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DUNDAS

An Urban Study

by

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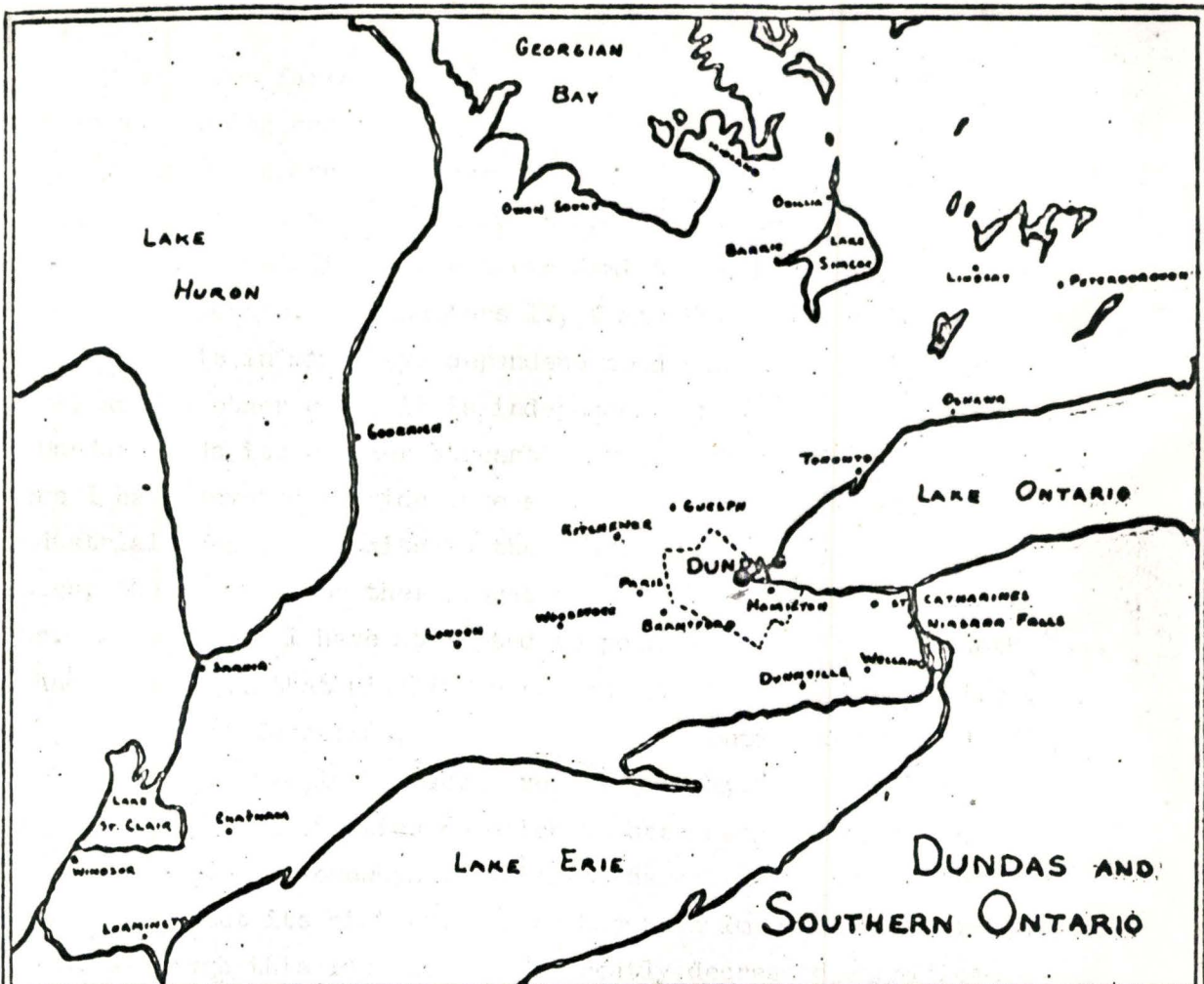
INTRODUCTION

The Town of Dundas located at the extreme west end of Lake Ontario in the township of West Flamborough in the County of Wentworth, (Figure 1) is an interesting study both in regard to its historical aspect and to its present day situation. It is my purpose to explain in the following chapters, why Dundas with its numerous natural advantages has not become a larger centre than it is to-day.

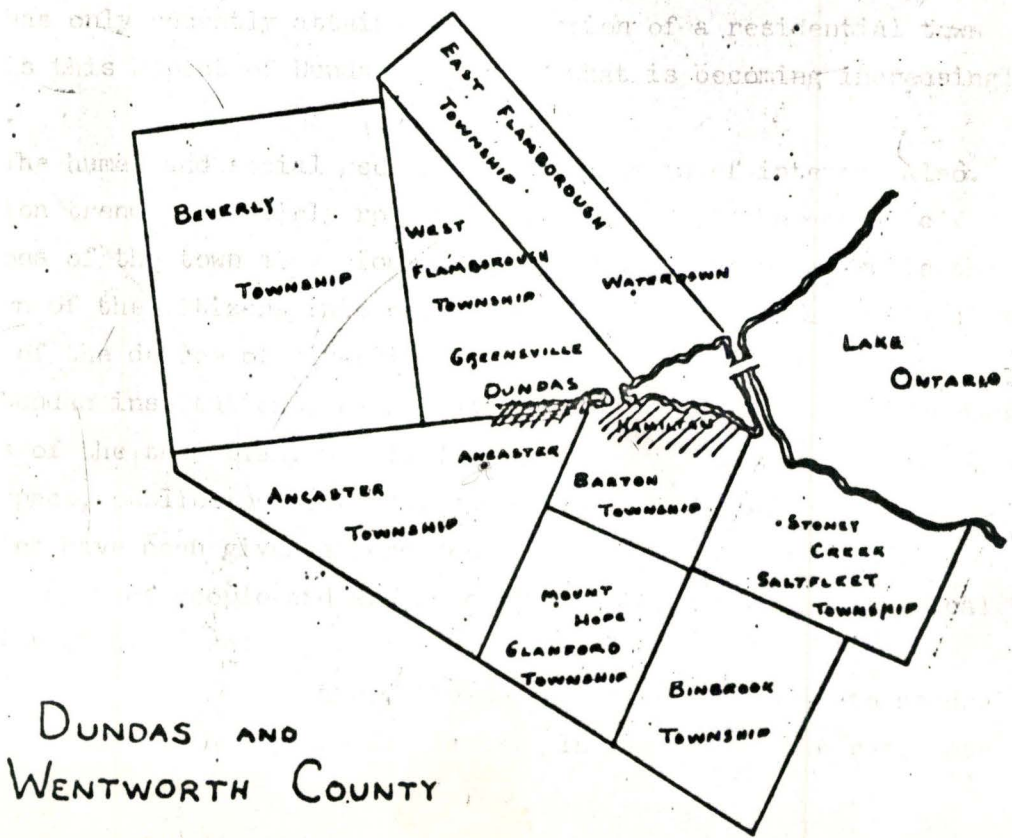
Naturally the physical location of any urban centre is of great importance. This is especially true in the case of Dundas where the escarpment forms such a definite physiographic unit and where the presence of the gap formed by the Dundas Valley is of great economic and commercial significance. Importance attaches to this valley because it determines the location of the chief road and rail routes from Lake Ontario to south-western Ontario, including the Guelph line of the C.N.R. which climbs its walls. The physiographic basis of the town itself is important as it is restricted in the north and south by the escarpment, in the east by the marsh, and in the west by the uneven nature of the moraine.

I have emphasized the historical background of Dundas as it offers the key to the Dundas of to-day and explains many of the features not at first evident. As it was transportation that gave Dundas its early pre-eminence and which later relegated it to a minor position in relation to Hamilton, I have based the historical divisions primarily on the predominance of the various types of transportation facilities: the route into the interior superimposed upon the old Indian trails, the coming of more adequate road systems, the era of canal prosperity, and finally the advent of the railways. Each had a definite and distinct effect on Dundas, its functions and its physical appearance.

Dundas' development, both in the past and at present, has been greatly influenced by its relationship to the neighbouring centre of



It is a well known fact that the immediate rural areas are the only ones which are still a part of a residential zone that is becoming increasingly important.



Hamilton. In the first decade of the nineteenth century, Hamilton existed only as a few farms while Dundas was already noted for its function as a shipping centre for the agricultural produce of an increasingly expanding area. As early as 1830 to 1840 however, it was evident that Hamilton was going to outstrip Dundas. From this point on the question of the relationship between Hamilton and Dundas has become of greater significance. In chapters IV, V and VI, I have tried to show that Dundas is in many ways dependent upon Hamilton, while at the same time, and in other ways, it is independent of Hamilton.

Dundas finds its greater strength in its industrial activity, therefore I have devoted considerable space to a discussion of the main industrial trends and units in the town, the nature of their activities, the reasons for their location, and the character of their products. In addition I have attempted to point out the factors, both social and practical, that will influence any future industrial policy.

Dundas' other functions, as a retail distribution centre and as a residential suburb, have less space devoted to them, partly because of the lack of available statistics on which to base many assumptions, and also because of the somewhat indefinite character of the services involved. Throughout its history, Dundas has been important as a retail centre and, although this function is of greatly decreased significance to-day, it is still important in regard to the immediate rural areas. Dundas has only recently attained the function of a residential town but it is this aspect of Dundas' activity that is becoming increasingly evident.

The human and social geography of Dundas is of interest also. Population trends are fairly reliable indications of the economic conditions of the town at various stages in its development while the breakdown of the citizens into occupational groups gives a pretty clear picture of the degree of diversity of both industrial and commercial life. Dundas institutions, religious, social and public, are important features of the town plan, the land use study of an urban centre. In this respect, public institutions, schools, water supplies and sewage facilities have been given a more detailed treatment as they affect a greater number of people and are essential to the mental and physical well-being of the town.

In a survey of this type, the most difficult task is to secure correct, relevant, and up-to-date facts. In many cases the residents

of Dundas are living in the past when history appeared to offer hopes of great prosperity and material advance; therefore information in regard to social, economic, industrial and commercial activities up until 1875 or so has been carefully collected and preserved. Since that time, material available for research is comparatively scanty. However, in my interviews, I found the citizens of Dundas most co-operative and willing to give whatever information they could. It is largely the material obtained through interviews which provides the basis for this investigation.

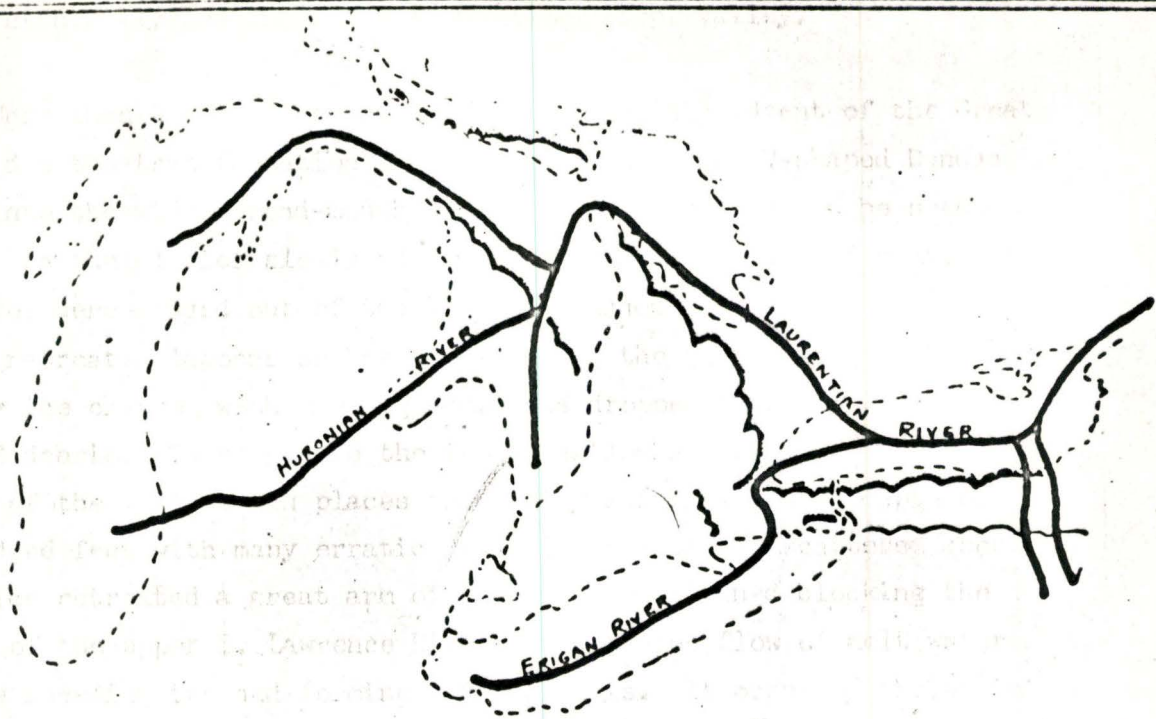
CHAPTER I

THE PHYSICAL SETTING

The Dundas Valley is the most notable gap in the southern part of the Niagara Escarpment, itself the greatest topographic break produced by differential erosion in Ontario. Thus the valley is the chief link between the section of Central Ontario which lies at the foot of the escarpment and south-west Ontario. It stretches a length of 10 miles from Burlington Heights at the east end of Lake Ontario to its western limit somewhere beyond Copetown. On the north and south can be seen the limestone edges of the Niagara Escarpment, its rocky walls dissected by numerous small canyon-like valleys and miniature waterfalls. From a maximum width at the eastern end of four miles it gradually narrows to three miles at Binkley's Corners and to two miles farther west. Just past Dundas the more westerly part of the escarpment turns east to Copetown where it is only one and one quarter miles from the east side of the valley. From Copetown the escarpment turns westward and soon disappears, buried with drift, while on the south side, at Ancaster, less than four miles distant, it abruptly ends.

Before any discussion of the physical qualities of the valley can be undertaken it is best to first turn to a brief survey of the pre-historical aspects and their resulting conditions. Much controversy has centred around the origin of the valley; however, the following sequence of events is generally accepted as being most logical.

The entire area is underlain by Paleozoic sediments primarily those of the lower and middle Silurian. At this time the whole area was covered by a great inland sea stretching in a northwesterly direction from the Atlantic coast. At the end of Silurian times a rise of the continent was accompanied by retreat of the seas. Just after this the Dundas Valley which, according to J.W. Spencer is the valley of a great pre-glacial river, the Erikan, joining the basins of Lake Erie and Lake Ontario, was formed. As can be seen in Figure 2, Lakes Ontario and Erie were then part of a broad open valley connected by deep channels with drainage from the upper lakes passing through the Georgian Bay depression and continuing towards Toronto to Lake Ontario. Spencer concludes that the pre-glacial outlet of the basin of Lake Erie into that of Lake

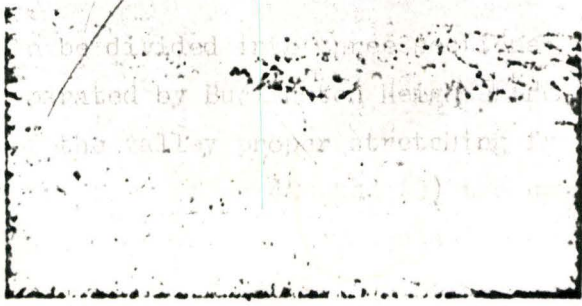


AFTER L. PRIOR & J. W. SPENCER

PRE-GLACIAL DRAINAGE - THE ERIGAN RIVER CUTTING THE ESCARPMENT TO FORM THE DUNDAS VALLEY

most prominent terraces which may be seen at the eastern out-
of Huron and along York Road. As the ice finally retreated a
and opened to the ocean, the lake level fell and lake level
of the present Lake Ontario. A new bay bar was built up
of the currents in the new lake and is now known as
on Road. The creek occupying the valley continued to flow
in a more modified form and commenced a new period of
erosion at a higher rate.

The Dundas valley
higher level of
for the lower part
to the valley floor



1) the lower
2) the middle
Burlington
the lower
from where
they is the

Dundas Valley as it appears to-day.
In the foreground and in the distance
can be seen the walls of the great
valley. Grass-covered morainic hills
are also evident.

Ontario was along the buried portions of the Grand River and Dundas valleys eventually leading towards the Mississippi Valley.

More than 200 million years passed before the advent of the Great Ice Age and the transformation of the steep and narrow V-shaped Dundas Valley into the wide, broad-mouthed u-shaped valley that can be seen to-day. As the glacier slowly advanced, mountainous heaps of clay, sand and gravel were gouged out of the land and pushed before it. As the glacier retreated lagoons or basins formed in the valley into which floating ice charged with varying sediments dropped their loads and left heaps of debris. These became the irregular low hills of the western portion of the valley. In places the valley was filled to a depth of one hundred feet with many erratics of foreign material scattered about. As the ice retreated a great arm of the glacier remained blocking the channel of the upper S. Lawrence River, damming the flow of melt water from the receding ice and forming Lake Iroquois. It occupied the basin of the present Lake although on a much more extensive scale and one hundred and fifteen feet above the present lake level. The western shore of Lake Iroquois was marked by the gravel bar at Burlington Heights built up by the sands and gravel carried by the currents. These waters levelled off the till in the eastern part of the valley and produced prominent terraces which may be seen at the eastern outskirts of Dundas and along York Road. As the ice finally retreated a wide channel opened to the ocean, the lake level fell and Lake Iroquois was replaced by the present Lake Ontario. A new bay bar was built up by the action of the currents in the new lake and is now known as Burlington Beach. The creek occupying the valley continued to flow although in a more modified form and commenced a new period of erosion at a much reduced rate.

The Dundas valley can be divided into three sections: (1) the lower or Burlington Beach area separated by Burlington Heights from (2) the middle section or the lower part of the valley proper stretching from Burlington Heights to the vicinity of the town of Dundas and (3) the upper, the broken and hilly region at the head of the valley from Dundas to Copetown where the valley proper ends.² As the section most relevant to this study is the middle portion from Burlington Heights west to the western outskirts of Dundas it is the only one that will be discussed in any detail.

1. Spencer, J.W. An Ancient River N.Y. 1881

2. Kennedy Wm. Superficial Geology of Dundas Valley and West Ancaster N.Y. 1882

A large part of the area is occupied by the Dundas Marsh. Between the marsh and the detritus at the foot of the escarpment is a raised section of level country. The east plain is deeply dissected by recent streams and the west rises in steps to the escarpment with streams small and infrequent. None of these streams is of any great importance, except, perhaps for Spencer Creek. This creek has its source in a number of small streams draining sections of the Galt moraine into the Beverly Swamp. From here the creek eventually wanders over the escarpment at Webster's Falls into the Dundas Valley. The steepness of the grade has enabled this creek to cut a bed far deeper than would be expected from its size. From the Falls the creek meanders through the town of Dundas and eventually empties into the Dundas Marsh. Another small stream finding its source above the escarpment also runs through Dundas and is known as Sydenham Creek.

As has been already indicated the valley is now deeply filled with drift, the surface of which is deeply dissected by gullies. In the west the overlying drift is largely of a clay material but as one proceeds towards the east more sands are noticeable. In some sections the drift covers the escarpment itself.

A series of ridges at different levels represent the old shorelines of both Lake Ontario and Lake Iroquois. Burlington Beach and Burlington Heights are the most clearly defined and are, in fact, sandbars. Old beaches may be found at the head of the valley, west of the town of Dundas, and on the north side of the town. The latter was probably once connected with the gravel ridge running across the valley which formed the beach dividing the lower portion of the valley proper from upper, on the Hamilton and Ancaster Road.

The Town of Dundas lies in the middle portion of the valley with the marsh to the east, escarpment to the north and south, and the rolling morainic hills of glacial age to the west. This is illustrated in Figure 3. For the most part, Spencer Creek flows along the west and south flanks of the town, providing, until recently, the boundary line of the town. Sydenham Creek descends from the escarpment in the north, flows through the north-eastern section of the town, joins Spencer Creek in its course to the marsh, and ultimately reaches Hamilton Bay.

Three physical features are prominent in relation to the town of Dundas; the scarp face, the dissected till terraces, and the marsh area.

DUNDAS AND ITS PHYSICAL SETTING

Escarpment *will*

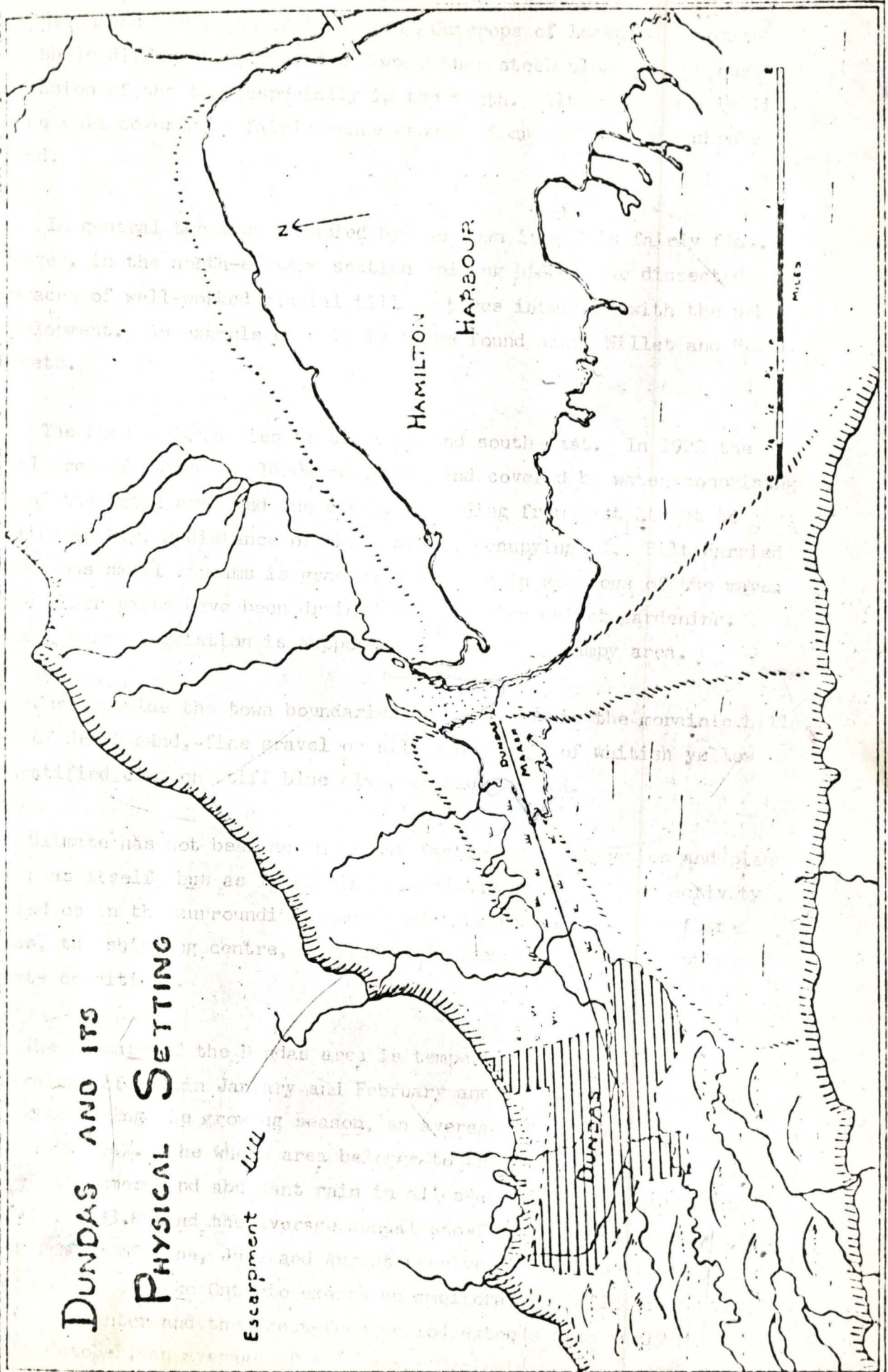


Figure 3

The Niagara Escarpment runs in a general east-west direction on the north and the south of the town. Outcrops of Lockport Dolomite and shale differentially eroded form rather steep slopes which obstruct expansion of the town especially in the north. Although there is little or no soil covering a fairly dense growth of small trees and shrubs is found.

