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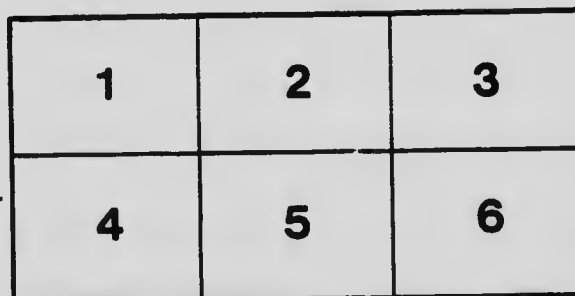
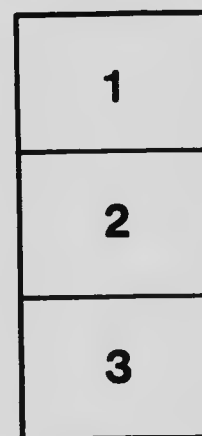
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HUMBER VALLEY SURVEYS

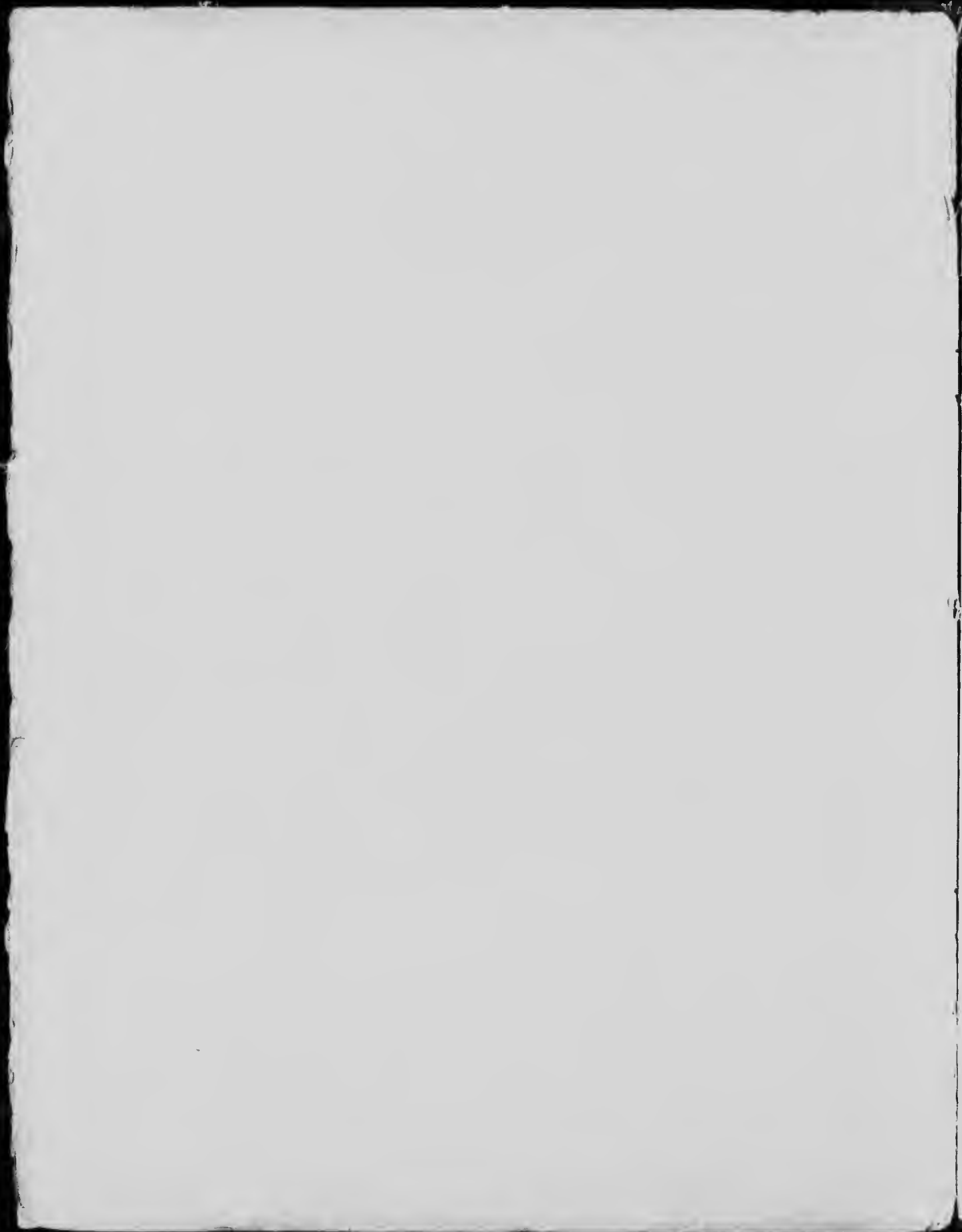
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HUMBER VALLEY SURVEYS

