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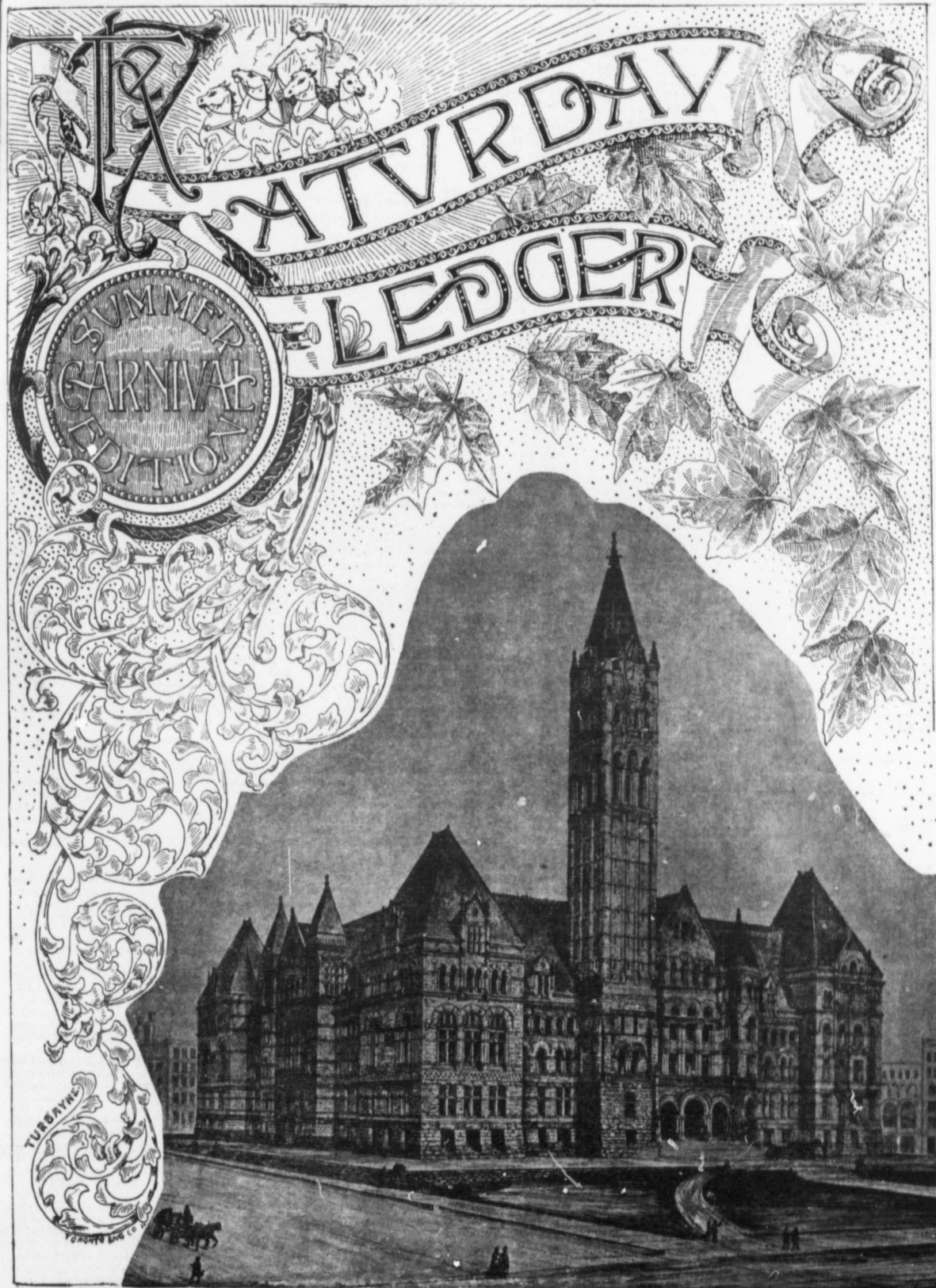
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THE present is not the first occasion that the gates of Toronto have been thrown open to the world. The royal hospitality of the Queen City caused her in 1884 to invite all who chose to come to participate in the celebration of the jubilee of her existence. On that occasion—the semi-centennial—the tens of thousands who responded to the call, showed that the fame of Toronto was widely spread, and that her attractions were very generally appreciated. The number of tourists and others who visit Toronto annually has year by year been increasing, and to-day the tide of humanity turns towards this city the moment oppressive summer heat makes it desirable for the inhabitants of the thickly populated country to the south to seek some cooler locality. From the Queen City—the gateway of the summer resorts of the continent—the summer tourists find their way to the upper regions of Canada, the land of mountains, lakes, islands and rivers. The phenomenal growth and prosperity of this metropolis of Canada have imparted to it an interest to every business man who admires success, and thus an added attraction has been given to this great centre of commerce and recreation.

Having these facts in view, it required no special argument to induce the enterprising citizens of Toronto to endorse the proposal to hold a Summer Carnival this year. The festivities which always characterize the warm season in Toronto are sufficient to attract visitors from all parts of the continent. They consist of sporting events, athletic tournaments and industrial displays such as no other city of its size in America can boast of. It was believed that if some of these events were grouped together and a number of special features added, a programme could be offered which would amply repay the trouble and expense of those who would come to witness it. The first public meeting which was called to make arrangements for the Carnival was held in Queen's Hotel on March 20th, and was attended by the following gentlemen:—Mayor Clarke, Hon. J. B. Robinson, Ald. Dodds, Ald. Booth, Ald. Swait, Messrs. Auguste Bolte, Thomas McGaw, A. R. Boswell, A. W. Dodds, Robt. Davies, John Wright, T. McElroy Jr., and Alf. Smith. At this and subsequent meetings a general committee was formed, from which sub-committees were selected. Hon. Beverly Robinson was selected as chairman of the executive committee, Mr. E. F. Clarke, M.P.P., Mayor of Toronto was appointed treasurer and Mr. E. King Dodds was chosen for the position of chairman of the carnival committee. The gentlemen named to form the various sub-committees were:

Executive Committee—Hon. J. B. Robinson, Robt. Davies, Auguste Bolte, H. C. H. Ritchie, John Massie, Thos. McGaw, A. R. Boswell, T. McElroy Jr., A. W. Smith, W. B. McMurrich, C. W. Taylor, Mayor Clarke, Ald. Booth, R. L. Patterson, Ald. Dodds, H. L. Hime, W. A. Murray, Chas. R. Pope, and Ald. Swait.

Committee on Uniformed Societies—Joseph Harton, Frank Bailey, William Long, John Alexander, J. Swalm, P. McSwain, T. Tyler, J. H. Brum, F. W. Unitt, H. E. Griffiths, Wm Dale, E. E. Knox, Dr. Ferguson, Michael Matthews, E. W. Barton, William Townsend, J. S. Williams, J. Ryan, James Robinson, N. T. Lyon, John A. Cowan, Geo. H. Mitchell, P. J. Slatter, R. Armstrong, Albert Barnes, Wm Parsons, A. A. Ardagh.

Military Committee—Colonel Dawson, Colonel Hamilton, John Nunn, Major Mead, Colonel F. C. Denison, Major McSpadden, Colonel Otter.

Committee on National Societies—Nelson Mills, John W. Carter, Dr. Pollard, Charles Cluthe, D. Plews, J. E. Pel, Thomas H. Fitzpatrick, Hugh Miller, Dr. Clark, R. H. Bowers, John Baxter, John Baillie, J. J. McCauley, David Spence, W. Wingfield, William Adamson, E. E. Sheppard, W. Roof, John Bell, W. Strohmeyer, Michael Wahrer, Ex. Ald. Steiner, Rev. Dr. Scadding, W. H. Doel.

Beneficent Societies—W. Williams, Charles Lanning, J. R. Dunn, Fred Inwood, J. N. McKendry, W. H. Davies, John A. McGillivray, D. A. Rose, J. B. King, Alfred Coyell, George Boxall, H. Richards, C. P. Parkinson, Owen Mead, Harry English, John Davir, W. Bannon, Samuel McNabb, Fred Stephens, W. McOrlance, Hugh M. Graham, W. Macdonald, James Pape, Alex. A. Allen, John Burns, W. Lowe, W. Roof, John Ross Robertson, Dr. J. S. King, George H. Mitchell, H. A. E. Kent, Ald. Bell, W. Lee, R. Lewis, Mr. Patterson, James Sargent, F. W. Unitt, John T. Hornbrook.

Trades Demonstration Committee—R. Glocking, E. Glocking, John W. Davy and George T. Beales, with power to add to their number.

Jarvis-street Illumination Committee—E. E. Sheppard, Hugh Miller, C. A. B. Brown, John Leys, W. S. Lee, G. W. Kiely, H. E. Clarke, John Akers, Dr. A. Smith, James Carruthers, ex-Ald. Crocker, Taylor, V. Morrison, Ald. Boustead, M. McConnell, A. B. Lee, ex-Ald. Gilbert, Alfred Smith, Dr. Nevitt.

Decorative Committee—Ex-Ald. Piper, W. H. Hudson, ex-Ald. Steiner, John Kay, Jr., J. P. Murray, S. C. Currie, J. Lennox, Wm. Knox.

Refreshment Committee—Ex-Ald. Thos. Davies, John H. Lumsden, James Kerr, D. H. Cosgrove, W. J. Smith, John Wright, F. Somers, L. C. Cameron, James Pape.

Subscription Committee—A. W. Smith, A. W. Dodds, E. E. Sheppard, R. L. Patterson, Hugh Miller, James Kerr, J.

McGee, Thomas McGaw, W. J. Smith, C. W. Taylor, W. C. Wilkinson, Arthur Pearson, Ald. Lucas, T. C. Irving, Ald. George S. Macdonald, T. McElroy Jr., W. Matthews, Ald. McMullen, Capt. Brock, E. A. Toshack, Ald. Small, R. Cuthbert, Ald. Peter Macdonald, Sutton, Cheesworth.

Athletic Committee—Messrs. Delamere, Frank E. Lloyd, Thomas McGaw, H. A. Sherrard, J. C. Iredale, W. M. Kirtland, A. C. Macdonald, A. W. Dodd, R. Malcolm, Capt. Sylvester, Nelson Mills, H. C. Schofield, W. H. Bleasdel; Commander Allen, James Grandfield, Joseph Wright, George McMurrich, W. D. McIntosh, E. Webster, S. B. Grant, J. J. Ward, Charles A. Kendall.

The Carnival will commence on the evening of Monday June 30th, and will continue till Thursday July 3rd, occupying in all four days. It is intended that the first event shall be on a large scale so that all can participate in it. It will consist of a promenade concert extending in all probability from one end of the city to the other. The centre will be the magnificent asphalt paved thoroughfare—Jarvis street. This street will be brilliantly illuminated from Queen to Bloor streets and the best bands of Canada will discourse music at different points. In all probability the illumination will extend west along Carlton and College streets to Spadina avenue which will form the western end of this gigantic promenade concert. On Tuesday—Dominion Day—there will be Military and Society parades. It is expected that corps from Brantford, Belleville, Kingston, Peterboro and Montreal will participate. The various parades will terminate at the Exhibition Park, to which the public will be admitted free. It is intended that the School children of whom there are some 22,000 in Toronto—shall take part. A Firemen's tournament and Lacrosse match will also be features of this day. In the evening there will be free displays of fireworks in several of the parks—probably Exhibition park, Riverdale park and Queen's park. On Wednesday the parades will be continued. There will also be Aquatic Sports and, weather permitting, illumination of the bay and island in the evening. Various sports have been mentioned for Thursday. On this day the great Carnival parade will take place, containing many special features, allegorical floats, etc. This will be the Grand Finale and after it visitors will remain as long as they like, for the purpose of seeing what the metropolis looks like when it resumes its sober every day work.

Less than a century ago the site of the now populous city of Toronto was a trackless forest, inhabited by wild animals and herds of savages. The steps by which the metropolis emerged from the wilderness form an interesting page of history. A good idea of what the place was like when destiny first marked it out for the important position it now fills may be gathered from the notes made by Col. Bouchette, Surveyor-General of Lower Canada, of his visit in 1793 to locate the site of the Government House. He writes thus:—

"It fell to my lot to make the first survey of York Harbour in 1793. I still distinctly recollect the untamed aspect which the country exhibited, when first I entered the beautiful basin which thus became the scene of my hydrographical operations. Dense and trackless forests lined the margin of the lake, and reflected their inverted images in its glassy surface. The wandering savage had constructed his ephemeral habitation beneath their luxuriant foliage—the group then consisting of two families of Mississagans—and the bay and neighbouring marshes were the hitherto uninvaded haunts of wild fowl; indeed they were so abundant as in some measure to annoy us during the night." An idea of what the early society of Toronto was like may be gathered from the remarks of M. Theodore Pavia, Frenchman, who writes in his *Souvenirs Atlantiques* that in 1833 he found at York "in all their originality, the usages and manners of England, notwithstanding that the town is in the interior of the most sombre and backward country. Those fashions which were scarcely indicated at my departure from Paris, were already strongly marked in the costumes of the elegants of Upper Canada. The English officers, with a pair of horses harnessed to a tubby galloped through the streets and squares of York. The dealers in fashion displayed their signboards in the national device, *Dies et non Dies—Honi soit qui mal y pense*. Young dandies came to examine through their quizzing glasses the interior of our vessel, and to turn over our journals from New York. But what appeared to me the most strange was the coolness of two ladies of high fashion, who, during a terrible storm, with an icy wind from the north, sat on the coachman's box, and rode their own caleche along the lake shore, in spite of the continual spray that was cast upon them by the waves that beat upon the beach. Another novel spectacle arrested us on the grand square. Two battalions of Scotch Highlanders passed under review of the Governor. The eagle plumes in their bonnets, floating over the brows of these intrepid mountaineers, the varied colors of their plaids, their legs naked and reddened by the biting air of Canada, their sandals fastened at the calf, the melancholy music of their bagpipes—all had to us an air of savage wildness perfectly in harmony with the region to which they were transported. The commerce of York can consist of nothing but the traffic in square timber, for the crops of grain are not sufficient to supply the consumption of the interior. This miserable port must cost England much more than it returns, especially since the fur establishments on Lake Huron have disappeared. But the pride of the great European powers require these sacrifices, in order, upon the map of the world, to be able to spread their colors over a vast extent of possessions, even though these be, as upper Canada is, nothing but forests and ice."

