

## CULTURAL HERITAGE ASSESSMENT REPORT



**64 Hatt Street, Dundas**  
**(Former Dundas Foundry / Valley City Manufacturing)**  
**City of Hamilton**

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## CULTURAL HERITAGE ASSESSMENT REPORT: A READER'S GUIDE

This cultural heritage assessment report is prepared as part of a standard process that assists in determining the cultural heritage value of properties and their prospective merit for protection, including designation and/or a heritage conservation easement agreement, under the *Ontario Heritage Act*.

This report is divided into five sections:

**Section 1** comprises an introduction including a description of the property location.

**Section 2**, *Physiographic Context*, contains a description of the physiographic region in which the subject property is located.

**Section 3**, *Settlement Context*, contains a description of the broad historical development of the settlement in which the subject property is located as well as the development of the subject property itself. A range of secondary sources such as local histories and a variety of historical and topographical maps are used to determine settlement history.

**Section 4**, *Property Description*, describes the subject property's key heritage characteristics that provide the base information to be used in Section 5.

**Section 5**, *Cultural Heritage Value: Conclusions and Recommendations*, comprises a brief summary of the Cultural Heritage Evaluation and provides a list of those criteria that have been satisfied in determining cultural heritage value, as well as determining compliance with Ontario Regulation 9/06. It also contains a recommendation as to whether or not the subject property should be protected under the *Ontario Heritage Act* through designation and/or a heritage conservation easement agreement, including a Statement of Cultural Heritage Value or Interest and Description of Heritage Attributes.

# Table of Contents

<b>1. Introduction</b> .....	5
1.1. <b>Downtown Dundas Built Heritage Inventory Project</b> .....	5
1.2. <b>Potential Designation and Next Steps</b> .....	5
1.3. <b>Property Location</b> .....	5
<b>2. Physiographic Context</b> .....	6
<b>3. Settlement Context</b> .....	6
3.1. <b>Indigenous Occupation</b> .....	6
3.2. <b>Euro-Canadian Settlement</b> .....	7
3.3. <b>Contemporary Context</b> .....	20
<b>4. Property Description</b> .....	22
4.1. <b>Evolution of Buildings and Landscape</b> .....	22
4.2. <b>Building Description</b> .....	23
<b>5. Cultural Heritage Assessment</b> .....	26
5.1. <b>Criteria for Determining Cultural Heritage Value or Interest</b> .....	26
5.1.1. <b>Design / Physical Value</b> .....	26
5.1.2. <b>Historical / Associative Value</b> .....	27
5.1.3. <b>Contextual Value</b> .....	27
5.2. <b>Recommendations</b> .....	28
<b>Bibliography</b> .....	31
Appendix A: Location Map .....	35
Appendix B: Photographs .....	36
Appendix C: Historical Images .....	42
Appendix D: Plans and Mapping .....	47
Appendix E: Ownership History .....	49

## Table of Figures

<i>Figure 1: Schematic cross-section of the Dundas Valley .....</i>	<i>6</i>
<i>Figure 2: John Gartshore, circa 1850s .....</i>	<i>11</i>
<i>Figure 3: James Bell Ewart's land holdings along Spencer Creek, 1851 .....</i>	<i>11</i>
<i>Figure 4: Advertisement for the Dundas Iron Foundry and Machine Shop.....</i>	<i>13</i>
<i>Figure 5: Walking beam of the steam engines produced by the Dundas Foundry .....</i>	<i>13</i>
<i>Figure 6: 64 Hatt Street c. 1895 .....</i>	<i>16</i>
<i>Figure 7: What is believed to be the interior to Valley City Seating, c. 1900-1920 .....</i>	<i>16</i>
<i>Figure 8: Ad for the Valley City Seating Company, 1905 .....</i>	<i>17</i>
<i>Figure 9: Members' double desk used in the House of Commons, manufactured by the Valley City Seating Company c. 1920 .....</i>	<i>17</i>
<i>Figure 10: Joseph M. Pigott presenting Mayor Lloyd D. Jackson the keys to Hamilton City Hall.....</i>	<i>19</i>
<i>Figure 11: Looking east on Hatt Street, 64 Hatt Street seen at right .....</i>	<i>20</i>
<i>Figure 12: Looking east on Hatt Street.....</i>	<i>20</i>
<i>Figure 13: Looking west on Hatt Street, 65 Hatt Street on right .....</i>	<i>21</i>
<i>Figure 14: Looking west on Hatt Street .....</i>	<i>21</i>
<i>Figure 15: Breakdown of building locations.....</i>	<i>22</i>
<i>Figure 16: Details on door of Building No. 7.....</i>	<i>24</i>
<i>Figure 17: West wall of Building Nos. 2 and 5. Notice the difference in the colour of the brick, marking the former roofline of Building No. 2 .....</i>	<i>25</i>
<i>Figure 18: Details of decorative concrete panel on Building No. 11 .....</i>	<i>25</i>

# 1. Introduction

This cultural heritage assessment report examines the cultural heritage value or interest of the property located at 64 Hatt Street in Dundas, known historically as the Dundas Iron Foundry and Machine Shops, Thomas Wilson & Co., Valley City Seating Co., and Valley City Manufacturing. The property is comprised of 12 structures constructed between the mid-nineteenth and mid-twentieth centuries. The subject property was listed on the City's Municipal Heritage Register on June 6, 2017 (Planning Committee Report 17-010) and added to staff's designation work plan.

