

THE REST OF ONTARIO

CANADA

TODAY / D'AUJOURD'HUI

VOLUME 14 NUMBER 5 1983

OUTSIDE TORONTO



Ontario is first among Canada's provinces in wealth and power.

It is more than a thousand miles from north to south and a thousand miles wide, bigger than Spain and France combined. More than a third of all Canadians live there.

It is divided into districts you've never heard of—Patricia, Nipissing, Cochrane, Timiskaming, Rainy River and Kenora—and cities you have.

Two of the cities, Toronto and Ottawa—respectively Canada's centres of wealth and political power—are the principal reasons Ontario is not first in the hearts of its countrymen. They excite various emotions—a touch of pride, a dash of envy and a good deal of exasperation—in much the same way New York and Washington, D.C., do.

There are other cities of more normal dimensions—Hamilton, Kingston, Sudbury, Windsor, Peterborough, Stratford, Thunder Bay and Niagara-on-the-Lake, to name a few—and in this issue of CANADA TODAY/D'AUJOURD'HUI we focus on them.

Preliminary Directions

Ontarians historically have had an odd sense of direction.

The province was first called Upper Canada, to distinguish it from Lower Canada, which became Quebec. Upper Canada was not, as one might assume, geographically above, or north of Lower Canada; most of it was to the southwest. However, the official view was from London; Lower Canada was closer at hand, Upper was above and beyond.

The fertile triangle between Lakes Erie and Huron was called "Western Ontario" although it lies east of most of the rest of the province, and the shores of Lakes Huron and Superior are called "Northern Ontario" (as well as *Nouvel-Ontario*), although they are in the province's southern half. The reason once more was the point of view. The first Ontario settlements were made in the southeast. (The same early settler viewpoint in America caused Ohio to be considered Midwest, though it is much closer to the Atlantic than the Pacific.)

In the interest of reality we will refer to all the cities considered here as parts of southern Ontario. They are near the bottom of the province and rather close together, from Peterborough and Kingston near Quebec to Thunder Bay at the head of Lake Superior.

Statistics

Ontario has more than a third (35.4 per cent) of Canada's people and it produces about half (48.9 per cent) of its industrial output.

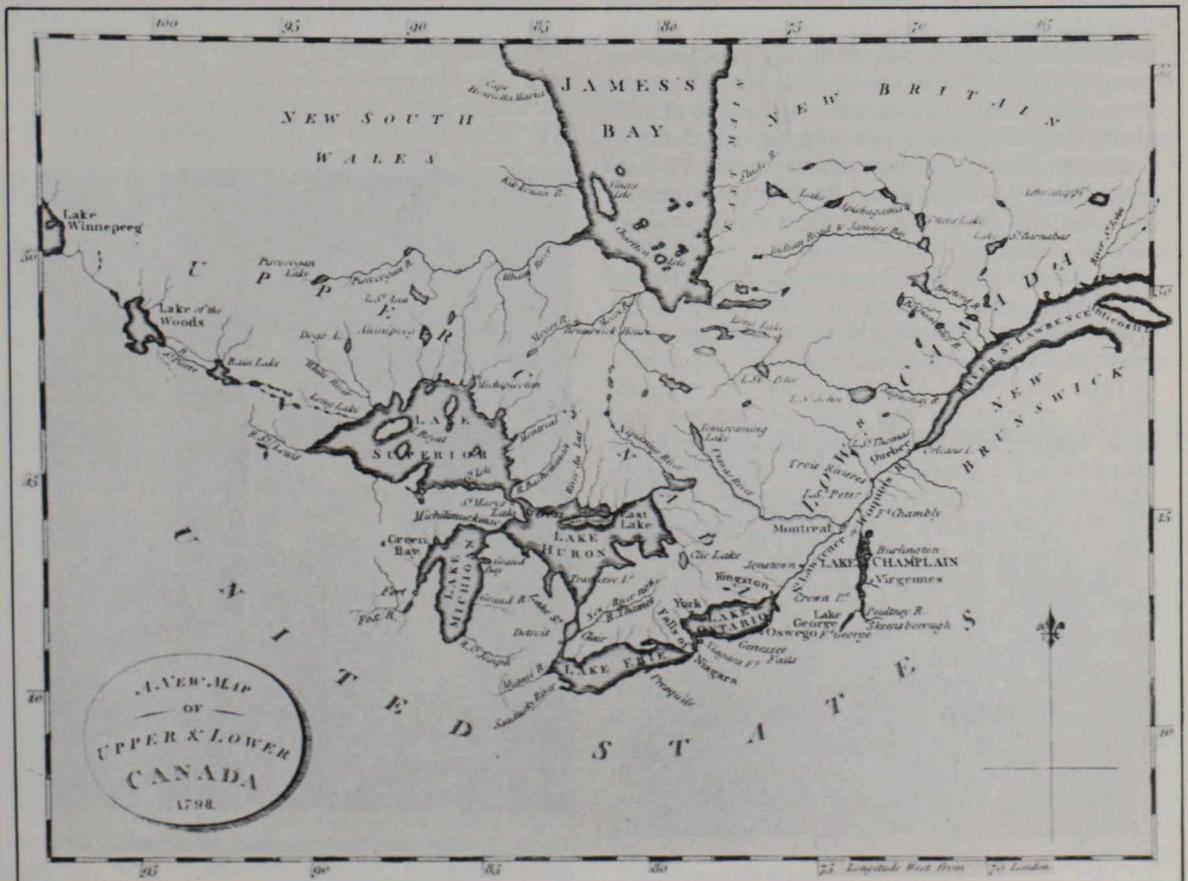
Its statistics bulge in all directions—it produces almost two-thirds of the country's transportation equipment, rubber, machinery and electrical products; and more than half of its metal, furniture, publishing and chemicals.

