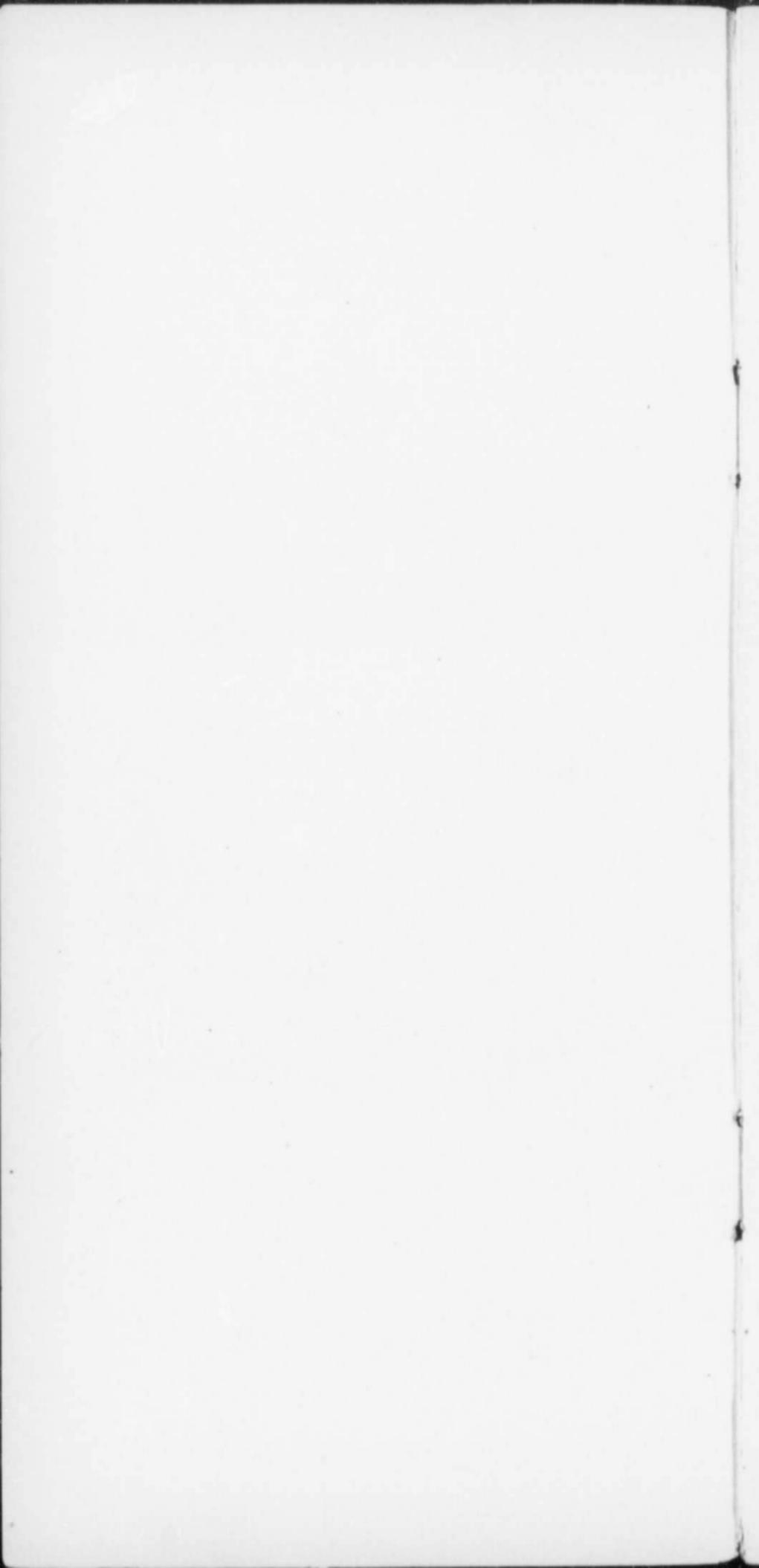


CITY *and* COUNTRY TOURS

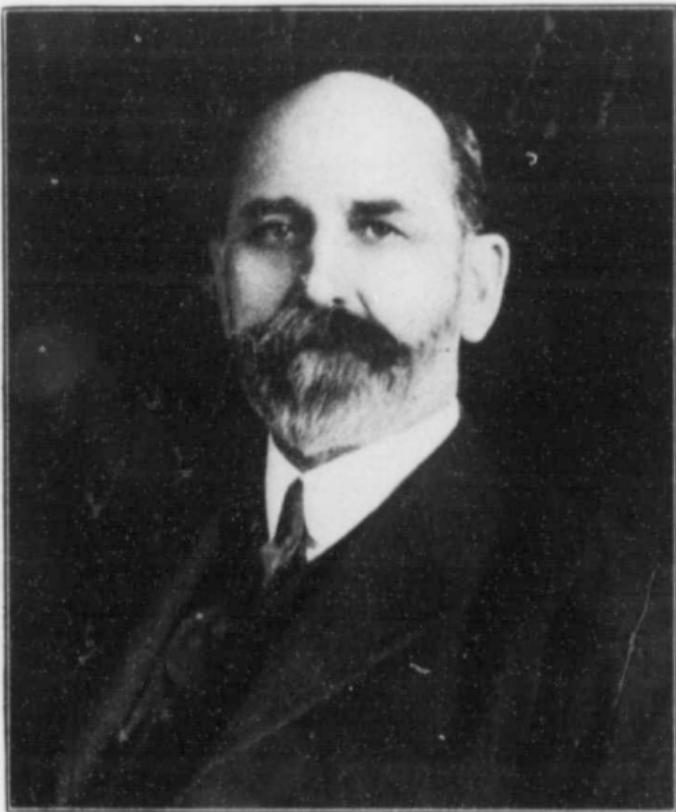


AROUND TORONTO & COUNTY OF YORK
VIA
TORONTO RAILWAY
TORONTO & YORK RADIAL RYS
TORONTO SUBURBAN RAILWAY
ELECTRIC

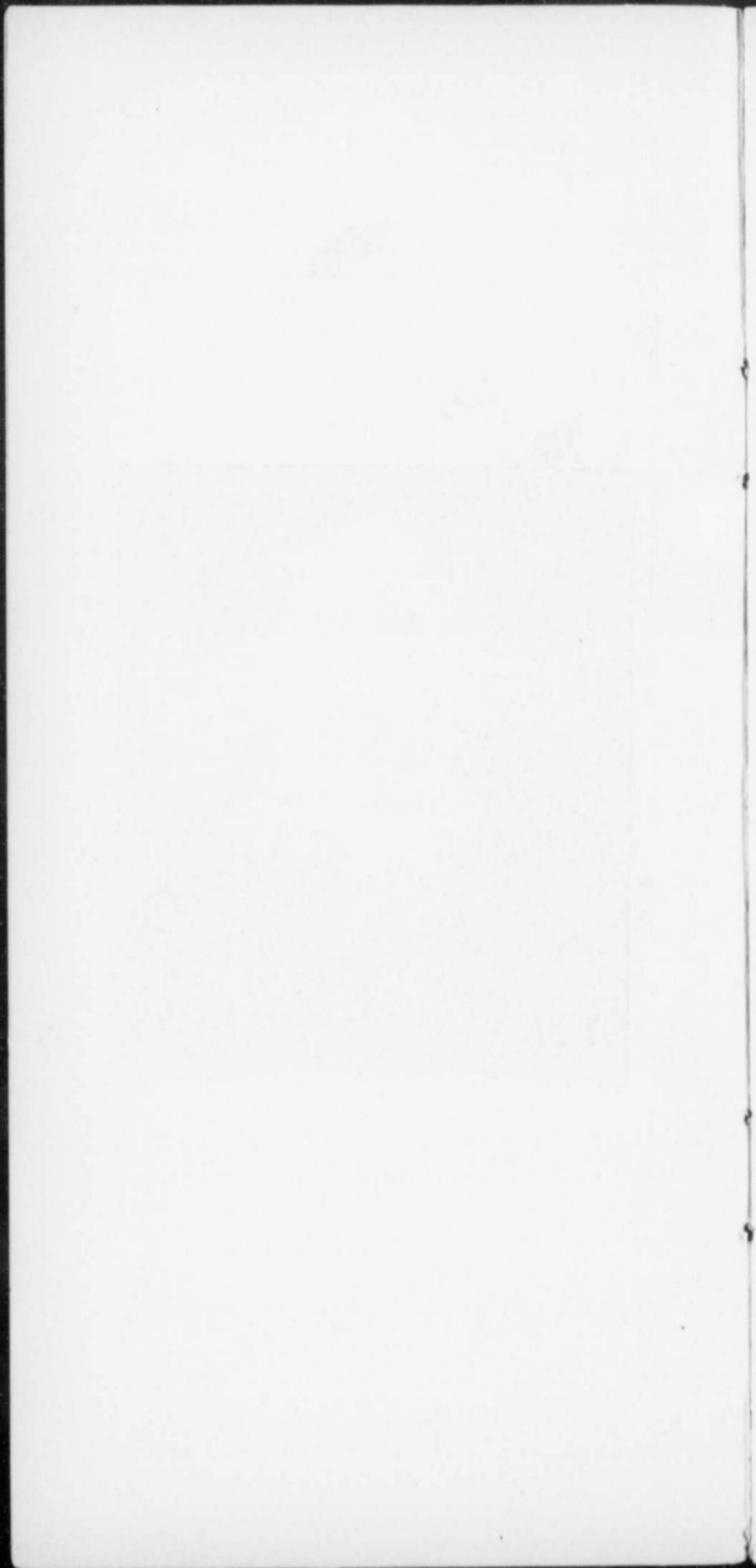




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no. 30



WILLIAM MACKENZIE
President Toronto Railway Company
Canadian Northern R.R., Etc.



CITY and COUNTRY TOURS

Compiled by George J. Bryan

AROUND TORONTO BY STREET CAR.

TORONTO, the capitol and the metropolis of the Province of Ontario, is the second city of importance in Canada. It has a population of 300,000, chiefly English-speaking people. The city is situated upon the northern shore of Lake Ontario, on a plateau almost level, slightly ascending northwards, for a distance of three miles.



City Hall Building, Toronto.

From east to west the city is about eight miles long, bordering on a magnificent waterfront, which is admirably protected by Toronto Island, a charming residential and pleasure resort, two miles distant, across the Bay.

Street car lines operated by electricity, extend in all directions, covering upwards of 95 miles of track, and there is probably no city in the world where it is easier to get about from one part to another. The streets cross each other at right angles. Yonge street, the main thoroughfare, running north and south, was constructed as a military road in 1796, and extends under the same name for upwards of fifty miles, to Lake Simcoe. It constitutes the dividing line of the city, the

streets being reckoned east and west, according to their relation to it.