RIVERSIDE SUBDIVISION
BABY POINT SUBDIVISION
GLEBE SUBDIVISIONS
BRIDGE END SUBDIVISION
OLD MILL SUBDIVISION



PROPRIETORS
THE TORONTO LAND CORPORATION
LIMITED
THE VALLEY LAND COMPANY
LIMITED
18 KING STREET WEST

Home Smith & Co.
18 King Street West
Managers
Humber Valley Surveys

103449



View from the bank on the Glebe Subdivision, 120 feet above the River



A NGLIAE pars Anglia procul"—"A bit of England far from England" is the guiding motive in this development of the Humber River. As early as 1795, when it was still known as St. John's Creek, it was written of as a place of beauty and picturesque charm. If its diversified view of bluff and valley had been left untouched as a park for the Great Toronto of the future, the City would have been rich in a unique possession. That being impossible, it is the earnest desire of the proprietors that, in conjunction with a noble City Park and Boulevard, the whole development of street planning, architecture and construction will combine in a result which will be "A bit of England far from England."

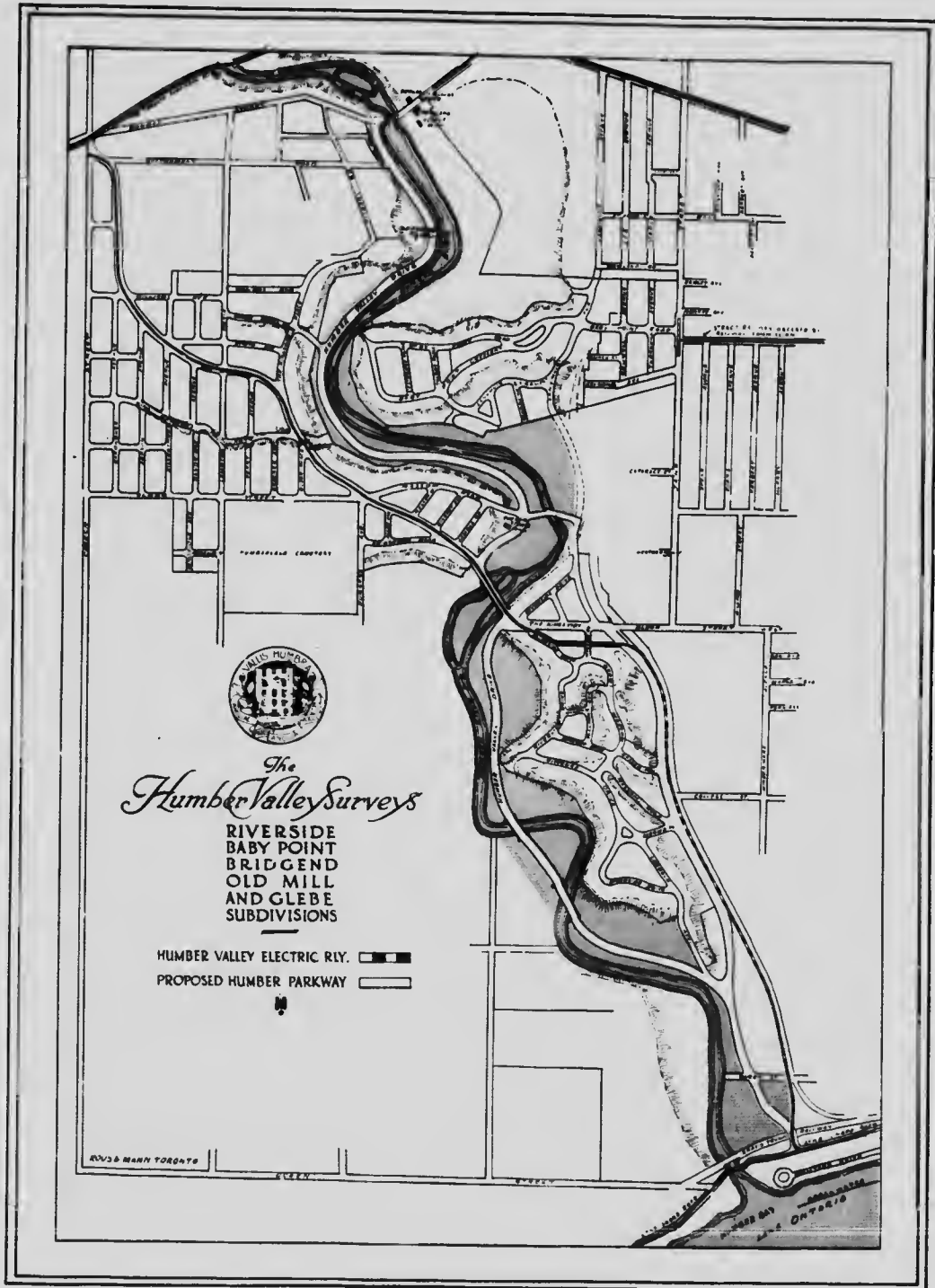
HUMBER VALLEY SURVEYS



The second bend in the River, from the east bank



A Saturday afternoon on the Humber





Cluster of Birch, Riverside Subdivision

In developing a modern subdivision the following necessities must be provided:—Electric light and gas, sewage, water, electric railways, proper building restrictions and a generous plan of streets and development.

ELECTRIC LIGHT.—Arrangements are being made with the Hydro-Electric Commission for a complete installation of their lighting system.

The Toronto Electric Light Company and the Interurban Electric Company are also in the district and will compete for customers.

GAS.—The mains of the Consumers' Gas Company are already laid to Jane Street, and the Management has promised to supply all customers on demand.

WATER.—The Riverside, Baby Point and Bridge-End Subdivisions are being annexed to the City and will shortly have the civic water service.

The Glebe and Old Mill surveys will be annexed and supplied with City service; but, meanwhile, a local water service, drawing its supply from pure local springs, will be installed during the year 1913.