In general the area occupied by the town itself is fairly flat. However, in the north-eastern section rolling hills, the dissected terraces of well-worked glacial till at times interfere with the urban development. An example of this is to be found along Willet and Helen Streets.

The Dundas Marsh lies to the east and south-east. In 1922 the total area of marsh was 1000 acres, the land covered by water comprising 50% of the total area and the canal, extending from East Street to Burlington Bay, a distance of three miles, occupying 5%. Silt carried by various small streams is gradually filling in sections of the marsh while other parts have been drained and used for market gardening. Typical marsh vegetation is supported by this low swampy area.

Just outside the town boundaries to the west lie the morainic hills, some of drift sand, fine gravel or silt and others of whitish yellow unstratified clay on stiff blue clay, or bluish sand.

Climate has not been an important factor in the location and plan of Dundas itself, but as it has influenced the nature of the activity carried on in the surrounding lands, and this in turn has benefitted Dundas, the shipping centre, it is well to give a brief description of climate conditions.

The climate of the Dundas area is temperate with a low mean temperature of 21° in January and February and an average high of 71° in July. During the growing season, an average of 203 days, the possible sunshine is 54%. The whole area belongs to the humid continental climate with cool summers and abundant rain in all seasons. The average annual rainfall is 33.8" and the average annual snowfall is 61". Together the summer months of June, July and August receive 8.8" of the total rain. The proximity of Lake Ontario exerts an ameliorating influence in both summer and winter and the frost-free period extends from early May often to late October, an average of 153 days. Cyclonic storms induce great

changeability and variability.¹

Three climate regions are drawn together by the convergence in the Dundas Valley of the three topographic features which control them; (1) the fruit belt utilizing the shelter of the escarpment, (2) the general farming area around the more open Lake Erie district, and (3) the dairying area of the Grand River Valley with its higher temperature range. Therefore Dundas was in a position to prosper as the products of the three areas funnelled through the Dundas Valley. This was true in the early part of the nineteenth century, now, however, other larger centres have taken over control of the trade of these agricultural regions.

In Dundas itself the moderate climate and fertile soils favoured the establishment of permanent settlement based first on agriculture. Even in 1871 agriculture was important in Dundas' economy as is shown by the fact that 276 acres were under crops. By 1891 although the acreage under crops, pasture, and orchards had decreased the total production was greater with an increase in the output of all crops. No figures were discovered for agricultural activity within town limits after 1891 although there is still some market gardening being carried on in the northern section of the town in an area once reserved for use as a cemetery.

1. Putnam, D.F. The Climate of Southern Ontario

Scientific Agriculture 401-446 April 1938

CHAPTER 11THE HISTORY OF DUNDAS

The history of Dundas has been closely linked with changing transportation routes and types of power. Its position at the head of navigation on Lake Ontario was most important in the infancy of Upper Canada when travel and transportation along the dim forest trails was extremely difficult, if not impossible. Therefore industry, trade, commerce, immigration, in fact all early branches of Canadian activities, followed the free and unimpaird water trails as far as possible. Then, when the era of road construction began, highways forced to follow the line of least resistance accepted the relatively easy climb through the Dundas valley into the interior of the territory lying above the escarpment. These were supplemented by canals; but with the coming of larger ships and railways and the prominence of steam power over water power the Dundas Valley, and with it Dundas, lost much of its pre-eminence. Dundas was soon forced into the background as Hamilton surged ahead.

f.

Pre-Settlement and the Period to 1800

The very early history of Dundas Valley was concerned with the Neutral Indians and the trails they developed both to provide the shortest routes into the interior and to facilitate trade. The most important trail was that linking Lakes Ontario and Erie. After leaving the Lake Ontario level at Dundas it followed the route of the present day Governor's Road up the escarpment to the site of Copetown. From here it pursued the course of the Fairchild Creek to Paris and the Grand River. It was then possible to paddle to Lake Erie. By hiking from Paris to Woodstock and paddling down the Thames River the trip to Lake St. Clair was considerably shortened. Just west of present day London the River Aux Sables led to Lake Huron. It was 95 miles from Lake Ontario to Lake Huron by this route, but four hundred miles from Ontario to Huron via the Niagara Portage and Lakes Erie and St. Clair.¹

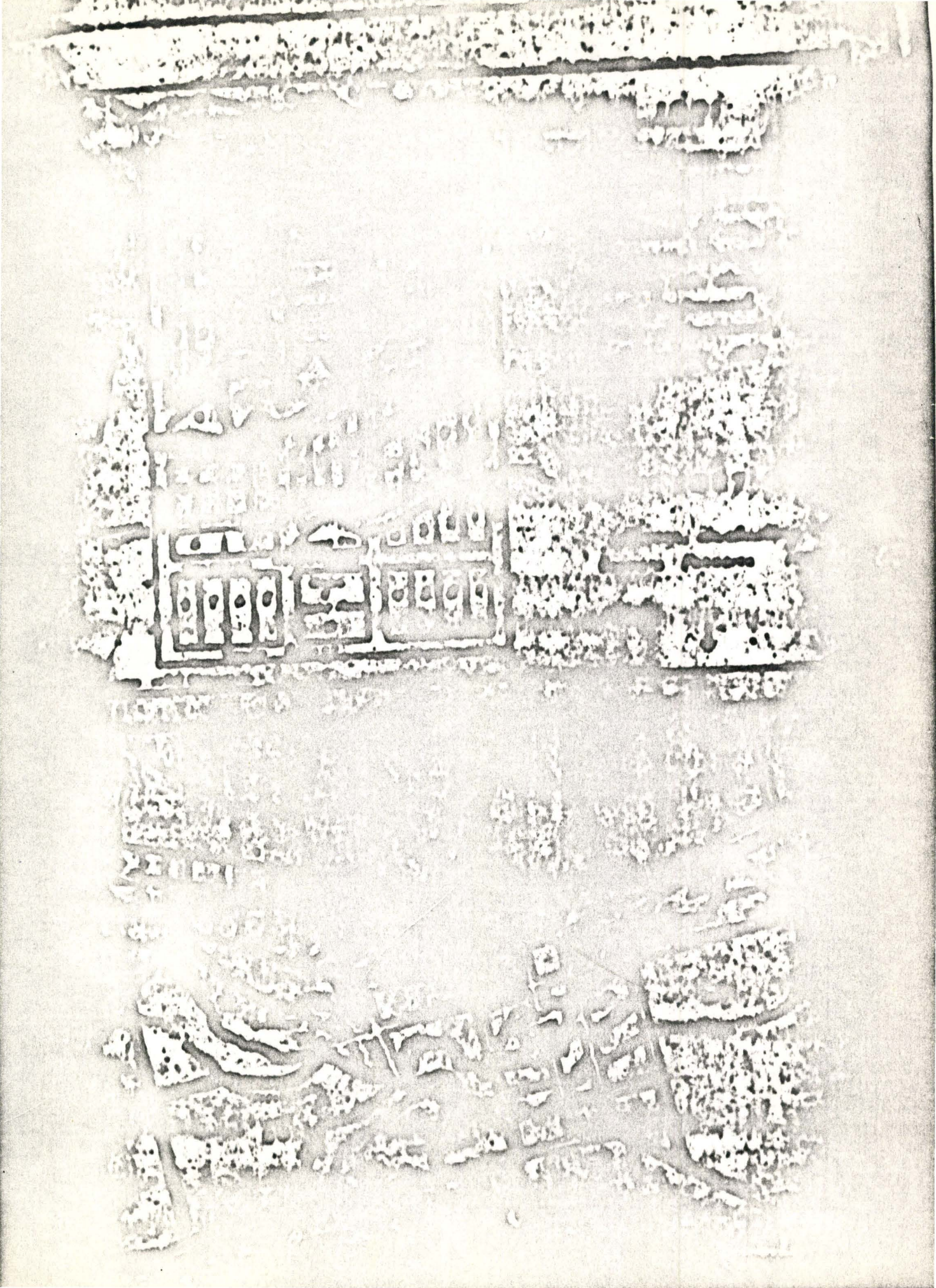
The first white settlers reached Dundas in 1787 when Anne Morden and her family were granted almost all of the northerly half of what is now the town of Dundas. The first settlement was typically pioneer, with one-room log cabins in small scattered clearings separated by dense forest and with its main emphasis on agriculture. Coincident with the division of Quebec into upper and Lower Canada in 1791 and the appointment of John Graves Simcoe as Lieutenant Governor of Upper Canada, the

first signs of a community appeared.

Simcoe felt that the defence of Upper Canada was the greatest problem to be solved at this time. Land transportation was almost impossible and the United States had equal access to the Great Lakes. Therefore he looked to the interior waterways of the country. In 1796 he proposed and constructed a road from Lake St. Clair to Lake Ontario, via the Thames River, Woodstock, and Dundas, to be the backbone of defence. The route chosen, that which provided the main way of Indian movement, had great strategic value due to its connection with four large lakes - Lake Erie via the Grand River, Lake St. Clair via the Thames River, Lake Huron via the River Aux Sables, and Lake Ontario via Coote's Paradise and Burlington Bay. With this road Simcoe could quickly shift military forces to any threatened section of the province. A town plot of 60 acres was reserved at each end of the road to protect and to maintain his main defence work. The plot at the eastern end of the road came to be called Coote's Paradise, named after Captain Coote, an ardent sportsman who spent much of his free time hunting fowl in the marsh are. The town took its present name from Simcoe's road, Dundas Street, christened after Henry Dundas, Viscount Melville, Secretary of War. The town plot was not surveyed into streets and lots until 1801 (Figure 4) and had only two or three warehouses to show that it was a newly established community.

The Beginning of Dundas

Between 1800 and 1810 Dundas became one of the five most important villages west of York. In this decade, also, the character of the settlement in Dundas Valley definitely changed from agricultural to industrial. Richard Hatt recognized the industrial potentialities of the valley; the water-power of Morden Creek,¹ and accessibility to Lake Ontario. In addition the advantage offered by Simcoe's road into the back townships and the opening up of the country around Kitchener attracted many new settlers and further encouraged Hatt to move to Dundas. Here he built the first industry in the Valley, a grist mill. He then built a larger mill, Dundas Mills, which became the centre of the community. Around the mill a village sprang up with a saw mill, distillery, storehouses, and small establishments for the making of whiskey, staves, potash and other pioneer products. Much of the produce was stored in warehouses until it could be poled down the waterways to the Beach on flat-bottomed batteaux. The creek was dredged out through Coote's Paradise and a channel was cleared that would allow batteaux loaded with thirty to forty barrels of Produce to pass. This promoted an



extensive and lucrative trade.

Thus Dundas' industrial trend can be seen at an early date. Besides the usual pioneer industries such as sawmills, distillery, ashery, cooperage, tannery, ox-shoeing stall, and blacksmith shops, it had, by 1808, a well established woollen industry. Part of this development was the result of the abundant supply of water-power necessary to industry at that time. The Morden Creek (or Spencer Creek), contrary to now, was a deep-rushing stream falling over the mountain ridge with sufficient year-round intensity to be a reliable source of power at all times.

By 1810 Dundas had absorbed Coote's Paradise and had a population of two hundred. Application was made for the creation of a new district with the town plot as the county town. Nearby were all the natural requisites for building a town. All produce from the surrounding area as well as from farther west had to pass down Morden's Creek while access to and from Dundas was rendered easy by the various roads which passed through it. Boats of "a very considerable magnitude" could be conveniently brought up to the Town Reserve. In addition the area had plenty of good limestone and timber for building and was well-watered and healthy. Unfortunately the War of 1812 intervened and although the District of Gore was delineated as requested, the new village of Hamilton was chosen as County Town.

The Road Building Era

The 1820's are chiefly notable in Dundas for the improvement and construction of roads, a factor which helped Dundas to recover from the depressing influence of the war. Five roads ending at Dundas were particularly important: the Governor's Road, the Dundas-Waterloo Road, the Dundas-Hamilton Road, the York Road to Toronto, and the Dundas-Guelph Road. Most of these roads were, in the first place, created by individuals of the town to bring business to their stores, assisted in some cases by the township of West Flamborough. Later the roads and their upkeep were taken over by the township. At first toll-gates were common although later these were removed and the roads were maintained by contributions through taxation and by government aid.

The Governor's Road or Dundas Street continued as the most important road as far as Dundas was concerned. In the war of 1812 it was used to avert an American attack. After 1819 it became valuable for transporting immigrants and manufactured goods into the back country and for bringing pioneer products out from the rich farm lands of the London area.

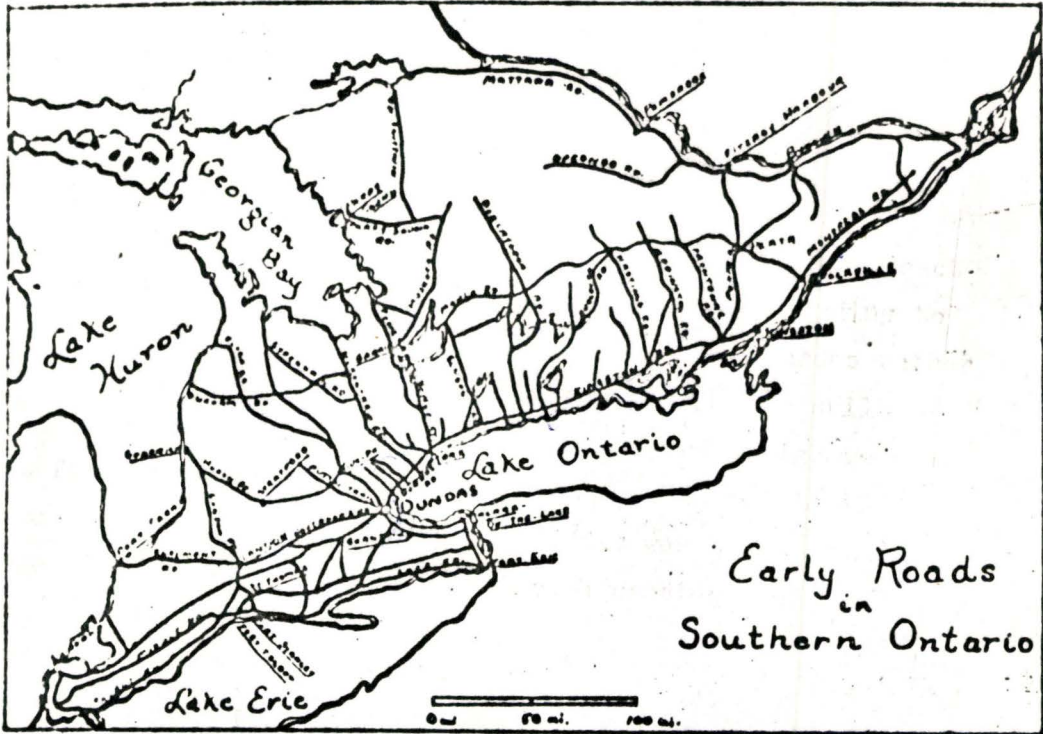
North-west of Dundas lay the Beverly swamps covering many hundreds of acres and offering an insuperable barrier to traffic except when frozen in winter. As bands of immigrants entered the area and settlements expanded, it became more than ever necessary to build a road through the morass to aid settlers going to the Galt area. Successive groups of settlers cut logs, threw them into the swamp and gradually built up some sort of trail. It was these temporary corduroy roads that provided the basis of the following routes.

In 1829 settlers of Waterloo, Beverly, West Flamborough, and Dundas formed the Dundas and Waterloo Turnpike Company and improved the road from Waterloo County to Dundas To encourage traffic to the shipping metropolis. Toll gates were erected not less than nine miles apart, but unfortunately tolls were so heavy that travelling on the road was almost prohibitive. The following table of tolls show both the high rates and the types of transportation used: one pair of horses and wagon, 43¢; one pair of horses and wagon with steel springs, 90¢; one horse and sleigh 15¢.¹ The charter further stated that "where the road passes through a district whereon pines of great length and magnitude exclude the rays of the sun, the trees may be felled to the distance of one chain on each side of the road". Exchange of grain and wood for tools and household necessities provided the bulk of the commerce along this route.

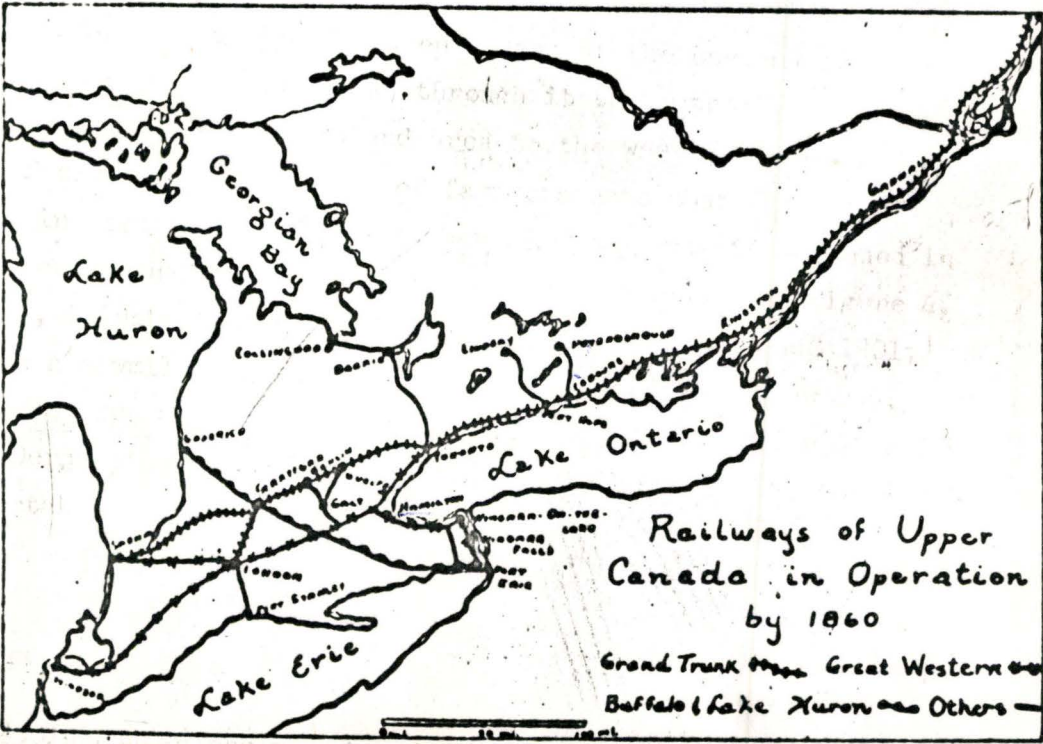
To encourage inhabitants of Guelph to pass through Dundas, representatives of Dundas, the township, and the Canada Company built the Guelph Road in 1827. The understanding was that Dundas was to become the terminus rather than Burlington Bay. The Canada Company built three miles from the Guelph Town Plot to the edge of the Guelph Block; the Provincial Government built seven miles from the Guelph Block through the Clergy Reserves to the site of present-day Freelton. Dundas constructed the last twenty miles of this corduroy road to Dundas following the old Brock Road in existence since 1818. In 1840 tolls were levied for its maintenance and in 1848 the Gore District took it over and macadamized it.

The road to Hamilton was, at this time, greatly improved but had not yet attained the importance it was to hold in later years. The road went along Dundas Street to Church Street through the cemetery to Ancaster Street, out across the present University Garden Survey and twisted around numerous hills to Hamilton. Hamiltonians had to come to Dundas to get to Brantford via the "back road to Ancaster". In 1848 Binkley's Road to Hamilton was built.

1. Wentworth Historical Papers and Records, Vol 8 Hamilton 1919



Early Roads
in
Southern Ontario



Railways of Upper
Canada in Operation
by 1860
Great Trunk ~~and~~ Great Western
Buffalo & Lake Huron ~~and~~ Others

The York Road originated as an old Indian trail following the dry highland between the marsh and escarpment from Dundas eastward toward York (Toronto). In 1812 it was a military road but later it became a mail and stage road linking with the new Toronto-Dundas Street Road to bring travellers to Dundas. In the 1820's it was greatly improved and in spite of its winding course and sharp angles became the principal artery of travel to the north and east. Toll gates were established at intervals along its route.