The roads everywhere around Toronto are good for riding, driving and bicycling, and innumerable short and pleasant trips can be taken to the north, east and west. The scenery, too, in many places is very picturesque, and the roads delightfully shaded by green foliage. Now and then one can see an unusually fine garden, and the beauty and variety of flowers equal the diversity and excellency of the fruits. Apples and plums grow wild. May apples, strawberries, raspberries, blackberries, thimbleberries, chokecherries, birdcherries and wild grapes are also indigenous to the soil; while those who love the birds can see almost every variety that is native to the land.

The traveller arriving by railway or by steamboat will find the street cars a very convenient way of seeing Toronto and the suburbs, as the transfer system of the Toronto Railway Company permits of a cheap and ready means of getting about. The two main arteries of the city are Queen and Yonge streets, which cross each other at right angles. Yonge street runs north and south, Queen street east and west.



A Business Corner, Yonge and King Streets.

Starting at the foot of Yonge street, the most striking objects to be met with are the business blocks. This portion of Yonge street, so far as King, is composed mostly of wholesale houses. Transferring east on King, to the corner of King and Church streets, St. James' Cathedral (Epis.) is to be observed, the spire of which is the tallest in America. Proceeding north on Church street, enclosed in a large square, bounded by Queen, Church, Bond and Shuter streets, stands the Metropolitan Church, Methodist denomination. At the opposite cor-

ner stands St. Michael's Cathedral (R. C.), a large and imposing edifice inside, and much admired by all who have entered its portals. Taking the car along Church to Gould street, brings us to the Ontario Educational Department building, with large, well-kept grounds, and possessing the finest museum in the Dominion. Here one may see a fine and valuable collection of antiquities, paintings and statuary, free to witness by the public every day of the week, Sunday excepted. Adjoining is the Model School for boys and girls, and also the Normal School for teachers. Passing out of the grounds on the north, to Gerrard street, turn east two blocks to the Allan Gardens, where one may rest under the shady trees surrounded by flowers tastefully laid out. At the northeast corner of the Gardens may be seen an excellent statue of Burns, erected to his memory by the Scotsmen of Toronto. From this point take the Carlton or College cars to Queen's Park, passing the Victoria Hospital for Sick Children, and the Royal College of Dental Surgeons, to University avenue, where one's attention is directed to the Toronto Conservatory of Music and the Technical School. Upon entering the beautifully arranged grounds of the Ontario Parliament buildings are to be seen the statues of Sir John Macdonald, Hon. George Brown, the Heroes of the Northwest Rebellion, Governor Simcoe, Queen Victoria, and the Heroes of Ridgeway. Near by is Toronto University, in which there is a very fine museum; the Library building and other University buildings, and further to the north, Wycliffe (Epis.) College. Across the Queen's Park is Victoria (Meth.) University, in affiliation with Toronto University, a very handsome and striking structure. Going north to Bloor street, is Annesley Hall (for ladies), and associated with Victoria University, and on the opposite side are to be seen several magnificent residences of Colonial design. At the corner of Bloor street and Avenue road, one can, if desired, take an Avenue road car passing north to the terminus at St. Clair avenue, and thereabout view the many fine residences recently erected in this fashionable district, and also visit Upper Canada College (for boys), an institution of long and favorable repute. On returning to Bloor street, the Belt Line car takes us west, passing McMaster University (Baptist), and other private schools of learning.

Next in order is Knox College (Presbyterian). This is one of the oldest colleges in Canada, standing in a commanding position, and around which the cars pass to the right and left. At Queen street we are transferred east, if desired, proceeding as far as Osgoode Hall, in which are the Law Courts and Judges' Chambers, and many fine portraits. Near by are the Armouries, which



Birds-Eye View from Parliament Buildings.

are the headquarters of Toronto's volunteers, situated in delightful surroundings, and facing Queen's avenue.

A short distance away is to be seen Toronto's new City Hall and County building, which cost nearly three millions of dollars, from the tower of which a fine bird's eye view of the city can be had. In the vicinity of the City Hall are several of the large departmental stores, one of which is regarded as the second largest in America.

BELT LINE TRIP.

The trip over the Belt Line is one of the most popular with the public generally, and visitors can in a short space of time, get a better idea of the extent and character of Toronto by a trip over this line than in any other way. The cars run every few minutes, either way, and make the round trip in 45 minutes. The passenger may begin the trip at any point on the line and get off or transfer to any other point for one fare.

KING STREET WEST TRIP.

Leaving the business section of the King street route, the line runs past the Princess Theatre, St. Andrew's Church (Presbyterian), largest of that denomination in Toronto; Government House, the residence of the Lieutenant-Governor, the Royal Alexandra Theatre, and through part of what may be termed the new manufacturing section. The first place of interest worth paying a visit to is Exhibition Park, access to which is via Dufferin street. Within the park are the numerous buildings of Canada's National Exhibition, held August-September of each year, and rivalling any annual fair on the continent.

Returning to King street, a car is again boarded, pass-

ing westward through Parkdale, a part of the city proper, and one of the finest residential sections worth seeing.

Below the terminus of the King and Queen cars is Sunnyside, where there are several boat houses at the water's edge. Bordering on the lake, a few steps further on, is situated Mrs. Meyer's refreshment pavilion; here one may rest and be refreshed before making the return trip homeward, or going still further on a westward journey.