SEWAGE.—Some years must elapse before the complete city sewer system can be constructed. Meanwhile, cesspools can be installed at a small cost and with satisfactory results. This district is one of sand and gravel soils, from twenty-five to seventy-five feet deep, providing unexcelled natural drainage, and an easy solution for sanitary sewage.



Looking south to Bloor Street from the west bank



A view of the River south of Bloor Street



Toronto Suburban Railway at Dundas Street

ELECTRIC RAILWAY.—The Toronto Suburban Railway, now under construction, will serve the Glebe and Old Mill Subdivisions. This line will run from the intersection of Church Street and Dundas Street, on the west side of the River, to the intersection of Yonge Street and the Canadian Pacific Railway, the trip taking seventeen minutes.

The Humber Valley Electric Railway will run from Sunnyside to Lambton. The route leads by the east bank of the River to Bloor Street, where the River will be crossed, and thence to the intersection of Church Street and Dundas Street, the trip taking, from the Riverside Subdivision to Sunnyside, eight minutes, and from the farthest point of the Glebe Subdivision, fifteen minutes.

The plans of subdivisions require little explanation. Roads follow the natural contours on easy grades and curves, giving variety and charm to the vistas; but, as shown, the streets are planned for easy communication and are not made to create confusing and artificial irregularities.

A permanent roadway of two and one-half miles is now in course of construction from the Lake Shore Road to Bloor Street, on the east side of the River, extending thence to the farthest point of the Glebe Subdivision. The Kingsway is one hundred feet wide; other streets are in proper proportion, the minimum being sixty-six feet. Generous allowance is made at street intersections for shrubberies, etc., and an appropriation will be made for tree and shrub planting, stone gateways, and kindred ornamentation.

The picture of a plan of several houses to be constructed early in 1913 on Bâby Point speaks for itself.



Restrictions provide for the preservation of trees on the River bank



A veiled glimpse of the River

HUMBER VALLEY SURVEYS



*Gates built at the entrance of the Bâby Subdivision
The first of many improvements on the
Humber Valley Surveys*



