

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1985

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

- ☐ Coloured covers/
Couverture de couleur
- ☐ Covers damaged/
Couverture endommagée
- ☐ Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- ☒ Cover title missing/
Le titre de couverture manque
- ☐ Coloured maps/
Cartes géographiques en couleur
- ☐ Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- ☐ Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- ☐ Bound with other material/
Relié avec d'autres documents
- ☐ Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distortion le long de la marge intérieure
- ☐ Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.
- ☐ Additional comments:/
Commentaires supplémentaires:

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☐ Coloured pages/
Pages de couleur
- ☐ Pages damaged/
Pages endommagées
- ☐ Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- ☐ Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- ☐ Pages detached/
Pages détachées
- ☒ Showthrough/
Transparence
- ☒ Quality of print varies/
Qualité inégale de l'impression
- ☐ Includes supplementary material/
Comprend du matériel supplémentaire
- ☐ Only edition available/
Seule édition disponible
- ☐ Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
				✓							

The copy filmed here has been reproduced thanks to the generosity of:

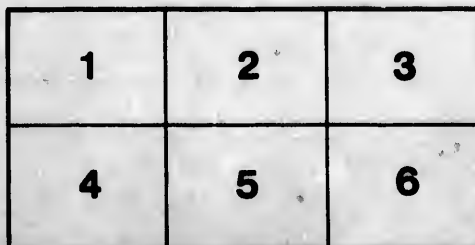
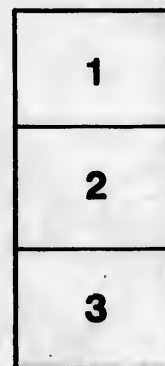
Metropolitan Toronto Library
Canadian History Department

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol ➡ (meaning "CONTINUED"), or the symbol ▼ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Metropolitan Toronto Library
Canadian History Department

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

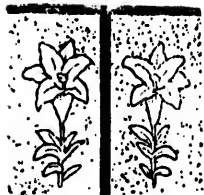
Un des symboles suivants apparaît sur la dernière image de chaque microfiche, selon le cas: le symbole ➡ signifie "A SUIVRE", le symbole ▼ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

TORONTO THE BEAUTIFUL.



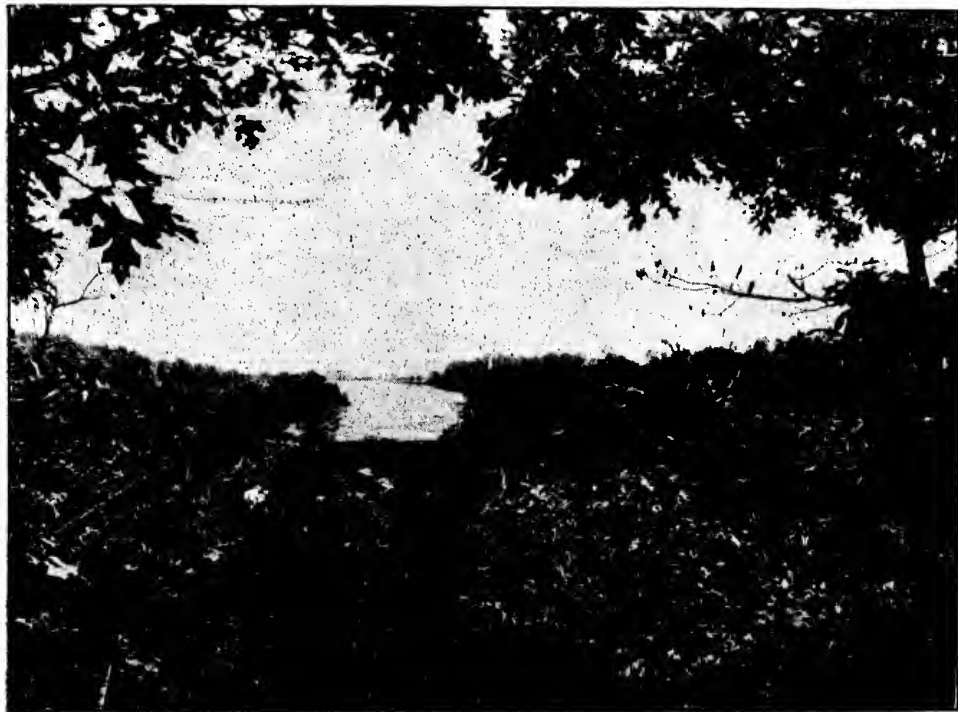
Toronto the Beautiful.



HERE is no city on the continent of America whose residents and visitors enjoy greater advantages in the way of an infinite variety of beautiful natural scenery and pleasure resorts within easy access than Toronto. Our delightful surroundings and the many attractive breathing spaces with their alternations of lake and upland, wood and river, which spread their charms before the toil-wearied seeker of rest and relaxation, are the pride of the citizen and the wonder and admiration of the tourist. Some years ago a writer or speaker bestowed upon our city the somewhat Pharisaical and pretentious epithet of "Toronto the Good"—a phrase occasionally revived to point a not wholly undeserved sarcasm at ultra-Sabbatarianism. A more appropriate designation and one savoring less of self-righteousness would be "Toronto the Beautiful." In almost every direction by a journey of from two to five miles from the heart of the city, which, thanks to the electric car, is now only a matter of a few minutes, the lover of nature or the tired worker may be set down in quiet, restful glades where the natural beauty of the woodland has been unimpaired or but enhanced by the art of the landscape gardener, or upon breezy hillsides where the country lies outspread before him like a panorama. In the winding paths or leafy recesses of our parks and ravines he will, except on a public holiday, find a

BR
917.13541
T5919

ors
ful
ato.
ces
rich
on,
the
the
ally
pri-
ul."
ity,
e or
the
pon
ling
d a



HIGH PARK FROM NEAR BLOOR STREET.

silence and a sense of remoteness from the restless world of labor and business that will make it difficult to realize that he is not many miles distant from the sights and sounds of civilization.