HIGH PARK.

The next important point is High Park, reached after a run of 30 minutes from starting point, comprising some 300 acres of picturesque woodland scenery. At every point new beauties present themselves, and a walk through its shady groves is a pleasure not soon to be forgotten. The founder of the park, Mr. Howard, after whom it is sometimes called, and his wife, are buried side by side in the grounds, and a monument has been erected to their memory. Skirting the enclosure around this monument, runs a romantic path, named Lover's Walk, which leads to the old Indian trail, still distinctly to be made out. The museum in the park—formerly the residence of Mr. Howard—contains a number of curious, old-fashioned carriages, Indian curiosities and pictures, which are well worth a visit. Beautiful driveways wind through the park, and pavilions have been built in suitable locations for the convenience of the public. There are several means of getting to High Park, viz., the following lines: Queen street, King street, and Carlton and College. Leaving High Park by the south gate, another journey further westward via the Mimico division of the Toronto & York Radial Railway, is particularly interesting.



A Leading Business Centre, King Street, Looking West.

YONGE STREET LINE.

To Reservoir Park is but a few minutes' walk from the terminus of the Yonge street line of cars, going via Yonge street and Summerhill avenue. From the high bank surrounding the reservoir, a magnificent view of the city is obtained, while on the north and east terraced hillsides and a winding ravine, traversed by a beautiful little stream, which here and there widens into artificial ponds, make this park one of the most perfect of the city's breathing spaces. On account of ready access to Reservoir Park, it is a favorite spot for quiet parties, and nearly every afternoon and evening in summer time is the scene of numerous gatherings.

At the terminus of the Yonge street line connections can be made with the Metropolitan division of the Toronto & York Radial Railway, which passes through a distinctly interesting section, and certainly well worth visiting.



LADY OF LOURDES (R. C.), SHERBOURNE ST.

WINCHESTER CAR LINE.

At the terminus of the Winchester car line is Riverdale Park and Zoo, extending from Sumach street to the River Don, the main portion of the Park being located on the brink of a wide and deep ravine. Within the well-kept grounds, in which flowers and shady trees abound, is a very good collection of animals and birds. Every afternoon one may see throngs of children and older folks viewing the Zoo, and entertaining themselves in many other ways. To the east, beyond Riverdale, the scenery is beautiful, and to take a walk along the ravines thereabouts is most enjoyable. Opposite to Riverdale Park is the Necropolis Cemetery, and facing eastwards is the Isolation Hospital and City Jail, and further north again lies St. James' Cemetery. Transfers to the Winchester car line may be obtained from any other of the routes.

KING STREET EAST TRIP.

The journey eastwards is uneventful, except for the fact that the car passes through a part of the manufacturing district, and the older sections of Toronto, now fast falling into decay, until the River Don is reached, from whence an almost new and rising section is met.

The first place of general interest to be met is the Woodbine Park and Race Track, which is operated by the Ontario Jockey Club. Each spring and fall, under the auspices of the club, meets are held, attended by many thousands who are attracted by the excellent programme of races provided for.

A little east of the Woodbine Park gates is Kingston road, where connections can be made on the Scarboro' division of the Toronto & York Radial Railway, for points on its line and referred to elsewhere.

Toward the terminus of the King street line, the car passes many pretty and picturesque residences. Shortly the car runs into the grounds of Scarboro' Beach Park, a favorite and popular amusement place, where, during the summer months, a splendid series of band concerts and other entertainments are provided for the public. The general admission to the park is ten cents. It is well worth the price, however.

The former terminus of the King street line, favorably known as Munro Park, now ceases to exist as a pleasure resort, and since 1907 has been surveyed for residential sites which are handled by Messrs. Waddington and Grundy, 86 King street east. What was the recreation ground of thousands in other days, will soon present numerous picturesque homes for those who enjoy living near the water.

**SHORT WATER TRIPS FOR VISITORS.**

For complete timetables of all railways and steam-boats, see Bryan's Toronto Time Tables.

FROM TORONTO TO

Niagara-on-the-Lake, Lewiston and Queenston, via Niagara River Line Steamers.
Burlington Beach and Hamilton, via Hamilton Steamboat Co.'s steamers, and the fast steamer Turbina.
Port Dalhousie and St. Catharines, via Niagara, St. Catharines & Toronto Navigation Co.'s steamers.
Hanlan's Point and Centre Island. Return fare 10c.

SUBURBAN TOURS.

Few cities in Canada are more richly endowed with beautiful environment than Toronto, or where within the space of a few hours one may travel through scenes of varied natural beauty, and so many places of charm and interest.

The stranger seems to realize this more than the native Torontonian. A few hours, on a hot and sultry afternoon or evening, spent in a cool and rapidly moving electric car, is all that is required. The three principal trips which yield the greatest amount of enjoyment, which afford the best opportunities for recreation and recuperation, are over the lines of the Toronto & York Radial Railway. Rarely indeed does even the most casual visitor to Toronto leave without taking these delightful trips.

