

## A Glimpse of the Tercentenary Pageant Rehearsals Now Taking Place on the Plains of Abraham

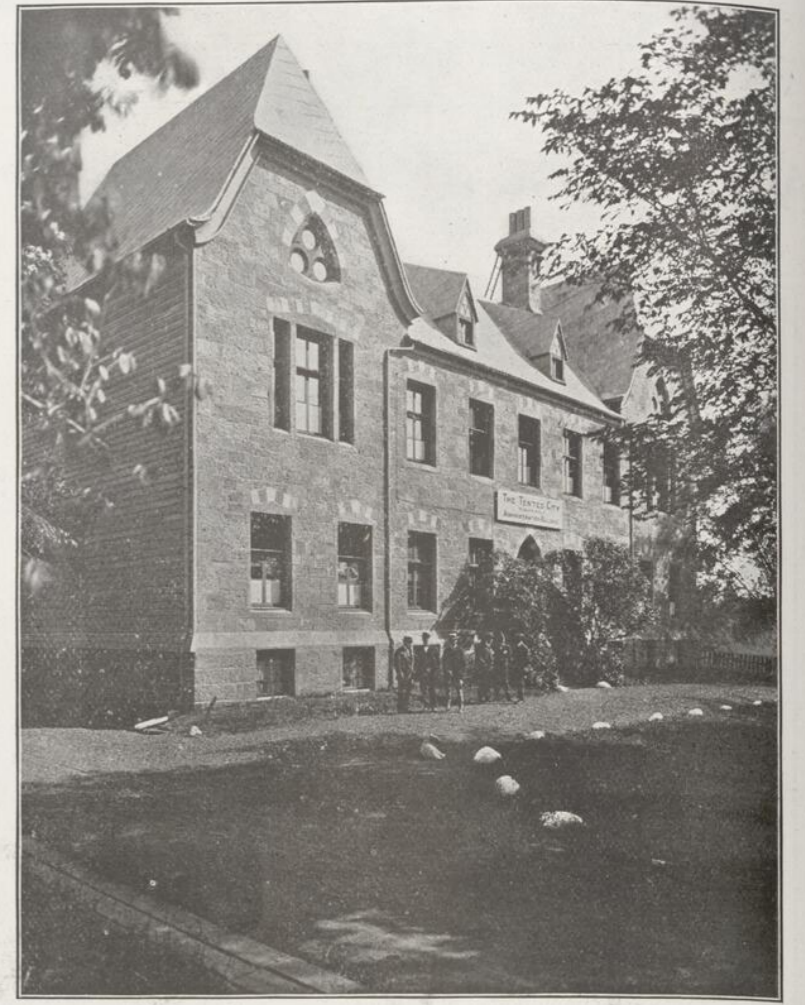


SECTION OF THE FAMOUS PAVANE DANCE WHICH OCCURS IN COURT SCENE—For Pageant Tableau Scenes and Great Historic Procession in colors see Standard's Tercentenary Souvenir Number now in preparation. (Photos by Livernois, Quebec.)

# Children Who Support Battlefields Project; Tented City at Quebec Preparing for Rush of Visitors



**COLLECTORS FOR THE QUEBEC BATTLEFIELDS MEMORIAL**—Reading from left to right, their names are:—1st row: Charles W. Sherman, Morrisburg, Ont.; Bruce C. Sherman, Morrisburg; Alice Coullie, Montreal; Bertie Grimstead, Maisonneuve; Edna Elsie, Montreal; Helen and Marie Kavanagh, Montreal; Howard McCart, Avonmore, Ont.; Jeanne Caron, Hochelaga; Philippe Landriault; Ruth Pomeroy, Compton; R. H. Longhurst. 2nd row: Bertha Irvine, Martintown, Ont.; F. Robert Winter, Montreal; Elizabeth S. Stewart, Montreal; Harold McCord, Montreal; Ed. C. Lalley, Lachine Rapids, Que.; Raymond Chapman, Copper Cliff, Ont.; Isabel Corcoran, Montreal; Ralph and Ruth Vokes, Windsor, Ont.; Thos. W. Tite, Bishop's Crossing, Que.; David Munroe, Montreal; Evelyn Springle, Montreal. 3rd row: Madeline Grant, La Tuque, Que.; Iva E. and Harold Bromley, Montreal; T. R. Fitzgerald, Pennefather, Lethbridge, Alta.; B. Clare Franckum, Montreal; Loretta Cloutier, Quebec; Ora Barker, Brandon, Man.; Andrew Thomas Fulton, Grand Mere, Que.; Neil Barrett Powter, Montreal; Chas. E. Morgan, Montreal; J. Frederick S. Shaw, Lewis, Que.; Arthur M. Frier, Shediac, N.B. 4th row: Marguerite Payan, St. Hyacinthe; Greta G. Devine, Lake Megantic; David and Ronald Rodger; Antonio de Ste. Croix, Gaspé; Cecil Pointant, Stanbridge, Que.; Rena Hurtubise, Montreal; Eric G. Eignell, Bergville, Que.; M. J. Roul Cyr, Bonaventure, Que.; Percy Stainforth, Arundel, Que.; Walter W. McDonald, Winnipeg; J. Arthur Green, St. John, N.B. 5th row: Bella Hay, Montreal; Alice McKeown, Montreal; Alexis Provencher, Lyndon Le Marquand Gaspé; Coulter Denison, Montreal; Gordon McIrvine, Richmond, Que.; G. Gordon Noble, Goderich, Ont.; James Inglis, Montreal; Godfrey Coffin, Grand Metis, Que.; Irene McColl, Fort William; Ella McColl, Fort William.



