The advance of the United States in recent years as a steel-making nation has revived ship-building. In ten years from 1891 to 1900, there were launched on the Great Lakes, steel vessels with a tonnage of 450,089 tons, as against 292,741 tons on all the United States seaboard for the same period.

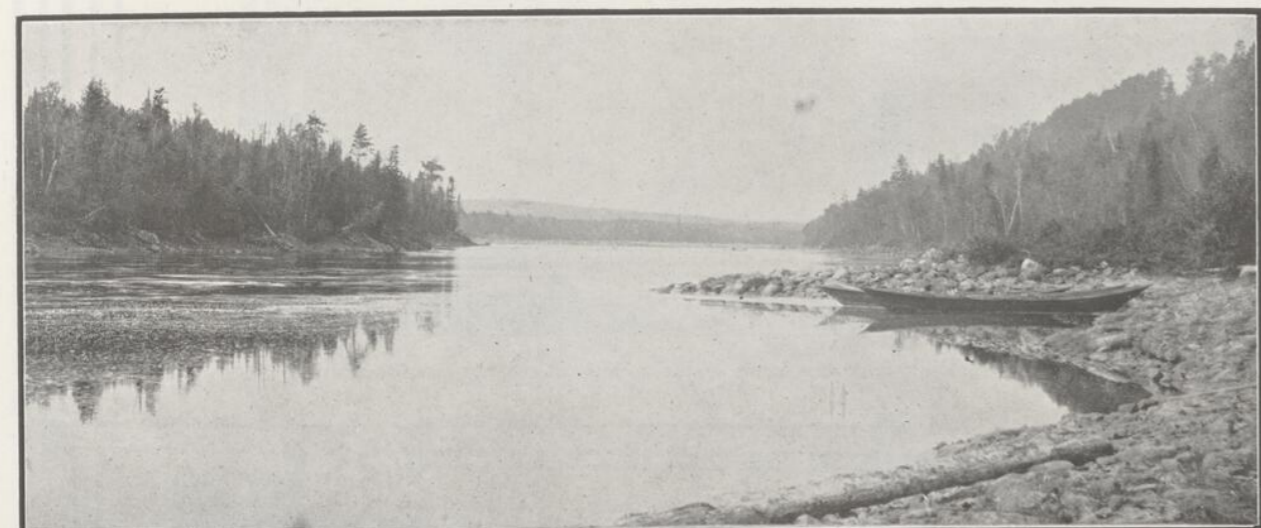
St. Lawrence Canals Practically Useless.

The ship-building industry in Canada enjoyed an era of prosperity when wood was the chief constructive material, but has not yet felt any great impetus from our infant steel industries, the result being that the vessel tonnage of the Dominion is barely half what it was twenty-five years ago. Canadian vessels on the Lakes are few in number, and, with the exception of a dozen or more steamers, small. A notable result of our failure to meet changed conditions in shipbuilding was the absence of tonnage to use the St. Lawrence canals upon completion of their enlargement. This work went on for thirty years. During the last half of this period a class of vessels sprang up of such dimensions as to be unable to pass the locks, and the canal is therefore practically useless until a fleet can be constructed capable of using it.

Development of our iron and steel industry, owing to cheap transportation of ore and coal by water, will undoubtedly lead to a revival of ship-building in Canada, as a result of the opening of the proposed waterway.

If a deep waterway is desirable for the development of the coal and steel trades, and all industrial activities based thereon, it is absolutely essential to the best development of the North-West.

The existence of the grain trade in its present proportions is owing to the economy of carriage effected by the

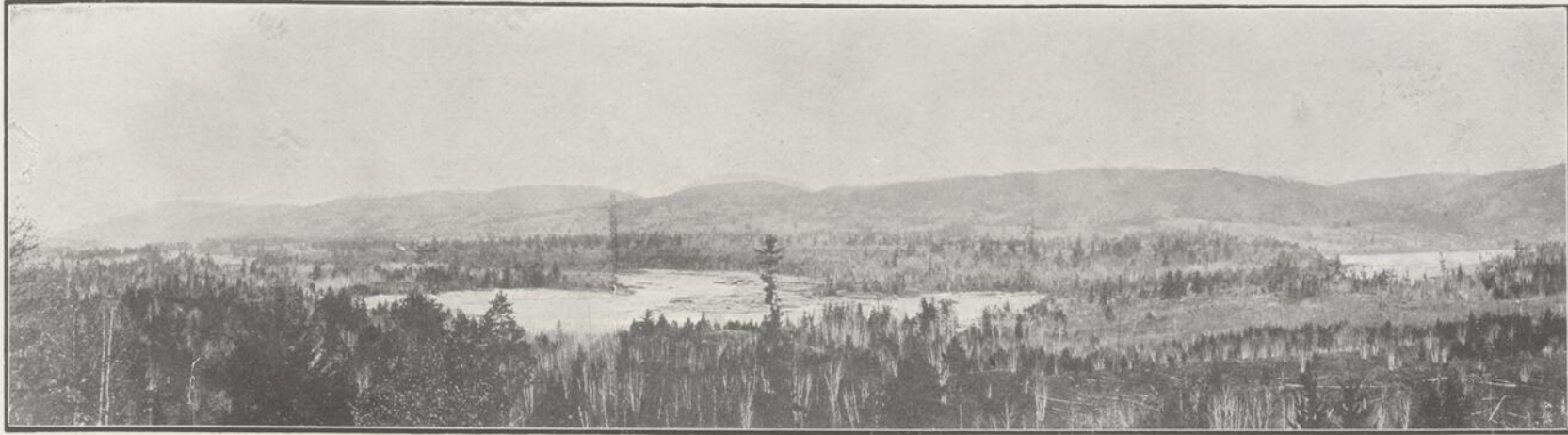


SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—A channel of the Ottawa River below Deux Rivieres Rapids. (Photograph by McLaughlin, Ottawa.)

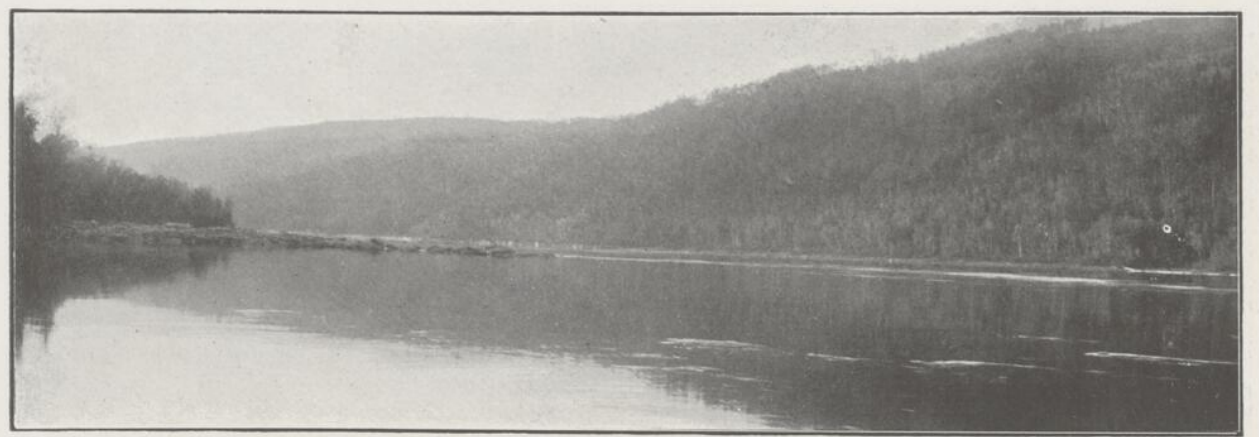


SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—A bay on Trout Lake, headquarters of the Mattawa River. (Photograph by McLaughlin, Ottawa.)

Result in an Unprecedented Boom to the Commerce of the Dominion of Canada



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—Roche Capitaine Rapids—a great prospective source of water-power, with a fall of forty feet in four miles. (Photograph by McLaughlin, Ottawa.)



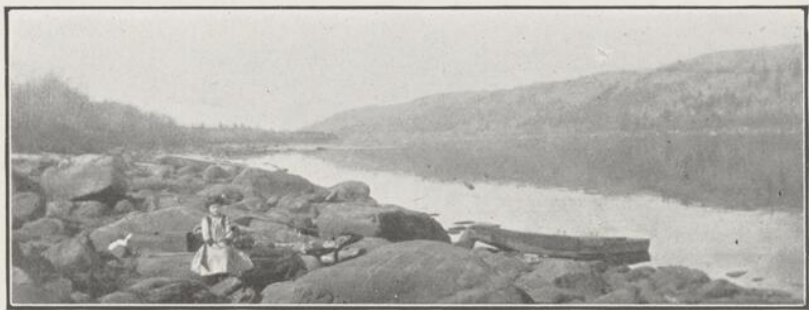
SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—The Ottawa River, showing the Quebec shore below Johnson's Rapids. (Photograph by McLaughlin, Ottawa.)

Great Lakes. Many millions of bushels of grain are grown annually where otherwise there would be raw prairie to-day, simply because grain can reach Buffalo from Chicago or Duluth at a cost of two or three cents a bushel by water, instead of ten or eleven cents by rail. If the export grain of Minnesota, Dakota, and the North-West had to be carried by all-rail routes to New York, the additional cost would transfer the supplying of the European demand from the United States and Canada to India, Russia, and the Argentine Republic. The wheat-fields of the American and Canadian North-West are to-day shipping the bulk of the export wheat of the continent because of the existence of a 20-foot waterway for a thousand miles from Duluth and Fort William.

Estimated Saving by The Ottawa Waterway.