Houses to be constructed during 1913 on Bâby Point Road



Permanent paved roadway built on Garbeyd Avenue



Looking west on Baby Point Crescent



The hillsides are beautifully wooded

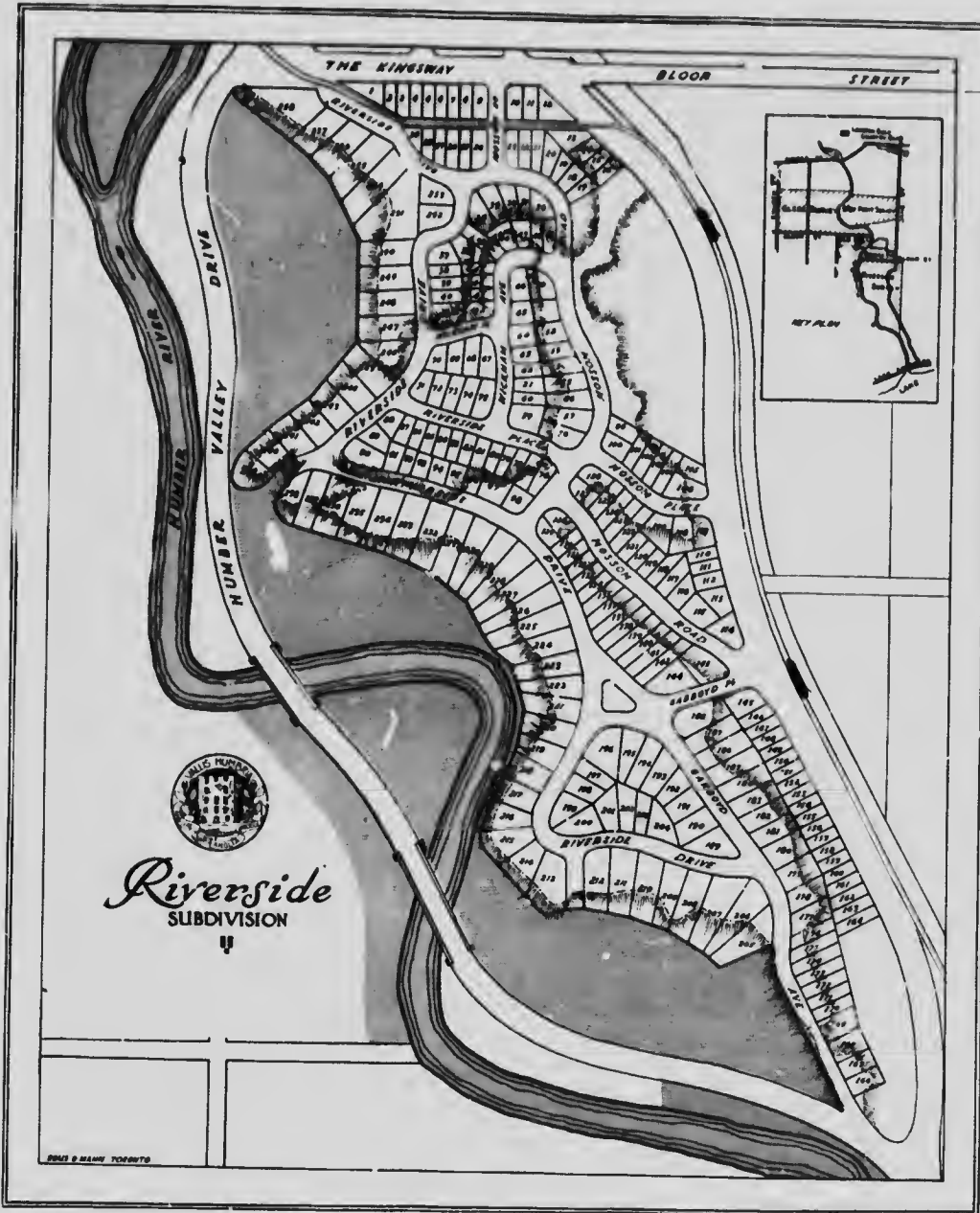
The Riverside Subdivision is situated on the east bank of the Humber River, commencing a short distance from the Lake and running north to Bloor Street.

The River, which is navigable from the Lake to a point a short distance north of Bloor Street, forms the west boundary; and a deep ravine, which is very well wooded, forms the east boundary of the Subdivision.

The lots on the west side of Riverside Drive are all bank lots and run down to the City Park property. These lots are beautifully treed, and command very fine views over the River and the land given to the City for the Boulevard Drive and Park.

The Humber Valley Electric Pailway, upon which construction will begin early in the Spring of 1913, will run up the ravine on the east side of the Subdivision and will be within a few hundred yards of all of the lots.

A first-class, permanent "Dolarway" pavement is now laid through the property on Garboyd Avenue and Mossom Road. Provision has also been made whereby the owners have reserved certain lands on the flats adjoining the River to be used for boat-houses.



