6790

Barton Township

A Study in Rural-Urban Relationships.

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Introduction.

This paper was written to explain the conditions existing in Barton Township and to show the relationship existing between the township and the city of Hamilton. The problem was attacked from a land utilization angle. The land utilization map of Barton was produced in January 1950, after an extensive and careful field survey during the Fall of 1949.

The physical geography of the township and the surrounding area is described. The historical geography is given because the author believes the historical forces must be recognized in any study of settlement.

That part of Hamilton, lying along the top of the escarpment (Mount Hamilton) was included in the physical and historical setting broause of its proximity and connection with the area under investigation. Hamilton's southern city limit is 100 feet south of Fennel Avenue but for obvious purposes, the centre of the Avenue was taken for the boundary line between the city and the township.

The main body of the paper reveals the close interrelationships between the city and the township. It is a good example of how a city does not terminate abruptly at its boundaries. This close connection between the city and its contiguous rural municipalities has created an urgent need for planning on a regional basis.

Regional planning, if instigated, would help to regulate the future growth within the township and the encroachment of the city on the township. Agriculture and suburban developments would then be on a much sounder foundation.

-i-

Acknowledgments.

I should like to take this opportunity of expressing my very sincere thanks to those authorities, both at MoMaster University and elsewhere, who have given me invaluable assistance in the preparation of this thesis. Special mention is due to Miss Mabel Burkholder, of the Wentworth Historical Society, and Alfred W. Broughton, Barton Township clerktreasurer, who furnished me with considerable amounts of material. I am also indebted to Professor L. G. Reeds who made many helpful and very kindly suggestions in regard to its contents.

Contents.

Introduction	i.
Acknowledgments	ii.
Contents	iii.
List of Photographs	iv.
List of Maps and Tables	vii.
1. Location	3.
2. Physical Geography	6.
Geology	6.
Physiography	10.
Climate	14.
Natural Vegetation	16.
Soils	18.
3. Historical Geography	22.
4. Human Geography	43.
Communications	43.
The People	49.
Housing	52.
Industry	60.
5. Land Utilization	67.
6. Summary	94.
7. Conclusions	101.
Bibliography	108.

-iii-

List of Photographs.

Characteristic photograph.	1.
Wentworth County Guarry.	8.
Bedrock near Hannon.	13.
Woodlot.	17.
King's Forest Park reforestation.	17.
Nohawk Road school.	31.
Burkholder Church.	31.
Burkholder monument.	32.
Burkholder Church.	33.
Strongman Road.	35.
Maryland Inn.	38.
Rymal Station.	39.
Albion Falls mill.	40.
Hannon.	41.
Ryckman's Corners.	41.
Junction of Highways No.55 and No.53.	44.
Junction of Highways No. 6 and No. 53.	45.
Gage Avenue.	46.
Rymal Station.	47.
Mud Road.	48.
Anglican Church at Hannon.	51.
First-class farmhouse.	53.
Typical subsistence section farmhouse.	54.
First-class suburban home.	55.
Second-class suburban home.	56.
Third-class suburban home.	57.
Fourth-class suburban home.	58.

.

Fifth-class suburban home.	59.
Wentworth County Guarry.	61.
Abandoned quarry.	62.
Sewer pipe yard.	64.
Cement block plant.	65.
Southwest mixed farming section.	70.
Farmhouse and barn in southwest.	71.
Topography of second mixed farming section.	72.
A farm in the second mixed farming section.	73.
Topography of third mixed farming section.	74.
Characteristic picture of mixed farming sections.	75.
Characteristic picture of subsistence farming section.	77.
Permanent pasture.	78.
Permanent pasture.	79.
Dairy farm near Hannon.	80.
Abandoned farm.	82.
Ontario Hospital farm.	83.
Hindered expansion.	84.
Bottomland soil area.	85.
Suburban developments.	87.
Ribbon development on Queen Street south.	88.
Ribbon development along Highway No. 55.	89.
New suburban road.	90.
Idle land awaiting subdivision.	91.
Sporadic buildings.	98.
A new public school on the Ridge Road.	99.

PARTY OF

A common scene in Barton.	99.
Service station.	103.
Self-explanatory.	106.

List of liaps and Tables.

¥.

.

Location map.	2.
Geological map and cross-section	5.
Physiographic map.	9.
Table of monthly mean isotherms.	14.
Soil map.	19.
Historical map.	27.
Population table	36.
Communications map.	42.
Ethnic table.	49.
Population density map.	50.
Land Utilization map.	69.
Subsistence farm breakdown.	81.
Generalized Land Use map.	95.
Redevelopment map.	102.

-vii-



A characteristic scene in Barton Township. In the distance the suburban dwellings can be seen, while in the foreground idle land awaits subdivision.



-3-

Chapter 1.

Location.

Located in Ontario, the second largest province of the Dominion of Canada, is the political division of Barton Township. Ontario is divided into two main geographical regions, Southern Ontario which has long been settled and has its agriculture and industry firmly established; and Northern Ontario, with its extensive area of coniferous forests and mineral wealth and which is still in the early stages of development.

Southern Ontario is the region south of the Ottawa River and Lake Nipissing between Lakes Huron, Erie and Ontario. It is divided into two parts, Eastern and Western Ontario by the northeasterly facing Niagara escarpment, which extends from the Niagara River near Queenston in a westerly direction to Hamilton, and then northward by Dundas, Georgetown and Orangeville, and thence northwesterly by the Blue Mountains to Cabot's Head on Georgian Bay.

Forming the southeastern part of Western Ontario is the Niegara Peninsula. It consists of an almost rectangular, natural geographical unit jutting out to the east of Hamilton, bounded by Lake Ontario on the north, Lake Erie on the south, the Niagara River on the east and roughly by the Hamilton - Port Dover highway on the west.

Immediately to the south of the city of Hamilton in the Head of the Lake, County of Wentworth, lies the area under investigation. Here is an area five and a half miles long from east to west and of width varying up to three miles. It contains approximately 7,732 acres of which at least twenty-five per cent is idle waiting for suburban development. It is bounded on the north by the edge of the escarpment and the city of Hamilton, on the south by the township of Glanford, on the west by the township of Ancaster and on the east by the city of Hamilton and Saltfleet township.

The township lies within what is probably one of the most thickly settled parts of Canada. Agriculture forms the chief occupation with dairying and grain farming occupying an important place in that industry. The area also acts as an important source of labour for the industrial city of Hamilton, for it is in Barton Township that suburban development is rapidly spreading.

-4-



Chapter 2.

-6-

Physical Geography.

Geology.

The area under investigation is entirely underlain by Palaeozoic sedimentary strata of Ordovician and Silurian age.

The Ordovician consists essentially of limestones and dolomites in the lower part with great thicknesses of shale forming the upper part. The youngest or uppermost Ordovician formation is the Queenston which forms the base of the Niagara escarpment. The strata consists of brick-red, thinly bedded, sandy and argillaceous shale and is remarkably uniform and flat lying. The Queenston shale in the vicinity of Barton underlies the talus near the foot of the escarpment and dips back under the overlying Silurian.

The Lower Silurian or Medina formation rests uniformly above the Queenston. The strata consists of light grey, quartzose sendstone, green and grey shales and orystalline dolomites.

The Middle Silurian is composed of four formations, the Clinton, Rochester, Lockport and Guelph. The Clinton formation includes all the strata between the Medina formation below and the overlying Rochester. As seen in outcrops along the escarpment, the Clinton formation is essentially a mass of dolomitic limestone or dolomite. Resting uniformly above the Clinton, the Rochester formation, in this area, is thinly and roughly bedded, dark grey, sandy shale with darker grey shale partings. The overlying Lockport formation is the upper cliff-forming member of the Niagara escarpment. This formation forms the bedrock of Earton Township except for a small area in the south and southwest portions of the township. In these latter two areas the Guelph formation acts as the bedrock. The Lockport strate is a thick series of magnesium limestone or dolomite, commonly light grey to bluish, fine to coarsely crystalline, rather porous and in beds from two to four feet thick. The whole formation is commonly weathered light grey to even white. Unfortunately, only the lower few feet of the Guelph formation are visible in the southern part of the area. The formation is essentially grey, buff and brown dolomites.