The Pioneers

Southern Ontario was founded in the image of Great Britain with its social classes firmly in place. In the late eighteenth century an abundance of English-speaking settlers moved in on the few French farmers and Indian villagers who lived among endless forests and potentially fertile fields.

Most were Tories displaced by the American Revolution. Many had been persons of means. They would call themselves United Empire Loyalists, sometimes putting the initials U.E.L. after their names. The King gave them land in Nova Scotia and New Brunswick, and was willing to sell them chunks of Ontario at a shilling an acre.

The other principal source of early settlers was the British Army, retired officers and soldiers.



London

It took London some time to recover. It became the judicial centre of its district in 1826 and its first building went up the same year. An Imperial garrison arrived in 1837. By the time a plank-and-gravel road to Hamilton was laid down in 1840 London was a sizable place with a population of 1,100, including Thomas Carling and John K. Labatt, two gentlemen who would leave their names on many a tavern wall. Orlo Miller, a traveler of the time, described it:

"Around the city hub, the land . . . is rolling, rich, productive. Its people are wealthy, complacent, insular. Because the city sits squarely in the middle of this beauty, she is immensely rich, prideful, self-sufficient."

Today London remains pretty and prideful. It is the seat of Middlesex County and the metropolis of its region, with printing and lithography plants, breweries, biscuit factories, dairies and textile plants. Its 270,000 people also make auto parts and refrigerators and hundreds of other useful things, and it is the home of the University of Western Ontario and several smaller colleges. It has eight hospitals and a number of praiseworthy institutions including Dearness Home for the Aged.



Lieutenant-Governor Simcoe.

The former got large farms, the latter, small ones in lieu of a pension.

Lieutenant-Governor John Graves Simcoe arrived in 1792 with a stout heart, stout boots, a clever wife and a wilderness before him. He picked Niagara as his temporary capital, changed its name to Newark and established what William Girard called "a crude facsimile of English upper-class life, with balls and banquets and games of cards."

He also began walking around the shores of Lake Ontario and Lake Erie, day after day, sleeping and eating with flattered farm families. After covering fifty miles he wrote his wife:

"The shores of the Lake are, for a great distance, as high as the Falls of Niagara and several small rivers falling from that height make very picturesque scenes."

He took a particular fancy to land at the forks of a river and decided to make it his permanent capital. He had a specific model in mind. He named the site London and the nearby river Thames and its future streets Oxford, Waterloo and Picadilly. The plan was not well received by the citizens of Newark, and the War of 1812 cancelled it before a single building was erected. Simcoe reluctantly moved his capital away from the border to York, a village described by a contemporary writer as "dirty and straggling" with sixty houses and one church. York, of course, became Toronto, and Niagara and London did not.

Niagara-on-the-Lake

After Simcoe left, Newark changed its name back to Niagara and, when people kept confusing it with Niagara Falls, a smaller place, changed it again to Niagara-on-the-Lake. It competed with St. Catharines, and its port suffered a loss when the first Welland Canal was dug near St.



