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THE SURVEY

HISTORICAL SKETCH OF HAMILTON'S EARLY GROWTH.

From *Hamilton Herald*, April 26, 1912.

In 1791, Augustus Jones, P.L.S., completed the survey of the township of Barton, and prepared a map showing the lots, the names of the owners, and the concessions. The map has the date of October 25, 1791. From the records of the crown lands department at Toronto we glean the following facts concerning the land now within the present city limits. North of the base line, which is now called Burlington street, is the "broken front"; from this base line southward to Barton street is the first concession; from Barton street to Main street, the second concession; from Main street to Aberdeen avenue, the third concession. On the East Sherman avenue is the sideroad between lots 8 and 9; Wentworth street, between lots 10 and 11; Wellington street between lots 12 and 13; James street between lots 14 and 15; Queen street between lots 16 and 17; Dundurn street between lots 18 and 19; Paradise road between lots 20 and 21. The lots are numbered from east to west, the concessions from north to south.

In the following table the names of the original patentees are given.

Lot	B.F.	Con. 1.	Con. 2.	Con. 3.
9—	Selah Stiles	Selah StilesGeorge Stewart	
10—	Mathew Cain	Mathew Cain	John Aikman	John Aikman
11—	Robert Land	Robert Land	Robert Land	Robert Land
12—	Robert Land	Joseph Edwards	Joseph Edwards	Richard Springer
13—	Robert Land	Peter Ferguson	Peter Ferguson	Richard Springer
14—	John Askin	John Askin	John Askin	David Springer
15—	John Askin	John Askin	John Askin	Caleb Reynolds (Lie.)
16—	C. Reynolds	C. Reynolds	C. Reynolds	C. Reynolds
17—	C. Reynolds	C. Reynolds	C. Reynolds	C. Reynolds
18—	R. Beasley	R. BeasleyAnn Morden	
19—	R. Beasley	R. Beasley	R. Beasley
20—R. Beasley		John Lottridge	John Lottridge

In 1802, lots 9 and 19 in the third concession and lot 18 in the second concession were still the property of the Crown.

George Hamilton, after whom the city was named, purchased from David Springer, lot 14 in the third concession of Barton, and from John Askin, senior, that portion of lot 14 in the second concession lying between Main and King streets. King street followed the Indian trail and was the principal road leading from Niagara to Dundas and Ancaster. Main street was the original road allowance, between the second and third concessions. That portion of lot 14 in the second concession lying between Main and King streets was the portion first surveyed. It was divided in four blocks, and these were again divided into eight lots each, four facing King street and four