The Lockport-Guelph contact zone can be seen in several stone quarries along the southern boundary of the township. Where the contact horizon is visible, the actual contact could be placed anywhere within a ten foot transitional zone, in which brownish, dense dolomite with black, bituminous partings pass upward into much thicker bedded, brownish grey to grey, granular and porous dolomite. These latter beds are classed as the lower beds of the Guelph formation. There is no indication of a disconformity between the two formations, although the gradual change in lithology suggests a widespread change in the original basin of deposition.

At the Wentworth County quarry, to the east of the village of Hannon on Highway No. 53, the following exposure of this Lookport-Guelph contact zone is well exemplified.

Directly beneath an overlying soil cover, a flat, brownish grey, finely granular, porous dolomite bed approximately three feet in depth is readily visible. This bed represents the lower three feet of the Guelph formation. Directly below, a dark, bluish grey to brown dense dolomite bed from two to twelve inches thich with black bituminous partings which show as thin, wavy lines marking the bedding planes can be seen upon close examination.

-7-



The Wentworth County Quarry on Highway No. 53. Note the three foot thickness of Guelph dolomite beneath the soil cover. Below that is the Lockport formation.

PHYSIOGRAPHY OF BARTON TOWNSHIP

-9-



CONTOUR LINES.

- STREAMS.

MORAINES.

1 MILE. SCALE, 1INCH : 1 MILE.

This is the top bed of the Lockport formation and continues downward for a distance of twenty-one feet. Under this and still part of the Lockport formation is a dark brownish to nearly black argillaceous and bituminous dolomite in thin, even beds, four feet in thickness.

This quarry is only one of eight quarries in the area which readily exposes the various Silurian formations and their contacts.

The Upper Silurian, consisting of the Salina and Berti-Akron formations, has been entirely removed from the area by the many agents of erosion. Similarly all later sediments have been removed.

These Palaeozoic rocks of the Barton area have suffered no strong deformation. Their attitude is a gentle dip toward the southwest, the actual dip being about thirty feet to the mile.

Physiography.

Barton Township lies within the western part of the great physiographic province of Canada, the St. Lawrence Lowland.

A sharp escarpment separates the upland of Western Ontario from the lowland to the east. This northeasterly facing Niagera escarpment, extends from Queenston on the Niagara River westward to Hamilton, at the head of Lake Ontario, and thence northward into the Bruce Peninsula between Lake Huron and Georgian Bay. This escarpment is an erosional feature owing its origin and preservation to the fact that it is composed of soft, easily eroded shales, which are capped by hard and more resistent limestones and dolomites. The beds dip at a low angle into the escarpment and the weathering of the soft shales undermines the hardor

-10-

upper layers, which break off and so preserve the steep front face of the escarpment.

At the west end of Lake Ontario the escarpment rises from mbout 400 feet to 625 feet above sea-level. Throughout the area then, there is a difference in elevation of approximately 250 feet between the country below and the tableland above the escarpment. The Lockport dolomite forms the upper vertical face, while below this capping rock the less resistant formations of the Silurian System form the slope, the steepness of which varies in accordance with the degree of resistance offered to erosion by the different rock layers.

In the vicinity of Hamilton, the slope occupied by the city between the escarpment and the bay, is formed mainly of Iroquois beach deposits, sand and silt, well stratified and quite thick as shown by excavations. From the escarpment south the country exhibits a gentle slope from about 600 feet along the brow to 775 feet in the south.

This area above the escarpment and directly south of the city of Hamilton, is the area under investigation.

The entire area has been glaciated and the bedrock is covered by a variable thickness of drift. The glacial drift is comparatively thin and the surface appears quite flat, reflecting in a measure at least, the structure of the underlying bedrock, which slopes upward from the south to the face of the escarpment. The surface slopes upwards from 625 feet along the brow of the escarpment and 600 feet in the Albion Falls region to 775 feet to the west of Ryckman's Corners.

-11-

Most glaciologists believe there were at least two and quite possibly three glaciations in this region before the final Wisconsin glaciation which laid down the upper layers of drift. The older tills and interglacial strata affect the depth to the bedrock only. In general, the drift increases in depth toward the south. Along the top of the escarpment the ice stripped off the soil covering. leaving a limestone plain exposed. Further south the ice deposited a great deal more material in the form of moraines. One terminal moraine crosses the township from the northwest to the southeast corner, while a second crosses the southwest corner. Both of these moraines are part of the larger Elfrida Horaines and are largely composed of boulder clay with a good quantity of red shale from the Queenston and Medina formations, which outcrop along the side of the escarpment. The Elfrida Moraines are unmistakably the result of an ice lobe from the Lake Ontario 1 basin, and are contemporary with the moraines of Central Ontario.

Along Highway No. 53, west of the village of Hannon, the bedrock is exposed in a number of places. In this area the bedrock structure largely controls the present topography. In the main however, the unconsolidated materials determine the topography of Barton Township.

This tableland area has a flat to gently rolling topography, and Lake Ontario receives the drainage. There are three main creeks, the Chedoke draining the northwest section, the Twenty Mile with its headwaters in the southwest and the Red Hill Creek of the eastern section.

-12-



This picture shows four inches of water covering the bedrock in a ditch along Highway No. 53, west of the village of Hannon. The bedrock is very close to the surface in the area.

-14-

Climate.

Barton Township lying along the Niagara cuesta near the math of the majority of the cyclonic storms of the mid-latitudes, normally has a change in weather every two to five days.

The area has fairly uniform climatic conditions with a mean annual temperature of 46° F. It has a winter mean of 24° F., spring mean of 42° F., summer mean of 68° F., and an autumn mean of 50° F. The dip-slope above the escarpment is colder than the scarp-foot by $\frac{1}{2}^{\circ}$ to 1° for the most part. The moderating influence of Lake Ontario is quite evident, and consequently Barton is warmer than the regions farther inland during the winter months.

Since temperature is the controlling factor of climate in this region, it merits considerable attention. It has been suggested by Putnam and Chapman, in the Climate of Southern Ontario, that the monthly mean isotherms give a better picture of the conditions existing, than do the annual means which are an average of all the variations which occur. Hean temperatures are calculated by adding the minimum and maximum temperatures and dividing by two. Thus a mean of 80° may represent temperature conditions varying from $70^{\circ}-90^{\circ}$ or $78^{\circ}-82^{\circ}$. So supplementary to the above seasonal temperatures are the following monthly mean isotherms of the area.

Month.

Temperature

January	23 F
February	22 P
Harch	30° I
April	44 F
llay	50° F
Juno	69 F
July	70° 🗜
August	4 8a

September	62 ⁰ f
October	50°F
llovember	39 ⁰ F
December	27 ⁰ F

In the matter of minimum temperatures, this area has been most fortunate, with temperatures of $-13^{\circ}F$. to $-19^{\circ}F$. only recorded rarely. The highest temperature on record is $104^{\circ}F$., giving an extreme yearly temperature range of 123° . The mean annual daily range of temperature is 17° .

The growing season refers to the period in which plant growth occurs. The mean of 42° F. was chosen by Putnam and Chapman, as the beginning of the growing season. Calculated on this basis, the growing season has an average length of 210 days from April 12 to November 8 in Barton. The average date of the first frost in the fall is October 8, while the average date of the last frost in the spring is May 8, thus giving an average frostfree period of 154 days. It must be borne in mind however, that there is considerable variation in frost dates, especially in this region where there are local variations in the topography.