An effort will be made to briefly summarize their leading features in the following order :

METROPOLITAN DIV. T. & Y. R. R

Destination—Toronto to Jackson's Point, on Lake Simcoe, passing through Deer Park, North Toronto, Thornhill, Richmond Hill, Aurora, Newmarket, Queensville, Keswick, Roach's Point and Jackson's Point, a total distance of 52 miles

For those who are at all interested in historical events, the entire journey over this line, almost, possesses more than passing interest. All along this highway in the year 1837, many were the incidents happening during the contest for responsible government between the Government forces and those of William Lyon Mackenzie, who, afterwards became the first Mayor of Toronto, in the year of its incorporation as a city. The first point of general interest after the car leaves the Toronto terminus is Reservoir Park, which also contains the principal reservoir of the Toronto Water Works system—located on Summerhill avenue, to the east. What is regarded as the most notable point on Yonge street, the great highway traversed by this line, is Gallows Hill; it is the first eminence ascended. On the brow of this elevation, on the east side of the street, within spacious grounds, and about 100 feet east of the road, there stands a celebrated elm tree, measuring 27 feet in circumference. From this tree, so it has been told, two of Mackenzie's followers were executed by hanging. Another story has it, however, that a supposed suicide, never identified, was found hung from this tree, by a farmer driving under it one night on his way home from the city. Early in the past century the highway was slightly west of where it is now, and was considerably narrower, with high banks on either side.



Scene near York Mills, on Metropolitan Division.

Deer Park, above the hill, is one of the city's most picturesque suburbs, and now part of Toronto proper, being since annexed. Within this district there are numerous fine residences, the surroundings being particularly rustic. Here, too, are situated St. Michael's Cemetery (R.C.), and Separate School on the west; public school, St. Clair avenue, east, and further north again, at the forks of the road, is Christ's Church (Epis.), built close on to forty years ago, and across the way, on the east, Mount Pleasant Cemetery. From this point on the line the car touches on the way, Davisville, Eglinton and Bedford Park, the three being incorporated and known as the town of North Toronto.

Davisville, the first of these three villages, is a thriving suburb, and presents many pretty spots to the eye. From the car window one obtains a splendid view of Upper Canada College and the surrounding country.

Eglinton, which is the principal place of the three above-named, is the next point touched at, and an exceedingly beautiful place it is. The village received its name from a descendant of the house of Eglinton, in Scotland, Alexander Montgomery, who settled here in 1802. This locality, like many other districts, was the site ages ago of aboriginal settlements. It will be of interest to learn regarding Eglinton, that in December, 1837, the attention of all Canada was centred on it. Here was spilt the first blood in Upper Canada, in the struggle for responsible government. The machinations of the family compact, a body which practically controlled the Legislative Assembly, culminated in an uprising here under the leadership of William Lyon Mackenzie. Those on the Government side were known as Loyalists, while those who were opposed to the laws as

they were administered at this period, were called Patriots, otherwise rebels.

Situated on Yonge street, near Victoria avenue, there stood, until very recently, a frame house with an aperture caused by a cannon ball fired by the Government forces seventy-one years ago, and not very long since, arms and accoutrements were dug up in this locality.

To give one an idea of the elevation here, above the city, it may be mentioned that a brick in the northeast wall of the Oulcott House, within reach of the hand, bears an inscription to the effect that it is on a level with the top of the St. James' Cathedral spire, which is some 316 feet from the ground.

Here in Eglinton, Messrs. Waddington & Grundy, real estate dealers, have a branch office, where information may be secured regarding suitable residence and farm sites in and around this flourishing district.

Glen Grove is the next stop after Eglinton. Bedford Park then follows. This is a very pretty place, and is wooded with many fine trees.

York Mills, frequently called Hogg's Hollow, now comes into view. It nestles in a great hollow, receiving its nickname from James Hogg, who established here many years ago flour mills.

Here also, is located a power sub-station for the Toronto & York Radial Railway. The western branch of the River Don is crossed at this point.

As the car speeds along, a view is to be had of St. John's Church, which is beautifully situated on an eminence. On this site was established one of the first rectories in Upper Canada. For many years Canon Osler, the father of the famous Osler brothers, was rector here.

Lansing now comes into view. Here are to be seen several fine examples of up-to-date farms. In the distance, on the west, but easily viewed from the car window, is a structure of the pagoda style of architecture, and peculiarly striking in appearance. This was erected by one Shepherd, the landlord of the inn which bore his name, standing where the Golden Lion Hotel is now, at Lansing.

Willowdale is the next stop. Like other places on the line, it is of historical note. Here resided David Gibson, a prominent figure in the affairs of 1837, under the orders of Sir Francis Bond Head, Mr. Gibson's house was burned down after the skirmish at Montgomery's.

On the right side of the road is the Willowdale Methodist Church, and to the eastward was a great camp ground in the early part of last century, where the noble red men from Lake Simcoe and Scugog congregated for the purpose of worship. Finch's Corners is our next stop.

Here, passing along the line are many excellent orchards, apples being the principal fruit cultivated.

Newtonbrook then follows. This place at one time was named Montgomeryville. Steel's comes next. East of here, about 1 3-4 miles, at Duncan's farm, between the 2nd and 3rd concessions, Matthews was captured, who with Lount, was executed in 1838. These two men, with Mackenzie, being the leaders during the rebellion referred to. A panorama of the country to the east, just as the car takes a switch further on, is before the passenger. It is indeed a magnificent scene. On a clear day, with the naked eye, elevated ground east of Chalk Lake, which is 30 miles away, is plainly discerned, and the view is pronounced by tourists as one of the finest to be seen anywhere.

Thornhill, a village named in honor of Mr. B. Thorne, who settled here in 1820, is the next stopping point. In this old-settled place, the settlers of which were principally English, are many signs of progressive spirit. To take a stroll around Thornhill is well worth the time spent. It is so quaint and interesting.