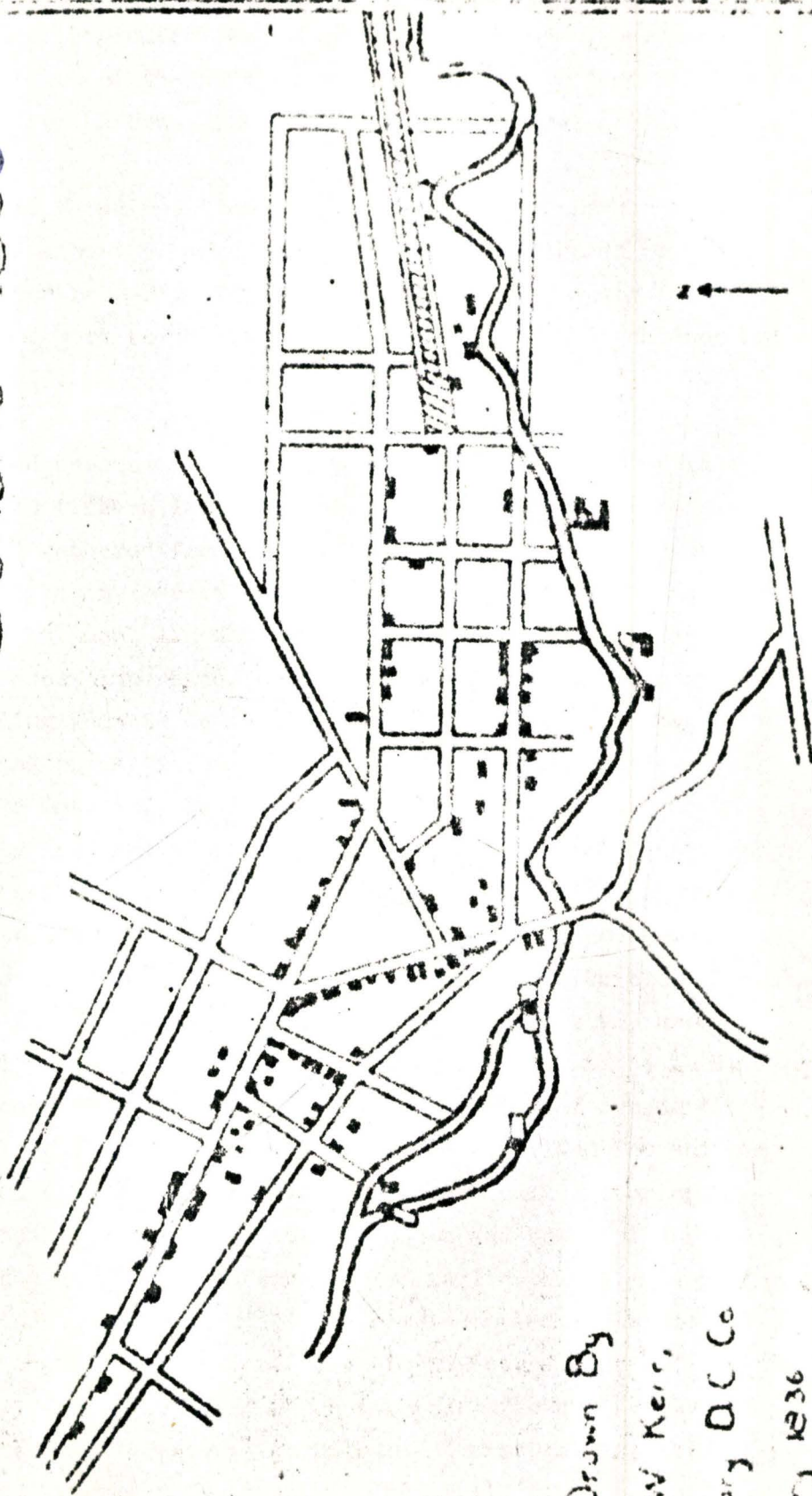
After this period other roads were constructed. The Huron Tract and Queen's Bush to Georgian Bay were opened to routeways leading to Dundas and for twenty to thirty years settlers looked to Dundas rather than Hamilton for supplies. In 1835 James and William Hare built Sydenham Road up over the mountain so that settlers of Millgrove and beyond might find it easier to travel to Dundas to shop. In 1850 Creighton Road from the Governor's Road to Dundas was built by private funds although the Township of West Flamborough provided for its improvement and widening.

As can be seen from Figure 5 the early inhabitants of Dundas were indeed fortunate in being so strategically placed in connection with the main roads of the province. Although those east of York were of little direct interest to Dundas they did, nonetheless, provide a through system of communication by land between Dundas at the one end of Lake Ontario to Kingston at the other and through it to Montreal. All the surplus products from the vast inland area to the west funnelled into Dundas, itself closer to the source of farm products than Hamilton. This accounts in part for the large number of shops and mills opened in Dundas almost before Hamilton became aware of the situation. Figure 4, Dundas in 1827, illustrates the rapid expansion of Dundas since 1801. In addition to a sawmill, distillery, grist mills and woollen works, there were three inns and numerous stores along Hare and Bridge Streets. Although the Derjardins Canal was mapped its actual construction had not yet been undertaken.

The Canal Era

In the 1830's Dundas became, for a time, the most important town

DUNDAS - 1836



Kind Drawn By
Robert W Kerr,
Secretary D C Co
January 1836
1831 on T. H. Wisnour's

Figure 6

west of Toronto, surpassing Niagara, St. Catharines, Grimsby, Hamilton, Ancaster and Burford. It was in this decade that the Desjardins Canal was opened.

In 1855 Dundas, with a population of 711 prepared a petition asking that Dundas be incorporated as a police village. However, war again intervened in the form of the Rebellion of 1837 led by a former Dundas citizen, William Lyon Mackenzie, and the petition was put aside, forgotten and later rejected.

The Desjardins Canal received its charter in 1826 and was to be 132 feet wide including the banks of the canal and any roads or tow-paths. It was to remain the property of the Desjardins Canal Company for fifty years and then to revert to the Canadian Government. The canal was not completed until 1837.

To the people of Dundas the canal represented the basis of a great future. Dundas had become the busiest port along the shores of Lake Ontario. Twelve to fifteen large-masted boats a day carried grain, lumber and produce gathered from seaport places on the St. Lawrence River to the canal basin. Great warehouses bulging with grain and other products awaiting shipment lined the shores of the basin. Dundas became a custom port of great importance as the townships to the north and west were rapidly filling and the demand for quick and cheap transport brought a heavy and steady stream of traffic to Dundas at the head of navigation on Lake Ontario. Dundas became the natural outlet for settlers' products from Brantford, Galt, Waterloo, Guelph, Preston and Durham and all other inland centres especially to the west. Produce in excess of the settlers' needs was drawn by oxen over tortuous routes to the Desjardins Canal to be shipped to England and the United States. Dundas also used to be the headquarters for imports by water, and many shipments of immigrants first set foot on Canadian soil at the basin wharves.

When the boom of shipping was on, the combination of abundant water power easily accessible, and the facilities provided for shipping encouraged a great expansion of industrial production. Factories of stone obtained locally, as well as stores, shops and homes of durable brick, replaced the rough log construction of earlier times. Many of the new and old industries were small but some supplied the whole province. Among the industries were three foundries, an agricultural machinery factory, six cabinet and three furniture factories, five distilleries and three breweries, four flour and grist mills, seven saw and planing mills, lime kiln, pottery, woollen mill, tanneries etc. Although Figure 6 gives the layout of the town in 1836 and the location

of the buildings it does not indicate the nature of the various establishments. However it is safe to assume that the foundries and associated industries, the mills and perhaps the breweries were concentrated along or near the stream. Probably the other industrial units, the tanneries, pottery works and lime kiln, etc., were on the streets just north of the creek. At the canal basin warehouses are dominant. By 1847 Dundas was incorporated as a town and had a population of two thousand. Villages and inns to accommodate settlers were numerous on all roads leading to Dundas as Dundas was not equipped to care for many of the newcomers.

In 1849 the following were the main exports and imports: exports - flour, oatmeal, pot barley, whiskey, vinegar, ashes, pork, butter, grass seed, biscuits, beef, textiles, wheat, barley, lumber, staves, castings, and millstones; imports - merchandise, salt crockery, pig iron, bar iron, hoop and bundle iron, burr stones, grindstones, coal, water lime, gypsum, or plaster, tallow, resin, oil, nails, sugar, mollasses, fish, Indian corn, turpentine, tar, and firewood.

Dundas' supremacy was short-lived. The Welland Canal before hindered by land slides was relieved of this problem and took much of Dundas' inland trade, while the Grand River was made navigable from Brantford to Dunnville. Waterdown business was diverted by the construction of Brown's Wharf near aldershot and a connecting road to Waterdown. The Burlington Canal was the greatest threat to Dundas at this time. It had been constructed in 1832 with a drawbridge over it. However in the 1840's it was enlarged to permit the entry into Burlington Bay and Hamilton'a deeper harbour of ships too large to navigate Desjardins Canal. Hamilton began immediately to compete with Dundas which now was too far up the head of the lake to be as accessible to lake traffic, and erected larger warehouses, and wharves. While Hamilton became an important storage, outfitting, and distributing centre, Dundas with its better road connections and large number of swiftly flowing creeks supplying ample water power still maintained its position as the chief milling centre.

Dundas had lost customers from Hamilton, Ancaster, Brantford, Paris and beyond, much of the Guelph business, and all the business from East Flamborough. Its only patrons were nearby settlers and those on the Waterloo Road. St. Catharines, Hamilton, and Brantford slowly forged ahead, but Dundas was still prosperous and reached her peak year in 1850. It was the railway that finally sealed the canal's fate and with it the fate of the town.

The Railway Era

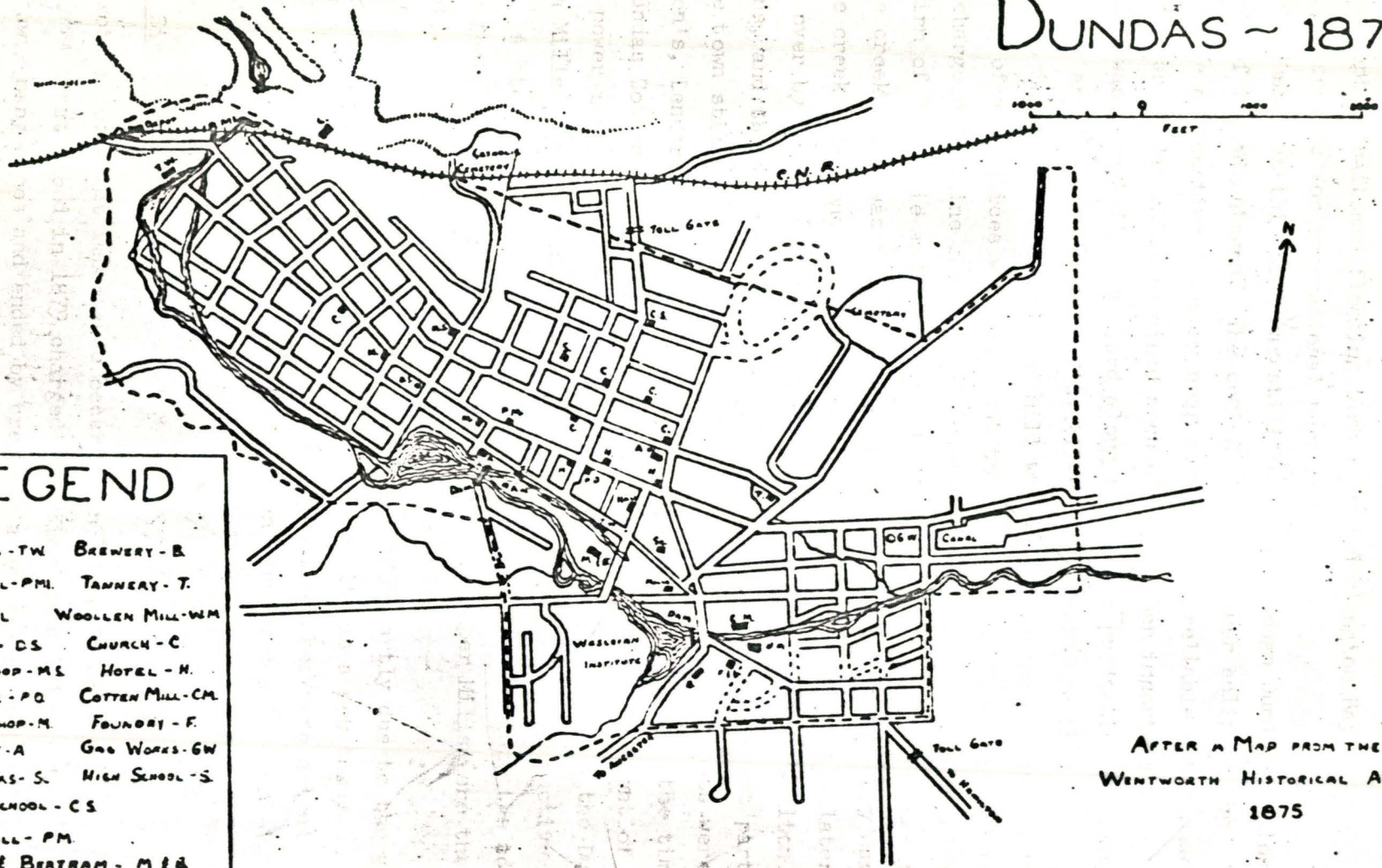
The original plan was for the Great Western Railway to connect London and Dundas. Committees from both towns joined to secure a charter, but the railway in 1851 came to Niagara Falls and destroyed Dundas' advantage as head of water communications on Lake Ontario. The location of the line in the Dundas district itself was a great blow to Dundas (see Figure 5), and was the result of the desire of the company to please two of its directors. Sir Allan McNab wanted the line near or through Dundurn which he then owned while Dr. Hamilton who owned property at Dundas, thought that by running the line along the mountain side he could open up several building stone quarries. The stone was too porous, however, and contractors would not buy it or use it. In fact the stone for the Grand Trunk bridge was brought from a quarry on the town line between Beverly and Dumfries Townships.

The Great Western Railway made the present cut for the canal. It proposed filling up the old canal bed outlet where it wound around the north end of the Burlington Heights bar, and cutting a new one where it is at present. The railway ran along the east side of the hills while on the top was the King's highway. At the new canal outlet the railway company built a bridge on the high level, one long suspension span, and a swing bridge on the low level to allow vessels to pass through the canal to Dundas (1853). This was the beginning of the decline of Dundas. The swing bridge inconvenienced vessels, therefore it now became easier and cheaper to ship from Hamilton by rail.

Railways reduced the difficulties involved in handling goods. It was no longer necessary to transfer them from large to small ships and then to wagons at Dundas, to travel the rest of the way by road. Instead goods could be taken from the large ships at Hamilton directly to wagons and then to rail freight depots for shipment. In 1857 the high level suspension bridge blew down and the road through Dundas again became important. The canal company reconstructed the bridge and the road but the poor condition of the road led to legal action against the company for causing the toll road company and Hamilton to lose business. The toll road company built a low level bridge in 1871 beside the railway bridge and in 1874 a permanent low level bridge. Schooners were prevented from sailing up the canal despite Dundas' efforts to keep the canal open; the canal had ceased to serve its function. The Toronto Hamilton and Buffalo Railway built a second low level railway bridge and later the present high level road bridge also made its appearance.

The construction of the Great Western Railway ruined financially

DUNDAS ~ 1875



LEGEND

- | | |
|---------------------------|-------------------|
| TOOL WORKS - TW | BREWERY - B |
| PAPER MILL - PM | TANNERY - T |
| LIME KILN - L | WOOLLEN MILL - WM |
| DRILL SHED - DS | CHURCH - C |
| MACHINE SHOP - MS | HOTEL - H |
| POST OFFICE - PO | COTTON MILL - CM |
| MOULDING SHOP - M | FOUNDRY - F |
| AXE FACTORY - A | GAG WORKS - GW |
| SCREW WORKS - S | HIGH SCHOOL - S |
| CATHOLIC SCHOOL - CS | |
| PLANING MILL - PM | |
| MELANIE & BERTRAM - M & B | |
| AGRICULTURAL WORKS - A W | |
| FLOUR & GIST MILL - F & G | |

AFTER A MAP FROM THE
WENTWORTH HISTORICAL ATLAS
1875

Figure 7

the Dundas-Guelph and Dundas-Waterloo Roads, left Dundas at a standstill and the canal with nothing to do. The canal became bankrupt, its securities worthless; and the town one of its biggest security holders, also came to the verge of bankruptcy. By 1875 the canal was rarely used except by raftsmen floating timber into Burlington Bay and by pleasure-seekers for recreational purposes.

Industry at this time was still thriving, though Dundas had lost another of its advantages. The coming of steam power eclipsed the importance of locating industry near abundant and reliable water power. Nevertheless Dundas still retained much of its former importance. Industry was especially developed along two lines: production of heavy machinery and the manufacture of textiles. The Gartshore Shop was prominent in the manufacturing of mill wheels, steam engines and in the training of apprentices who then went to all parts of North America to take charge of machine shops and foundries. Two of these later founded the firm of McKechnie and Bertram in Dundas. The second largest group to use creek water was the textile industry clustered around every dam on the creek - the one built by Hatt at the foot of John St. and later taken over by Ewart, the one built upstream from the present Hamilton Cottons, and the dam north of the C.N.R. tracks in the north-west part of the town still existing to-day. The three main textile plants were Grafton's, Lennards and Sons, and the Dundas Cotton Mills. At the time the Dundas Cotton Mills was the largest in Canada, but the advent of steam power made a water power site of secondary importance and the Dundas Cotton Mills lost its supremacy although it maintained its productive level. A steady procession of woodworking industries also kept the town on its feet. Of these Snetsinger Lumber and Gore Paper Mills were the largest.

The population doubled between 1840 and 1859 partly due to the great influx of Irish immigrants and its great prosperity as a new town. Dundas which had formerly centred around Main Street began to extend westward. However, after 1851 the population rapidly declined and did not attain the numbers reached in 1850 until 1880.

Dundas Since 1875

Nothing of great importance occurred in Dundas between 1875 and the 1940's. A great flood in 1879 charged down King Street, broke the dams, washed awsy many homes and ended by creating a new stream bed. This change may be seen in comparing the maps of Dundas in 1875 (Figure 7) and in 1954 (Figure 8). In 1879 also, the first commercial long distance telephone line in Canada was opened from Hamilton to Dundas, serving

eleven Dundas citizen pioneers in telephone usage. At the same time the Hamilton and Dundas Street Railway Company began its operations. In the 1890's a company was organized to produce electricity. A power house was built at the foot of Webster's Falls in the far reaches of Fisher's ravine, getting its power from Webster dam. Wires ran into the town and the main streets were lighted with large carbon lamps. The plant was in operation until destroyed by fire. It sold out to the Dominion Power and Transmission Company which operated till 1910 when the Hydro Commission was established.

Industry continued along much the same lines with emphasis on woodworking, textiles, and machinery. The map of Dundas in 1875 gives a clear picture of all the industries at that time as well as many of the public institutions. From this it is evident that diversity in manufacturing was important even then. When population and prosperity were high industry showed a corresponding increase, but as economic conditions became harsh the number of industries also fell. Since World War 11 Dundas has entered upon a new phase of prosperity, but this will be discussed in a later chapter.

Summary

Dundas, though situated more advantageously both for external commerce and internal communication than any other place at the head of Lake Ontario, has not advanced with nearly the same rapidity as other places possessing less than one-tenth the same natural advantages. It could not make use of the Dundas Valley, the link between central and south-west Ontario and the east partly because of its lack of space for industrial expansion, but also because of the historical development of power and transportation.

Dundas' emergence as a vigorous community began in the early 19th Century based on advantages of abundant water supply, reliable and easily accessible, and on water transportation. The town that grew up following the influx of settlers was dependent on the fortunes of local agriculture. It flourished in the first instance as a distributing and milling and later as a manufacturing centre catering to the requirements of local farmers. Surpassing Ancaster and swallowing up Coote's Paradise it soon gained prominence as one of the largest settlements west of Toronto. Manufactured goods brought up the lake and through the Desjardins Canal by schooner were here exchanged for return cargoes of flour and farm produce some of which, trans-shipped

at Kingston and again at Montreal, eventually found its way to England. The formation of Gore District and the choice of Hamilton as county town had given Hamilton the necessary start to outstrip Dundas. By 1838 Hamilton was able to accommodate large schooners at its numerous wharves stretched out along the bay shore. Dundas was limited by the size of the ship the canal could take. However, Dundas still had the advantage over Hamilton in regard to water power, an advantage lost in the 1840's with the coming of steam power. Industry became independent of creek, dam, flume, and water wheel. In the 1850's the Great Western Railway made water transport less important, and pronounced the death of the Desjardins Canal and with it the end of Dundas' great hopes for expansion. Many industries failed at this time, a factor that was also significant both in the past and future. However, through a system of trial and error Dundas learned what industries were best suited to its location. These industries, machinery, textiles and woodworking have persisted until today.



LAND USE IN DUNDAS

HOUSE CLASSIFICATION

- A
- B₁
- B₂
- C₁
- C₂
- : D

- INDUSTRIAL
- COMMERCIAL
- RECREATIONAL
- AGRICULTURAL
- WOODED AREA
- SCHOOL
- CHURCH

- VACANT
- ESCARPMENT
- PLANNED
- PUBLIC
- TOWN B
- S
- +

CHAPTER 111

THE LAND USE PATTEPN

The growth of Dundas has been in a somewhat restricted linear pattern. As can be seen by the plan of the Town Plot in 1801 (Figure 4) Dundas, then called the village of Coote's Paradise, began in the rectangular area lying between West Street and East Street, and between North Street (now King Street) and South Street. Land was set aside for a parsonage, church, jail, court-house, and for other public purposes. This section was little developed in the succeeding years and another centre of settlement sprang up around Richard Hatt's mills and the now post-office. It soon enveloped the struggling Coote's Paradise. The map of 1827 (Figure 4) pictures this new development along Bridge Street (Main Street) and lower York Street, with Hare Street (King Street) being partly built up and divided into lots. The Desjardins Canal, although not yet completed had been begun, the turning basin being dredged and preparation for new warehouses having been started. The homes of some of the prominent citizens were located on the higher land to the south. Most of the commercial facilities and service centres such as inns were located on Bridge Street, lower York Street and the section of Hare Street between them. Industry dependent on water power and water transportation sought positions near the creek or the canal.

The plan for 1836 (Figure 6) has shown a decided trend for growth in the western section of the village. In fact this map completely ignored the southern part of the original Town Plot. Main Street continued to be the centre of the settled area but a far greater nucleus of settlement was beginning to develop along King Street. This emphasized the linear nature of the town. New streets have been laid out running in a northeast direction from King Street as well as one almost parallel to King Street later known as Hatt Street. The mills scattered along the stream were primarily saw mills, flour and grist mills and distilleries.