Moisture conditions though fairly uniform and reliable are slightly deficient for some crops. The mean annual precipitation is 32 inches. The mean annual snowfall is slightly over 40 inches. The average rainfall for the months of April to September inclusive (growing season) is slightly above 16 inches. The average rainfall falling during the three months of June, July and August is 8 inches.

According to Thornthwaite's relationship between precipitation and evaporation. Barton Township lying in the Niagara Peninsula stands out as a dry area. The frequency of rains in the area are also important. It has a mean annual number of 100

-15-

days having 0.01 inches of precipitation or more. The area also lies in a region where droughts most often occur relative to the rest of Southern Ontario, due to high summer temperatures and a low precipitation effectiveness.

The average annual relative humidity at eight o'clock in the morning is 80 to 85 per cent. The crea also experiences cloudiness 50 per cent of the time and receives 55 per cent of the possible bright sunshine from April to September inclusive.

Due to the fact that the area lies near the path of the wyclonic storms, the winds are hence variable and may come from any direction. In the Barton area most winds are registered from the southwest, west and northeast in that order of dominance. Local topography is also a factor in the direction of winds, such as the escarpment to the north and the tableland to the southwest. The average annual velocity of the winds is from seven to ten miles per hour.

Natural Vegetation.

Barton Township is included in the deciduous forest belt of eastern North America. It was essentially a temperate forest region resulting from very favourable climatic and soil conditions, and a growing season of over 150 days.

The dominant species of this forest were beech, sugar maple, red maple, basswood and red, white and bur oak. Conifers were poorly represented with hemlocks and white pines being found on the lighter soils and red junipers on the poorer gravely sites. To-day the dominant species includes sugar maple, beech, oak and

-16-



Woodlot on Highway No. 55. This woodlot is slowly being out down for suburban homes.



An area of reforestation in the King's Forest Park along the eastern side of the township. a few white pine.

As the area is now closely settled, the forest cover has been reduced to farm woodlots, and these are not the virgin forests but second growth. Only about one per cent of the total area is now occupied by these woodlots. Conservationists recommend that 20 per cent be left in woodland. The woodlots are found mainly in the more inaccessible areas or on the lands which are unfit for agricultural production. The land farthest from the city and which has the highest agricultural value has the lowest area of woodland. The largest single area in woodland is in the vicinity of Albion Falls and westward in the hummooky, morainic area of the Red Hill Creek. The only marshy area is directly back from the falls proper, at Albion Falls. Canada Bluegrass is the dominant grass due to the clayey nature of the soil.

Soils.

The soil is the most significant factor of the physical environment effecting land utilization in the area being studied.

The township lies in the grey-brown podzolic soil zone of A North America. Since it is a glaciated region the soils are young and variable. The surface texture of the soils in this area varies from loams to clay loams.

The Napanee olay loam is the dominant soil type, found in general over the central and cestern sections of the area. It is an imperfectly drained grey clay, strongly acid and low in organic matter. The subsoil is a heavy impervious till. The second most important soil type is the Napanee loam, found mainly in the southwest corner of the area where the topography is slightly rolling. This brown loam is also imperfectly drained and strongly acid with a yellow silt subsoil. The third type is the

-18-

SOIL MAP OF BARTON TOWNSHIP

-19-





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Mapanee silt loam which is similar to the Napanee loam. This silt loam covers an area of about a half a mile in width stretwhing from the Sanatorium grounds southeast to near Ryckman's Corners, dividing the clay loam from the loam. The productivity of these soil types would be improved considerably by tile underdrainage.

The Brookston clay loam is also an important type. It is a poorly drained soil also, high in organic matter and neutral to alkaline in reaction. This olay loam is exposed as outliers in the main area of Napanee olay loam and requires drainage badly. The Farmington loam is also found as outliers in the Napanee olay lloam. It is a shallow soil underlain by bedrock and hence becomes wery dry in the summer. Due to this fact it has a low agricultural value and is definitely best suited for pasture and reforestation. In reaction, it is neutral to alkaline. One small patch of Farmington silt loam occurs in the northeast corner of the area, and is a well drained fine silt to clay loam underlain by bedrock. It is of good fertility and neutral to alkaline.

A considerable portion of the area is classed as bottom land, Especially in the northwest and southeast sections. These lands are flooded creek bottoms in the spring but are usually dried up in the summer and used mainly as pasture.

All the soils are variable in the amount of phosphorus and motash present, while the Brookston clay loam is the only type with a satisfactory organic matter content. Due to the nature Of the bedrook the Mapanee soils have a relatively high lime content, while the other soil types are neutral to alkaline.

-20-

With the addition of mineral and organic matter, along with improved means of drainage, the soils of Barton Township could be made much more productive.

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Chapter 3.

Historical Geography.

Early in the seventeenth century when the first French Adventurers came to view the Head of the Lake, they found the region inhabited by the Neutral Indians, a people allied to the Hurons around Georgian Bay. Neutral relics now uncarthed in various townships around Hamilton, definitely show the influence of the French in metal weapons and cooking utensils.

Before their time we know little of the people who inhabited this region, but in all probability they were of Algonkian stock.

The Neutrals left behind many evidences of their skill in the arts of both war and peace. Large collections of axes, awls, arrowheads, beads, pipes, pottery and some human bones, reclaimed from ancient campsites in the townships of Beverly, Barton, Anoaster and Glanford have been made by various collectors of Indian lore. From these relics historians and archaeologists are able to reconstruct a fairly accurate picture of how the Neutrals lived.

Considerable uncertainty exists as to who was the first European to view the Head of the Lake region. Most authorities are of the opinion that Etienne Brulé, an interpreter and guide for Champlain, was the first European to view the lower Great Lakes, in 1615. Brule was followed by a Recollet priest, Father D'Aillon in 1626, a Father Hennepin in 1631, and by two Jesuit priests, Fathers Jean de Brebeuf and Joseph Harie Chaumonot in 1639.

About the middle of the seventeenth century the Iroquois

-22-

ænnihilated the Hurons and pounced on the Neutrals in 1650. By 1652 the district around the Head of the Lake was occupied by the Iroquois tribe of Senecas.

There is little doubt that the aforementioned men all saw the Head of the Lake region, but La Salle probably was the first man to definitely mention the district as he pushed along the south shore of Lake Ontario in 1669, on his way to the mouth of the Mississippi River.

In 1777, with the end of the American War of Independence, those who retained British sympathies were obliged to leave their homes in the United States. Of the 60,000 Loyalists who left the United States of America, approximately 10,000 came to Upper Canada.

Many who lived inland in the states of Pennsylvania and Hew York, thought it more advantageous to take the long, toilsome journey into the wilderness of Upper Canada rather than sail around via the Atlantic and St. Lawrence waterways. Those who entered the western province of Canada, thus came mainly by way of the Mohawk gap and the Niagara Peninsula, after braving a journey of 500 miles or more over the Allegheny Mountains. A great many of these United Empire Loyalists went no further than the Niagara Peninsula or the Head of the Lake and so became the first settlers of Wentworth County and particularly Barton Township.

These immigrants endured untold hardships, in felling the trees, erecting log dwellings, slashing roads through the forests and in planning for the first rude churches and schools. They had come to carve out permanent homes and lay the foundation of Upper Canada.

Each family received a grant of two hundred acres while each

-23-

son might have the same when he came of age and each daughter on marrying. In Upper Canada, nearly three million acres of land were granted to the Loyalists, and over sixteen million dollars expended in furnishing them with food, seeds and tools in order that their small farms might begin to produce a livelihood.