While strangers go into raptures over the attractions of our public parks and pleasure grounds, there are very many citizens of Toronto who are but little acquainted with the picturesque and romantic scenes at their own doors. Occasional outings may have given them some slight acquaintance with those more accessible or generally frequented, but there are many beautiful localities which are entirely unknown to them. They do not as yet fully realize how easily and cheaply many places which formerly required a tedious journey to reach them can now be visited owing to the extension and improvement of the street railway system. It no longer requires half a day to make a trip to High Park, Victoria Park or the more distant of our suburban resorts. There is no doubt that if the public generally knew how readily some of the suburban attractions could be reached, many more people than now avail themselves of the advantages of fresh air and rural scenery would spend their leisure hours amid these healthy and delightful surroundings. There are hundreds of well-to-do people who know comparatively little of the charming and diversified landscapes lying within half an hour's ride of their own doors, who will take long trips into the country to distant resorts, often involving fatigue, expense and discomfort to spend a short time among scenes not nearly so attractive as those at home which they leave unvisited. The object of this publication is to give the public a better idea of the many beautiful and easily accessible spots in the immediate neighborhood which can be reached by the street railway system.

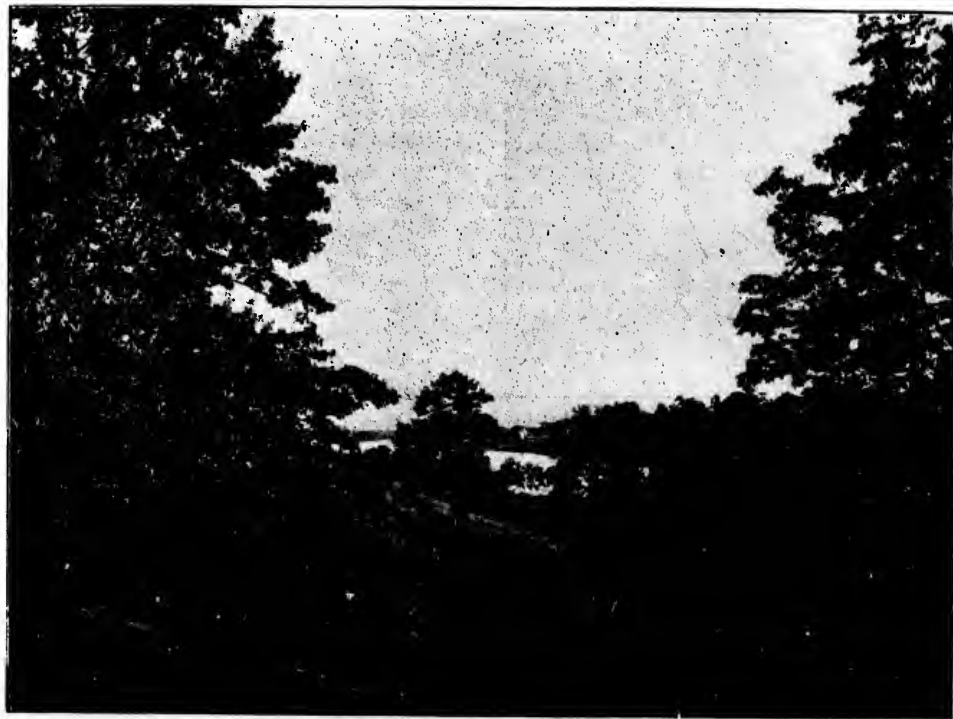
Probably the main reason why the suburban parks and open spaces are not better known and more frequented by the general public, is that hitherto there has been no public and inexpensive means of access to them upon the only day of the week when the vast majority have leisure and opportunity for an outing. Sabbatarianism pushed to an unreasonable extreme by

prohibiting the running of Sunday street cars has deprived not only those generally designated the "working classes," but a large majority of those engaged in business and professional callings of the most innocent and wholesome recreation that could be offered to the wearied frame and the over-strained mind. Overlooking altogether the divine admonition that "the Sabbath was made for man, and not man for the Sabbath," the advocates of strict Sunday observance make the day of rest to many people a day of enforced weariness by debarring them from the fresh air and green fields and quiet, restful spots where every influence tends to strengthen, soothe and elevate mind and body. One of the most inspiring and ennobling sentiments is a love of nature and an appreciation of the beautiful and picturesque. Yet owing to a strange misconception of the spirit and tenor of Gospel teachings, tens of thousands are growing up in this city with this purifying instinct stifled and undeveloped for lack of opportunity to cultivate it. "The groves were God's first temples." He who lives near to the heart of Nature is not far from the kingdom of Heaven. If anyone possesses a spark of religious sentiment, a grain of faith in something higher and better than mere material pleasures and sordid aims, it will surely be called forth and strengthened by a day spent in the open air where all sights and sounds speak of rest and peace and harmony, rather than amid the dust and gloom and squalor of the crowded street. A free access to the lovely and fascinating scenes where solitude unbroken now prevails on the first day of the week, would make the people better morally and physically, would bring the color of health to many a pale and sickly cheek, recruit many a toll-worn frame and bring cheer and repose and gladness to many an overburdened mind. It is no extravagant use of language to say that in counteracting the deadening, depressing influence of the quarters in which many are unhappily forced to live and toil, it would be in the true sense of the word a religious movement and that the Sabbath would then literally become, as its Divine Founder intended, a real "day of rest."

HIGH PARK.