The map of the town of Dundas for 1875 (Figure 7) shows a great change from 1836. King Street is now definitely the centre of all activity while the extended growth in a westerly direction has thrown the location of the town hall off-centre. Industry is in no one particular area being widely dispersed mainly throughout the central section, the textile mills and foundries preferring a location near the stream. This pattern

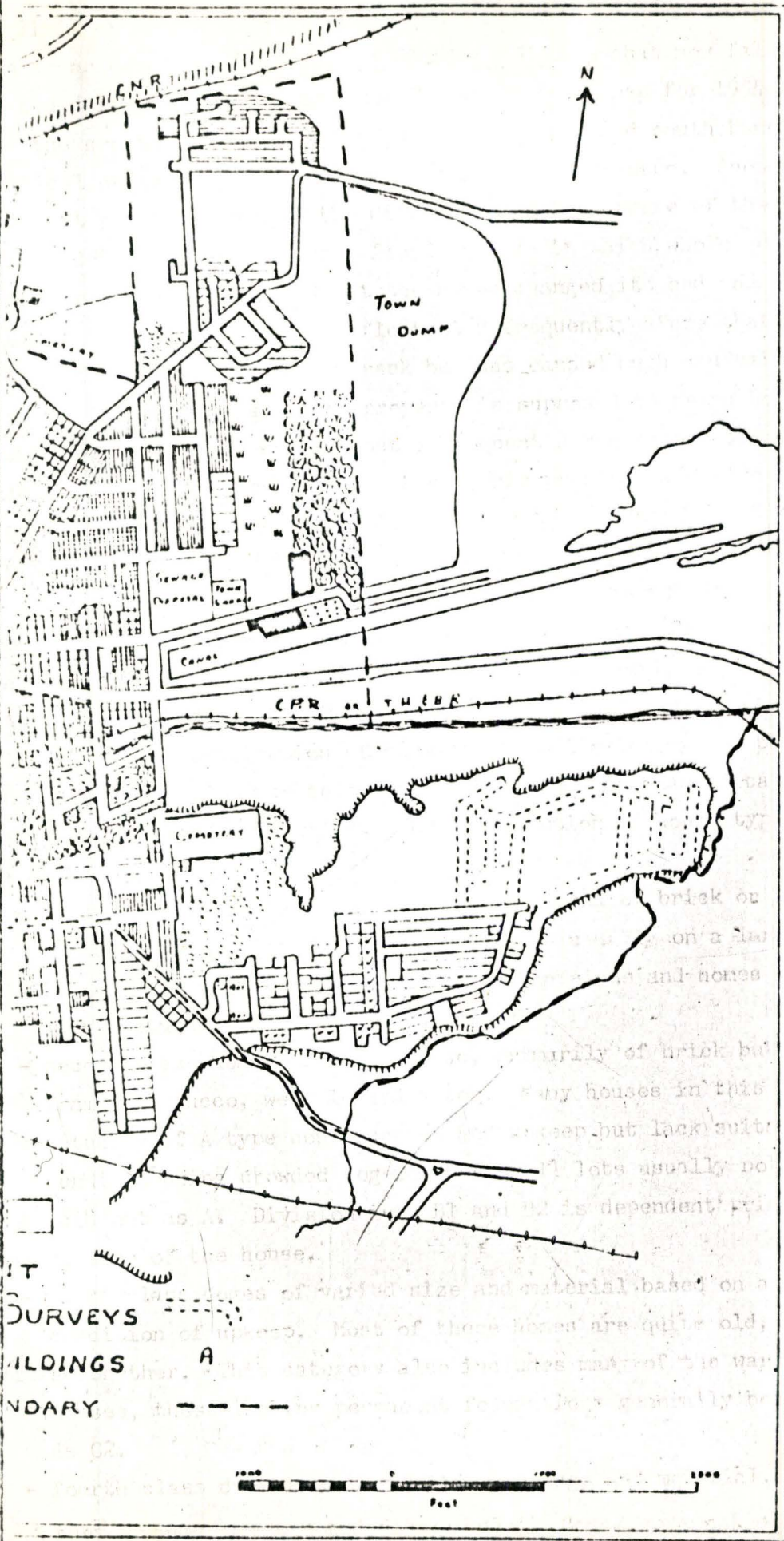


Figure 8

and limit of development persisted almost unchanged until the late 1940's when a series of annexations gave Dundas the area that now falls within its boundaries. These changes may be seen in the map for 1954 (Figure 8). With the growth of urbanization to the northeast and south Dundas' political centre has again become its functional centre. Another important point to note is the difference in the course of the creek between 1875 and 1954. After a flood in 1879 in which whole sections along the river were washed out the river changed its bed and dug for itself a new course which has fluctuated frequently since that time. This problem of the changing creek bed has caused much confusion in the last one hundred years. Town property is supposed to reach to 400 feet from the banks of the stream, but subsequent stream alterations have made the boundary almost indefinable. This problem was solved in 1952 when a section was annexed to straighten out the boundary. Since 1949 the following areas have been absorbed: Cameron Heights and York Heights in the northeast, University Gardens in the southeast, 91 lots south of the arena and pool, and a strip of land to the west. Dundas now is approximately two miles from east to west and a little over one mile from north to south.

In the classification of housing the following system based upon personal observation was selected. Therefore this classification is both arbitrary and subjective. The distribution of house types is shown in Figure 8.

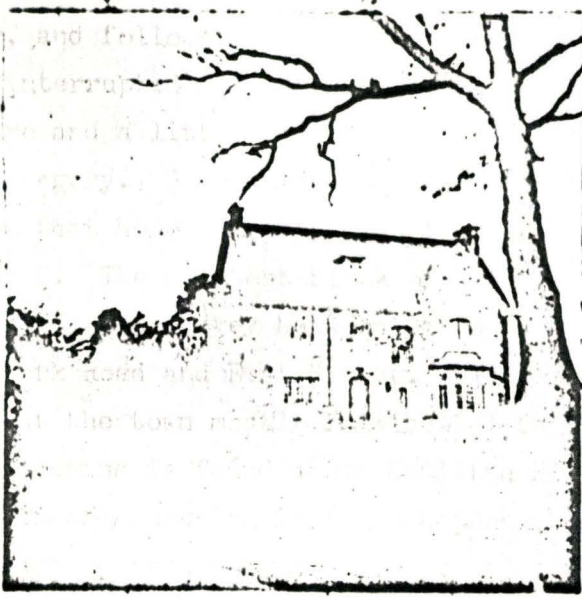
A - first class homes generally fairly large and of brick or stone construction, in excellent condition and usually on a large well-kept lot. This category includes both old mansions and homes of modern architectural design and construction.

B - second class homes of a good size, primarily of brick but also some frame or stucco, well looked after. Many houses in this category are actually of A type construction and upkeep but lack suitable surroundings being crowded together on small lots usually not as well laid out as A. Division into B1 and B2 is dependent primarily on the size of the house.

C - third class homes of varied size and material based on age and condition of upkeep. Most of these homes are quite old, frame, and close together. This category also includes many of the wartime houses, those lacking permanent foundations generally being classed as C2.

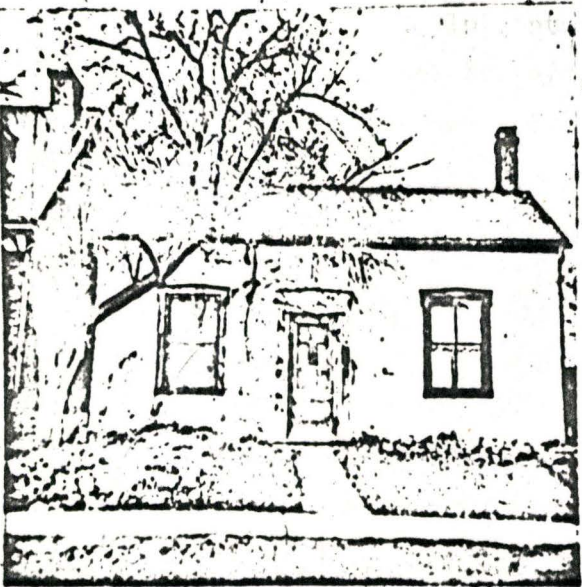
D - fourth class dwellings of varied size, age and material. Most of them however are old and dilapidated. Some represent old rough-cast and log homes or frame houses unpainted and unrepaired. Generally

they are located along the main roads... only the house itself... considered but every house was... the largest part of the house... the bulk of the houses... however, and follow... C1 and C2 areas are interrupted... which with better care and a little... raised to a higher... have been utilized... interspersed with... along York Road in... Street, and between... is scattered through... percentage only of... The largest section... Hamilton Hill where... distinctive features...



An A classification; one of the better homes in Dundas

Generally, they have... And noise of the town... convenient. Thus the... residing within easy... windows are those of... businessmen seeking... their new homes come... Dundas. As most of... they turned to the new... Garden Survey has... dwellings with ample... Highland Hills which... between Cross Street... spaces, carefully... carriage standing... East Street for a...



D housing; similar to this can be seen in many sections.

... is not... frequent... was house... selves be... for many years... age often... is to be found... and Hunter... of C2 housing... still... Street and... the... road from Greigton... many of these... town back in the 19th Century... ground away from the battle... to their businesses to be... of a rural landscape while... to these... Retired... of... av... utilized... University... 100... Acres... On... take... est... never... Dundas and... well as some professional...

they are crowded close together on lots big enough to accommodate only the house itself. Many also lack certain of the conveniences considered necessary in modern life.

The largest part of the housing in Dundas is third class representing the bulk of the industrial population. The distribution is not homogeneous, however, and follows no definite rule or system. Frequently C1 and C2 areas are interrupted by the interjection of D type homes which with better care and a little renovating could themselves be raised to a higher category. Sometimes also lots vacant for many years have been utilized so that homes of B1, B2 or A groupings are often interspersed with the C. The greatest block of C2 housing is to be found along York Road in the Hunter survey between Cairns Avenue and Hunter Street, and between York Road and East Street. The rest of C2 housing is scattered throughout the town mostly in single lots. A small percentage only of C housing is found above Hamilton Hill.

The largest section of A housing is found between South Street and Hamilton Hill where large homes with spacious grounds are the distinctive features of the area. Along Governor's Road from Creighton Road to Overfield Street is included in this section. Many of these homes were built by prominent folk of the town back in the 19th Century. Generally they have chosen sites on higher ground away from the bustle and noise of the town below yet close enough to their businesses to be convenient. Thus they could enjoy the quiet of a rural landscape while residing within easy reach of town activities. In contrast to these old mansions are those A type homes found in the new surveys. Retired businessmen seeking quiet residential areas for the construction of their new homes combined with proximity to a large city have chosen Dundas. As most of the land in the centre of the town has been utilized they turn to the new surveys for the accommodation they desire. University Gardens Survey has numerous first class homes - long ranch-style dwellings with ample room for lawns. Other new class A areas lie in Highland Hills which is not yet in Dundas proper, and in Hillfield Acres. Between Cross Street and Sydenham Street north of Park Street many spacious, carefully tended A type homes may be observed. On the old lake terrace standing above the main part of the town in the northeast along Helen Street a few A homes are found. Generally these first class homes are owned by the more wealthy and influential families in Dundas and those owning factories or other businesses as well as some professional people.

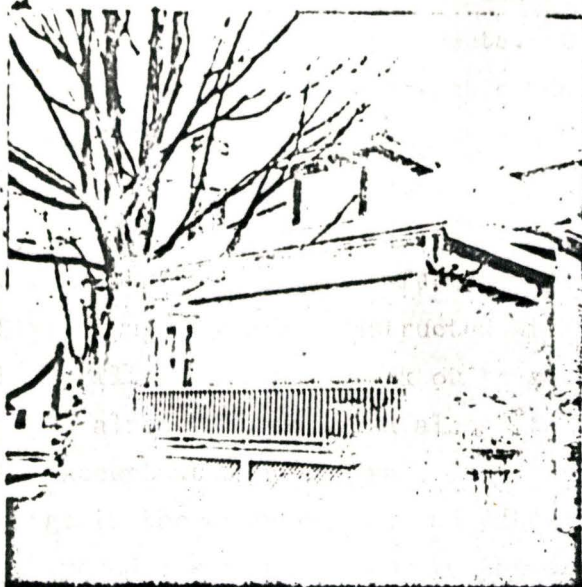
Second class housing is also confined primarily to the eastern section of the town. Modern building regulations are partially responsible for the concentration of B homes in the new surveys, and in other

recently developed areas. University Gardens, Hillside and Tweedsmuir Streets are almost solidly B 1 homes as is Wilmar Court in the north-east. The homes between Cross Street and Sydenham Street and between Park Street and Cayley Street are predominately B1 with some A and C. A few B1 homes are located on Helen Street, Governor's Road, Concord Street, and in the Highland Hills Survey. Most of them are new. The largest block of B2 housing is east of the Hunter Survey on Cairns, Cameron and Concord Streets. B2 homes are also common in the Cameron and York Heights Surveys, in the South Street district and in Highland Hills. Here again most of them are quite modern. The York Heights subdivision is the site of the first defence workers' homes in the district. Sixty-five homes are built or being built for Bertram employees as Bertram's is the first plant in the area to be declared a defence industry. Nearly 150 craftsmen have been brought from Britain and the continent and more from Montreal.¹ The offer of these homes, most of the 1½ storey type, is meant as an inducement to settle in Dundas. Along McNab Street between Brock and Wellington are a number of B2 homes where the lots once owned by Bertram's were sold to its employees in the last war. If any generalization is accurate it can be said that most of these second class homes are owned, though not exclusively, by salaried peoples and small executives.

Fourth class homes are not restricted to any particular area but are scattered throughout the main part of the town. In some places a D home may rest between two A homes or intrude upon an almost solid B area. Houses in the originally surveyed area of Coote's Paradise are all fourth class lacking both sewer and water facilities and being in a general state of disrepair. This is primarily a result of the nature of the land itself. As it is low and flat it tends to be overly wet while proximity of the creek subjects it to seasonal flooding. Another group of D houses lies along Hatt Street where once they were considered to be of much higher calibre. However in some cases industrial smoke and soot has made it difficult to properly care for them. Indifference and lack of capital has been further handicaps in these areas. Information in regard to other fourth class lots may be obtained from the land use map (Figure 8).

The commercial zone is comparatively compact and fairly well defined. It is concentrated along King Street between Cross Street and Church Street, but with other establishments to the east and west. This concentration had its historical beginning just prior to the canal era. Separate stores, service stations and restaurants occur beyond these limits, reaching from one end of the town to the other. Few are located off the main street except for coal and lumber yards, greenhouses, and a cold storage plant. Included in the main belt are grocery stores, ~~clothing and hardware stores, banks along food stores, alcohol, banks~~

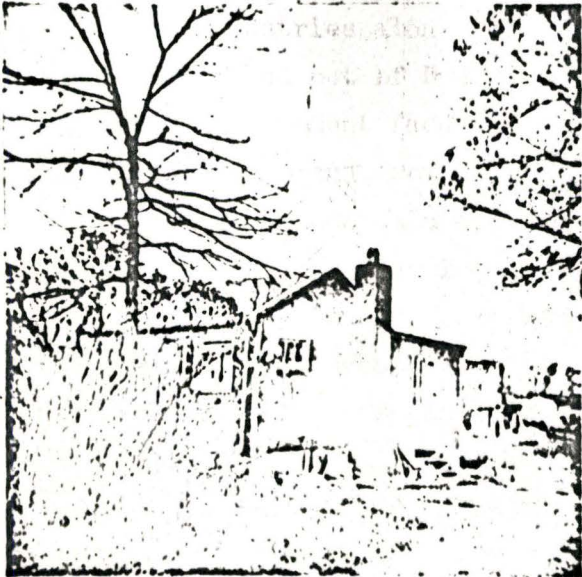
dairies, bakeries, and people. In all these... Industrial farms... distinct zones... Figure Streets, and in the... are located in these... third grouping is situ... has its gravel pit and... dug primarily to the... industrial tendency w... was undertaken. Hatt... either supplementing t... service to those indus... tendency has been fur... Hatt Street. The gro... Street were once centr...



Of housing, characteristic of much of Dundas

the industries of to-day. concentration of any one particular type of industry, although those handling bulky materials... are in general... to the railway.

The T.H. & R. follow Dundas via Hatt Street... the bulk of the freight... in the north laid part... and, except for the... Corporation, has little...



A D home in the original Gato's Farmline survey in improved condition but lacking water and sewage facilities

At the present time... of a by-law for pres... the classification... medium; Commercial as... centres; and Resident... dwellings, and multiple... as follows:

Commercial: Each... east as Lydenham Street... Street on the north, nu... area continues easterly... it runs north to the... Main Street, and... and...

... needs of the... of various kinds... Street by two fairly... and Head... other industries... Street. A... used Stone... Street... ally the... of itself... view to... adequate... This... along... part of Hatt... and the... taken over by... there is no... industry, although those... to the... through... handling... a C.N.R. track... the town... unshelved... of Dundas... Each... and... hood... ally... various water... set, as far... back to Park... north side the...

dairies, bakeries, and other services catering to the needs of the people. In all there are about 88 establishments of various kinds.

Industrial firms are concentrated along Hatt Street in two fairly distinct zones (Figure 11): in the extreme west between Brock and Head Streets, and in the east between Main and John Streets. Other industries are located in these same general areas although not on Hatt Street. A third grouping is situated in the north where the Canada Crushed Stone has its gravel pit and stone works. This attraction to Hatt Street is due primarily to the presence of the creek south of it. Actually the industrial tendency was present in this zone before the street itself was undertaken. Hatt Street was probably constructed with a view to either supplementing the facilities of the creek or to giving adequate service to those industries already established along its banks. This tendency has been further accentuated by the rail line running along Hatt Street. The groupings in the extreme west and extreme east of Hatt Street were once centred around the various dams in the creek and the sites of these older industrial establishments have been taken over by the industries of to-day. In these three industrial zones there is no concentration of any one particular type of industry, although those handling bulky materials and products are in general, closest to the railway.

The T.H. & B. following the easy grade and straight route through Dundas via Hatt Street serves the industries along its tracks, handling the bulk of the freight shipped into and out of Dundas. The C.N.R. track in the north laid part way up the escarpment face by-passes the town and, except for the shipping of stone to and from Canada Crushed Stone Corporation, has little influence on the economic activity of Dundas.

At the present time a zoning plan for Dundas is awaiting preparation of a by-law for presentation to the Ontario Municipal Board. Each of the classifications is subdivided with Industrial as light, heavy, and medium; Commercial as general commercial areas and neighbourhood shopping centres; and Residential as single family dwellings, two-family dwellings, and multiple dwellings. The break-down of the various zones is as follows:

Commercial: Each side of King Street, back for 150 feet, as far east as Sydenham Street where the commercial zone extends back to Park Street on the north, running east to York Road. On the south side the area continues easterly, with 150 foot depth, to Ogilvie Street where it runs north to the Pratt & Whitney plant and takes in both sides of Main Street, Baldwin Street, York Street and Highway 102 and King Street

as far east as East Street. The commercial area also runs along the west side of York Road to the Cemetery property and provision is made for shopping centres on the east side of East Street and on York Road.

Industrial: In the east end, all that property south of Dundas Street to the hill; from Main Street, all property south of Hatt Street as far west as Market Street and on the north side of Hatt Street back to the 150 foot depth of the King Street commercial area, from Ogilvie Street to Market Street. West of Market Street the area extends on either side of Hatt Street back 150 feet on either side of King which is commercial. All the land west of Sydenham Street and north of Alma Street and continuing to the top of the hill also is classed as industrial. In this area are the plants of Dolomite, Non-Skid and Canada Crushed & Cut Stone.

Residential: The rest of the town not otherwise designated as industrial or commercial is classified as residential.

CHAPTER IV

THE MAIN FUNCTIONS OF DUNDAS

Dundas has three main functions. It is an industrial town, a retail distribution centre and a residential town. Industrialization has always been the backbone of Dundas' economy, therefore, historically and to-day it is its most important function. As a retail distribution centre Dundas achieved great prominence in the 19th Century. Since then this function has decreased both in intensity and in extent, but is still significant to-day. Dundas' most recent development has to do with its growing importance as a residential suburb of Hamilton.

The Industries of Dundas

At its inception in the early part of the nineteenth century Dundas took on an industrial aspect which it never lost and which in succeeding years became of national and international significance as well as of local importance. Its first industry, a grist mill based on water power from the creek was followed rapidly by numerous typical pioneer industries. By the 1830's the beginnings of modern industry were evident and in 1838 the first large foundry and machine shop was opened laying the foundation of its most important industry to-day. Diversification of manufacturing continued in the 1840's and helped Dundas to maintain its lead in industrialization. [However with the coming of the railways and steam power Dundas quickly receded into the background while Hamilton forged ahead. Dundas' industries still continued to grow and reached their maximum diversity in 1890 when 61 manufacturing plants were in operation. This was immediately followed by a slump in which certain businesses failed, some relocated elsewhere and others amalgamated. By 1901 there were only 17 industrial concerns.] Four main industries still carried on from the nineteenth century and are flourishing to-day: foundries, machine shops, textile mills, and furniture factories. In recent years other industries locating in Dundas have helped to maintain its reputation for diversity in manufacturing and quality in products.

The number of establishments is at no time an accurate standard for determining the potency of Dundas' industrial life. For instance the year 1891 had an all-time high of 61 industries but also had the lowest value of production of any of the years for which figures were available.

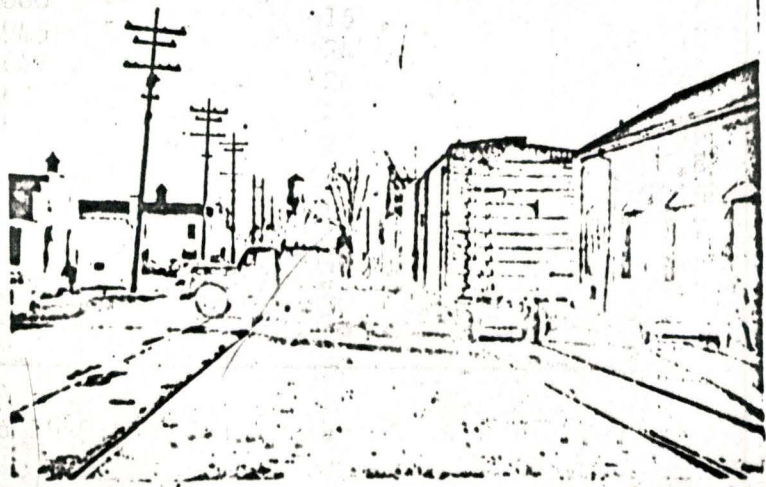
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Year	No. Employees	The CNR track along the side of the escarpment inaccessible to most of the industries of Dundas	Products
1891	169		
1891	1111		1,242,010
1896	496	48	1,454,783
1897	453	62	1,605,371
1933	553	24	1,625,785
1935	600	22	1,779,955
1936	706	19	2,000,000
1937	732	18	2,000,000
1938	686	17	2,000,000
1939	1060	17	2,000,000
1940	1060	17	2,000,000
1942	1060	17	2,000,000
1943	1060	17	2,000,000
1944	1060	17	2,000,000
1945	1060	17	2,000,000
1946	1060	17	2,000,000
1947	1060	17	2,000,000
1948	1060	17	2,000,000
1949	1060	17	2,000,000
1950	1060	17	2,000,000
1951	1060	17	2,000,000



Between 1938 and

A Snetinger Lumber truck loading up from a T.H. & B. freight car on Int Street

1. The Census of Canada
2. The Business Year
3. The Fifth Annual Report

Part of this difference is probably due to the difference in the value of the dollar now, as compared with that of the late eighteenth century, but part is also due to the probability that most of the 61 industrial organizations were small employing only a very few people each.

