

Recent D.R.A. Meet Witnessed the Last Appearance at the Rockcliffe Ranges of Earl Grey as Governor-General



SCENES FROM THE GREAT CANADIAN BISLEY; SOME OF THE PRIZE-WINNERS AT THE RECENT D.R.A. MEET AT ROCKCLIFFE—The above pictures show:—(1) His Excellency the Governor-General presenting the Grand Aggregate Prize to Sergt. Batterskill, of Winnipeg. (2) The winners of the Inter-provincial Match and their friends; reading from left to right their names are:—Front row: Capt. C. R. Crowe, Sergt.-Major Dymond (coach), Pte. W. J. Clifford (King's Prize Winner at Bisley, 1911), Lieut. F. H. Morris. Middle row: Sergt. W. A. Smith, Pte. A. B. Mitchell, Lieut. J. A. Steele, Sergt. G. W. Russell. Back row: Capt. J. Crowe, Capt. Payne, Lieut.-Governor Gibson, of Ontario, Major Hutcheson. (3) His Excellency Earl Grey presenting the Governor-General's Medal to Capt. C. R. Crowe, of Guelph; this was practically one of His Excellency's last official acts as Governor-General of Canada. (4) Members of the crew of H.M.C.S. Niobe, who competed in some of the matches. (5) Five big winners who received their prizes from the hands of Earl Grey; reading from left to right their names are:—Sergt.-Major Dymond, Ottawa, winner of the City of Ottawa Coronation Match; Sergt. Batterskill, Winnipeg, winner of the Grand Aggregate and second in the Governor-General's; Capt. C. R. Crowe, Guelph, winner of the Governor-General's Prize; Pte. A. B. Mitchell, Toronto, third; and Corp. A. Rutherford, Toronto, fourth in the Governor-General's. (6) The scene at the Rockcliffe Ranges during the firing of the Governor-General's Match.

Pictorial Record of Abnormal Happenings in Great Britain During the Recent Stupendous Revolt of Labor



PICTURES THAT TELL A VIVID STORY OF THE STARTLING CONDITIONS WHICH PREVAILED IN LONDON AND LIVERPOOL DURING THE RECENT STRIKE—(1) Strike leaders in London stopping a milk supply van from entering the goods depot on the Commercial Road. (2) Mr. J. Thomas, of the A.S.R.S., speaking at a strike meeting outside the Euston tube station, London. (3) Frog-marching a violent striker to one of the Liverpool police stations. (4) Inspecting the rifles of the 18th Hussars at Liverpool, preparatory to placing the squadron on strike duty. (5) The Lord Mayor of London swearing in a body of special constables at the Guildhall; the picture shows the men in the act of reading the oaths. (6) An Irish Guard on sentry duty at the entrance to the Waterloo Station.



THE LIVERPOOL STRIKE RIOTS—During the recent conflict in Liverpool against the forces of law and order, extraordinary scenes of riot and deliberate hooliganism were witnessed, and the trade of that great commercial centre was almost completely stopped. The above picture shows the armored motor-wagon which accompanied the prison vans, containing those arrested for interfering with the police, to Walton Gaol. In the foreground is the escort of infantry passing along Scotland Road. Two months ago few people in England would have thought such an outcome of their existing labor troubles an utter impossibility. (Copyright Central News.)

THE STRIKE RIOTS IN ENGLAND.

SENTRIES, the sunlight flashing on their fixed bayonets, at Euston; Waterloo guarded at all its approaches, and the inner recesses of the station transformed to barracks; armed camps in the playgrounds of London; these were some of the sights, unimagined two months ago, which Londoners saw during the recent big strike.

The thing was incredible, fantastic. The average peaceful citizen going about his work in the City could not grasp the grim significance of it all. It was only when he came from the outer suburbs by the eight-something train, and passed along the platforms where soldiers were bivouacking with trolleys for beds, out of the station where the sentries stood like statues in khaki, that the matter touched him personally. He came out on a London with machine guns rattling through streets, and soldiers marching with the dust of the camps still on them. The soldiers formed a wide circle, with the railway lines branching north and south, east and west as iron radii. The brigade camp was at Victoria Park, where thousands of men, guards,



THE LIVERPOOL STRIKE RIOTS—Hussars, Warwicks, and police escorting police vans down Scotland Road to Walton Gaol. At the head of the parade in plain clothes is Captain Denton, a magistrate, in readiness to read the Riot Act. (Copyright Sports and Illustrations Co.)