**THE COMING TERCENTENARY CELEBRATION AT QUEBEC**—The Church of England Female Orphanage Building, now being used by the Tented City people as an administration building.



**OFFICERS OF THE LONGUEUIL BOATING CLUB**—Reading from left to right, their names are:—Top row: Messrs. A. E. Emblem, J. H. Marcou, James Cunningham. Middle row: Messrs. D. W. Davies and H. S. Thornton. Bottom row: Messrs. W. D. Thompson, G. W. Murray (commandore), T. L. Hughes.

## Electric Power For St. Clair Tunnel.

**T**HE mighty steam moguls which used to haul trains through the St. Clair Tunnel have been replaced by powerful electric locomotives, such as that which is illustrated on this page. It will be noticed that the complete locomotive unit consists of two half units, each half unit containing three pairs of driving wheels. To each pair of driving wheels is geared a 250 h.p. single phase alternating current motor. The frame of the locomotive is built along the general lines common to steam locomotives, the exact type, of course, being changed to conform to the requirements of the electric locomotive. On the frame is installed a locomotive cab, which is built up of structural steel frame-work, on which is mounted the sheet steel top and sides. The couplers, bumpers, footboards, air couplings, etc., are of the standard type used in the Grand Trunk Railway System.

Inside the cab is installed most of the electrical equipment necessary to the operation of the locomotives. Practically all the mechanism of the locomotive is controlled directly or indirect-



**THE COMING TERCENTENARY CELEBRATION AT QUEBEC**—Types of tents that are being put up on the Plains of Abraham for the accommodation of visitors.

## NEW "PAY-AS-YOU-ENTER" CAR.

The illustration on this page of the new "Pay-as-you-enter" car, for use on suburban or interurban lines, is reproduced from the photo of a car now in service on the Montreal Park & Island Railway System, which system is operated by the Montreal Street Railway Company. The car is 50 feet in length, and, instead of having a platform at the rear end of the car, it has one placed about three-quarters' distance from the front. There are two compartments in the car, the back one being for smokers. The car has all the latest improvements, and is one of the most comfortable and prettiest cars in operation in any system in the world. The windows being large and low, give passengers ample opportunity for admiring the scenery along the route through which it operates; and the doing away with the rear platform is a decided improvement, as it prevents rocking, the car being evenly balanced. As the conductor is always stationed at the entrance, his presence prevents the possibility of an accident whilst one is getting on or off the car. Passengers enter the space between the two brass bars, and, after depositing their fare in the fare-box, either enter the front or rear compartment of the car as they may desire. The exit doors are always closed after passengers leave the car. This car was built at Montreal Street Railway Company's Shops, Hochelaga, at a cost of \$11,000.