The effects of the years of depression from 1931 to 1939 are reflected in the industrial picture in Dundas. During this period the value of industrial production, the number of people employed in industry, and the number of industrial establishments were greatly reduced. With the coming of the war the early 1940's saw a rapid and sudden increase.

As can be seen from the following figures the value of industrial production was at its peak in 1947. This also coincided with the year of highest industrial employment in Dundas, and with the post-war boom which began late in 1945 and lasted until the beginning of 1948. At this time both the value of industrial production and the number of industrial employees declined also. Since 1949, however, these two factors have been on the increase. It is too soon yet to determine whether or not the trend will continue. Increasing competition from European countries, especially in regard to fine machine tools and industrial machinery and textiles, may have detrimental effects on the demand for certain Dundas products. At the present time the level of employment in industrial concerns is almost the same as that of the peak year of 1947 although the value of the industrial products is unknown.





<u>Year</u>	<u>No. Employed</u>	<u>No. of Establishments</u>	<u>Value of Products in \$s</u>
1851	169	6	.....
1881	1111	48	1,242,040
1891	496	61	664,709 1
1933	453	24	1,005,571
1935	553	22	1,625,785
1936	600	22	1,759,955
1937	706	19	2,033,114
1938	732	18	2,233,671
1939	686	17	1,851,301
1939	1060	17	3,610,973
1940	1945	15	8,835,517
1942	1647	24	9,143,098
1943	1649	24	7,782,466
1944	863	25	3,601,760
1945	1408	23	5,832,868
1946	2011	28	10,561,297
1947	1251	33	7,791,437
1948	1466	32	8,303,145
1949	1308	33	8,279,500 2
1950	1466	30	8,303,000 3
1951		33	

Between 1938 and 1949 the gross value of industrial output increased 249%

1. The Census of Canada Reports
2. The Business Year Book 1936 - 1953
3. The Fifth Annual Economic Survey of Ontario 1953

TRANSPORTATION ROUTES ~ 1954

WENTWORTH
COUNTY

- Provincial Highway 
- Country Road 
- Suburban Road 
- Railway 

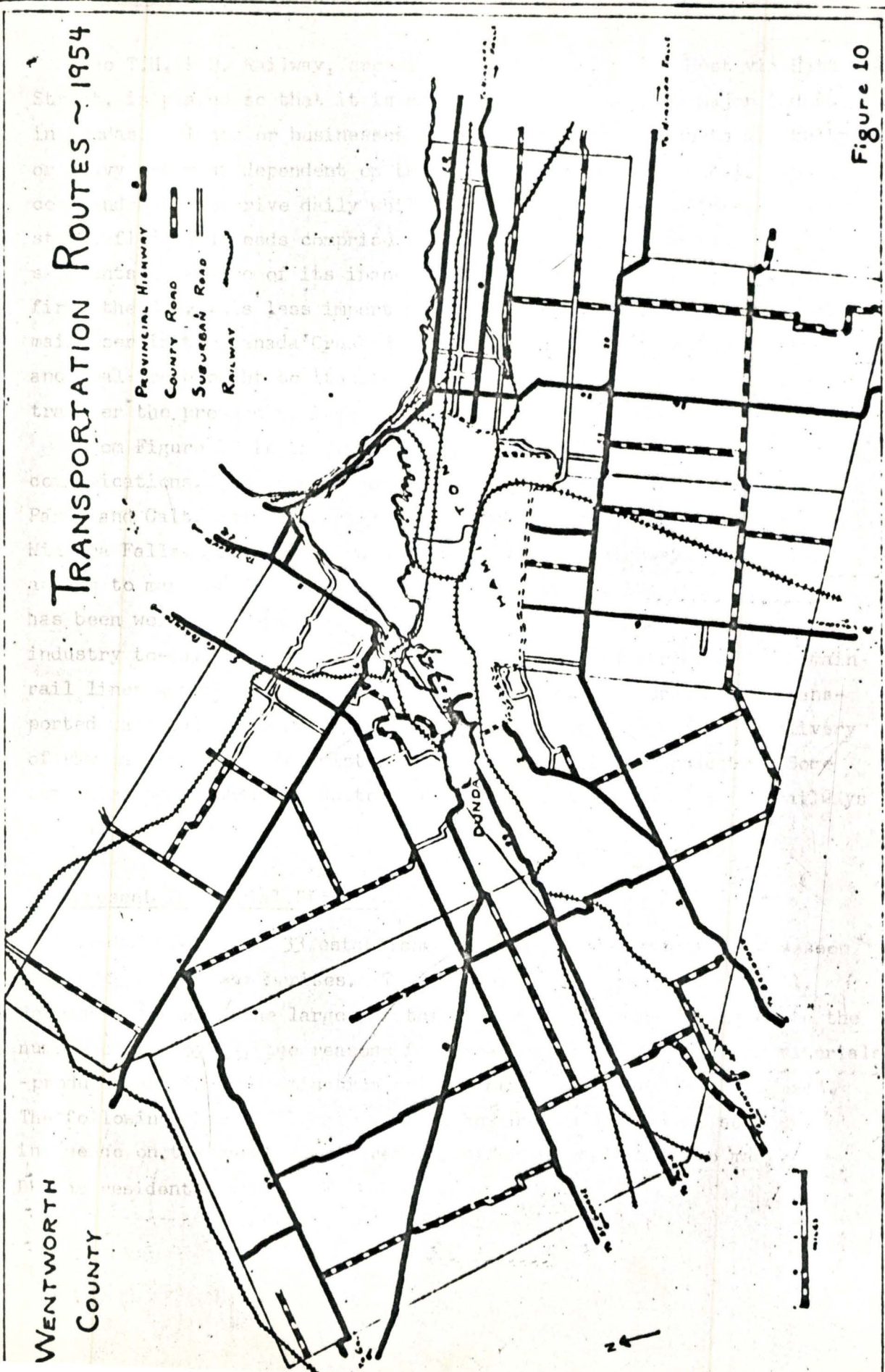


Figure 10

Transportation Facilities

The T.H. & B. Railway, crossing Dundas from East to West via Hatt Street, is placed so that it is capable of serving every major industry in Dundas. Plants or businesses whose supplies and products are bulky or heavy are most dependent on the line. Baled cotton, steel, lumber coal and grains arrive daily while heavy machinery, furniture, crushed stone, flour and feeds comprise the major portion of the outgoing shipments. Because of its inaccessibility to most of the industrial firms the C.N.R. is less important to the life and economy of Dundas. Its main user is the Canada Crushed and Cut Stone Company, although some lumber and coal are brought to its station from whence trucking facilities transfer the produce to its destination.

From Figure 10 it is evident that Dundas is well supplied with road communications. Provincial roads link Dundas directly with Hamilton, Paris and Galt, and indirectly with Bradford, St. George, Toronto, and Niagara Falls. County Roads connect up the main highways and provide access to many of the smaller centres. Therefore, the trucking system has been well developed and, in many cases, is of greater importance to industry to-day than are the rail lines. These industries off the main rail lines and those handling smaller, lighter, and more easily transported materials rely mostly on trucks and transports both for delivery of raw materials and for distribution of the finished products. Some companies truck their goods to Hamilton for transference to the railways there.

The Present Industrial Picture

Dundas to-day has 33 establishments considered by the town assessor to be industrial enterprises. Their location is shown in Figure 11. Representatives of the larger of these were interviewed in regard to the number of employees, the reasons for location, the source of raw materials, -products and their destination and the method of transportation used. The following chart will help to show how Dundas does exert some influence on the surrounding areas by offering employment to many non-Dundas residents.

<u>Industry</u>	<u>No.employed</u>	<u>From Dundas</u>	<u>From Hamilton</u>	<u>Others</u>
John Bertram & Sons Lts. (also Pratt & Whitney)	1000	500	300	200
J.S. Grafton & Co.	157	75	45	17
S. Lennard & Sons	170	120	19	31
Ashman Plastics Limited	14	4	10	..
Brasier Products	6	3	3	..
Snetsinger Lumber Ltd.	45	40	2	3
Wilson Laboratories Ltd.	7	4	1	2
Steel Fabricating & Welding	43	29	7	7
J.F. Crowley Ltd.	55	30	8	17
Jones Industries (includes Dundas Plate Glass)	100	62	38	..
M.A. Henry Ltd.	65	45	12	8
Fergusson Foundries	30	19	9	2
McMaster Pottery Ltd.	17	12	4	1
El-Met Parts Ltd.	37	29	4	4
Cumming & Franklin Lumber	12	4	2	6
Hamilton Cotton Co. Ltd.	90	19	62	9
Topnotch Feeds	4	2	..	2
Humar Corporation Ltd.	6	5	1	..
Canada Crushed & Cut Stone	73	50	20	3
Valley City Manufacturing	90	58	32	.. 1

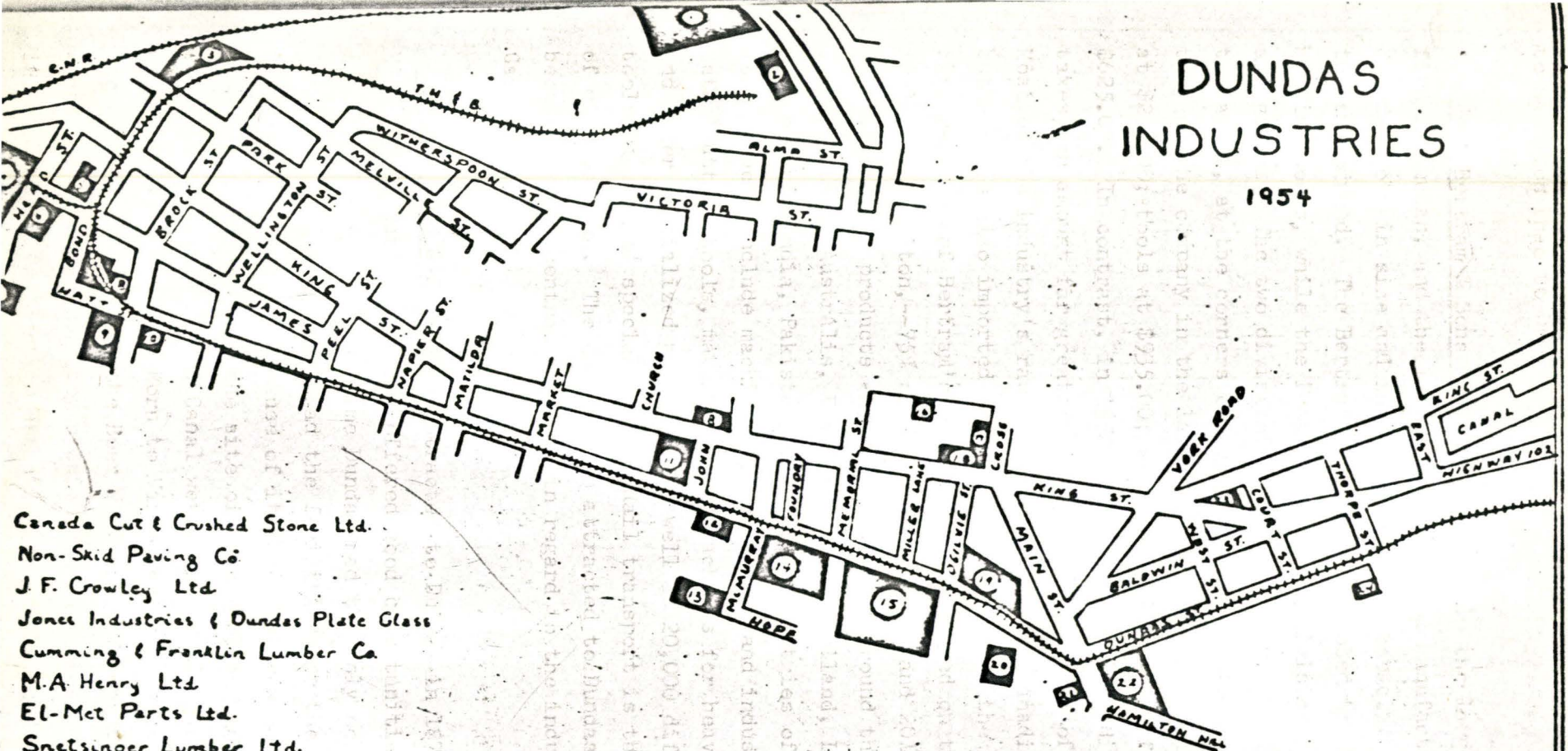
These figures are, in most cases, only approximate and were obtained from representatives of the industries concerned.

A total of the above figures shows that, of the 2002 people employed in Dundas industry, 1110 or 55.5% are residents of Dundas, 579 or 28.9% live in Hamilton, and 312 or 15.6% come in from the surrounding areas such as Greensville, Ancaster and Millgrove. The interesting fact to note is the large percentage employed from Hamilton. In this connection there is a fairly large exchange of labour as it has been estimated that approximately 33% of the Dundas labour force is employed in Hamilton although not all in industrial enterprises as many are clerks, receptionists, office workers, and so forth. In this respect, therefore, there is a certain interdependence of function between Hamilton and

1. These figures are, in most cases, only approximate and were obtained from representatives of the industries concerned.

DUNDAS INDUSTRIES

1954



- Canada Cut & Crushed Stone Ltd.
- Non-Skid Paving Co.
- J. F. Crowley Ltd.
- Jones Industries & Dundas Plate Glass
- Cumming & Franklin Lumber Co.
- M.A. Henry Ltd.
- El-Met Parts Ltd.
- Snetsinger Lumber Ltd.
- Steel Fabricating & Welding Ltd.
- Wilson Laboratories
- S. Lennard & Sons
- McMaster Pottery Ltd.
- J.R. Fergusson Co.
- Valley City Manufacturing Co.
- John Bertram & Sons Co.

- 16 Humer Corp Ltd.
- 17 Brasier Products
- 18 Grafton & Co.
- 19 Pratt & Whitney
- 20 Topnotch Feeds
- 21 Ashman Plastics Ltd.
- 22 Hamilton Cotton Co Ltd.

- 23 Dundas Memorial Co.
- 24 Dundas Boat Works

Figure 11

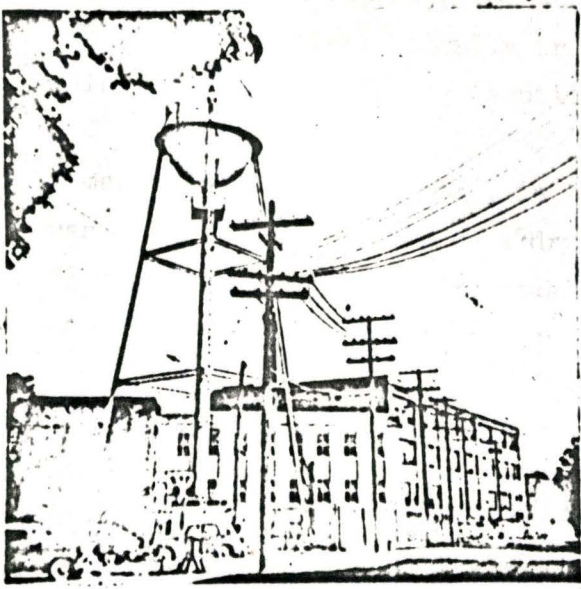
Dundas although this interdependence is of considerably less importance to Hamilton than to Dundas.

John Bertram & Sons Company, Limited, is the largest industrial firm in Dundas, and the largest machine tool manufacturing plant in Canada, both in size and in the variety and capacity of the machine tools produced. The Bertram Division is devoted to the manufacture of machine tools, while the Pratt and Whitney Division produces small tools and gauges. The two divisions together occupy a land area of more than ten acres, at the corners of Ogilvie and Hatt Streets. The first inventory of the company in the late 1880's showed that the shop was valued at \$250.00; tools at \$935.00; raw material \$124.50; finished work on hand \$625.00. In contrast, in 1952 \$40,000.00 was paid directly to Dundas in taxes, an amount far greater than the total assets of the company in 1890.¹ Most of the industry's raw materials come from Canadian sources, but much is also imported from Great Britain and the United States. Five per cent of Bertram's products are marketed on the local scale including Hamilton,--75% on a national level, and 20% enter international trade. Bertram products enter 36 countries around the world including Great Britain, Australis, Belgium, France, Holland, Luxembourg, Mexico, New Zealand, India, Pakistan and all the countries of South America. Its products include machines for, railway and industrial shops, mine hoists metal cutting tools, machine tools, machines for heavy industry in general and other specialized machinery as well as 20,000 different types of cutting tools, gauges and special tools. Rail transport is the most important means of distribution. The company was attracted to Dundas in the first place because of its central position in regard to the industrial area of Canada.

S. Lennard & Sons were attracted to Dundas in 1878 when Sir John A. Macdonald's National Policy offered good opportunities to enterprising industrialists. At that time Dundas had the only cotton mill west of Saint John N.B., and also had the facilities for the spinning of wool and yarn. Therefore, because of its abundant raw material and central location, Dundas became the site of a new cotton cloth industry. Before the C.P.R. and the Panama Canal were built, S. Lennard & Sons' products were shipped around the Horn to Vancouver. They also supplied materials for the Riel Rebellion, the Boer War, and more recently for World Wars I and II. Now the industry specializes in ladies' and children's and infants' cotton percentage and all-wool and knitted underwear, ladies'

1. From a pamphlet published by John Bertram & Sons. The rest of the material in this chapter is based on information received from representatives of the industries concerned.

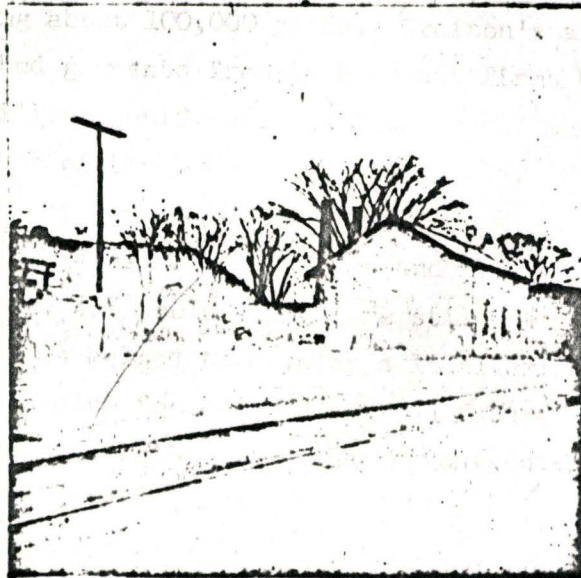
and children's linen
50% of the cotton fr
from Quebec; 100% of
from Kingston. Oth
Products are shipped
war due to sterling
important mails for



John Bertram & Sons, Ltd., Dundas'
largest industrial firm

Grafton's Limited
and the oldest manu
millinery business in
textile and milling
its plants. The firm
established several
Hamilton 1895; London
1911; Stratford 1931.
Dundas but only for 1

In its chain stores its
and underwear, but in t
dry goods are also sold.
are from well-known British factories; w
Harris Tweed from the Hebrides
also arrive almost daily in Dundas and
garments each year using
large numbers of finished
to-measure clothing, m
produced in Dundas. It
shipped both by rail or



The T & B Railway freight office
and yards on Watt Street placed so
as to serve the larger part of
Dundas' industries

The old tradition
and Bertram's in each
highest quality of work
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of Dundas. This reason
that many towns are
of its products has giv
it to keep hold of many
competition.

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K. Fleming, through
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by's clothing
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Ninety to ninety-five per cent of its goods
washed, Scotch overcoating;
Materials from all over the world
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The Hamilton Cotton
over the long abandoned building on the track by the
Street, it is operated by the Dundas Railway Co. and
of

and children's lingerie and T-shirts. The raw materials are 80% Canadian, 60% of the cotton from Quebec and 40% from Ontario; 100% of the celanese from Quebec; 100% of the wool from various parts of Ontario, and some nylon from Kingston. Other materials are obtained from the United States. Products are shipped from coast to coast but aren't exported since the war due to sterling and dollar difficulties. Locally truck is most important while for long distances, rail shipping is utilized.

Grafton's Limited, formerly Grafton & Co., Ltd., is the oldest store and the oldest manufacturer in Dundas. It began as a dry goods and a millinery business in 1853 when Dundas had already established itself as a textile and milling centre dependent for power on the creek flowing through its limits. The firm began its manufacturing in the 1860's and also established several retail outlets: Owen Sound 1889; Peterborough 1892; Hamilton 1895; London 1896; Brantford 1889; Woodstock 1905; Kitchener 1948; Stratford 1951. Manufacturing is carried on in its factory in Dundas but only for its own stores. In this Grafton's is unique. In its chain stores its products are strictly men's and boy's clothing and underwear, but in the Dundas store, ladies' and children's wear and dry goods are also sold. Ninety to ninety-five per cent of its goods are from well-known British factories; worsteds, Scotch overcoating, Harris Tweed from the Hebrides. Materials from all over the world also arrive almost daily in Dundas and are fashioned into 40,000 garments each year using about 100,000 yards. Grafton's also buy large numbers of finished garments from independent firms but tailored-to-measure clothing, military uniforms, and much "rack"¹ merchandise is produced in Dundas. Most of the labour used is female. Products are shipped both by rail and by transport.

The old tradition of places like Grafton's and Lennard's in textiles, and Bertram's in machinery and tools, which are still turning out the highest quality of work has helped to develop a local skill and knowledge which are of inestimable value for the present and future development of Dundas. This reserve of skilled labour has given Dundas a stability that many towns of a similar size lack. In addition the quality of many of its products has given it a reputation and prestige that has enabled it to keep hold of many of its markets in spite of greatly increased competition.

The Hamilton Cotton Company, Limited, has a branch factory in Dundas where it took over the long-abandoned building on the creek by the Main Street bridge, once operated by the Dundas Cotton Mill. Its chief products are twine cordage and rope manufactured from raw cotton imported

1. "Rack" - refers to a cheaper line of ready-made clothing articles, generally mass-produced

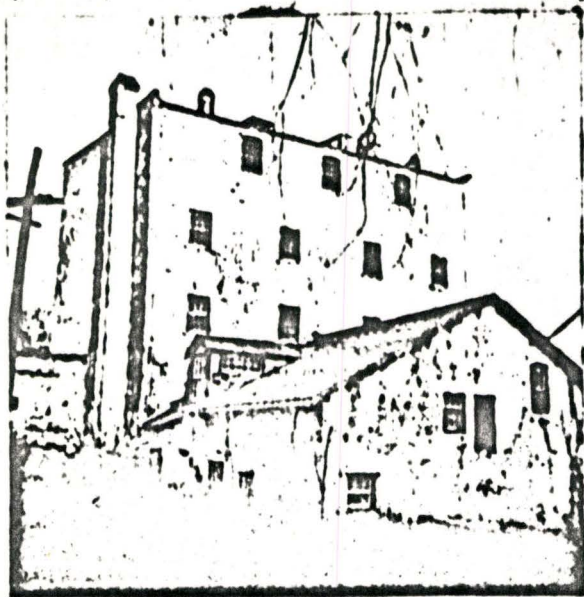
from the southern United States. Dependent mostly on truck transport it sends its wares all over Canada.