Events quickly followed which proved that the somewhat unfavorable view taken by the writer of the above lines was

not well founded. In the following year the town had reached such proportions that incorporation was talked about. The town of York blossomed out into the city of Toronto and a new era was commenced. The first assessment of city property was made in June, 1834, when the following returns were received:—

St. George's ward	£ 15,149
St. Patrick's ward	28,266
St. Lawrence ward	49,290
St. Andrew's ward	33,673
St. David's ward	63,570
Total	£186,888

This amount converted into present coinage would reach the neighbourhood of \$934,410. Estimating at 3d. per £ the revenue derived was £2,336 os. 6d. and to this was added £1,014, making a total revenue of £3,350 os. 6d. It is only necessary to compare the above figures with those furnished by the revised assessment of city property for the present year, when after a reduction of a quarter of a million had been made in response to appeals put in, the enormous sum of \$66,159,485 is presented. In these later days in the history of Toronto the corporation has not always been able to keep up with the progress of the city, but fifty years ago the city fathers were supposed to have been equal to the occasion when they provided for the laying of the following lengths of sidewalks:—Yonge street from Front, 228 rods; Church street to Richmond, 152; Lott to Peter, 356; all March street, 152; Newgate street, 160; Richmond street, 214½; Hospital to John street, 178; Murray to John street, 400; Duke street, 174; George street, 174; New street, 150. Total, 2,618 rods. Not the least important feature in the city's progress has been manifested in the development of her fire brigade. In 1834, volunteer firemen, manipulating hand engines, were the protectors of the city and the fire insurance companies. The volunteer brigade was under the supervision of fire-wardens appointed by the Council. During the year of incorporation the following were the fire-wardens: St. George's ward—Edward Perry, Wm. Maxwell, J. G. Chewitt, J. Hunter, W. Heener, St. David's—J. Easton, C. Statesbury, D. Brooke, J. Patterson, J. McIntosh, St. Andrew's—Jesse Ketchum, W. Patrick, H. Carrae, J. Ritchie, John Ross, St. Lawrence—Robert McKay, Thomas Hellwell, Thomas Bell, Jr., Wm. Cawthra, T. Milburne, St. Patrick's—James Newbigging, John Powell, J. Anderson and G. Ridout.

The changing of the name of York to Toronto was not effected without evoking considerable opposition. At first the proposal did not meet with general approval from those who were about to be transformed from townsmen into citizens. A large majority, certainly, were in favour of the soft Indian name, but an important proportion clung affectionately to the "York" with which they had become familiar. These opposing sentiments found expression in the Provincial Parliament where the bill of incorporation was being discussed. A report of the debate at the third reading of the bill is taken from the *Toronto Patriot*, of March 7th, 1834:—

SATURDAY, March 1, 1834.

York Incorporation bill, and altering the name of York to City of Toronto.

The amendments made by the honourable Legislative Council to this bill were read a second time and referred to a Committee of the Whole House.

Mr. JARVIS objected to the amendment changing the name. He thought the alteration would cause confusion.

Mr. A. McDONALD admired the taste of the Legislative Council. The name of Toronto was highly musical.

Mr. BERCEZY hoped the majority of the House would be in favour of altering the name. It was the old original name of the place, and the sound was in every respect much better.

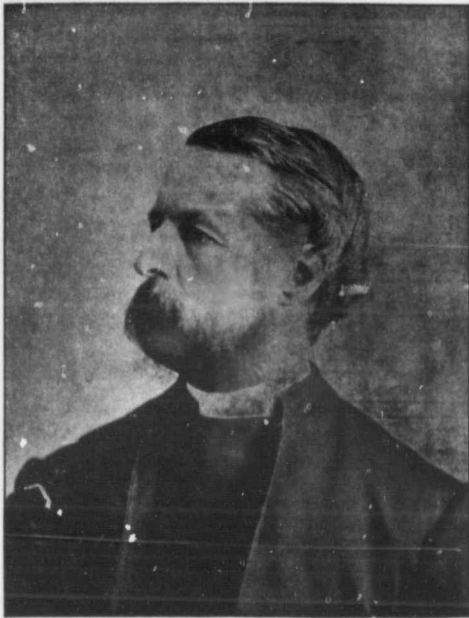
Mr. Speaker McLEAN, thought there was something particularly pleasing to the ear in the sound of Toronto. (Hear and a laugh.) And only think, too, this city will be the only city of Toronto in the world. (Hear, hear.) He hoped the name of Toronto would be adopted, and by that means the inhabitants would not be subjected to the indignity of residing in a place designated "Dirty Little York." (Hear, hear, and a laugh.) He hoped the hon. members had the same taste for musical sounds he had.

Mr. CHISHOLM perfectly agreed with the observations of the honorable the speaker. "Toronto" was an Indian name, and designated the place of meeting of the different tribes.

Mr. JOHN WILSON was sorry to find now that the Duke of York was no more, the hon. gentlemen were desirous of losing all recollection of that name. In the States there is a State of New York and a city of New York, and they have never thought proper to alter the name, and why should they want to change the name of York to Toronto. He could not feel that the jingling sound of Toronto was so very musical and delightful; though he was nervous, he did not feel the musical sound as some hon. gentlemen did. He would ask, why not go on with the old name? If the mud could be got rid of, that was the principal object.

Mr. BERCEZY—Surely the hon. member for Wentworth (Mr. John Wilson) could not have read the renowned History of Knickerbocker. If he had he would have found the original name of the city now called New York was "Manhattan." But he (Mr. Bercezy) thought it was not good taste in altering the name from the Indian name "Manhattan." He thought it was now an excellent opportunity to alter the name of this town, now they were incorporating it into a city. He preferred the old original Indian names, and he hoped a majority of the House would be in favour of "Toronto."

Mr. CLARK—Although he would not agree with all the



RT. REV. ARTHUR SWEETMAN, D.D.
Bishop of Toronto.



LIEUT.-COL. W. D. OTTER.
Commandant Royal School of Infantry.



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V MOUNT PLEASANT CEMETERY.

provisions of the bill, yet he thought the change from "Little York" to "Toronto" would be good. It was the original name given by the natives of the soil. He well remembered the name some thirty or forty years gone-by in the days of that great and good man Governor Simcoe. (Hear, hear.) It would in some measure meet his notice for a change of the seat of Government as much as could be done this session, for it would change the name from "Nasty Little York" to the city of Toronto.

Mr. BIDWELL said the present name was short and convenient, and it was well known that it was given to the town in honour of the brother of the King, the Duke of York, but now, since that illustrious personage had died, there seemed to be a desire to forget the name. He was satisfied much inconvenience would result from changing the name, and did not believe hon. members who were in favour of it could show an instance of the name of a town being changed after it had continued so long and was so well known in other parts of the world as York was, and had attained to its size and importance. Some hon. members had said "Toronto" was very musical and poetical. They all knew that poets had a peculiar license in naming places, and, for the reasons given by the hon. members, he wished the present name retained—Toronto for poets, York for men of business.

The committee then decided—Yeas, 22; nays, 10; majority for changing the name from York to the City of Toronto 12.

Quite an interesting debate on the proposed change of name, but in these days it is difficult to see any reasons strong enough to induce a preference for York instead of Toronto. The name was changed, and the town of York became the City of Toronto. This important fact was made known to all whom it might concern by royal proclamation.

The journalistic comments on the birth of Toronto are curious and interesting. On the day following the transference of the town to a city—March 7th—the *Patriot*

excused itself for appearing with two different date lines as follows:—

"Our present number, it will be seen, is on one side dated York, and on the other Toronto, which arises from the circumstance of the first side having been printed before the bill changing the name received the Royal assent. Opinions are much divided on the propriety of this change, some think it will lead to confusion, and others that it is by no means a necessary consequence, and, liking the name of Toronto better than York, are satisfied that it has taken place—we think with the latter. The main thing will be the practical working of the bill, which, if it be for good, there will be but little in the name."

In Montreal the event had created some interest, and a newspaper published in that city, with the comprehensive title of *The Settler, or British, Irish, and Canadian Gazette*, remarked in its issue of Thursday, March 13th, 1834:—

"Little York is now no York at all. It has become Toronto. Whether the change has been dictated by the good taste or by the mortified vanity of the law-givers of the Upper Province we do not presume to decide, but we suspect that the universal application of that odious epithet LITTLE has had some influence over the deliberations of the Legislature. We wish for the sake of good taste and good feeling that a few more of the Indian names of places were revived."

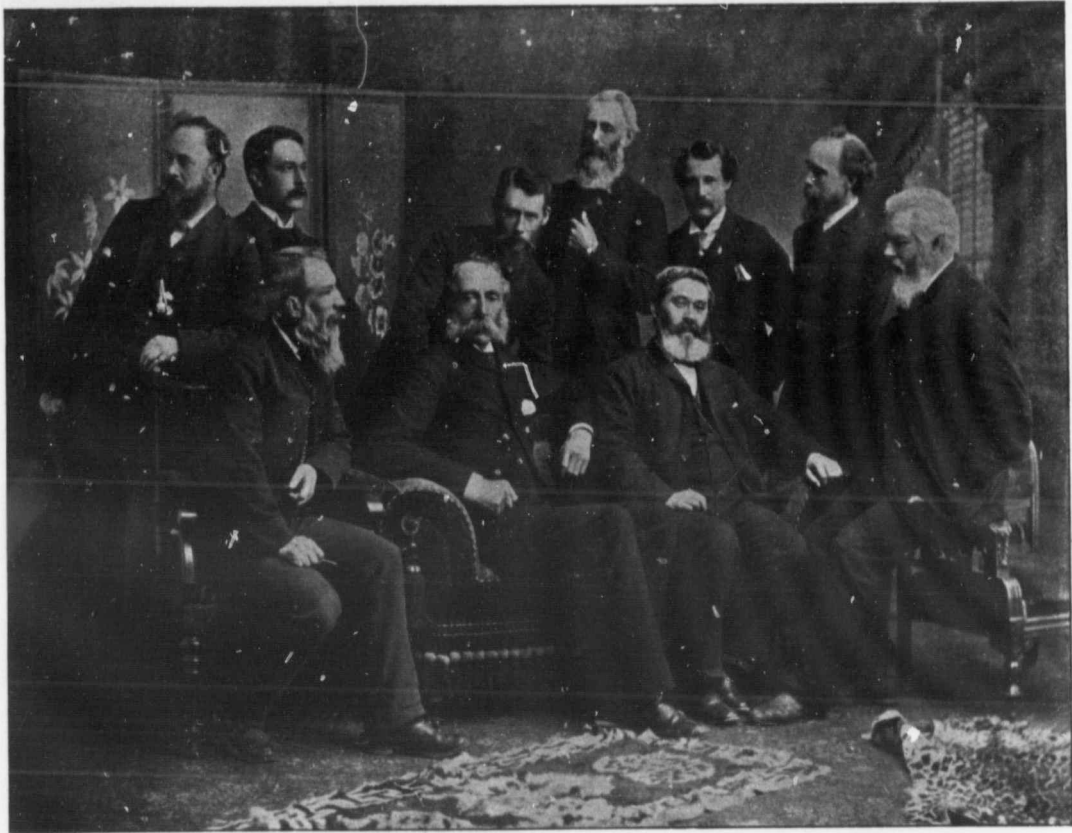
"What ear can hesitate between York and Toronto? Or in what language are there sounds such as Ontario, Alabama, Ohio, Tuscarora, Tuscaloosa, and Rappahannock? The cheapest and most durable monument we can erect to the memory of a perishing race—the natural lords of this mighty continent—is the perpetuation of their geographical terms. In this respect the Americans have displayed more of taste and apparent kindness than ourselves, as they have retained the Indian names of almost every river and every district that they have explored and colon-

ized since the establishment of their independence. This may have arisen partly from their lying under little or no temptation to gratify the vanity of such personages as Charles or George, or Mary, or the Virgin Queen—a conjecture which derives additional probability from the retention of the native names of Massachusetts and Connecticut by the uncourtly Puritans."

But when the matter was settled, and "Toronto" was actually in existence, the hostility to the change of name had not died out, although it had become subdued to a feeling of sentimental regret. The *Toronto Courier* of March 18th advised that the situation should be accepted, although it had previously been the medium through which the discontented had given expression to their dislike and distrust of the proposed change.

