

# The Burlington Historical Society GAZETTE

## A Collector Shares his Canadiana

Our February speaker is local collector **William L. Thatcher**.

Originally from Ottawa, Bill moved to Burlington 48 years ago where he practices law in downtown Burlington. He has been married to his wife, Sharron for 50 years and they have two adult daughters and four grandchildren.

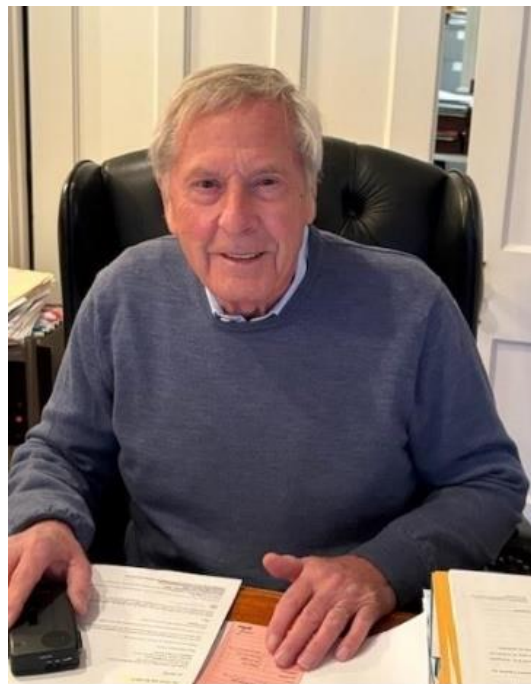
Bill has been collecting Canadiana for approximately 30 years including rare books, Canadian literature, autographs, documents, stamps, coins, cigarette cards and Inuit carvings.

Bill wishes to share some of the history before donating the artifacts and selected documents to McMaster University.

Some questions Bill will address –

1. Who won the War of 1812 ?
2. Who protects our heritage ?
3. What can we learn about Canada from memorabilia ?

Do you think you know the answers? Join us on Monday to find out if you are correct.



Our heritage and who is protecting it is an important subject to all members of our society.

| <i>This month:</i>                                                                  |                                                                                                                 | <i>In this issue:</i>                                                                                                                                                                  |                                               |
|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
|  | <b>Monday, February 10<sup>th</sup>, 7 pm</b><br><b>Centennial Hall, Central Library</b>                        |                                                                                                                                                                                        |                                               |
|                                                                                     | <b>Join us to hear William Thatcher</b><br><br><b>Everyone is welcome!</b><br><b>Tell your friends about us</b> | President's Message<br>Happy Birthday Celsius<br>Social Media Report<br>From the Archives<br>Membership Report<br>Recycle<br>BHS Executive<br>History of #2 Highway<br>Membership Form | 2<br>3<br>3<br>4<br>5<br>5<br>5<br>6-11<br>12 |

# President's Message *Don Thorpe*

Thank you for entrusting me as your president for another year.

Please give our gratitude to your other executive members Nicola Thomson, Joan Downey, Pat Taylor and Jane Ann Newson. Two other important members of the BHS team are Jennifer Kemp, who looks after our social media and Alan Harrington who finds our very interesting speakers each month.

## About Black History Month

During Black History Month, people in Canada celebrate the many achievements and contributions of Black Canadians and their communities who, throughout history, have done so much to make Canada a culturally diverse, compassionate, and prosperous country.

## Black history in Canada

Black Canadians and their communities have been a part of shaping Canada's heritage and identity since the arrival of Mathieu Da Costa, a navigator, and interpreter, whose presence in Canada dates back to the early 1600s.

The role of Black people and their communities in Canada has largely been ignored as a key part of Canada's history. There is little mention that some of the Loyalists who came here after the American Revolution and settled in the Maritimes were people of African descent, nor the fact that many soldiers of African descent made many sacrifices in wartime as far back as the War of 1812.

Few people in Canada are aware of the fact that African people were once enslaved in the territory that is now known as Canada, or of how those who fought enslavement helped to lay the foundation of Canada's diverse and inclusive society.

Black History Month is a time to learn more about these Canadian stories and the many other important contributions that Black Canadians and their communities have made to the history and continued growth of this country.

## Recognizing Black History Month in Canada

In 1978, the Ontario Black History Society (OBHS) was established. Its founders, including Dr. Daniel G. Hill and Wilson O. Brooks, presented a petition to the City of Toronto to have February formally proclaimed as Black History Month. In 1979, the first-ever Canadian proclamation was issued by Toronto.

The first Black History Month in Nova Scotia was observed in 1988 and later renamed African Heritage Month in 1996.