*Marti Maraden and Heath Lamberts in the Shaw Festival's 1982 production of *Cyrano de Bergerac*.*

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.

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



Hamilton, 1862.

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.

regarded Philharmonic Orchestra, a respectable art gallery and an opera company. Its professional football team, the Hamilton Tiger-Cats, once locally owned, was purchased by the owners of the Toronto Maple Leafs in 1978.

Sudbury

Sudbury—260 miles northwest of Toronto and forty miles north of Georgian Bay—got an inkling of its future before it got its name. It was founded simply as a station on the railroad's main line, and called Sainte-Anne-des-Pins. Workers laying the Canadian Pacific tracks through the jumbled hills of the Laurentian Shield noticed the mud was red. That, as it turned out, meant the ground was rich in nickel.

With the discovery it got more attention, and the superintendent of construction renamed it after his wife's birthplace in England.

The future took more definite shape in 1884 when James Riley, an engineer in Glasgow, found how to harden steel with nickel.

In the next eighty years the Sudbury region would produce more than 85 per cent of the world's supply, and the city would become the largest in Ontario's North.

It was owned by men with British connections and settled to a great degree by French Canadians and immigrants from Northern Europe who came first to lay the railway tracks, then to work in the smelters.

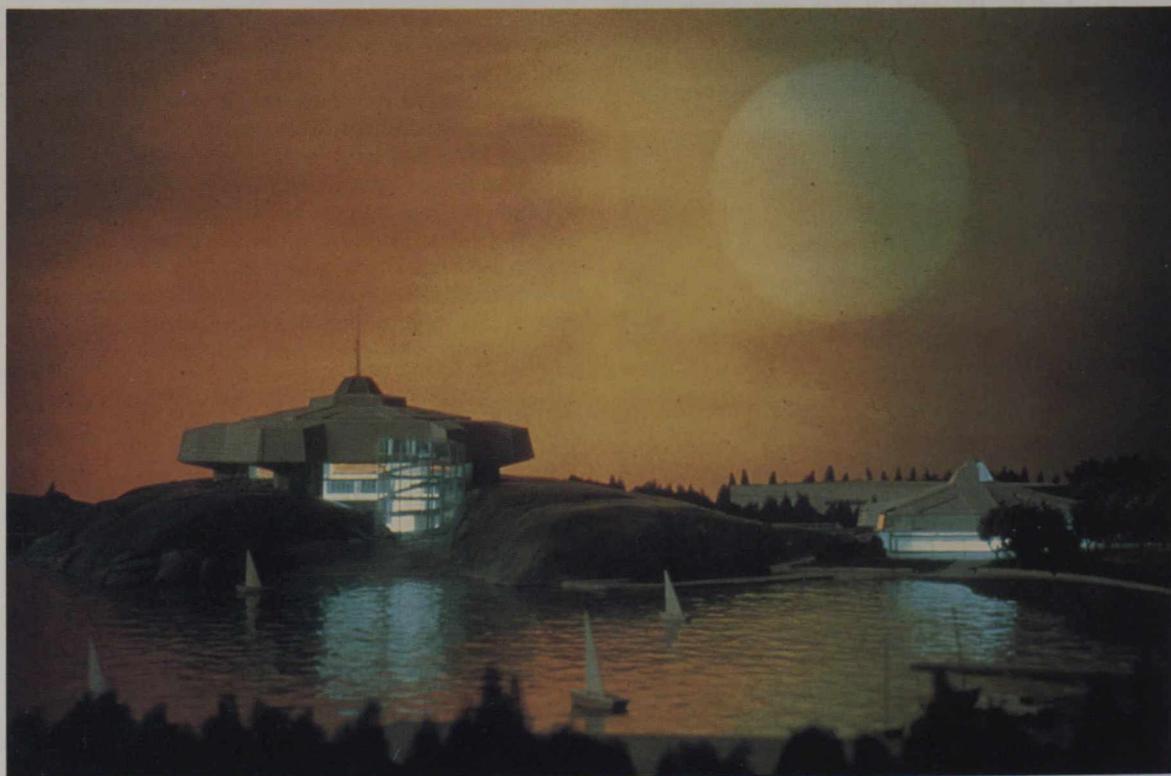
Once the work crews were divided along



Moon Shot

In the 1960s, the United States National Aeronautics and Space Administration leased an area to the west of Sudbury as a training ground for astronauts who were scheduled to go to the moon. The site was believed to be geologically similar to the moon since a meteor had come to earth there, creating the Sudbury basin and the mineral mix that gave the town its basic industry. Above, Apollo 17 astronaut Harrison Schmitt examines a rock sample from the area.

ethnic lines and pitted against each other—the French Canadians were told that the Italians were outdoing them, the Italians that they were being out-produced by the Finns. Italians were not allowed past the front door of the Copper Cliff Curling Club, a haven of the management and



Architect's rendering of Sudbury's Science North.

professional classes perched on a hill above town, and when the unions sent organizers in the early 1940s they were sometimes set upon by hired goons.