The most spacious and picturesque of the city's breathing spaces, High Park, is situated at the western limit, immediately overlooking the beautiful Humber Bay and the land-locked waters of the Grenadier Pond. It comprises upwards of three hundred acres, extending northward about a mile to Bloor street, and is distant about three miles and a half from the business centre, from which it can easily be reached in half an hour either by the King or Queen street lines, including the short walk from the present terminus to the main entrance on the Lake Shore road. In a short time, however, the necessity of walking for any portion of the way will be avoided and the street railway service will convey passengers into the Park at a more central point by way of Dundas street and High Park avenue, along which the rails are already laid. Nowhere within the same limits can be found a greater variety of lovely woodland scenery. The irregularities of the ground which render it of trifling value for purposes of cultivation greatly enhance its beauty and attractiveness as a pleasure resort, and in the contrasts of hill and valley, woodland and plain, effects are afforded which the costly art of the landscape gardener might in vain strive to rival. Through the more southerly and eastern portions of this delightful spot broad drives and well shaded avenues and footpaths wind amid slopes beautifully clad with foliage, and in spring and summer copiously decked with wild flowers in great variety and profusion. The artistic eye is charmed and delighted by the many combinations and contrasts of color, varying from the sombre green of the pine to the delicate and vivid verdure of the beech. At every point new beauties present themselves and fresh vistas tempt the pedestrian to stray from the beaten path. In the western and northern portions of the Park the land rises in a thickly wooded slope, where the hillsides and ravines display the larger species of ferns in a rank and tropical luxuriance. From the hill overlooking the Grenadier

at
ked
rth-
ness
reet
ake
will
tral
aid.
ery.
tion
hill
gar-
this
uti.
reat
ons
ivid
mpt
ark
ger
dler



SCENE FROM THE PICNIC GROUNDS, HIGH PARK.



BY-PATH IN HIGH PARK.

Pond, which forms the favorite picnic ground, a grand view is obtainable. Here are accommodations for picnic parties, which are held daily throughout the season, and here hundreds of merry children may be seen enjoying themselves in the shade of tall, spreading oaks, beneath which swings have been constructed, while the pond, studded with water-lilies, invites those who are fond of boating or fishing. A large, breezy plateau, mostly clear of timber but dotted here and there with fine trees, stretches away towards Bloor street. The upper end of Grenadier Pond is thickly wooded on both sides, and from the rising ground commanding a view of the pond looking towards the lake can be seen one of the loveliest landscapes anywhere in this part of the country.

A portion of the Park that certainly ought not to be overlooked is the hill which rises abruptly from the further entrance on the Lake Shore road, skirted by a drive which leads to the picnic grounds. It presents a grand view of the lake and in the warmest days of the summer is deliciously cool, owing

to the lake breezes and the ample shade of the foliage. Further to the rear is the house formerly occupied by Mr. John G. Howard, gratefully remembered as the donor of this magnificent Park to the people, and the tasteful mausoleum where his remains repose. Who shall estimate the value to the citizens of Toronto of such a grand natural recreation ground or the wholesome influences of ready access to its restorative and vitalizing atmosphere after days of close confinement and arduous toil in the hot and dusty city? Yet on the day when the people could best avail themselves of its blessings, and freedom from work would enable them to enjoy to the full the lavish bounties of Nature, nine-tenths of them are as effectually debarred from visiting it as though it were hundreds of miles distant. There are numbers of people in Toronto who have never seen High Park and never will unless the restriction which prevents their doing so on Sunday by denying them the use of the cars is removed.



SCENE IN ROSEDALE.

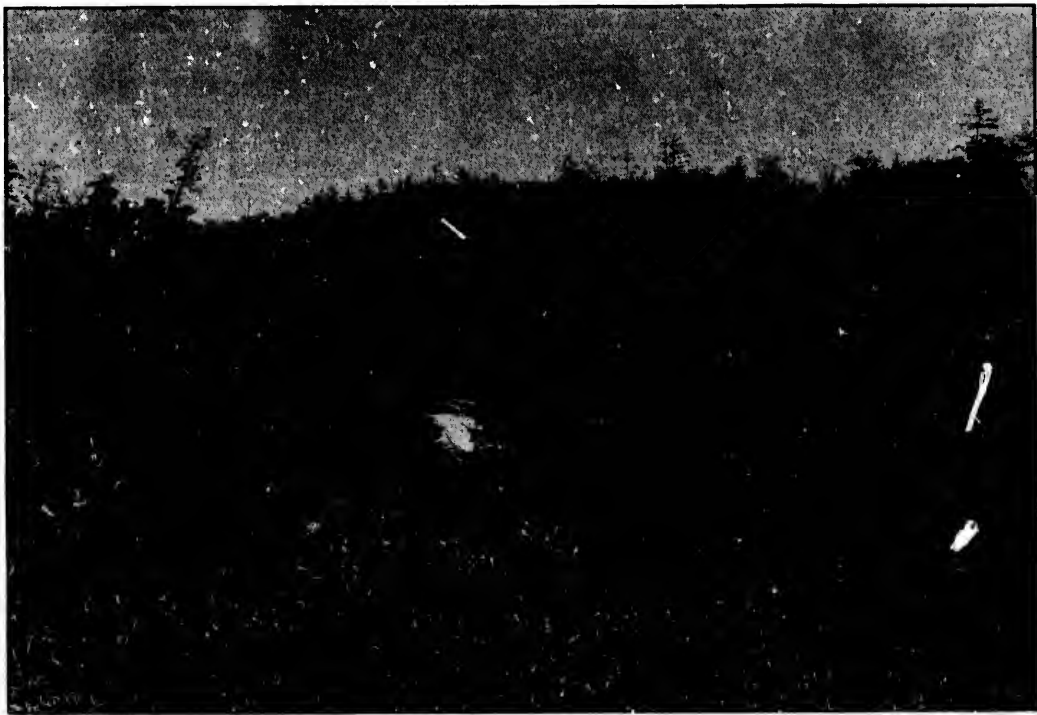


OSEDALE, the name popularly given to a large area in the north-eastern part of the city, which, owing to the broken and hilly formation of the ground, remains largely in its natural condition, is traversed by two most picturesque ravines, extending in a winding course south-easterly from Yonge street to the Don Flats. They are rendered accessible

by iron bridges at several points, and many handsome suburban residences have been built in the locality. There is no more lovely scenery anywhere in Canada than the views presented from some points of this beautiful natural park. The sides of the ravines, in some places precipitous, in others gently sloping, are thickly wooded, and the light, gossamer-like structure of the bridges thrown across the chasm in no way detracts from the romantic aspect of the scene. The lower portion of the first ravine is densely

timbered with large forest trees, and on its western slope is overlooked by St. James's Cemetery and the Necropolis. These beautiful resting-places of the dead are surrounded by every sylvan charm, and no more quiet or enchanting spot could have been selected for the bestowal of the last rites of affection than that where every natural influence tends to soothe and tranquillize the mind. Here, especially on Sunday, may be seen those who mourn departed friends, visiting the graves and decorating them with wreaths or flowers as an evidence that their memory is

large
city,
erma-
its
most
ding
t to
sible
ome
lity.
nada
this
nes,
ing,
like
n in
the
sely
tery
van
the
llis
ting
y is