A MEDIATOR IN THE RECENT BRITISH STRIKE—The Right Hon. H. H. Asquith, Prime Minister of Great Britain and Ireland, who took a prominent part in the effort to put an end to the recent strikes in the United Kingdom. The above picture—an admirable one in every respect—shows Mr. Asquith leaving the Board of Trade offices after the joint Conference between the employers and employees. This Conference took place in the presence of the Prime Minister and high officials of the Board of Trade. (Copyright Central News.)



THE LIVERPOOL STRIKE RIOTS—Scots Greys on guard outside the North-Western Hotel in Lime Street. Much damage was done by the strikers in this neighborhood. (Copyright Sports and Illustrations Co.)



UP-TO-DATE FARMING IN CANADA'S WHEAT BELT—The above picture shows one of the many wonderful advances which have been made in recent years in farming methods in Western Canada. The engine in the illustration is doing the work of 60 horses; it is drawing twelve disc harrows and three seed drills, and is burning straw for fuel. It is the outfit of the Messrs. Cameron Brothers, who live south of Sedgwick. (Photo by courtesy of A. H. Bowen, of Flagstaff, Alberta.)



THE BOY SCOUT MOVEMENT IN CANADA—During the progress of the Canadian National Exhibition, which closed to-day, 5,000 Scouts were reviewed by the Governor-General.



THE BOY SCOUT MOVEMENT IN CANADA—The Toronto patrols mobilizing on the Exhibition Grounds, preparatory to being reviewed by His Excellency the Governor-General.

infantry, and dragoons waited in readiness for any emergency. The place was like a fair. Crowds of people flocked to see the camp.

It was not one of those towns of white tents that hold the comparative comfort of manoeuvre time, but a war camp, with emergency rations, and blanket tents which can be struck at any moment; a war camp, with engineers running out the field telegraph, and all the stern discipline of actual warfare.

Earlier in the morning people caught the spark of light from heliographs on the dome of St. Paul's. A party of Army signallers were trying to signal messages to the camp at the Tower of London. They had reckoned without the smoke which floated hazily round London, and the attempt was abandoned.

The largest bodies of troops at the stations were found at Waterloo and Euston. Groups of Irish Guards were scattered about the north and south approaches at Waterloo; sentries were posted at all the entrances; and the



A PARADE AT THE TORONTO EXHIBITION—A string of prize-winners in the enclosure before grand stand.

first sight that greeted the incoming passengers was a Grenadier Guard with a fixed bayonet standing guard at the platform's edge. Most of the public saw only the few soldiers here and there on the platforms of Waterloo Station, but down the line, at Vauxhall, Clapham Junction, Queen's Road, and as far as Woking they were ready for any disturbance.

The new yard below the level of the South Station at Waterloo was turned into a barracks. Seven hundred men were there. At night they slept in the arched vaults.

There were no soldiers visible at Victoria; but melancholy chaos was visible. The goods depot was stacked with empty milk-cans.

Not far off, at Grosvenor Road and Battersea Park, four thousand troops were ready to guard the main southern line to the coast.

Everybody was going away at Paddington, in spite of the cancelling of the non-stop expresses to Birmingham and Exeter, the Fishguard boat train, and the Cornish Riviera express.

Of course, time-tables were abandoned. New trains sprang up, made of composite trains. It seemed very complicated to have to announce that the

Rock Island team of the three-man-winning Calgary team, who were putting a prompt veto on innovation. The syndicate was the hands of A. Wise, and of Arthur Herrington, State League youngest, and when in protest just passed only a trifle.

Manager H. New York Hot Springs, with the Athens, Ga., can get an even better of the season I will

The All-American will fight with the Springs this winter was too cold, yes, to take a chance most.

Bookends and for whom Manager Detroit team for a squad will lumber will bring the to the rendezvous Buffalo leader to

oughly investigated by the Federal authorities here, and it is by that time, will find a putting a prompt veto on innovation. The syndicate was the hands of A. Wise, and of Arthur Herrington, State League youngest, and when in protest just passed only a trifle.

me, yet there is at the can run they don't care they will purchase whatever. We immediately, but gambling will not allow 24 hours have to be heard of

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A MONARCH OF THE CANADIAN FORESTS—A mammoth hollow cedar in Stanley Park, Vancouver, B.C., on the line of the C.P.R. The extraordinary diameter and circumference of this giant, which is centuries old, can best be judged by a comparison with the bench, which is ten feet in length.



