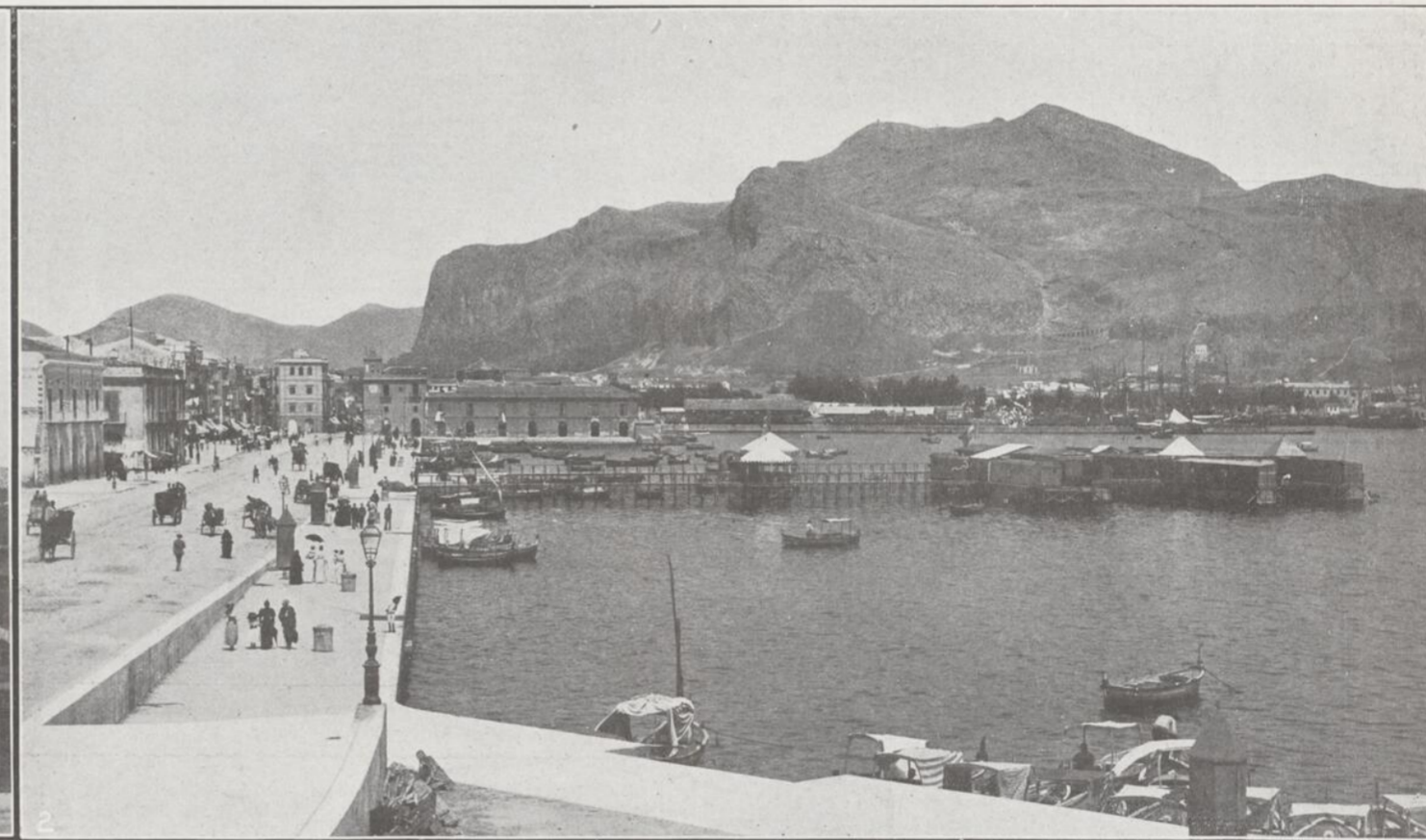


Scientists Now Claim That Italian Disaster is by All Odds the Worst in the World's History



SCENES AND PLACES ASSOCIATED WITH THE RECENT AWFUL EARTHQUAKE HOLOCAUST IN ITALY—By numbers, the pictures show:—(1) The harbor front at Messina, which, together with the city and its environments, was completely overwhelmed in the two earthquake shocks of Dec. 27 and 30. (2) The courtyard of a house at Pompeii, which was buried beneath a downpour of lava during the famous eruption of Mount Vesuvius in A.D. 79, and which was only uncovered a few years ago. (3) A view in the Capuchin catacombs at Palermo, which was seriously damaged by last week's earthquake. (4) Frescoes and sculpture in the Cathedral at Messina, which were completely destroyed by the first earthquake shock.

