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PRICE FIVE CENTS

ALONG THE LINE OF THE TORONTO AND SCARBORO ELECTRIC RAILWAY.

TORONTO'S FUTURE PLEASURE RESORT.

An Electric Railway Which will be a Great Success-It Passes Through the Switzerland of Canada.

TORONTO'S BEAUTY SPOTS—THE FIRST SECTION IS IN OPERATION—FINE ROAD, FINE CARS, AND A DELIGHTFUL RIDE SAYS EVERYBODY THAT HAS BEEN OVER THIS LINE-WHERE CAPITAL MIGHT BE PROFITABLY INVESTED AND WHICH WOULD AT THE SAME TIME GREATLY BENEFIT THE CITY.

A ride on the Toronto & Scarboro' Electric Railroad will be a revelation to the great majority of Torontonians. Every year hundreds, yes, thousands, of the residents of this city lug-that is the wordtheir families off to summer resorts for their health and pleasure.

They stow themselves away in a 7x9 hotel bedroom or a shooting box of a cottage, with the thermometer approaching 100 degrees in the shade, suffer the tor-

opal, the ivory and the pearl, the whole, of the Hudson-great cliffs towering up bordered with a wealth of luminous foli- 200 and 300 feet above the lake, surmountage of graceful maple, of stately elm, of lordly pine overhanging a sward cushioned in living green, buttoned down with daisies, buttercups and golden-headed dandelions, and from whose graceful shade comes the drone of the bumblebee, the songs of a thousand sweet-throated birds and the perfume of the honeysuckle, wild

ed by plateaus formed by nature as building sites for summer residences, where a expanse of water and of rolling landscape complete a panoramic view of most en chanting beauty.

And if this is not enough, keep on the line and you can gaze on the highlands to the north gradually rising from the lake;



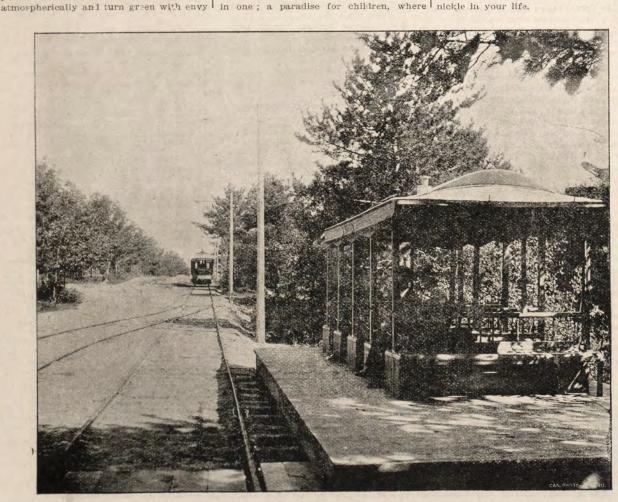
ALONG THE LINE OF THE TORONTO & SCARBORO' RAILWAY-WOODBINE STATION.

ment inflicted by myriads of flies and mosquitoes, and sniff air coming off inland so called lakes filled with rushes and frog spawn. The children play on jagged rocks, fall off into deep water and perhaps get drowned.

Others go to the sea shore, take the sky parlor at a ruinous rate, fry red all night

prime," the lake shore from Kew Beach to Balmy Beach, right along the line of the Toronto & Scarboro' Electric Railway. There is no lovelier spot in America. It is a second Coney Island, with Manhattan. Cable's and Brighton Beaches wrapped up

Here is rest. An ideal summer resort, | East Toronto will greet you with its beauwhere "nature has wantoned as in her ty cup; a kaleidoscopic view of the city and the island will unroll with startling distinctness almost at your very feet, and you will complete the circle satisfied that roronto has suburbs of the beauties of which you had no conception, and that you never got so much value for a



ALONG THE LINE OF THE TORONTO & SCARBORO' RAILWAY-PRESENT TERMINUS OF THE LINE, BLANTYRE AVENUE.