BIG YACHT RACING ON THE SOLENT—The above picture will give readers of The Standard a vivid idea of the picturesque character of the yacht races that are held at regular intervals on the waters of the Solent, off Cowes. The illustration shows the German Emperor's schooner "Meteor," and a trio of British yachts, as they looked shortly after the finish of one of the races at the recent Cowes Regatta.

ing a man of the 1st Dorsets trundling a truck along. There were about three hundred soldiers in the goods yard, but at Hackney and in the churchyard of St. Barnabas the northern camp was in waiting.

Liverpool Street, to the casual observer, seemed normal. If any one had pushed open the door of the second-class waiting-room by the Continental booking-office he would have seen, in the gloom, soldiers.

CONDITIONS IN LIVERPOOL.

Never was a city in such a sorry plight as Liverpool was during the strike. It was practically cut off from the outer world, and this, added to dis-



A HOLIDAY CROWD IN SCOTLAND—Principally in the months of July and August over 400,000 of Glasgow's population leave for the coast and other holiday resorts. The above is the scene of departure from Glasgow of some of the army of holiday-makers.



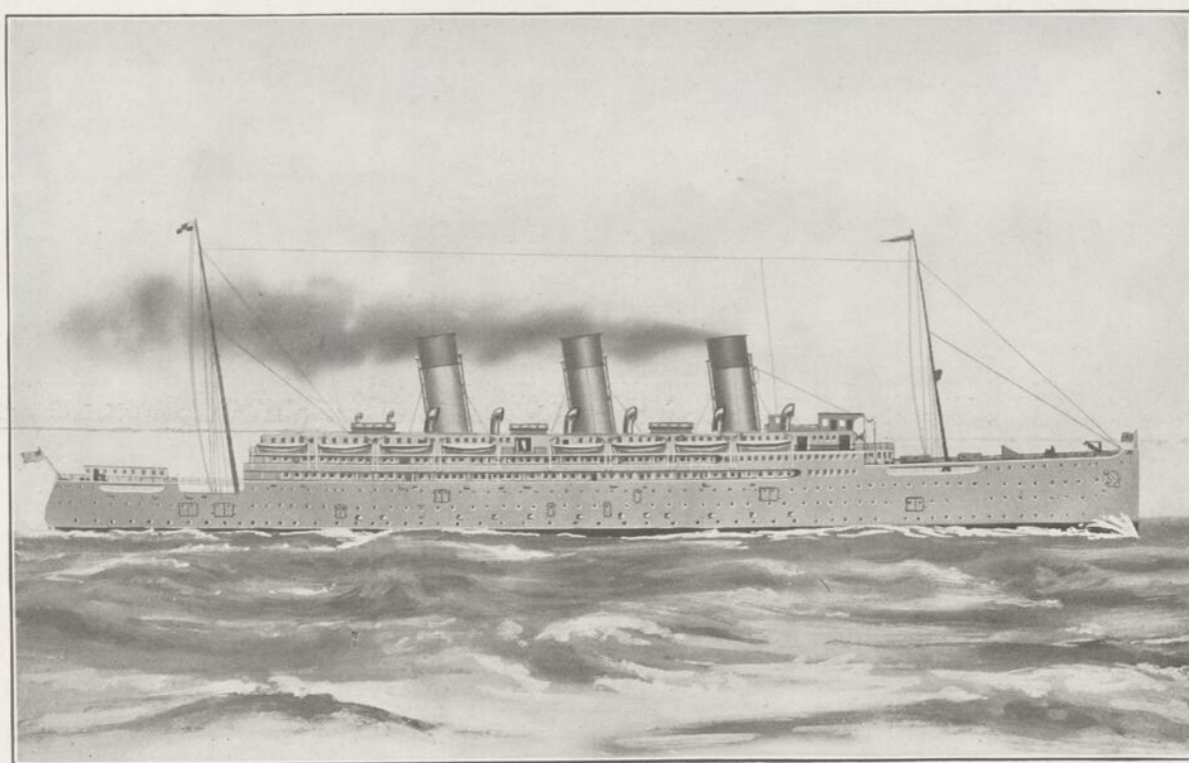
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A NEW C.P.R. TRANS-PACIFIC STEAMSHIP—The above picture shows one of the two new steamships which are being built by the Canadian Pacific Railway for its Pacific Service. They will run between Vancouver, Victoria, Yokohama and Hong Kong. The cost of each vessel will be \$2,500,000; the tonnage will be 16,000 tons; the speed will be 18 knots an hour; and the engines will develop from 16,000 to 17,000 horse-power. The ships are being built by the Fairfield Shipbuilding Company of Glasgow, and will be delivered in January, 1913. The passenger capacity of the new steamships is 1,300.