Fergusson Foundries selected Dundas for its plants, fifteen years ago, as it was one of the centres of the building industry and had a large and growing local market. The Foundries' chief goods are building products for builders and plumbers, facilities for production output in foundry and machinery, All Canadian materials are used. These are supplied by the Canada Furnace Company and Hamilton By-Products, with non-ferrous metals coming from Toronto. The finished products are distributed over practically all southern Ontario from Ottawa to Windsor, with delivery mostly by transport. Incoming shipments travel 75% by transport and 25% by freight.

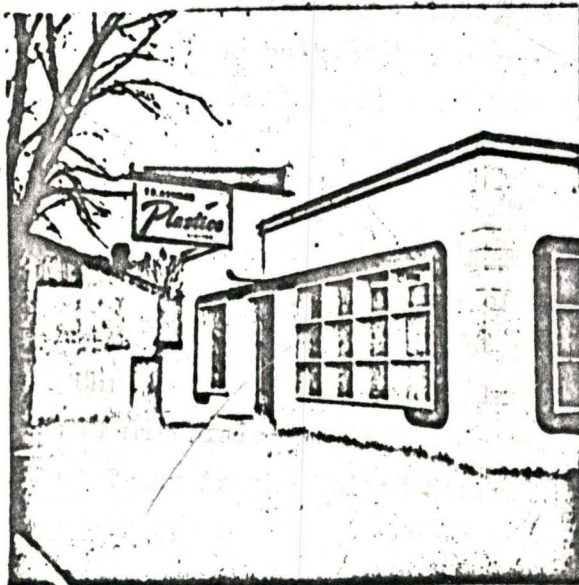
Topnotch Feeds took over the oldest building in Dundas, in 1948, constructed in 1801 by Richard Hatt, and formerly occupied by the Dundas Milling Company. From concentrates obtained from Woodstock and grains from Toronto it produces feeds which are shipped throughout the immediate area only by truck.

The Valley City Manufacturing Company was taken over by the present owner in 1949, although a furniture industry had been established there since 1890. The present firm specializes in custom woodworking, elaborate carving, church pews, church furniture, bank counters and fittings, wall panelling, laboratory fixtures and store fixtures. Raw materials, mostly lumber, are brought in from northern Ontario, northern Quebec, and the southern United States, while finished objects are shipped across Canada from British Columbia to Newfoundland and also to the southeastern United States. A \$50,000.00 church and pew contract in solid mahogany is now being completed for shipment to Charlotte, North Carolina. Gross volume of sales has increased from \$200,000 yearly in 1945 to \$570,000 in 1952.

Jones Industries with its subsidiary, the Dundas Plate Glass Company, located in the western end of the town, was attracted to Dundas by its proximity to the heart of the woodworking industry of Kitchener, Waterloo and Stratford. Show cases, store fixtures, and interior woodworking is done in the factory, while in the laboratories the packaging and bottling of cosmetics is carried on. The edgeworking and silvering of mirrors



Tapnotch Feed's occupies the building constructed by Richard Watt in 1901



T.O. Ashman Plastics, Ltd., on Main Street, one of Durand's newest and most modern industries

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is undertaken at Dundas Plate Glass. Canadian hardwoods and softwoods from British Columbia, northern Ontario and Quebec, and hardwoods from the United States are processed. The resulting product is shipped from coast to coast, areas within 400 to 500 miles being serviced by truck and beyond this by rail and lake steamer.

Dealing exclusively in lumber, Snetsinger Lumber Company caters to the building wants of Dundas and the surrounding area for approximately a 50 mile radius, including Hamilton. Originally furniture making was also important although now building supplies are the sole products. From northern Ontario and western Ontario, and Quebec, lumber is shipped in. Most of the distributing is done by the fleet of trucks operated by the company itself.

Cumming and Franklin Company, Limited, also deal in retail lumber and building supplies. The reasons behind the selection of Dundas for their business are its central location in a fast-growing and thickly-populated region and the desire to be established in a small town in the immediate vicinity of Hamilton. Raw materials are all Canadian with 40% coming from British Columbia, some from Quebec, and occasionally from the Maritimes, and the rest from Ontario. In-coming shipments of lumber are brought by rail while out-going paints, hardwood flooring etc., are taken by transport. The bulk of their goods finds a market in the immediate area within a 15 mile radius of Dundas, although some is shipped to other parts of Canada also.

One of the newest industries in Dundas is Ashman Products which located there three years ago. Plastic articles of all kinds find their way to centres throughout Ontario with the largest percentage going to Hamilton factories. At Christmas time unusually large shipments are sent to Montreal. The raw materials for these plastic wares come from Britain, Philadelphia and Texas in the United States, and from Canadian Industries, Limited. Eighty per cent is transported by truck.

Brazier Products manufacture bathroom fixtures and hardware specialties of duralumin-chrome. Material for these is obtained from Arvida and Kingston. Coast to coast shipments are made by rail and transport, although rail is by far the most significant. The largest market is in Ontario. Dundas was chosen for this industry because it was the home of the owner, and because it held a strategic location in regard to the main population belt

from Windsor to Montreal.

Another industry new to Dundas is Wilson Laboratories, manufacturers of insecticides. As materials are brought in from all over Canada and the United States and their product is shipped from coast to coast all available transport facilities are utilized. Several reasons were given for the selection of Dundas as the site of the industry. Better parking conditions for customers than in Hamilton, lower taxes, and room for expansion were some of these. Also Dundas has the advantage of two rail and express lines with almost all trucking lines going through here. Wilson Laboratories has warehouses in Vancouver, Winnipeg, Edmonton, Saint John, Quebec, and ships to Newfoundland.

Steel Fabricating and Welding Limited, one of Canada's most modern steel fabricating plants, found the lower taxes and an already constructed building sufficient inducement to attract it to Dundas. Boilers, steel tanks of all types, and other steel equipment are manufactured from plates and sheets from Stelco and Dominion Foundries and Steel, from wide sheets produced by United States Steel at Pittsburgh, Pennsylvania; Gary, Indiana; and Irving Pennsylvania, and from tank flanges made at the steel company at Gananoque. Ontario and Quebec take most of the finished products with rail and transport facilities providing shipment.

Plumbing and heating contractors, the J.F. Crowley Company, Limited also manufacture pumps, stokers, convector radiators, and pressure and storage plants from materials obtained from Toronto and from Stelco in Hamilton. Motors and controls are produced in Guelph and iron castings in Brantford. Most of their completed goods are destined for markets within a 20 mile radius, delivery being made generally in their own trucks and by transport.

Two years ago the M.A. Henry Company, Limited moved to Dundas and specialized in Gene Autry, Roy Rogers, and Hopalong Cassidy guns and holsters. The major part of the materials are Canadian, coming primarily from Montreal, Toronto and Hamilton, with leather from Acton. The product is known from coast to coast and reaches its destination by various means; by truck to the prairie provinces, and by ship to Vancouver.

The ceramic specialties and art-ware of McMaster Potteries are gaining increasing recognition across Canada, their sales reaching as

far west and north as Alaska and as far east as Newfoundland. Clay from Georgia, dyes from various places in the United States, and other materials from Canada, especially from Oakville, are utilized. Both rail and transport facilities are used with approximately 50% going by each method.

El-Met Parts, Limited, produce metal stampings for the electrical industry, specializing in laminations for transformers, cases for transformers, frames, condensers in radios, and parts for TV receivers. Practically all the materials used are of American processing, special electrical steel being produced by Armco (American Rolling Mills) and other metals from various parts of the United States. In-coming goods are dependent on rail while out-going shipments are 95% by truck and transport. The convenience of freight shipping and the advantage of cheaper rates than Hamilton were instrumental in attracting this new industry to Dundas. Ontario and Quebec offer the chief marketing centres with the Westinghouse Company taking a large share and the rest going mainly to Toronto, Guelph. London, Kitchener and Granby P.Q.

The Humar Corporation, Limited processes peat and marl to obtain "Hu-Mar" soil conditioner. The material for this fertilizer is found in a unique deposit in a cedar swamp in Beverly Township, fourteen miles northwest of Dundas. The swamp area is approximately 500 acres and, according to a survey, the deposit of marl overlaid by humus consists of more than one million tons. The large portion of sales is throughout the entire province of Ontario and as far east as Montreal and Quebec City with a few sales in the eastern provinces and the states of New York and Michigan. The swamp deposit is halfway between the towns of Galt and Dundas, but Dundas from a shipping point of view is more economical than Galt and is more centrally located. The company uses the C.N.R. and T. H. & B. for freight, two express companies and highway transports for points such as Hamilton, Toronto and Montreal. In addition an independent trucker from Hamilton and a local Dundas trucker help to distribute the product.

The Canada Crushed & Cut Stone, Limited, on the northern outskirts of the town, manufactures crushed stone, flux stone, and agricultural limestone. The quarry, the largest stone quarry in Canada, is very close to the plant in Concession II. The presence of a satisfactory deposit of high quality limestone economically available near markets was the main reason for this industry's location. The quarried stone is sent to

the plant by C.N.R. Out-going stone goes 50% by rail and 50% by truck to contractors, steel companies, railroads and farms in a 20 mile radius.

In addition to the above industries the Dundas Boat Works, The Valley Cement Block Company, The Non-Skid Paving Company, and the Stonehill Monument Works add further variety to Dundas' industrial activity.

Future Industrial Possibilities

Dundas officials are not making any special effort to attract further industry to Dundas nor spending much money on industrial development. The principal reason for this is the lack of land for industrial expansion. The presence of the escarpment to the north and south restricts development in these directions, while the marsh to the east and the hilly moraine in the west further restricts Dundas' industrial expansion. Very little land is still available within the present town limits. Land around Head and Bond Streets in the northwest corner and west of Mercer Street amounting to twenty acres is being set aside for industrial purposes. In addition the ownership of fourteen "lost and found" acres in the same area, which disappeared off the roll in 1882, is being investigated and may, after reversion to the town, be used for industry. Near the eastern limits, between the escarpment and highway # 102, is a section of low lying land subject to annual flooding. If the need ever arose these lands could probably be protected and provided with adequate drainage and in this way be useful for the location of some sort of industrial enterprise. Some land is vacant around Canada Crushed & Cut Stone but this concern is interested only in subsidiary companies.

Another point to be considered is the careful selection of the type of industry that is allowed into the town. With prevailing winds west and southwest it is important that no nuisance-type industries be allowed. In the last year or so the problem of dust, smoke, and fumes has been an open issue. As a result Non-Skid Paving Company and other offenders have been forced to install smoke and dust-catching equipment. Vast amounts of soot are carted out daily by truck. Dolomite Refractories are moving their works to a new site in the Canada Crushed & Cut Stone's old quarry south of Highway #5 in West Flamborough and is scheduled to leave by April 15, 1954. This should remove one source of annoying dust fumes. The Smoke Abatement and Atmospheric Pollution By-Law also affects dairies and other users of soft coal for fuel, although most of these

are now under adequate control. The problem of industrial noise is one that is neither satisfactorily defined nor easily dealt with. Therefore it still remains a matter of controversy.

Dundas officials are also concerned with the problem of industrial diversity in the selection of new industries. At the present time the town is chiefly dependent for its livelihood and economic stability on its two main industrial products, machinery and textiles, both of which are associated with a much wider market. Any serious fluctuation in the demand for these products brings either prosperity or depression. Therefore the town fathers desire to increase the variety of manufactures in order to lessen the dependence on one or two products. With these factors in mind, the shortage of land, the desire for non-irritating industries, and the hope for greater diversity, great discrimination will have to be exercised in the selection of future industries in Dundas.

Summary

From the preceding information on industrial activity several factors should be noted. Dundas does exert a strong influence industrially on the surrounding areas. This is evidenced in the employment of 15.6% of its industrial force from the immediate rural areas and of 28.9% of its industrial population from Hamilton. This influence is also seen in the distribution of industrial produce within the district. Firms such as Fergusson Foundries, Topnotch Feeds, Brasier Products, Canada Crushed & Cut Stone, Snetsinger Lumber, Ashman Plastics, J.F. Crowley Limited, Cumming & Franklin and Grafton's cater almost exclusively to local needs. On the national scale Bertram's with 75% of its products entering trans-Canada markets, S. Lennard & Sons, Hamilton Cottons, Valley City Manufacturing, M.A. Henry Limited, Wilson Laboratories, Jones Industries, McMaster Pottery Limited are especially significant. Internationally Bertram's is famous, for 20% of its machinery and tools find markets in 36 different countries. Valley City Manufacturing and Humar

Corporation export to the United States also.

Several factors have been responsible for industrial location although one is of outstanding importance. This is the central position of Dundas in relation to the main industrial, commercial, agricultural and population belt of southern Quebec and Ontario .. the strip between Windsor and Montreal. Thus Dundas is within easy reach of markets and of a reliable labour force. Transportation facilities are adequate although not excellent in all respects and the source of raw materials is in many cases close at hand. In the case of three industries proximity to the heart of the woodworking and building industries of Kitchener, Stratford, and Waterloo was considered to be the primary factor. Industries locating in the late nineteenth century found Dundas' position at the head of Lake Ontario an important attribute. Other locative influences are concerned more with the relationship between Dundas and Hamilton. For instance the lower taxes in Dundas, the greater convenience both for customers and for truckers in regard to greatly reduced traffic and better parking facilities, cheaper freight rates, and provision for expansion were active in varying degrees. A less geographical factor was the availability of buildings and the desire to establish industry near the home of the owner.

CHAPTER VDUNDAS AS A RETAIL DISTRIBUTION POINT AND A COMMERCIAL CENTRE

In 1951 Dundas had 86 retail stores, the value of whose sales for the year was \$8,266,000.00. In 1953 there were 88 such stores although the value of sales is not yet known. The following figures will give some indication of the growth of the value of retail sales in the last twenty years.

<u>Year</u>	<u>Number of Stores</u>	<u>Total Sales in Dollars</u>	
1930	82	1,857,500.	
1938	82	1,073,000.	
1941	85	2,457,000.	
1951	86	8,266,000.	1

Dundas is hampered by its proximity to Hamilton. Many of its own citizens patronize Hamilton stores for articles such as clothing, household goods, home furnishings, and appliances, and confine their shopping in Dundas to groceries and small articles of everyday use. However, in the last few years with the westward expansion of Hamilton there has been a trend for residents of Hamilton west to travel to Dundas to secure their groceries. This has been increasingly evident as Hamilton's traffic situation has become worse. Many find it easier and quicker to go to Dundas than to battle the heavy traffic in downtown Hamilton. The parking problem has also helped to bring some Hamilton people to Dundas, although it is the negative side of Hamilton's parking situation rather than any positive assets of Dundas' that are responsible for this. Dundas hasn't a great deal of space for parking either on its main street or on lots set aside for that purpose; but even on busy days there is generally an available spot somewhere on one of the side streets. As many of these are within easy reach of the main shopping area parking here is not too much of an inconvenience. In addition Dundas does not have the same nuisance-problem of parking

meters as does Hamilton.

Dundas also serves a considerable number of the rural areas to the west so that its trade area extends westward in a fan-shaped pattern with Dundas on the eastern edge rather than in the centre of its trade zone. This rural population purchases mainly groceries but also clothing, hardware merchandise, feeds, building supplies and drugs. They patronize the town's professional people and conduct their financial business through Dundas banks.

Area of Influence

In determining Dundas' area of influence a sample of various kinds of stores and businesses were interviewed and the facts obtained were compiled on a single map (Figure 12). Some of the information is as follows.

The Dundas A & P store receives 10% of its business from Hamiltonians, primarily because of the Hamilton traffic problem and the fact that there is no branch of the A & P in the west end of the city. Fifty per cent of its customers come from the surrounding areas especially from Ancaster, Waterdown, Lynden and Sheffield. The trade pattern for Ralph's Drugs forms a rather mis-shapen circle composed of Freelon, Lynden, Millgrove, Ancaster and Dundas. Its influence is limited as most small places have stores carrying many lines of goods sold by drug stores. The local feed store deals with people from Ancaster, Freelon, Lynden, Copetown and West Hamilton. Pinder Bicycle Specialties, offering 24 hour service has many customers from Westdale and West Hamilton and even some from Stoney Creek, although this latter is too insignificant to be taken into account in drawing up the trade area. Aldershot, Waterdown, Lynden and Copetown are also included. Powell's Groceries find 99% of their customers in Dundas itself. Newitt Brothers' meat store is dependent for 30% of its business on the surrounding areas such as Ancaster, Kirkwell, Lynden, Hamilton, Carluke, Freelon, Sheffield, Waterdown, Copetown and Alberton. Similarly one of the town's barber shops draws 30% of its business from outside areas as many of the smaller places do not have barber shops.

Dundas has two dairies, Valley City and Mountain View, both with similar trade areas. The Valley City Dairy collects milk up along the Brock Road and highways #5 and #8. Deliveries are made by truck to Peter's Corners, Westover, Rockton and Troy as well as Dundas. The Mountain View Dairy concentrates on milk collection and delivery in Beverly Township and also in the village of Ancaster. Both dairies are

protected by a by-law which prohibits sales in Dundas area by Hamilton dairies.

The area served by the Bank of Montreal is limited in the north by Waterdown, in the east by Hamilton, and in the south and west by proximity to Galt, Paris and Brantford. This includes the northern section of Ancaster Township, the are within a line drawn diagonally through Beverly Township, and almost all West Flamborough Township but excludes East Flamborough. The Royal Bank, which has doubled its facilities in the last two years and increased its staff, finds that the personal attention and quick service they can give, lacking in many banks in more congested areas have been factors in extending their service area. Galt, Troy, Waterdown, Lynden, Jerseyville and West Hamilton fall within its sphere. The Canadian Bank of Commerce, the oldest bank in Dundas, having been established in 1871, also serves the Waterdown area as well as Beverly and West Flamborough Townships and operates its own sub-branch in Ancaster.

The area served by the Dundas High School, the Public School and St. Augustine Separate School is discussed in a later chapter, although information concerning them has been taken into consideration in delimiting the area of influence for Dundas as a whole.

The population of Dundas and its surrounding trade area in 1951 was 9000.¹ Most of the area served, lies within the Townships of West Flamborough and Beverly with the densest concentration within a two-mile to three-mile zone. The eastern boundary has been set at the western outskirts of Hamilton. In the north the boundary follows highway #6 fairly closely, Waterdown exerting the strongest influence beyond this. The main exception to this pattern is the area served by the Royal Bank of Canada and the Canadian Bank of Commerce, both of which have numerous customers in the Waterdown area. In the west, very little influence is extended beyond Freelon, Sheffield and Troy, proximity to Guelph, Galt and Paris being the chief reason. In the south Jerseyville is the limit, competition from Brantford being too strong for further extension in this direction. The actual trade area in miles is as follows: four miles to the north, one mile to the east, one mile to the south and seven miles to the west.²

Dundas is greatly influenced by its neighbour, Hamilton. Besides the attractions of greater shopping opportunities and a wider range of recreational facilities in Hamilton other factors are also operative. Hamilton wholesalers such as Stevenson Fruits and National Grocers supply

1. The Business Year Book 1952

2. The Business Year Book 1950

fruit and vegetables, while the Rexall and IDA druggists obtain drugs and chemicals from the National Drug and Chemical Company in Hamilton. Although milk sales are prohibited, Hamilton bakeries are not restricted and provide Dundas householders with their bread. Because of the close economic and social link and the similarity of interests between Dundas and Hamilton, the Hamilton Spectator is received in many Dundas homes. However, this is mostly due to the limited scope of the Dundas Star which finds its greatest number of adherents in Beverly and West Flamborough Townships and which caters, as most small-town papers do, to items of local interest only. Therefore it is necessary to subscribe to larger papers in order to obtain news of a national and world-wide character. In this respect the Globe and Mail, attractive because of its different atmosphere, is also widely read. Hamilton hospitals, McMaster University, Hamilton Art Gallery, Hamilton Public Library, dancing facilities and theatres along with other Hamilton institutions and activities draw an increasing number of Dundas supporters.

CHAPTER VI

THE RESIDENTIAL FUNCTION

Dundas' most recent function is that of a residential suburb on the outskirts of Hamilton, a function that developed only after the town had already firmly established itself as a flourishing and prosperous industrial town.

The first indication of this new trend was in 1877 when the Hamilton and Dundas Street Railway, linking Dundas and Hamilton, began operations as a horse railway. However, in the same year, steam power was introduced and the first steam engine-car received the name of the "Dummy". In 1898 the railway was electrified so that service was both quicker and more reliable. As Hamilton grew industrially offering greater opportunities for employment to neighbouring districts, and communications between Hamilton and Dundas were well established and reasonably priced, it was possible for many town residents to accept jobs in the industries of Hamilton while maintaining their homes in Dundas. Thus were combined the advantages of a higher paying position in a large industrial concern with the more comfortable and more pleasant open air life of a small town. In the 1920's competing jitnies and buses compelled the Hamilton and Dundas Railway to cease operations. Eventually the Canada Coach Lines obtained a franchise and since that time a regular schedule maintaining rapid service has been established.

The residential function was emphasized during the war period when many workers flocked to the industries of Hamilton from all over southern Ontario. As housing was scarce in Hamilton many sought living accommodations in neighbouring localities such as Ancaster, Grimsby, Burlington, Waterdown and Dundas. Although definite figures in regard to the number of Dundas residents working in Hamilton are not available it has been estimated on the basis of comparison of the total number of Dundas residents gainfully employed and the number employed in Dundas itself, that 1/3 of the labour force including both male and female is employed in Hamilton. The Canada Coach Line buses run every half hour with additional buses put on the line to take care of rush hour traffic.

In the early morning and late afternoon the buses are crowded with those having employment in Hamilton while the mid-morning and mid-afternoon hours see Dundas housewives repairing to and from Hamilton for shopping and other purposes. Evenings, some of Dundas' younger citizens travel to Hamilton to see the latest "shows" or to participate in other activities of a recreational nature.