Langstaff is our next call. Hereabouts are scenes of activity in farming and cattle-raising.

Richmond Hill, which next comes into view, is a most enterprising village, and is picturesquely situated on an elevation over 600 feet above the level of Lake Ontario. From the Presbyterian Church tower a pleasing view, showing a wide range of scenery, may be obtained. The village is quite a progressive one, with excellent sanitary arrangements, concrete sidewalks, and good roads, and possesses a number of churches, a high school and public schools. Besides, there are two well-managed hotels. As a place of residence, it is particularly healthy. The U. E. Loyalists, French Refugees and Government land purchasers were the first settlers of Richmond Hill, which was first known as Miles' Hill.



Scene at Jackson's Point, on Metropolitan Division.

Among the memorials of the village there is still standing the residence from which Colonel Moodie rode to his death in 1837. Northward, as the journey is resumed, highly-tilled land, with comfortable ivy-covered domiciles, commodious barns and silos demonstrate the fact that this is a farming district equal to any in the Province.

Between Richmond Hill and Maple, on the west, was located at one time, the Patterson Implement Works. Here, also, in same proximity, were mink preserves on a small scale. These animals being raised for their furs.

Elgin Mill^e is then touched at. At this place is located a large tannery. On the west side of the road, with the chimney still standing, are the ruins of Dixon's grist mill, burned about the middle of last century.

About "oo yards west of the road, a short distance further up the line, stands the house, with an orchard in front, where Kinnear and his housekeeper were foully murdered on July 27, 1843.

Jefferson, which is the next point arrived at, presents to the traveller a splendid sight. From its great elevation, the North Toronto Reservoir, away to the southwest, may be easily seen.

The passenger is now rapidly approaching the Mecca of the pleasure seeker, passing close to the company's large car sheds and power house. Nestling in a wooded dell to the right, is Bond Lake, one of the most beautiful sheets of water in Ontario. Connecting with the arrival of the cars the Schomberg & Aurora Railway train will be found waiting near by. A few hundred yards further on and the entrance to the park is reached. To one side of the road, on the left, is an historical spot. Here, previous to the building of the Northern Railway, in the middle of the past century, Thomas Steel dispensed hospitality to the governors, army officers and other transients. William Bond was the first owner of the lake and the surrounding land, and drew his patent for it from the Government in 1798.

Another ancient domicile to the right of the park entrance, is a trim little log house, erected by Sir John Beverley Robinson, who in a later period owned Bond Lake and the surroundings, comprising about 400 acres.

Bond Lake Park. Midway between Richmond Hill and Aurora is Bond Lake Park, comprising about 200 acres, prettily situated on rising ground—the elevation here being 720 feet above the level of Lake Ontario—and a beautiful inland lake 55 acres in extent, the waters of which are cool and clear, and sheltered on every side. Within the park, which at night is brilliantly illuminated, are many beautifully wooded trees, such as cedar, spruce, maple, pine and other varieties; a splendidly shaded



SCENE AT BOND LAKE, METROPOLITAN DIVISION T. Y. R. R.

promenade, a magnificent dancing pavilion, numerous swings and rain shelters scattered throughout. In the pavilion is a booth for the sale of refreshments, etc. The park and lake are certainly among the most enchanting spots of Ontario, and for Sunday school picnics or other excursion parties is an ideal place, particularly for the little ones, who may rove around to their heart's content.

For the convenience of parties the management supply without charge, hot water, tables, benches, etc., while iced water for drinking purposes is placed at intervals throughout the park. As a picnic resort Bond Lake and vicinity stands unrivalled.

Oak Ridges forms the height of land between Lake Ontario and Georgian Bay. Rain falling here runs towards both bodies of water on either side of the Ridges. The tourist is now among the famed Highlands of York county, a rugged, picturesque part of the country, which presents many interesting features. There are many lakes and ponds scattered all through this region.

Pinnacle is the next stop after leaving Bond Lake Park. It is so named from the fact that it is the most elevated point of the Oak Ridges. It is about 800 feet above the level of Lake Ontario.

Northward the car runs, passing Aurora Cemetery and the G. T. R. crossing, until the town of Aurora is reached.

Aurora, formerly called Machell's corners, is situated on a small branch of the Holland River. In a business way it is quite an active town, and there are several manufactures, including implement works, flour mills, a shoe factory and a tannery. In addition there are several fine schools, churches, and an excellent public library.

Within a short distance after leaving Aurora, the Holland River is crossed three times. The river receives its name from Major Holland, who was Surveyor-General of the Province of Quebec before Upper Canada became a separate Province. About half a mile south of Mulock's Corners, the next stopping point, is the Quaker Meeting House, where, at certain periods a large gathering of Friends meet in conference. The structure is of striking character.

Mulock's Corners is but a small hamlet, and is associated with the name of Sir William Mulock, whose palatial summer residence and farms are so familiarly known through the county of York.

North of Mulock's Corners, about half a mile distant, may be seen a red brick structure located in large grounds. This is the Industrial Home for York county.

At this point of the journey the cars run for a little



Scene on Metropolitan Division.

distance in a northeasterly direction, curving again to the north just before reaching Newmarket, which is the next stop.

Newmarket is now reached. As the car passes through the main street of the town, one is impressed with the importance, commercially, of the surroundings. It is situated on the east branch of the Holland River, and affords motive power for the several large factories located nearby. Previous to and in the year 1837, Newmarket was one of the centres of disturbance against the Family Compact, and, therefore, is of some historical note.

