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Dear, M. J., Drake, J. J. and Reeds, L. G., eds. *Steel City: Hamilton and Region*. Toronto: University of Toronto Press, 1987. Pp. 308. 91 black and white diagrams and photographs. \$35.00 cloth, \$15.95 paper

John N. Jackson

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1890 the church activities and family visits of the 1860s could be supplemented by concerts, lectures, and exhibits. Similarly, Lord's diaries reflect the effect of transportation developments on the Island. Although, as the daughter of a military officer, Lord was accustomed to travel (she was born in South Africa), the coming of the railway to PEI in the 1870s and steamer transportation on and off the Island in the 1890s greatly increased the mobility of many Island residents. MacLeod's choice of maps and photographs, which, like the diaries, highlight three stages of Charlottetown's development, chronicle visually the changing urban context of Margaret Gray Lord's own changing personal circumstances.

As a daughter of Colonel John Gray, one of Charlottetown's most prominent military and political personalities as well as a "Father of Confederation," she was also well situated to observe the evolution of Island society. Her marriage in 1869 to Artemus Lord, a shipping merchant and later the Island's federal agent of marine and fisheries, secured her place in the social hierarchy of Charlottetown. MacLeod's annotations unravel the many obscure references to local personalities and political events, and it is through her editorial diligence that the changing shape of Charlottetown's elite society emerges from her diaries. It is with an awareness of this privileged vantage point that we must view her own domestic experience, as well as her portrayal of the city itself.

Although, as MacLeod observes, the diaries reveal little of Lord's own personality, they richly detail her domestic activities and her participation in a variety of church and community organizations, such as the King's Daughters, the WCTU, and the Women's Foreign Missionary Society of the Kirk of St James. In this way the historical importance of these diaries transcends the personal circumstances of their author. As Pat Jalland has observed for Britain, in *Women, Marriage and Politics 1860-1914*, upper-class women, who like Lord were often energetic diarists

and letter writers, constituted an unusually articulate female minority. Upper-class women's written legacy provides an unparalleled tool with which to reconstitute their family and public lives. The family-centred world of social rounds, servant-mistress relations, wifehood and motherhood, and the ever-present fear of infant mortality revealed in the pages of *One Woman's Charlottetown* contrasts markedly with historians' often exclusive preoccupation with the public careers of the male political and commercial elite.

In conclusion, MacLeod's presentation of Margaret Gray Lord's diaries is useful as a source both for the urban historian interested in 19th-century Charlottetown and for the historian of gender interested in the role of women in the city's elite society.

Beverly Boutilier
Department of History
Carleton University

Dear, M. J., Drake, J. J. and Reeds, L. G., eds. *Steel City: Hamilton and Region*. Toronto: University of Toronto Press, 1987. Pp. 308. 91 black and white diagrams and photographs. \$35.00 cloth, \$15.95 paper.

This broad-ranging book, from geographers formerly or currently associated with McMaster University, is a commemorative volume published to celebrate both McMaster's centennial and the Geography Department's 40th anniversary. Its 16 essays and 19 participants focus on "growth and change in both the physical and human landscapes of Hamilton." The approach is selective rather than comprehensive, but the whole provides a useful appreciation of Hamilton and its nearby region through a series of independent essays.

There is overlap and repetition, as when the city of 1891 is covered twice, and when its soils are discussed both in physical terms

and under farming. Omitted themes include Hamilton within the regional context of the "Golden Horseshoe," its relationships with Toronto, and the nature of the smaller communities absorbed by Hamilton's expansion. Also, no attempt has been made to define the extent of the Hamilton region: the physical geographers present their arguments within the context of southern Ontario whereas the human geographers restrict themselves to either the city or the Hamilton-Wentworth region. However, these are minor irritants. The book provides a series of competent essays that examine a range of selected themes with a common focus on the Hamilton area.

Part I, on the natural environment, contains five essays: "Landform" by S. B. McCann, "Climate" by W. R. Rouse and A. F. Burghardt, "Soils" by B. T. Bunting, "Forests" by G. M. MacDonald, and "Hydrology of Beverly Swamp" by Ming-Ko Woo. The more interesting points made in these assessments include the progressive infilling of Hamilton harbour, the impact of land and lake breezes, the seeping of pollution from a landfill site, the impact of sod farming on moisture storage, and the increasing acidity of some 8,000 hectares of idle land awaiting development, about which the author notes: "Any future user of such land, be it a private or commercial concern, is faced with fertilizer, insecticide, and pesticide use of a vast scale."