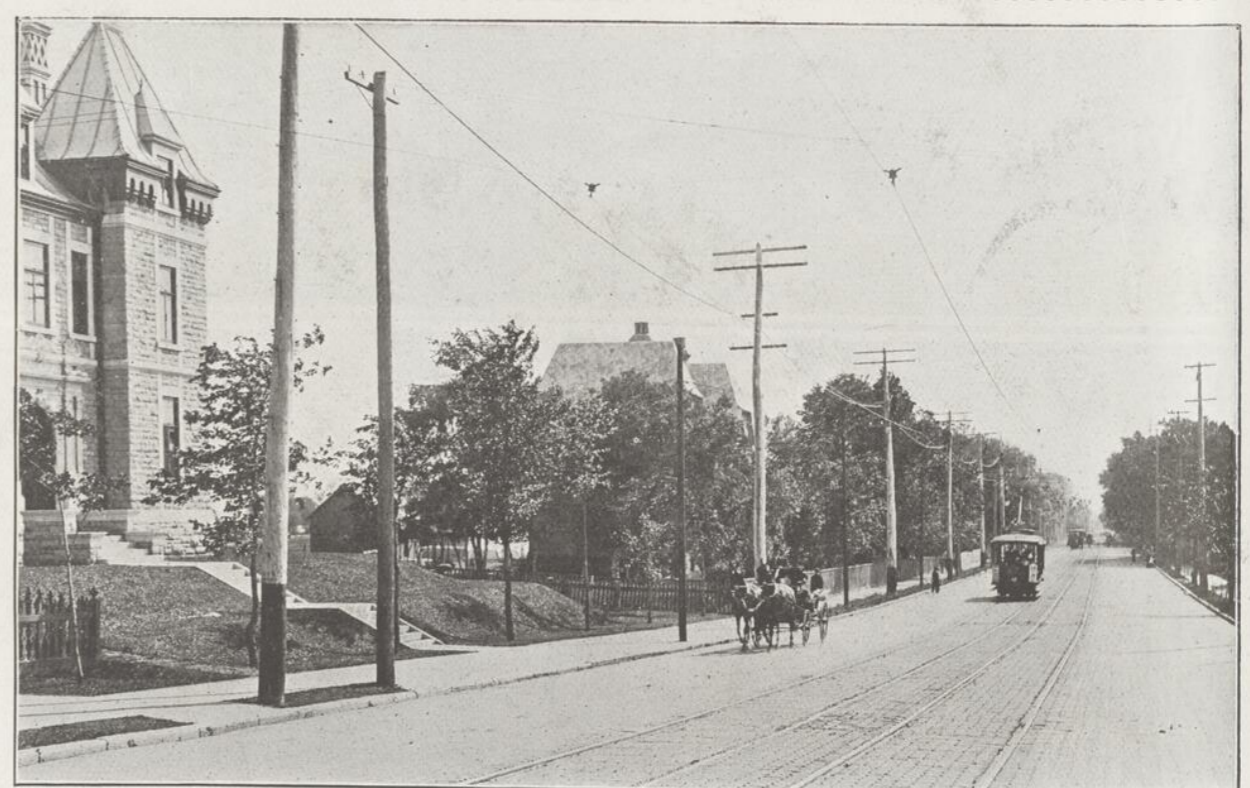
**THE PRETTY CLUB-HOUSE OF THE LONGUEUIL BOATING CLUB**—This charming riverside retreat is at present the centre of much activity. It is nicely situated on the waterfront at Longueuil, and commands a splendid view of the St. Lawrence, which is very wide at that point. The Club is now preparing for the annual regatta, which is always a most enjoyable event.



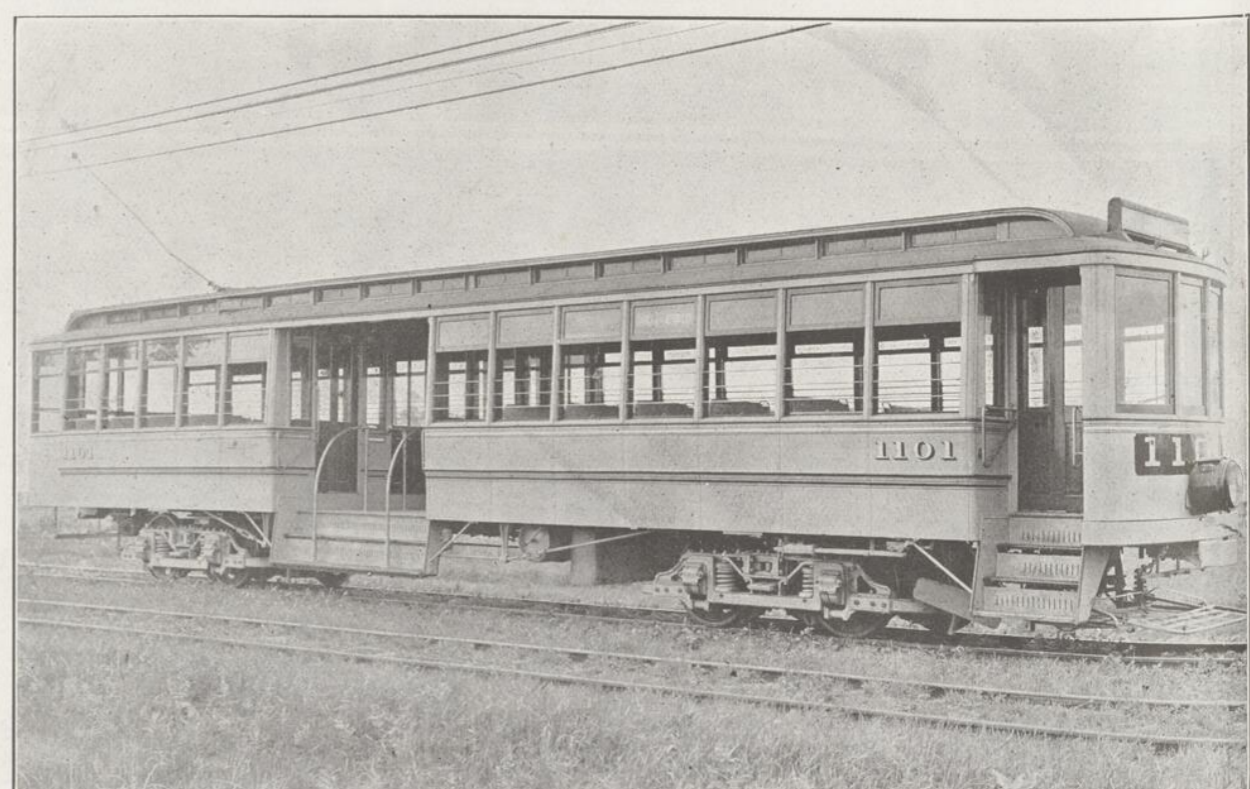
**THE ELECTRIFICATION OF THE ST. CLAIR TUNNEL**—One of the powerful electric locomotives that now hauls Grand Trunk trains through the tunnel beneath the St. Clair River, connecting Canada with the United States. These locomotives have taken the place of the mighty steam moguls which used to do this work.