This followed the election of aldermen and councilmen. The first municipal elections passed off "in good humour," according to the *Patriot*, although the *Courier* stated that "there were only a few broken heads and bloody noses." The following was the result, the number of votes polled being also given:—St. George's ward—Aldermen: T. Crafrae 40, E. Wright 33, Hon. J. Elmsley 32, Dr. Timms 28, G. Kidout 2; Councilmen: J. Craig 33, G. Burnett 32, E. Perry 31, Hunter 29, Roddy 15. St. Patrick's ward—Aldermen: Dr. Rolph 128, G. T. Denison 109, Elliott 44; Councilmen: Trotter 84, Tutton 81, McIntosh 60, Newbigging 30. St. Andrew's ward—Dr. Morrison 95, J. Harper 89, Dr. Powell 85, R. Stanton 82; Councilmen: J. Armstrong 97, J. Doel 96, A. Armstrong 81, J. Johnston 74. St. David's ward—Aldermen: W. L. Mackenzie 148, Lesslie 129, Dr. Wilmor 95, Patterson 56, King 52, Bergin 38; Councilmen: Jackes 150, Drummond 136, Bright 119, Statesbury 113. St. Lawrence ward—Aldermen: Munro, 100; Duggan, 99; McDougall, 97; Cawthra, 87; Helliwell 22, Councilmen: Arthurs, 161; Hostwick, 90; Dixon, 80, Ross, 51; Ernest, 16.

See page 39.



✓ ONTARIO SOCIETY OF ARTISTS.



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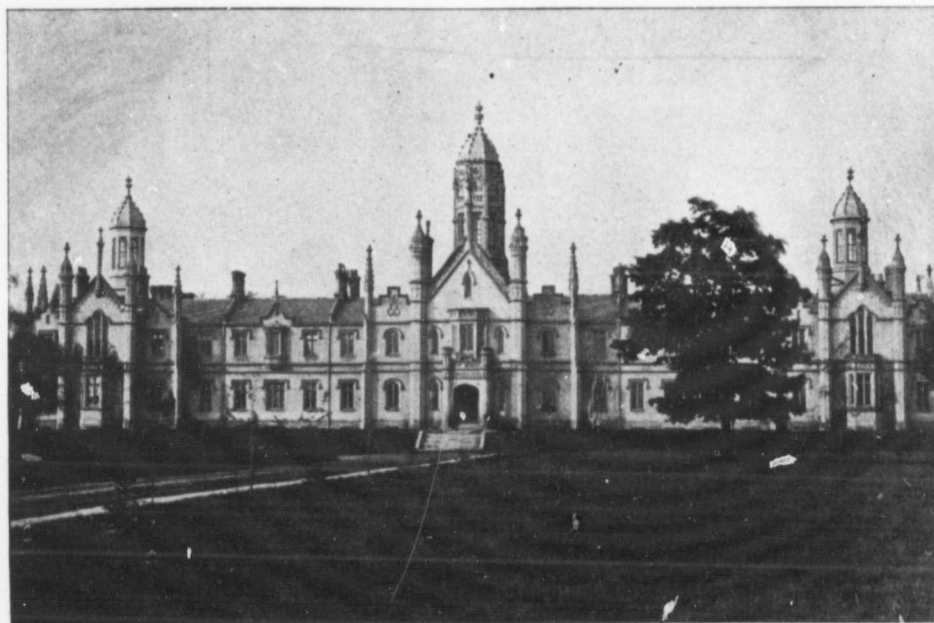
LT.-COL. DAWSON, 10th Royal Grenadiers.



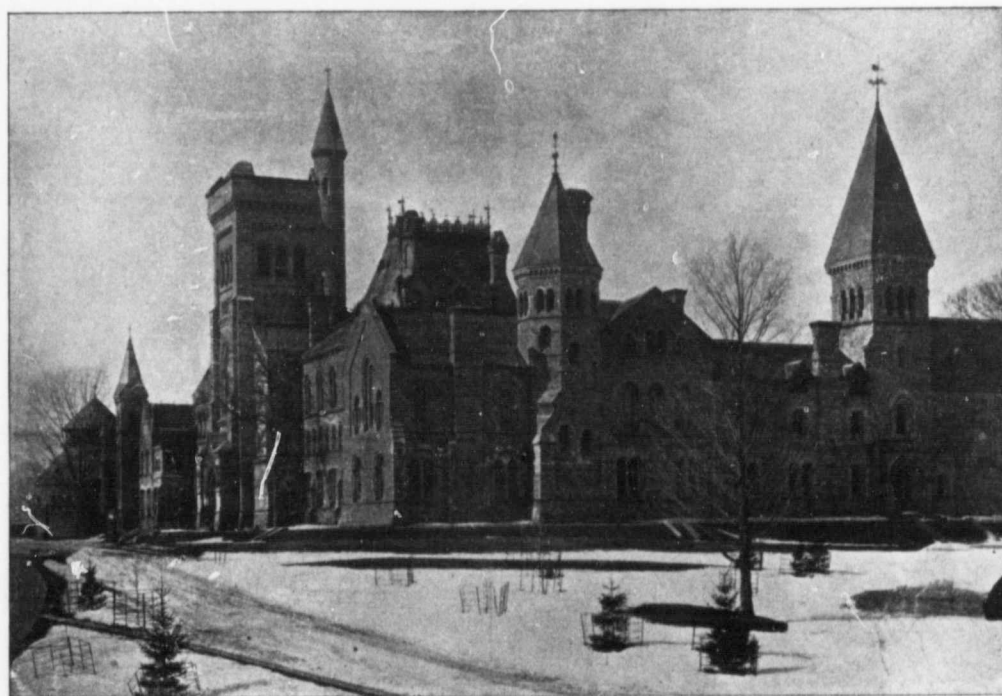
LT.-COL. ALLEN, Q.O.R.



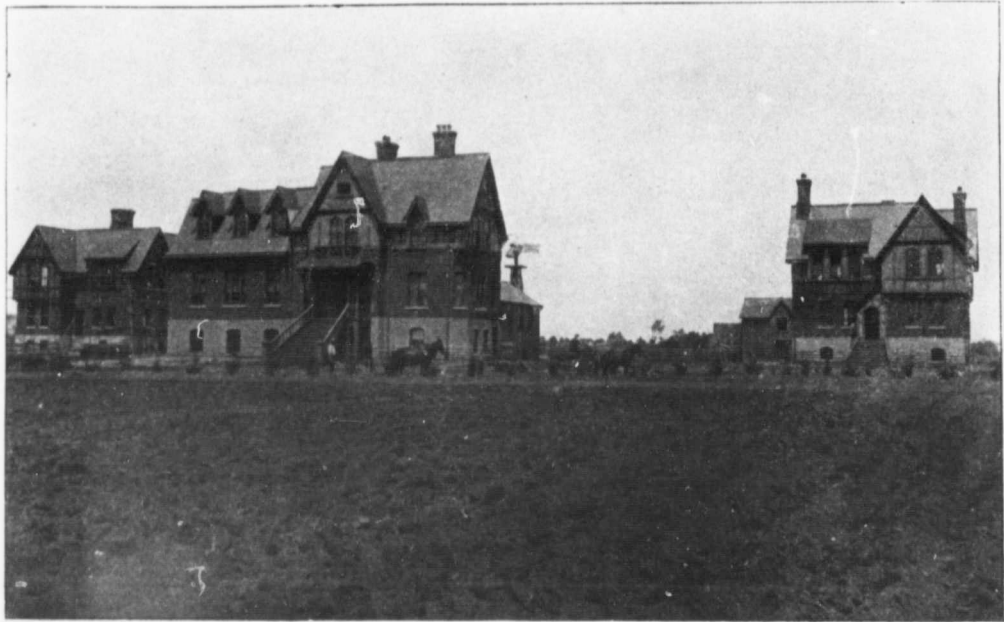
TORONTO GENERAL HOSPITAL.



TRINITY COLLEGE.



TORONTO UNIVERSITY BEFORE THE FIRE.



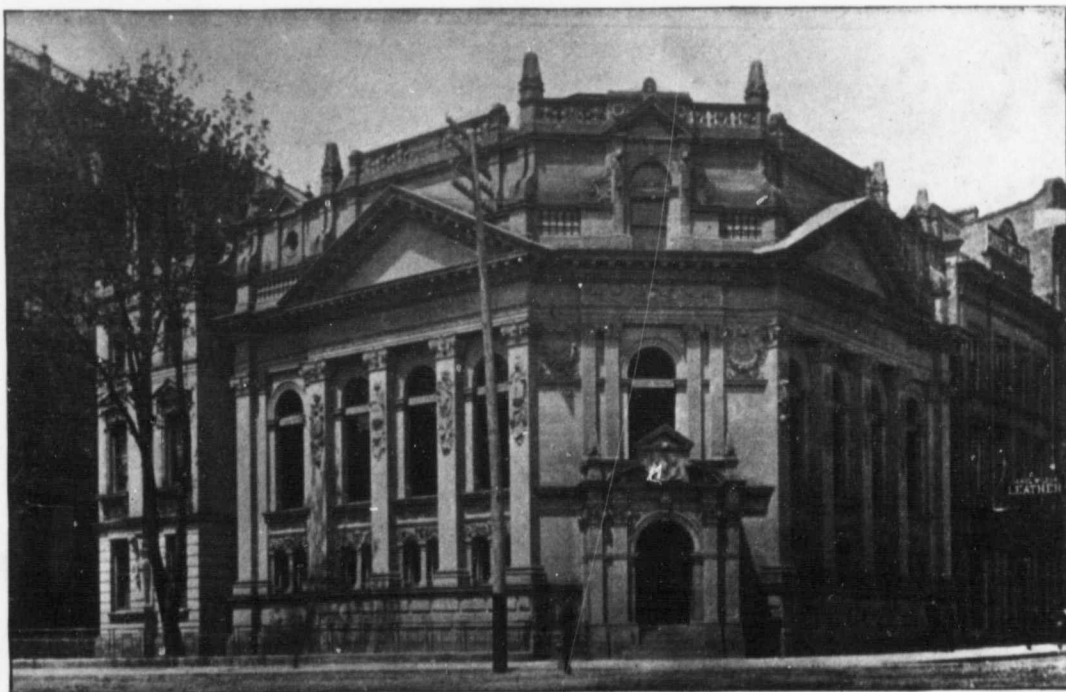
VICTORIA INDUSTRIAL SCHOOL, MIMICO.



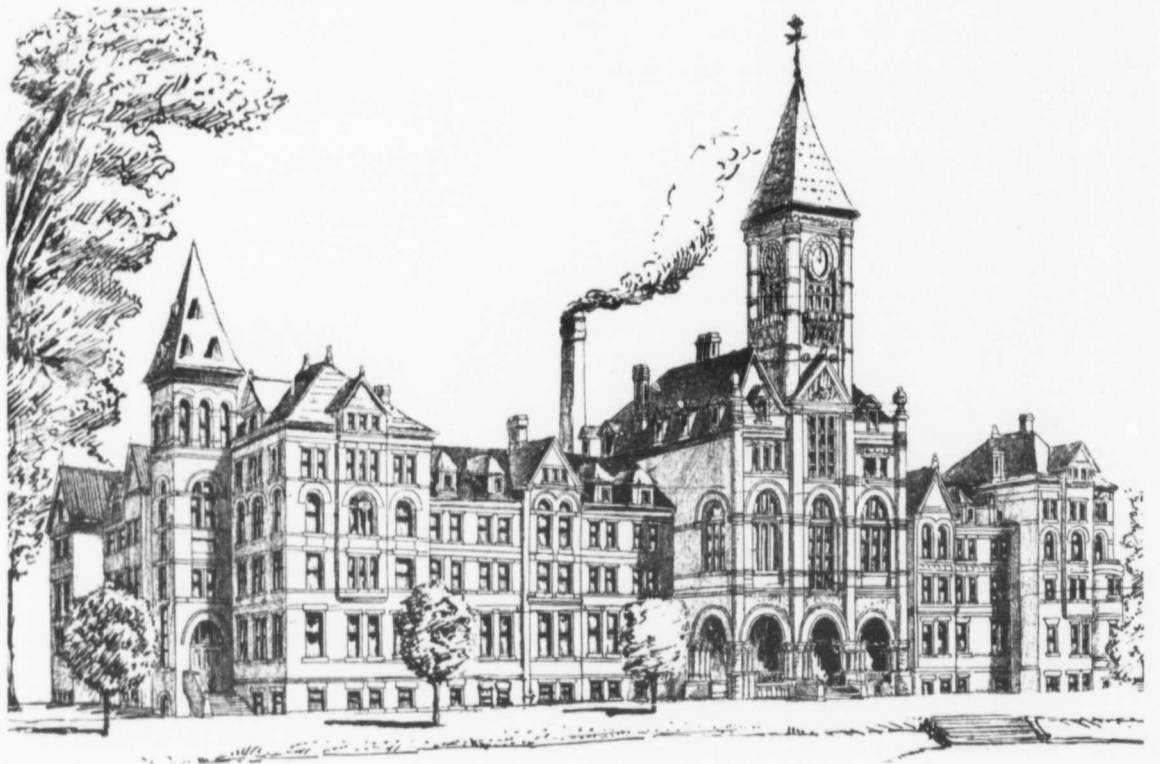
VICTORIA INDUSTRIAL SCHOOL, MIMICO: THE BOYS.