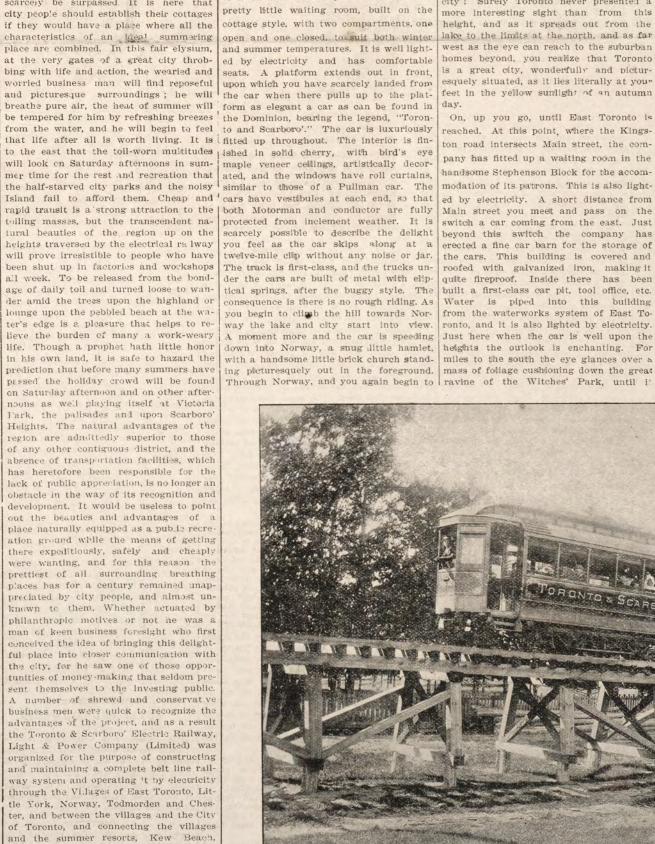
end of the season to get rested, not compreare the most delightful summer homes and that but a step from the door, via the Toronto & Scarboro' Electric Railway, can be reached one of the grandest freshwater seas in the world, where m'ghty breakers and murmuring waves alternately play "hide and seek" with a broad expanse of gleaming sanded shore, inlaid with gems which glint in the sun's rays great city. with the diamond, the marble and the emerald, and glow in the moonlight with the

all day socially, and all come home at the | they can, with spade and bucket, dig sand | This was the conclusion the writer ar and health out of nature's laboratory. Millions visit Brighton and Manhattan Beaches every summer. Thousands shoul! visit Canada's Manhattan this coming summer, and the Toronto & Scarboro Railway will afford them an opportunity. Here is where the summer pavilion, the bathing houses and grand concert stand should be, and no doubt will be erected fort and repose in rickety farm houses for the pleasure of the residents of this and comfortless country hotels. Stand

On and beyond this are the Heights of

rived at after feasting upon the beauties of the ever-changing scene and enjoying the bracing breezes that sweep up over the heights from the lake below. He

and residences along and near the line of the road with light, heat and power for township, municipal, domestic, farming, wondered why people with such a paradise at their very doors, easily and cheaply accessible, should expend money and energy in the vain search for health, comupon the summit of the palisades, look going east, which spins along at a rapid upon the blue expanse of water stretching



your vision commands a scene that can

manufacturing and other uses. A trip over the railway, especially during the summer season, is one of the pleasantest outings of which a Torontonian can avail himself. Boarding a King street car rate, you soon come to the Woodbine race-Scarboro', rivalled only by the Palisades away to the southward, the towering, for- course, where, at the junction of Queen you climb, and farther out spreads the

Balmy Beach, Palisade Park, Scarboro Heights, etc., with the City of Toronto to construct suitable and necessary spurs

and branches for connecting other towns,

other traffic, and for the further purpose

of supplying the towns, villages, resorts

villages, etc, with the road, for the ac commodation of passengers, freight and

Fark with its spreading pines and maples ing room of the Toronto & Scarboro' Elecface dotted with tiny sail and row boat, at the east, and at the city beyond, and tric Railway. At this junction the Toronand with the mighty Chippewa ploughing to & Scarboro' Railway Co. has erected a pretty little waiting room, built on the tical springs, after the buggy style. The you begin to climb the hill towards Nor-