ly by electrical devices. The current is supplied to the locomotive through the pantograph trolley seen on the top of the locomotive. This device folds at the joints in such a way as to give a large range in the elevation of the contact bow, this varying from about 22 feet above the top of the rail in the yards to about 17 feet above the top of the rail when the locomotive passes through the tunnel. The pantograph trolley bow is held against the trolley wire by means of a spring tending to raise the trolley bow. The trolley is lowered by means of an air piston, the operations of which are controlled by means of an electrical push-button.

The current from the trolley passes next through the necessary circuit breakers, instruments and central switches to a transformer in which the voltage is reduced from 3,000 to about 250 volts. From the transformer the current passes through additional controlling switches to the motors installed alongside the driving wheel axles under the locomotive cab. In order to provide a larger overlook capacity for both transformers and motors, an electrically-driven blower is installed in the locomotive cab which furnishes a sufficient supply of cooling air for both transformers and motors. A motor-driven air compressor is also installed in the cab and supplies compressed air not only for the operation of the brakes on the engine and the train service, but for the operation of the various devices on the locomotive for which compressed air is used, including the operation of the pantograph trolley bow, the operation of the electrically-controlled switches, the ringing of the bell, the sanding of the track, the setting of the circuit breakers, etc. All of these operations are under the immediate control of the locomotive driver. The locomotive is controlled through a lever operated in a manner similar to that in which the throttle on a steam engine is operated. The air-brake equipment is installed in immediate proximity to the master controller lever.



**THE COMING TERCENTENARY CELEBRATION AT QUEBEC**—The Grande Allee, Quebec, over which the big historical procession and military parade will pass during the Tercentenary festivities. This street leads directly to the Plains, where the pageants and military review will be held.



**THE NEW "PAY-AS-YOU-ENTER" CAR ON THE MONTREAL PARK & ISLAND RAILWAY**—Instead of having a platform at the rear end, this car is fitted with one in the centre. This leads to two compartments, that in the front being for the use of passengers in general, while that in the rear is for smokers. The car, which is 50 feet long, embodies all the latest improvements, and is nicely finished throughout.

# Suffragist Movement in England; Some Enthusiastic Montreal Yachtsmen; Golfing and Yachting



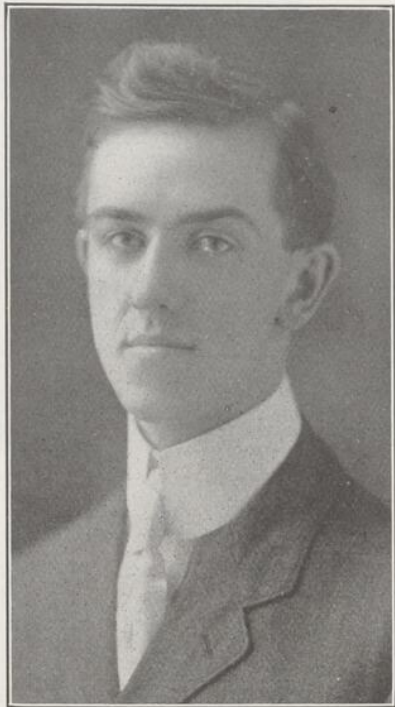
**THE WOMAN MILITANT: THE GREAT SUFFRAGIST PROCESSION IN LONDON, ENG.**—The women suffragists in the world's metropolis recently marched in procession from the Thames Embankment to the Albert Hall, by way of emphasizing their desire that the franchise should be conferred on members of their sex. Spectacularly, and in point of organization, the procession was a huge success. It included 800 banners, 15 bands of music, and over 10,000 women of all professions and trades, from lady doctors to gardeners and from actresses to factory maids. Spectators who came to scoff at the women remained to cheer.