THE SECOND ROSEDALE RAVINE.

still green in the hearts of those who loved them when living. And what more appropriate day could be devoted to this essentially religious observance than the day of rest? But on account of the distance of the greater part of the city those who desire to re-visit the last resting-place of their dead are unable to do so except by a long and wearying walk, or an expenditure in carriage hire which they cannot afford. Has not the world been sufficiently re-created by the power of steam and electricity to give us the right to expect these privileges to be shortened and cheapened by the facilities that we enjoy on ordinary week days?

A road leads down the bank from St. James's Cemetery through a growth of sombre pines to the valley, and thence up the opposite hill, known as Castle Frank. This locality possesses a historic interest as the site of the residence of that name, built by Governor Simcoe early in the century. It is no wonder that the allurements of the neighborhood and the magnificent prospect embracing the broad meadows of the Don and distant verdure-clothed uplands impelled him to choose this location. Every vestige of the structure, which was destroyed by fire in 1829, has long since disappeared, and about the only trace which remains of the by-gone generation associated with him is a few, flat gravestones, which mark the tombs of soldiers interred on the hill-side, the inscriptions on which are almost effaced by time and the careless feet of strollers. Formerly, a clear pebbly brook, in the waters of which minnows abounded and trout were sometimes caught, made the valley musical with its ripples. But unfortunately sanitary needs occasioned by the spread of the area of bricks and mortar, rendered necessary its conversion into an underground sewer. One cannot help thinking that with a little forethought and at a trifling additional expense the sewer might have been located immediately adjoining the creek without absorbing it, thus allowing it to flow on unpolluted. But it cannot, of course, be expected that aldermen will be influenced by such æsthetic considerations.

The second ravine skirts Mount Pleasant Cemetery and runs through Reservoir Park, then

turning westward broadens into an amphitheatre, on the summit of which can be seen several handsome villas. The country here is largely open, but adorned with clusters of oaks and evergreens, while spreading willows grow near the pleasant stream, the favorite resort of the schoolboy, which glides through the beautiful valley. The banks in summer abound with ox-eyed daisies and buttercups, and the air is redolent with the perfume of sweet clover. As it approaches the Don Valley the hill-sides, which again rise steeply on either hand, are clothed with the natural woodland growth. Standing on the graceful iron bridge which crosses the ravine, a scene of wonderful beauty is disclosed. Masses of foliage spread in a broad green sweep from the heights above to the road bordering the stream beneath, lovely with the play of light and shadow among the various shades of leafage. Here and there are deep sequestered nooks where the growth is denser, or partly open glades where the sunlight lingers. In the distance are seen the



low-lying verdant meadows of the Don, dotted at intervals with broad spreading elms, under which the cattle lie in the shade. It is a picture which, once seen, will never be forgotten. Its delights are as well worthy of being celebrated in poetry and given world-wide celebrity as the Banks and Braes o' Bonnie Doon, the Vale of Avoca, Kelvin Grove, or other old-world spots which owe the fame of their beauty to the glamor which song has cast around them.

The drive through the ravine reaches Yonge street by a winding road bordered with poplars, which form a prominent landmark, and many of the wealthier citizens visit it in their carriages or hired conveyances on all days of the week. The street car service conveys passengers, via Sherbourne and Church streets, across the Sherbourne street bridge over the first ravine and within a minute's walk of the scene just described. On Sundays it is, of course, inaccessible to those who cannot walk or afford to hire a vehicle. There are, consequently, many thousands of our citizens who know nothing of its beauties.'

RESERVOIR PARK.

The most attractive of the smaller parks within the city limits is the Reservoir Park situated about two miles north of the business centre, a short distance east of Yonge street. The main entrance is on Summerhill avenue, a few minutes' walk from the northern terminus of the Yonge street line. The spot was chosen for its high elevation as a convenient location for the city reservoir, which is a spacious quadrangular sheet of water. The sides of the embankment are neatly sodded with a walk at the top forming a delightful promenade, as the breeze at this altitude and the presence of so large a body of water render it cool and pleasant even in the hottest weather. The grounds immediately adjoining are tastefully laid out in flower beds and

der
en.
ity
rld

ith
eir
en
rst
se,
ly,

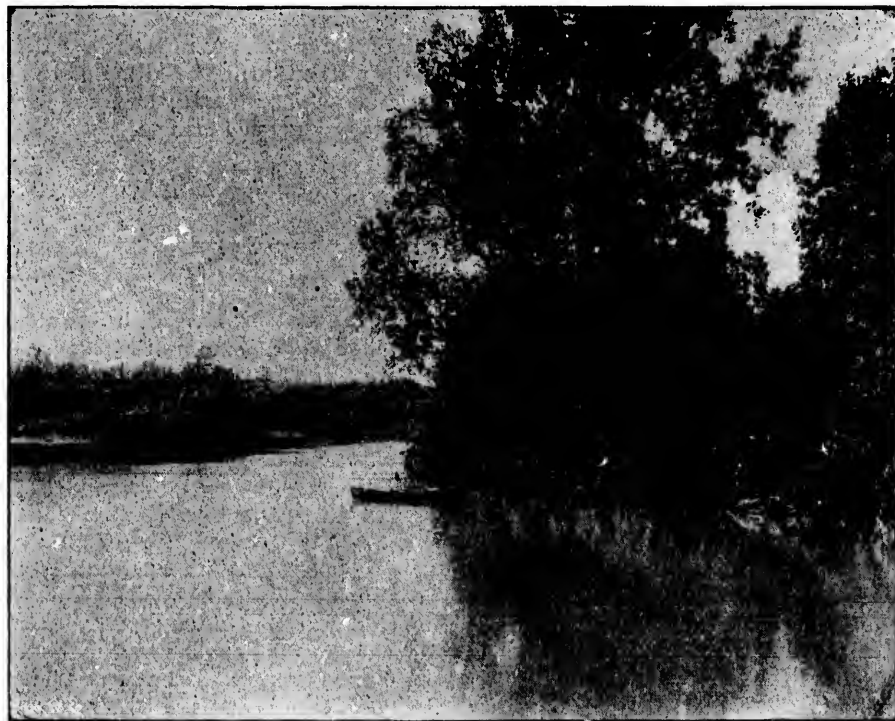
ark
et.
of
for
nt
al-
ot-
nd



RESERVOIR PARK.

