Catharines in 1824 and was doomed when the second followed in the 1840s. It slept through the rest of the century and St. Catharines wrestled the county seat away from it in 1862, though it had to pay $8000 in damages. Niagara-on-the-Lake revived as a fashionable resort in the late nineteenth century, and many rich people built handsome, high-ceilinged, frame summer houses. It prospers now, in the midst of a grape and fruit growing district, and it has a canning factory and a jam and marmalade plant. It also has boat builders, bathing beaches and a marina, and flourishes in the summer as the home of the Shaw Festival.

Hamilton, 1862.

Industrial Upbeat

Hamilton makes two-thirds of Canada's steel, Windsor is the centre of Canada's auto industry and Sudbury is one of the major producers of nickel in the world.

Hamilton

Hamilton is a powerful city of over half a million people, built on a sloping plane between Lake Ontario and the Niagara Escarpment. It has 26,500 steel workers and has been called the Pittsburgh of Canada, but by the end of last year some 7,500 were out of work.

Hamilton has been a child of fortune since George Hamilton divided his farm at the western end of the lake into four blocks of lots. It became a village in 1816, a town in 1833 and a city in 1846. Sir Allan Napier McNab, who would be Prime Minister of the Province of Canada (the future provinces of Ontario and Quebec), brought the Great Western Railway to it, and it got the railway shops and rolling mills. It acquired the first telephone exchange in the British Empire in 1878 and, when the Welland Canal opened in the 1880s, it was ready and willing to do business.

Steel production came naturally—it got coal from Lake Erie ports, iron ore from Lake Superior and limestone from the Niagara Escarpment. One industry after another followed, some 600 in all—wire producers, heavy machinery makers, and firms, great and small, making electrical apparatus and supplies, automobiles, chemicals, rubber goods, clothing, paper boxes and pottery. Most of the plants were based to one degree or another on the production of iron and steel.

In the 1970s Hamilton had a clear advantage over Pittsburgh. The major Canadian steel companies, Stelco and Dofasco, took advantage of generous federal policies on taxes and depreciation and modernized their plants. Canada's higher rate of inflation helped exports and countered the rise in wages—the production of the average Canadian steel worker cost his company $15 an hour, compared to $25 in the United States. Charles Bradford, a metals analyst and Vice President of Merrill Lynch, told *The New York Times* back then that "the Canadian industry has higher operating rates than the United States, higher profitability and more up-to-date equipment." Nevertheless, Canadian steel and Canadian steel workers would also suffer.

As the recession deepened in 1981 the plants operated at less than 65 per cent capacity. In the fall Stelco had a 122-day strike which left both sides bruised.

Hamilton's problems, like Pittsburgh's, had many faces. The North American automobile slump diminished their major market and foreign competition grew sharper—Japan could sell nails more cheaply in British Columbia than Hamilton could. Since then things have gotten better. The revitalization of the auto industry helped the steel makers, particularly Dofasco, which reported a profit in the first quarter of 1983. A rising market for consumer durables, such as household appliances, has helped both companies and both have called workers back, Dofasco some 2,700 and Stelco over 1,500.

Hamilton's residential areas have grace and charm. It has McMaster University, a highly

Hamilton steelworkers.