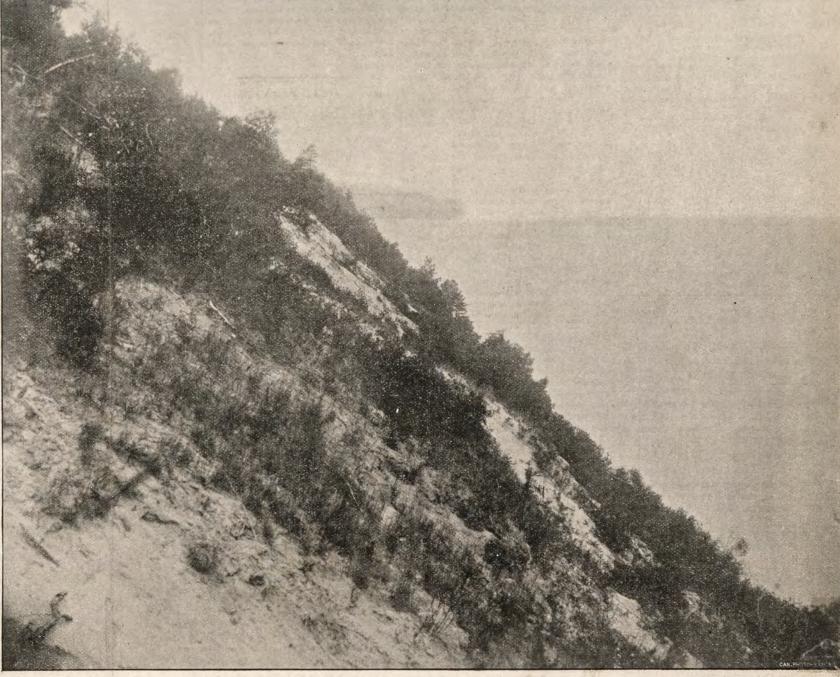
through its bosom to the lake. And the city! Surely Toronto never presented a more interesting sight than from this height, and as it spreads out from the is a great city, wonderfully and picturesquely situated, as it lies literally at your feet in the yellow sunlight of an autumn On, up you go, until East Toronto is reached. At this point, where the Kingston road intersects Main street, the company has fitted up a waiting room in the handsome Stephenson Block for the accom-

scarcely possible to describe the delight beyond this switch the company has you feel as the car skips along at a erected a fine car barn for the storage of twelve-mile clip without any noise or jar. the cars. This building is covered and The track is first-class, and the trucks un- roofed with galvanized iron, making it der the cars are built of metal with elip- quite fireproof. Inside there has been built a first-class car pit, tool office, etc. consequence is there is no rough riding. As Water is piped into this building from the waterworks system of East Toway the lake and city start into view. ronto, and it is also lighted by electricity. down into Norway, a snug little hamlet, heights the outlook is enchanting. For with a handsome little brick church stand- miles to the south the eye glances over a ng picturesquely out in the foreground. mass of foliage cushioning down the great

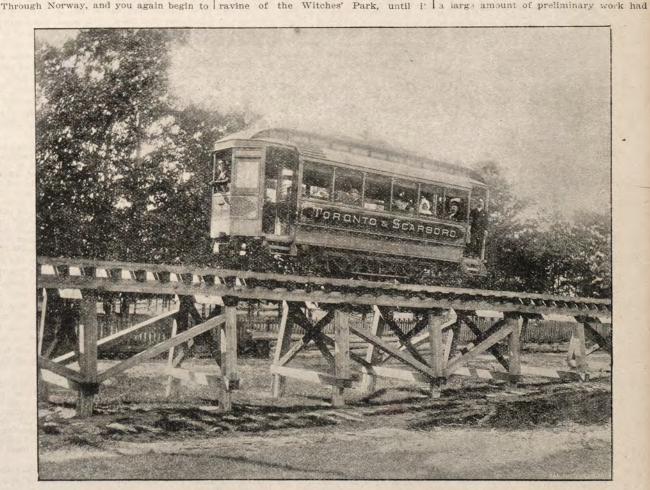
est-clad heights of Scarboro', Victoria street with the Kingston road is the wait- bay, pretty at this distance even, the sur- 1800 feet of Queen street the track suddenly ends and the car stops, as it were, in the forest. Here a temporary waiting room for the convenience of the summer traffic has been erected and illuminated by electricity. From here one can quickly walk to Victoria Park or Palisale Park. Here is where the celebrated Scarboro' Heights really begin, and it is doubtful it many Torontonians have any adequate conception of the majestic beauty of the lake front. The palisades of the Hudson or Sutro's Heights on the Pacific do not outrival these Scarboro' Heights in natural picturesqueness, and were the hand of the landscape artist employed here for some time the result would be astonishing, Toronto has here a summer resort which could be made one of the wonders of the continent, and the development of which welfare of the city by bringing to it the courist, the summer resident and the nealth-seeker, than could be done in almost any other direction.