The Ottawa waterway, it is estimated, will effect a saving of two or three cents a bushel in the cost of carriage of grain to the seaboard. The price obtainable for the surplus fixes the price of the crop. Therefore, as market rates abroad depend on foreign competition, the producer will receive that much more per bushel not merely on what he ships, but on his entire crop. The territory in the United States tributary

Commodities can be shipped by water via Cape Horn from New York to San Francisco at low cost. To meet this competition the railways give low through rates. But to all interior points on the Pacific coast the railway charges the through rate from New York to San Francisco, plus the local rate back. Under this system freight rates from



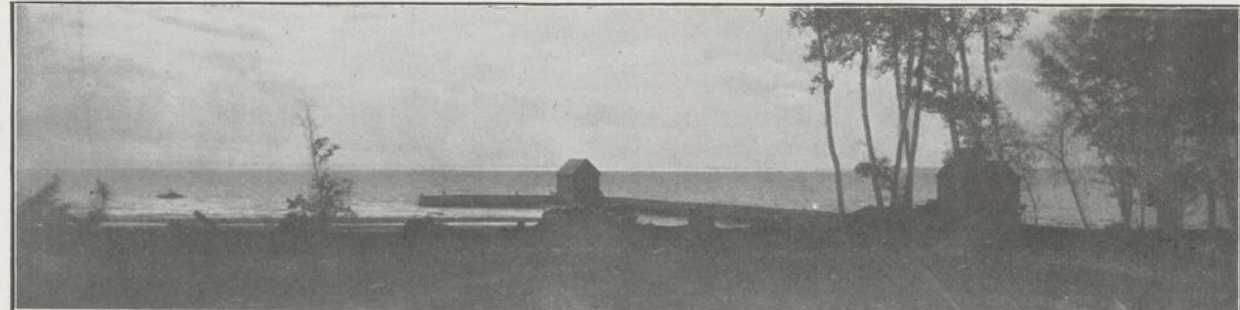
SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—View on the Upper Ottawa River. (Photograph by McLaughlin, Ottawa.)

Kansas City to Denver, an interior point, exceeded those from Kansas City to San Francisco. On the Atlantic coast, owing to the competition of waterways, the "blanket" system prevails, and the rates are practically the same to San Francisco from all points east of the Missouri River.

The matter is thus discussed in a

commercial centres, such as Chicago, Detroit, Cleveland, Buffalo, Cincinnati, St. Louis, and others which have been able to make that "effectual demand" mentioned above. Were it not for these waterways, the Middle West would be still largely an unsettled wilderness, and the great cities and strong commercial interests of the East would be

and flute factory of an uncle. In 1783 he sailed for Baltimore, with a small invoice of musical instruments to sell on commission. On shipboard he met a furrier, who told him of the profits to be made on furs. Arriving in America, young Astor sold pianos and furs; he penetrated with his pack to the villages of the Mohawks, Senecas, One-



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—Lake Nipissing—a big inland sheet of water that will figure prominently in the canal scheme. (Photograph by Topley, Ottawa.)

das, and other Indian tribes; he worked early and late when at home, and he became one of the greatest merchants of his day. Beginning on a salary of \$2 a week, he rose to be a merchant who made 1,000 per cent. profit on his Oregon purchased furs, sold in England and Germany, and in 1800, on the voyage of his first ship sent to China,

Mr. Renaud played twelve etudes symphoniques, op. 13 (Schumann), ballade in A flat (Chopin), nocturne in C minor (Chopin), etude in D flat (Liszt), toccata, op. 7 (Schumann), "Des Abends" (Schumann), polonaise, op. 53, in A flat (Chopin), "Mephisto Waltz" (Liszt), displaying some delightful artistic qualities both in technic and reading.

Plays and Players.

The final plans for the New Theatre, New York, have been made public by the architects. The building will occupy the block bounded by Central Park West, Broadway, Sixty-second and Sixty-third streets. It will have

would be possible to do it. Under this system no actor would have to perform more than two or three nights a week, which would take us back to the days of Garrick, who thought that playing two nights a week was extremely hard work.

In the revival of J. M. Barrie's "Pantaloons," in connection with the revival of "The Marriage of Kitty," at the Duke of York's Theatre, London, Mr. Albert Chevalier appeared in the title part, which was originally created by Mr. Gerald Du Maurier. Mr. Chevalier recently appeared with Mme. Yvette Gilbert at four song recitals at the Duke of York's.

M. Maurice Lefevre, the most famous of French musical antiquarians, is soon to lecture in London on French folk-songs, and the "Illustrations" will be rendered by Mlle. Jeanne Thomassin, Mlle. Mariette Sully, and Mr. Maurice Farkoa. The folk-songs of France are supposed to number 1,830, and date from the fifteenth century.

Ruth St. Dennis, the young woman who was seen in New York in her Oriental dances at the Hudson Theatre, is shortly to appear at a series of matinee performances at one of Charles Frohman's West End theatres, London.

Mrs. Patrick Campbell is appearing at the Criterion Theatre, London, in the Hon. Mrs. Alfred Lytton's new piece, "The Macleans of Balnace." This is a romantic play in four acts, the action being laid in the year 1745, just after the battle of Culloden. Mrs. Campbell herself plays the part of the heroine, Margaret, an Italian girl. Among those appearing in the production are Frank Worthing, Mark Kinghorn, and Carlotta Addison.

With three roof-gardens playing to packed business, and an aerial resort, it would seem that this is the summer for prosperous open-air entertainment in New York. Three theatres, however, still are keeping their doors open, and notwithstanding the fact of hot weather, are having large patronage. In fact, one play-house already announces the sale of seats until Aug. 1.

Seldom in recent years has a greater sensation been made in Paris than has been caused by the announcement that Monsieur and Mme. Le Bargy, the most famous couple on the French stage, are about to be divorced, and the rumor that when this has happened the lady will marry young Casimir-Perier, only son of the ex-President of the French Republic. The fact that all was not well between the Le Bargys came to light only recently, when Mme. Le Bargy suddenly left Paris at the height of the season, and also of her success in Bernstein's "La Rafale," in which her husband



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—The town of Mattawa, at the confluence of the Ottawa and Mattawa Rivers, 200 miles above Ottawa City. (Photograph by McLaughlin, Ottawa.)

to the Lakes produces 500,000,000 bushels of wheat. Estimating the crop of the North-West when the waterway is completed, say, in five years time, at 200,000,000 bushels, and allowing for an increase of ten per cent. in the American output, an economy of two cents per bushel on the 750,000,000 bushels then involved will save \$15,000,000 a year to the farmers and shippers of the West on the item of wheat alone.

Every economy in transportation increases the volume of traffic, and the extension of the twenty-foot waterway to the Atlantic seaboard will undoubtedly increase the amount of grain raised and exported. The future of the traffic in wheat and flour from the Great Lakes, it is impossible even to conjecture. The United States wheat crop has increased from 175,000,000 bushels in 1859 to 285,000,000 bushels in 1889, 459,000,000 bushels in 1879, 490,000,000 bushels in 1889, and 675,000,000 bushels in 1898.

The expenditure of large sums on the deep waterway from the Lakes to the Atlantic would be justifiable on the sole ground of its value as a regulator of transportation rates generally.

Striking Illustration of Value of Waterways.

The most striking illustration of the value of waterways in this direction is the different treatment of the Atlantic and Pacific coasts in the matter of railway freight rates, by what are known as the "blanket" and "terminal" systems respectively.

Report of the Business Men's League of St. Louis vs. A. T. & S. F. Railway: "That the same system is not in force in both East and West is due to differing conditions in these sections. Upon the Pacific coast the great cities and the strong commercial interests are located at the seaboard. There are no interior towns of sufficient strength to insist upon a change of this policy, and apparently there never can be, so long as the present system continues in force. In the East it is otherwise. Formerly manufacturing was mainly done on the Atlantic seaboard, but to-day great cities have grown up, and commercial enterprises have developed in the Middle West, and these demand an entrance to the markets of the Pacific coast in tones which cannot be disregarded."

Higher Rates Exist On the Pacific Coast.

On the Pacific coast where no interior waterways exist, rates are higher, the greater the distance from the seaboard, and industry and commerce everywhere in the interior of the country are seriously, if not fatally, handicapped.

In the East, on the other hand, the Hudson, the Erie Canal, the St. Lawrence, the Great Lakes, the Ohio, the Mississippi, and the Missouri, have been the determining factors in the transportation question. The existence of these great waterways, and the low rates and competitive advantages they have afforded, have created those great

located at the seaboard, as those of the Pacific coast are at the present time.

To complete this grandest of all systems, of internal navigation, an essential link is the joining of the Lakes and the Atlantic by a deep waterway. This link is furnished by the projected Georgian Bay Canal.

ARTHUR J. FORWARD.

and is a player who gives the impression of having won his laurels through most zealous application, added to a naturally rich temperament. This musician has played before most distinguished audiences both in Europe and Canada.

Elliott Schenck, who has so successfully conducted the Savage Grand Opera during the past three seasons, and who is well-known in Montreal, is, as he expresses it, "out of a job."

"Mr. Savage," says Mr. Schenck, "has decided to give up the repertory company for the coming season. This was a great surprise to me, as well as to the other members of the company, for we have had a most successful tour, and I am sure made lots of money for Mr. Savage."

Upon being asked his plans for next season, Mr. Schenck said that he was quite at sea. "Several things are in view, but they do not look very promising. There are not many positions for grand opera or orchestral conductors in America, and a man who re-

a frontage of 200 feet upon the Park and a depth of 225 feet upon the side streets. Open to view from all directions, the building will be richly decorated. It is estimated that the building will cost \$1,500,000, and it is possible that it may exceed this figure. It is probable that the exterior will be built of white limestone, but it is hoped to make much of the interior of marble. Two years at least will be required to complete it.

The London Daily Telegraph refers as follows to the withdrawal of "Shore Acres" at the Waldorf Theatre: "Great regret will be felt that 'Shore Acres' hardly proved as successful as everybody hoped it would be, at the Waldorf. When one recalls how extraordinarily popular Mr. James A. Herne's drama was in the United States, where for years it was one of the biggest attractions throughout the length and breadth of the country, the circumstance is perhaps just a little surprising. Yet, after all, it only tends to prove, as experience has shown again and again, how impossible it is to gauge the taste of the English public by that of the American, and vice versa. The sympathies of playgoers will be with Mr. Cyril Maude, whose performance was of a particularly high order."

Mr. Arthur Bourchier is now appearing at the Garrick, London, in a one-act play, entitled "The Third Time of Asking." The piece gives Mr. Bourchier an opportunity of impersonating a rough Lancashire lad in love, in which, according to the reviewers, he succeeds eminently. The playing all around is said to be satisfactory.