Sudbury today is still an ethnic mosaic. Today's work crews are more sophisticated, more prosperous and much more independent. There are Finnish neighbourhoods and a big French section called the Moulin à Fleur. There are some 700,000 Francophones in Ontario, and most of those who don't live in the Ottawa area live in and around Sudbury. It has been a bilingual city officially since 1972.

Other marks of the past are also being effaced.

Since the turn of the century dense clouds of sulphur dioxide had blown off the raw ore being roasted in open smelters.

The International Nickel Company solved the basic problem by putting the smelters indoors and funnelling the smoke off through the world's tallest stack, but this contributed to the creation of another problem that no one had anticipated. Emissions from high smokestacks may be carried by the winds to produce acid rain hundreds of miles away.

In recent years the production of the gases has been greatly curtailed, mostly through Inco's air-cleaning efforts mandated by the provincial government, but partly by a closing down of operations caused by the weak international demand for nickel. Much of the barren land has been reclaimed through a program that began in 1969 and that has been gathering momentum ever since. The first effort—the immediate planting of several thousand trees—was almost totally unsuccessful, but step-by-step efforts which began by applying limestone and fertilizer and planting grass and legume seeds, have had remarkable results. Even the application of limestone alone, to inaccessible rocky hillsides, has resulted in the germination and growth of native plants such as grasses, birches, poplars and willows.

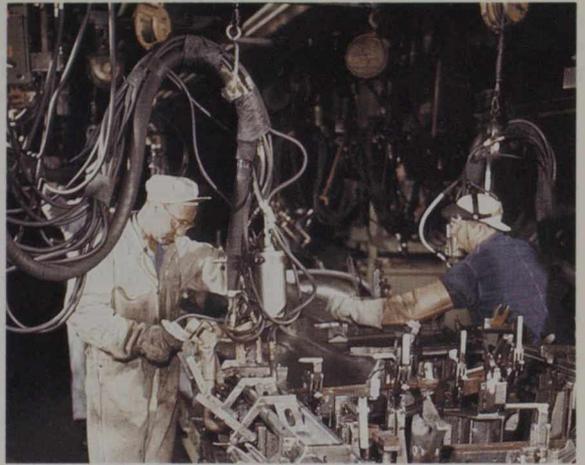
Sudbury looks prosperous. A new \$12.2 million theatre centre opened last fall with a full house of \$100 ticket holders at a performance of *Oliver Twist*, and the suburban highways shine with neon lights and shopping malls. There are five new chrome and glass office complexes downtown, and a new \$22-million-science centre shaped like a flying saucer will open this spring.

Windsor

Windsor is about as far south as Canada goes. Visitors are surprised to learn that it is at the same latitude as Rome and below certain parts of California.

It occupies part of a peninsula between Lake Erie and Lake St. Clair, across the Detroit River from the city of the same name, and has the greatest concentration of industry in Canada. It makes whiskey, chemicals and pharmaceuticals and—most particularly—automobiles.

It was settled more than 200 years ago by French farmers, who called it L'Assomption. After



the American Revolution it became a town called Sandwich and in 1836 it became Windsor. Its association with the automobile industry began, more or less, in 1900 with the arrival of the Regal Motor Company in Walkerville. The Two-in-One Auto Company followed in the nearby town of Amherstburg with what was considered a better idea—a touring car that could be converted into a delivery truck by replacing the tonneau with a box. Regal expanded its plant, Dominion Motors Ltd. offered the Royal Windsor Touring Car and the Canadian Top and Body Co. made tops and bodies.

The Canadian companies were relatively small and were soon engulfed by big ones from across the river. The Hupp Motor Car Co. moved in, and Ford built a three-storey plant in Windsor in 1910 and a four-storey one in 1911. The E.M.F. Company (Everett, Metzger and Flanders), makers of the EMF 30 and the Flanders 20, sold out to Studebaker. General Motors arrived in 1919 and Chrysler in 1925.