## THE LONDON SUFFRAGISTS.

The recent demonstration of the Suffragists in London, representing the non-physical force party of the women of the world's metropolis who want a vote, was a great success. Starting from the Embankment at three o'clock, in dry if somewhat dull weather, the procession took a whole hour to pass a given point, and it was not until five o'clock that speaking began in the Albert Hall. In the first place, the procession proved that of all the many demonstrators who have tramped the same route, the women have by far the greatest sense of the picturesque. Not only

were the banners which they had worked in enormous numbers a vast improvement on the type usually employed, but color was lent by the ordinary dresses of the women and by the academic gowns which a great many of them wore, and it was very noticeable that no section of the procession received so much applause as these gown-wearers, except, perhaps, the nurses, who always touch a sympathetic chord. In point of size the demonstration was a revelation to the great mass of Londoners.

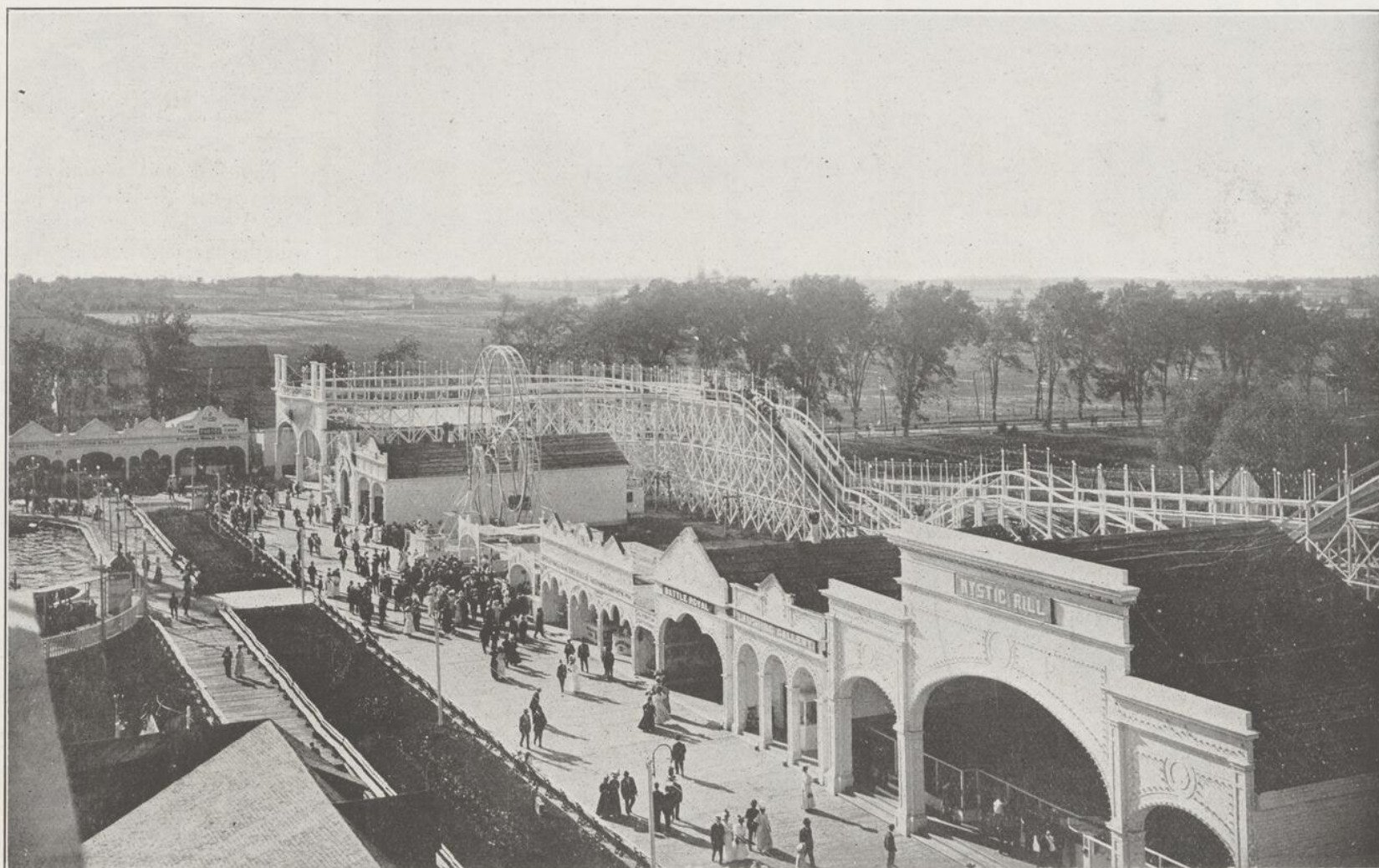
The speeches in the Albert Hall were all very much to the point, the only protest being at the criticism which Lady Henry Somerset directed against the Suffragettes, who for their part maintain that but for their rather rowdy tactics little more than a hun-