In the London Tatler Mr. Maude thus defines his ideal theatre: "I should

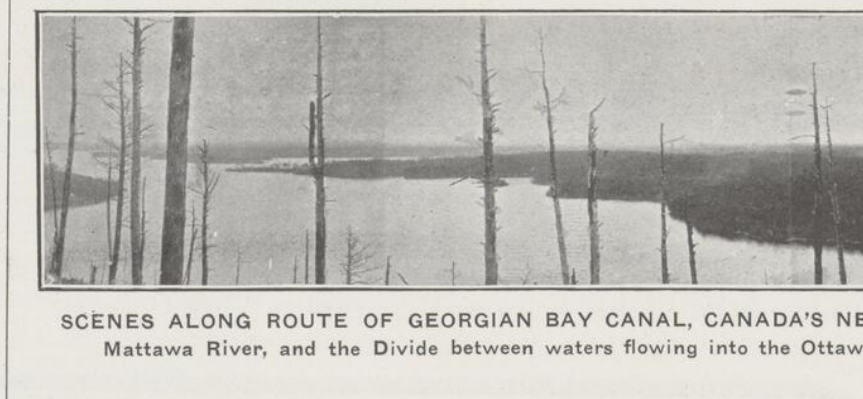


SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—The Ottawa River below Mattawa. (Photograph by McLaughlin, Ottawa.)

The Musical World.

Madame Gadski, who is at present in London, will return to the United States in the early autumn to begin a tour of thirty concerts. All of these appearances will be before Christmas, for the prima donna has engagements to fill abroad after the New Year.

It is not generally known in musical circles that the nucleus of the great Astor fortune was made in music, or, rather, in the sale of musical instruments. Here is an absolutely authentic account of how the original John Jacob Astor began the building of that great pile of wealth which now is one of the wonders of the Western world: "John Jacob Astor, born in Waldorf, Germany, July 17, 1763, was the son of a butcher, and until sixteen worked with his father, but he disliked the business. He went to London, where he had a brother employed in the piano



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—Trout Lake, headquarters of the Mattawa River, and the Divide between waters flowing into the Ottawa River and into Georgian Bay. Lake Nipissing is but four miles away. (Photograph by McLaughlin, Ottawa.)

he made \$55,000 profit. When he died, in 1848, John Jacob Astor left a fortune of \$20,000,000, a prodigious one for that day."

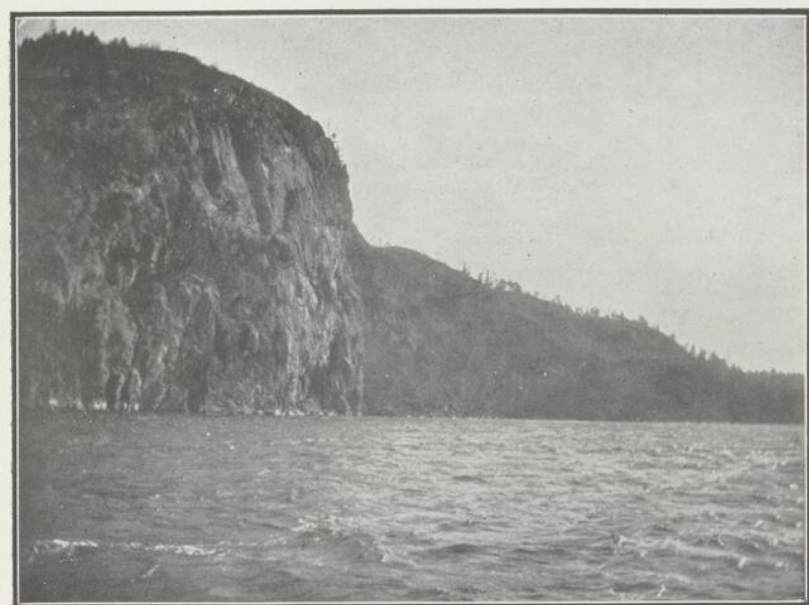
Musical Courier.—A piano recital by Emiliano Renaud, of Montreal, assisted by Christian Frederic Martens of the Indianapolis Conservatory of Music, was given at the German House Auditorium, Indianapolis, on the 16th inst.

gards music seriously has to look about very carefully before making any decisions."

Hartmann's dates are filling rapidly, and the full schedule of his American tour will be published shortly by his managers, Haensel & Jones, as soon as the few pending engagements now being negotiated for are filled.

like to have stock companies composed of the very best players available, and give the public the best of everything in the way of theatrical entertainment; Shakespeare, comedy, romantic plays, musical comedy—everything, in fact, and everything done as well as it

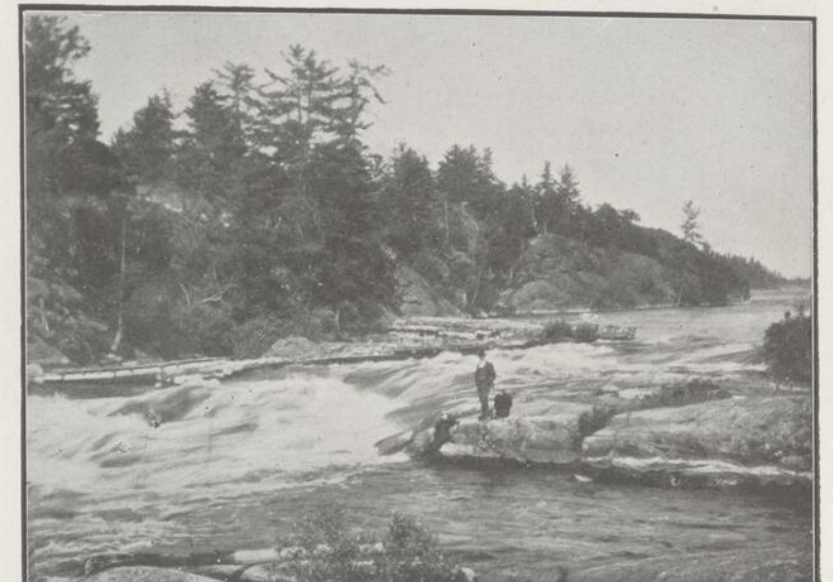
band also was appearing. And no wonder the news made a sensation, for Simone Le Bargy, whose maiden name was Simone Benda, is undoubtedly one of the most gifted women in the French capital, and has had a truly remarkable career.



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—Oiseau Rock (600 ft. in height), on the Ottawa River. (Photograph by McLaughlin, Ottawa.)



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—Paresseux Chute on the Mattawa River. (Photograph by McLaughlin, Ottawa.)



SCENES ALONG ROUTE OF GEORGIAN BAY CANAL, CANADA'S NEXT GREAT NATIONAL UNDERTAKING—Petites Dalles Rapid on the French River. (Photograph by McLaughlin, Ottawa.)

Latest Dainty Parisian Creations; Exclusive Fashion Service for Lady Standard Readers



Designed by Marescot Soeurs, Paris.

Photographs by Henri Manuel, Photographie d'Art, Paris.

SOMETHING ABOUT SILKS.

The Summer Wear Silken Fabrics Are Found to Be Both Durable and Attractive.

THE fashionable silks, besides being unusually attractive this season, are far more serviceable than one can imagine. They do not soil so easily, and even when the cleanser's aid is needed, the fabrics withstand the shock of the operation without bad results. The best cleansers guarantee to preserve the color of anything they take, and advertise the fact that they accept gowns at their own risk. The silks that will stand all of this cost a little more, but it pays to buy them, for the cheap imitations never wear well. Plain bands of the same material, quilings of ribbon, inset lace and lace frills, to say nothing of tucks, are all good trimming ideas for the smart silks, and an excellent idea for enlivening a frock after it has come from the cleanser's, is to embroider patches of French knots in silver and gold threads through the lace trimming, with probably, too, a few knots of bright colored silk.

Simple Silk Dress of an Unusual Daintiness.

Some unusually dainty dresses of simple silk are made with tucked skirts and sailor blouses trimmed with Broderie Anglaise. Deep tucks finish a deep flounce set on to the skirt and form the heading as

well, while finer tucks arranged in graduated effect dispose of the fullness about the waistline. The blouse is tucked around the figure at the bustline, while the vest of silk has three-inch wide tucks between the girdle and opening of the narrow vest of tucked gauze. Opening over the vest are revers of silk trimmed with broderie Anglaise. Cuffs of the same trimming finish the sleeves, with deep net ruffles below.

White is no less a favorite in silk than in linen. On the silk counters there are to be seen very thin poplins, as soft and pliable as chiffon, which are made into exquisite toilettes. These poplins are being revived with a furor, many of them being embroidered in beautiful rosebud and forget-me-not designs, just like the ultra fabrics of the past two seasons.

Popular Parisian Color Combination is Brown and White.

Brown and white is the color combination of the hour in Paris, and one could desire nothing more charming. A dash of color goes well with the two, and for this the couturieres use apricot, watergreen, green, apple green, mauve, Egyptian turquoise and rose. Silk poplins are used frequently for summer evening wraps, being delightfully trimmed with heavy silks

and ruffles of plaited chiffon or of silk.

It is surprising the number of shades of white one sees, and the petite Parisienne makes the most subtle distinction between them, the girl with black tresses choosing the blue whites, while the blondes adhere to the simple pure whites of fact and fiction.

The home artist finds it much easier to handle the blouse and skirt models than the princely frocks of lingerie that are so much in vogue, but when the latter are Princesses merely by virtue of having skirt and blouse set together with a girdle of the frock material inset with bands of lace, the construction is much simplified, and the frock gains a girlish air that is lacking in the more severely Princess model. A number of handsome summer frocks of silk and linen are made this way, and the width of the girdle varies ac-

posed of ruchings of narrow satin ribbon, or chenille, or chine ribbon. The first named is, however, the least expensive and more appropriate for the general run of summer fabrics. The others are reserved more for handsome lace gowns and blouses.

The second decoration is that of applied bands to simulate wide tucks. These often give the ap-

pearance of a triple skirt, and are admirably suited to tall women. A graceful frock of Queen's gray is made with a corselet skirt, with a ten-inch hem, above which, at short distance, is a six-inch applied fold, and above this a narrower one. The effect is severely smart, yet much to be desired by the woman of original taste.

JEANNETTE.

TWILIGHT

The sunset fades, and once again the hills
Against the sky, majestic and supreme,
Loom spectrally and half unreal seem,
And mystery the misty valley fills,
Melodiously now the mountain rills,
Unheard by day, take up their lyric theme
Of ecstasy, like voices heard in dream,—
An obligato to the whip-poor-wills.