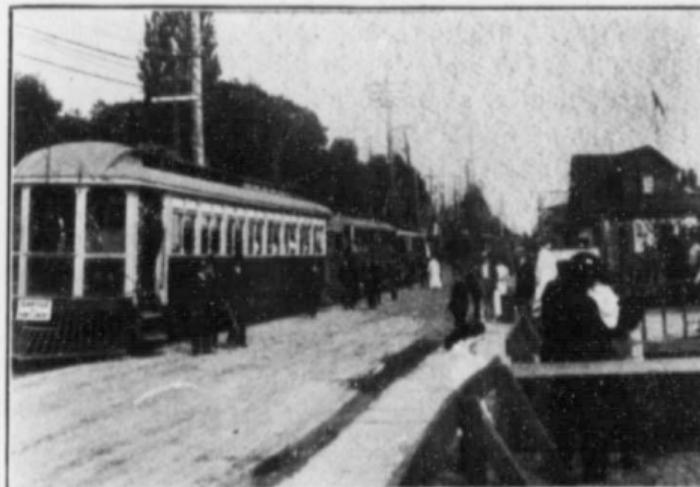
To Elisha Beaman, who first settled here in 1806, coming from New York State, and who established mills and stores, must credit be given for the foundation of the town's prosperity. Leaving Newmarket, the journey northwards, with occasional stops, is full of interest to the passenger. On the way the cars stop at several thriving places, notably Queensville, Keswick, Roache's Point, and, finally, at Jackson's Point on Lake Simcoe, the terminus of this line. Jackson's Point has the distinction of being one of the finest watering places in Ontario, and during the summer season great throngs spend their vacation here. In addition to numerous summer hotels and boarding houses, which cater to the tourist, there are splendid facilities for boating, fishing and bathing. Here, too, one can have excellent photographs, groups or landscape views of the surroundings taken by Mr. R. H. Peter, the photographer, which will be treasured by visitors to this beautiful spot.

MIMICO DIVISION T. & Y. R. R.

Destination—Sunnyside terminus to Port Credit, along the lake shore passing through Swansea, Mimico, New Toronto, Long Branch and Port Credit, a total distance of 10 miles.

This trip is unquestionably one of the most enjoyable that could be taken. Almost the entire journey the waters of Lake Ontario are in plain sight, and off the lake on a warm day the cool, refreshing breeze is exhilarating and very acceptable.

Passing along Lake Shore road, the Grenadier Pond, a fine body of inland water, is observed. Then the Humber is reached, when a panorama of splendid views greets the passenger. At any point along the line passengers are enabled to leave the cars to stroll on the beach or to walk through the wooded nooks thereabout. At the mouth of the Humber River there are several hotels, notably Mrs. Meyer's, formerly Nurse's Hotel, at which good accommodation can be had. Also boathouses, and the trolley tourist can take a row up the river, where beautiful scenery abounds on every side, or if so desirous, can take a sail out on the lake. The fishing about the Humber is excellent. A short distance further west is another little river, too small for boating, but just the thing for bathing ; it has a fine, sandy bottom, and is deep enough for a swim without fear of accident. Mimico, which is next reached, is an old-settled village, but chiefly famous at the present as the site of the Victoria Industrial School for boys, and the Mimico Asylum. This latter institution is conducted on the cottage system, the first attempt in this direction in Canada. A number of Toronto citizens make Mimico their summer home, and the lake shore is dotted with some very pretty cottages.



Scene at Sunnyside Terminus, Mimico Division.



Scene at Long Branch, Mimico Division.

Pleasant spots for picnicking are easily found, but most parties continue farther to Long Branch.

After leaving Mimico, the town of New Toronto is passed, and where considerable manufacturing is carried on. Long Branch lies 6 3-4 miles west of the Union Station, and is situated on the shore of Lake Ontario, and is a very charming summer resort. Nestled among its beautiful wooded groves are numerous pretty cottages and pavillions—the latter being available for excursion parties. Within the park enclosure are bowling, lawn tennis and baseball grounds, besides facilities for boating and fishing. This spot is so attractive, not to mention the pleasure of going there, that every week during the summer months thousands of persons make it a visit. All along the Mimico line are many delightful places for picnicking, which is one reason for the popularity of this westward route.

Still further westward the journey presents many interesting features, until Port Credit is reached, a distance of ten miles from the starting point. The entire trip is particularly delightful, and one which will give considerable pleasure to the tourist taking it.

SCARBORO' DIVISION, T. & Y. R. R.

Destination—From the Woodbine, along Kingston road and highlands overlooking the lake, through Norway, the town of East Toronto, past the Hunt Club, Half-way House, and to eastern terminus at West Hill, a distance of 10 miles.

Not the least important of the several suburban trips is the passage over this route. In fact it is a decidedly interesting journey from end to end. All along the line traversed there are attractions not to be seen elsewhere. After leaving the Woodbine terminus, the car gradually ascends a high grade, and in passing one may observe on the west slope St. John's Church (Epis.), a quaint and picturesque structure of old repute, besides which lies the church burial ground.

Toward the height of the grade, on either side of the road, are deep sand and gravel pits, and in the background are to be seen large growths of pine, spruce, willow, and other trees in the valley round about.