In 1993, the OBHS successfully filed a petition in Ontario to proclaim February as Black History Month. Following that success, Rosemary Sadlier, president of the OBHS, introduced the idea of having Black History Month recognized across Canada to the Honourable Jean Augustine, the first Black Canadian woman elected to Parliament.



In December 1995, the House of Commons officially recognized February as Black History Month in Canada following a motion introduced by Dr. Augustine. The House of Commons carried the motion unanimously.

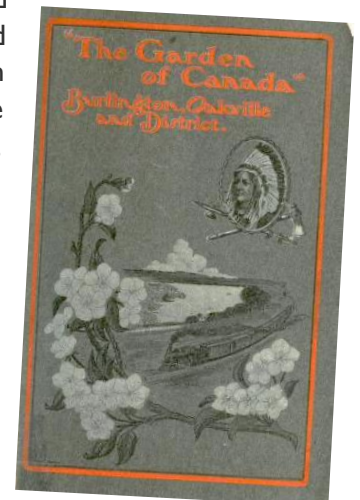


In February 2008, Senator Donald Oliver, the first Black man appointed to the Senate, introduced the [Motion to Recognize Contributions of Black Canadians and February as Black History Month](#). It received unanimous approval and was adopted on March 4, 2008. The adoption of this motion completed Canada's parliamentary position on Black History Month.

**Trivia Question:** In 1965 what was the tallest building in Burlington?

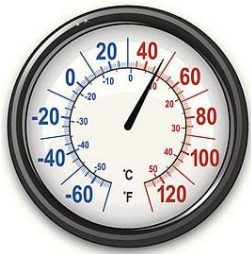
**Answer to January's trivia question:** Martha Craig was the author of *The Garden of Canada*, originally published in 1902; limited edition facsimile published by The Burlington Historical Society and the Joseph Brant Museum, 1973.

The book is available through the Burlington Library system. There are copies at Central and New Appleby libraries. There are copies available in our Archives for use in the History Room.



# Happy Birthday, Celsius

Taken from The Spec article, Jan 6, 2025 and [www.canadaebs.com](http://www.canadaebs.com)



Environment Canada's use of Celsius turns 50 years old in 2025. April fools day in 1975 was the first time Canadians used Celsius to measure weather temperature. The switch kicked in just as a severe storm hit the Maritimes,

and some felt Celsius was to blame. For a time Canadian media used both units but by 1977 all Canadian weather reports used metric measurements.

Prime Minister Pierre Trudeau's Liberal Government formed the Metric Commission in the early 70s. Along with Celsius, the commission called for road signs to use kilometres by 1977 and gas pumps to measure in litres by 1979.

It soon became political – and nasty.

There was a great deal of opposition to the move to convert Canada to the metric system. In 1979, the metrication of gasoline and diesel sales resulted in 37 Progressive Conservative MPs opening a "freedom to measure" gas station in Carleton Place, Ontario, which sold gas in litres and gallons.

Several government employees lost their jobs for refusing to abide by the metric system. One individual, worked for Revenue Canada and publicly opposed the metric system to the point he was dismissed for conduct unacceptable for a public servant.

Some newspapers were also opposed to the change, including the Toronto Sun, which organized a petition with the names of tens of thousands of Canadians who opposed the metric conversion.

Despite the resistance, the Liberals stood firm.

In 1983 an Air Canada flight dubbed the "Gimli Glider" made an emergency landing at a Manitoba airfield after running out of fuel. Faulty metric/imperial conversion was cited as a factor.

The lengthy national metric conversion abruptly ended a decade after it began. By the early 80s former Prime Minister Brian Mulroney disbanded the Metric Commission.

The result is seen every day.

Canadians wear clothes measured in inches and buy gas by the litre.

They drink from millilitre beer cans and step on bathroom scales in pounds.

They eat cereal by the gram and sub sandwiches by the foot.



**Give someone an inch  
and they'll take a  
kilometre**

## Social Media Report *Jennifer Kemp*



These are the social media numbers at the end of January 2025

Facebook- 1475

Instagram- 525

X- 60

Not really social media, but related - YouTube has some interesting videos From BHS and from David Craig – check the website for links –

[www.burlingtonhistorical.ca](http://www.burlingtonhistorical.ca)

### WHITE-PETTIT WEDDING

Burlington Gazette 17 Aug 1930

A very lovely evening wedding took place at 7.30 o'clock Saturday, at the home of the bride's parents, Mr. and Mrs. A.C. Pettit, Burlington, when their elder daughter, Margaret, was united in marriage to Mr. Wallace White, Ph.D., of Mont Alto, son of Mr. and Mrs. H.W. White of Yonkers, N.Y.