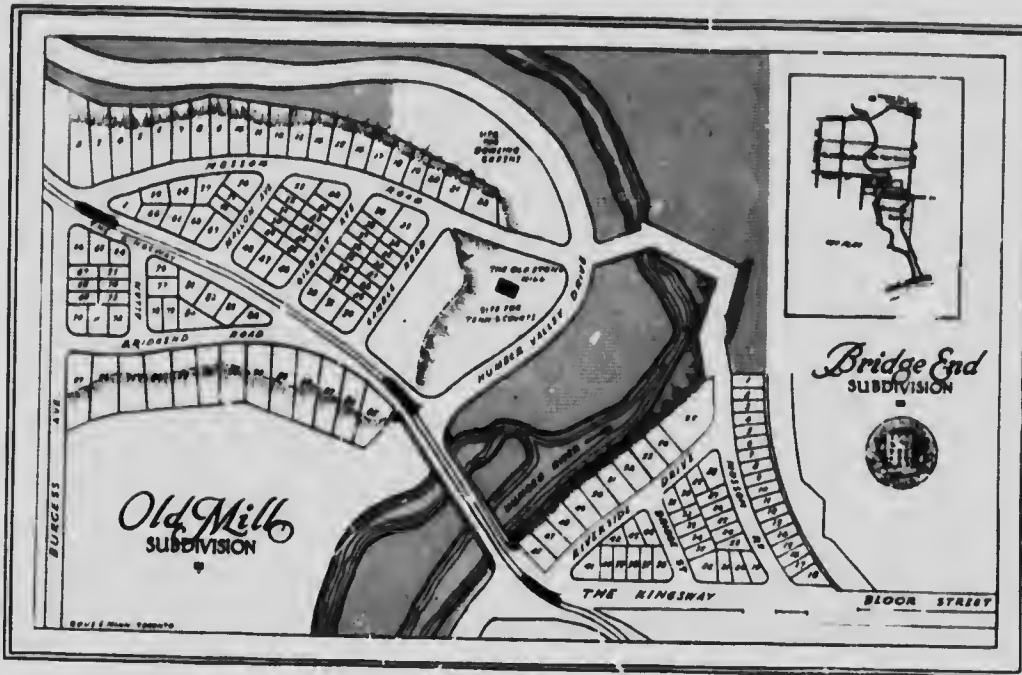
HUMBER VALLEY SURVEYS



Proposed location of tennis courts by the Old Mill



Blair Street, just west of the River



The Old Mill Subdivision, situated on the west bank of the Humber River, will be connected with the Bridge-End Subdivision by a high level bridge. The Subdivision derives its name from the Old Stone Mill. The River is navigable up to this point, and the spot has been well-known to pleasure-seekers, from the time of Governor Simcoe.

The first portion of the Humber Boulevard to be built will be from Bloor Street north to Dundas Street. It is the intention of the proprietors to rebuild the old mill itself and turn it into a clubhouse and restaurant and to provide suitable grounds for bowling greens, tennis courts, etc.

The Humber Valley Electric Railway will run through the property along the Kingsway. Provision will be made for boat-houses for motor boats, canoes, etc.

The Bridge-End Subdivision is situated on the east bank of the Humber River, running north from the Kingsway, which is a continuation of Bloor Street. This Subdivision derives its name from the fact that it will be at the end of the high level bridge to be built to continue the Kingsway over the River, connecting York and Etobicoke Townships.

The Humber Valley Electric Railway will run within two hundred feet of the property, and in the last report made to Toronto by the traffic experts, a city car line was recommended to be laid west on Bloor Street to Jane Street. This line will also be within a couple of hundred yards of the property.

A permanent pavement will be laid on Mossom Road early in 1913.