adorned with shrubs and trees, every pains being taken to render the spot beautiful and attractive. But the hand of nature has done more than that of man to adorn this exquisitely picturesque resort. At a short distance from the eastern side of the embankment the ravine is reached, the sides of which are clothed with a thick forest growth. The descent to the lower level beneath is precipitous, but the slope has been terraced by winding paths which conduct the visitor through the leafy undergrowth and render its beauties accessible at every point, and flights of rustic steps lead to the favorite resting-places and picnic-grounds beside the stream which flows through the ravine. Here seats have been placed beneath the overhanging branches of the trees, forming a grateful and quiet retreat amid a scene of remarkable natural beauty. The stream has been widened and dammed at intervals, forming a succession of pools which give an additional charm to the spot. The rise of the land on the opposite bank is not so abrupt and there is a wide grassy slope affording ample room for the children to romp and play. From the higher points a grand prospect is afforded of the city lying to the southward and the green, well wooded country which stretches away towards the east. Reservoir Park is one of the most accessible of our suburban resorts and its fresh and cool breezes attract many mothers of families with their infant charges who cannot so easily undertake a journey to a more distant spot. They are to be seen every week day seeking recreation and health in its restful and secluded nooks. But on Sundays the toilsome uphill trip through the heat and dust is an obstacle which prevents those who live in the lower portions of the city from participating in the enjoyment of its cool and refreshing atmosphere. To weak women and young children such an undertaking is by no means so light a matter as it may seem to a man in the enjoyment of full health and vigor. The pallid shop girl or the wearied mother of a family who really needs the restorative influence of a few hours of sylvan quiet, but who has to purchase such relaxation at the cost of an hour's tedious walk through the heat each way, will probably be more injured than benefited by

rac
stur-
e is
wer
the
and
eam
ches
uty.
hich
upt
rom
een,
most
lles
pot.
ded
hich
at of
king
and
tive
f an
l by



SCENE ON THE HUMBER.

the Sunday outing and return home worn out and fatigued instead of refreshed. Every consideration of humanity and thoughtfulness for the needs of the infirm, the ailing or the physically weak should induce the citizens to remove the restriction which virtually closes the gates of this natural recreation ground one day in seven upon the class who need it most.

THE HUMBER RIVER.



FAVORITE resort for picnic and excursion parties during the summer is the Humber River, where boating and fishing can be indulged in with much less risk in case of a sudden squall than on the sometimes treacherous waters of the lake. On any summer afternoon or evening the turbid and sinuous stream is enlivened by numerous parties of pleasure seekers and dotted with boats and canoes. There is no pleasanter sail anywhere than the couple of miles of the stream navigable by boat between the lake and the old mill, where the water becomes too shallow to permit further progress. Its banks now overhanging the water, now receding from it as the river winds through the region of low-lying marsh covered with reeds, bull-rushes and other aquatic growths present a succession of diversified landscapes and are rich in attractions for the lover of Nature. It is a delightful spot for a day's outing as anyone could desire. On the eastern bank, near the mouth of the river, a grove of fine trees and an adjacent meadow sloping gradually down to the water's edge, is a favorite spot for pleasure parties. A mile or more farther up the scene is even

aid
ally
this

er is
with
ach-
the
ure
sail
boat
low
low
ing
pre-
ure.
the
the
ven



BOATING ON THE HUMBER.

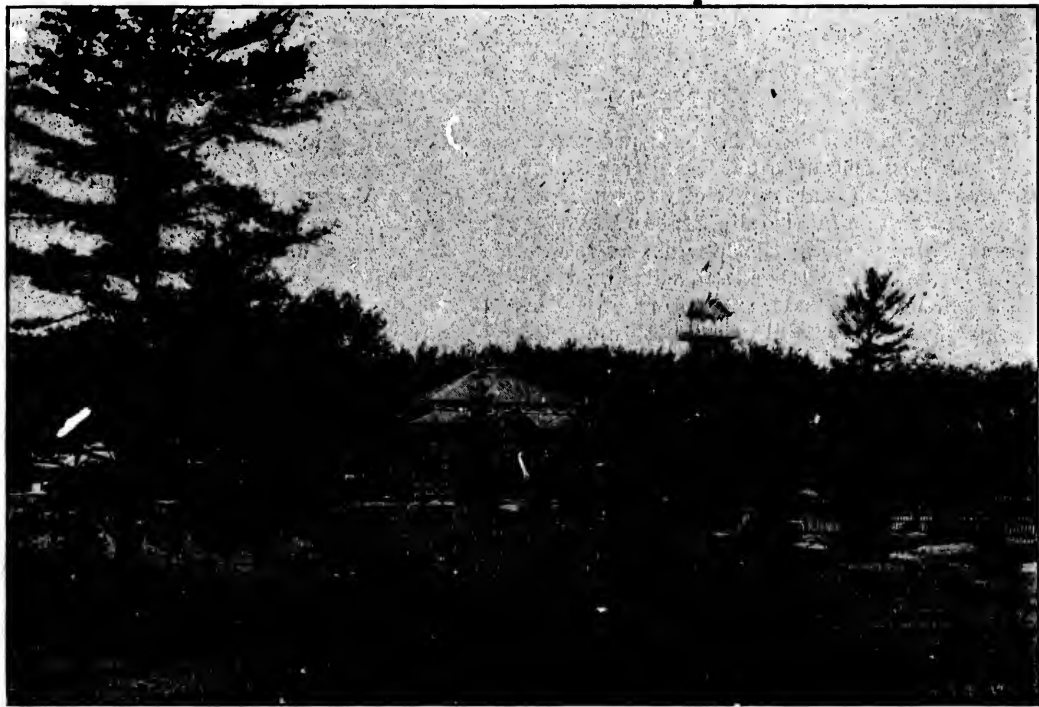
more romantic. A rankly luxurlous growth of vegetation lines the shores, and the wild vine throws its clinging tendrils and covers with its graceful foliage the trunks and limbs of the overhanging trees. A large island near the head of navigation is the objective point of many picnickers, the land being level and beautifully shaded. The old mill in the background imparts to the scene something of the human interest and sense of association with the past, afforded by the ruins which so often form a prominent feature of Old Country scenery. It is a dreamy, reposeful spot, such as must have inspired the poet when he wrote:

Sweet vale, more peaceful be thy skies,
 Thy airs be fraught with rarer balm,
 A people's busy tumult lies
 Hushed in thy sylvan calm ;
 Deep be thy peace while fancy frames
 Soft idyls of thy dwellers fled.
 They loved thee—called thee gentle names
 In the long summers dead.

The mouth of the Humber, which is five miles distant from the center of the city, can conveniently be reached by the Queen street cars, which connect at Sunnyside with those of the Mimico Electric Railway, affording a charming view along the Lake Shore road, following the curve of the Humber Bay. This route also enables the passenger to visit Mimico Creek, about a mile farther on, where the surroundings are equally romantic. Of course this means of transit is only available on week days. Were the cars permitted to run on Sunday these localities, so full of beauty and interest, would be visited by thousands instead of hundreds, greatly to their pleasure and advantage.

vine
the
any
arts
ded
my,

con-
the
the
out
nsit
t, so
their

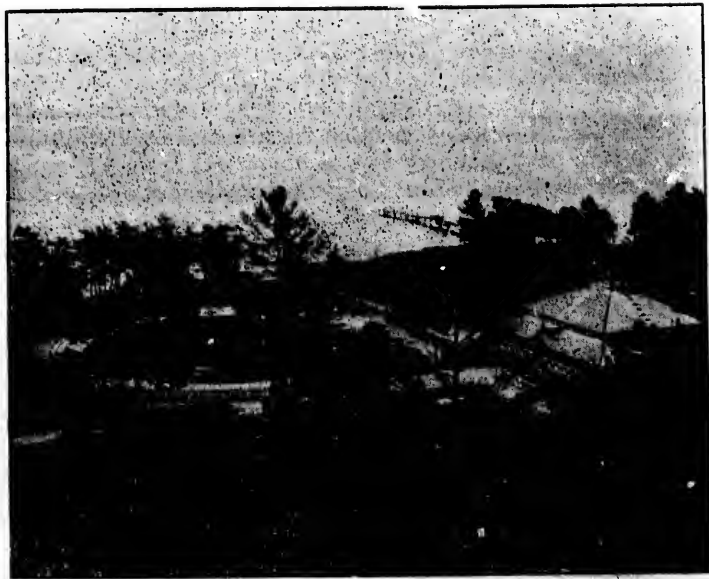


VICTORIA PARK FROM THE LAKE.

IN THE EAST END.

The eastern suburbs of Toronto present a succession for some miles of charming sylvan scenes, easily accessible by the King street line, which, in about twenty-five minutes, conveys the passenger from the heart of the city to within a short walk of Victoria Park. This popular resort is in the centre of a most delightful and extensive tract of well wooded country which extends for some distance along the lake shore, from which it rises gradually. The vicinity has been selected for summer cottages and villas by many, as in addition to the rest and seclusion of a quiet, rural neighborhood, the waters of the lake add the attraction of a magnificent outlook and opportunities for boating and bathing. Many sojourners have for years established themselves during the summer months at Kew Beach, Balmy Beach, or other points along the lake front, even when communication with the city was a matter of much greater difficulty and inconvenience than it now is. With the increased facilities offered by the street railway system, not only will an increasing number of citizens thus secure a comparatively inexpensive outing which will enable them to give their families the benefit of a summer in the country, while they can always be within easy reach of their business, but many others will become permanent residents. The only reason why this beautiful and healthful locality has not attracted more to build homes for themselves amid these invigorating surroundings and out of the bustle, dust and turmoil of city life, is that there is no means of reaching the city on Sunday. The resident in the extreme East End finds himself cut off from the church privileges he would enjoy in a more central location and isolated from his friends on the only day when there is general leisure for social intercourse. Sunday street cars would do more than anything else to build up this lovely neighborhood and enable workingmen and others similarly situated to find homes surrounded with beautiful trees and abundance of fresh air and sunlight. The waterfront of

van
the
sort
ends
been
of a
look
em-
lake
and
em,
ting
they
resi-
uild
and
the
more
for
this
sur-
t of



VIEW FROM OBSERVATORY IN VICTORIA PARK.

Victoria Park is a high bluff rising abruptly to an undulating sward. Beneath is a broad, shelving, pebbly beach, the delight of the crowds of children who frequent this resort, which is a favorite spot for excursions and picnics. There are a few trees with seats beneath them, overlooking the water. The pavilion, restaurant and other buildings are some distance to the rear, and behind them a thickly wooded slope, where the foliage of evergreens and deciduous trees is intermingled. An observatory tower is a notable feature, and from its broad platform above the tree tops, a splendid view of the country can be obtained. In the foreground are the blue waters of the lake, rippling in the sunlight and ploughed, it may be, by a steamer or skimmed by a yacht that "walks the waters like a thing of life" In all other directions, rising gradually to the background is a dense sea of green foliage, oak and pine predominating, the horizon of which to the north-east is bounded by the verdure-clad Scarboro' Heights. The mass of vivid, waving green is pierced only here and there in the foreground by an occasional half-hidden roof or gable, or blue smoke-wreath from some of the summer cottages embowered in the woods. In the distance can be seen Toronto and the Island, and but for this glimpse of the spires and the smoke of the city the visitor might well fancy himself far away in the wilderness. It is amid such surroundings that we realize to the full the meaning of the lines :

" One impulse from a vernal wood
 May teach us more of man,
 Of moral evil and of good
 Than all the sages can."