By Earthquake Shock and Tidal Wave a Most Beautiful Country Was Made Utterly Desolate



SCENES AND PLACES ASSOCIATED WITH THE RECENT AWFUL EARTHQUAKE HOLOCAUST IN ITALY—By numbers, the pictures show:—(1) The opera house at Catania, now a mass of ruins. (2) The water-front at Palermo, which was badly damaged by last week's shocks. (3) A general view of Pompeii, which was completely buried in lava during the big eruption of Mount Vesuvius in A.D. 79. (4) A corridor in the Capuchin catacombs at Palermo, showing the skulls, skeletons and coffins of hundreds of deceased Capuchin monks. The recent earthquake wrought considerable havoc in this unique sepulchre.

How the Great Commercial Centre of Montreal is Stretching Out Arms Into Hinterland of Quebec



MONTREAL REACHES OUT INTO NORTHERN QUEBEC—A section gang straightening and levelling the newly-laid track on the Nominig-Rapide de L'Original branch of the C.P.R. (Photo by H. Richards.)

RAILWAYS AND THEIR TROUBLES.

THE American roads have recognized that in order to make profits they must be allowed to increase the rates; but in the Dominion, rates appear to be fixed for us quite arbitrarily, by official persons who, however able in other directions, have no practical experience of railway operating."

A Grand Trunk official, in discussing with The Standard the prevailing conditions, which showed improvement as to gross earnings, but, at the same time, an increase in the expense accounts, made the foregoing remark.

"Once rates are lowered, it is difficult, if not impossible, to restore them," was another observation of the official in question.

"Years ago, when times were good, and the dollar had a larger purchasing power than it has now, freight rates were lowered generally all over the continent, owing to the keenness of competition. The Canadian roads had to follow suit. But shortly afterwards wages went up, the cost of material increased, while, at the same time, the rates remained at the low level. This has been the difficulty ever since—the difficulty of making profit, owing to the heavy expenses.

"It is strange that railroads, which are commercial undertakings, should not be allowed to direct their own business; but the tendency now is toward governmental interference and control. In the United States, you have the Interstate Commerce Act, and in the Dominion, the Railway Commission. Certainly, governments have a right to take cognizance of the operations of railways, which concern the public so



MONTREAL REACHES OUT INTO NORTHERN QUEBEC—Tie-laying at the rate of a mile a day on the Nominig-Rapide de L'Original branch of the C.P.R. (Photo by H. Richards.)

MONTREAL NOW STRETCHING OUT.

THE majority of the illustrations on this page deal with construction work on the Rapide de L'Original extension to the Nominig branch of the C.P.R. This extension, when completed will be twenty-five miles in length, and will connect the town of Nominig with the village of Rapide de L'Original. It will traverse a thickly wooded district, in which game of all kinds are to be found, and it will skirt by the shores of several beautiful lakes abounding in fish. The line has been under construction for some months past, but progress has been less rapid than usual owing to the natural obstacles that had to be overcome, such as swamps, rocks, forests, creeks and sandy soil. It is hoped, however, to have it completed and ready for traffic during the course of the coming year.

The line will connect Rapide de L'Original with Montreal, and will form a continuation of that which for many years past has been popular with Montrealeers, namely, the railway that traverses the picturesque Ste. Agathe and Labelle sections of the Province of Quebec.

This railway was built in sections, and gradually worked its way north until a few years ago Nominig was reached. The branch now under construction will, in its turn, be added to, as a link connecting Rapide de L'Original with Maniwaki. The railway that traverses the picturesque Ste. Agathe and Labelle sections of the Province of Quebec.

The gap between Rapide de L'Original and Maniwaki is only about 20 miles in length, and from Maniwaki to



MONTREAL REACHES OUT INTO NORTHERN QUEBEC—Cutting through the rock on the Nominig-Rapide de L'Original branch of the C.P.R. (Photo by H. Richards.)

Ottawa a railway has already been constructed.

The construction of these railways is opening up the country to a remarkable extent, and villages are springing up on all sides.