Church Street, near Dundas Street

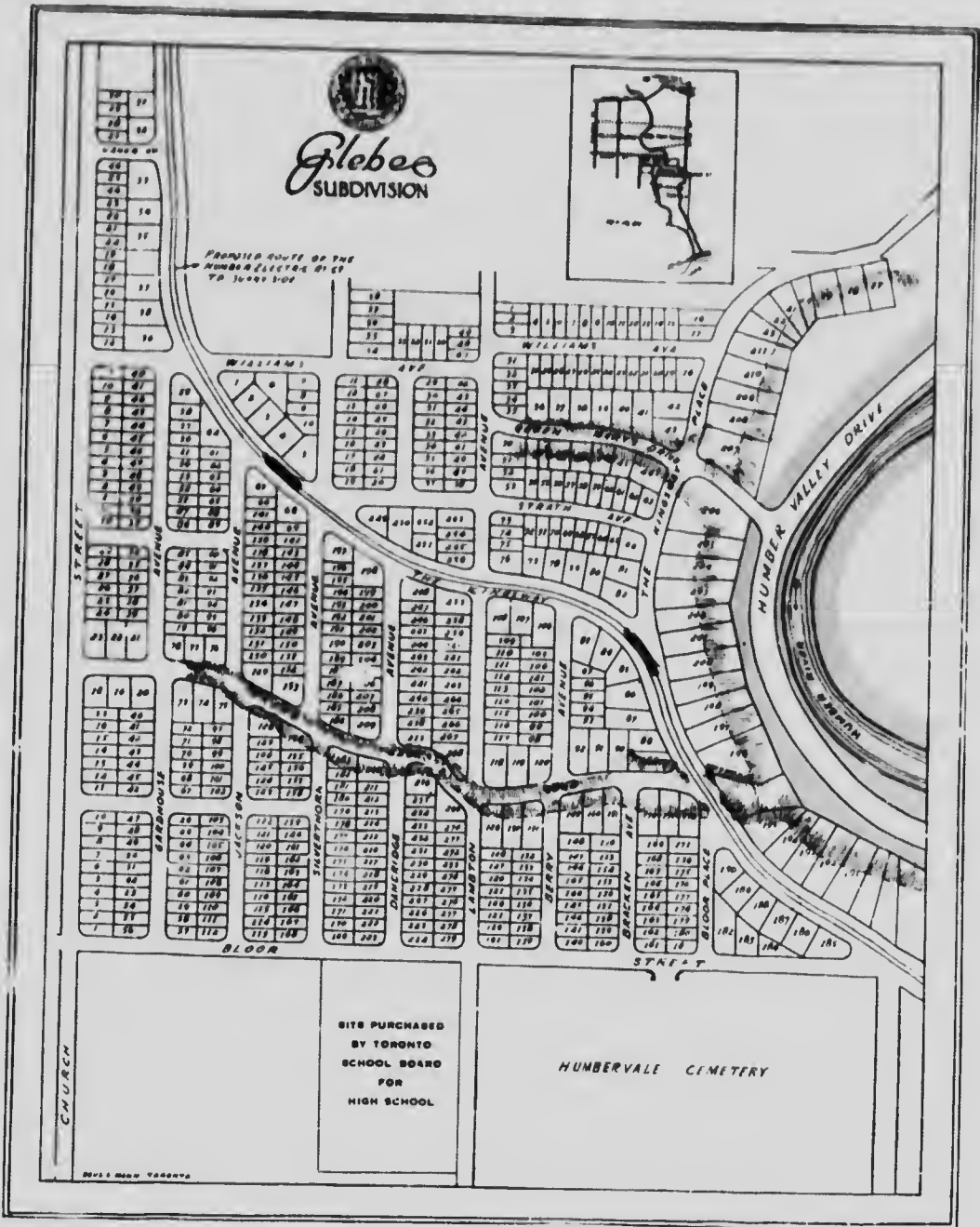
The Glebe Subdivisions are situated on the west bank of the Humber River, north from Bloor Street, and are composed of part of the old Clergy Reserves in the Township of Etobicoke.

The property is mostly flat table land at a height of one hundred feet above the level of the River, having, however, two depressions or small ravines, through which are laid out King George's Road and Queen Mary's Road.

The Kingsway, a street one hundred feet wide, leads diagonally across the Subdivision in a north-westerly direction, and the Humber Valley Electric Railway will run in the centre of the Kingsway. The Toronto and Suburban Railway line will also run a short distance north of the property.

A permanent pavement will be laid early in 1913 on the Kingsway. Work on the section of the Humber Boulevard which runs past this property will also be commenced early in 1913.





HUMBER VALLEY SURVEYS



On the north bank of Bâby Point



Looking north to Dundas Street from Bâby Point



The Bâby Point Subdivision is situated on the east bank of the Humber River, about half-way between Bloor Street and Dundas Street. The property was for a great many years the homestead of a settler named Bâby, and it is after him that the Subdivision is named. When the property passed from the hands of the Bâby successors it was acquired by the Dominion Government, with the intention of making it a site for the new fort for the Toronto Garrison headquarters. This plan was changed, and it was decided to build the new fort farther west on a larger property. The Government then offered the Point for sale, and it was purchased by the proprietors of the Humber Valley Surveys.

The main roads are now graded and gravelled, and are in good condition. Work on the section of the Humber Boulevard which runs past the front of this property will be begun early in 1913.

The Ontario Railway Commission have ordered a car line to be built at once on Annette Street as far as Jane Street, to the entrance of the property.

The Lambton Golf Club is situated on the east bank of the Humber River just north of Dundas Street, within a short distance of the Humber Valley Surveys.

The New Toronto Golf Club, The Lakeview Golf Club and the new Military Barracks are about five and one-half miles; the Rosedale Golf Club, nine and one-half miles, and the Mississauga Golf Club and the new Toronto Jockey Club about ten miles from the property.