The immigration of Loyalists to the Niagara region continued for twenty years. Governor Simcoe, with his intense dislike for things American, said, "Come to God's land, you poor, suffering, loyal people, come and find sanctuary." So they came, Britishers and Palatines (Pennsylvania Dutch) with a desire to carve out new permanent homes.

In the late eighteenth century, some of these Palatines settled in Barton Township and may be identified by such familiar names as Ryckman, Burkholder, Flock, Secord, Young, Binkley and many others.

Interrupting the long silence that followed the passing of the French explorers and missionaries, a stir of life was again :felt in the Head of the Lake region.

The new settlers found the side of the escarpment and the 'tableland above under an unbroken mantle of green, with only a few Indian trails penetrating the compact giant trees. As yet there was no thought of laying out roads. Below the escarpment the nucleus of the future city of Hamilton was slowly forming at the junction of two Indian trails, now known as York Street end King Street. When the settlers who located back over the escarpment were asked why they did not choose to locate in what later became the centre of the city, they replied that they did mot think a settlement would ever progress to any estent in a marsh, for below the escarpment the surface of the land was

-24-

broken by inlets and marshes.

Probably the first whiteman to locate in Barton Township above the escarpment was William Davis. Davis had secured a large tract of land stretching from Albion Falls down the escarpment and extending north as far as the shores of Burlington Bay. His home was located near the falls for he realized the great possibilities of this water supply.

The first family to settle above the escarpment in the western section was the Hesses, while the Burkholders located in the eastern section in 1794. Liss Burkholder believes that soil differences was the reason her anocstors located back from the brow of the escarpment in an area of Barton clay. Farther south, other Palatine families such as the Rymals and Ryckmans were settling.

A heavy burden lay on the shoulders of those persons in authority to whom was entrusted the settlement of Upper Canada. They had to bring order out of chaos, to survey the vast wilderness of trees, to establish counties and townships and give names to many new places.

The first territorial division affecting the Head of the Lake region was made July 24, 1788, by proclamation issued under authority of an act of the British Parliament, by Lord Dorchester, Governor-General of Canada. What is now known as Ontario was divided into four districts of Lunenburg, Mechlinburg, Massau and Hesse. The modern County of Wentworth was part of the district of Massau.

The eighth act of the first Upper Canada Parliament, called

-25-

by Governor John Graves Simcoe on October 15, 1792, changed the mames of the districts to Eastern, Midland, Home and Western. The Nassau or Home District was subsequently broken down into three smaller divisions of Home, Gore and Niagara. The Gore District claims our attention because within its boundaries lay the Town-

Barton Township was organized in 1792, and named for the town of Barton in Lincolnshire, England.

In 1850, the District of Gore was broken up into counties and on June 14, 1853, the County of Wentworth emerged as we know it to-day with Barton, Binbrook, Glanford, Ancaster, Beverly, East Flamboro; West Flamboro' and Saltfleet townships.

In June, 1791, Augustus Jones was appointed Deputy Provincial Land Surveyor for the District of Massau by Governor Simcoe. Soon after, the Township of Barton was surveyed and the roads indicated if not actually laid out. Above the escarpment, Concession Street was the first road running parallel to the brow. Then came Fennel Avenue, Mohawk Road, the Lime Ridge Road, the Stone Road and the Town Line each exactly half a mile south of the previous. Running the other way roads exactly five-eighth of a mile apart were laid out. With this idea in mind, one could judge the distance of any two objects in the township.

The first road up the escapment is supposed to have been Flock Hountain (Ottawe Street), which was a deer run where the animals came down to the inlets seeking water. Strongman Road was one of the first roads up the escarpment to be in everyday use. This road was a toll-road and in order to get a free road from the top of the escarpment into the city, the people petitioned

-26-



for the opening of a short cut. In 1870, this free road was realized in the form of the present day Jolley Cut. It afforded a free passage for farmers and their produce. During good weather almost all traffic went the free way, while in muddy weather the toll-roads received the traffic.

Gage Avenue, originally called the Binbrook Highway was also a toll-road. To-day this road is Highway No. 55. What we know as Highway No. 6 or the Caledonia Road was the first road attempted leading south to the Lake Erie settlements, through Barton. It went through the stages of mud and corduroy, and was planked through Barton in 1838. Later it became the first stoned road in the 4

Along the Caledonia Road, from the brow of the escarpment to Eyckman's Corners, there were four hotels. There was the McKee Hotel at Eyckman's Corners, the Royal Oak Hotel now the Maryland Inn, the Hesse Hotel on the west side of the highway at the junction of the Mohawk Road, and the Mountain View Hotel on the escarpment brow. The famous Terryberry hostelry was farther along the road in the township of Glanford. The Eyckmans kept a hotel also.

In the days of 1796 and onward, when land on the mountain lay vested in the Crown, awaiting the coming of the settler who would perform settlement duties, clear farms and make roads, it was but natural that the first farms were cleared near the brow of the escarpment, where there had been some attempt at roadmaking.

During the eighteen-forties a railroad which was known as the

-28-
Hamilton and Lake Eric, long since absorbed by the Grand Trunk and more recently the Canadian National System was put through the eastern section of the township. Due to the lack of funds rails were not laid for twenty years though the grade was prepared. This line carried a lot of produce, as well as passengers, because it connected with lines which out the country from east to west. This gave Barton Township the proud boast that it was connected by rail with all important Canadian points.

Near the point where the Hamilton and Lake Erie line cut the Town Line Road was a small station called the Rymal Station. Joseph Rymal, as member for Wentworth in the Federal House, was instrumental in establishing the station here, as a shipping place for the surrounding farmers' produce, grain and hogs. Nearby the village of Hannon, named by a prominent family of early settlers, was striving for existence. This is the proper name of the village although it is often called Rymal Station.

Albion Falls is located at the head of one of the many picturesque ravines along the escarpment. Of course, on such a stream a mill was a foregone conclusion. There was one, as early as 1814, while a grist mill operated there until the end of the nineteenth century, when steam power made the older method inadequate. Today nothing remains but the yawning hole which was the mill race.

Just where the Town Line crosses the Caledonia Road, there is a section known as Ryckman's Corners. It received that name late in the eighteenth century when Samuel Ryckman received 700 acres of heavily timbered land in that locality. In 1865 Ryckman's Corners had a population of 20, with one stoke, two hotels,

-29-

a blacksmith shop and a wagon shop. Thirty years later the population had risen to 100, making the Corners the largest settlement in the township south of Hamilton.

The first school to be erected in the area was the Burkholder school on the Ridge Road about two miles east of the Caledonia stage-coach road. In 1850, a new Burkholder school was erected on Sherman Avenue south near the Mohawk Road, to replace the older log school. By 1875 there were four schools on the mountain.

The quaint old meeting houses on the country roads have also played a big part in the events of the township. One of these old churches is the Eurkholder church, a mile or so back from the edge of the escarpment on the Mohawk Road near Wentworth Street. the inscription over the door dates the erection of the church as 1850. It commemorates the name of the first family of settlers in that area, and in common with the story of other pioneer congregations, the church body may be said to have existed long before the actual edifice was built. By 1875 there were five churches administering the social needs of the area under investigation.

Miss Burkholder, in telling of the industries of the day, says, "There was nothing much to do but farm." Some lumbering was done in the eighteenth and nineteenth century, while quarrying was a direct outgrowth of road construction after 1870. One other minor industry was the domestic industry of weaving carried on by the farmers' wives.

To Barton residents for many years during the last half of the nineteenth century, Concession Street was the "stone road", implying that it was the only stoned thoroughfare in the north end

-30-



The old and the new Mohewk Road school near Queen Street.



The famed Burkholder church and cemetery on Mohawk Road.



-32-

A stone in the Burkholder cometery.



