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doing away with the long journeys in carriages from all parts of the city, and would be a great deal more civilised than the present method."

"As to the Upper Canada College?"

"I have a letter," replied Mr. Edgar, "from Hon. G. W. Ross, expressing his pleasure at the location of the line near the College. There will probably be a station right in the rear of the College grounds, so that scholars from the city can come by the trains and boarders can be booked to all parts of the country. To the west of this point there are splendid sites for athletic grounds, and this will doubtless prove a solution to the question 'Where shall we go?' asked by the clubs when they are forced out of their old grounds. At Forest Hill, near which the highest grounds are reached, I have seen on a clear day the most of Niagara Falls and the range of the Caledon Hills. The opportunity for building on sites whence a splendid view can be obtained is unlimited."

People residing at Forest Hill will be able to take the train going either east or west, and land at the Union Station in fifteen minutes; instead of being compelled to go by street car, and taking forty-five minutes to reach the centre of the city.

It is to be expected that large suburban towns will soon spring up wherever stations belonging to the Belt line are situated; thus affording all the advantages of the metropolis, with the additional benefits of a country life, and charming surroundings.

In Melbourne Australia, one of the finest cities in the world, with its population of 400,000 there are only 40,000 people residing in the city proper, the balance choosing rather to live in the suburbs—which are all provided with the quickest, cheapest, and most comfortable means of transit—to remaining in the smoke, noise and tumult of a large and busy town. Chicago with its million people, is another sample of what quick transit will do towards building up its suburbs. Those who would cry down the extension of our cities, should remember for a moment some of the evils which go hand in hand with over crowding, narrow streets, and back lanes. No, we look rather