MONTREAL REACHES OUT INTO NORTHERN QUEBEC—A ballast train being loaded with gravel on the Nominig-Rapide de L'Original branch of the C.P.R. (Photo by H. Richards.)

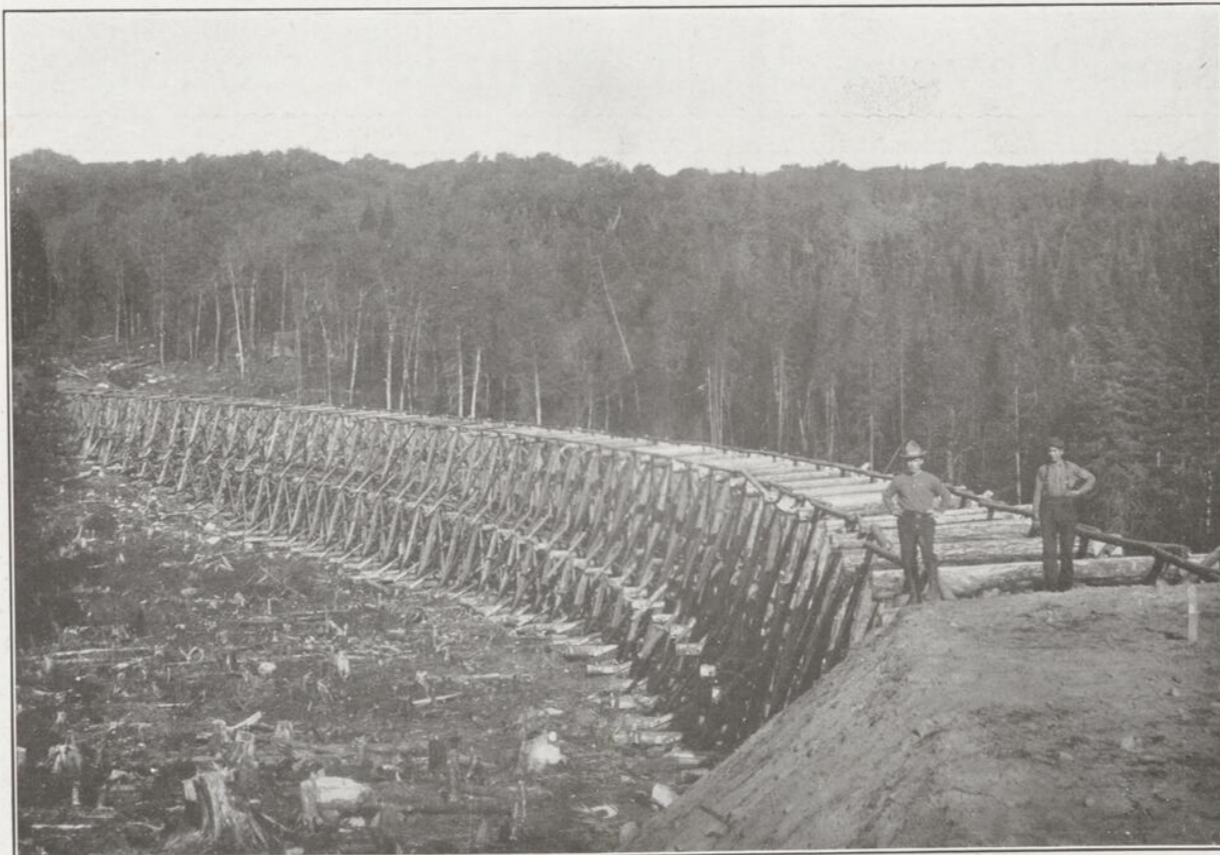
and of this cost two-fifths, or \$440,000,000, falls on others than the consumptive. And when this tremendous loss, this enormous paralysis of energy is extended to what may happen unless conditions change, before the last living inhabitant of the United States passes to his long home it is represented by figures that are stupendous and inconceivable. Measured, then, by the bare standard of money alone, this dread disease, unless checked, has already laid out for destruction an



CANADA'S RICHEST SILVER POCKET—Dr. Robert Bell, late chief geologist of Canada, and Mr. Wm. C. Hidden, inspecting vein No. 49 of the Nipissing Mine. The vein is from 20 to 28 inches wide and about 17 feet deep, and has averaged about 8,000 ounces of silver to the ton. From the pocket shown in the illustration \$624,000 worth of silver has been taken. This pocket is the one that caused all the talk in the Guggenheimer negotiations.