A front view of the Burkholder church which was built in 1850. of the area. In the days of toll-gates on the old stone road, there was quite a large colony of Negroes in the vicinity of Concession Street. This locality was often known as "Little Africa." Hamilton and vicinity had acted as an asylum for these escaping slaves of the American Civil War. Similar happenings had occurred after the War of 1812, when the Empire Loyalist stock became plentifully intermingled with stock direct from the British Isles and parts of Europe. All this time the population of Barton Township was slowly increasing.

By the beginning of the twentieth century all stone roads leading to Hamilton were guarded by toll-gates. Exasperated farmors hauling their loads of produce cityward through mud, axle deep, swore that nowhere so near a big city were roads so deplorable as in Wentworth County, and it was in those days when "Barton Mud", gained its unenviable reputation. With the advent of the automobile a change was brought about. The old stone roads of Concession, Gage and Caledonia became concrete highways; mud roads of Mohawk, Ridge, Stone and Town Line were macadamized and the busier thoroughfares received a coat of oil every summer to eliminate the dust nuisance.

In concluding this brief historical sketch of the area under investigation, it would only be proper to look at a few population statistics. The first census figure available for the township is 1,434 in the year 1841. From 1841 onward, the following set of population figures will reveal the increases and decreases.

-34-



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Strongman Road. The first toll-gate road up the escarpment, joining the area above the escarpment with the rapidly expanding city below.

YEAR	POPULATICN.
1865	2,811
1871	2,865
1881	3,525
1891	4,997
1901	3,620
1911	4,410
1921	10,165
1931	3,295
1941	4,512.

-36-

On January 1, 1847, Hamilton launched on its career as a wity. With the steady growth of Hamilton, more and more township land became incorporated into the city. This meant a decline mot only in the acreage of the township but also in the population. When the Township of Barton was originally surveyed in 1792, the area contained 17,500 acres. In 1823, the acreage had been reduced to 14,624, of which 4,978 acres were improved land. By 1874, there were only 14,277 acres along with 726 ratepayers on the Barton assessment roll.

Later decreases in acreage, are combined with population decreases as in the periods 1891 to 1901, and 1921 to 1931. During both of these decades the city of Hamilton enlarged its boundaries.

The latest annexation of Barton territory into the city limits, was in 1949, when 800 acres were incorporated. This incorporation included all that remained of the township below the escarpment as well as a considerable area along the brow of the escarpment to the east of Mount Hamilton. Consequently, in 1950, Barton Township has an acreage of 7,732 and a population of 3,246 which is more than one thousand fewer than in 1941.

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Canada. Bureau of Statistics, census 1941.

6. Page & Smith. Historical Atlas of the County of Wentworth. P.VIII.



Maryland Inn. The only original inn still standing.



Rymal station, on the Canadian National Railroad line from Hamilton to Port Dover.



All that remains of the Albion Falls mill is the stone encasement in the left foreground.



Hannon, with the store in the foreground and the weigh scales and community hall in the distance.



Ryokman's Corners, essentially three gas stations.



Chapter 4. Human Geography.

Communications.

The township is well served by a network of roads, which have been greatly improved in recent years due to suburban developments. There are approximately 10 miles of hard surfaced highways, 9 miles of secondary asphalt highways and 35 miles of gravelled and graded roads. The hard surfaced highways include three main routes. Extending out from Hamilton towards the south is Highway No. 55 and Highway No. 6, while joining both of these former routes along the southern boundary of the township is Highway No. 53. Barton is therefore connected to all surrounding townships by main highways.

The Canadian National Railway line from Hamilton to Port Dover which cuts across the southeastern corner of the township, is the only rail link Barton has with the rest of Ontario. To-day Rymal Station no longer acts as a shipping point for the produce of the surrounding countryside, as it did in the late eighteenth century, due to the advent of the motor-truck. Aside from a few coal shipments into the station, this line is of little advantage to the area as a whole.

Suburban bus service has also reduced the importance of the railroad. To-day bus routes extending out from the city of Hamilton cross the area along all main highways and service the larger suburban developments satisfactorily.

Water transportation is wanting due to the insignificant size of the creeks in the area.

Approximately 95 per cent of the suburban dwellings and farmhouses have have electricity for lighting and cooking. Only 40



The junction of Highways No. 55 and No. 53. Barton is readily accessible from all directions by highways.



The junction of Highways No. 6 and No. 53, at Ryckman's Corners.



Looking northward from the top of the Elfrida moraine along Highway No. 55. Note the original coment centre flanked by asphalt strips which were added to increase the width of the road.



The seldom used grain elevators at Rymal station, with the Hannon Co-Op buildings in the background.



A mud road joining Highway No. 53 and Albion Falls. It is extremely muddy in the Spring and often impassable. per cent of the non-farming residences and 50 per cent of the farmhouses have telephone service. This figure is characteristic of most rural-urban fringe areas where the Bell System is unable to keep pace with the growth of homes. Radios are found in 90 per cent of the suburban dwellings and in 75 per cent of the farmhouses. A few homes have television sets. This may be partly due to the fact that Barton lies in a good receiving region.

Barton Township because of its situation in relation to the city of Hamilton is thus well servad by communication facilities.

The People.

The population in 1941 was 4,512 of which three quarters were of British origin. The following table gives the ethnic breakdown of the 4,512 inhabitants.

RACE	NUMBER
English	2,296
Scotch	703
Irish	555
Germans	243
Netherlanders	150
Polish	65
French	62
Scandinavians	35
Hungarians	35
Jewish	28
Ukrainians	25
Indians	7
Others	308
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-50-





OVER 100 PEOPLE PER SQ. MILE.



50 TO 100 PEOPLE PER SQ. MILE.



UNDER 50 PEOPLE PER SQ MILE.



F.G. RIDGE.



The Anglican Church

at Hannon.

In religion 11 per cent of the people were Roman Catholic and 80 per cent Protestant, (39 per cent belonged to the United Church of Canada, 37 per cent were Anglican, 17 per cent Presbyterians and 7 per cent Baptist). 1

To-day the population is 3,246 due to the decrease in the township area since 1941. The density is slightly under 150 persons per square mile on the average. although the sections bordering the city have a higher density than that of the southern sections where agriculture predominates.

Of the 3,246 inhabitants in the township, 62 per cent are men and women over twenty-one years of age and 38 per cent are minors. There is an average of 1.2 children per family.

Only 12 per cent of the population is rural. According to the voters' list published in October 1949, there are only 57 males classed as farmers. On the other hand there are 807 males who are occupied mainly as builders, electricians, painters, phumbers, plasterers, truck drivers and industrial employees. Another 163 males are retired or have no permanent position. The female population is predominantly housewives and widows.

It could be said that the township is populated predominantly by people of British origin and Frotestant faith living in suburban residences and with an average of 3 to 4 persons per unit.

Housing.

Of the 1,426 dwellings in the area, I have classed 112 or 8 per cent as farmhouses and 1,314 or 92 per cent as suburban residences. Approximately 85 per cent of the farmers own their own homes and farms, while 94 per cent of the suburban homes are resident owned. Only 15 per cent of the farmers and 5 per cent of

-52-



A first-class farmhouse east of the village of Hannon. It is representative of the farmhouses in the mixed farming sections.



A typical farmhouse in the subsistence agricultural section. This house could stand a good coat of paint as well as a few renovations.



A first-class suburban home. All the modern conveniences are to be found in this brick dwelling.



Second-class suburban homes along the Sanatorium Road. These dwellings are of frame construction.



A third-class suburban home. A poorly kept dwelling of insul-brick over a frame structure.



Fourth-class cellar dwellings. These are quite numerous throughout the township.



Fifth-class dwelling or shack. A one room affair with no conveniences. the suburbanites are tenants. Hence the area is mainly one of cowner-occupied dwellings.