Invisible, the spirits of the dusk
Ply the swift shuttles on their shadow loom,
And weave the wonder-fabric of the night.
The wind is but a whisper, sweet with musk
Exhaled from fragrant lips of bud and bloom,—
A whisper—and the one word is Delight,
—Frank Dempster Sherman.

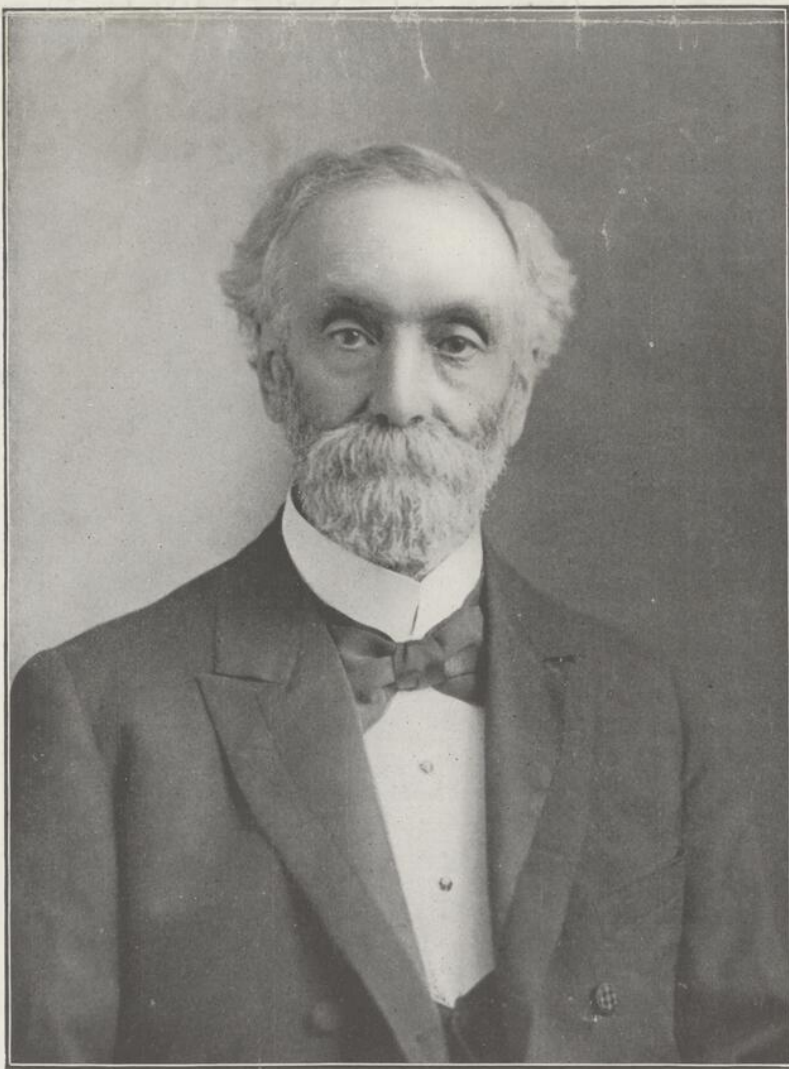


THE REV. DANIEL GORDON AND MRS. GORDON—Of Glengarry, Ont., father and mother of the Rev. Charles William Gordon (Ralph Connor), the well-known Canadian novelist, now residing at Winnipeg.
(From an old photograph.)

According to the figure of the prospective wearer, being sometimes a deep girdle.

Smart Women Affect These Two Skirt Trimmings.

There are two skirt trimmings which are much affected by smart women, although they are not exactly new. And, by the way, a style loses its hold upon popular, or rather fashionable, favor not so much by the length of time it lasts as by its inability to withstand too great a popularity. The first of the trimmings referred to is com-



THE LATE ROBERT CRAIK, M.D., LL.D.—Ex-Dean of the Faculty of Medicine of McGill University, Montreal, who passed away last week.

Little Bird Whispers.

THAT—Plaid silk blouses will be very much in evidence in the early fall.

THAT—Gaiters to match the street costume will be a feature of this autumn's footwear.

THAT—The sleeveless Eton coat of French lace still holds its own.

THAT—Cluny, Irish, and guipure laces are taking the place of Valenciennes for mull and organdie blouses.

THAT—Black and white block plaids are highly in favor, and black and brown mixtures are considered good style.

THAT—White gloves for day wear are put aside by the smartest women for the very palest shades of biscuit or beige.

THAT—Plumes on smart hats are to look as if they had passed through a heavy shower.

THAT—Silver tissue, as a lining to silk or satin bridal trains, has proved a great success, as the skirt is thus sure to slide in the most graceful manner over church aisle carpeting or drawing-room rugs.

THAT—The fad of the moment is to have one design only for monograms or initials to be embroidered on one's underclothes, as well as on handkerchiefs.

THAT—Odd evening wraps are made up of plaid silk and lace moire chiffon. These are just large enough to cover the shoulders.

THAT—A yellow-toned white is far more fashionable in all light fabrics.

THAT—Elephant grey is very much to the fore among the greys.

THAT—Cameos are coming into favor again.



STUDY IN CHILD PHOTOGRAPHY—From a photograph by Swan, Montreal.

Gentlemen, Remember!

THAT—Cotton and silk for bathing suits for men is quite a thing of the past. The all-wool is chosen by the well-dressed man.

THAT—Colored undergarments are not considered "good form."

THAT—Pyjamas are coming more and more to the fore, and are made in silk, satins, pongees, linens, and Madrases.

THAT—Mesh-woven linens are not only cool and comfortable, but are more healthful than other stuffs on account of the open weave.

THAT—When buying ties, the colors of shirts must be taken into consideration, if one wishes to be well dressed.

THAT—In soft felt hats, gray shades are much to be preferred to brown or black.

THAT—White belts do very well to wear with white suits, but are not generally serviceable.

THAT—The English cloth soft hat or golf cap, of correct shape, is a standard for outing purposes.

THAT—Colored bands on hats are again in vogue to the extent, at least, of being perfectly correct.

THAT—The chance to match hat-bands with neckties, stockings, etc., which is very effective and up-to-date, should be kept in mind when buying.

THAT—The two-piece suit, skeleton lined, which is known as the outing suit, and made of white flannel, blue serge, gray worsted, is the correct thing for the river or links.

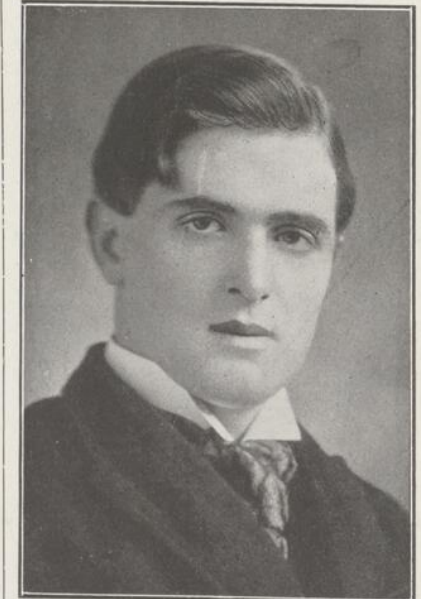


REV. W. P. O'BOYLE, O.M.I., D.D.—Whose sudden transfer from the University of Ottawa to British Columbia was the subject of comment in Ottawa last week. Dr. O'Boyle is a member of the Oblat Order, and was at the head of the science department of the University.

KITCHEN WASTE.

Put all pieces of bread into a jar until you have a quantity. They are nice for bread-puddings, milk-toast, hash, and croquettes, etc. When they become very dry, roll them into a powder with a rolling-pin, and use for breadcrumbs.

Save the tryings and meat-drippings. Water in which meat has been boiled should be allowed to stand until it is cold, when the grease will collect on top, and can then be taken off. To clarify it, put it over the fire and heat until the water has evaporated.



LINCOLN BEACHEY — "The Boy Wonder," navigator of the Knabenshue airship, which comes to Dominion Park, July 12.



Costume designed by Laferriere, Paris. Photograph by Henri Manuel, Photographie d'Art, Paris.

ENGLISH PLATE ON BRITANNIA METAL



Hot Water Kettle, Coffee Pot, Tea Pot, Sugar Bowl, Cream Jug. Price Complete, \$48.00.

MAIL ORDERS RECEIVE PROMPT ATTENTION.

G. SEIFERT & SONS,

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Romantic Bermuda One of the Most Beautiful Pleasure Resorts in the Empire



LOVELY BERMUDA, THE WINTER HOME OF MANY CANADIANS—Native crew of a fishing trawler cleaning a particularly heavy catch. These fish, which include hamlets, rock fish, porqueys, hinds, angel fish, etc., are caught in wire cages (called pots) set out in the ocean. They are principally used for domestic consumption, and few are exported to other lands. The pots are set over night, and in the morning are taken up by the fishermen, and their contents dumped into the trawlers. On the trip home the fish are cleaned, and are, therefore, ready for sale when the trawlers reach the pier. Very frequently the trawlers serve the double purpose of boats and markets, as the natives visit them and carry on their bartering on deck.



LOVELY BERMUDA, THE WINTER HOME OF MANY CANADIANS—Khyber Pass, an extraordinary cutting about three miles from Hamilton. This was made under the supervision of the British military authorities, and forms a convenient passage-way between the north and south shores of the island.



LOVELY BERMUDA, THE WINTER HOME OF MANY CANADIANS—Paw-paw tree and fruit, surrounded by banana trees and juniper cedars. Out of the latter wood the Boer prisoners at Bermuda, during the period of their detention, carved all sorts of useful articles, chiefly napkin rings, which they prettily inlaid with white wood, and sold to tourists. The stems of the leaves on the paw-paw trees are hollow, and are frequently utilized as pea-shooters by the youths of Bermuda. The notches in the tree in the illustration show that many leaves have been broken off.