The Old Mill on the Humber

The Old Mill, where navigation ends, will be reconstructed as a restaurant and equipped for club purposes. Travellers wrote in the eighteenth century of the beauties of this spot. In the fore-bay, now shaded by willows, bowling greens will be laid out; to the south, tennis courts will have ample space, the Humber Valley Boulevard will pass the doors, and by land or water a delightful resort will be easily reached. A wharf will accommodate motor boats and all the varieties of pleasure craft that find their way up from the lake front. In one of Mrs. Simcoe's rides beside St. John's Creek, she found "the banks dry and pleasant, flowers and sweet shrubs, hemlock and other conifers, making the air fragrant." A pleasure lover of to-day, of equal discernment, will find the same satisfying charm.



Site of proposed Bowling Green by the Old Mill



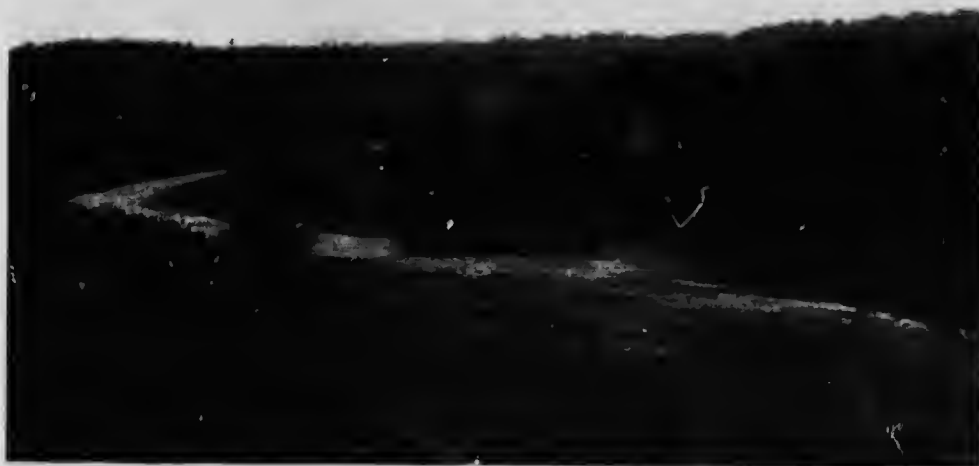
Lambton Golf Club, from the River



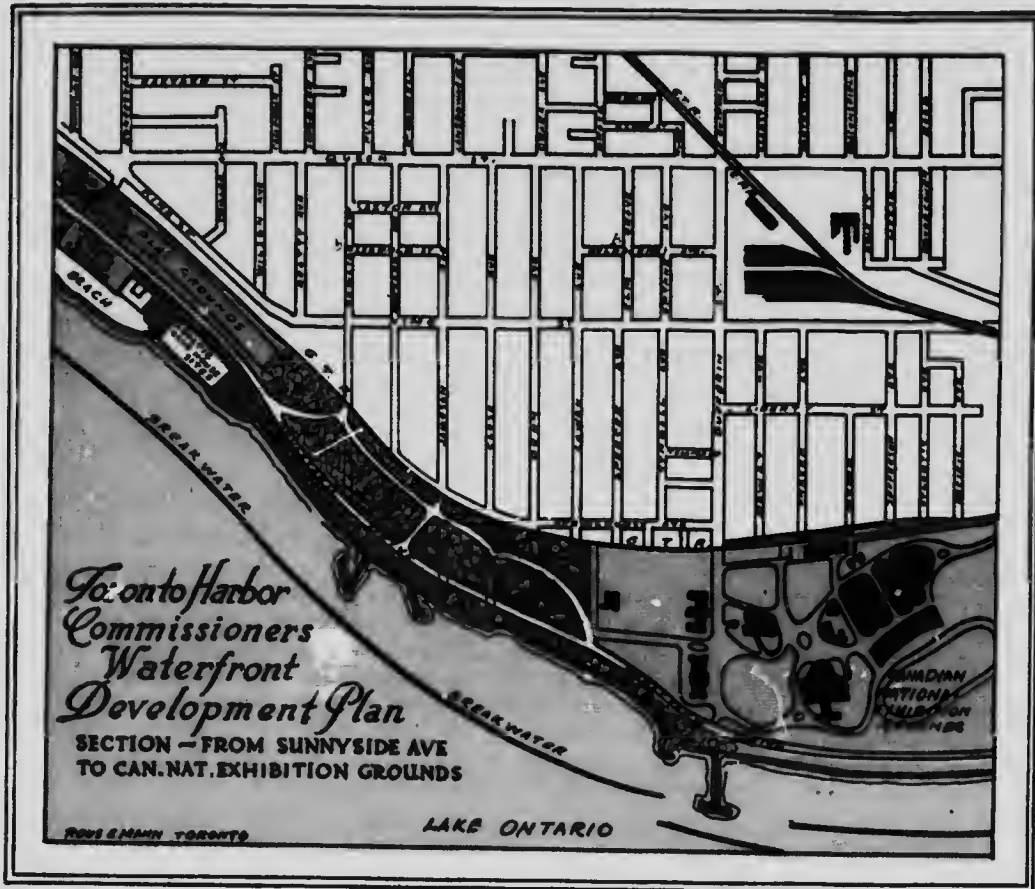
Overlooking the Links (Lambton Golf Club)