(Continued from Page 2.)

1.30 p.m. express to the west and another train left at 1.05 p.m. In the corridors and waiting-rooms soldiers made their camps, and as the train passed out of the station one could catch a glimpse of signal-boxes guarded by policemen and military, and the blur of khaki by the Wormwood Scrubs locomotive depot.

The worst picture of desolation was Marylebone. Under the vast roof the voices of waiting travellers echoed in the silence. It was a dead station. There was just one engine, and one faithful driver—an old servant, who took a train to and from Pinner in the morning.

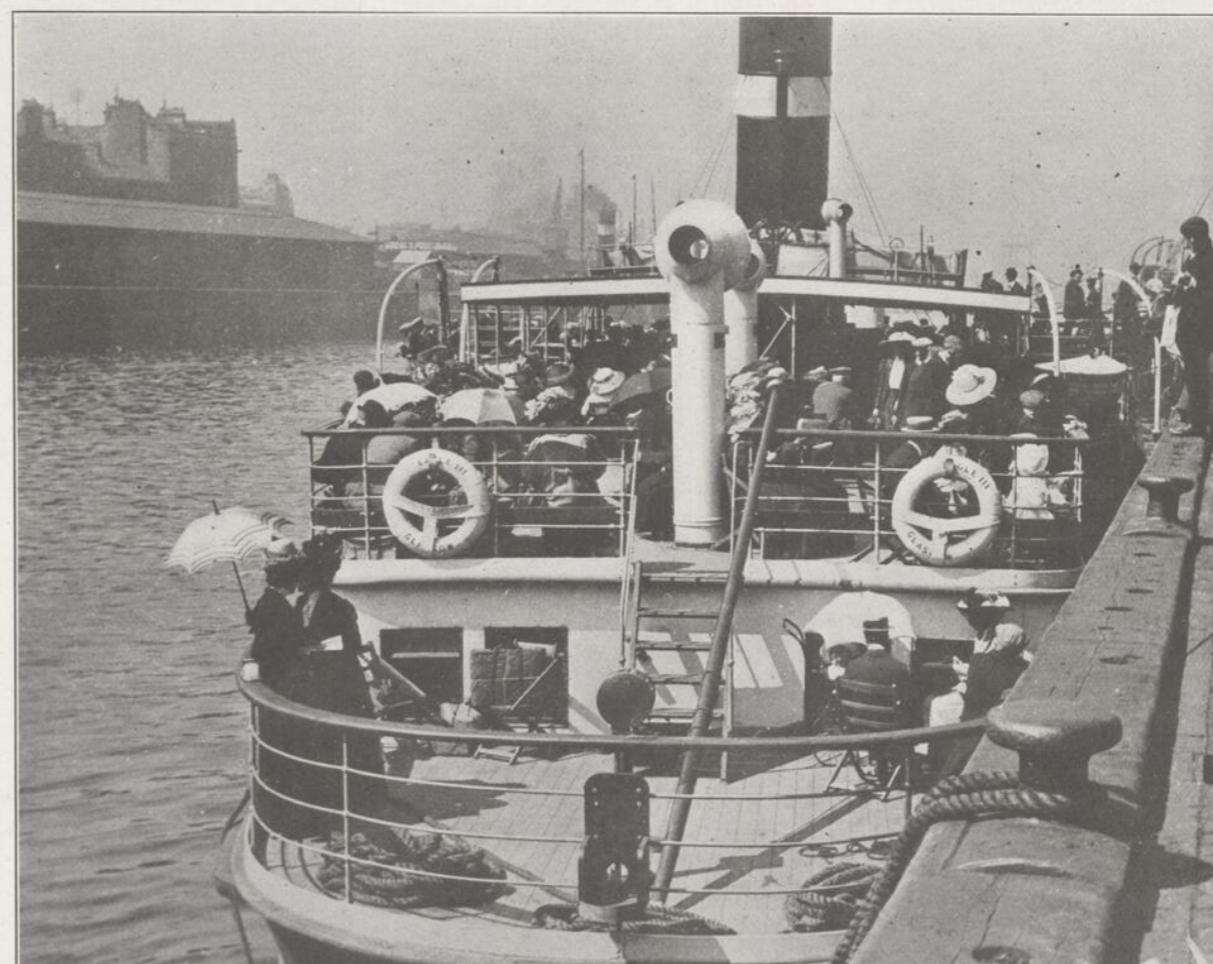
Not far away, at Regent's Park, three thousand troops were camping. At Euston, fixed bayonets again. Here, the impression of real war grew in its intensity. The men of the 1st Dorset were encamped in the entrance. Some of them, finding a trolley, made a comfortable bed. Others—men of the R.A.M.C.—snatched rest on the bundles of blankets and waterproof sheeting.