**MR. W. LYNNWOOD FARNAM**, the new organist of Christ Church Cathedral, Montreal.

dred women could have been mustered in the Albert Hall. The procession was led by four stalwarts—Lady Frances Balfour, the sister of the Duke of Argyll and the sister-in-law of Mr. Arthur Balfour; Mrs. Fawcett; Miss Emily Davies, who is seventy-eight; and Dr. Sophie Bryant, the head mistress of the North London Collegiate School for Girls—so that Scotland, England, Wales and Ireland led the van.

Since this demonstration was held another has taken place. The latter was made up of the physical-force suffragists—a party that claims to be seven times as strong as the non-physical force women. It stormed the Houses of Parliament and made things



**WHERE MONTREALERS AND VISITORS TO THE CITY SPEND THEIR EVENINGS**—A view of the new scenic railway just constructed at Dominion Park on the site of its popular predecessor. The new affair, however, is a greater "thriller" than that which did duty during the first and second seasons at the Park. It is larger and higher, and the "dips" are steeper and longer. The cars are operated by electricity.

pretty lively for the London "bobbies." Several who took part in this procession were arrested. One of the prisoners subsequently made the threat

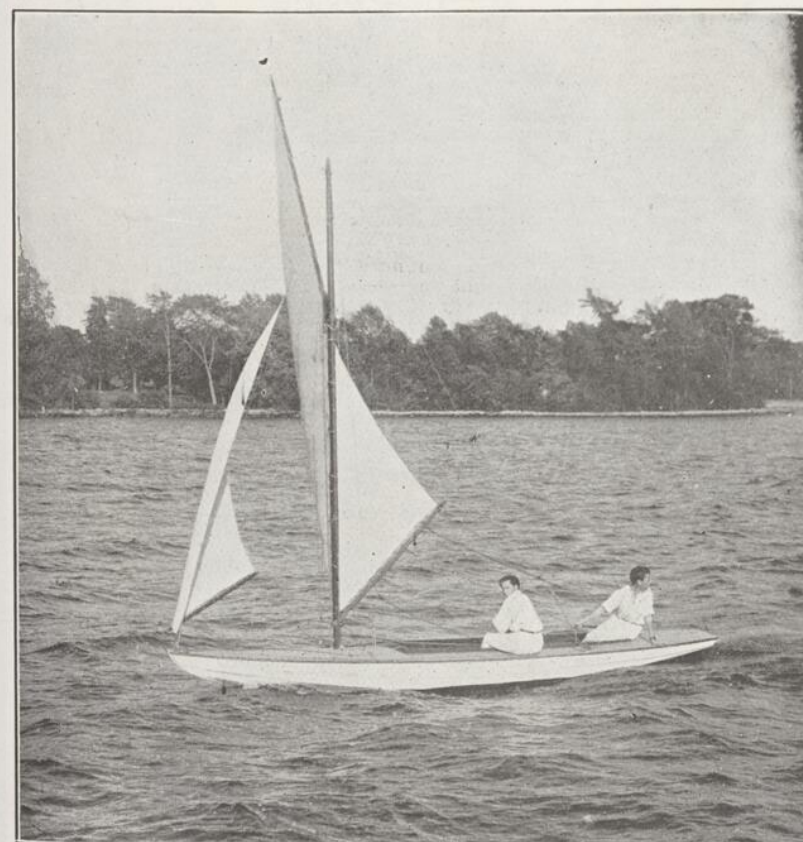


**THE RECENT GOLF TOURNAMENT AT DIXIE**—Mr. T. B. Reith, one of Montreal's crack golfers. (Photographed for The Standard.)