About 40 per cent of the dwellings are of frame construction with another 10 per cent being of the stucco exterior. Another 45 per cent are constructed of brick. So far as the size of the dwellings is concerned, the farmhouses contain 7.2 rooms and the suburban homes 6 rooms on the average. A few substandard dwellings and shacks exist which consist for the most part of one room only. The homes on the whole are single family dwellings.

External repairs are needed on 50 per cent of the farmhouses while only 25 per cent of the non-farming residences require repairs and these are the older suburban homes built before 1939. These figures are an underestimation of the number of dwellings in need of one or more of the many possible kinds of repair, because they are based solely on external repair criteria which are readily visible. It would be no overstatement to say that even if there are no other repairs needed, practically every farm dwelling and 75 per cent of the suburban dwellings could afford a new coat of paint.

From personal interviews it was discovered that 50 per cent of the non-farm dwellings and 50 per cent of the farmhouses have furnaces, running water, flush toilets and refrigerators.

The average value of the farm and non-farm dwellings in the township would probably be about four thousand dollars. While some substandard homes are only worth a thousand dollars or less; a few ranch type dwellings would bring ten to fifteen thousand dollars.

Industry.

During the late nineteenth and early part of the tuentieth

-60-



The Wentworth County quarry east of Hannon. Not in everyday use.



An old quarry on Ottawa Street south long since abandoned.

century, agriculture and the mining of non-metallic products from the bedrock formations of the township were the only industries. To-day agriculture still predominates and will be dealt with extensively in the following chapter. Quarrying of road metal and the manufacture of cement blocks and sewer pipe are the only other industries carried on within the township.

Among the more important economic products derived from the bedrock of the township in the past were road metal and railroad ballast (from the harder dolomites), lime and natural gas.

The production of lime on a commercial scale was carried out on Lot 14, Concession VII, but nothing has been produced since 1926. The top six feet of the Lockport dolomite was utilized for this product.

Crushed stone comprised the greatest tonnage of limestone produced in the area. It had many uses, chief of which were for road construction and railway ballast. Within the present area, there were several centres where quarries were regularly operated for production of crushed stone. These quarries were mainly opened closest to the road that was being constructed, and the stone was produced by portable crushing plants. To-day only one quarry is in operation and is to be found on Lot 4, Concession VII. The township operates this quarry in order to provide local crushed stone for road resurfacing.

The area is almost entirely untested so far as drilling for gas is concerned. This is due to the belief that since the known producing horizons outcrop along the escarpment face, any gas that might have been present would long since have escaped along the outcrops. There are several known gas seepages along the escarpment face showing that natural gas is present in these

-63-




rocks. Much of the untested area might therefore warrant drilling. Three gas wells were drilled in the late nineteenth century to an average depth of a thousand feet. To-day these wells have ceased to produce gas of any economic significance. 2

Two cement block companies and a sewer pipe yard are operating within the area and mainly supply the needs of the local building contractors. These two industries are a direct result of the suburban development in Barton Township. Thus the township, though invaded by suburban dwellings, has as yet avoided the influx of industry and is still predominantly agricultural.

1. Canada. Bureau of Statistics. Census 1941.

2. Caley, J. F. Palaeozoic Geology of the Toronto-Hamilton Area.

-66-

-67-

Chapter 5.

Land Utilization.

Land is one of the prime essentials of human subsistence. From the soil and from under the soil come practically all the materials on which mankind depends. The proper and most profitable use of the land, measured not merely in terms of individual man's immediate need but rather in terms of man's collective need both present and future, is therefore of basic importance to each and every area.

During the decade ending in 1939, the agricultural depression had so intensified the weakness of the resistance of the township to the encroachment of the city of Hamilton, that land considered suitable for building was purchased readily, irrespective of its agricultural usage or quality. Far larger tracts were thus bought than were needed for immediate development by speculators and others. These tracts were allowed to lie idle. After 1939, Hamilton's rapidly increasing industries resulted in a spread of urban developments into the idle and agricultural land of the township. Hamilton thus spread out and sprawled over the township in a way that was westeful of agricultural land. Community life in the rural area was unenhanced also by the invasion of urban commuters.

Since the war, the desire of urban dwellers to escape the congested city conditions, have added to the suburban developments.

One of the main effects of the spill over of the urban area into the rural has been the loss of open land. Since the township was originally surveyed in 1792, close to 10,000 acres have been lost to urban development. In 1949, approximately 800 acres were incorporated into the city limits, and if plans materialize as scheduled, another 2,100 acres will be incorporated in 1951.

The land utilization map of the Township of Barton resembles a checker board with its patchwork appearance. Characteristic of land use in Barton is the prevalence of suburban residences and a considerable amount of idle land.

The uses to which the 7,732 acres of land in the area were put in 1949 were as follows. Some 64 per cent of the total area was in agricultural production (indluding pasture land); 3 per cent was permanent pasture; 25 per cent was idle land, not used for agriculture but of potential agricultural value; 0.5 per cent was waste land unsuited for agriculture; 2.5 per cent was orchards; 2.5 per cent was woodlots; and the remaining 2.5 per cent Was covered by buildings and various other forms of constructional development.

The total agricultural acreage under production was 5,125. That included 4,400 acres of cultivated land; 525 acres of pasture, earlier under hay; and 200 acres in orchards. There was another 2,150 acres, including 1900 acres of idle land and 250 acres of permanent pasture, of which possibly 1500 acres could be brought under the plough and made productive. The remaining 457 acres unfit and unable to be cultivated, included 40 acros of waste land, 200 acres of woodlot found on the poorer soils, and 217 acres under suburban or rural development.

To-day three sections of the township are still predomin-

-68-

LAND UTILIZATION IN BARTON TOWNSHIP

SCALE IN MILES

1888

13.

SUBURBAN HOMES

CHURCH CEMETERY

FARMHOUSE AND BARN

SCHOOL AND GROUNDS

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HYDRO SUB STATION COUNTY ROAD SHOP SCALE HOUSE

COMMUNITY HALL

BUSINESS

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RACE TRACK WATER TANK MARSH QUARRY ESCARPMENT

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ONTARIO HOSPITAL GROUNDS

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CULTIVATED LAND

PERMANENT PASTURE

IDLE LAND WASTE LAND PASTURE LAND 15

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ORCHAR

VINEYARD

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Rolling topography of the southwest section. Characteristic of that section of mixed farms.



The large barns and well kept farmhouses of the southwest can be seen across the stubble

or a culant



Farmhouse and barn in the Napanee loam section of the southwest.



The very gently rolling to flat topography of the second section of mixed farming along Highway No. 53.



A farm in the second mixed farming section, of Mapanee silt loam.



A rolling, recently cultivated field in the third mixed farming section, in an area of Napanes clay loam.



A characteristic picture of the mixed farming sections in Barton Township. A well-kept barn and farmhouse. antly rural. Suburban development is quite limited in these meetions with only a few dwellings. The most definitely rural meetion is in the southwest corner of the township in an area of Mapanee loam. The second section is that part of Conedession VIII lying between Highways No. 6 and 55, in an area of Mapanee silt loam and clay loam. Finally there is the section known as Lots 3 and 4 stretching northward from Mighway No. 53 to the eity limits. This is also an area mainly of Mapanee clay loam. Farming in these sections is of the mixed type with wheat and cats grown chiefly. The cattle are fed from the crops grown right on the farm. A considerable quantity of milk is produced and shipped to Hamilton daily. Cash crops are not grown to any extent. Garden produce is domestically consumed.