One result of the travel on this continent by foreign as well as native tourists, induced by the Chicago Exhibition this season, is that Toronto is considered to be one of the best cities on the American continent to locate in, that from a natural, financial, moral and social standpoint presents unequalled advantages, and that

The Toronto & Scarboro' Electric Railway, Light & Power Company (limited) was organized about one year ago, but



ALONG THE LINE OF THE TORONTO & SCARBORO' BAILWAY-PALISADE PARK,



ALONG THE LINE OF THE TORONTO & SCAREORO' RAILWAY-TRESTLE, BLANTYRE AVENUE.

of no account, and soon you begin to get a glimpse of what there is hidden in the eastern suburb. Gradually an exquisite panamora begins to unfold herself to the vondering eye of the beholder. The lake preads out to the limit of the horizon, ooking a veritable grand inland sea. Nestling in its embrace at the foot, the island s seen-a glimmering patch of golden yellow, and embroidered with the emerald green of foliaged tree and shrub. Higher

pebbled shore of the grand old lake. On rolls the car over a level stretch of road until Blantyre Park, the beautiful Blantyre avenue it was found necessary to get over the depression just south of tors of the company are :-

climb a grade, and a steep one this time, fringes out into misty lace, netted to be done, such as the acquisition of the but the car bowls along as if grades were by the breaking waves on the charter and the necessary franchises, before active operations could be commenced franchises from no less than four munigrounds of Archbishop Walsh's summer cipalities-the County of York, the Townresidence, is reached. Here the car turns ship of York, the Village of East Toronto directly south and is soon speeding along and the Township of Scarboro'-because Blantyre avenue towards the lake. On the road, as projected, ran through all these municipalities. After that these to do a large amount of filling and to put franchises had to be ratified by special in a long piece of expensive trestle work act of the Ontario Legislature. The Direc-

the Kingston road. When within about J. J. Foy, Q.C., of Foy & Kelly, barris-

ears, such as are used with so much favor both in the United States, in Great Britain and on the continent. This line is bound to develop and to bring into popular favor some of the prettiest pleasure resorts and suburban residential districts that there are in the neighborhood of the City of Toronto, and must of necessity become the nost popular of all rapid transit lines run-

It seems strange indeed that the great natural beauties adjoining the city upon the east should have been so long neglected. On the line of the Toronto & Scarboro Electric Railway last summer the universal exclamation was, "I never knew that such wonderful natural beauty was to be seen within the environments of the city.' Incomprehensible it is that Toronto, "the nost ideal summer resort" on this continent, should be fled from, as if from plague spot, during the hot weather, for the heat, flies, hard beds and poor fare of the so-called summer resorts. It is not understandable that Toronto capital should go to outside places and exploit them as rereation spots for wearied brain and tired nuscle, when the same capital as discreety expended in the neighborhood of the city would double in profitable return. It is not logical that capital should go mile away to build hotels, boarding houses and to beautify grounds and build railroads thereto to carry the few who can afford to

ning out of Toronto.



ALONG THE LINE OF THE TORONTO & SCARBORO' RAILWAY-A BIT OF EAST TORONTO.

Co., stock and exchange brokers; H. M. Pellatt, of Pellatt & Pellatt, stock and financial brokers; W. T. Murray, of W. A. Murray & Co., wholesale and retail dry goods; W. D. Matthews, grain dealer, ex-President Board of Trade, etc.; Robert Davies, President Dominion Brewing Co.: J. P. Murray, President Toronto Carpet Manufacturing Co.; D. G. Stephenson, Reeve of East Toronto ; Ald. John Hallam, wholesale wool, hides, etc.; A. W. Dingman, of Pugsley, Dingman & Co., manufacturers.