**AN INCIDENT IN THE RECENT VISIT OF THE KING AND QUEEN TO THE CZAR**—The arrival of Dowager-Czarina Marie, sister of Queen Alexandra, at Reval, preparatory to greeting the King and Queen on the royal yacht "Victoria & Albert." Her Imperial Majesty afterwards entertained her sister and brother-in-law on board her own private yacht. The Empress Marie recently spent several weeks in England, the guest of the Queen. The two sisters are greatly attached to one another.

hat bombs would be used if the police continued to combat the suffragists and keep them from entering the precincts of Parliament.



**YACHTING ON LAKE ST. LOUIS**—On the occasion of the recent annual dinner of the Royal St. Lawrence Yacht Club, a couple of interesting races were run during the afternoon. The illustration shows Messrs. Papineau Bros., the winners in the "hobo" class.



**YACHTING ON LAKE ST. LOUIS**—The annual dinner of the Royal St. Lawrence Yacht Club was recently held at Dorval, on which occasion the above group picture of members and guests was taken. Seated in the front row (left to right) are the following:—Mr. A. W. Morris, ex-commander; Major G. W. Stephens, Chairman of the Board of Harbor Commissioners, Montreal; the Hon. Gen. Bradley, United States Consul; Mr. R. C. Smith, K.C., Commodore of the Royal St. Lawrence Yacht Club; Mr. F. D. Monk, M.P.; H. Markland Wilson, ex-commander; W. C. Finley, ex-commander. (Photographed for The Standard.)



**YACHTING ON LAKE ST. LOUIS**—Messrs. Alex. Paterson and Chester Day, who were second in the "hobo" race.

One can easily tell when he is in sight of a railway station in Sweden at which meals are served by the sign of a knife and fork crossed. So ardent a motorist has the Emperor Menelik become that three Abyssinian boys have been sent to Berlin to be trained as chauffeurs.



**FORESTERS POSING FOR A SNAP-SHOT IN TORONTO**—Group of delegates to the Convention of the Supreme Court of the Independent Order of Foresters, held recently in Toronto. In the centre of the picture are Hon. Elliott G. Stevens, S.C.R., and Past Supreme Chief Ranger Victor Morin, of Montreal. In the background is the handsome Norman facade of the City Hall, Toronto. (Photo by Lyond, Toronto.)



**THE RECENT GOLF TOURNAMENT AT DIXIE**—This took place on the links of the Royal Montreal Golf Club, and was the most successful of all the golf tournaments held in recent years in the Province of Quebec. The illustration shows the Quebec and Ontario teams sitting on the piazza of the Golf Club House at Dixie.



THE GRAND TRUNK PACIFIC RAILWAY'S WESTERN TERMINUS—An up-to-date view of Prince Rupert, B.C., showing the manner in which the place has been built up in the last few months.

### About the Marshall Sanitary Mattress.



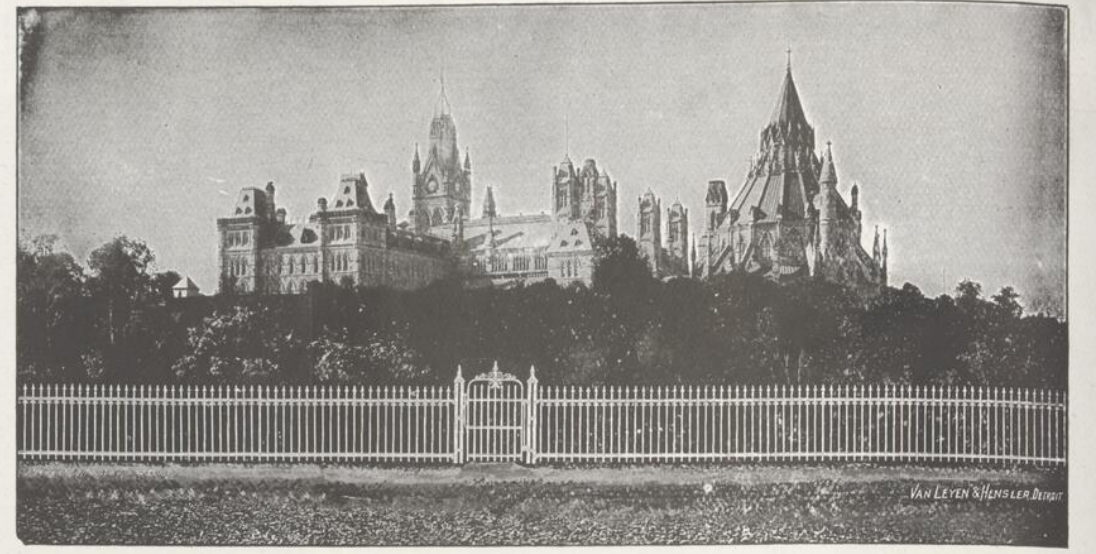
The first and second class cabins of the "Mauretania" and the "Lusitania" are equipped with the Marshall Sanitary Mattress—the most comfortable and sanitary mattress made.