The bride, who was given away by her father, looked charming in an imported gown of ivory satin with fitted bodice and gracefully flared skirt. A wreath of orange blossoms, worn by her mother at her own wedding, held in place the veil of rare old Battenburg lace and tulle worn in cap style. Her slippers were of satin trimmed with silver kid, and she carried a sheaf of white lilies tied with white satin ribbon. The charming custom of wearing something old was carried out by wearing a bracelet worn by her grandmother at her wedding, about 70 years ago. Miss Mary Pettit, who was her sister's maid of honor, wore a Jean Patou model of coral point d'esprit, made with quaint little puff sleeves, round neckline with long full skirt. Her slippers were of deeper coral matching the velvet sash, and she carried roses of the same deeper shade. Miss Margaret McKay, of Toronto, cousin of the bride, as bridesmaid, wore a French gown of pale green georgette gracefully draped and caught with brilliant buckles. Her shoes of crepe matched her dress and she carried pale yellow roses. The flower girls, Miss Margaret Peart, cousin of the bride, and Miss Eleanor Camburn of Burlington, Vermont, were frocked alike in frilly dresses of yellow georgette. They carried old fashioned nosegays. All the bride's attendants wore tulle bands tied in a big bow matching their frocks.

Mr. J. F. McColl of Albany, N.Y. was groomsman and the wedding march was played by Mr. R. B. Dunning of Burlington, Vermont. Rev. G. W. Tebbs, under a beautiful arch of sweet peas, gypsophila, roses and smilax, banked with palms, performed the ceremony.

Mrs. Pettit, the bride's mother, wore a Paris gown of black lace with corsage of deep red roses and lilies of the valley. The groom's gifts to the attendants were: to the maid of honor, a sapphire ring; to the bridesmaid, a bar pin of white gold and aquamarine setting, and to the

flower girls, mesh bags. The groom's gift to the bride was a white gold wrist watch.

The bride and groom left later by motor for Limberlost Lodge, Algonquin Park, the bride travelling in a navy blue georgette ensemble, hat, shoes and gloves to match. Over this was worn a blue coat with grey fur collar. The guests numbered about 100 and were from many parts of Ontario and the United States.



MRS. WALLACE WHITE

# Membership Report *Pat Taylor*



Susan and Paul Preston

Christy Jeffray

Christine Jeffrey

Katalin and Peter Lawford

Patti and Bruce Hoyle

Our present Membership total – 85 persons  
Senior 56; Adults 9; family 10=20 persons



## Reuse – Recycle – Reduce, Hamilton Spectator, 30 July 1969

Though Burlington may buy a second-hand fire pumper, it won't necessarily be used for putting out fires.

One idea is to use it to flood ice rinks where there are no water lines. "After all, water lines cost \$800 a whack," Councillor Wes Gall told the recreation committee. The idea will go before the next council meeting.

However, there is a chance the pumper might be used to improve fire protection in the Kilbride area of North Burlington if Councillor Arthur Lindop gets his way.

Burlington now pays Milton \$7,400 a year for protection that provides one pumper truck for a fire in that area.



| Officers<br>(Elected) |                 | Directors<br>(Appointed) |                 | Convenors<br>(Appointed)                  |                 | Archives<br>Volunteers |
|-----------------------|-----------------|--------------------------|-----------------|-------------------------------------------|-----------------|------------------------|
| President             | Don Thorpe      | Programs                 | Alan Harrington | Greeting Cards                            | Jennifer Kemp   | Peggy Armstrong        |
| Vice President        | Nicola Thomson  | Archives                 | Joan Downey     | Heritage Burlington                       | Alan Harrington | Jennifer Kemp          |
| Secretary             | Pat Taylor      | Webmaster                | Wayne Murphy    | Social Media                              | Jennifer Kemp   | Dorothy Kew            |
| Treasurer             | Joan Downey     | Membership               | Pat Taylor      | Publicity                                 | Jennifer Kemp   | Chris Mallion Moore    |
|                       |                 | Newsletter               | Joan Downey     |                                           | Nicola Thomson  | Gwynneth Richardson    |
| Past President        | Jane Ann Newson | Event Planner            | Pat Taylor      | Image Specialist                          | David Craig     | Pat Taylor             |
|                       |                 | Outreach                 | All             | BHS Representative to Heritage Burlington | Alan Harrington | Nicola Thomson         |

# An Illustrated History of #2 Highway in Burlington *Joachim Brouwer*

King's Highway #2 that stretched 540 miles from Windsor to the Quebec border has been called 'the father of all Canadian highways' (Emery/Ford ). One of the #2 Highway's most historic and busiest segments was between Toronto and Hamilton. Its immediate predecessor The Toronto-Hamilton Highway was the first concrete highway in Canada. In its early incarnation motorists drove back and forth between the two cities as a pleasant relaxing Sunday drive in the country.