It is readily noticeable that the three aforementioned rural sections all lie along the western, southern and eastern boundaries of the township and are most distant from the city. The three are divided from each other by suburban ribbon developments. Although the soil is the most significant factor of the physical environment affecting land utilization, I believe it is subordinated in the area under study by the suburban development factor. The soil is important however, for if it were not productive the farmers in these sections would probably sell their land for residential development. Hence due to soil fertility the farms in these sections will possibly remain undivided for some years.

The remainder of the township is an area of subsistence farming. Whereas the farms in the former three sections averaged over 100 acres in size, the so-called farms in this section average under 50 acres. Within this section is found the largest percentage of pasture land. The farmers in this area export no



Large stretches of pasture, such as can be seen here, are characteristic of the subsistence farming sections.



A field of permanent pasture in the bottonland soil area.



Permanent pasture in the northwest section of the township.



A field of permanent pasture with the barn in the background near Hannon.

milk, grow no cash crops other than some hay, and usually have part-time employment in city factories. The section in general is one of pasture, idle and cultivated fields in that order of dominance. This section is heavily cut by ribbon developments. Evidence of agricultural distress in this section is not hard to find. It is shown for example, in the steady shrinkage in rural population since 1939. The younger generation from the farms in this section have secured better opportunities elsewhere, while the older people are finding it difficult to get away and leave the old farmstead. These farms will probably remain in the subsistonce stage until the older generation has gone.

The decline in the agricultural activity in the section is shown by the diminishing number of horses, cattle, sheep and swine. All classes of livestock have declined and the Barns of the section have become dilapidated. The use of land on an average farm is as follows:

> Pasture20 aores. Permanent pasture10 acres. Idle land15 acres.

> Cultivated land10 acres.

Another reliable and impressive indication of agricultural decline is farm abandonment. There is evidence that this process has been going on in this section for perhaps 10 years. In the course of interviews, local people have asserted that a farm could not properly be considered abandoned until the building had burned or fallen down. Farm abandonment, however, is more widespread than is shown by abandoned buildings. A vacant farmstead is the last stage of abandonment. It is preceded by a gradual recession of the cultivated area and the slow return of



Complete abandonment. The farm is composed of idle land while the farmhouse is about ready to fall down.



Looking westward across the Ontario Hospital farm towards the farm buildings.



Looking eastward across the Ontario Hospital farm. Large orchards are in the distance.



Suburban developments can be seen along the cast side of the Ontario Hospital farm. With the removal of the farm to another visinity. Hamilton sould expand westerly along the brow of the mountain.



An area of bottomland soil. This area is usually flooded in the spring but affords an excellent pasture throughout the remainder of the year. fields to permanent pasture or idle land. Two farms in this section have reached the stage of complete abandonment while many others have reached the idle stage with only the farmhouse being used.

One exception to the semi-circular agricultural pattern of the township is the intensively cultivated block of farmland on Lots 16, 17, and 18 of Concession V. This block is the Ontario Hospital farm and lies in the area of Hapanee loam and clay loam. Due to pressure exerted by the city of Hamilton within the last four years, the Provincial Government is at present considering moving the institution and the adjoining farm to another location. Within the last four years this farm has hindered Hamilton's expansion in that direction.

Although the former agricultural sections are not primarily governed by soil differences, the lend utilization of Barton does to a considerable extent reflect the soil factor. On Lot 21 of Concession VIII, for instance, the large acreage of permanent pasture is directly due to the underlying soil being of the bottomland type. During the spring this field is often flooded while in the summer an excellent pasture is afforded. Again, in the area to the west of Albion Falls, the large percentage of woodland, pasture and waste land is a result of the poor soils in this section. In other parts, small patches of heavy, ill-drained soils affect the utilization of the land.

The suburban developments in the area have occurred on the immediate outskirts of the city and along existing roads in the Worm of ribbon developments. The Caledonia Highway, the Sanatorium Road, Queen Street south, Mohawk Road and Highway No. 55 are the main ribbon road developments. Besides these main routes.

-86-





Suburban development near Highway No. 6 and Fennel Avenue. A second-class dwelling area.



A third-class suburban area near Mohawk Road and Queen



A second-class ribbon development along Queen Street south.



A second-class ribbon development along Highway No. 55 near Mohawk Road.



A new suburban development road cutting through the centre of a farm thus dislocating the farm holdings.



near the Sanatorium grounds.

all the secondary roads branching off them have begun to take on the suburban look. These ribbon developments have occurred largely if not chiefly because of the desire to avoid charges for roadmaking and the provision of other services which would have to be paid for if the houses had been situated on new private streets. A situation on a main road is often chosen because of the availability of bus service and especially amongst those who have retired from oity life there is often the desire to be surrounded by fresh air and green fields but in sight of the life and movement associated with constant traffic on a main highway. typical development of this type has been the Caledonia Highway all the way from the city to Ryckman's Corners. Accompanying this development is the surrounding predominance of idle land. For example, Lots 13, 14 and 15 of Concessions V, V1 and V11 are mainly composed of idle land waiting for subdivision and the erection of suburban dwellings. Similarly, along the south side of Fennell Avenue from the Caledonia Highway to Highway No. 55 and along both sides of the latter, idle land stretches mile after mile. Besides these ribbon developments and accompanying idle lands there are dotted over the subsistence farming section numerous idle fields and smaller suburban developments.

The agriculture of Barton Township is thus closely interrelated with the economic life of nearby industrial Hamilton. The sole market for the agricultural products of the township is to be found in the urban area. Although the area as a whole is an agricultural one, and a substantial portion of the farmers' income is derived from the sale of farm products, actually a large number of them are quite dependent on part-time employment

-92-

in Hamilton. The remaining 88 per cent of the population, who are suburban dwellers, are solely dependent on non-agricultural pursuits. Under such conditions this area was quick to sense the economic pulsations of the industrial area it bordered. During the decade since 1939, when the urban centre was growing and expanding, the land in the township became economically submarginal and farming declined with the advance of suburban developments. Therefore, in attacking the land utilization problem in such an area, it is important to have an accurate and complete understanding of this rural-urban relationship.

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-93-

Chapter 6. Summery.

The previous general description of land utilization in Barton Township may be helpful in arriving at a better understanding of the conditions existing in the township and of the need for some type of planning.

There are certain areas which may be classified with reasonable confidence as permanent agricultural areas of mixed farming. There are certain other ereas which one can be sure will continue to shift from subsistence agriculture to suburban development. The use of land in this latter area depends on many factors. The alternative and competing uses for land in this area such as rural residences and part-time farms, are dependent in turn on many factors. Such factors as industrial activity in Hamilton and the general trend toward suburban residences, are influences greatly affecting the use of land in this particular area. There is a wide variation in conditions within even such a small area. Farms representing good and poor opportunities are adjacent, large and small farms, part-time farming and suburban dwellings are all inter-mingled.

There is abundant evidence to prove that little or no regard has been paid to agricultural considerations in selecting land for urban development in the township. Neither the quality of the land itself nor the effect on surrounding farms has been taken into account. Sites for development have been chosen from the point of view of the usual factors affecting location, accessibility of public utilities, price of the land and suitability of the land for building purposes. Many suburban developments have taken place because the farmer thought of bungelows as his

GENERALIZED. **LAND-USE OF BARTON TOWNSHIP**

-95-



MIXED FARMS.

SUBSISTENCE FARMS.



SUBURBAN DEVELOPMENTS.



ONTARIO HOSPITAL GROUNDS.

SCALE, LINCH : 1 MILE.

F.G. RIDGE

most profitable crop even if the land never grew another crop. It has been a case of an individual landowner or speculator selling land to an individual builder or migrant from the city. Each one thus acts in an individual way without any regard to ultimate public good. It is often the best agricultural land, level, well-drained stretches with fertile soil, which is most suitable and least expensive from the building point of view. In none of these cases was the public interest of the region as a whole considered in land utilization.