Between 1911 and 1921 Windsor's population went from 17,829 to 38,591 and today is 192,083. The Auto is still King, though its throne was recently rocked.

The last two years have been critical. The United Auto Workers agreed, for the first time in history, to revise existing contracts downward. It gave back between \$3 billion and \$4 billion in scheduled wages and benefits to General Motors and Ford and won "lifetime jobs" for a sizable but limited number of workers. At Chrysler the road was somewhat rockier. The union made concessions valued at more than \$1 billion, but it also demanded pay adjustments for inflation. Their cost-of-living adjustments had reflected inflation in the United States, not the higher rate in Canada.

An agreement was reached in December of 1982 and this one, which gave the Canadians a \$1.15 (Cdn.) hourly raise, and the Americans 75 cents (U.S.), bringing wages to an approximate equivalence, was approved on both sides of the border.

By mid-1983 the automobile industry, most notably Chrysler, was showing strong signs of recovery, and contract negotiations were centred on the sharing of prosperity rather than the avoidance of disaster.

Kingston

Kingston is the home of the Royal Military College, the National Defence College, the Canadian Land Forces Command and the Canadian Land Forces Staff College.

Its military traditions go back 300 years. The first fort, squared timbers on solid rock, was built in 1673 by Frontenac.

John A. Macdonald, Canada's first Prime Minister, practiced law in Kingston before becoming its Member of Parliament in 1849, and he is buried in the Cataraqui Cemetery. His fine old house is now open to visitors.

Queen's University—founded in 1842 by the Synod of the Presbyterian Church of Canada—spreads around the handsome home of Archdeacon George O'Kill Stuart, built for him in the early nineteenth century. In 1858 the mansion became the university, housing the administration offices, classrooms, laboratories and library and the sleeping quarters of some students. Between 1867 and 1877 it was the residence of Principal Snodgrass.

Today Queen's is one of the finest universities in Canada, with medical and law schools, 12,896 undergraduates and 1,877 graduate students.



Kingston home of Sir John A. Macdonald.

What Happened to Haileybury

Some Ontario towns started small and made it big. Some made it to middle-sized stability. Some almost died of childhood diseases.

Fire was to nineteenth-century towns what diphtheria was to nineteenth-century children.

In July, 1911, the town of Porcupine was destroyed and seventy persons were killed. Cochrane burned down the same month.

In 1916 the Matheson fire ravaged 500 square miles and killed 280.

In the fall of 1922 it was Haileybury's turn. The farmers had a good harvest that year, and afterwards they began burning the brush. It was an annual event, authorized by the government anytime after September 15, and designed to clear the fields and enrich the soil. Each farmer did his own burning.

Many small fires got out of hand that October day and became one with a thirty-mile front, moving east.

The winds shifted and the fire roared past Englehart and New Liskeard and on to Charlton, Heaslip and Thornloe. It wiped them out and advanced to Haileybury.

Haileybury was the metropolis of the region. It had silver mines and a busy port on Lake Huron and three prosperous hotels. The fires destroyed the business district and 700 homes and then paused by the railway station. All the able-bodied men in town stood facing it. It looked like it might be contained. At 4 p.m. a north-bound train severed the hose lines and a short time later the roof of the station caught fire. The winds swept the burning embers on and the fire fighters ran for their lives to the lakeshore. Fifty people had died, eleven of them Haileyburgians.

After the embers had cooled the townspeople tried to recapture prosperity. The new Hotel Haileybury opened in 1927, but the commercial travelers that had once filled three hotels now had automobiles and they no longer spent their weekends there.



Haileybury after the fire.

The Canadian Pacific Railway extended its lines north and the lake traffic declined. The silver mines closed down in 1927. World War II came and went and the city adjusted to the new pace. In 1969 the old mining school became part of the

Northern College of Arts and Technology and in 1971 Haileybury and the township of Bucke merged. It is now a mostly residential town of about 5,000 people.

The Handsome Old Houses

The first wealthy Ontarians often built splendid homes, and some are still splendid.

James P. Barry's home in Midland remains in good shape, red brick with turrets, leaded windows and porches that run all around.