Later, as the Burlington Gazette reported, heavier traffic volumes raised concern among police and citizen's groups about the safety of children attending one of four different schools on or near #2 Highway in Aldershot, which became part of Burlington in 1958.

Richard Collins, a local tour guide says that the entire north shore of the western end of Lake Ontario was an early 'cottage county' with wealthy Hamilton and Toronto industrialists building their estates here. Local historian David Craig has helped to preserve the history of #2 Highway and Aldershot with digitally enhanced photos that have been 'wrapped' around municipal utility boxes along Plains Road.

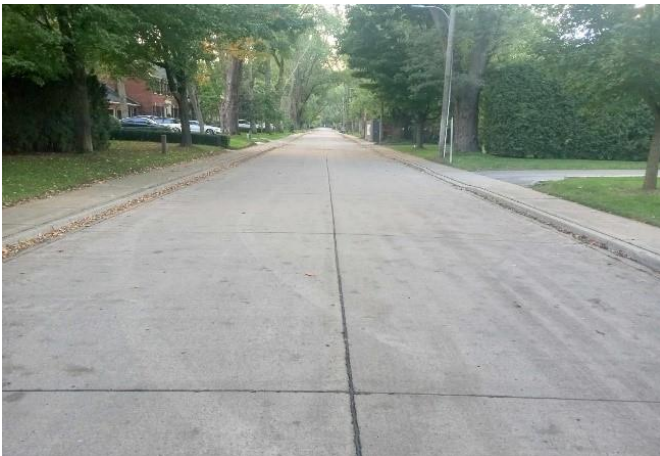


Figure 1

Sections of Balmoral and Hart Aves. in the historic Roseland just north of old #2 are among the few concrete streets in Burlington. These quiet residential streets are actually wider than the historic highway!

Plains Road, King Road and Lakeshore Road still offer the quietest, most scenic and, except for the Queen Elizabeth Way (QEW), the quickest car ride through Burlington. This fact was not lost on the Toronto-Hamilton Highway Commission who were thinking of

building a sealed highway between the two cities as early as 1911.

The January 22, 1914 issue of Toronto World reported "a large deputation will appear before the highway commission at the Parliament building in regard to a proposed cement highway between Hamilton and Toronto." The lakeshore route was considered the best option since Dundas Street, still basically a rural dirt concession road, had too many deep ravines to cross.



Figure 2

On November 16, 1914 sod was turned on the new highway. Almost exactly three years later on November 24, 1917 it officially opened. The highway was 18 feet wide in most places with three foot shoulders and cost \$1,250,000 or \$33,000 per mile with most of the cost borne by the municipalities it passed through.

Premiere William Hearst cut the ribbon in Toronto. A parade of forty cars then travelled the forty miles to the Royal Connaught Hotel in downtown Hamilton where many speeches were made. One of the speakers was Burlington real estate developer W.D. Flatt who had championed the highway in the corridors of power from the beginning. He is probably the figure holding a pickaxe in the bottom row in the photo above

In 1915, the federal government mandated that a continuous road system be established from Windsor to the Quebec border. The Department of Public Highways (DPHO), created in 1916, assumed the Toronto-Hamilton Highway in 1919 which now became known as the Toronto-Hamilton Provincial Highway. In 1925, with new numerical naming of Ontario's growing highway network, it became #2 Highway.

When the DPHO became Ontario Department of Highways (DHO) in 1930 the highway took on its last and longest known name – King's Highway #2. Like most

single digit Ontario highways, #2 has a history that goes back to settler times, which will be interpolated with our discussion of the new highway.

We begin our trip on #2 Highway near the still contentious border of Hamilton and Burlington. This contention has publicly manifested in the ownership and maintenance of the Valley Inn Road bridge over the mouth of Grindstone Creek. The 1924 Tyrell map below shows clearly that this bridge indeed is and will continue to be Hamilton's responsibility.

The Tyrell map also shows the five bridges opened in 1922, that carried #2 Highway for many years, two of which fall within Burlington. The often mentioned Wolfes Island is the small table of land between Bridges #1 and #2 and is inscribed on the western pier of the current bridge. In 1973 these two steel truss bridges were replaced by one continuous concrete structure.