Further on, as the car proceeds, will be noticed numerous dwellings, bordering on a ravine, until shortly a portion of the town of East Toronto appears in sight.

East Toronto is a town of about five thousand inhabitants, and the homes, generally, are of solid brick construction, while the streets are kept in a very good condition.

From East Toronto, eastward, the journey is one of more than passing interest. Toward the end of the line are the famous Scarboro' Bluffs, a bit of scenery oft portrayed by artists in oil, and justly described as the Palisades of Ontario. In order that a full appreciation of this striking landscape may be had, a walk should be



"*Oaklands*," Residence of Mr. Geo. F. Davis, on Scarboro' Division.



The Famous Scarborough' Bluffs, Scarborough' Division.

taken thereabouts in and around the lake shore. Another interesting point is the Hunt Club grounds, where at intervals polo and golf are indulged in by large numbers of city folk. The trip along the Scarborough' line to Half-Way House and West Hill, affords the greatest delight, especially in the hot summer days. The distance covered on this trip is 10 miles, and throughout presents scenes of unsurpassing beauty.

TORONTO SUBURBAN RAILWAY.

West Toronto, Lambton, and Weston.

Another very interesting journey and well worth taking, is the trip via Dundas car line, connecting with the Toronto Suburban Railway at West Toronto, to Weston and Lambton. West Toronto offers an example of the unusual combination of a manufacturing and residential suburb. Divided as it is by the railway lines of the G.T.R., and C. P. R., it is almost like two towns, as the manufacturing interests have taken possession of the side of the town north of the railways, while to the south, overlooking the blue waters of Lake Ontario, are many handsome residences, the homes of many of Toronto's merchants.

Lambton Line.—From West Toronto to the terminus of this line, the distance is about two miles, the cars leave opposite the postoffice on Dundas street every half hour, on the quarter hour during winter months, and every 15 minutes on the quarter hour, during summer.

Passing along the main business street one is struck with the substantial appearance of the retail stores, and

the enterprise of the local business men. Beyond the outskirts of the town the car swiftly moves along the shady thoroughfare, lined on either side at intervals, with old-fashioned domiciles, peculiar to look upon in contrast with the up-to-date residences observed whilst passing through West Toronto. After a run of one and a half miles, the grounds of the Highland Golf Club, on the left, are passed, and a half mile further on are Lambton Golf and Country Club. These latter points in summer season, are the mecca for the lovers of golf, and thousands of excursionists who delight to roam about the country side, amidst the beautiful valley of the Humber River, which opens out in all its grandeur and extends as far as the eye can reach.

To the true lover of nature this vicinity is really enchanting, it inspires one. All about on every side are hugh trees, which spread their leafy shade and send through the clear atmosphere a sweet delightful aroma.



Lambton Golf and Country Club.

pleasant to endure. Lambton Park, the chief point of interest, consists of 16 acres beautifully wooded, and on account of its delightful situation, overlooking the picturesque Humber Valley and River, forms an ideal spot for picnic parties.

To ramble through the wood gathering wild flowers and berries, is one of the delights of all who visit this beautiful spot. Adjacent to the park is the old mill, of which a fair illustration is shown. Here, on bright days, one may see scores of little ones and older folks investigating the mysteries of an active industry away from city life.

Immediately west of Lambton Park is situated one of the finest golf club houses and golf links in America, and whose membership in numbers equals any club extant. Within the spacious and well-kept grounds of this

popular club, when weather permits, many ladies and gentlemen may be seen engrossed in playing their favorite game. To appreciate the attractions offered and revel in the pleasures which abound in and around Lambton, one must arrange to spend a day and take in this delightful spot.

Weston Line—At the Northwestern terminus of this line is situated Weston, a charming and thriving town of 2,000, by the side of which the Humber River flows. It is a home-like place, and has been chosen as a place of residence by those who wish to be far away from the mad whirl of business, and yet within easy reach of it.



Lambton Park Scene.

Leaving West Toronto (corner Keele and Dundas streets), by this line, which runs every 1-2 hour on the hour and half-hour, the passage northwards is made interesting by the up and down grades through a district dotted with several important industries. The car passes through the valley of the Black Creek, which forms a very interesting view looking up and down the valley. Soon there comes into view the village of Mount Dennis, with little hamlets scattered here and there. After a short run Weston is reached, the car passing along the main street to the terminus of the line. Many charming spots surround Weston in the vicinity of the river, there being a variety of scenes, which to the eyes of the weary citizen affords a change desirable from every standpoint. The children will appreciate this trip to Weston, as well as the older folks, for here and there about this prosperous town are many pretty spots to ramble through, where quiet rest beneath the shade of numerous trees is afforded, free from city life and cares.

Davenport Line—Not the least important of the routes traversed by the Toronto Suburban Railway is



Scene on the Humber River.

the Davenport line, the cars of which leave the corner of Keele and Dundas streets every 40 minutes, via Keele St. Clair avenue and Carlton streets, to Davenport road, and thence to Bathurst street, a distance of three and a half miles from West Toronto. The cars of this line pass through the villages of Carlton, Davenport and Brancdale, passing on the way several historic residences situated on the Davenport Road Hills.

The scenes hereabout are of historical interest, and are ever changing, and for those who have not taken this trip many features of more than passing comment present themselves. The Davenport Road line connects with the Toronto Railway Company cars at Bathurst street, and forms a connecting link and short route between North Toronto, West Toronto, Lambton and Weston.

GEORGE J. BRYAN,

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