Whitehern, a twenty-four-room stone Georgian mansion, built by Richard Duggan in 1843, and the seventy-two-room home of Sir Allan Napier MacNab, a future Prime Minister of the

Province of Canada, are both on display in Hamilton.

Niagara-on-the-Lake has a score of lovingly restored homes in rows, with appealing non-united fronts. The earliest were built with the front doors abutting on the streets, the later ones were set back behind gardens, and the blocks of old houses weave in and out.



Niagara-on-the-Lake.

Literary Links

Ontario has a large proportion of Canada's English-language writers.

A good many of them were either born there—Robertson Davies, Margaret Atwood, Alice Munro and Hugh Hood, for example—or, like Stephen Leacock, moved in at an impressionable age.

Many have put their impressions on paper.

Leacock, who was born in England, came as a small boy to a farm on the south side of Lake Simcoe, some thirty miles from the village of Newmarket. He remembers Newmarket as a place with three taverns, one Grit, one Tory and one neither, that "grew till the maples planted in the streets overtopped it and fell asleep and grew no more."

The definitive literary Ontario village is Deptford, "on the Thames River about fifteen miles east of Pittstown," which was created by Robertson Davies from observations made when he was growing up in and around Peterborough.

It had, as Mr. Davies noted in *Fifth Business*, "one lawyer, who was also the magistrate, and one banker in a private bank, as such things still existed at that time, . . . two doctors: Dr. McCausland who was reputed to be clever, and

Dr. Staunton . . . who was also clever but in the realm of real estate — he was a great holder of mortgages and owned several farms."

"... We were serious people, missing nothing in our community and feeling ourselves in no way inferior to larger places. We did, however, look with pitying amusement on Bowles Corners, four miles distant and with a population of one hundred and fifty. To live in Bowles Corners, we felt, was to be rustic beyond redemption."

Why the Prince of Wales Didn't Come to Belleville

In 1860 the Prince of Wales (the future Edward VII) came to Canada to officiate at the opening of Montreal's Victoria Bridge and the laying of the cornerstone for the Parliament Buildings in Ottawa.

He was scheduled to visit Belleville at the mouth of the Moira in Hastings County, on the sixth of September.

The Mayor issued a proclamation and the wharf was decorated with evergreens and banners. A roadway was constructed from the water's edge to a platform in the street, lined with small balsams and covered with scarlet cloth.

Nine arches were erected in the town's streets. Two of them were the work of the Loyal Orange Lodge and they were inscribed "No Sur-

render" and "Faith." These were in the nature of code words. The Orange Lodge was a branch of the one in Ulster, which was militantly anti-Catholic.

The Duke of Newcastle, Secretary of State for the Colonies, who was traveling with the Prince, sent word ahead that there would be no "ovation in which the religious or political display of any party is made public" or which might encourage "religious feuds or breaches of the peace."

The Prince arrived at Kingston on September 3 and anchored offshore. When he found that the Orange Lodge in Kingston had prepared a partisan welcome he didn't go ashore. When the Bellevillians heard that, they took down the Orange arches and cancelled a planned Orange parade.



The Prince of Wales, third from left, during his visit to Canada in 1860.

The Prince's ship arrived on September 5 and the guns were fired on Court House Hill, bonfires lit and bells rung. The next morning a group of Orangemen from Kingston arrived dressed in full Lodge regalia and accompanied by bands. The Duke sent word that the Prince would not disembark. The Mayor of Belleville sent a delegation of three to the ship and promised to negotiate with the Orangemen, but before the negotiations began the steamer and the Prince were gone. That afternoon the Orangemen held their procession anyway and that night they set off fireworks. A local reporter said that nothing marred the festivities "except the picking of a few pockets and the gloom over all which marks the day as an important epoch in our history."

A Mosaic of Names

Georgian Bay has 30,000 islands. One of them—Manitoulin—is the largest freshwater island in the world.

The Bay is huge—it is 120 miles from its northwest tip to its southeast corner, and it was once counted as the seventh Great Lake.

It is surrounded by millions of trees and scattered towns, and on clear, cool nights the

aurora borealis lights up the sky.

Its place names are a rich echo of the past, English, Scottish, French and Indian names, heavy with history.

Hens and Chickens Harbour (it has one big island and many small ones) became Collingwood when the railway came from Toronto in 1855. It was named for the British Admiral who took over the battle of Trafalgar after Nelson was killed.

Parry Sound was named after another admiral and Arctic explorer. Byng Inlet was named after the Governor General.