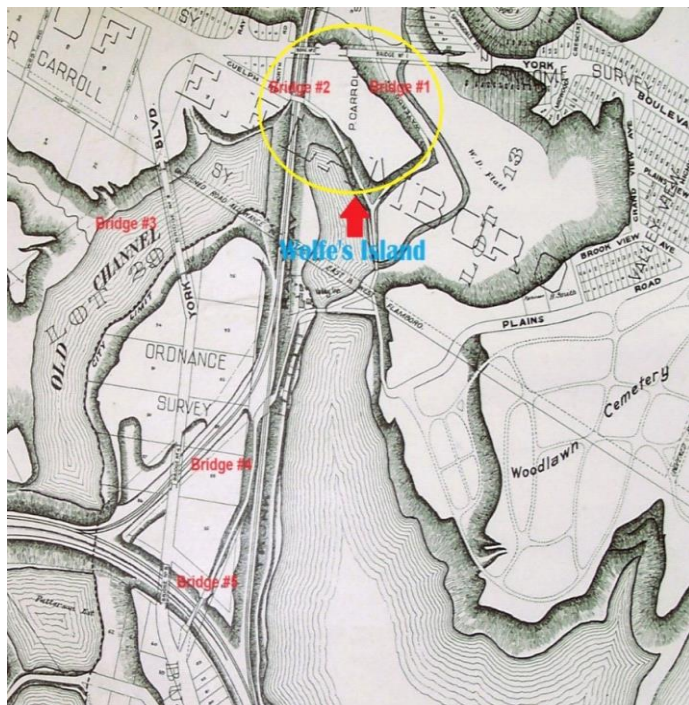


Figure 3

Before the five bridges were built the Toronto-Hamilton Highway used Valley Inn Road. At a triangular junction on the Burlington side of the mouth of Grindstone Creek, Snake Road joined the main road. Snake Road was built by James Griffon using a relatively new form of road building material - small pieces of rock called gravel. Griffon continued to lay down gravel on the flat and straight eastbound track called Middle Road to the east.

Middle Road bears some discussion as it will become a key part of #2 Highway through Burlington. Although not surveyed as a concession road, Middle

Road was considered halfway between the Lakeshore Road and Dundas Street. By 1838 Middle Road had been widened into a carriage track by crown patentees and early homesteaders. After Griffon's improvements, Middle Road became known as the Hamilton-Nelson Gravel Toll Road as is clearly marked in 1859 Surtees map(below).

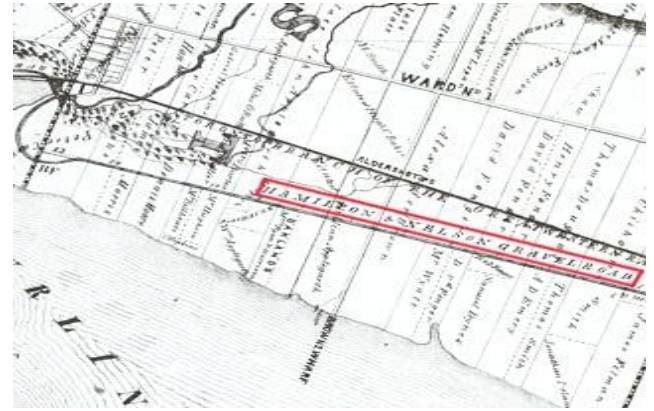


Figure 4

It is not known when the Aldershot portion of Middle Road came to be called Plains Road but it probably has something to with the English tradition of hyphenating the names of towns lying on or near distinctive geographic features like 'Berwick on the Tweed' although 'Aldershot on the Plains' never seems to have come into popular use. After traversing the undulations of Grindstone Valley, the flat ground in Aldershot must have seemed like a 'plain' to early travelers.

It is not clear how far east Griffon developed Middle Road but it must have been well into Nelson Township to bear its new name. In all likelihood settlers like Thomas Easterbrook who had a toll booth east of Aldershot Corners also improved the road. Joshua Freeman who operated a general store and post office at Brant Street and Middle Road also improved the road, adding in another toll booth.

The 1912 Official Automobile Guide of Canada outlining the convoluted journey from Hamilton to Toronto before the Toronto-Hamilton Highway was built says that Middle Road was macadamized, a method of road construction named after Scottish engineer John Loudon McAdam, consisting of sequentially laying down different sized stones and sealing them with water. In the 1914-1917 period the Toronto-Hamilton Highway contractors further smoothed out Middle Rd. reducing its bends and creating the straight mostly flat thoroughfare that we know in Aldershot today.