A typical week-day breakdown of passenger travel is as follows:

	<u>Dundas to Hamilton</u>	<u>Hamilton to Dundas</u>
6.00 a.m. -- 9.00 a.m.	393	282
9.00 a.m. -- 4.00 p.m.	363	363
4.00 p.m. -- 7.00 p.m.	315	500
7.00 p.m. -- 12.00 a.m.	175	330
Total Passengers	1,246	1,475

Those travelling from 6.00 a.m. to 9.00 a.m. and from 4.00 p.m. to 7.00 p.m. are primarily workers from Dundas employed in Hamilton or workers from Hamilton employed in Dundas. The discrepancy in totals of the two routes is a result of one-way trips in automobiles. It is interesting to note the large number of citizens journeying from Hamilton to Dundas in comparison to those going from Dundas to Hamilton between the hours of 7.00 p.m. and 12.00 a.m. Many Hamiltonians, however, enjoy viewing or participating in the activities carried on in the Dundas arena. According to figures compiled by the Canada Coach Lines the total number of passengers for 1953 is 860,000. This number is 110,000 less than in 1952. In 1952, there showed a decrease of 62,000 passengers over 1951. Private car registrations have gone up correspondingly.

The Dundas-Hamilton route is one of the steadiest serviced by the bus line. Ninety-seven one-way trips are made daily Monday to Friday and 113 on Saturday. Sundays and holidays have 36. In addition two express buses follow highway #102 to and from Dundas. One makes the return trip to Dundas between 8.00 and 8.30 a.m. and the other between 5.00 and 5.30 p.m. Wednesday, the day when many stores and shops in Hamilton are closed, has the lowest average number of passengers. Sunday passenger traffic averages 750.

The bus line is not the only source of information in regard to the flow of commuters back and forth from homes in Dundas to work in Hamilton. In 1952 the Westmont...

In 1952 the Wentworth County Planning Board conducted a survey to determine how many cars travelling regularly on highway 102 would use the King Street extension to highway 102 if it were constructed. Of the 5155 persons interviewed, 3825 indicated their approval of such a move as it would facilitate their trip into the centre of Hamilton and back again. This total represents persons travelling both to and from Dundas and includes many who commute from Hamilton to employment in Dundas. However, of those commuting to Hamilton from Dundas the majority were headed for locations in the King and James area of Hamilton. Many were shoppers but many also were office workers, store clerks, machinists, and craftsmen, who were employed in the numerous commercial establishments and small light industrial concerns of central Hamilton. Others were headed for the north and east end of the city for destinations such as the Steel Company of Canada, Firestone Tire and Rubber, Dominion Foundries, Proctor and Gamble etc. Of those who would not use the King Street extension many worked at the west-end plant of the Westinghouse while others were engaged in construction work in west Hamilton and along Main Street West. From this it can be seen that Dundas does have a definite residential relation to Hamilton.

With the growth of the demand for residential land it has become necessary for Dundas to expand its boundaries through annexation of sections of the townships of West Flamborough and Ancaster. Thus since the war the following areas have been incorporated within the town's jurisdiction: the south side of Mercer Street, South Street between the old Ancaster Road and Woodward Street, University Gardens Survey, Cameron Heights, York Heights and Hillfield Acres. The opening up of these surveys has provided for the addition of approximately 600 homes to Dundas. There are still many vacant lots but these are rapidly being taken up. Continued growth will present problems for there is but a limited supply of land in the valley for further urban expansion once these new surveys are filled. Annexation is bitterly opposed by adjacent developments in both West Flamborough and Ancaster primarily on the basis that town taxes are higher than township taxes. It is the opinion of some of the town officials that Dundas must grow industrially before it can extend to any greater extent residentially beyond its limits.

Now Dundas is a prosperous town noted both for its varied industries and also for its suburban function in an attractive location with fine comfortable homes on the outskirts of Hamilton.

CHAPTER VII

HUMAN GEOGRAPHY

Population Trends

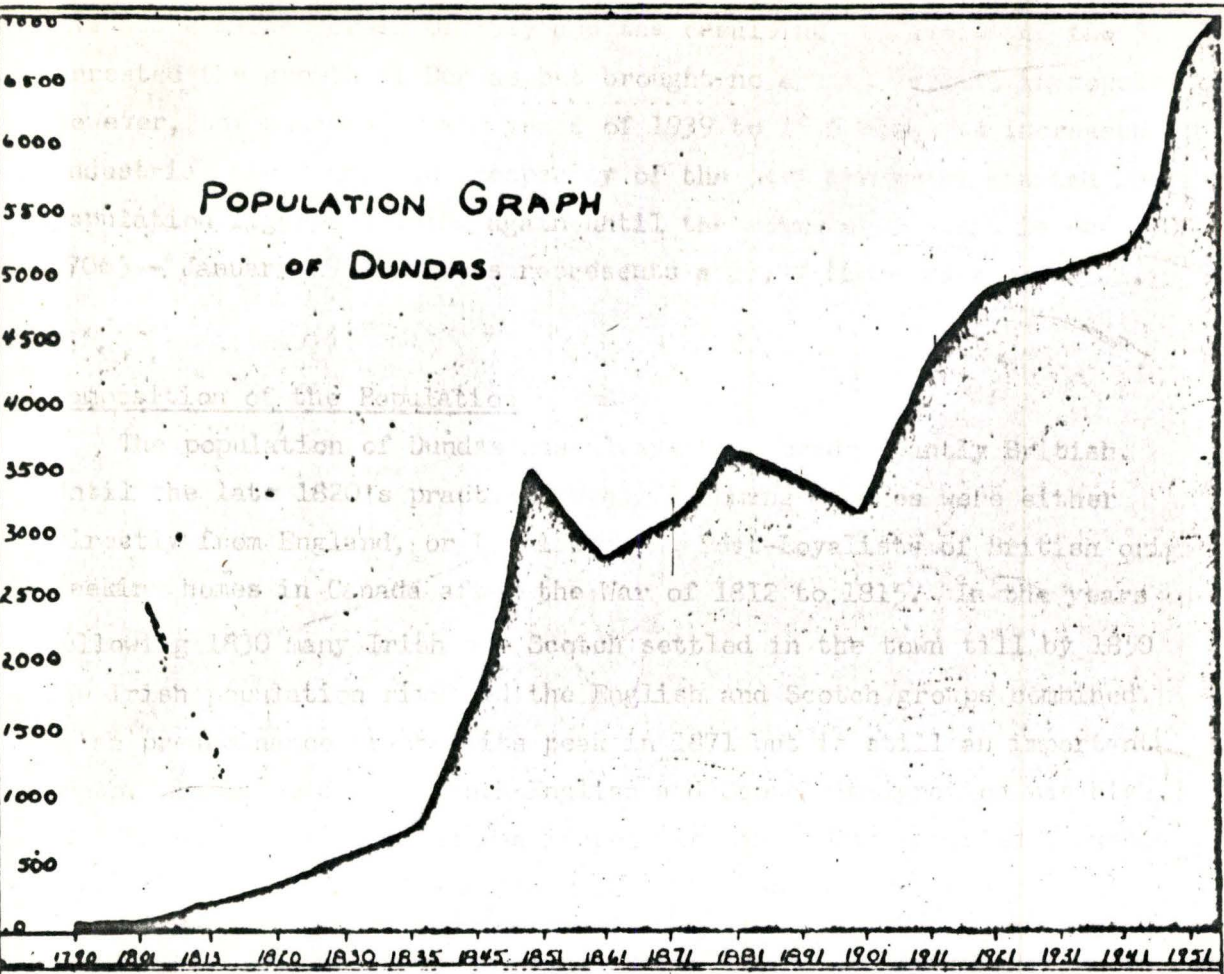
Dundas as an industrial town is greatly dependent on economic conditions for its prosperity and expansion. This is reflected in the trend of population growth, several periods of actual decrease coinciding with economic depressions.

As can be seen by the graph in Figure 13, the population of Dundas rose steadily from its beginning in 1790 to 1835.¹ This consistent upswing was accentuated in the interval between 1835 and 1851 when the population jumped from 711 in 1835 to 3517 in 1851. Two factors are of special importance in regard to this phenomenal increase. Most important was the prosperity which developed from the opening of the Desjardins Canal. The great flurry of activity at that time attracted merchants and businessmen from all parts of Ontario and encouraged them to settle and establish themselves in this flourishing and pleasantly located shipping town. In addition there was a great flood of Irish immigration between 1840 and 1850 caused by the failure of the potato crops in Ireland and the resulting starvation. This energetic economic situation aroused civic consciousness with the result that a third attempt at incorporation was successful and Dundas became a recognized town in 1847.

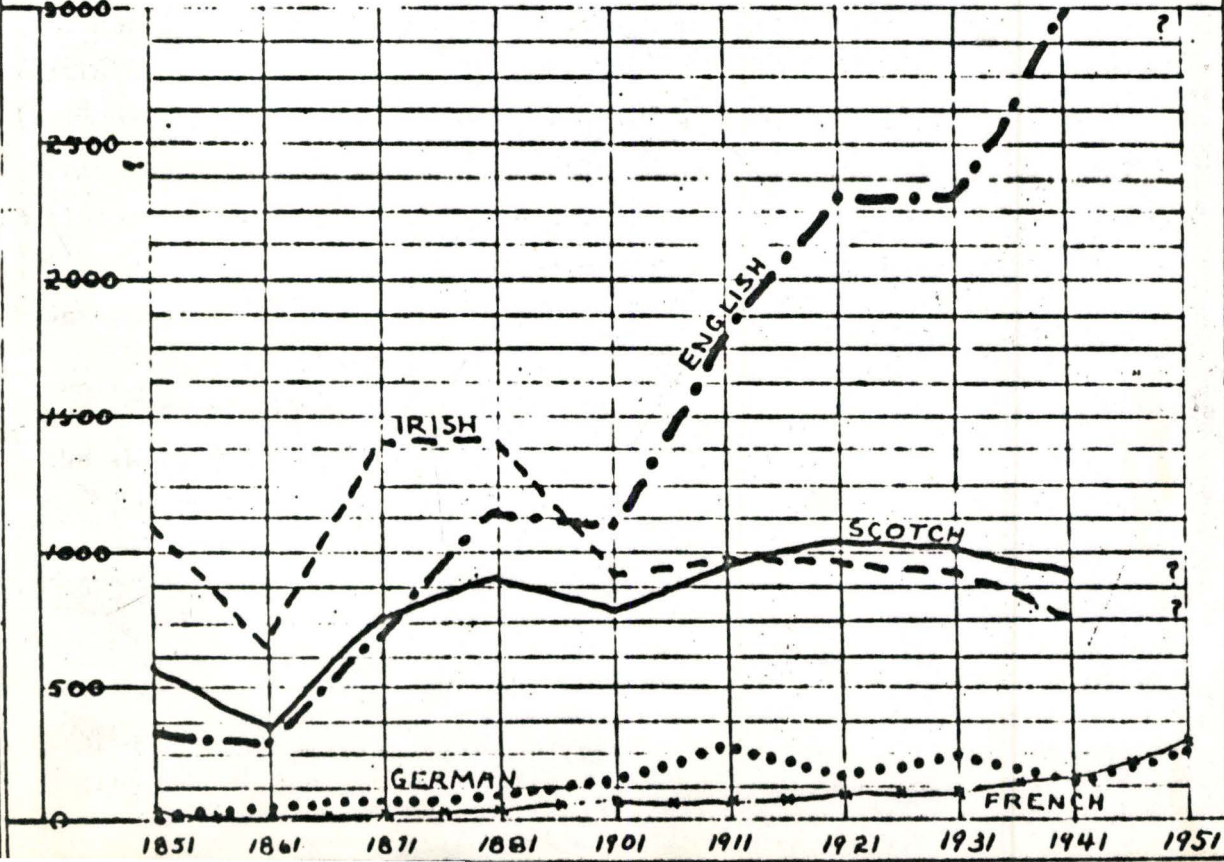
After 1851 the competition of the Great Western Railway and the rivalry of Hamilton adversely affected Dundas' economy and with it its population growth. A fatal attack of cholera in 1854 and the depression in 1857 which sent many people away to seek work elsewhere reduced the population to 2852 in 1861. In the 1860's and 1870's population resumed its upward trend in spite of the depression of 1867, itself partly offset by the Confederation of the Province of Canada into a Dominion. Another high point in population was reached in 1881. This was only temporary as the following decade saw a decline even though manufacturing was at its highest point of diversity with sixty-one establishments.

Population reached a new low in 1901, coinciding with the economic depression of the late 1890's. During this time, the trend was for a few large industries to appear as is illustrated in the drastic reduction of the number of industrial firms to only seventeen. After this,

1. Most of these figures for population were obtained from the Census of Canada Repots. Others were found in various historical articles.



RACIAL DISTRIBUTION OF POPULATION



population rapidly increased till the 1920's in spite of the losses suffered in World War 1 and in an epidemic of Spanish influenza. The stock market crash of 1929 and the resulting depression of the 30's arrested the growth of Dundas but brought no actual decline in population. However, the succeeding war years of 1939 to 1945 with its increased industrial vigor and the prosperity of the post war years started Dundas population figures soaring again until the total at present is over 7000 (7065 - January 1954). This represents a 33.9% increase since 1941.

Composition of the Population

The population of Dundas has always been predominantly British. Until the late 1820's practically all incoming peoples were either directly from England, or Loyalists and Post-Loyalists of British origin seeking homes in Canada after the War of 1812 to 1815. In the years following 1830 many Irish and Scotch settled in the town till by 1850 the Irish population rivalled the English and Scotch groups combined. Irish predominance reached its peak in 1871 but is still an important group. In later decades both English and Scotch immigration was high. By 1880 German immigration was increasing many being employed in wood-working and furniture factories. Italian peoples entered for the first time in 1911 and arrived in greater numbers after World War I to work in the stone quarry. New arrivals of Dutch immigrants increased after World War I and now form about 4.2% of the total population of Dundas. Although some French came to Dundas at a fairly early time they never attained prominence until 1941 to 1951. By 1941 the English equalled all groups combined; at the present time 81.9% of the people are British, with the largest proportion being English. At no time in the history of Dundas has there been many Asiatics or East Europeans, mostly due to the stringent immigration policy enforced by the Dominion Government.

The following tables along with the graph in Figure 13 will illustrate the above statements.

1. The Business Year Book 1953

<u>Year</u>	<u>English</u>	<u>Scotch</u>	<u>Irish</u>	<u>French</u>	<u>German</u>	<u>Dutch</u>	<u>Italian</u>
1851	304	571	1118	29	15	..	..
1861	274	338	660	13	33	..	..
1871	810	755	1422	34	67	..	..
1881	1127	882	1441	54	103	78	..
1901	1119	798	900	68	140	82	..
1911	1776	987	994	71	257	41	41
1921	2309	1030	986	102	158	154	93
1931	2331	1007	939	105	217	110	126
1941	2925	913	752	143	131	127	121
1951	.....(5606 - Br.).....			302	293	280	144

1

<u>Year</u>	<u>Percentage of British</u>	<u>French</u>	<u>German</u>	<u>Dutch</u>
1943	85.1%	2.1%	4.3%	4.2%
1949	87.0%	2.7%	2.48%	2.3%
1951	81.9%	4.4%	4.3%	4.2%

2

Religious Affiliations

At the present time the Protestant religion has the largest number of adherents, but there is still a considerable Roman Catholic population. The order of predominance in regard to numbers is as follows: United Church of Canada, Church of England, Roman Catholic Church, Presbyterian, Baptist. Until 1900 the Catholic faith had the largest support; after this, however, it was superseded by the United and Anglican churches. Presbyterianism has flourished throughout the history of Dundas reaching its peak year in 1921. Before the formation of the United Church of Canada in 1925 the Methodist Church was well attended; since then the United Church has gained in importance till now it represents the largest single group. The following table will show the numerical development of the different religions in Dundas from the first census of 1831 to the latest one in 1951.

1. The Census of Canada Reports
2. The Business Year Book 1944, 1950, 1952

<u>Year</u>	<u>Anglican</u>	<u>Presbyterian</u>	<u>Roman Catholic</u>	<u>United</u> (Methodist)	<u>Baptist</u>
1851	685	834	1268	420	202
1861	578	672	1034	399	136
1871	701	642	1061	466	136
1881	855	788	1125	582	211
1891	700	714	1081	688	242
1901	676	735	675	744	254
1911	1045	979	928	844	255
1921	1368	1116	858	961	372
1931	1296	993	883	1241	409
1941	1401	945	901	1395	416
1951	1841	929	1309	2021	448 1

Occupations

A glance at the graph in figure 14² will show that over 35% of the people in Dundas are engaged in industrial work. This includes those listed as machinists, labourers, and industrial workers. Many of these people work in Dundas, primarily at the Bertram and Pratt and Whitney works but many also work in Hamilton. Figures to support this statement are not available although 1/3 is believed to be a reasonable fraction. The second largest group is "independent", a group composed largely of retired persons. The group designated as craftsmen includes cabinet makers, potters, silk screen printers, decorators, upholsterers, printers, and many others. Food producers include farmers, market gardeners, and fruit growers, while food processors include dairy employees, bakery assistants, and restaurant keepers. Those employed by shippers, bus companies, railways, or truckers are covered by the term "transportation". Telephone and telegraph employees come under "communications". Merchants and dealers form a small but very diverse group ranging from dealers in furs to dealers in junk. Similarly the term "general clerks" embraces a wide variety of interests including hardware, bank, auto, and feed store employees. Office workers constitute a fairly sizable group also.

1. The Census of Canada Reports

2. Compiled from the Rural Directory for the Electoral District of Wentworth - Hamilton East-West, Ont. June 1953

OWNERS HOUSEHOLDERS OCCUPATIONAL DIVISIONS

Occupation	Number Employed	% of Total
PROFESSIONAL PEOPLES	413	4.13
GENERAL CLERKS	338	3.38
OFFICE WORKERS	785	7.85
MERCHANTS & DEALERS	193	1.93
CARPENTERS	68	0.68
FOOD PRODUCERS	28	0.28
FOOD PROCESSORS	299	2.99
INDUSTRIAL WORKERS	1093	10.93
TRANSPORTATION	43	0.43
COMMUNICATIONS	98	0.98
LABOURERS	1223	12.23
MACHINISTS	1349	13.49
MECHANICS	22	0.22
SERVICES	17	0.17
MANUFACTURERS	98	0.98
OWNERS	25	0.25
SALESMEN	275	2.75
BUILDING TRADES	114	1.14
INDEPENDENT	882	8.82
GENTLEMEN	555	5.55
MISCELLANEOUS	44	0.44
NOT LISTED	6	0.06

Figure 14

C H A P T E R VIII

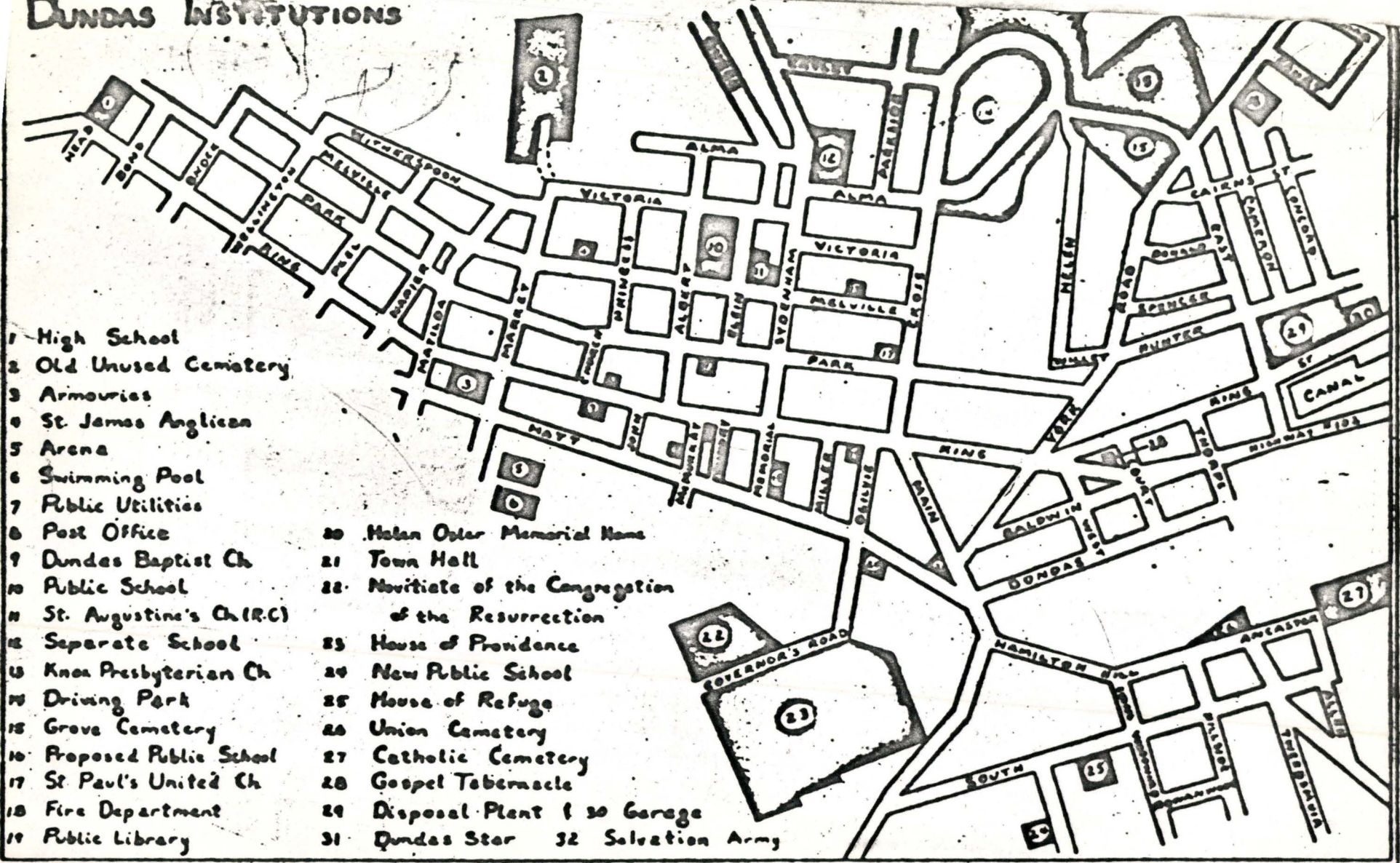
RELIGIOUS, SOCIAL AND PUBLIC INSTITUTIONS

Dundas has numerous beautiful churches of various denominations whose locations are shown in Figure 15. The Methodists built St. Paul's Church, now St. Paul's United, on the corner of Park and Cross Streets in 1854 and rebuilt it in 1931. St. James Church on Market and Melville Streets, representing the Anglican faith, acquired its present site in 1926. The present day Knox Church also on Melville Street was built by the Prebyterians in 1847 and has served almost uninterruptedly ever since. The Baptists finished their first church on Park Street in 1842 and the present one also on Park Street immediately after the first one burned in 1865. In 1862 the Roman Catholics constructed St. Augustine's Church on Sydenham Street. The original St. Andrew's Church at 161 King Street built by the Presbyterians in 1837 became the property of the Salvation Army in 1876 and has been its Citadel ever since. The only other religious body is the Dundas Gospel Tabernacle which is affiliated with the Pentecostal Assemblies of Canada and has its headquarters on King Street East.