Tobermory was named not after Saki's cat but after a seaport in Scotland, and Emily Maxwell Reef was named after a ship that ran into it and sank. Brebeuf Island is named after the Jesuit missionary who was killed by the Indians.

Penetanguishene is an Indian name, and the townships of Tiny, Tay and Flo were named after the lap dogs of Lady Sarah Maitland, wife of Sir Peregrine Maitland, the Lieutenant Governor from 1818 to 1828. She was the daughter of the Duke of Richmond.

Some melancholy names speak for themselves—Mal-de-Mer Bank, Go Home Bay, and Bad Neighbour Rock.

Gazetteer (A scattering of other Ontario places)

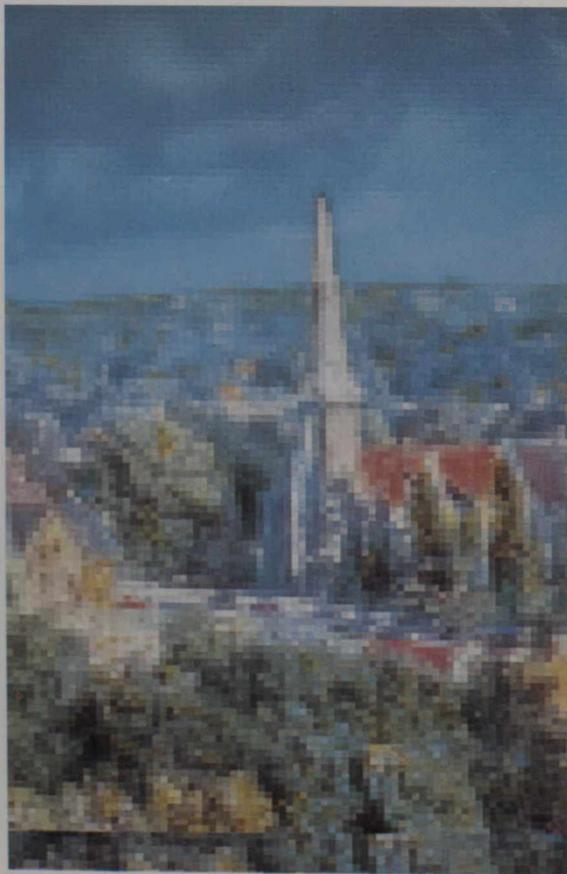
Peterborough is a pleasant town on the Trent Canal, past the Otonabee River Rapids. It has the world's highest lock with a chamber that rises and falls—sixty-five feet from down to up. Robertson Davies was the editor of the *Peterborough Examiner* from 1942 to 1962.

Moose Factory is at the top of Ontario's heavy population strip. It was approachable only by water until 1932 when the railroad finally arrived.

Owen Sound is the largest town on Georgian Bay. (**Killarney** is the smallest.) Owen Sound is at the northeast corner of the province and it was on the earliest canoe route to the west. Tom Thomson, one of the Group of Seven artists, lived near it.

Thunder Bay is a good yacht anchorage on Lake Superior and one of the largest grain ports in the world. It was a centre of smuggling in the mid-nineteenth century and again in the 1920s.

Queenston was founded by Robert Hamilton, a merchant prince in the last years of the eighteenth century. It is below Niagara Falls and linked by water to Toronto and Kingston. It became the principal port on Lake Ontario when the *Washington*, an American-built sailing vessel, was bought by Canadians and dragged from Lake Erie on runners by horses to Queenston.



Peterborough.



Kingston, Ontario.

This newsletter is published nine times a year and is available free upon request in the U.S. only. The views expressed are not necessarily those of the Canadian Government. Unless specifically noted, articles are not copyrighted and may be reproduced. If you have questions or comments or wish to be added to our mailing list, please be in touch—address and telephone number below. If you wish to change your address, be sure to include the number on the top of your mailing label. Written by Tom Kelly; edited by Judith Webster; designed by McCarney and Mann Limited, Ottawa, Canada; printed by K.G. Campbell Corporation Ltd., Ottawa, Canada.

CANADA

Today/d'aujourd'hui

*Canadian Embassy
Ambassade du Canada
1771 N Street, NW
Room 300
Washington, DC
20036 - 2878
202:785-1400*

*Address Correction
Requested*



BULK RATE
U.S. POSTAGE
PAID
OGDENSBURG, N.Y.
PERMIT NO. 266