Let us go back now to the post 1922 routing of #2 Highway. After crossing the five new bridges the

highway veered south of horse fancier George Hendrie's 122 acre Valley Farm tucking in behind where Royal Botanical Gardens headquarters would open in 1958. The original Hendrie estate dating to 1874 was located in the Unsworth/ Plains Road area but George's father William added several parcels to the west. The redundant western end of present day Botanical Garden Road is a remnant of the 1922-1954 routing of #2 Highway.

At Botanical Drive and Spring Gardens Road was Mausoleum Curve, morbidly known as Deadman's Curve where the pre-1922 highway joined the post-1922 rerouting. Because of the sharp bend as well as many residences and businesses such as Willow Cove Post Office, Jessie's Truck Stop, Bay View Inn, Hamilton Mausoleum and the RBG maintenance building and inevitable high pedestrian traffic there were numerous accidents and several notable fatalities here.



Photo Restoration © David M. Cohen

Figure 5

A rare photo of Mabel Easterbrook whose family operated the post office and restaurant shows a steady stream of cars going by on the highway.



Figure 6

In 1954 a banked four lane diversion with reduced angles called Hendrie's Curve re-routed #2 Highway through RBG's Hendrie Park holdings which would soon become its crown jewel.

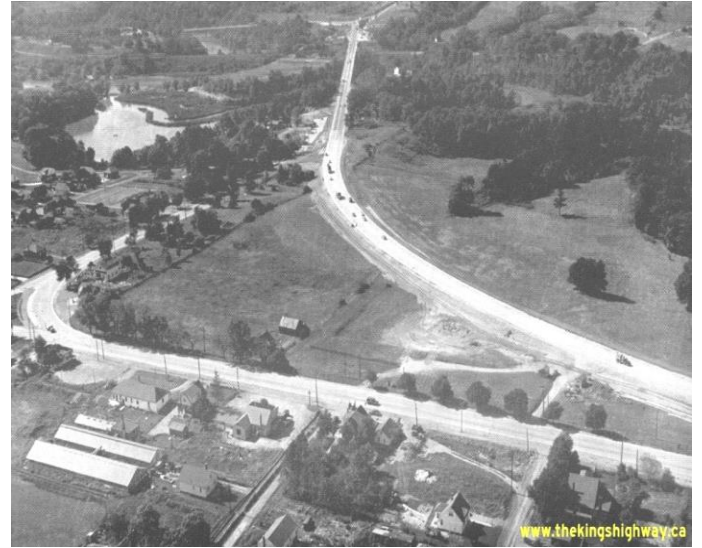


Figure 7

East bound motorists no doubt were pleased they could start speeding up when they passed West Plains United Church as the highway straightened right out for them. #2 now passed many of Aldershot's prosperous fruit and vegetable farms.

By the mid 1930's Highway #2 had been widened on its long journey through southern Ontario as well as being paved all the way through. In the 1935 photo below, facing east towards Waterdown Road, an asphaltic concrete strip is being applied on either side of the original concrete road. The commodious house at 39 Plains Rd. West on left is that of Carl Lemon.



Figure 8

We now arrive in Aldershot Corners where Alexander Brown Jr., operated a post office and general store. After the opening of the Burlington Canal in 1823 that allowed larger ships to enter Burlington Bay, Brown



built a toll road to transport grain, cloth and other products from the various mills at various points on Grindstone Creek to his wharf at end of present day LaSalle Road.

Figure 9

Continuing east we come to the homesteads of three of Aldershot's important settler families. As early as 1783, near St Matthews Avenue and #2 Highway, David Fonger built his log cabin. Fonger is Burlington's first known white settler and may even be first at the western end of Lake Ontario, known as the Head- of- the- Lake. Incorporating the foundation of the log cabin, Aaron Emery built Orchard House that stood until 1975.



Figure 10

Figure 11

At the intersection of Gallagher Road and Plains Road stands the ancestral home of John Gallagher.



Now we arrive at Campbell Corners where #2 makes a turn southbound onto King Road. The most common story told for the origin of Campbell Corners was that there was a directional sign here that said 'Campbellville' with an arrow pointing east. (Guelph Line, the road that went up to Campbellville, was three miles to the east.) The part of the sign with 'ville' broke off at some point leaving just 'Campbell'. A curved turning lane allowing Toronto bound traffic not having to stop at the intersection was located at Campbell Corners as seen in detail from air photo (below) Figure 12



King Road, named after one of the area's earliest settlers, is one of Burlington's interesting roads. The tall willow trees on the west side evoke an era when the centuries old trees planted themselves deep in the rich soil here. A contemporary description said of the area "From the distance the trees stand (next) to each other, the great tract under them has more the appearance of an English gentleman's park than the wild land in Canada"(Wray)

It is not clear if King Road marked the western border of Brants Block surveyed in 1797, or a laneway that separated the estates of crown patentees Charles King and George Chisholm. King Road may have also have been a track at the edge of the coniferous swamp that existed here. Tamarac, cedar and larch are also terms used to describe the low lying area here that drained several streams into Burlington Bay.