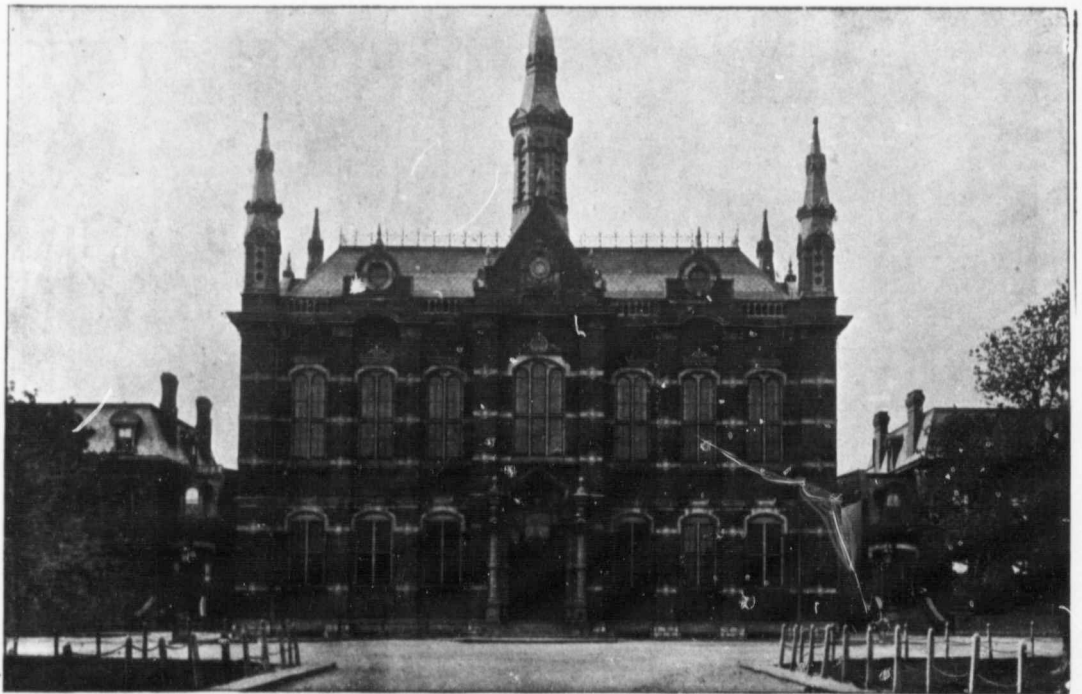
LIEUT.-GOVERNOR'S RESIDENCE.



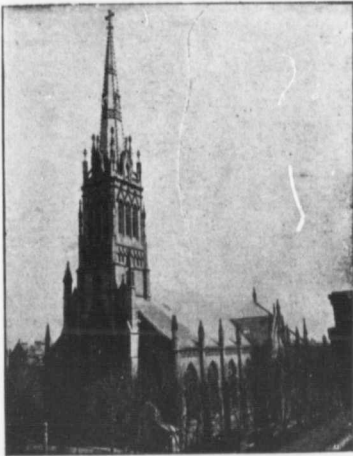
BANK OF MONTREAL.



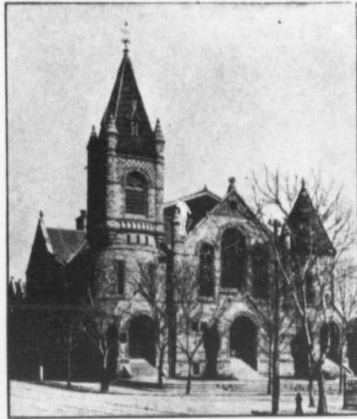
NEW UPPER CANADA COLLEGE BUILDINGS.



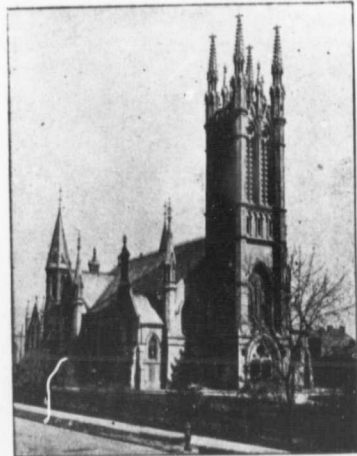
PRESENT UPPER CANADA COLLEGE BUILDINGS.



ST. MICHAEL'S R. C. CATHEDRAL.



SHERBOURNE ST. METHODIST CHURCH.



METROPOLITAN METHODIST CHURCH.



ROYAL CANADIAN YACHT CLUB.

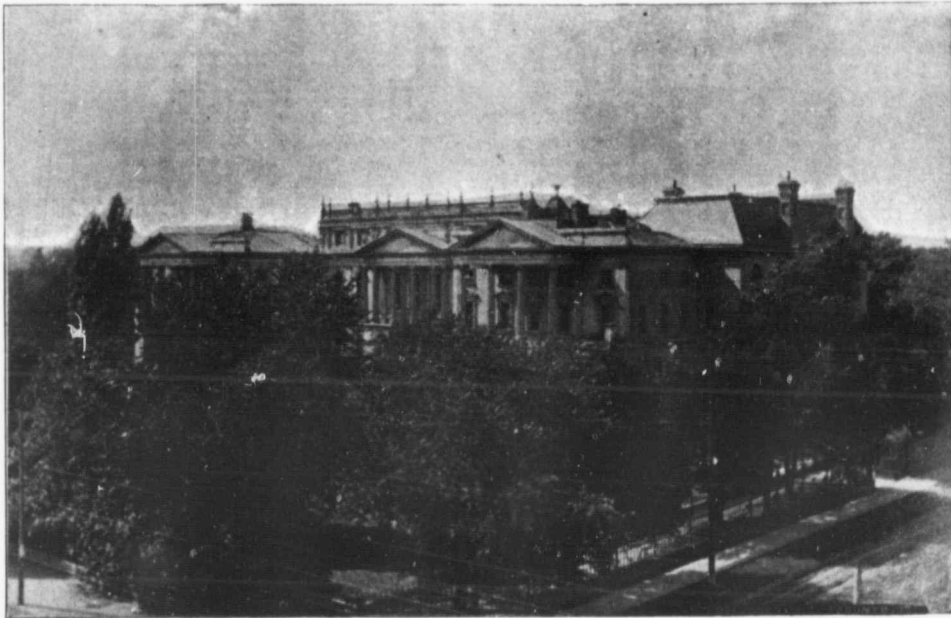


THE RIGHT HON. SIR JOHN A. MACDONALD, G.C.B.



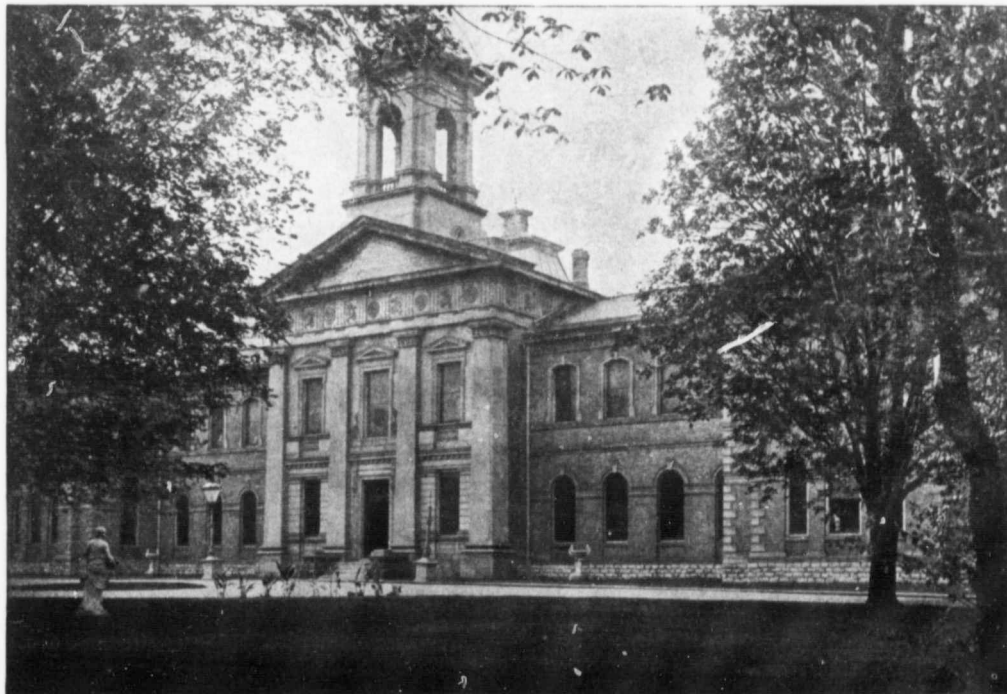
HON. ALEXANDER MACKENZIE.

HON. ALEXANDER MACKENZIE.



TORONTO PUBLIC BUILDINGS: OSGOODE HALL.

THE RIGHT HON. SIR JOHN A. MACDONALD, G.C.B.



TORONTO PUBLIC BUILDINGS: THE NORMAL SCHOOL.



TORONTO HARBOUR.



HORTICULTURAL GARDENS.



THE NEW PARLIAMENT BUILDINGS, TORONTO.



HANLAN'S POINT, TORONTO ISLAND.



CANADIAN WINTER SCENES: "NEXT SLEIGH MISTER."

Wm. Aitman & Son, photo.



CANADIAN WINTER SCENES: TIRED OUT—A HUNTING EXPERIENCE.
Wm. Notman & Son, photo.



THE WHIRLPOOL, NIAGARA.



THE START.



THE FINISH.



FANCY SWIMMING.



THE SPECTATORS.

SPORTS OF THE TORONTO AMATEUR AQUATIC ASSOCIATION.



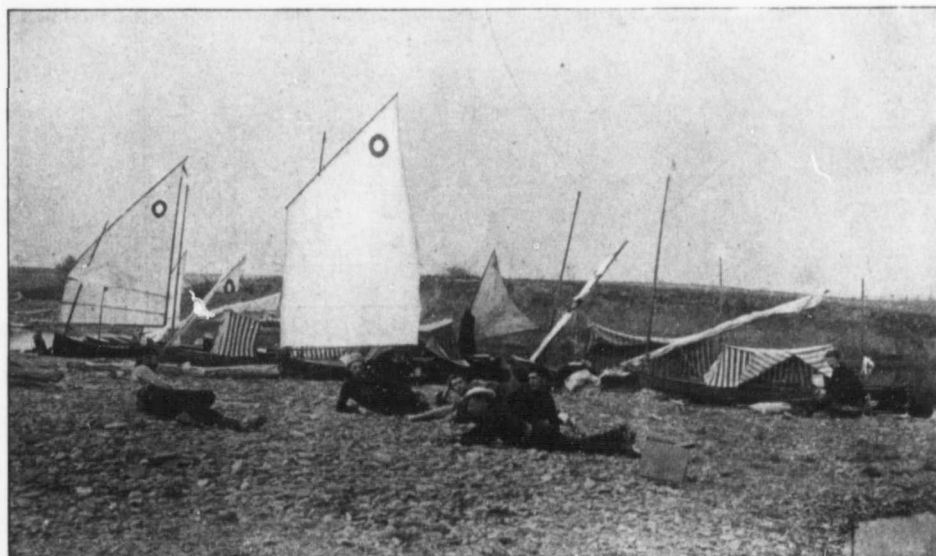
✓ CANOE ASSOCIATION MEETING ON LAKE COUCHING.



✓ THE QUEEN'S OWN DRUM AND BUGLE CORPS.



THE TORONTO CANOE CLUB: AT THE MOUTH OF THE ETOBICOKE.



THE TORONTO CANOE CLUB: AN AFTER DINNER REST.



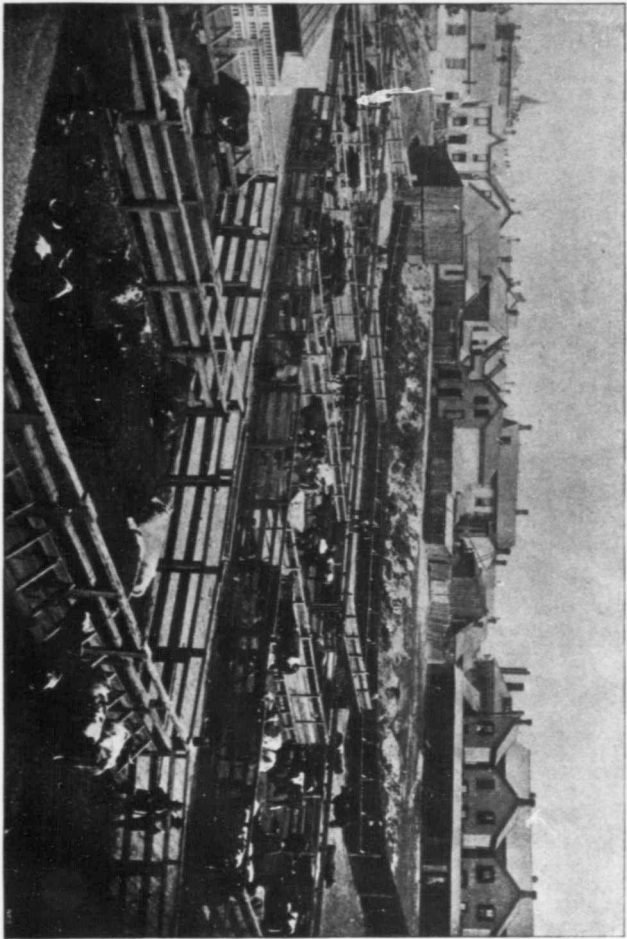
SIR ALEXANDER CAMPBELL, K.C.M.G.,
Lieut.-Governor of Ontario.