A curious plan of the harbor, dated 1788, shows "the proposed town and post by the settlement," a square plot, with a broad esplanade on each of the four sides. Citizens who are interested in the historical development of the broken front, and the Lake Shore Indian trail, will note the picturesque forerunner of the new boulevard in the initial ride taken by Governor Simcoe and his lady, when they entered by the peninsula on their way to Gibraltar Point. In 1818 a royal patent was issued for a permanent broad promenade, to be called the Mall, succeeding the Indian footpath along the water. But the trustees were powerless to avert railway encroachment, and the Esplanade as



Overlooking the Humber River, from the east bank



we know it was the result. Now the Harbor Commissioners' plans show a scheme of decoration that will not have a rival on the Continent. When their plans are completed, there will be an unexcelled automobile road on the Lake front from Bathurst Street to the Humber Valley, with the open Lake on the south and a view of the City Park on the north.

The City of Toronto will spend a minimum of \$25,000 per year for a term of five years, in the construction of a Boulevard and Parks, on the one hundred and fifty acres of land acquired for the Humber Valley Boulevard and reaching from the Lake Shore to Dundas Street.

The broken front of 1800 has, by varied stages, led up to the projected Lake Shore roads and parks. In 1908 Toronto's parks, as we read in "Landmarks," covered a space, on paper, of seventeen hundred acres, which, after necessary deductions, gave an actual acreage of five hundred and thirty. Since 1908 there have been substantial additions to the City's possessions; and in the one hundred and fifty acres now owned on the Humber the citizens have a double advantage, inasmuch as they continue in occupation of a pleasure ground valued by their forefathers, and a heritage of no small historical interest.

BUILDING RESTRICTIONS

The following is a copy of the building restrictions in the form of Sale Agreement which shall run with the land and be in force for a period of thirty years from the First of April, 1911:

1. No attached or semi detached house shall be permitted, and one detached dwelling house and no more with or without suitable coach houses, out-houses and stabling of the prime cost (exclusive of the cost of any such coach houses, out-houses or stabling) of not less than

dollars may be erected and standing at any one time on any lot on said plan.

2. The external walls of each of said dwelling houses shall be constructed of stone, brick or cement, and such building shall be designed by some architect of good standing and the plans of such buildings shall be approved by the Vendor's architect, and all buildings are to be placed on the lands in positions to be approved by the Vendor.

3. In case it is desired to construct such external walls of any other material than stone, brick or cement, then the same shall only be done after first obtaining the written consent of the Vendor, and such dwelling house shall in that case be constructed in conformity in every respect with the plans, elevations, sections and specifications to be first approved of and signed by the Vendor, under the inspection and to the satisfaction of the Vendor or the architect for the time being of the Vendor and at the cost and charges of the applicant.

4. No such building or the land appurtenant thereto shall be used during such period for the purpose of any profession (save of a duly qualified doctor or dentist), business, trade, sport or employment or for any purpose which might be deemed a nuisance, but may be only used for residential purposes, but such residential purposes shall not include an apartment house or houses.

5. No excavations shall be made on any of the said lots except for the purpose of building on said lot, and at the time when the person holding said lot is commencing such building operations and no sand or earth shall be removed from any of the said lots except as part of such excavations.

6. No part of any such dwelling house, or its verandah, porch or steps shall be nearer to the street line than feet. Without the vendor's consent no front or boundary fence shall be erected within feet of the street line unless the same is of open construction and not higher than inches, and no other line fence or obstruction shall be higher than feet, and the style and character of all fences shall be subject to the approval of the Vendor.

7. On any of the bank lots as shown on said plan no trees situate between the summit and bottom of said bank shall be cut down or removed without obtaining the consent of the Vendor thereto in writing.

8. No signs, bill boards or advertising matter of any kind shall be placed upon said property without the consent of the Vendor in writing.

The Vendor, his heirs, executors, administrators or the assignee from him of this Agreement may agree to vary or cancel any of the above conditions or substitute other conditions in respect of this or any other Lot on said Plan.

The covenants in respect to the above restrictions shall extend and bind and may be taken advantage of by the respective heirs, executors, administrators, successors and assigns of the parties hereto.





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