The Marshall never sags or loses its shape, never becomes lumpy or hard, never requires making over and the inside is always ventilated.

Try the Marshall for a month and, if it's not the most comfortable mattress you've ever slept on, return it and get your money back—price \$25.

The Marshall Sanitary Mattress Co., Manufacturers, Factories at Toronto, Chicago, and London, Eng.

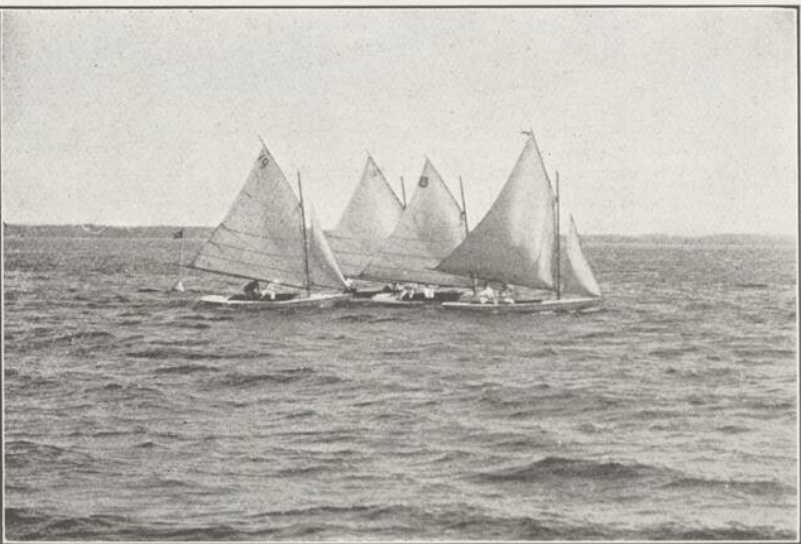
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YACHTING ON LAKE ST. LOUIS—The start of a recent "hobo" race in front of the club-house of the Royal St. Lawrence Yacht Club, Dorval.

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What we need to-day, to-morrow, and the next day is mainly men and womanly women. Nothing else will do.

Young man, let your highest earthly aspiration be to be a man.  
Young woman, let your highest ideal be to become a womanly woman.

Live your own life. No one can live your life but yourself, and the sooner you realize this the better it will be for you.

When you have awakened to the consciousness of this you will be well started on the road to genuine success—the success which means health, wealth, prosperity, happiness.

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Bass' Barley Wine is made from the finest barley malt and hops of the highest quality—not from the by-product of the brew.

Before it is bottled it is matured in casks, for three years, which positively removes all fermentation.

Now most malt extracts are bottled immediately after they're made.

When this is done, they're bound to be in constant process of fermentation.

To preserve them, while this fermentation is going on, salicylic acid and other injurious ingredients are used.

It's impossible for a delicate person to digest any preparation which is undergoing fermentation.



It's the absence of fermentation in Bass' Barley Wine which makes it the ideal tonic for delicate persons and all run down conditions.

One of the strongest claims that can be put forward for Bass' Barley Wine is that it's the finest product that Bass & Co., the greatest brewers in the world, turn out.

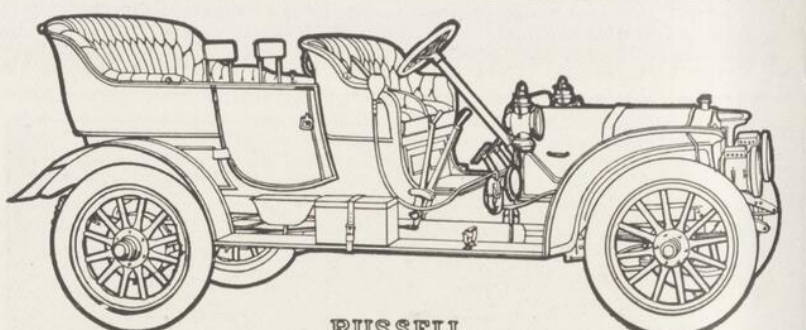
Bass' Barley Wine costs 30c. a bottle and if your druggist hasn't got it, write us.

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The very best result we can promise you as a reward for using Electrophone is the complete, lasting restoration of your hearing.

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