Having regard to the profits arising out of the sale of land for housing developments, it is not surprising that farmers in their restricted financial circumstances should have been unable to hold out against the pressure of builders. Often, land on the outskirts of the city is held by speculators, and even by farmers themselves, primarily with a view to sale sconer or later for building purposes. Since the farmer has always in mind the possibility of a quick sale of his lend, he mines rather than farms his land. Such is the case in Concession V and VI on a number of farms. In other cases, the land is not farmed at all, the speculative buyers allowing it to lie idle until the market is considered suitable for sale. This is why so much idle land is to be found on the borders of the built-up area of Hamilton especially Lots 13 and 14 of Concession V and VI.

The effect of housing development is often not confined to the loss of actual land taken. It has further effects in that it renders difficult the organization and utilization of the remaining portions of the farm. For example, in some cases.

-96-

all arable land on a farm is taken leaving only a few grazing fields and in some extreme cases the farmhouse and buildings are taken over with part of the land, the remainder being left with no house or buildings from which it could be farmed. As a result, the repercussions on agriculture have been far wider in their effect than the actual loss of the land concerned. Another example of this kind of dislocation is the extension of a road through the centre of a holding as has been done in several areas in Barton. This dislocation forces stock and machinery to cross the road in order to go from one part of the farm to another and so causes loss of time and efficiency, apart from the dangers to the stock from road traffic and resultant dangers to the traffic itself. A new road does in fact, often necessitate the regrouping of holdings.

Suburban developments have also had the effect of changing the form of agricultural production in the area. Owing to the advance of the city and the proximity of the local market, the agricultural land in the area has become devoted to the production of milk to supply the needs of local inhabitants. As the building developed on the fringe of the city, it pushed the dairy holdings further south until to-day the majority of mixed farms are located in the extreme southern and eastern sections.

The effect of suburban development upon the township goes far beyond the physical and aesthetic aspects. It has had profound roperoussions on the economic and social life as well. Attractive employment in Hamilton industries has drained off a

-97-



Sporadic buildings.





A new public school on the Ridge Road near Gage Avenue. Built to accommodate the children from the suburban residences in the area.



A scene not uncommon in Barton Township. considerable amount of rural labour. Even where the rural worker himself does not go into industry, he feels discontented when he sees young men and women, perhaps his own son or daughter, earning more money than himself, at a routine factory job.

The growth of Hamilton will likely lead to a further increase not only in housing (and possibly factories) on its outskirts, but also to sporadic building developments in the open countryside, and in villages such as Hannon, within a reasonable driving distance of Hamilton. It must be remembered that the development of the past decade was uncontrolled and haphazard, but there is no need for this trend to be continued in the future.

-100-
-101-

Planning, whether urban, metropolitan or regional, is inspired and justified by the desire for the general welfare of the people. In the city, the general welfare is endangered when uncontrolled development permits crowded living conditions, a scarcity of open areas and the destruction of home values through the invasion of businesses and factories into residential areas. In the country, as in the city, a threat to the general welfare is the misuse of land.

Fresent use is not always an accurate or a Safe basis for predicting future use as there may be many changes in the economic situation. It is assumed, in the absence of definite information, that the sections now intensively developed agriculturally will continue in some form of agricultural production and that the sections now composed of subsistence and part-time farming on a number of factors previously outlined. It is this latter area which requires the immediate application of some type of planning. To do this most successfully a much larger area, such asthewhole County of Wentworth, should be included in the planning region.

A serious defect in city planning has been the abrupt stop at the city limits of zoning and resulting plans. Gity planning bodies, as a whole, have failed to realize that the area beyond the arbitrary line now forming the city boundary would some day become a part of the greater city and that plans for these outlying areas, such as Barton Township, would have to be made and adjusted to the city plan. This I believe is due to the lack of

PROBABLE REDEVELOPMENT WITHIN THE AREA



AREAS WHICH WILL BECOME PREDOMINANTLY SUBURBAN. AREAS WHICH WILL REMAIN AS MIXED FARMS. AREAS WHICH WILL BE OF SUBSISTENCE AGRICULTURE. 1 1/2 0 1MILE. SCALE, 1INCH : 1 MILE.

F.G. RIDGE.



As well as suburban residences, garages and service stations have sprung up all over the township. townships to resent an intrusion into their territory by the oity, as an infringement of their independence and their jealously guarded autonomy.

It is quite obvious that a plan for the future development of the city of Hamilton will fall far short of completion if it does not take into account the environs of the city. It is seldom possible to do this effectively through the co-operation of different administrative units. It would be possible if a metropolitan planning district or a regional planning board was created and some commission were given the power to make and impose upon the smaller municipalities and townships within its limits a plan which would treat the entire district or county as a whole.

Such a policy should be followed in the development of comprehensive plans for systems of water supply, sewerage, open spaces and roads. To-day, in contiguous territory such as Barton Township, the annexation of which by the city of Hamilton may confidently be expected in the near future, the local authorities and even private real estate interests are allowed until the very day of absorption into the city to proceed with the laying out of streets. This is done in an entirely independent manner, as though the area was to continue as a separate region having no relation to the city except that of propinquity.

The street system of the township should be articulated with the streets of the city. Frequently this is not the case. Streets are given a generous width up to the corporate limits of the city where they connect with township and county roads. Their width is abruptly reduced at the boundary, notwithstanding the fact that the city is almost certain to extend its limits when these roads will become city streets and their widening will be

-104-

necessary. Roads of this kind should be gradually widened as they approach the city and the cost of doing so will be slight if it, is done in time. On the other hand road widening can be extremely expensive if houses have to be moved at a later date.

Hamilton has confined its park areas within its corporate boundaries, but in selecting such open areas, the environs of the city should be considered. Some of the most valuable and useful pleasure grounds could profitably be acquired long before the city limits are expanded to include them. Even though they may happen to remain permanently outside the city limits, the people will use them if they are made available and accessible by transit limos. One example of this kind of planning, is king's Forest Fark which was annexed a number of years ago. This park extands along the eastern boundary of the township and is a rendezvous for hikers and pionickers from the city.

The development of suburban tracts is largely due to the fact that with improved methods of transportation and reasonably cheap fares, those who work in the industrial city are no longer obliged to live where they work or immediately adjacent to or within walking distance. Cheap and quick transportation has and is enabling them to seek healthy homes for their families in the township, which is still essentially rural. There is an obvious necessity therefore of granting greater powers to some regional planning body in order to control this sporadic development of suburban dwellings in the township.

Housing conditions in the area call for drastic and urgent action. Conditions associated with slums are becoming common

-105-



and widespread. Even where the conditions cannot be described as equivalent to slums, many rural and suburban dwellings lack the material improvements, which are now becoming general in the city and even in town dwellings. A few shack areas have already developed and one tends to encreach on a nearby high class suburban development. The improvement of housing is thus essential for a satisfied rural area. New houses should be built ready-wired for electricity, and constructed to receive gas, water and sewerage connections even if these services are not immediately available. All agricultural buildings should be brought under planning control also.

Agriculturel, soil, and land classification surveys should be made with the object of directing housing and other forms of development towards the less productive land and of preventing the disruption of farm units. Sporadic building if controlled, would thus cut down on public service expenses. General urban planning standards should be applied to suburban dwellings as to the number of buildings per acre and the amount of set-back required for road allowances.

While planning schemes will certainly involve preservation of much land in agricultural use, it should not be accepted as a necessary principle that suburban developments in the area must be prevented in order to maintain agriculture. The introduction of suburban residences and even industry into the area, under effective planning control, could be of considerable benefit to rural areas, and hence should not be prevented by too rigorous standards.

There is an urgent need for metropolitan or regional planning in the whole Hamilton area including Barton Township.

-107-

-108-

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