At the Woodbine race track the street railway system connects with the Scarboro' Electric Railway, which runs up the Kingston road and affords many picturesque and romantic scenes in the neighborhood of Scarboro' Heights.

QUEEN'S PARK.

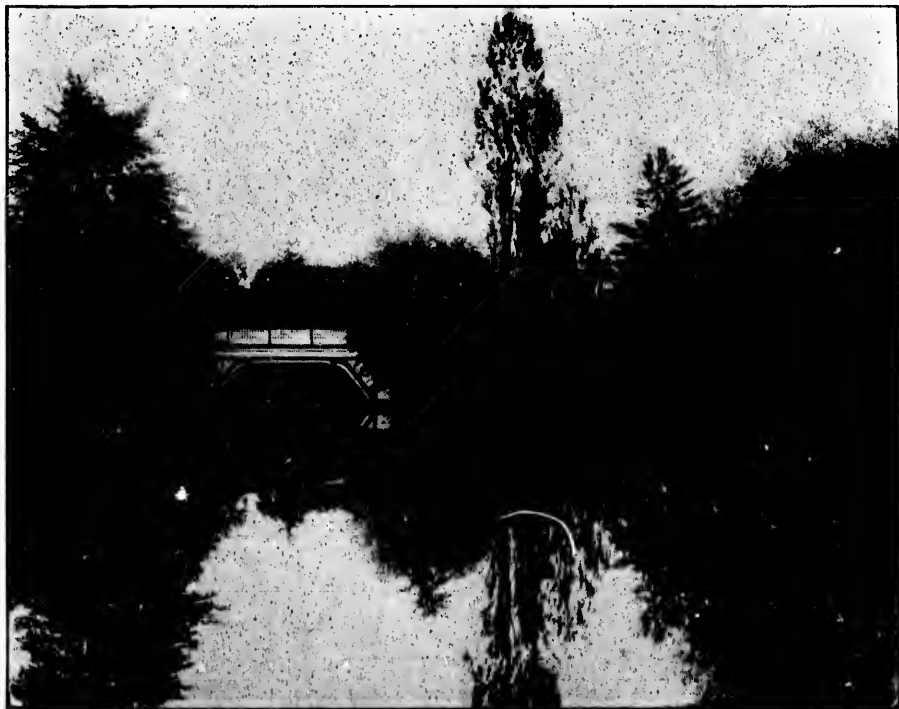
The frontispiece presents a view of Toronto from the Parliament Buildings in the Queen's Park, a spot so comparatively central and well known that a description in detail would be superfluous. Though of late sadly circumscribed of its former ample limits by the devotion of a large area as a site for the Parliament Buildings and the conversion into building sites of a considerable tract, which for many years practically formed a portion of the Park, though belonging to the University, it still forms an agreeable resort and a great boon to those who have not the time or means at their disposal for more distant outings. The portion north of the Parliament Buildings is covered with large spreading trees, and on any bright summer afternoon, but especially on Sunday, it is frequented by numbers of people. In the rear of the Buildings on the west side are the Volunteer Monument, erected in honor of those who fell at Ridgway at the time of the Fenian Raid, and the statue of George Brown. The view down College avenue, a noble thoroughfare lined with well grown and handsome trees, is a very fine one. The Park and avenue afford a favorite drive with those who are wealthy enough to own or hire carriages. It is what Rotten Row is to the fashionables of London or the Bois de Boulogne to the *beau monde* of Paris, and a great variety of stylish turnouts with their liveried coachmen and sumptuously arrayed occupants can be seen here every fine day, including Sunday. There is no law to prevent the rich man from ordering out his landau and enjoying a drive with his family or friends on a Sunday afternoon. His menials are not protected from seven days' labor. But when the mechanic or laborer, who has only the Sunday on which to enjoy himself, wishes to ride to the Park in the people's conveyance, the street car, although the employees would be restricted to six days' labor, he is forbidden to do so on the ground that it would be Sabbath desecration.

MOUNT PLEASANT CEMETERY.



SANITARY considerations require the location of burying grounds at some distance from the centres of population, and as a city increases in size and importance it becomes necessary to select cemetery sites in the remoter suburbs to prevent the danger to health which might result from interments in crowded neighborhoods. Even with the electric service it is a somewhat long journey from many parts of the city to Mount Pleasant Cemetery, which is situated, as the name indicates, on rising ground, at about three miles from the intersection of King and Yonge streets, on the east of the latter thoroughfare, in the midst of a beautiful, fresh, open country. As the city cars do not at present run north of the Canadian Pacific Railway track, if the visitor would avoid an up-hill walk of about three-quarters of a mile, the trip can be completed by taking the cars of the Metropolitan Electric Company, which run up Yonge street as far as York Mills. The road leads past the delightful suburb of Deer Park, with its handsome, well shaded villas and beautiful groves. The main entrance of the Cemetery is a broad carriage drive, which ascends the banks to the stretch of level land, where most of the dead are interred. The principal scenic attraction of the Cemetery, however, is due to the ravine which crosses its south-easterly angle, the hills and hollows of which, naturally charming and presenting some pleasing woodland aspects, have been further beautified by art. The stream which formerly flowed unimpeded through the valley has been used to feed a good-sized artificial lake with a round island in the centre, green with overhanging willows, whose branches dip into the clear water. Following the ravine the stream winds on, forming a

s at
ases
as in
ight
the
the
ame
tion
e, in
not
the
f a
any,
o of
e of
nd,
ver,
lch,
fled
eed
rs,
g a.



