

ROADS

The first roads were "game trails" made by the animals, in search of food and water.

The first human beings to follow these crooked trails were the Indians.

When the white men came other trails were made by "blazing trees", the route being marked by chipping bark from the side of trees along the way, with a hatchet.

These roads were blazed by the settlers as early as 1785, from Niagara to Ancaster.

An Act of Parliament of Upper Canada in 1792 or 93, provided that roads should be constructed by Statute Labor, and males between the ages of 21 and 50 were liable for three days road work per year.

"Corduoy roads" were made by laying logs side by side, and travel way by horse back or by large wheeled carts.

Some of the main roads were kept up by individuals and toll was charged for their use.

The only highways were water ways.

In the early days there were two roads below the escarpment. One ran along near the shore of the lake and is now almost entirely wiped out, it is entirely gone in this section, with the lake encroaching further inland each year.

The most popular road however was the old Indian trail at the base of the escarpment, it is just north of the dividing line between the Second and Third Concessions. It was one of the first to be made in Upper Canada and was between Niagara (Newark) and Hamilton (Head of the Lake).

In 1875 this road was called the Stoney Creek road.

Mrs. T.A. The road was at one time owned by the Barton & Stoney Creek Consolidated Road Co., with Albert E. Carpenter, President and F. H. Carpenter, Secretary. TOLLGATES were placed at intervals along the road.

Tollgates were bought up by the County in 1901.

This road was stoned and later on paved and is now (1946) known as King's Highway No. 8.

Five eighths of a mile north of this road is a stone road, running east and west, known as Barton Street, this road stops at the Fifty Road about one half mile west of the North Grimsby line.

The east and west road between the Broken Front and the First Concession is open from the Winona Road east and is known as the Base Line.

Near this is the Queen Elizabeth Highway, a new two lane highway, with boulevard between the two traffic lanes, opened in May, 1939 when King and Queen visited Canada.

The side roads, running north and south frequently became known by the name of the settler living nearest them, as Glover's, McNeilly's, Lewis's.

At intervals of about two miles apart, roads were made to the top of the escarpment.

The one between Lots 2 and 3 was called the Fifty Mountain Road and the one between Lots 8 and 9 was McNeilly's or Smith Mountain Road, still further west was the Lee mountain.

C.E. Spec. 1903 The first STAGE COACH began operating between York (Toronto) and Niagara Oct. 20, 1816, this probably travelled by way of what is now No. 8 Highway.

A daily STAGECOACH was run at one time by a Mr. Stephenson of St. Catharines and in 1838 Henry Gerard owned a STAGECOACH which ran through this district from Hamilton to Niagara.

References.

Mrs. T. Allen
Carnival Edition Spectator, 1903