BERMUDA, THE EMPIRE'S GREAT HEALTH RESORT. In the Atlantic Ocean, south of the Gulf Stream, and about five hundred miles south-east of Halifax, there has grown during untold centuries on the top of a submarine mountain, a clus-

ter of coral islands whose peaks rise several hundred feet above the sea. They now present hill and vale, covered with semi-tropical growth, forming perfect pictures, grand in their ocean views and serenely quiet in their diminutive interiors. Ocean storms expend their force upon the forts, which crown the hill-tops, and summer breezes permeate every nook with the cool salt air from the sea. The great Gulf Stream, with its flow of torrid waters, has proved an effectual barrier to the



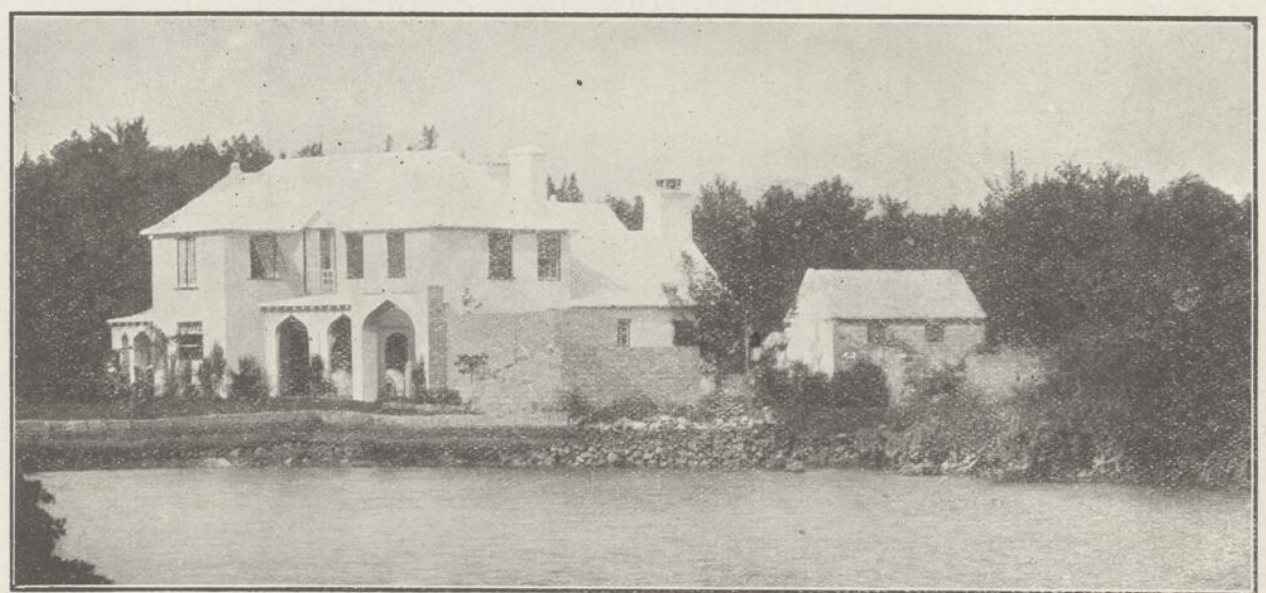
LOVELY BERMUDA, THE WINTER HOME OF MANY CANADIANS—It being impossible to secure fresh water in any other way (owing to the porosity of the rock, which causes the latter to absorb the rain-falls at once), all the water used for domestic purposes is caught from the rain-falls in reservoirs or tanks. The illustration shows one of these reservoirs, together with a "water-catch." The latter is placed on the slops of a hill, and as the rain descends, the water is caught therein.

northern blizzard. The thermometer rarely goes below 60 degrees in winter, nor above 80 degrees in summer. The islands, for two centuries, have been treasured by England at first on account of their great productiveness, and latterly as an impregnable fortress. Millions of pounds sterling have been laid out

in cutting roads and connecting and building the island forts, while nature has provided in the coral formation, unflinching drainage to every spot, rendering the islands far-famed for their healthfulness.

There are five large islands in the Bermuda group: namely, the "Mainland," St. George's, St. David's, Somerset, and Ireland. Four of these are connected by bridges or causeways. There are many smaller islets, scattered about in picturesque irregularity, each having its own particular charm.

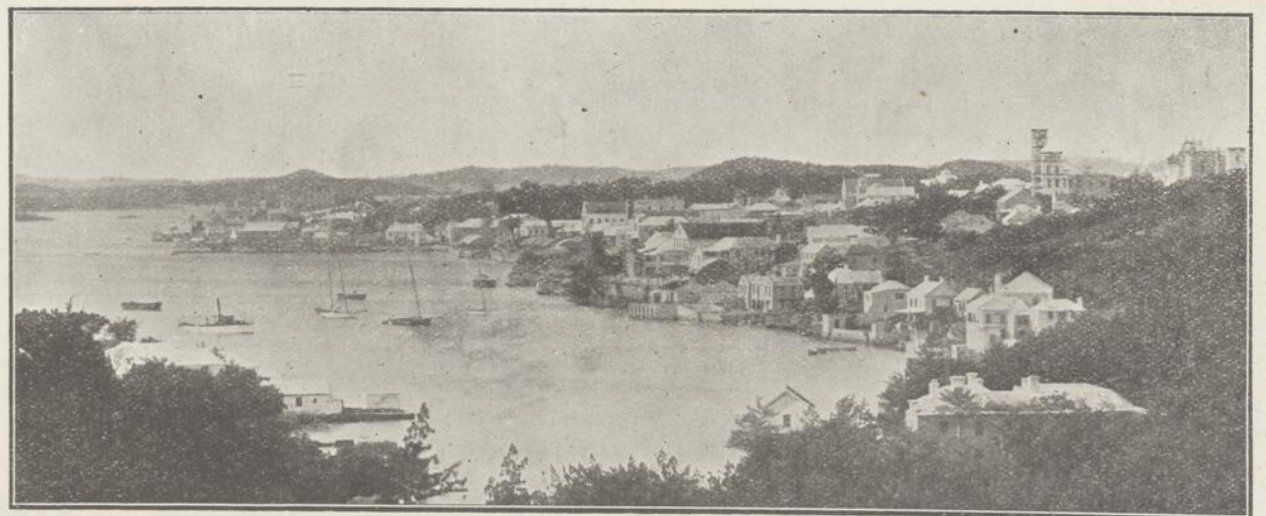
Miles away from the visible land, a cordon of sunken reefs encircles the islands. The channelways through this fearsome rampart, reared by the minute coral insects, are narrow. Only the pilot knows their secret and their danger.



LOVELY BERMUDA, THE WINTER HOME OF MANY CANADIANS—Moore's House and Lake, a most attractive rendezvous for the tourist. In Bermuda the houses are chiefly built of native stone, which is subsequently plastered and whitewashed. The roofs are also covered with stone slabs, thus enabling the rain-falls to reach the domestic reservoirs without contamination. The houses are extremely pretty, and their snow-white appearance is not their least attractive feature.



LOVELY BERMUDA, THE WINTER HOME OF MANY CANADIANS—A school of hamlets at Devil's Hole, or Neptune's Grotto, near Hamilton. These fish, as a rule, are from three to four feet in length, and are extremely palatable when cooked in Bermudian style. "Devil's Hole" is a natural well, filled with clearest of clear water, and is situated at the south-east corner of Harrington Sound.

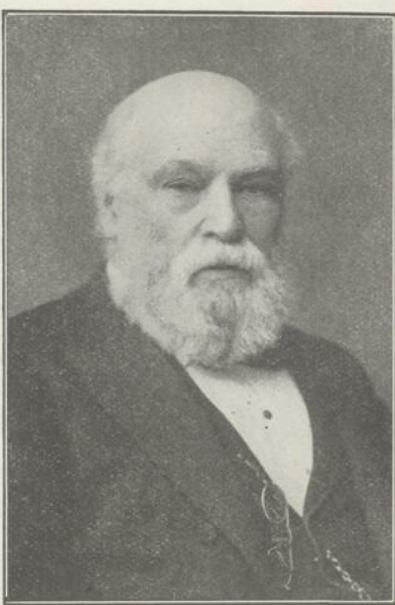


LOVELY BERMUDA, THE WINTER HOME OF MANY CANADIANS—The City of Hamilton, from the east, the chief place of residence on the island. To the left of the illustration is the anchorage for the British ordnance staff, while in the distance may be seen the Princess Hotel, one of the principal hostels of the city. At the right of the picture the Court House and clock tower, as well as the Anglican Cathedral, are conspicuous objects just beyond the slope of the hill.

Presentation of Handsome Residential Building to Protestant Hospital for the Insane



MR. G. B. BURLAND'S PRESENTATION TO THE PROTESTANT HOSPITAL FOR THE INSANE — The new residence for the Medical Superintendent, donated last week by Mr. Burland.



MR. G. B. BURLAND—Donor of the handsome new residential quarters for the Medical Superintendent of the Protestant Hospital for the Insane.



MR. G. B. BURLAND'S PRESENTATION TO THE PROTESTANT HOSPITAL FOR THE INSANE—The pretty lodge of the Protestant Hospital for the Insane, Verdun.

Presented Handsome Building

THE occasion of the recent presentation to the Protestant Hospital for the Insane of a splendid residence for the Medical Superintendent by Mr. G. B. Burland, of Montreal, was fittingly celebrated by the friends of the Institution.

An address, signed by Mr. Peter Lyall, President, and Mr. Jonathan Brown, secretary, was presented to the generous donor.

Mr. Burland announced his gift in the following modest speech:

Mr. President, Ladies and Gentlemen,—I have felt for a long time that a residence for the Medical Superintendent was much required, both for the comfort of his family, and to provide more accommodation for the public in the main building. That desire I now place before you in a tangible form, and I have much pleasure, Mr. President, in presenting you with the deed of the property fully equipped.

The Board of Management thanked Mr. Burland as follows:

G. B. Burland, Esq., Montreal.
Dear Sir,—The Board of Management of the Protestant Hospital for the Insane desire to convey to you an expression of their warm gratitude for your long continued interest in this important charity, of which you were the first benefactor. Your first act of generosity has been followed by many others, notably the gift of a Pathological Department, ably presided over by Dr. Macphail, and under his direction splendidly equipped by you, and now

known, and the Governors wish to assure you that your munificence could not have taken a more welcome form. The want of a residence has been most impressively felt, but the Board had no

ily, and their successors, a cause of great satisfaction to the Board of Management; and a credit to the Institution and to the Province. The Board ask you to accept this address as a mark of their sincere appreciation of your well-known generosity to the Hospital, and hope that for many years to come it will serve to remind you of the benefit you have conferred on one of our most needed and most deserving institutions, and of the affectionate re-

agement, and likewise to my good friend Dr. Burgess, the Medical Superintendent.

