

## RAMBLES IN NEW YORK.

BY THE EDITOR.

**N**EW YORK is the greatest and most interesting city in America. It is noted for its size, wealth, business enterprise, and the cosmopolitan character of its population. For a number of years immigration has brought multitudes of people from the various countries of the old world to the shores of America, and many have found a home here. New York is the largest Irish city in the world, almost the largest German city in the world, quite the largest Hebrew city, and nearly the largest Italian city. There is probably no other place on earth so crowded. One block is said to contain 3,600 persons, and many houses which ought not to shelter more than one family are inhabited by eight or ten.

Approaching the city one is impressed by the towering buildings in the lower part of the island. Land is very dear, but it costs nothing to go up into the air, and so the problem of accommodation has been solved by putting up "sky scrapers." The highest building in the

vehicles of all kinds, and the only way to get to the other side of the street was to make a dash, and trust to the kindly aid of a policeman. We, in Toronto, think that our street cars are uncomfortably crowded at the six o'clock evening hour, but they are nothing to the New York trolley and cable cars. The people are packed into them like sardines in a box, so that there is not even comfortable standing room. When one gets wedged into the centre of such a car, it is necessary to commence working his way out about four or five blocks before reaching the getting off place, as the stops are short, and everybody is advised to "hustle."

My favorite method of locomotion in New York was to mount to the top of a Fifth Avenue omnibus, and secure, if possible, the front seat with the driver. In this way a fine view is obtained of the splendid mansions of the millionaires which line that remarkable thoroughfare for miles. To be candid, most people are disappointed in these famous houses. They have no cosy and homelike gardens and lawns about them, as all of our best residences in Toronto have, but are built right on the street, and most of them

their splendid equipages. What a contrast there is between all this gorgeousness and the squalor and wretchedness to be found in the sections of the city where the poor dwell! It is scarcely to be wondered at that there is discontent and murmuring, often tending in the direction of anarchy. When wealth is so ostentatiously displayed, and where there are so many evidences of extravagance alongside of such terrible grinding poverty it is not strange that some very radical questions are asked and in many hearts there is a seething anger against society and its institutions.

Let us leave Fifth Avenue, and take a look at some of the streets down town, which fairly swarms with children. The pavement is the only playground for the boys, and they have started a game of ball. The lads know very well that this is against the law, and so they have stationed sentinels on the outskirts to keep an open eye for the policeman. Everything goes merrily until suddenly the cry is raised, "the cop," when the base-ballers scatter like leaves before the wind, and by the time the officers of the law reaches the spot everything is as quiet and orderly as possible. On warm summer evenings the people in the lower part of the city spend their time on the streets until late into the night, while not a few sleep in the open air upon the roofs.

New York by night is quite as interesting as by day. Broadway is brilliantly illuminated by electrical devices of all kinds, principally in the form of signs for the theatres and hotels. Between 20th and 40th streets it is a blaze of light.

What is known as "The Bowery" is a street mainly given up to second hand stores, pawn shops, low class theatres and other places of entertainment, with saloons and gambling dives galore. Almost every other building seems to be a drinking place. As one beholds the teeming masses who throng this street, and sees the many signs of vice, he cannot help feeling that the christianizing of these people is an enormous task. But there are some bright spots. Step into the Christian Herald Mission on "The Bowery," and you will find a cheerful and comfortable room filled with men. A Gospel service is in progress, with

bright singing and stirring addresses. The audience is a hard one to do anything with; many of the men are stupid and sleepy; some are drunk and probably the majority have attended the service not from any desire to hear the Gospel, but simply because the mission supplied a warm place in which they could spend an hour or two. Still there have been many instances of genuine conversion so that the hearts of the workers are encouraged.

One of the strangest features of New York's night side is what is known as "The Misery Club." I had never heard of it, and was not a little puzzled at first to understand it. Reaching the St.



NEW YORK "SKY-SCRAPERS."

city at present is Park Row, which is 382 feet high, but a new one is in course of erection which will tower 73 feet higher, and is to have thirty stories. Its cost will be \$2,500,000. Broadway, which by the way is not by any means a broad street, is very much like a canyon, with mountain peaks upon each side of it.

The crowds on the streets of New York are tremendous, and the jam on the surface street cars at times is indescribable. Everybody has heard of the old lady from the country standing on Broadway waiting for the procession to go past. She soon discovered that the "procession" was an unending stream of

what was an expression of magnificent loneliness and dreariness. One cannot help wondering if the people who live in them are really happy.

About three o'clock in the afternoon the carriages of "the four hundred," as the aristocracy are called, begin to roll down Fifth Avenue. Sleek coated, well groomed horses, which would be beautiful were it not for the barbarous manner in which they have been disfigured by the fashionable practice of "docking," prance by, bearing the favored and pampered daughters of fashion. The liveried coachman and footman look as dignified as if they were princes, and ordinary carriages are expected to get out of the way for