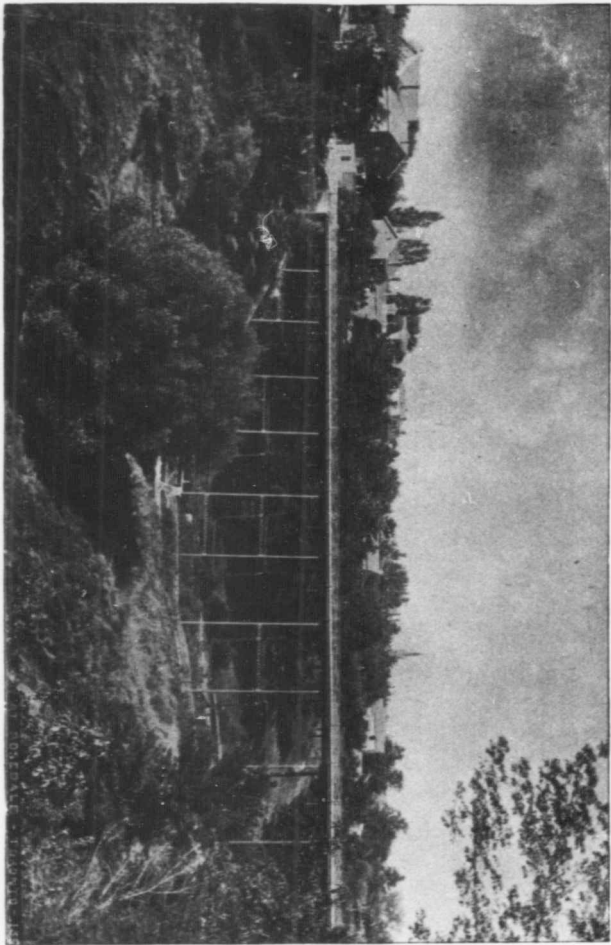
HIS EXCELLENCY THE RIGHT HONORABLE SIR FREDERICK ARTHUR STANLEY,
BARON STANLEY OF PRESTON, G.C.B., Governor-General of Canada.

SIR ALEXANDER CAMPBELL, K.C.M.G.,
Lieut.-Governor of Ontario.

HIS EXCELLENCY THE RIGHT HONORABLE SIR FREDERICK ARTHUR STANLEY,
BARON STANLEY OF PRESTON, G.C.B., Governor-General of Canada.



✓ TORONTO CATTLE MARKET.



✓ ROSEDALE BUILDING, TORONTO.



CANADIAN WINTER SCENES: CARIBOO HUNTING—THE CAMP FIRE.

Wm. Notman & Son, photo.

CANADIAN WINTER SCENES: ICE CUTTING AND HARVESTING.

Wm. Notman & Son, photo.



SHOOTING.



A LAZY DAY.

CANADIAN SUMMER SCENES:



CANADIAN SUMMER SCENES: CANOEING.



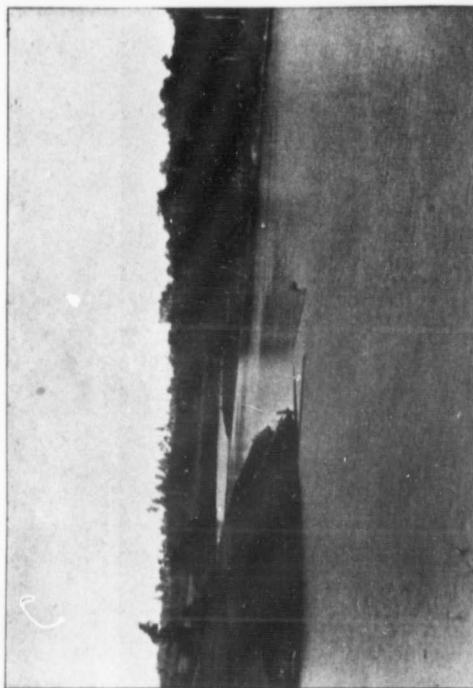
THE HUNT BALL.
From the celebrated picture by J. Steiner.



CANADIAN SUMMER SCENES: IN THE WOODS.
By Bliss Baker.



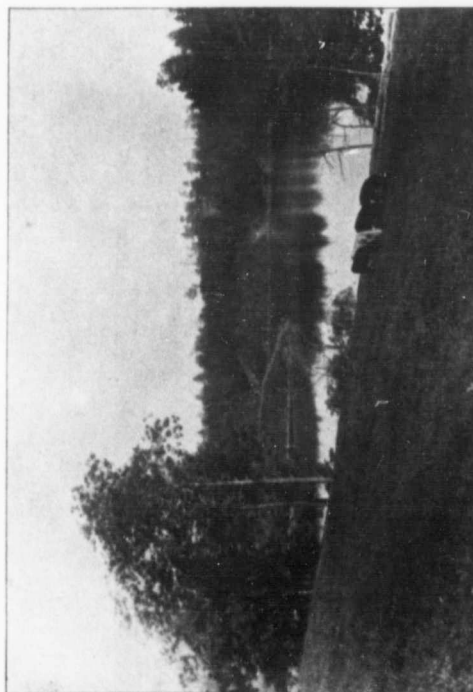
CANADIAN SUMMER SCENES: LOCK MASTER'S HOUSE, GRAND RIVER, ONT.



AROUND THE BEND.



ON THE CREEK.



FROM THE PARK.

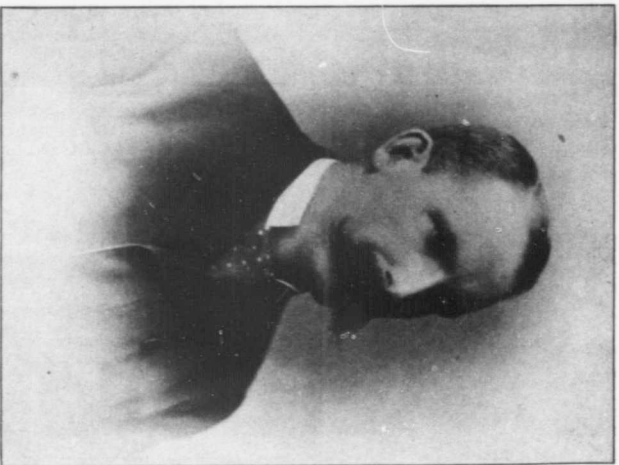


AT REST.

CANADIAN SUMMER SCENES:

CANADIAN SUMMER SCENES:

ON THE CREEK.



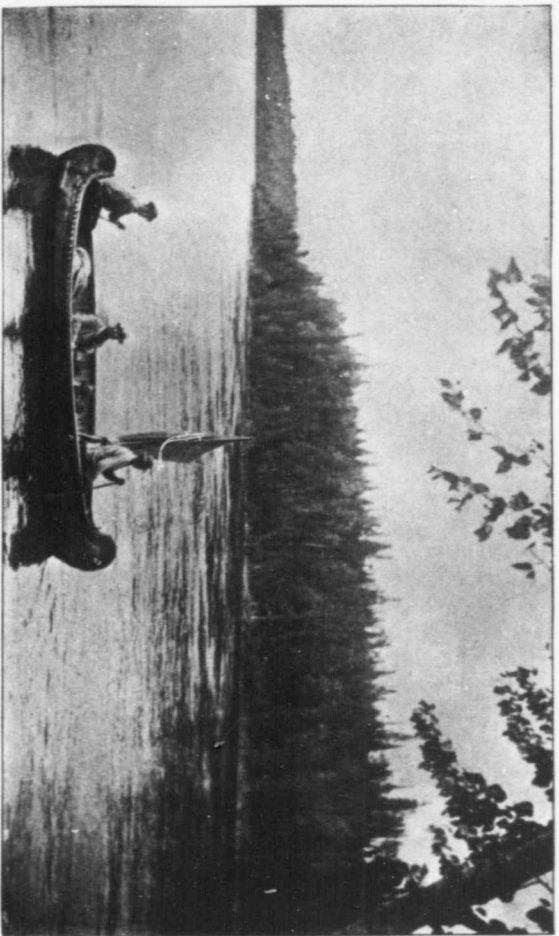
E. F. CLARKE, M.P., Mayor.



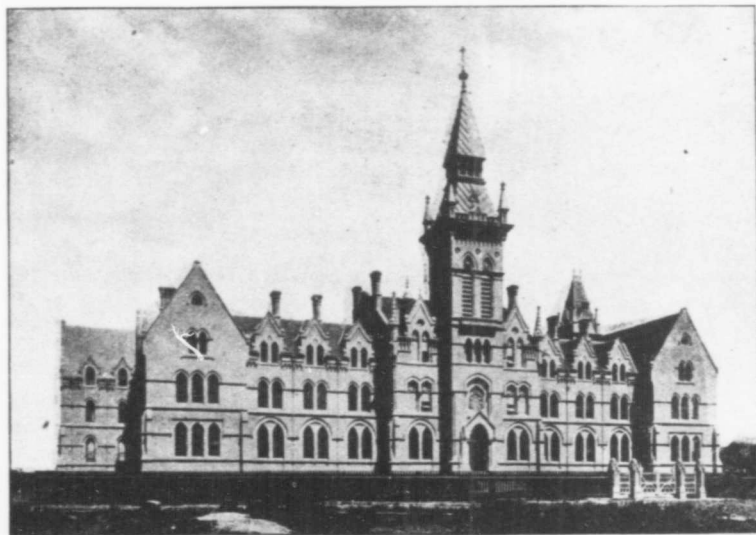
LIEUT.-COL. H. J. GRASSETT, Chief of Police.

CANADIAN SUMMER SCENES:

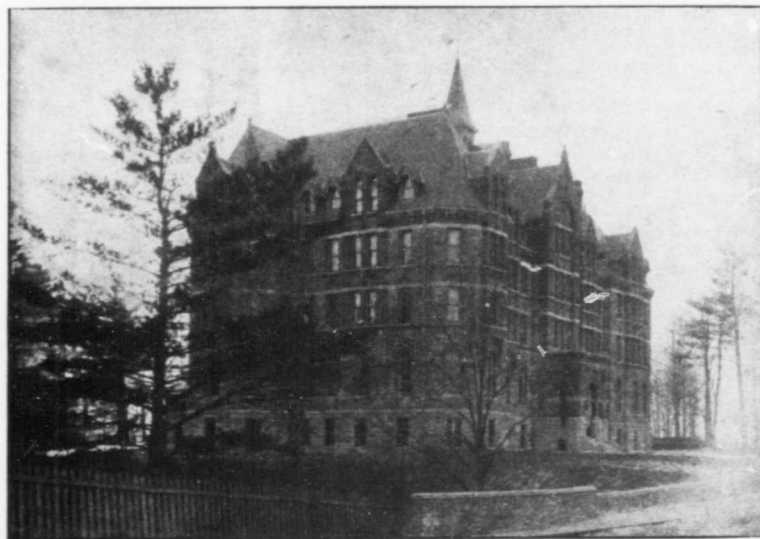
AT REST.



CANOEING.



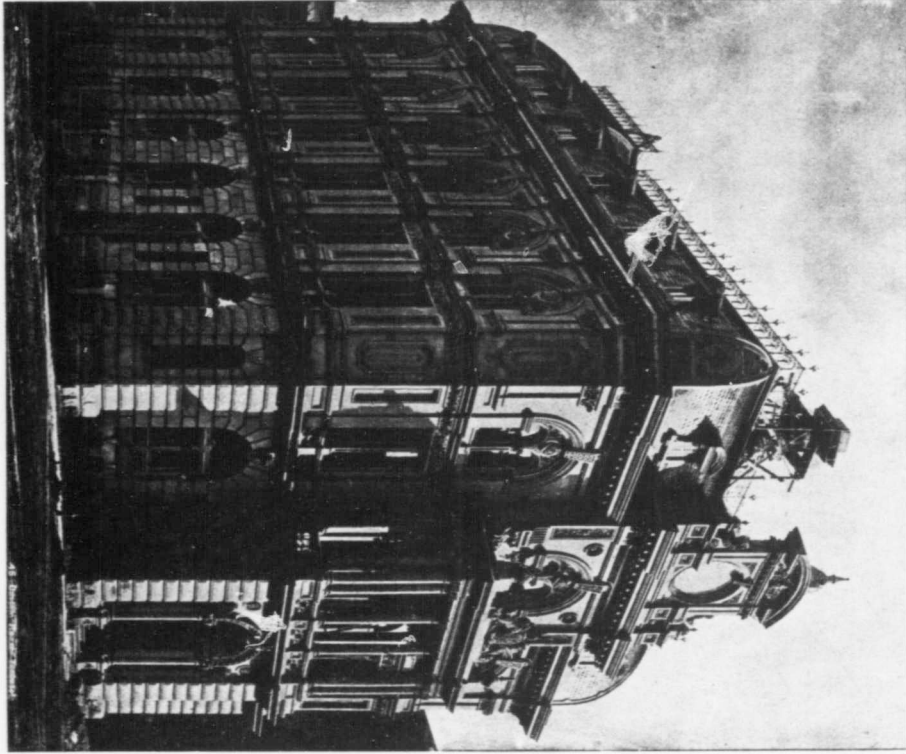
KNOX COLLEGE.