To carry out efficiently the work of such an Institution as this, and to confer the greatest benefits possible upon the unfortunates of this district, for whom we care, it seems to me that the head of the Medical Staff ought to be properly housed, with his own family, where he can, in a more retired way, work out the problems which present themselves in the Hospital from day to day.

The reputation and standing which Dr. Burgess has won on this continent are too well known for me to say anything

hundred and one patients—two hundred and sixty-two men and two hundred and thirty-nine women.

Of those admitted, eighty-three were alleged to have been ill less than three months, twenty-one less than six months, twenty-four less than one year, and twelve less than two years; thirty were of over two years standing, eleven were congenital, and in nine cases the duration was non-ascertainable.

One hundred and thirteen of the patients received were natives of Canada, forty-eight of other portions of the British Empire, and twenty-nine were of foreign birth. Could there be a more

striking commentary on the inefficiency of our immigration laws than this record, which shows over forty per cent. of our admissions to have been of persons born outside of the Dominion of Canada?

One hundred and twenty-two of the admissions were residents of the County of Hochelaga, including the city of Montreal and its various suburbs, fifty of other parts of the Province of Quebec, thirteen of other Canadian provinces, and five of the United States.

One hundred and thirty-two had had a common school education, and thirty-seven a superior education, while twenty-one were totally ignorant or al-

most so. Fifteen were voluntary patients, received at their own request, and one hundred and seventy-five were committed on the regular forms, either public or private. One hundred and seventeen were found on reception to be in average bodily health and condition, fifty-four in indifferent health and reduced condition, and nineteen in bad health and exhausted condition. Heredity was admitted in seventy-seven cases, and denied in eighty-two, while in thirty-one no information on this point could be obtained. Seventeen cases, about nine per cent., were ascribed to intemperance and the abuse of opiates.



MR. G. B. BURLAND'S PRESENTATION TO THE PROTESTANT HOSPITAL FOR THE INSANE—General view of the Main Building of the Protestant Hospital for the Insane, Verdun.



MR. G. B. BURLAND'S PRESENTATION TO THE PROTESTANT HOSPITAL FOR THE INSANE — The East House Annex of the Protestant Hospital for the Insane, Verdun.

you have crowned your kindly sympathy in our institution by your generous donation of a splendid residence, completely furnished, for the Medical Superintendent.

Your kindly interest in the Hospital, and in the poor sufferers for whose treatment it cares, have been long well

means of supplying the want. They were greatly relieved and delighted when your generous intention was intimated. That intention has been carried out in the most handsome way. You have provided the Hospital with a beautiful home which will be a great comfort to Dr. Burgess and his fam-

gard you have earned from your fellow citizens.

Signed on behalf and by order of the Board of Management.

Mr. Burland's Reply To the Address.

Mr. Burland replied as follows: Mr. President, Ladies and Gentlemen,—I must thank you most heartily for the flattering expression of your appreciation of my humble efforts on behalf of such an important institution as that in which we are gathered to-day, and in whose interests we are all so deeply concerned.

True, that I was one of its original founders, and probably the first subscriber towards the erection of this Hospital for the Insane. It must always be a source of pleasure and gratification to see an Institution prosper, and its success depends largely upon the full harmony of surroundings as well as upon the comfort of all who have to do with its management.

In donating the present residence, it seems to me that it fills a long-felt want, and I am delighted to hear that my humble efforts in this direction have given satisfaction to the Board of Man-

on this subject. I am certain that I am voicing the sentiments of all present when I say that we all hope and pray that Dr. Burgess and his estimable wife may long be spared to enjoy a life of further usefulness with and for the noble institution in which they have wrought so ably and successfully for the past 23 years.

It affords me much pleasure in being present here to-day, and trust that the good work begun will go on and flourish under your able Board of Management.

THE WORK OF THE INSTITUTION.

In connection with the gift of Mr. Burland to the Protestant Hospital for the Insane, a few facts relative to the work of the Institution will be found interesting.

There were in the hospital on January 1st, 1905, according to the Superintendent's report, four hundred and sixty-four patients, inclusive of two out on trial, namely, two hundred and forty men and two hundred and twenty-four women. The cases admitted during the year numbered one hundred and ninety-one hundred and three men and eighty-seven women. The total number of cases under treatment last year was, therefore, six hundred and fifty-four—three hundred and forty-three men and three hundred and eleven women. Of those received, eighty-three were private and one hundred and seven public cases.

The Duration Of Illness.

The greatest number at any one time in the hospital was five hundred and three, the least four hundred and sixty, while the daily average number for the year was almost four hundred and seventy-six.

One hundred and three patients were discharged, forty-six died, two escaped, and two were out on trial, leaving in the hospital, at the end of the year, five

STANDARD'S Half-Tone Illustrations.

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"Cures While You Sleep."
Whooping-Cough, Croup, Bronchitis, Coughs, Influenza, Catarrh.
Confidence can be placed in a remedy which for a quarter of a century has earned unqualified praise. Restful nights are assured at once.
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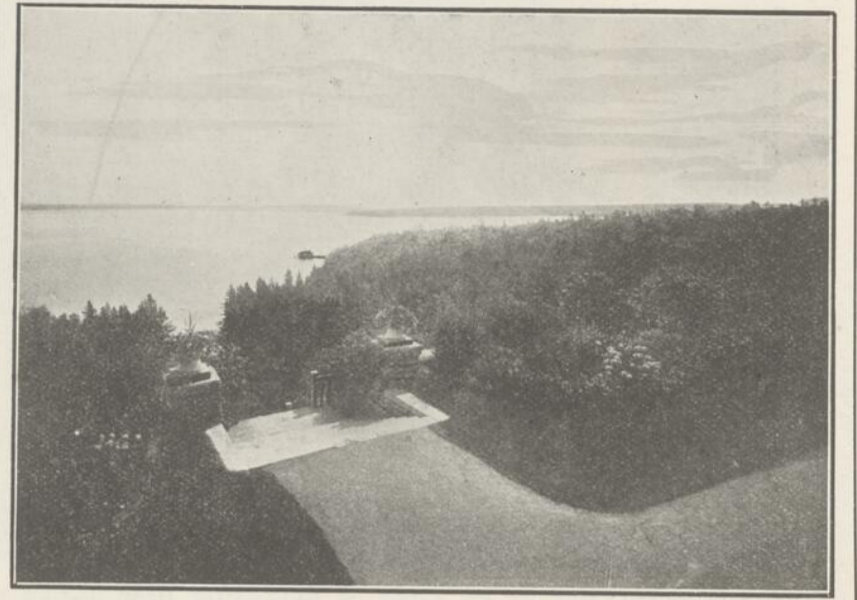
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Endorsed by Royalty.
THE RADNOR WATER COMPANY
HAVE BEEN APPOINTED
BY
SPECIAL WARRANT
PURVEYORS TO
His Royal Highness The Prince of Wales

Hotel Champlain



THE GOLF LINKS—DRIVING FROM No. 4 TEE.

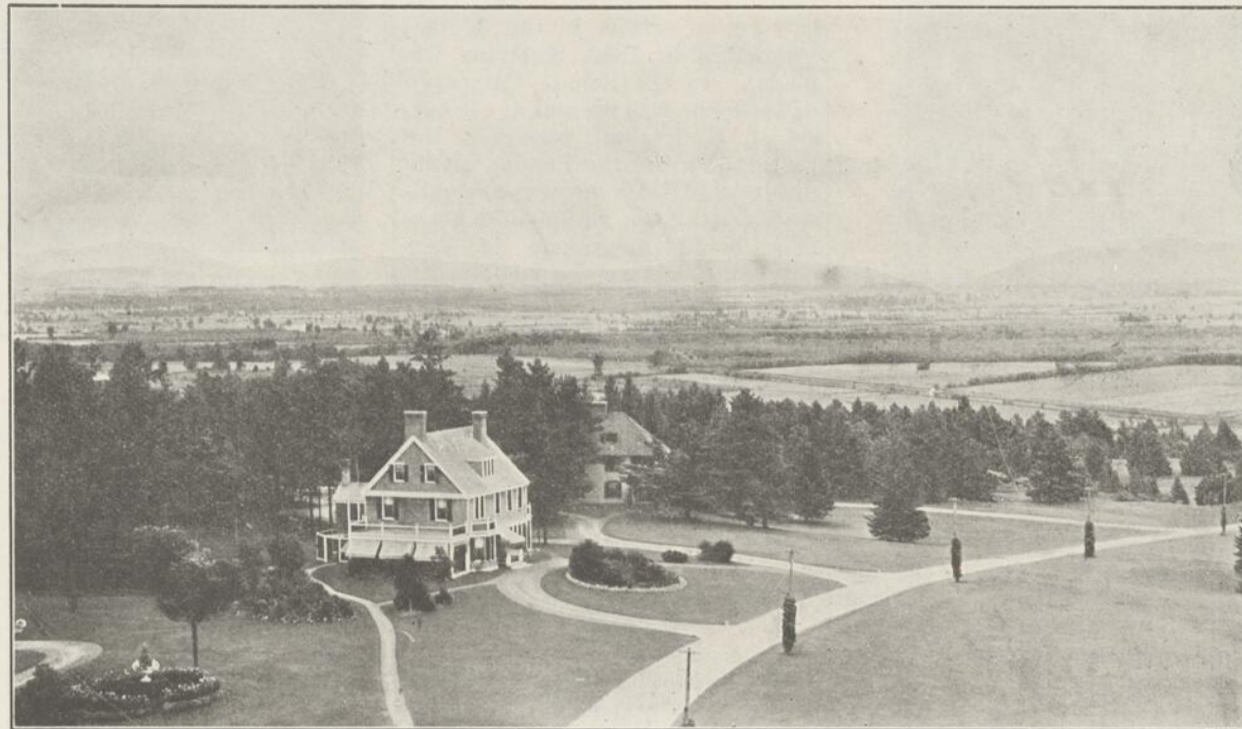
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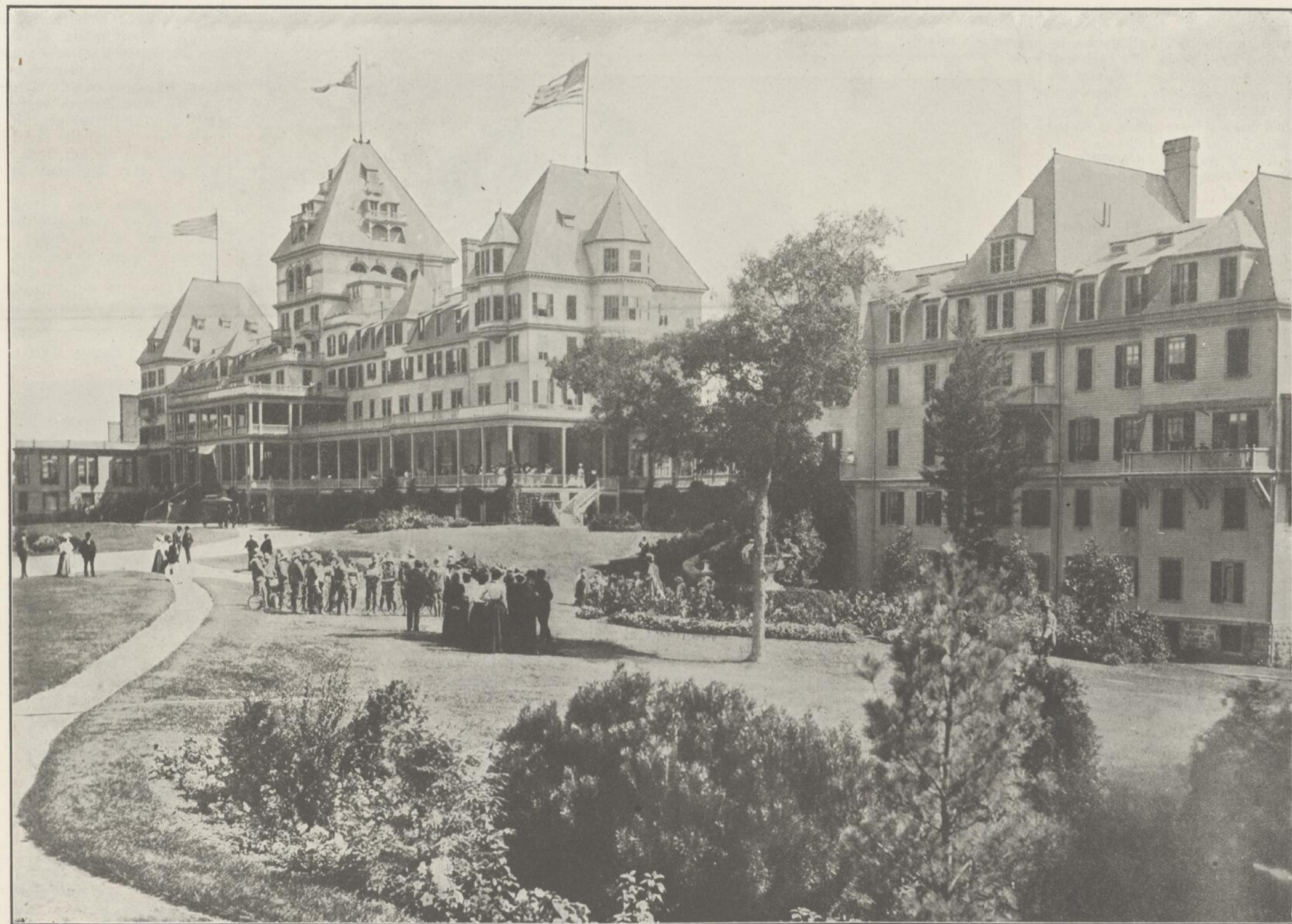
ONE OF THE BEAUTIFUL COTTAGES CONNECTED WITH HOTEL CHAMPLAIN.