Here were chests of signalling apparatus and boxes of provisions as though for a long siege. Two officers sat on a truck of firewood.

St. Pancras! Soldiers in the goods yards, soldiers in waiting-rooms and the company's offices. Notices chalked on the blackboards; bookings cancelled; time-tables cancelled; notices everywhere, telling their own story of disorder.

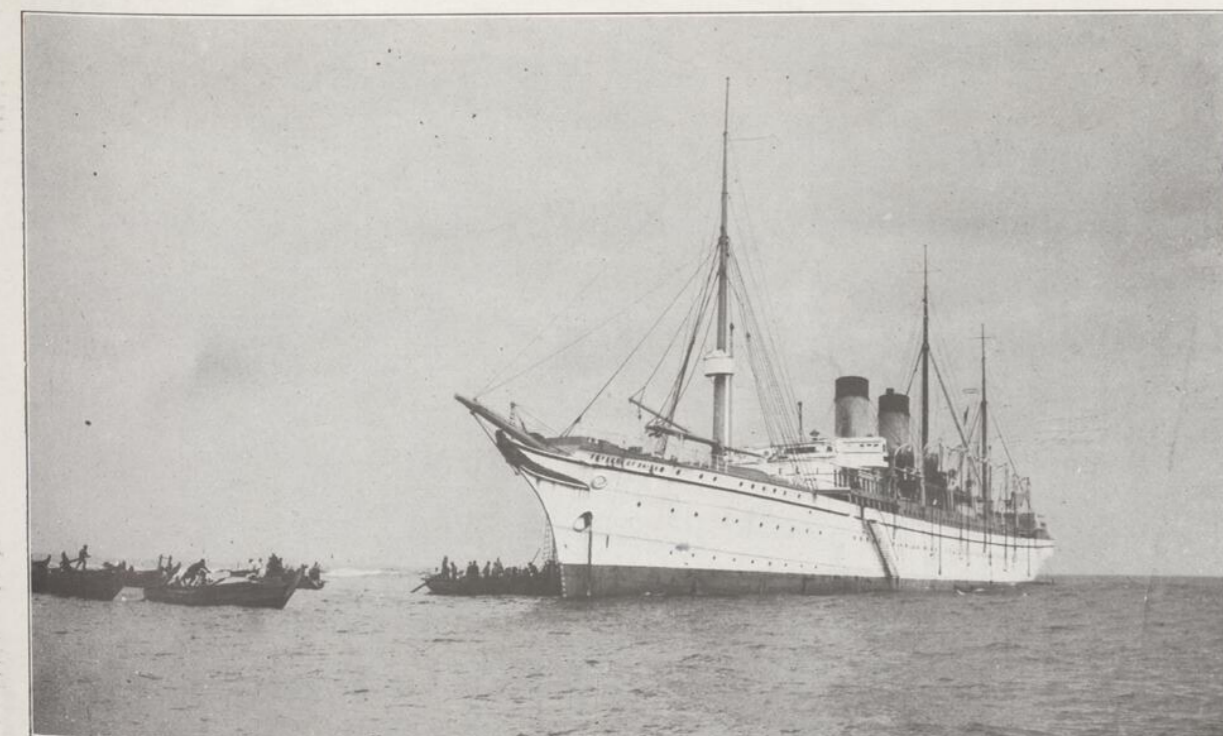
It was a pleasure to visit Broad Street and find that the 2.15 was steaming in to time, and that there was no difficulty at all, in spite of see-

ease, famine, and semi-darkness, was the last straw. Few trains left the Central Station for London when the strike was at its height. The station was besieged with passengers, many of whom had escaped from the Isle of Man, and hoped to reach their homes. They stretched in a tiny line down the street, and, seated on trunks and baggage, patiently awaited news of a train. While it was almost impossible to get out of Liverpool, it was also extremely difficult, except on foot, to travel about the city. The electric supply was cut off altogether during the day, and there was not a tram running, while most of the taxicabs were put out of action by the mobs. All the public houses were closed by order at two o'clock in the afternoon, and no one who was not actually staying at a hotel was allowed to enter its doors. But the worst feature of the whole sorry business was the phantom of disease and starvation which hovered over the slums. It was impossible to remove any of the refuse, either from the streets or the houses, and as a direct result children died of a terrible disease which broke out. They were the children of those who were responsible for the rioting.