The officers are :-

President, D. G. Stephenson; Vice-President, J. J. Foy, Q.C.; Secretary and General Manager, A. W. Dingman; Consulting Engineer, John Galt, C.E.; Solicitors, Rowan & Ross.

From these names, all well known and honored in financial and commercial circles, it will be seen that the company is under the direction of able and responsiole men, every one of whom has large interests in the City of Toronto. In locating the line the company kept in mind two principal factors: It aimed at securing the maximum traffic at the minimum cost of construction and operation. The promoters believed that in general the maximum traffic should be the predomin-

ant consideration, while the minimum cost of operation should be obtained, even at the expense of increased cost of construction. In connection with the cost of maximum traffic, it was kept in mind that in growing towns an electric railway carried into desirable building districts will not only build up its own traffic, but also increase the value of the real estate in 1.5 vicinity. The fact was recognized that growing towns, manufacturing sites, where large industries, employing large numbers of well-paid mechanics, and summer resorts, can be established, are the most desirable locations for electric railways, and that the location of towns, villages, summer resorts, etc., so that they can be joined together in communication with a city by a belt line, is an especially desi able feature for such an enterprise

Next to the occupation of the main streets of large cities and towns, suburban traffic is the most desirable The greater the distance between the residence portion and the business portion, the larger will be the proportion of passengers carried to the local population. Suburban territory possessing picturesque location, good natural drainage, low taxes, where pretty villas can be erected and maintained at a moderate cost, is very desirable for

The route selected for the Toronto & Scarboro' Railway possesses all the admirable features here mentioned. Condiroad as sure to become the "Great Sub-

the location of a road.

ters, etc.; John Stark, of John Stark & Since then the road has been extended | with Norway, East Toronto, Little York down Blantyre avenue towards the lake front, three-quarters of a mile, to a point within a stone's throw of Victoria Park and Palisade Park. Everything about the equipment is absolutely first-class. It is the intention of the board to push the building of the road on down Blantyre avenue to Queen street, and then west by way of Queen street to meet the line of the Toronto Railway Company at the eastern city limit. When this loop line is completed the traffic of the road will be large ly increased. It is also intended to build the road up through East Toronto and into Little York this season, if at all possible. The company is capitalized at \$100.

000. The stock is not yet all taken up, but the directors hope to be able to secure subscriptions for the balance yet remain ing by the early spring, so as to be in a position to proceed with the two propos ed loops, and have them in active operation when the summer trade commences When it is taken into consideration that the city line, which reaches the city limit, beyond which it cannot extend, is yet nearly a mile from Victoria Park, Palisade Park. and the beautiful waterfront thereabout, and that the franchise for the connecting link is held by the Toronto & Scarboro' Railway Company, as well as that for the extensions on Gerrard street and Danforth avenue to East Toronto and Little York. it will readily be seen that the privileges held by the company are valuable ones. In fact, the Toronto and Scarboro' lines will be virtually the extensions of the three great eastern arteries of the city. viz., Queen and King street, merging into Queen street east; Gerrard street, Carlton street and their tributaries, from the west and the centre of the city, and the Danforth avenue and Brodview line, which is a continuation of Bloor street, the great northern artery. The Toronto & Scarboro' Company control all the franchises for roads in the east, and it is the intention of the directorate, with the approval of the shareholders, to construct new lines as rap idly as means will permit.

The western and northwestern parts of the city and the suburban districts adjacent, although well served by the city's street railway proper, have four suburban electric street railway lines projected and building.

The eastern part of the city suburbs-that is, from the Don eastward-have no communication with the great business heart of the city, except by two street car lines. one on Queen street east and the other on Broadview avenue. The eastern suburban towns, villages and resorts, such as East Toronto, Little York, Scarboro', Chester, Todmorden, Kew Beach, Balmy Beach, tions, natural and economic, point to this Palisade Park, and Norway have been absolutely cut off, except such communica-