King Road was the primary land route to Wellington Square. A narrow-gauge railroad ran north to the sand and clay pits at the foot of escarpment delivering raw material to brick yards and other industries by the waterfront. Since we know that David Fonger squatted on the Mississauga trail that became Middle Road, King Road may have been used by this Indigenous group to access their lakeshore settlement to the east as well as the fecund shallow beach on the north shore of Brant's Pond and on the Burlington Beach strip. There may have been a large tree at what became Campbell Corners that was marked or altered to signify a turn south off the Middle Road trail.

In 1850 Jacob Filman and his son James bought a parcel of land from George Chisholm Jr. In 1883 James's son John built a large home called Willowbank at the corner of King Road and the narrow track that hugged the Bayshore.



Figure 13

Figure 14





Figure 15

When the Toronto-Hamilton Highway was built the bend in the road here became known as Filman's Curve. It was at this time Willowbank was converted into a dining establishment and event venue. With its rolling lawns and commanding view of the bay that was much more open than today Willowbank became a fixture on #2. In 1963 the structure was badly damaged by fire and torn down shortly after. The air photo (fig. 15) shows a triangular junction that existed at Filman's Curve for many years with a turning lane for thru traffic. Both house and curve are located with a red circle.



Figure 16 The highway builders now faced one of their greatest challenges. Big Gut and Little Gut inlets at

the mouth of Indian and Hager Creeks, which drained the low-lying land, had to be filled in. A foot bridge crossed Big Gut earlier. The photo shows an impressive dirt embankment covering up much of the outlet for the highway to go over.

When the New Niagara Highway, which became the eastern portion of QEW, was finished in 1937, it crossed #2 at level grade. Eventually stoplights were installed as traffic volumes increased. In 1956 a squat bridge was erected at Big Gut to allow QEW traffic to pass. This meant removing a great deal of the earlier embankment, depressing the roadway which is evident today on Lakeshore Road.

The Brant Coleman map below drawn from his boyhood recollection shows some of the manmade and natural features of the area which have long vanished. Faint dotted lines now highlighted in red show the new highway then under construction.

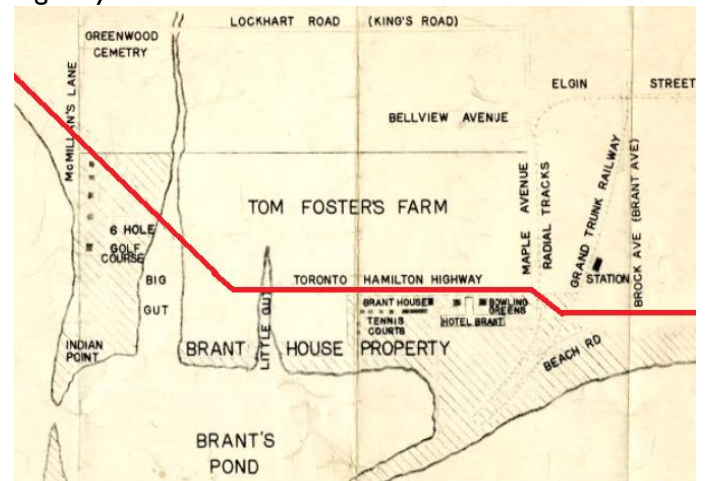


Figure 17

The Toronto-Hamilton Highway crossed Maple Avenue, Highway #20 (now Beach Blvd) and several railroad tracks forming a complicated intersection. One of the only two photos known to exist showing the distinct King's Highway #2 crown shield in Burlington was taken here. In the 1960 color image below we are facing east at the junction of #2 and #20 Highways

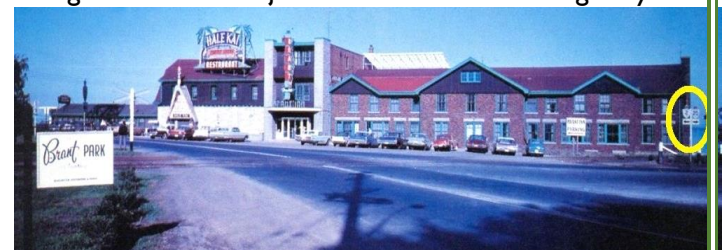


Figure 18 The other known photo of the #2's crown shield in Burlington was taken just beyond and also faces east where Princess Street and Water Street formed a Y

junction. Princess Street is now Lakeshore Road while former route #2 is Old Lakeshore Road.