AT MOUNT PLEASANT CEMETERY.

succession of pools and cascades, through banks bordered by evergreens and willows, grassy knolls and steeply-rising hill-sides. Little is to be seen from this point suggestive of the sepulchral character of the spot, excepting some of the massively constructed vaults built against the hill at the side of the road ascending to the higher land. The grounds devoted to the last repose of the dead are tastefully laid out, all that can be done to divest the scene of gloom and give it an air of brightness having been essayed. Artistic and costly specimens of the mortuary sculptor's art abound on every hand. The most conspicuous object of the kind is the solid and impressive Massey mausoleum of white granite, which occupies a central position. Upon a hill-side, nearer the entrance, stands the cairn erected by the St. Andrew's Society of Toronto in 1890, in memory of the dead of their organization, the centre of a circular plot, where there have been several interments. In the portion of the Cemetery cut off from the larger section by the ravine, a striking feature near the southern entrance from Yonge street is the column of polished granite, surrounded by the emblems of Masonry, erected in June last by the Freemasons of the city in memory of the dead of the craft, the surrounding plot being tastefully laid out and planted with flowers. The visitor cannot but be struck by the care with which the grounds are kept and the good taste displayed in every detail.

The Cemetery is a favorite resort and takes a conspicuous place among the localities noteworthy for their attractiveness. As its silent population increases year by year, there are a continually augmenting number of the living who are drawn towards it by the most tender and cherished associations of their lives, who regard it as at once a melancholy pleasure and pious duty to repair from time to time to the spot where the mortal remains of their loved ones sleep, and adorn it with the tokens of a love that is stronger than death. Surely that is a strange and perverted idea of religion and the sanctity of the first day of the week which would place what is to many an insuperable obstacle in the way of this touching and beautiful observance.

assy
the
built
ed to
ne of
f the
the
tion.
y of
here
arger
the
the
tully
the

note-
re a
and
lous
eep,
and
at is



SCENE IN MOUNT PLEASANT CEMETERY.

OUR BEAUTIFUL STREETS.



In addition to the attractions of the public parks and suburban resorts, a faint idea of which can be obtained from the illustrations of a few of their more striking scenes, a ride on any of the street railway lines which pass through the residential portion of the city will impress the visitor with the exceeding beauty of many streets. In many places the houses are almost hidden behind the foliage of the magnificent shade trees which line the sidewalk or adorn the front gardens, their arching branches meeting overhead and presenting the appearance of a forest aisle. The accompanying illustration of a scene on Sherbourne street may convey some impression of the park-like character of much of the Belt-line route. The charms of our finer residential streets are not excelled by those of any city on the continent. When the distance which can be traveled for a low fare is considered, it is not surprising that a trip round the Belt-line, or from east to west along King or Queen streets, is a very popular way of taking an airing.

The opposition to Sunday street cars is based upon the entirely wrong and mistaken impression that they would increase the amount of Sunday labor. So far as this sentiment is sincere—as it undoubtedly very largely is—it is entitled to be treated with respect. The religious idea favoring one day's rest in seven has been of incalculable benefit to the world. It has saved the week from being an uninterrupted and monotonous round of labor. Before the humanitarian and secular sentiment was powerful enough to limit the hours of labor on week days, the religious sanction secured the toiler a day of rest. The advocates of Sunday cars have not the slightest wish to trench upon this natural right. The question involved is not, as some zealous Sabbatarians argue, the abandonment of the day of rest, but how to make it a more restful day and a means of securing to the masses more recreation, enjoyment and mental and physical invigoration, in the true spirit of Christianity. With Sunday cars we shall have a more restful Sunday than now prevails; fewer people will have to toil than at present; more coachmen, liverymen and servants now employed in connection with private and other vehicles on Sunday will be relieved from the burdens of seven days' toil, than the number of street railway employees who will have to work on that day.

The total number of men regularly employed on the street cars is 527, the number of extra men who obtain occasional work is 77, and the staff engaged at the power house numbers 16. This makes an aggregate force of 620 men all told. The average number of passengers carried daily, exclusive of transfers, is about 80,000. Only a portion of the working force will be necessary to run Sunday cars on the principal lines, and to many of the extra men the opportunity to work will be a welcome one. The amount of Sunday labor required to afford street railway facilities, by which everyone at an expenditure of a few cents can get access to the fresh air or an opportunity to attend the church of their choice, is trifling in comparison with that now entailed by the few who are rich enough to pay for the privilege. The labor required for the

purpose of furnishing the electric power would not exceed that now demanded every Sunday for the lighting of the city—a service with which not even the most rigid of Sabbatarians would be willing to dispense. The depressing social isolation caused by the separation of friends and relatives by long distances, too far to admit of a walk on Sunday will be brought to an end. It is often the case that near and dear friends, it may be brothers and sisters, or parents and children find themselves though living in the same city, practically as far separated as though there were hundreds of miles between them. Sons or daughters, whose parents live in the East End, find situations in the West End, or *vice versa*. They marry and settle down where business or convenience requires, and often their only opportunity of visiting parents, brothers or sisters is on Sunday. But a walk of half a dozen miles and back, it may be, through the sultry mid-summer weather or the winter snow is not to be thought of, and so months elapse, and gradually, as new ties are formed and new interests supervene the long absence of communication causes a coolness and estrangement. It is a sad fact that so many young people who go out from the parental roof are apt to treat with carelessness and neglect the old father and mother whose lives are bound up in their well-being. The letters and visits grow fewer and the separation in thought and feeling wider until they become almost strangers to the old home. One of the most potent causes of family disintegration in Toronto is the lack of transportation facilities on the people's day of leisure. A similar consideration applies to church associations, especially as regards the smaller denominations which have not more, it may be, than one or two church buildings in the city. Many families are compelled to sever religious ties which are very dear to them on account of the obstacle of distance. Whether regarded from a humanitarian, moral, spiritual or physical point of view, every consideration should prompt the progressive and liberal-minded citizen to support the demand for Sunday cars as a necessity of our advancing civilization.