Blantyre Park, Palisade Park and Vic-

toria Park, amply demonstrates that the dea out of which this great enterprise was evolved was founded upon a sound prin- the finest streets, the prettiest drives and ciple. This road will become more and has the greenest foliage of any city on more the excursion route of Toronto. It the continent? Is it because it has the passes through the most picturesque, the best natural conditions, the best moral nost healthy, the anti-malarial suburbs of conditions, the best social conditions, for Coronto, through the suburbs possessing an unrivalled summer resort, that it is not he finest manufacturing sites, and through so known? With educational institutions well-settled suburbs. It is expected these of renown, with musical colleges of wide

go, when the same accommodation placed at the city's door would be patronized by the many who cannot spare time or mone; for the far away resort. What is the matter with Toronto ? Is it objectionable because its temperature averages from three to four degrees lower during th hot season than it does at any of the noted resorts within 1,000 miles ? Is it because here is the great halting and resting place via the great lakes between the extreme east and west? Is it because it is one of the healthiest and most sanitary cities on the continent? Is it because it possesse



ALONG THE LINE OF THE TORONTO & SCARBORO' BAILWAY-THE LAKE FRONT.

me place to pass an hour with Maribel. As I turned the bend o' the road beyond I aw the girl and the soldier-

"The same. I stopped just beyond the stile to wait for them to separate. I heard the soldier ask Maribel to be his wife. gave him her promise, and, Herr V they sealed it with a kiss. Now, Herr Weize, never has Maribel honored me with a kiss—"

"With me own eves.

"Capt. Lurt?"

'And ye saw this, Brier?"

"Where went she, Brier?"

at 9 o'clock, Brier."

"To the lodge."
"I will see her. Come ye to me to-night

The sturdy, grey-haired game-keeper strode up the gravelled avenue toward his

II.

It was a stormy interview took place be-tween father and daughter. The mother-less girl pleaded her love for the dragoon. Her stern father swore she should wed in

Brier shambled off down the road.

ALONG THE LINE OF THE TORONTO & SCARBORO' RAILWAY-THE WITCHES' PARK.

When entirely completed it will enable the residents of East Toronto, Little York, Todmorden, Chester, Scarboro', Kew Beach, Balmy Beach, and the lake shore along the line of the road between these points and the city to reach the heart of the city as quickly as the residents of the other suburban districts.

The Toronto & Scarboro' Electric Railway is not being built to boom anything ;

suburbs will in time become a part of the | repute, and all the other necessary conditions, there ought to be, and could be, created within the jurisdiction of this city summer centre which would double the population and wonderfully enhance our material welfare—a really great institution, educational and recreational, if the word

> is allowable. BRIER-BONNAT.

Pretty Maribal Weize leaned against the stile by the lodge gate, a smile playing about her Cupid-bow mouth, whereon the kiss of Capt. Lurt of the dragoons was responsible for the charming blush which framed so sweet a smile.

Far away toward the rise of the hill which is "tode Lunnun" (as the farm folk say) a cloud of hoof-beaten dust attracted the bright blue eyes of the daughter of the game-keeper for the Weirs, Capt. Lust was galloping toward London, with the wordgiven and kiss-sealed promise of exquisite Maribel to be his wife.

Maribel's face, fixed on the dust-cloud o the receding dragoon, was averted, as long angular Brier-Bonnat shambled along the hedged and tree-arched highway. When be reached the lodge gate he deliberately sat upon the fender rock and also watched the increasing dust and listened to the diminishing hoofbeats.

"Why, Brier," exclaimed Maribel, turning quickly to return to the lodge. "Where did

"From home, Maribel, and a-purpose to see ye," soberly replied the simple farmer. "I've heard ye have been receiving atten-tions from a soldier?"

Maribel laughed merrily and blushed. "Ye has a guilty look, Maribel, and I fear what I hear be true. But ye must not encourage those chaps, Maribel, for ye know ye are promised to me."

promise. promise. It was ye father told me ye hould be mine."

"Look to my father, then, to fulfil the promise!" exclaimed the quick-tempered Maribel, casting a glance where the dust had risen, then turning and walking qu'ckly up the avenue toward the lodge Brier-Bonnat looked puzzlingly after her, but he neither called her back nor mani-fested chagrin. He dragged his corduroy cap from his glossy, black head and twirled it in his hand, his eyes fixed on the turf reflectively, until Herr Weize came along homeward from the village.

"What do ye here, Brier?" called out the

olly game-keeper. "List a minute, Herr Weize," replied Brier, straightening up. "Did ye not tell me I should have Maribel for me wife?" "I did. Why?"

"Are ye making a monkey o' me, Herrweize?" "I'm not. She shall be yours, Brier; she hall be yours." "Never.