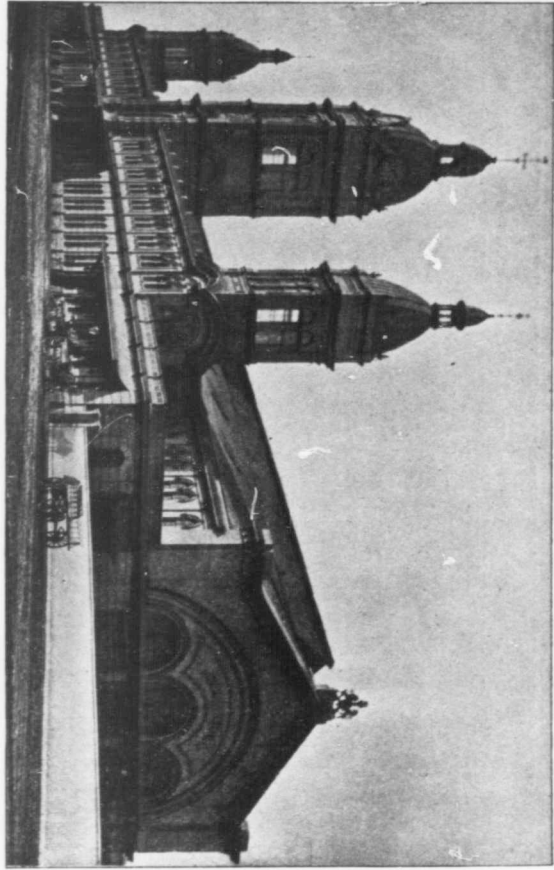
McMASTER HALL.



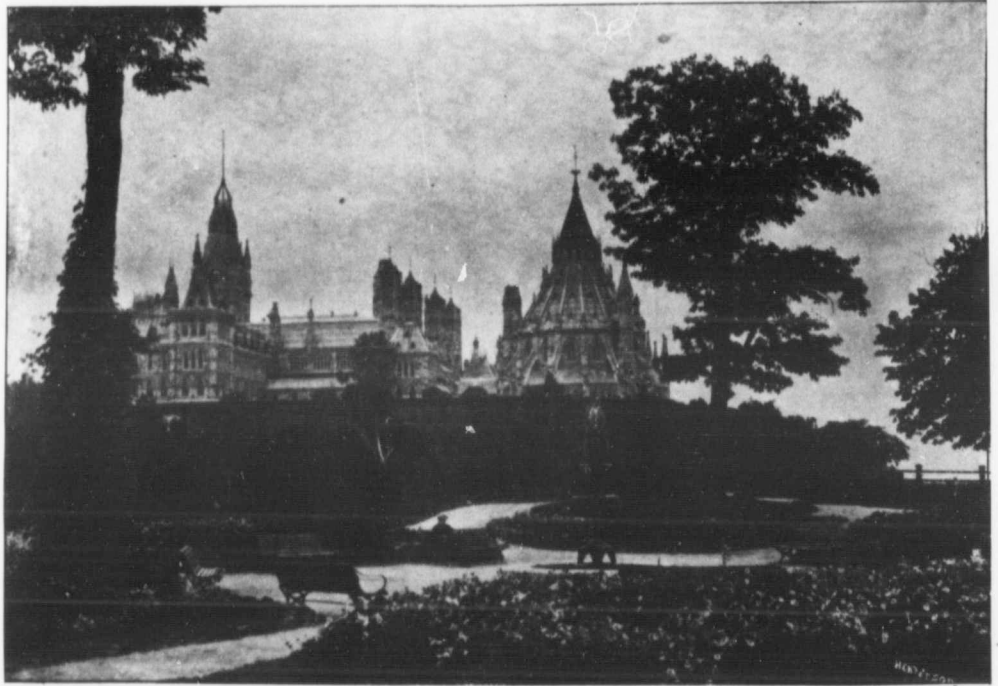
THE PUBLIC LIBRARY.



CUSTOM HOUSE.



UNION STATION.



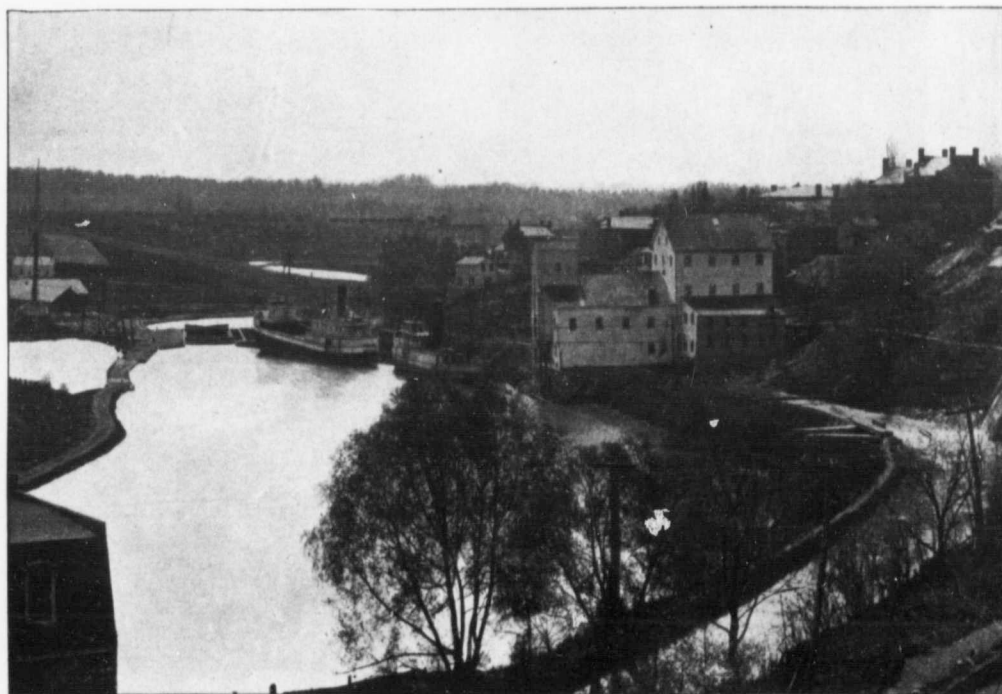
OTTAWA VIEWS: IN THE PUBLIC GARDENS



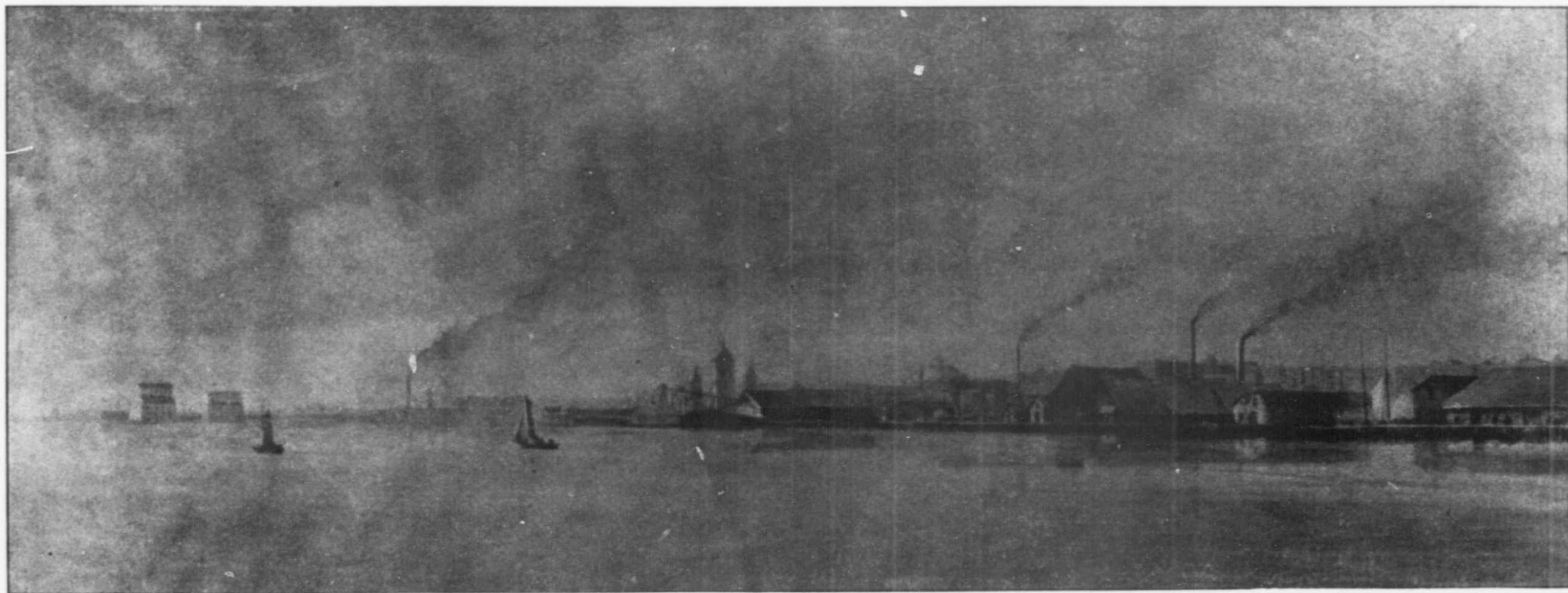
OTTAWA VIEWS: DUFFERIN BRIDGE



PARIS, ONTARIO.



OLD WELLAND CANAL, ST. CATHARINES, ONT.



VIEW OF THE CITY WATER FRONT, BETWEEN YONGE AND YORK STREETS, AS IT WAS BEFORE THE C. P. R. CO. COMMENCED THE CONSTRUCTION OF ITS WORKS.

ESPLANADE PICTURES.

The purchase and occupation by the Canadian Pacific Company of that portion of the Toronto water front which lies between Yonge and York streets, has been the subject of much lively discussion and controversy in the city press, and out of it arose a project for constructing a high level viaduct along Esplanade street for the use in common of all the railroads.

The three Esplanade pictures which we publish in this number were prepared for the purpose of explaining the situation more clearly, and are well worthy of the careful consideration of the citizens of Toronto.

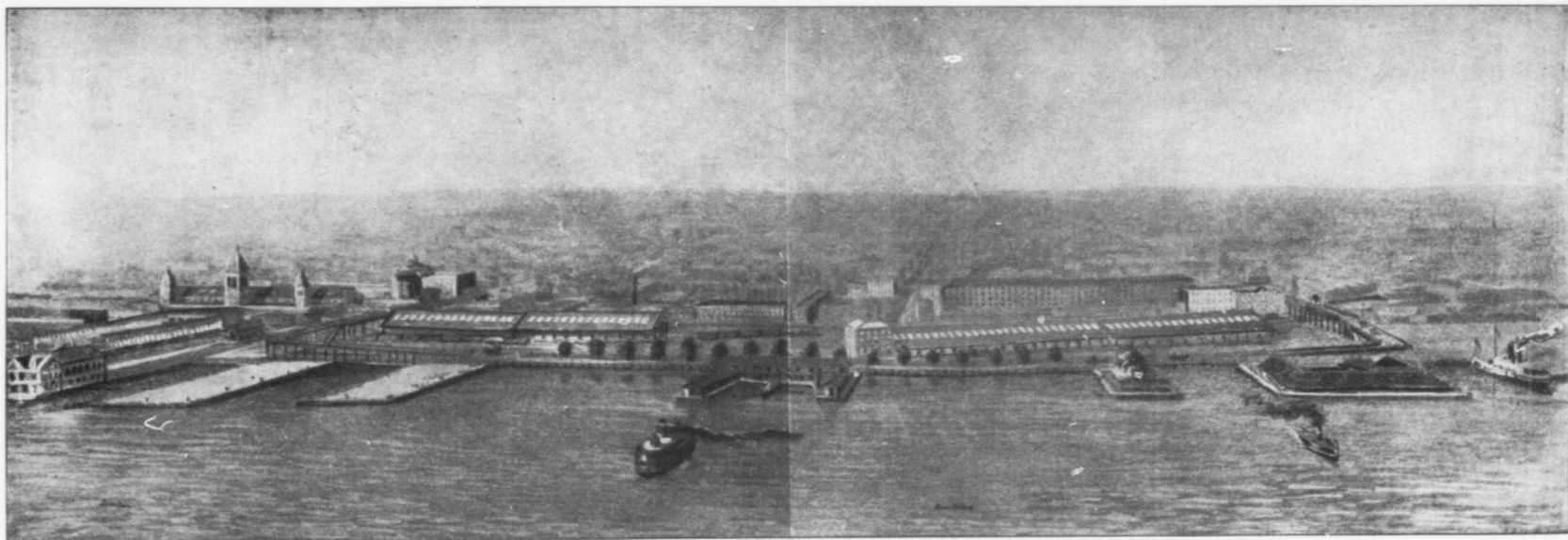
Number 1

Shows the water front between Yonge and York streets as it was when the Canadian Pacific Company purchased it. The picture recalls what

everybody well remembers,—tumble-down sheds, dilapidated wharves, unwholesome smells, broken fences, disorder, rottenness, dead dogs and water rats. Such was the most central, the most valuable and the best part of the Toronto water front three years ago, and such it had every chance of remaining for ever, had not the vigorous policy of the Canadian Pacific Company ordained it otherwise.