A Delightful Stopping Place

For Tourists
Going through Lake Champlain.



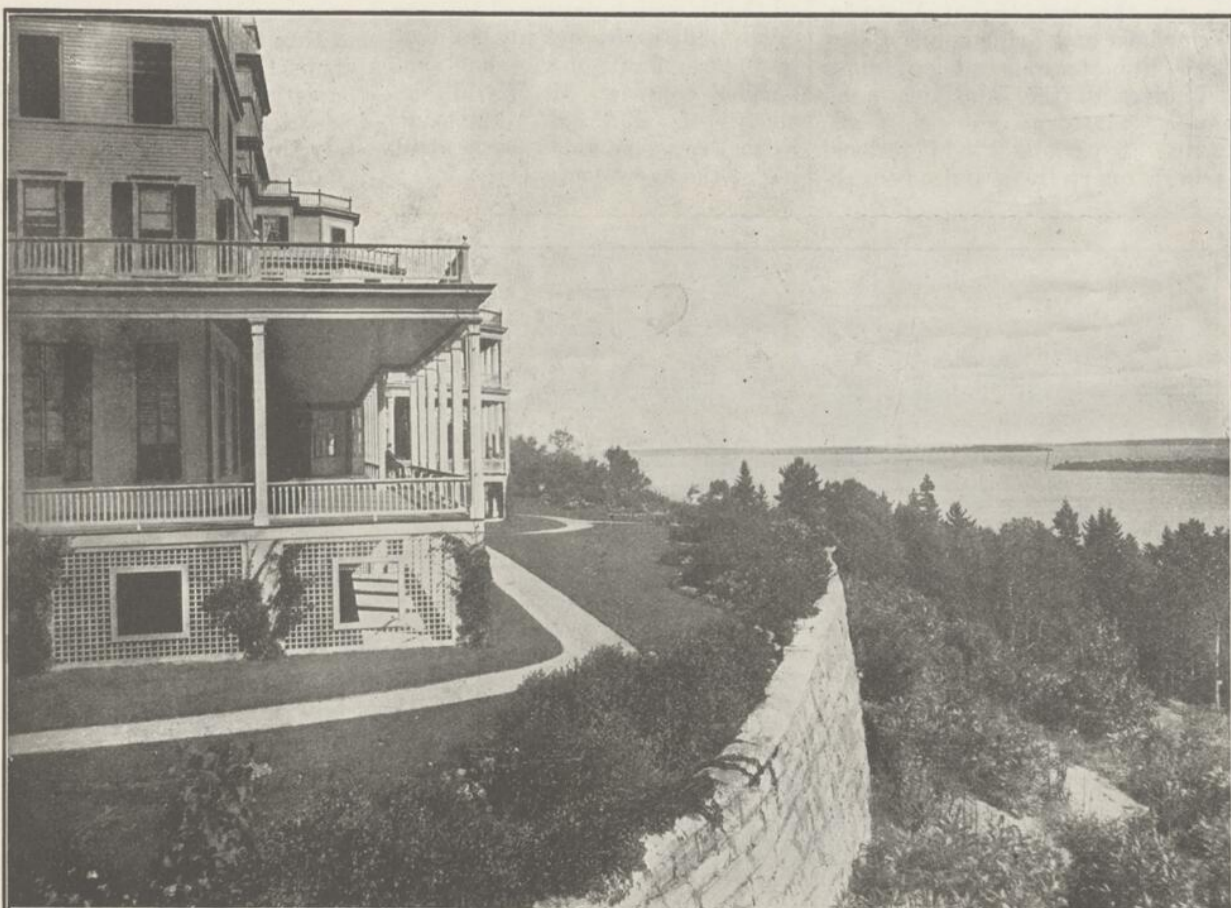
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Green Mountains
to the east and
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to the west.



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with
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of club life.
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and
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in Lake Champlain.
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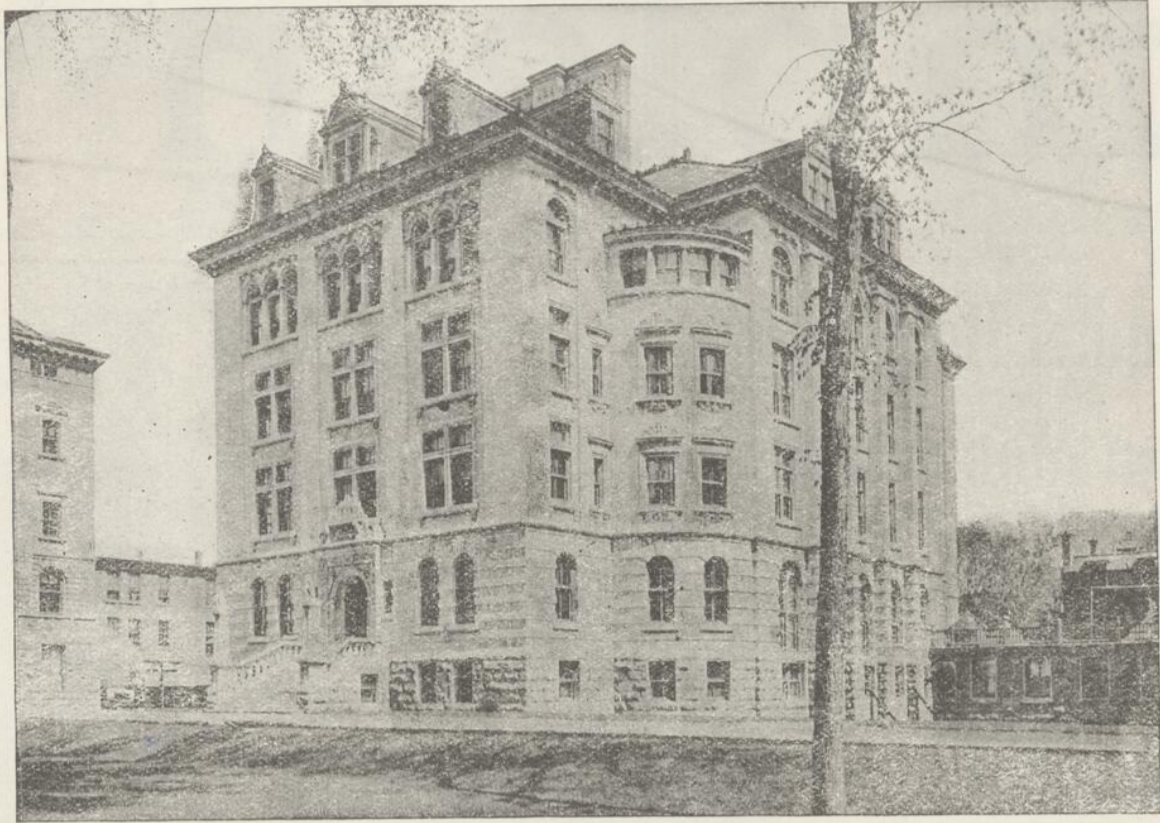
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Present of St. Anne's College to McGill Recalls Sir William Macdonald's Past Munificence



MACDONALD COLLEGE AT ST. ANNE DE BELLEVUE, NOW UNDER JURISDICTION OF MCGILL, RECALLS FORMER MAGNIFICENT GIFTS OF SIR WILLIAM MACDONALD TO THE UNIVERSITY—The Macdonald Mining and Chemistry Building at McGill, one of Sir William's most important gifts to the University.