"She has plighted herse'f to that soldier." "How know ye, Brier?"
"I heard her."

III.

"Yes, here was the very spot. Do you emember, dear?"

"As if it were yesterday. Come here Myrtle, I want to show you something." A tall, beautiful young woman approached the grey-moustached, florid, portly man upon whose arm leaned the gracious, well-preserved lady who made the first remark and who was regarding an old brokendown gate with peculiar interest.

"Myrtle," said the gentleman, "it was at this very spot that mamma promised to

He looked into the bright eyes of his daughter as he added:-"Just here we sealed our troth with a

Then he took the face of the contentedlooking lady in his gloved hands and said: "And mother doesn't regret that first kiss, does she?" The response was not in words.

"What were you then, papa?" asked the

'A captain, my child." "And you, mamma?" 'A game-keeper's motherless daughter Myrtle. This is the first time I have been here since your grandfather drove me from home because I was in love with your

father and declared I would marry him o 'Where is grandpa, mamma?" "Dead, dear, years ago."
"And was he game-keeper here?"

'Yes. Yonder in the trees was our

Who is game-keeper now, mamma?" "There is none, my child. The estate has been closed years since. Let us walk up under the old trees and I'll show you where your mother's childhood days were

They walked slowly up the avenue of the Weirs and reached the threshold of the lodge. The door stood open. They peered

"Surely this place has occupants, my dear," remarked the general.

Both mother and daughter stepped into the main room. Evidences of occupancy were numerous and the lady explained to her daughter and husband how the house had been when she was a child. They

turned to depart.

In the doorway stood an old man. He removed his broad-brimmed hat and stood respectfully to one side as the three

The lady looked at him steadily for moment and then gave a little gasp. The General lifted his hat in response to the salutation of the beggarly-looking fellow "You live here, my good man?" he asked. The general tossed him a piece of money

as the party walked away.

The old man leaned against the door-frame and watched them until they left the avenue by the gate. The coin lay un-

heeded at his feet.

Tears stood in the heavy eyes of Brier-Bonnat as he huskily whispered:—
"Her father promised her to me."—Chicago News.

AN IDEAL DINNER PARTY.

The composition of a dinner is one of the nost important matters, and on that much

"An hour ago. I came up the road from the place to pass an hour with Maribel. As turned the bend of the road beyond I aw the girl and the soldier—"

"An hour ago. I came up the road from the place to pass an hour with Maribel. As but of Maribel's mind. She be out for a put the soldier and pretty women, made up a dinner which, at first sight, seemed to promise a rare feast of intellectual delight, but which the delication of the great declared was the great declared w one of the guests declared was the dulles dinner he had ever sat down to. If such were always the case, one would despair of the arrangement of any dinner, and in-deed the conviction is often forced on one that a judicious mixture of ordinary and brilliant people affords, on the whole, the best chance of giving a pleasant and successful one. Among a large number of guests a very brilliant talker is thrown away, for it is only at a small table when all the guests can hear and see and, if rejuired, add their quota to the general flow f conversation, that such a person adds to the general enjoyment, though it should not, also, be forgotten that very often such a guest frightens others less brilliant than himself, absorbing all the attention and stifling the efforts of his companions. What is required at dinner is that every one should be quick and sufficiently well educated to keep up the battledore and shuttlecock of small-talk, and that no one

should be so much more brilliant and ego-tistical as to swamp every other person's individuality.—Lady Jeune, in North American Review for January. THE QUALITY OF FRUITS.

Mrs. Frederic C. Johnson of Hastings, Nebraska, notes:-"The Ben Davis apple as raised in the west, is of very poor quality, but in a recent trip south my husband found them far different. Those raised in Southern Missouri and Northern Arkansas are of excellent quality. I could hardly believe they were the same variety, the iron in the soil giving them color, flavor and finer grain.

"The only fruit that seems to adapt itself to the prairies in Central Nebraska is the sour cherry, currents and gassebergies."

the sour cherry; currants and gooseberries do very well if in a shady place."