Number 2.

This illustrates the proposed works of the Canadian Pacific Company on the water front between Yonge and York streets. On the right is the Yonge Street Overhead Bridge, commencing at the corner of the Custom House and extending to Lake street—a new street, which, under the Windmill Line agreement, is to be constructed along the present old Windmill Line. On the left is the



VIEW OF THE CITY WATER FRONT, TORONTO, BETWEEN YONGE AND YORK STREETS, AND THE PROPOSED WORKS OF THE C. P. R. CO.
 Showing overhead bridges at Yonge and York Streets, and freight depot for incoming and outgoing freight.
 Total frontage, 1487 feet.

If no arrangement is made with the G. T. R. Co. for a union station, as provided for by the Montreal Agreement, the passenger station of the C. P. R. Co. will be erected on the site of the proposed freight depot marked AA.

York Street Overhead Bridge, commencing at the southeast corner of Front and York streets, opposite the Walker House, and also extending to Lake street. These bridges, it will be seen, will give easy and safe access to the wharves, one of which, namely, the central one, being intended for double-ender ferry boats. It is said that the company is willing, upon certain equitable conditions, to place the control of these wharves largely in the hands of the city. This arrangement will avoid all risk of monopoly, and will very largely

increase the shipping facilities of Toronto. The front along Lake street may be planted with trees and made very handsome. If this project is carried out, the city of Toronto will have reason to be proud instead of ashamed of its water front.

Number 3.

This illustrates with more details the proposed York Street Overhead Bridge. It will be seen that all vehicles and foot passengers start from Front street almost on the level and pass over all the

railway tracks on the Esplanade. The bridge, being partly built on the property of the C.P.R., takes very little from the width of the street, and presents a very ornamental and city like appearance.

The tower near the foot of the structure belongs to the C.P.R. passenger station, which will be built if the agreement between the G.T.R. Co. and the C.P.R. Co. for the reconstruction of the Union Station (known as the Montreal agreement) is not ratified by the city.

The overhead bridges proposed by the Montreal agreement are the John Street Bridge, the York Street Bridge, the Yonge Street Bridge, and one or two further east if required.

It was agreed that these should be constructed at the joint expense of the city and the two railway companies, except the John Street Bridge, which is to be constructed at the sole expense of the G.T.R. Co.

The estimated cost of these bridges is between \$70,000 and \$80,000.



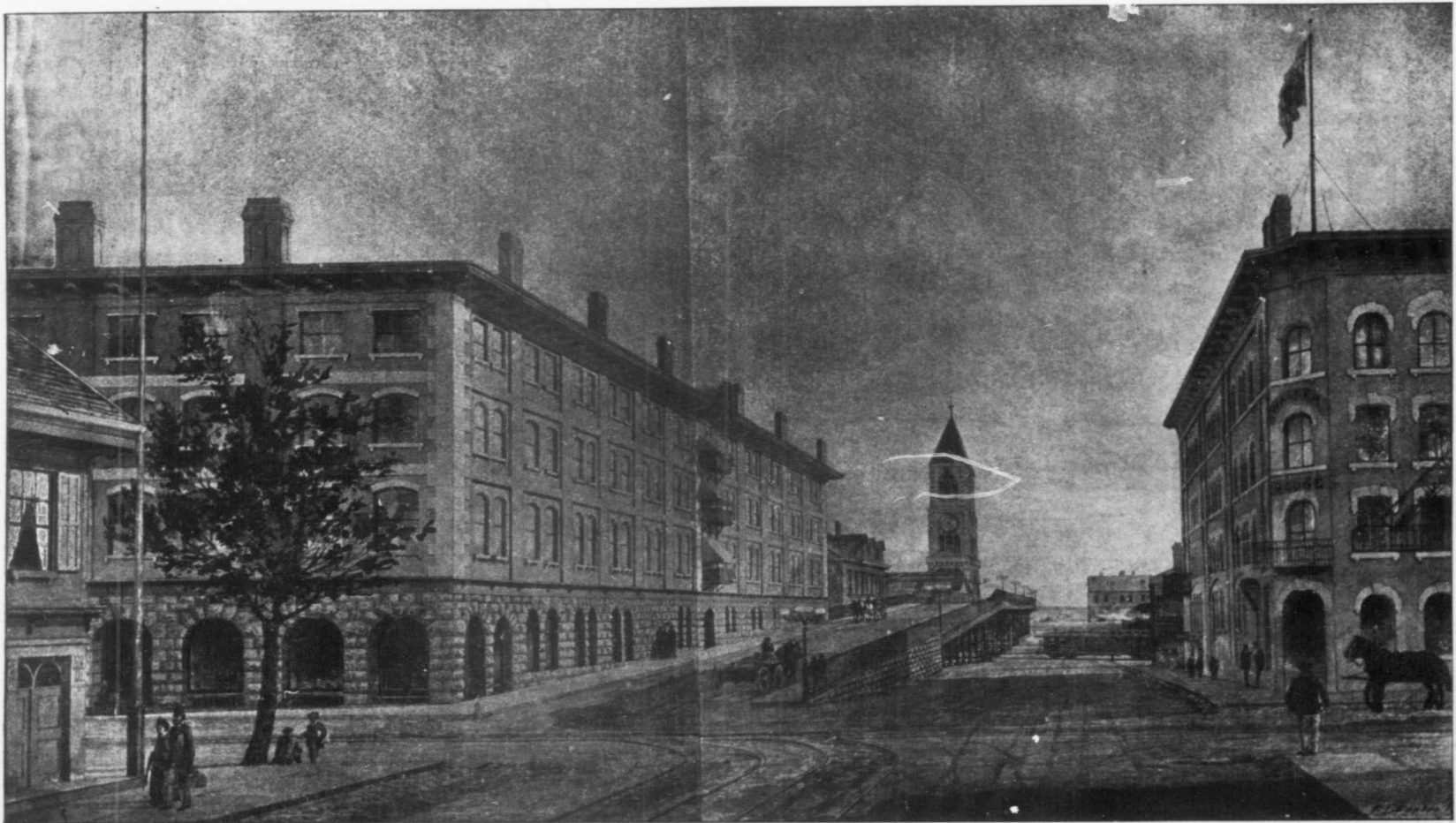
REV. D. J. MACDONNELL, B.D., Rector of St. Andrew's Church



REV. WM. McLAREN, D.D., Professor Knox College.



GROUNDS AND BUILDINGS FOR CANADA'S GREAT INDUSTRIAL FAIR AND AGRICULTURAL EXPOSITION,
 To be held at Toronto, 8th to 20th September next.
 The people's greatest annual holiday entertainment of instruction, education and amusement. It is attended each year by over 250,000 visitors.
 It promises to be greater and brighter this year than ever before.



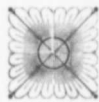
VIEW DOWN YORK STREET SHOWING OVERHEAD BRIDGE FROM FRONT STREET SOUTHWARD AS PROPOSED BY THE MONTREAL AGREEMENT.

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Has been well maintained in interest during the past year. Its illustrations are always good and valuable.—*The Globe, Toronto.*

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The issues which we have seen certainly place THE DOMINION ILLUSTRATED in the very front rank of journals of its class.—*The Canadian Gazette, London, England.*

Its portraits, illustrations and pictures are of a very high order indeed, and Canada is to be congratulated upon the production of such an admirable journal.—*The Colonies and India, London, Eng.*

We cannot speak too highly of this publication, the last number of which is almost better than the first. We heartily wish THE DOMINION every success. Everyone ought to take it.—*The Celtic, Halifax.*



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It will thus be seen that the first council was composed as follows:—St. Andrew's ward—Aldermen Thos. D. Morrison, M. D., John Harper; Councilmen John Armstrong, John Doel. St. David's ward—Aldermen W. L. Mackenzie, Jas. Leslie; Councilmen Franklin Jacques, Colin Drummond. St. George's ward—Aldermen Thomas Carfrae jr., Edward Wright; Councilmen John Craig, George Gedworth. St. Lawrence ward—Aldermen George Munroe, George Duggan; Councilmen Wm. Arthur, Landner Bostwick. St. Patrick's ward—Aldermen Rolph, M. D., Geo. T. Denison, jr., Councilmen Joseph Turton, Jas. Trotter. Dr. Rolph refused to be sworn into office after his election, and Dr. Timms was elected in his stead, taking his seat on the 25th April. In St. Lawrence ward Mr. Duggan was unseated, and Mr. Wm. Cawthra was elected. He did not take his seat till the 1st May. Mr. Bostwick, councilman, died in the course of a few months, and in his place Mr. Joshua G. Beard was elected, 15th September. M. Wm. Lyon Mackenzie was elected mayor by a small majority. The election was held on Thursday, April 4th, when the first meeting of the Council was held.

Thus the new city was fully equipped and started on a career the success of which has proved beyond the anticipation of her founders. During the brief period of a little more than half a century the population has swelled from 10,000 to 200,000. The gentlemen who have occupied the Mayor's chair since incorporation have done much to add to Toronto's greatness. Their names and terms of office are as follows:—

Name	Year
William Lyon Mackenzie	1824
Hon. Robt. Baldwin Sullivan, Q.C.	1835
Thomas D. Morrison, M.D.	1836
Geo. Garnett	1837
John Powell	1838-39-40
Geo. Munroe	1841
Hon. Henry Sherwood, Q.C.	1842-43-44
Wm. Henry Boulton	1845-46-47
George Garnett	1848-49-50
John George Bowes	1851-52-53
Joshua George Beard	1854
Hon. George W. Allan	1855
Hon. John B. Robinson	1856
Hon. Hutchinson	1857
Wm. Henry Boulton	1858
D. B. Read, Q.C.	1859
Hon. Adam Wilson, Q.C.	1860-60
John George Bowes	1861-62-63
Francis H. Medcalf	1864-65-66
James E. Smith	1867-68
S. B. Harman	1869-70
Joseph Sheard	1871-72
Alex. Manning	1873
Francis H. Medcalf	1874-75
Angus Morrison	1876-77-78
James Beatty, jr., Q.C.	1879-80
W. B. McMurrich	1881-82
A. R. Boswell	1883-84
Alexander Manning	1885
W. H. Howland	1886-87
E. F. Clark	1888-89-90

The Toronto of to-day must, however, possess more interest to the busy workers in industrial and intellectual pursuits than the muddy struggling city of the past. Every wooden, stone or asphalt pavement that goes down hides forever a portion of the slimy element that associated mud with the name of York. The twelve log cottages which lined the banks of the Don thirty years ago and constituted the habitations of the settlers, have long since disappeared and in their place have risen the structures which speak of the industry and wealth of Toronto. The Queen City is indebted for this to her great natural advantages and to her position in a country the area and fertility of whose soil is nowhere excelled and above all to the pioneers of those early days. In proportion to the extent and value of its resources does a city attain eminence in all great industries—in trade and manufactures—and hence in wealth and population. Toronto owes her eminence mainly to industrial enterprise. Not a city in the Dominion can boast of such an array of business houses as the capital of Ontario furnishes. Her Board of Trade, the business Exchanges, the wholesale and retail markets, have done much of late years to change the order of things. When it was the custom to gather for trade purposes in the old wooden chamber and picketed enclosure, and the group of tradesmen met to bargain and barter round the town pump. For the requirements of many manufacturing pursuits Toronto possesses advantages vastly superior to those possessed by any city in Canada. Several important factors enter into the creation of a manufacturing centre, the chief one, however, being the close proximity of the raw material. For our lumber supplies we have the mighty forests of Northern Ontario to draw upon, and from these regions comes our main supply of cut lumber of every description of hard and soft woods, principally used in manufacturing staves, headings, shingles, laths, round or hewn posts, and timber of every kind and size. The iron mines in the province, and also on the other side, contribute to our wants, while the great farming country, east, west and north, supply us with grains, wool, hides, and the several articles of farm produce. In fact, every species of material which enters into the composition of manufactures is within our reach, and practically speaking, at our very doors, through our unsurpassed facilities for speedy transportation. The manufactures of iron, steel, brass and copper here embrace every branch. Furniture, waggons and carriages, agricultural implements, pianos and organs, billiard tables, picture frames, soap, brewing, distilling, and malting, sugar, tobacco and cigar manufacturing, clothing, chemicals, textile fabrics, hats, caps, leather, boots and shoes, and a hundred other articles recur to the mind at a few moments' reflection as being among the staple manufactures of the city. It is, however, to her position as distributing point, as the chief emporium in the province where the retail dealers may pur-

chase their stocks that Toronto owes a great deal of her present prosperity. The wholesale houses of this city have reached out in every possible direction for trade, completely covering the ground between the Rockies and the Atlantic. Take the national staples of trade, such as dry goods, clothing, boots and shoes, or groceries. Where is there a city in Canada that can equal our dry goods or grocery establishments, either in number, size of the buildings, or the magnitude of the business transacted in them? What other city in the Dominion can boast of such an invasion of purchasers as come here every year at the spring opening? Not one. The position of Toronto-to-day is a unique one. In the early years of her history she did not walk, but ran. If she had given to her the age of Montreal or Quebec, she would long ago have been the first city of the Dominion. But this is only a question of time. Every day that her citizens transact their business brings them nearer to the period when Toronto will attain, what she is without doubt destined to become, the distinction of being the hub of Canada, the centre of this great country's wealth and commerce, the spot from which radiates forth all that is noble and ennobling in literature science and art.