MONTREAL REACHES OUT INTO NORTHERN QUEBEC—Overcoming a swamp by trestle-work on the Nominig-Rapide de L'Original branch of the C.P.R. (Photo by H. Richards.)



MONTREAL REACHES OUT INTO NORTHERN QUEBEC—A trestle on the Nominig-Rapide de L'Original branch of the Canadian Pacific Railway. (Photo by H. Richards.)

Nominig is the centre of the region known as the Labelle region. It is bordered by seven beautiful lakes, amongst the number being the Great and Little Nominig. The former is six miles long and five miles at its greatest width, while the latter has a shore line of about nine miles.

vitality; but no other business has its rates fixed for it by an outside body. This is really the trouble with us—we are over-governed or over-legislated for, so to speak. That the government should fix maximum rates is understood, but to fix rates below the maximum, to impose a special rate upon us for a particular district, to rob the management of virtually all volition—this is what makes the situation so difficult, and, at the same time, what discourages investors, who are now looking for industrial stocks, while industrial enterprises, manufactures, are not interfered with. There can be expansion, the regulation of prices, upon the initiative of the management. Profits are thus, with able management, assured.

"This tendency, then, is in the direction of government control of the railways?"

"It looks that way, but experience proves that government roads are never operated with the vigor, the success, or the profit which mark private ownership."

"What is wanted is more elasticity, less embarrassing restrictions, which are often imposed without adequate knowledge."

THE COST OF TUBERCULOSIS.

There are 86,000,000 people in the United States, and it is estimated that 200,000 of them die of tuberculosis every year. It is estimated that 11.2-10 per cent. of all who die, die from tuberculosis. If that is true, then of the 86,000,000 of people now living in the United States 9,632,000 are doomed to die of tuberculosis, writes U. S. Congressman J. Sloat Fassett, in *Charities and Commons*. Professor Irving Fisher states that the money cost of tuberculosis, including capitalized earning power lost by death, exceeds \$8,000 for each death; so that the hand of this destroyer has already laid its paralyzing grasp upon \$1,100,000,000 worth of human productive energy a year.

amount of energy to be measured feebly and crudely by the sum of \$77,056,000,000."



MONTREAL REACHES OUT INTO NORTHERN QUEBEC—A construction gang on the Nominig-Rapide de L'Original branch of the C.P.R. (Photo by H. Richards.)



MONTREAL REACHES OUT INTO NORTHERN QUEBEC—One of the construction gangs on the Nominig-Rapide de L'Original branch of the C.P.R. (Photo by H. Richards.)

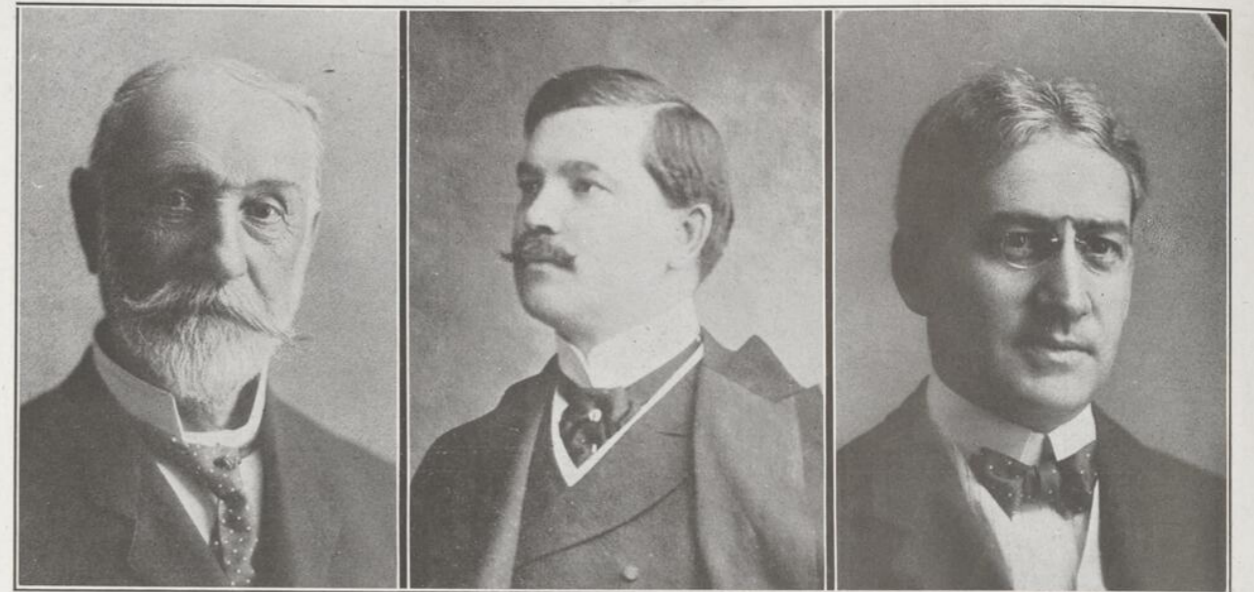
An Historic Picture Taken Exclusively for The Standard: Bishop Farthing's Arrival in Montreal