The Novitiate of the Congregation of the Resurrection, occupying the home once owned by Mr. Henry Bertram, is a training place for Catholic priests. The property extends to Hope Street and the continuation of Chegwin Street. Numerous gardens and lawns add to the attractiveness of the estate.

Three institutions care for the old and destitute of Dundas. These are the House of Providence, the Ellen Osler Memorial Home, and the County House of Refuge. The House of Providence operated by the Sisters of St. Joseph since 1879, overlooks the town at the point where Ogilvie Street becomes part of Governor's Road. It accommodates homeless people both male and female. The Ellen Osler Memorial Home at the corner of Hatt and Ogilvie Streets was the gift of Ellen Osler's son, Sir Edmund Osler, in 1909. The home is for elderly women and has facilities for from fourteen to sixteen persons. Occupants pay for their own accommodation and must be well. Invalids are not accepted. On South Street, near Woodward Street is the County House of Refuge established for homeless men and women. Opened in 1929 it has obtained for itself a reputation for its efficient, kindly service.

DUNDAS INSTITUTIONS



- 1 High School
- 2 Old Unused Cemetary
- 3 Armouries
- 4 St. James Anglican
- 5 Arena
- 6 Swimming Pool
- 7 Public Utilities
- 8 Post Office
- 9 Dundas Baptist Ch
- 10 Public School
- 11 St. Augustine's Ch (R.C)
- 12 Separate School
- 13 Knox Presbyterian Ch
- 14 Driving Park
- 15 Grove Cemetary
- 16 Proposed Public School
- 17 St Paul's United Ch
- 18 Fire Department
- 19 Public Library

- 20 Helen Oster Memorial Home
- 21 Town Hall
- 22 Novitiate of the Congregation of the Resurrection
- 23 House of Providence
- 24 New Public School
- 25 House of Refuge
- 26 Union Cemetary
- 27 Catholic Cemetary
- 28 Gospel Tabernacle
- 29 Disposal Plant & 30 Garage
- 31 Dundas Star 32 Salvation Army

Figure 15

The first cemetery in Dundas was the old Union Cemetery on the Hamilton Hill overlooking Dundas, the first public cemetery opened in this part of the country. It lasted until the 1850's when it was abandoned. Some graves were removed to Grove cemetery adjacent to the Dundas Driving Park, while others were left. It was cleaned up and beautified in 1921 and a cairn of old grave stones was raised. The Osler Memorial is also erected here. At the present time two cemeteries are used. The Grove cemetery is the largest, lying along York Road. The other is on the Escarpment east of Ancaster Street and is used by the Catholic population. North of Witherspoon Street is an abandoned graveyard once used by Indian and early settlers. Recently vandals disrupted many of the old mounds. Little evidence of this old burying ground remains, part, on the slope of the escarpment, being used by an Italian family for market gardening.

The administrative centre of Dundas lies at the junction of Main Street and Hatt Street. Here are found the offices of the mayor, town clerk, assessor, the council chambers, the police department and the court. Since the late 19th Century the westward growth of the town has thrown the administrative offices off-centre. However, with the recent developments in the south-east and north-east, the town hall has regained its central position.

Dundas has had over a dozen newspapers and many more printers since the publishing of the Upper Canada Phoenix in 1818. At present the Dundas Star founded in 1890 keeps Dundas citizens aware of what is going on in their town and in the surrounding towns and villages. The Star reports news from Bullock's Corners, Troy, Copetown, Straband, Lynden, Orkney, Summit, Glenwood, Rockton, Jerseyville, Westover, Greensville and West Flamborough. In 1942 the paper had a circulation of 1785 with 1546 of these being delivered within the town. The following circulation figures were obtained from the Business Year Book: 1945 - 1450; 1946 - 1652; 1947 - 1450; 1948 - 1785; 1949 - 1675; 1950, 1951 - 1675; 1952 - 1895.¹ The paper reaches readers in the townships of West Flamborough and Beverly and the town of Dundas by postal delivery. The present location of the Dundas Star is on McMurray Street.

The Dundas Public Library, according to 1952 reports, has 3,555 members, many from Dundas but also many from the surrounding areas. It has served Dundas efficiently since 1909 but now is in need of a larger building. Connected with library work is the County Library Book Van, a travelling library which moves among public school pupils primarily.

Dundas Public School is the largest such institute participating.

Other centres of importance are the Armouries on King Street and Market Street, the home of the Dundas Reserve Regiment and the Sea Cadets, the Post Office on King and McMurray Streets, and the Fire Department at Memorial Square.

Recreational Facilities

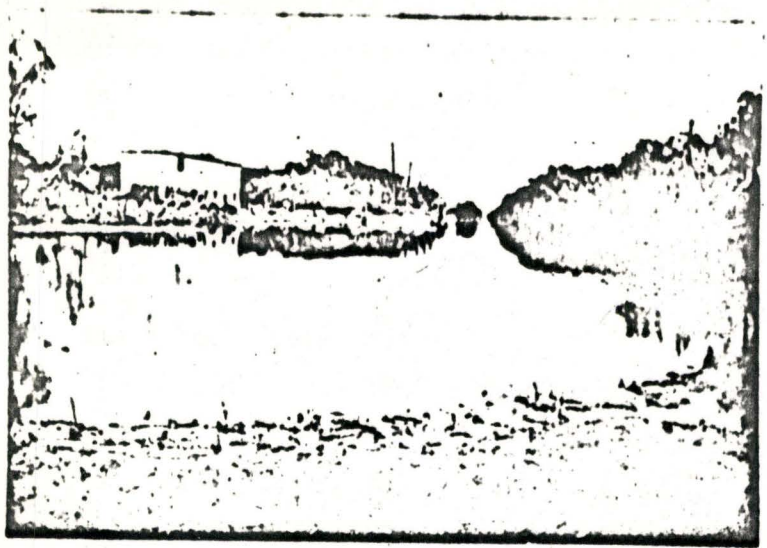
Dundas Driving Park is one of the town's most used institutions, yet it dates only from 1877 (Figure 15). Now however, it provides facilities for at least one hundred picnic reservations a year. Within the park is an area reserved for the entertainment of young children, a baseball diamond surrounded by bleachers for organized baseball, and open grassy fields for football.

Webster's Falls Park, the gift of W. Knowles, provides excellent and ample facilities to citizens and visitors alike. Although outside of the town limits Webster's Park, located on Spencer Creek above Webster's Falls, has been converted into an attractive and popular recreation spot. Well-kept landscaping adds greatly to the natural beauty of the park.

On Creighton Road between Spencer Creek and Market Street is the area encompassing the Dundas arena and the Lion's Club swimming pool. The arena is a comparatively new institution in Dundas, being finished in 1950. The arena was constructed by the town with funds raised by public subscriptions and is operated in the interests of all the citizens. A variety of activities are carried on. Next to the arena is the swimming pool, sponsored by the Lion's Club, and open to all citizens of Dundas and peoples from the surrounding districts. Memberships may be obtained for the whole family at little cost.

The Dundas Golf and Country Club, although outside the town limits, can, for practical purposes, be considered as a recreational factor in the life of many Dundas citizens. As it is a private course it attracts many members from Hamilton also. The hilly moraines on which it is located provide excellent facilities for golfing.

The Desjardins Canal offers many attractions to sports lovers. Boating and canoeing on the canal are favourite summer pastimes, while in winter the canal attracts hundreds of skaters from Dundas, Hamilton and the surrounding areas. Most of the marsh area is owned by the Royal Botanical Gardens and is kept by them as a wild life reserve. A movement is under way to restore the canal to its former beauty and to further encourage its use for recreational purposes, through dredging and



Desjardine Canal used now only for recreational purposes



A favourite spot for children in Dundas Driving Park

cleaning out operations. Dundas, as the owner of the canal for a width of two chains on either side through the marsh to the High Level Bridge is especially concerned with the project.

In addition to these recreational facilities Dundas also has a music hall open for dancing and a theatre. The new Legion Hall is also used by many as a place for social gatherings.

Dundas Schools

Most Dundas schools were privately owned in 1847, but the town has operated a Public School since 1840 and a High School since 1857. In 1953 another public school was constructed. In addition the Roman Catholic Church operates a separate school.

The present high school (Figure 15) was erected on the site of an old paper-mill, whose original buildings were torn down in 1929. In 1952 the student enrolment was 311, and in 1953 it was 326 with 108 pupils in 1952 and 105 pupils in 1953 coming from outside the town. In 1953 West Flamborough sent 67 students; Ancaster township 19; Beverly township 19. Although three students from East Flamborough were registered in 1952 there were none in 1953, all East Flamborough high school students attending Waterdown High School.¹ In general it may be said that Rockton, Troy, and Westover in Beverly Township, and the Copetown-Ancaster strip in Ancaster Township, and all of West Flamborough area are included in the Dundas District High School area.

At present the school is comfortably filled, but with an average increase of 6.4% in enrolment per year it is evident that within the next ten years the existing building must be enlarged or another one built. There is another problem also. Of the total number of students enrolled, 30% live outside Dundas, yet the school is controlled by the town of Dundas which "sells" education on a "per diem" basis. These pupils have paid nothing toward the capital cost of the school accomodation and yet, they by their presence are responsible for the exclusion of Dundas school pupils, whose parents have paid for the accomodation, from certain school activities. For instance, Grade seven pupils are excluded from Home Economic and Shop Courses because there is insufficient space at the high school where this instruction is given. These problems could be solved in three different ways; either by the actual enlarging of the school facilities through the addition of several rooms or the construction of another school; the participation of the whole area concerned in the school project rather than just Dundas; or, if there

are too many pupils, the restriction of enrolment to Dundas only. This latter poses the problem of what to do with the county pupils excluded.

Until February of 1954, Dundas had only one public school, that on Melville Street at Albert Street. At this time, however, a new public school was opened on the House of Refuge property south of South Street. As information concerning the operation of this last school was not available at the time of the writing of this report, conditions described will be those existing at the old school. Both schools are under the direction of the Dundas Township School Area Board.

The formation of the Dundas Township School Area became almost a necessity when the city of Hamilton annexed a large parcel of land to the east of Dundas which included the Binkley school. The area not annexed had some one hundred pupils in it with no school of their own. Therefore the school area was set up taking in quite a bit of territory adjacent to the town boundaries and where in most cases Dundas was the most convenient place to attend school. The municipalities concerned in this project are the town of Dundas, Ancaster Township, and the Township of West Flamborough. In general the area extends on the east to the boundary of the city of Hamilton to the mountain brow where it intersects the #2 highway. This includes lots 51 and 52 in Ancaster and SS 4 of Ancaster Township. On the north Hopkins Creek and the C.N.R. right of way determine the limits, while on the west it extends along a line (lot 10) which cuts through the property of the Dundas Golf Club and meets the Governor's Road. The south boundary is roughly the T.H. & B. right of way, although about midway along the boundary it dips deeply to the south and takes in a triangular piece of territory extending to the front of the mountain. Public school expenditures are paid for by public school supporters of the whole area, on the basis of what is agreed upon by the municipality involved. This equalized assessment operates on a percentage agreement Dundas being responsible for 85%, West Flamborough Township for 6% and Ancaster Township for 9%.¹

Although the number varies slightly from month to month there are approximately 1225 pupils enrolled at the school, (Figures for December 1953). Of the total enrolment approximately 1000 came from the town of Dundas proper. Due to the influx of population and to the situation with regard to the Binkley pupils, adequate accomodation for the pupils was lacking. The school was forced to make use of rooms in four of the churches as well as renting two rooms from the Separate School Board. Also areas within the main building which in normal times would not be used for regular rooms, such as the basement and smaller rooms, had to

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be utilized. To remedy this situation the Board planned to build two schools, one in the east end of the area and one in the north. The first of these is the one on South Street, a six-roomed school which was occupied in February 1954. The second school with nine rooms is to be erected in the Hillfield Acres survey in the northern part of the town just off York Road at Cameron Avenue. Although the new school will be a benefit, it will still leave pupils in temporary accommodation, and this condition will exist until the second school is opened in September 1954, it is expected. Recommendations have also been forwarded that sites in Cameron Heights and University Gardens Surveys be considered as likely spots for future schools. It is hoped that changes will be later provided for Home Economics and Manual Training within the public school system, rather than sending public school pupils to the high school for these subjects.

Dundas has one separate school, St. Augustine's, situated on Alma Street at Sydenham Street. The enrolment is 337 with 327 from Dundas proper and the other ten from Freelton, Copetown and Greensville. At present, facilities are quite adequate for the number of pupils. Four new rooms were built in 1953, and two were rented to the public school. However, each room has over forty pupils. The big problem is more a financial one than one of accommodation as the school is in quite deep debt.

There is every indication that the school age population in the Dundas area will increase in the next few years. The schools are receiving now, the natural increase in young children following the war period and with the large number of homes completed in the new surveys in the north and eastern parts of the area there will probably be a continuation of the present trend for some time unless economic conditions change drastically.

Water and Sewage Facilities

Throughout its existence as a town, Dundas has been bothered about water supply, first for fire fighting, then for drinking, and finally for sanitary purposes. In 1882, as a result of a large fire, water-works were established, but only for fire fighting. Drinking water was later obtained, but the creek went dry. Wells were dug, springs were tapped, creek water was used, but a few years ago every source failed and Hamilton water mains were extended to Dundas in the emergency. Since then, other precautionary measures have been undertaken.

The water supply for the town of Dundas comes from Spencer Creek into a dam just west of Greensville in Concession 2, occupying several acres in the little valley known as Crook's Hollow. It has a present capacity large enough to supply the household needs of some ten thousand people. At the present time, another dam is being constructed which, when completed, will double the existing capacity. This greater storage is especially necessary in July when the water doesn't run over the present dam. The second dam is being built to a height of 25 feet, some 300 yards down-stream from the present dam, on a natural site where a mass of springs adds greatly to the water supply. The reservoir behind the dam will have an estimated capacity of 40 million gallons, enough for 20,000 people.¹ Danger from spring flooding could be alleviated by the second dam which could be lowered during the winter and allowed to fill up during the spring. The water from these dams is treated at a modern filtration plant, before being dispatched to the homes in Dundas. An average of 800,000 gallons per day is consumed in Dundas.²

As well as lacking water at times, Dundas also has the opposite problem of overabundance at other times. Every spring, the heavy melting of snow swells the waters of Spencer and Sydenham Creeks resulting in flooding of certain areas especially in the eastern section of the town. The Sydenham flowing down from the escarpment to the north is subject to sudden flash floods with rapid rise and fall of water level. Part of this is due to the denudation of forest lands above the escarpment and probably will not be corrected until some sort of reforestation programme is initiated. Dundas Street east, Baldwin, Court and Thorpe Streets suffer most from flooding of Spencer Creek as ice jams force the waters to back up into streets and cellars. At times this section of the highway #102 to Hamilton is covered with flood waters. Part of the difficulty is due to ice jams which blocking the regular course of the stream force the waters up and over the bank; part is due to the widening of the stream just south of Dundas Street, an action which slows down the flow of water in the stream and reduces its ability to carry large pieces of ice away along its course; and part is due to the deforesting of sections of Beverly Township where thousands of acres drain into Spencer Creek. Retaining walls are constructed along the banks of both streams but in severe rain, storms or sudden meltings, these are not adequate.

Dundas has a complete sewage system including one of the most modern disposal plants in the country. It is designed at present to handle sewage disposal of a town of over 10,000 and with the expenditure of about \$50,000, can be doubled in capacity.³ This plant is designed after the one in Buffalo. After the removal of solids and the treatment of raw sewage, nothing but clear filtered water trickles into the Dundas Canal.

1. The Dundas Star, Dundas November 19, 1952

2. From the Dundas Public Utilities Commission

3. The Dundas Star, Dundas August 5, 1953

Storm sewers do not enter into the marsh and no garbage is dumped there. If the sanitary fill area to the east of the town is to be sprayed for mosquitoes Dundas authorities have shown their willingness to co-operate with Hamilton and to contribute towards the project. The disposal plant can be seen at the eastern edge of the town north of King Street across from the old turning basin of the Desjardins Canal. East of this just outside the town limits is the section utilized for the dumping of the town's garbage.

Water and sewer service has been extended to all areas within the town boundaries except that low-lying land between West and East Streets and between Dundas Street and the foot of the escarpment. This area is subject to flooding and its inhabitants are few. The cost per capita would be too high to warrant the extension of such facilities to this area. In addition, once established it would involve great expense to maintain these services. Other areas outside the town are served also, including the Highland Hills survey. According to the town clerk, however, no further outside areas will receive these services for a while anyway,

for expansion. Hamilton had the advantage of at least six miles of sheltered waterfront on a level plain for industrial growth.

Dundas did not lose its industrial function and in this respect may be said to be independent of Hamilton. Many of its products go to Hamilton manufacturers for further processing while many of its raw materials come from Hamilton. On a third of its labour force finds employment in Hamilton. 28/9% of those employed in industry in Dundas come from Hamilton. The textile tradition in Hamilton has actually grown out of the still older tradition of Dundas noted for its woollens even in the early 1800's. Similarly the quality of Dundas tools and machinery and its tradition of workmanship in both textiles and foundry work have been of inestimable value to industry to-day. Thus these two activities along with woodworking form the backbone of Dundas' industrial life at the present time. These are the "historically proven" industries.

Unlike many towns of this size its industry caters not merely to local needs but also to national and to a more limited extent to international markets. Thus Dundas still retains the industrial reputation it won for itself in the historical past, a reputation it is doing its best to extend into the future.

Dundas' future industrial growth will probably be along the line of expansion towards the west in order to avoid the pressure exerted on the economy of the town by the concentration of industry in Hamilton.

CHAPTER IXSUMMARY AND CONCLUSION

Dundas' position in the Dundas Valley restricted on the east by the Dundas Marsh, on the west by the morainic hills, on the north and south by escarpment while preventing more than a limited amount of expansion has given it a distinct character and individuality distinguishing it from surrounding towns and cities.

Dundas was originally ideal for industrial development as long as industry and trade were dependent on water power and water transportation. However, with the coming of larger ships, railways and steam power the commercial superiority of Dundas over Hamilton was destroyed. Dundas wasn't able to fully utilize the advantages of Dundas Valley, the chief entrance into the interior of southern Ontario at the head of the lake, for extensive industrial development because it lacked sufficient room for expansion. Hamilton had the advantage of at least six miles of sheltered waterfront on a level plain for industrial growth.

Dundas did not lose its industrial function and in this respect may be said to be independent of Hamilton. Many of its products go to Hamilton manufacturers for further processing while many of its raw materials come from Hamilton. One third of its labour force finds employment in Hamilton but 28/9% of those employed in industry in Dundas come from Hamilton. The textile tradition in Hamilton has actually grown out of the still older tradition of Dundas noted for its woollens even in the early 1830's. Similarly the quality of Dundas tools and machinery and its tradition of workmanship in both textiles and foundry work have been of inestimable value to industry to-day. Thus these two activities along with woodworking form the backbone of Dundas' industrial life at the present time. These are the "historically proven" industries.

Unlike many towns of this size its industry caters not merely to local needs but also to national and to a more limited extent to international markets. Thus Dundas still retains the industrial reputation it won for itself in the historical past, a reputation it is doing its best to extend into the future.

Dundas' future industrial growth will probably be along the line of greater diversity in order to alleviate the pressure exerted on the economy by dependence on one or two main industries. Most of these will

be small and of the non-nuisance type. Although there is still some land suitable for industrial expansion it is not extensive. After this is taken up it may be necessary to redistribute some of the features of the present town plan. Certain D type housing areas probably could be replaced by industrial enterprises. However, with the policy of careful and discriminating selection that is now being encouraged it is not likely that the immediate future will see any great clamour for more industrial territory.

Increasing in importance is the residential function. As has been seen this is a comparatively new function but one that has attained great prominence. This is especially evident since the war years when the greater purchasing power of many industrial workers and the scarcity of homes enabled many to look farther afield for lots on which to construct their homes. As the tempo of city life increases and the desire for quiet and pleasant surroundings in which to relax becomes stronger there will be more and more workers as well as wealthier folk seeking homes in the suburban areas of Hamilton. Because of the proximity to Hamilton and the excellent highway and bus facilities linking town and city, Dundas will probably receive a large share of this migration in the future. With this influx will come even more serious problems of social and economic adjustment. Schools will suffer from congestion while the demand for better road surfacing will certainly increase. Dundas is ready for most of these problems. One new school has already been completed, another is planned for 1954 and still others are being considered for construction in the near future. It has adequate water supply for a population almost three times its present size and sewage facilities for a town of at least ten thousand and capable of being expanded to serve twice as many. Road surfacing has been started with the paving of King Street. In the recreational field the new arena should allow for the same and an even greater variety of activity than it now undertakes. With the arena and facilities in the Dundas Driving Park there should be adequate provision for organized sport in the next few years. Plans for the future call for a museum to be built to hold the relics of Dundas' history and to be second only to the Royal Ontario Museum in Toronto. Both the high school and the library it appears have or are in the process of outgrowing their present premises. In the case of the school there is room for expansion. In the case of the library it appears as if this would involve movement to more spacious quarters.

Dundas' commercial function is still important though of less significance as rural areas turn more and more to the large cities of

Hamilton, Brantford, Guelph and Paris and as its own citizens look more to Hamilton for greater variety of merchandise. In this connection Dundas will have to establish greater co-ordination between its new and old areas if it is to obtain any sort of control over commercial wants of its citizens. Those in the west end of the town will naturally gravitate to the center of town, proximity to many of the stores prompting greater purchases in Dundas itself. However in the east end, residents answering the greater pull to the east will be more inclined to go to Hamilton. Cameron Heights, York Heights, Hillfield Acres and University Gardens are in the extreme north-east and south-east sections of the town and rather isolated from the rest of the town. They are more like branches on a tree rather than a part of the main trunk. In University Gardens lots have been set aside for commercial ventures whereas the other surveys are purely residential.

With the rapid building up of the eastern half of the town the city hall for long on the eastern outskirts of the town has regained its geographically central position. It remains to be seen whether or not this is only nominally true or whether it is actually the centre of town life.

Through the years, Dundas has established and maintained its own unique character partly due to its long-established and independent industrial traditions that set it apart from its larger and more prosperous neighbour to the east. The physical barriers that prevent its expansion also prevent its absorption into the larger urban centre of Hamilton. In this respect, it is and probably will always be independent of Hamilton. Industrially, Dundas is independent of Hamilton and a rival of Hamilton; commercially, Hamilton is a great and almost overpowering rival of Dundas, but Dundas is complementary to Hamilton. It is my opinion that in the future, it is this complementary phase of Dundas-Hamilton relations that will flourish and become increasingly significant.

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