If the level site of Toronto has little charm of character it has at least the advantage of expansiveness. There is plenty of room to live in. With this advantage the dwelling-house has not been slow to become the most important problem with which the Toronto architect has to wrestle. He does not deal with a mere front in a row, but has a whole house to place upon the ground. It is never safe to praise anybody, yet in view of the number of interesting buildings to be seen now on the streets where ten years ago there was nothing to lift the eye to except with sorrow, it would be unjust not to congratulate the architect upon his success so far before suggesting further improvements. Our public buildings represent the wealth and power of the community. Our churches appeal to the world with dignity as witnesses of the faith. Of buildings other than dwellings a good deal might be said. The idea which has done so much to beautify the cities of the United States seems to have at last reached Toronto, that it pays a commercial concern to establish itself in a fine building. Warehouses south of King street are growing up to the high level mark rapidly, and some very good work has been done among them. King street itself is only in a growing state, but a good lead has been given and more buildings are promised, while much of what remains is in a state of decrepitude that is its own promise. Churches have been built in abundance—as varied as religious opinion. The great and still imperfectly solved problem is, which the untraddition church is, whose aim may be briefly defined as the evolution of a religious hall. They appear to be drawn away from their idea in two directions contrary to one another; the one towards tradition and the other towards secularity. There is generally on the outside a want of frank recognition of the building's real character. An external effect is aimed at, based on Catholic form. Inside, on the contrary, the theatre is followed as a guide down to details of seating, which surely are hardly consistent with the most simple and untrammelled conception of posture in worship. The mean is hard to strike, and requires the co-operation of the church-goer, who, perhaps, will be slow to realize the powerful effect which is brought to bear upon his life by truth in art.

One of the most striking features of Toronto's development is the steady increase in land values which has contributed largely to the additions to the assessment. In round numbers, the increase in the assessment in 1886 was \$10,000,000; in 1887 \$12,000,000; in 1888, \$15,000,000, and in the last assessment, \$21,000,000. In scarcely any other department is the growth of the city so apparent as in the Department of Works. In 1882 the total amount expended under the City Engineer was \$225,318.25, while for the year 1889 the amount so expended reaches the total of \$1,606,472.70. In seven years the amount has increased eight-fold. During the past year there were 28,287 pupils in attendance at the public schools, an increase of 3,221 over the previous year. The Public Library is a valuable indicator of the intellectual life of the city. During the past year nearly 311,000 books have been circulated, an increase on the previous year of 31,785, or about 11 per cent. The Reference Library, which now consists of 25,000 volumes, is becoming very valuable, and contains many books which are not to be seen elsewhere in the Dominion. The sanitary condition of the city is very satisfactory. Taking the mortality returns for the Dominion for the last six months, it is seen from the death rate of the various cities that the standing of Toronto as a healthy city is exceptionally high. The death rate is two-thirds less than that of either Montreal or Quebec, and one-half less than Ottawa or Winnipeg. From statistics furnished it is seen that the number of deaths in the year 1889 was 2,573, being 121 less than in 1888, and even less than in 1887, notwithstanding the large increase in population.

An idea of the financial interests of Toronto may be gathered from the returns of the Toronto banks which show the following figures for 1889:—

Capital paid up	\$17,709,000
Circulation	11,541,000
Deposits	48,922,000
Loans and discounts	67,585,000
Net cash and foreign discounts	8,657,000

The growth of foreign commerce of the city of Toronto may be taken as some indication of the development of her commercial interest. Figures are appended which show the growth of Toronto's foreign trade in the principal commodities from 1885 to 1889:—

	1885	1889
Cotton Goods	1,965,990	1,375,178
Fancy Goods	656,188	636,749
Hats and Bonnets	273,297	381,498
Silk Goods	684,971	1,095,566
Woolen Goods	1,549,768	2,846,625
Books and Pamphlets	405,088	547,515
Grain	60,319	174,151
Drugs and Medicines	158,813	236,994
Earthen and China Ware	144,777	225,170
Flour and Meal	36,583	29,623
Fruits, Dried, etc.	212,866	104,484
Fruits, Green	109,137	221,439
Glass and Glassware	244,551	408,801
Hops	8,229	75,541
Iron and Steel Goods	1,162,556	1,401,205
Jewellery and Watches	268,946	401,086
Lead and Manufactures of	34,406	135,921
Lumber	389,238	379,898
Marble and Stone Manufactures	38,841	150,027
Musical Instruments	124,086	184,856
Oils	88,887	105,514
Paper and Manufactures of	308,823	390,994
Provisions	37,944	188,488
Rice and Farinaceous Foods	24,423	29,628
Seeds	81,456	105,514
Syrups	13,625	26,148
Tans	39,968	20,710
Tobacco, Snuff, etc.	44,659	26,823
Wood and Manufactures of	109,579	246,965
Total Dutiable Goods	13,736,422	16,683,080
Total Free Goods	3,053,831	4,450,182

Toronto's imports in 1889 were valued at \$20,457,376 and to this a duty of \$4,339,839 was collected. The following were the principal exports during that year:—

Produce of the Mine	2,059
Produce of the Fisheries	185
Produce of the Forests	349,776
Animals and their Food	1,999,749
Agricultural Produce	1,000,000
Manufactures	668,686
Miscellaneous	10,761
Total	2,952,077

Toronto is the most important railroad centre of the Dominion. The number of trains arriving daily and the anxiety of various companies to get an entrance into the city and secure accommodation demonstrate the importance of this city as a shipping point. The returns show that during the year 1889 the railway carried into Toronto 117,354 carloads of merchandise aggregating a tonnage of 1,520,320. The facilities for water transportation afford sufficient competition to keep the rail rates down to reasonable figures. The importance of the lake traffic is shown by the following figures which indicate the goods per steamer or vessel in 1889:—

General Merchandise	Tons	11,427
Coal	Tons	166,136
Sheep, etc.	Tons	30
Horses and Horned Cattle	Tons	392
Grain and Pulse	Bushels	148,190
Building Stone	Tons	7,096
Building Sand	Tons	584
Laths and Hoops	Tons	180,000
Wood	Cords	725
Stone	Tons	3,447
Fruit	Barrels	10,065
Fruit	Boxes	3,825
Fruit	Baskets	111,768
Fruit	Bags	449
Lumber	Feet, B.M.	1,005,500
Bricks		47,000

The educational institutions of Toronto are numerous and important. They include the University of Toronto, Upper Canada College, the Toronto University Medical Faculty, the University College, Trinity College, the School of Practical Science, Knox College, the Collegiate Institute, the McMaster University, St. Michael's College, Bishop Strachan's School, the Toronto Conservatory of Music, the Toronto School of Art, the Associated Artists' School of Art and Design, the Normal School, and a long list of Public schools too numerous to mention. Toronto has long been celebrated for its schools; at all the Public schools the education is practically free, and at the different colleges the fees are comparatively moderate, while the facilities for completing almost any branch of study are such as to enable the Queen City to take equal rank in educational resources and facilities with any city on the American continent.

The tourist who visits Toronto-to-day will find that much of the architectural beauty is in an incomplete state. The Parliament Building and the Board of Trade Building are not in a sufficiently finished state to invite close inspection. They are interesting, however, as indications of the new era in architecture which has dawned and as forerunners of the stately structures which are beginning to rise in various parts of the city. For the benefit of those who desire to see points of interest around the city a list of the principal ones is appended:—

- Queen's Park, University ruins and Park Buildings.
- McMaster Hall, Bloor Street, and Trinity University and Knox College, Spadina Avenue.
- Rose Hill Reservoir Park, Mount Pleasant Cemetery St. James Cemetery and the Necropolis.
- Toronto General Hospital and the Sick Children's Hospital.
- Horticultural Gardens, Normal School, Riverdale Park, Exhibition Park, Fort Rouille and High Park.
- Provincial Lunatic Asylum, Mercer Reformatory and Central Prison.
- St. James Cathedral, St. Michael's Cathedral, Metropolitan Church, Knox Church, St. Andrew's Church, Jarvis Street Baptist and many others.
- The Bay and Island, including Hanlan's Point, the Wiman Baths and the Island Park.

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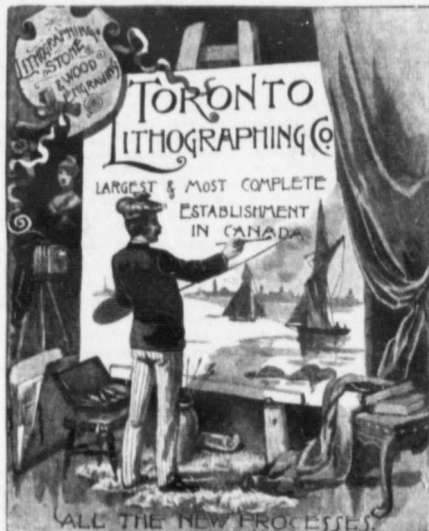
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The first reference to Toronto in any published work—and it is said to be the very earliest—is contained in a book published in London, Eng., in the year 1765. The work is a very interesting narrative of the travels and adventures in North America of the Major Rogers, "commanding his Majesty's independent company of Rangers," and deals principally with the period at which the capitulation of the Canadas by the French to the British took place.

Written by Major Rogers, in the form of a journal, which he presented to the public shortly after the close of his military career. In order that the Major's mission to Upper Canada may be thoroughly understood it will be well to quote the orders and instructions he received prior to setting out on a journey which was then very difficult to accomplish, says the Major:—

"On the 9th (Sept.) Gen. Amherst informed me of his intention of sending me to Detroit, and on the 12th, in the morning, when I waited upon him again, I received the following orders:—

"By his Excellency Jeffrey Amherst, Esq., Major-general and commander-in-chief of all his Majesty's forces in North America, etc.

To Major Rogers, commanding his Majesty's independent companies of Rangers. You will upon receipt hereof, with Capt. Waites and Capt. Hazen's companies of Rangers under your command, proceed in whale boats from hence to Fort William Augustus, taking along with you one Joseph Poupao, alias La Fleur, an inhabitant of Detroit, and Lieut. Brehme, assistant engineer. From Fort William Augustus you will continue your voyage by the north shore to Niagara, where you will land your whale-boats and transport them across the carrying-place into Lake Erie, applying to Major Waiters, or the officer commanding at Niagara, for any assistance you may want on that or any other occasion, requesting of him, at the same time, to deliver up to you, Monsieur Camelin, who was made prisoner at the reduction of the said fort, and has continued there ever since, in order to conduct him, with the above-mentioned Poupao, to their inhabitants at Detroit, where, upon taking the oath of allegiance to his most sacred Majesty, whose subjects they are become by the capitulation of the 8th inst. they shall be protected in the peaceable and quiet possession of their properties, etc."

"In pursuance of these orders I embarked at Montreal the 13th September, 1760, about noon, in fifteen whale-boats; and that night we encamped at La Chine; next morning we

reached Isle de Praires. * * * * On the 22nd we continued our course up the river, till we came to the place where formerly stood the old Fort of Frontenac (Kingston), where we found some Indian hunters from Oswegachi (Ogdensburg). We were detained here all the next day by the tempestuousness of the weather; we, however, improved the time in taking a plan of the old fort, situated at the bottom of a fine, safe harbour.

"There were about five hundred acres of cleared ground about it, which, though covered with clover, seemed bad and rocky, and interspersed with some fine trees. The Indians here seemed well pleased with the news we brought them of the surrender of all Canada, and supplied us with great plenty of venison and wild fowl.

We embarked very early on the 28th, steering south-west, leaving a large bay on the right, about twenty miles wide, the western side of which terminates in a point, and a small island, having passed both, about fifteen miles on a course west by south, we entered the chops of a river, called by the Indians the Grace of Man; there we encamped, and found about fifty Mississauga Indians fishing for salmon.

* * * * The wind being fair on the 30th we embarked at the first dawn of day, and with the assistance of sails and oars made a great way on a south-west course, and in the evening reached the River Toronto (River Humber), having run seventy miles. We passed a bank of twenty miles in length, but the land behind it seemed to be level, well timbered with large oaks, hickories, maples and some poplars. No mountains appeared in sight. There was a tract of about 300 acres of cleared ground round the place where formerly the French had a fort, that was called Fort Toronto (Fort Rouille). The soil here is principally clay. The deer are extremely plenty in this country. Some Indians were hunting at the mouth of the river, who ran into the woods at our approach, very much frightened.

"They came in, however, in the morning, and testified their joy at the news of our success against the French. They told us that we could easily accomplish our journey from thence to Detroit in eight days; that when the French traded at that place the Indians used to come with their poultry from Michilimackana down the river Toronto; * * * * they added, there was a carrying-place of fifteen miles from some westerly part of Lake Erie to a river running without any falls through several Indian towns into Lake St. Clair.

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