THE ARRIVAL OF BISHOP FARTHING IN MONTREAL—His Lordship, accompanied by Mrs. Farthing and his two sons, Hugh and Jack, reached this city from Kingston on Wednesday, December 30, and was met at Bonaventure station by many of the prominent clergy and laymen of the diocese. After the greetings and introductions were over, the above flashlight photograph was taken expressly for The Standard by the courtesy of His Lordship. Reading from left to right, the figures in the foreground are—Mr. Fred. Fowler, Mr. Lansing Lewis, treasurer of the diocese of Montreal; Mr. S. O. Shorey, Rev. Canon Ellegood, Mrs. E. Goff Penny, Mr. H. B. Loucks, Rev. F. N. Pratt (in rear), Lady Tait (in foreground), Dr. L. H. Davidson (vice-chancellor of the diocese of Montreal), Mr. Ralph C. Thorneloe, Mrs. Farthing, Master Jack Farthing, the Very Rev. Dean Evans, Bishop Farthing, Rev. Dr. Symonds, Chief Justice Sir Melbourne Tait, Ven. Archdeacon Norton (rector of Montreal), Mr. W. E. Lyman, Mr. O. R. Rowley, and Mr. E. J. Coyle. (Photo by Arless, St. Catherine Street West.)



DISTRIBUTING THE CHRISTMAS MAIL IN MONTREAL—One of the sleighs which was especially engaged by the postal authorities for the purpose of facilitating the distribution of the record mail received on Christmas Day last. This sleigh was about to leave the St. Catherine Street Postal Station when the above photograph was taken. (Photo by Gordon, St. Catherine Street West.)



DISTRIBUTING THE CHRISTMAS MAIL IN MONTREAL—From left to right:—Mr. H. S. Harwood, Postmaster, Montreal; Hon. Rodolphe Lemieux, Postmaster-General; Mr. L. J. Gaboury, Deputy-Postmaster, Montreal.



DISTRIBUTING THE CHRISTMAS MAIL IN MONTREAL—On the morning of Christmas Day a record mail awaited distribution at the central and branch post offices in this city. It was made up largely of packages and letters from the Motherland, from the United States and from various points in Canada. To handle it expeditiously the post office authorities had to bring into service a large number of sleighs, only a few of which are to be seen in the above illustration. These were placed on the different postal routes in the city, and very materially aided the letter-carriers in their work. In spite of the exceptionally heavy mail, no delays occurred, and in almost all cases the packages and letters were delivered early Christmas morning. (Photo by Gordon, St. Catherine Street West.)

An important discovery has been made by the rector of St. Lawrence, Jewry, London, E.C. A few weeks ago he was presented on behalf of his church with an old painting in a deplorable condition of dirt and neglect.

The careful removal of the dirt revealed an exceptionally fine dramatic masterpiece of the Spanish school representing the dead Saviour supported by a draped angel, with two child angels at His feet and the Virgin Mary

in the background. Further examination showed, with the help of photography, in the left hand corner, the name of Juan Bantista del Mazo, which was, however, obviously not the master's actual signature, but a later

addition. The indistinct remains of the real signature in bold letters were subsequently discovered under the Saviour's foot. Juan Bantista del Mazo ranks in importance next only to Velasquez, his master or father-in-law.



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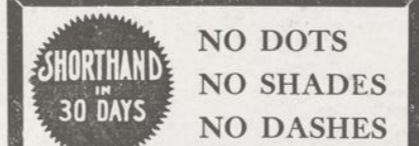
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