Figure 19

At foot of Guelph Line and #2 Highway was Port Nelson which, with Wellington Square, became the Village of Burlington in 1873. We pass through the prestigious Roseland Survey developed by W.D. Flatt. Advertising extensively in area newspapers, Flatt extolled the short commuting distance to his new surveys on the Toronto-Hamilton Highway from either of those two cities.



Figure 20

The 1929 era photo above shows the bus stop on #2 Highway in Roseland as well as one of the more prominent bends in the highway that now tightly hugged the lake shore. Flatt laid out the Pine Cove Survey between Guelph Line and Pomona Avenue. At Walkers Line and #2 he built the Crystal Beach Survey. At Appleby Line Flatt created the Shoreacres Survey.

**Joachim Brouwer** is a downtown Hamilton resident and currently serves as recording secretary of the "Hamilton Mountain Heritage Society. During the cyber incident of 2024 affecting City of Hamilton's services he came to the Burlington Central Library two to three times a week and gained an appreciation of the city's rich heritage. Since 'ole #2' highway connected the two urban centers and Plains Road was his way of getting home it was a natural subject to pursue. Mr. Brouwer has been published in the Hamilton Spectator, Catholic Insight and Wayback Times as well as railway related publications such as Branchline, Headlight and Railpace

A beautiful bridge with two arched outlets was built here.



Figure 21

Finally at border of Nelson and Trafalgar Townships (Burloak Drive), now the border between Oakville and Burlington, Flatt laid out the Rosehill Survey. It took many years to develop these housing developments. After passing through Burlington before reaching Oakville motorists would drive through miles of essentially open country.

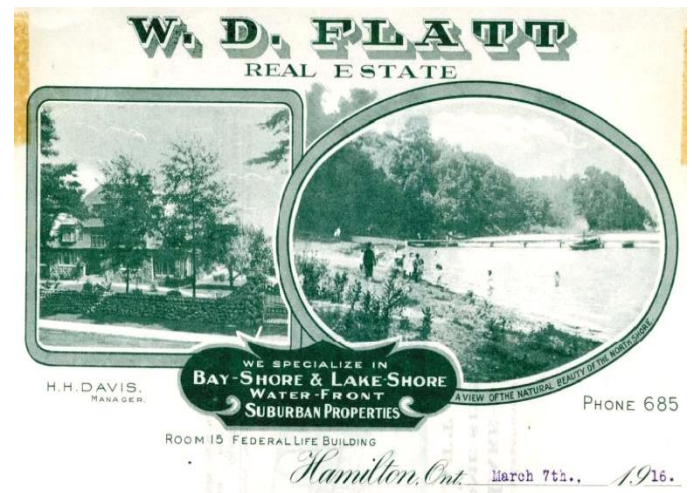


Figure 22

It is fitting that we end our tour of #2 through Burlington noting the accomplishments of the man who may have been the single most important catalyst into bringing the Toronto-Hamilton Highway(#2) into being and developing the North Shore. The letterhead above dated 18 months before the Toronto-Hamilton Highway opened shows Brighton Beach survey and the Lakehurst mansion at the western and eastern ends of Burlington.



***Burlington Historical Society***  
**Preserving Burlington's History for Today and Tomorrow**

## **Membership - 2025**

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Telephone: \_\_\_\_\_ Email address: \_\_\_\_\_

## **Membership Dues**

☐ New Member

☐ Renewal

☐ Family \$40.00

☐ Adult: \$30.00

☐ Senior \$25.00

☐ Yes, as a **new** BHS member I wish to receive the Gazette newsletter and other e-communications and understand I can unsubscribe at any time.

## **Volunteer**

Are you interested in volunteering with the Society? Would you like to help us in preserving the history of our City? Tell us a bit about your talents and interests – [info@burlingtonhistorical.ca](mailto:info@burlingtonhistorical.ca)

## **Donation**

I wish to make a separate donation to the society in the sum of \_\_\_\_\_

A Tax Receipt will be issued for all donations totalling \$25.00 or more

The Burlington Historical Society is a registered charity # 119217693RR0001

### **Mail completed form and remittance(s) to:**

The Burlington Historical Society  
Membership Convenor  
PO Box 93164  
1450 Headon Road  
Burlington, Ontario L7M 4A3

Make cheques payable to The Burlington Historical Society

### **OR**

e-transfer funds to  
[info@burlingtonhistorical.ca](mailto:info@burlingtonhistorical.ca)



If you are a new member or there are changes to your contact information, please email the completed form to us at the above email

### **OR**

Leave it at the Membership table at any General Meeting

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