The four essays in Part II examine the built environment. R. L. Gentilcore takes us from the formative survey lines of the town site through forceful advocacy to become the centre of the newly created District of Gore, and then to creating a port by cutting through the Burlington bar. The written account focuses on 1820, 1842, and 1893, but the accompanying maps are unreadable as part of the text. H. A. Wood carries the story to 1950, with consistent and clear maps of urban form at 1891, 1914, 1938, and 1950. Together, these two chapters provide a clear and succinct account of the changing

character of Hamilton. S. M. Taylor uses factorial ecology and census tract areas to examine social change from 1961 to 1981 at the city-wide and inner-city levels, and A. F. Burghardt evaluates government reorganization into regional units. The issues of a one-tier or two-tier system, the extent to which nearby dependent centres should be included, and how power might be distributed created "an animosity of profound proportions between city and suburb. Hamilton's continuous campaign to absorb its neighbours exacerbated this distrust."

Part III, on how Hamilton works, examines seven modern themes. L. G. Reeds considers agriculture from soil capability to farming output over the 1941-81 period and introduces the complex issue of safeguarding the "Niagara Fruit Belt." M. J. Dear is concerned with social welfare in Hamilton, focusing on lodging homes and psychiatric patients (the latter upon discharge gravitate to the inner city, where their experiences "effectively dash the hopes and optimism of many patients as they re-enter the community").

The steel industry as the driving force of the economy is covered by W. P. Anderson — from Hamilton becoming the centre of Canada's steel production to its recent decline. This article ties in with an appreciation of energy flows by S. C. Lonergan. Four energy conservation projects are considered, their importance being that Hamilton exhibits one of the highest energy intensities in manufacturing of any region in Canada. M. Webber and R. Fincher indicate how slow economic growth during the 1970s and industrial decline during the 1980s have fostered a pro-development lobby of business and local government to strengthen the local tax base. This approach has led to expensive and controversial expressway and trunk sewer proposals, despite expert evidence to the contrary. Does new development follow government expenditure on urban infrastructure or should Hamilton become a smaller and less specialized urban

centre? How may financial resources be best spent and controlled when the economy is in decline or subject to slow growth? Is growth, or aiming for growth, necessarily the answer? L. J. King and G. Ozornoy then raise the question of how a university should relate to the society and community within which it functions. Note is made that we live in a post-industrial society with an emphasis on producing, processing, and distributing information. Service industries have expanded and challenges exist for universities in their educational, research, community service, technological transfer, and town-gown relationships.

W. G. Peace and A. F. Burghardt attempt a conclusion, noting the drastic changes in the image of Hamilton as a steel city and asking the reader to visit to note the progress and appreciate the problems. In all, a worthwhile but diverse book about the urban condition.

John N. Jackson
Department of Geography
Brock University

Andrew, Caroline and Milroy, Beth Moore, eds. *Life Spaces: Gender, Household, Employment*. Vancouver: University of British Columbia Press, 1988. Pp. 214. Cloth.

Feminist research on urban society and space has shown considerable growth in the last ten years. Important contributions, both theoretically and methodologically, have been made on gender relations within the city, complemented by comprehensive analysis of the women's sense of the city. Numerous case studies illuminate our understanding of women's experiences of the urban environment. Although important in terms of the number of publications, feminist literature on urban space has not met the expectations of many social scientists, in part because of its relative lack of insight into the specificity of place and also because of its consignment to the fringe of mainstream

social science. The collection of articles under review is a contribution to both these areas. It introduces a new chapter in feminist literature, focusing on gender in Canadian urban settings and illustrating the "historically specific reciprocal relation between women and cities."

This collection originated in a conference organized by the Institute of Urban Studies of the University of Winnipeg in August 1985. One object of the meeting was to bring together people interested in the analysis of gender relations in an urban context and to present an overview of the state of research in this area. The conference attracted social scientists from a variety of disciplines using various approaches. They shared this common concern to explore the ways in which gender relations operate in Canadian urban environments. This book differs from others that deal with women and the city in that it takes a Canadian perspective. All eight articles deal specifically with Canada and aspects of the Canadian urban experience. The authors illustrate how the characteristics are central to the study of gender relations in the urban environment.

In a rather standard but effective introductory article, Caroline Andrew and Beth Moore Milroy provide some justification for this Canadian perspective. They refer to the viable residential component close to the core of Canadian cities, to Canadian tradition with respect to resource towns, and to the particular institutional and policy framework that exists in Canada. They argue for particular theoretical influences on Canadian researchers, for example the metropolitan thesis in historical research. Most of their essay deals with the key themes of such Canada-oriented analysis of gender relations, referring to categories common to much of contemporary feminist scholarship, namely "production," "reproduction," and their inter-relationship. They conclude on the overall concern of the authors not only to illuminate situations but to change them.