No one knows why some kinds vary sonot even "iron in the soil" fully accounts for it. The famous Ribston Pippin apple of England is nothing but poor in any part of America, while the William Bon Chret-ien pear, usually second-rate in that coun-try, in America, as the Bartlett. is almost everywhere on the top of the list. Again, some of our own, of the highert character in one locality, are of little account elsewhere. The Newtown Pippin which is the pride of the Hudson River region, is also superior in Western Virginia, but nowhere

SERVANTS IN INDIA.

Domestic life in India is without the annoyance of the servant question. You never need tell a servant what you want done in that country—they seem to know it by intuition.

The ordinary household has about twelve servants—a cook, a waiter, a sort of valet de chambre and, if you have two horses, two grooms; one man to run before you when you go out riding and take care of your horse, another man whose business is to collect for your horse's feed the grass which grows in a vinelike manner upon the roads. Then in summer time you require three or four men, who work the large fans or "punkas" over you night and day, while you are waking and while you are sleeping; then last, but not least, a watchman.

This last institution is a peculiar one. If

her rank and that his wish was that she | of its success must depend. It is always a | you did not have him you would be liable



ALONG THE LINE OF THE TORONTO & SCARBORO' RAILWAY-CAR BARN.

miles of well-constructed road, through railway. the most picturesque suburbs of the city, "by lake, vale and highland," over which one can ride in a luxurious coach at a "rapid transit rate," will make an excursion route that must prove both popu-

lar and profitable. Though active work on the line was not commenced until the beginning of last May, two miles of road were completed and in operation on July 1, extending from the western terminus at the Woodbine to Blantyre Park.

urban" of Toronto. Its proposed fifteen | tion as is offered by the ordinary steam | the enterprise is in no way speculative

Experience teaches that rapid transit is an absolute necessity for a city and its suburbs in the present day. Experience has also shown that it is profitable to those who afford such rapid transit by electri-

city. It is to supply rapid transit to the districts named that the Toronto & Scarboro' Railway Company was organized, and the success which has attended the operation of the line already constructed, connect-

It is developing a permanent and profit able business.

The permanent traffic upon the portion of the road already completed is steadily increasing, and the summer traffic during the coming season will no doubt be much larger than that of last season, especially if the company succeeds in extending its line to the Queen street east terminus of the city line. To further enhance the attractiveness of the route it is proposed to place upon it for the summer busines ing Toronto by way of the Kingston road magnificently appointed, double-decked

you come from?"

"I am promised to you, Brier? Why, you must be mad! And when, pray, gave such a promise?"
"It was not ye, Maribel, as gave the

The moon was just rising when Maribel ran down the graveled avenue, into the highway, and took up her long tramp to Alsenport, from whence the semi-weekly boat sailed for London. Sharply at 9 o'clock Brier-Bonnat, calm "And why?

simple and unresentful, pushed open the odge door and confronted Herr Weize be-

ALONG THE LINE OF THE TORONTO & SCARBORO' RAILWAY—JUNCTION OF THE CITY R'Y. AND THE TORONTO & SCARBORO' AT THE WOODBINE become the wife of Brier-Bonnat. The same blood flowed in their veins. Their quarrel increased until the dark-browed parent, goaded by disobedience and love's obstinacy, threw open his door and bade his high-spirited child leave his sight forbrilliant people, by that I mean intellectually brilliant. They are generally envitually brilliant. They are generally envious, critical of one another, and for these reasons none of them is seen at his best. One generally finds the pleasantest dinners are those composed of average people, for though a brilliant galaxy of guests gives a dinner a certain distinction, it is just as likely as not to be a dull one. I have a very vivid recollection of a dinner composed of people each of whom was distinguished in every sense of the word. A Prime Minister, two Cabinet Ministers a distinguished soldier, one of the greatest ecclesiastics of the day, a brilliant scien-

mistake to compose a dinner entirely of | to find something stolen every night. Strangest of all, the only man who is a successful watchman must be a thief—the caste of a thief. He makes no pretensions of being anything else, but so long as you have him in your employ nothing ever will be stolen.

While the native Hindoos are very dishonest, the only way in which to keep your valuables safe is to give them into their hands for keeping. If I locked \$500 in my chest I would be sure that some time or other one of my servants would steal it; but if I should give the money to a servant, and tell him to keep it for fore his ale and a sparse meal.

"Ye are welcome, Brier," said the gameithic man, a great journalist, a distinburg Despatch.