MACDONALD COLLEGE AT ST. ANNE DE BELLEVUE, NOW UNDER JURISDICTION OF MCGILL, RECALLS FORMER MAGNIFICENT GIFTS OF SIR WILLIAM MACDONALD TO THE UNIVERSITY—The Macdonald Physics Building at McGill, one of the most up-to-date and thoroughly equipped of Sir William's gifts to McGill.

The Standard's Military Chat

Col. Charles William Drury, C.B., A.D.C., an officer of the Royal Canadian Artillery, commanding the Maritime Provinces, who recently passed the tactical test for promotion to the rank of lieutenant-colonel at Aldershot, is a distinguished officer. He was born in 1856, and received his first commission in the New Brunswick Garrison Artillery in January, 1874, and transferring into the Permanent Forces in February, 1877, became captain in the Royal Canadian Artillery in February, 1881, major in May, 1899, brevet lieutenant-colonel in May, 1892, regi-

The whole of the mounted infantry in the Aldershot Command were assembled recently for inspection by Lieut.-Col. Sir J. French, and also took part in a series of field operations. In principle, each infantry brigade formed a battalion of mounted infantry, and each infantry battalion a company, the total strength amounting to 2,050 all ranks, including 100 officers. To each battalion a pom-pom and Maxim detachment were added. The whole of the force was mounted, some 1,300 horses from other mounted troops in the command being taken for the purpose, in addition to 700 cobs from the Mounted Infantry School. After the inspection the troops performed a series of tactical exercises. The general appearance of the force was highly creditable to all concerned. This is the third year in succession that Sir John French has assembled the mounted infantry of his command



LIFE ON PARLIAMENT HILL — Mr. Edward Cochrane ("Fighting Ned"), M.P. for East Northumberland, Ont., one of the vigorous Conservative critics of the Laurier Government.



LIFE ON PARLIAMENT HILL — Mr. E. W. Tobin, M.P. for Richmond and Wolfe, Que., and a strong Liberal.

1899, brevet colonel in May, 1901, and substantive colonel in May, 1905. His staff services include: Commandant, Royal School of Artillery, Kingston, Ontario, Assistant Inspector of Artillery, Inspector of Artillery, and since the 1st May, 1905, he has been in command of the Maritime Provinces and also District Officer commanding Military District No. 9, with headquarters at Halifax, Nova Scotia. He served in the North-West Rebellion, 1885, and took part in the actions at Fish Creek and Batouche, the operations against Big Bear's Band, being mentioned in despatches, Canada Gazette, and receiving the medal with clasp. In the South African War, 1899-1900, he commanded the Brigade Division (Special Service) Royal Canadian Artillery, being mentioned in despatches, receiving the brevet of colonel, and awarded the C.B.

In this manner, and experience has shown that the men trained in the schools are thoroughly fit to take the field at short notice.

The old colors of the York and Lancaster Regiment (65th), which were brought to England some time ago by Capt. Gresson, D.S.O., were recently deposited in York Minster with appropriate ceremony. They were presented to the battalion in 1871 at Agra by the Countess of Mayo, and new colors having been presented by the Prince of Wales during his Indian

tour, the old ones were accordingly sent home.

While a body of British troops were recently marching from Cairo to Alexandria, a party of five officers went into a village near Tanta to shoot pigeons, on the invitation, it is said, of the village official. They were surrounded by the villagers, deprived of their arms, and assaulted with bludgeons. Capt. Bull, of the Inniskilling Dragoons, succumbed to his wounds in a few hours. Capt. and Brevet-Major Pine-Coffin, of the Loyal North Lancashire Regiment and the Mounted Infantry, had an arm



MACDONALD COLLEGE AT ST. ANNE DE BELLEVUE, NOW UNDER JURISDICTION OF MCGILL, RECALLS FORMER MAGNIFICENT GIFTS OF SIR WILLIAM MACDONALD TO THE UNIVERSITY—The Engineering Building at McGill, the first of Sir William's structural donations to McGill.

broken, and Lieut. Smithwick, of the Royal Dublin Fusiliers, was badly hurt. Details of the affair are lacking. According to one account, a neighboring village was set on fire, but the soldiers were in no way connected with this. The death of Capt. Bull has caused great grief in military and civilian circles alike. A judicial investigation is being held into the matter.

The memorial which has been erected in Cannon Hill Park to Birmingham men who fell in South Africa was recently unveiled by Lieut.-Gen. Sir Ian Hamilton. It consists of a bronze figure of Peace standing on a mountain gun which is being rolled up a kopje by two soldiers. On the red granite pedestal there will be four plaques. The one on the front consists of two female mourners, whose hands, holding wreaths, meet above the inscription:—"To the glorious memory of the Sons of Birmingham, who fell in South Africa,

1899-1902, and to perpetuate the excellence of all who served in the war, this memorial is erected by their fellow citizens." The three other panels will contain the soldiers' names. The memorial stands about 30 feet high.

The grand old veteran, General Sir John Forbes, G.C.B., of Invernan, Colonel of the 33rd Queen's Own Light Cavalry, stationed at Poona, celebrated his eighty-ninth birthday on the 10th of June, having seen over seventy-one years' service in the Army. He joined the Bombay Cavalry in March, 1835, and was placed on the unemployed supernumerary list in June, 1884, reaching the rank of General in February, 1886. He saw active service in the Afghan Campaign in 1840, receiving the medal. In the Scinde Campaign of 1843-4 he was present at the battle of Hyderabad, receiving the medal. During the Persian Expedition of 1856-7 he was severely wounded at the action of Khoonab, being mentioned in despatches, receiving the medal with clasp, awarded the C.B., and was thanked by the Government of India. He also took part in the Indian Mutiny of 1857-8, being several times mentioned in despatches, receiving the medal with clasp, and the brevet of lieutenant-colonel. He was promoted K.C.B. in May, 1881, and G.C.B. in June, 1899.

A REMARKABLE PRINTING PRESS.

The University Press at Oxford is the most remarkable printing establishment in the world, as well as one of the oldest. It is what you might call self-contained, and if everything else pertaining to printing were blotted off the face of the earth to-morrow, the University Press would go right ahead

tion of the world's surface had ever taken place in so short a space of time, nor any one of even approaching magnitude, without severe and bloody human struggles. Britain had undoubtedly secured the lion's share or perhaps the only share in which men of European descent could live and prosper materially and physically.

Africa possessed unique, though perhaps untoward features for successful development. Lying mainly, as it does, thirty degrees north and south of the equator, it was essentially the tropical continent. Its physical features resembled no other continent.—Sir Percy Girouard.



Ghuznee-Cabul War Medal, 1842.

THE Governor-General of India issued a general order, dated Simla, Oct. 4th, 1842, notifying the intention of the Indian Government to issue a medal to all who had taken part in the war in Afghanistan in that year. The following British regiments received it, and were granted authority to wear it: the 3rd Light Dragoons, and the 9th, 13th, 31st, 40th, and 41st Regiments of Infantry.

Four medals were struck, the obverse having in all cases the diademed head of the Queen, with Victoria Vindex above, but the reverse differs in each:

No. 1 has the word Candahar, surmounted by a crown, and with

1842 below, the whole being inclosed within a laurel wreath.

No. 2 (the medal shown in the illustration) has the words Ghuznee, Cabul, each in a laurel wreath, surmounted by a crown, and 1842 below.

No. 3 has Candahar, Ghuznee,

GHUZNEE-CABUL MEDAL.



Reverse.

GHUZNEE-CABUL MEDAL.



Obverse.

UNION EMPIRE DAY CELEBRATION.

The Union Empire Day Celebration held in the Lash section of the Rainy River District, by the combined schools of Lash and surrounding country, proved an unqualified success, and an event that will long be remembered, not only by the children, but the parents and friends who were present in large numbers from Emo, Aylesworth, Devlin, Big Forks, Black River, Fort Francis, and other places.

The Lockington school, where the celebration was held, was handsomely decorated for the occasion with evergreens, flags, and large pictures of the King and Queen, the late Queen Victoria, the Prince and Princess of Wales, Lord Roberts and other famous defenders of the land, while an ample platform, shady seats, games of various kinds, a local string quartette, and refresh-

ments of all kinds were provided for the accommodation and amusement of those who wished to remain for the picnic following the celebration. The programme had been prepared under the supervision of Miss Hoskins, who is an accomplished musician, and proved the thorough nature of the progress made under her tuition, both in the regular public school and musical courses. Mr. Kydd, formerly of B Troop (Imperial) Fifth Dragoons, aided in the drilling of the cadets.

Cabul, with crown above, and 1842 below, within a wreath of laurel.

No. 4 has the word Cabul, and is similarly arranged to No. 1 as regards crown, wreath, and date.

One or two are known with Victoria Regina, instead of Vindex, on the obverse. They are very rare, and were, most probably, either issued in mistake by the Mint, or were struck after the first issue, and with the China die used in place of the correct one.

The ribbon is the same as for the Jellalabad Medal, and the medal has a deep clasp for suspension. The recipients' names were engraved on the edge, either in square letters, or in Italian running-hand.

The medals were distributed according to the services of the recipients, those who had been in all the actions receiving No. 3 medal, instead of both No. 1 and No. 2. Only forty medals like No. 2 were issued to English troops.



LOVELY BERMUDA, THE WINTER HOME OF MANY CANADIANS—View from Gibb's Hill Lighthouse, showing the Great Sound, Spectacle Island, Spanish Point, and the entrance to Hamilton Harbor. The lighthouse was erected in 1845—the height of the gallery is 105 feet, and this is reached by a circular staircase inside the tower, from which the magnificent view seen in the illustration is obtained. For 22 feet from the ground the tower is filled with concrete, and for over fifty years it has maintained one of the largest and most powerful of lights.



UNION EMPIRE DAY CELEBRATION—A group of lads and lassies who took part in the Empire Day exercises at Lockington, in the Rainy River District of New Ontario.

(From a photograph taken for The Standard.)

No partition of such a vast por-