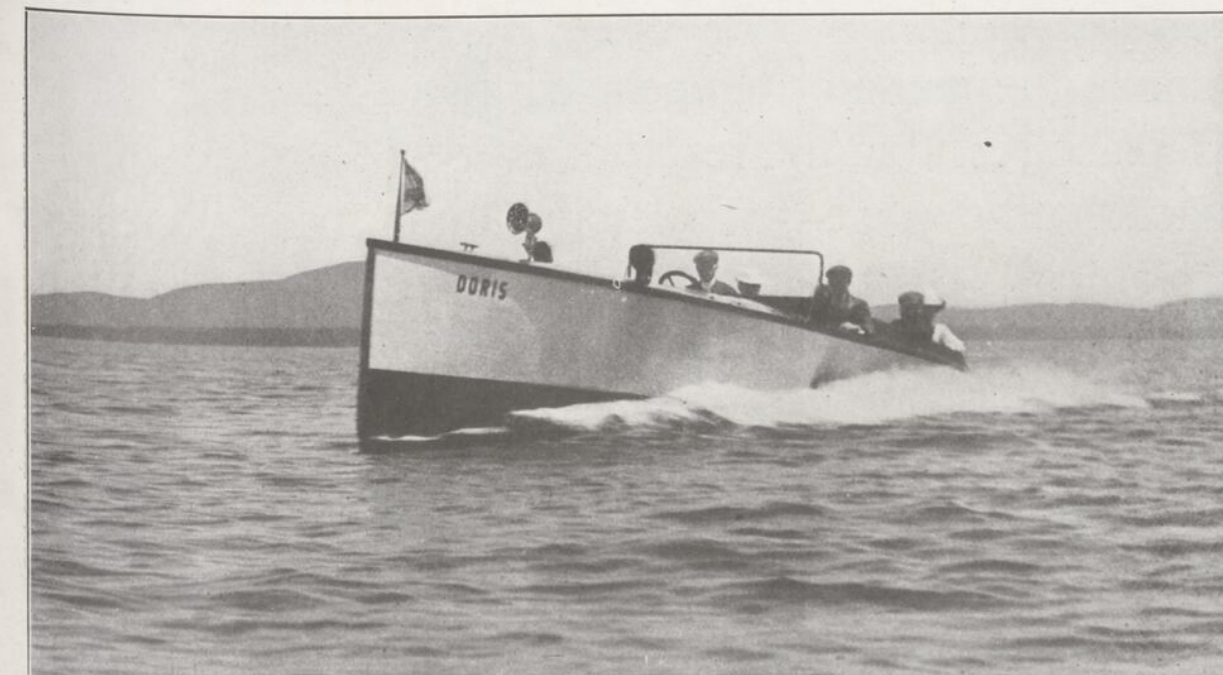


A HOLIDAY CROWD IN SCOTLAND—A favorite means of reaching Clyde holiday resorts by Glasgow people is the trip by water. One can go from Glasgow to Rothesay and back, a distance of 80 miles, for the humble sum of twenty-five cents.

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A VETERAN OF THE PACIFIC—The SS. Empress of China, which for many years transported passengers from Canada to Japan and vice-versa. Its place in the C.P.R.'s trans-Pacific fleet will soon be taken by one of the new vessels now being built at Glasgow, an illustration of which appears elsewhere on this page.



THE FASTEST MOTOR BOAT ON LAKE ST. LOUIS—The "Doris," which outdistanced all competitors in the 100-mile motor-boat race at the recent Lachine Regatta, covering the course in 4 hours and 45 minutes. The "Doris" is the property of Mr. R. J. Tooke.



A CHAMPION DIVER—At the recent Championship Meet of the Canadian Amateur Swimming Association, at Halifax, N.S., Mr. J. P. Lyons, of the Montreal Swimming Club, won the variety high-diving contest. The above illustration shows him midway between the diving platform and the water. His performance was a revelation to the onlookers.



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