## 1.1. Downtown Dundas Built Heritage Inventory Project

This assessment is conducted in conjunction with the Downtown Dundas Built Heritage Inventory Project, the latest phase in the City of Hamilton's ongoing Built Heritage Inventory Process. Previous phases of this process include the Waterdown Village Built Heritage Inventory Project (PED21201), completed in 2021, the Durand Neighbourhood Built Heritage Inventory (PED17092), completed in 2017, and the Downtown Hamilton Built Heritage Inventory (PED14039).

The primary goal of this inventory project is to evaluate each property within the Downtown Dundas study area to determine its heritage value or interest. This evaluation will guide future cultural heritage decision making and policy creation.

## 1.2. Potential Designation and Next Steps

The subject property has been identified as a property of potentially significant cultural heritage value. As a result, extensive research has been conducted to determine the cultural heritage value of the property, which is outlined in this document, and, having met designation criteria, the property is worthy of designation under Part IV of the *Ontario Heritage Act*.

## 1.3. Property Location

The 2.69-acre subject property, comprised of 12 structures, is located on the south side of Hatt Street, east of McMurray Street in the historic Town of Dundas. (See Appendix A: Location Map)

## 2. Physiographic Context

The subject property is located within the Westlands, a sub-region within the Great Lakes – St. Lawrence Lowlands physiographic region. Dundas lies within the Dundas Valley, the only major pre-glacial valley east of the Niagara Escarpment. The Valley was created by pre-glacial erosion, which cut deep into the Escarpment and then filled the Valley with 160 metres of silt loam, a type of topsoil considered to be ideal for agriculture.<sup>1</sup> The Escarpment walls are composed of 450 million-year-old shale and dolomitic limestone (also called dolostone), which served as the building material for many of Dundas' early structures and was also used in the process of steel production.<sup>2</sup> The area's topography is largely defined by its proximity to major water bodies, including waterfalls and streams, such as Spencer Creek, which permitted the development of many of Dundas' early industries, including its historic mills, and Cootes Paradise, a wetland that connected Dundas to the western head of Lake Ontario.

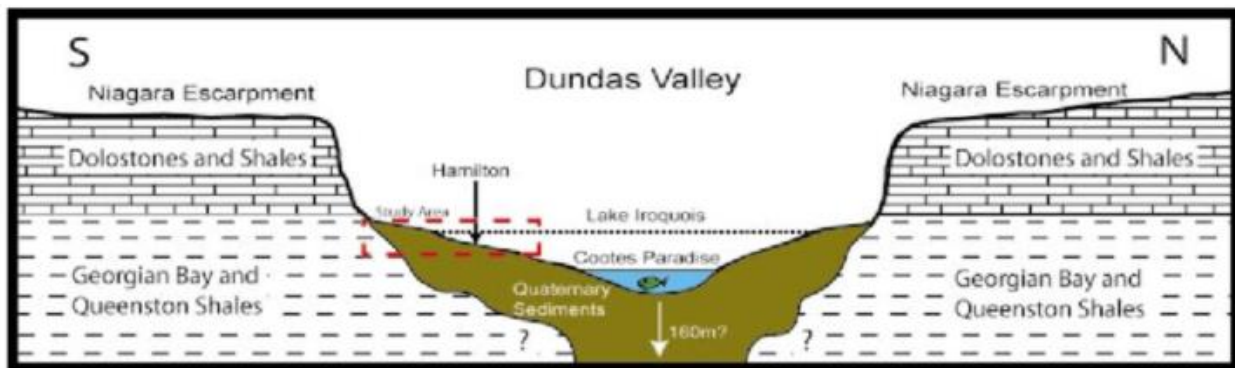


Figure 1: Schematic cross-section of the Dundas Valley showing bedrock, sediment infill, and the prehistoric post-glacial Lake Iroquois and contemporary Cootes Paradise (Source: [https://www.researchgate.net/figure/Schematic-cross-section-of-Dundas-Valley-showing-bedrock-Quaternary-sediment-infill\\_fig2\\_238074461](https://www.researchgate.net/figure/Schematic-cross-section-of-Dundas-Valley-showing-bedrock-Quaternary-sediment-infill_fig2_238074461))

## 3. Settlement Context

### 3.1. Indigenous Occupation

The area encompassing the Town of Dundas has attracted human settlement as early as 11,000 years ago. By 1550 CE, the Neutral Nation, a powerful and far ranging chiefdom, had been established in the area between the Grand River and Lake Ontario. French missionaries referred to this group as the Neutrals as these Indigenous peoples largely remained neutral in wars between the neighbouring Huron-Wendat and Iroquois

<sup>1</sup> Marilyn Miller & Joe Bucovetsky, "The Valley Town: Surveying the Urban Heritage in Dundas," in *Continuity with Change* ed. Mark Fram & John Weiler (Toronto: Dundurn Press, 1984), 112.

<sup>2</sup> *Ibid.*, 114.

Confederacy.<sup>3</sup> The Neutrals traded extensively throughout present-day Ontario and New York and established far-ranging trade networks that extended as far as Chesapeake Bay and the Carolinas.<sup>4</sup> Some of these trail routes became crucial to early Euro-Canadian settlers and still exist today in the form of highways and main roads, including Dundas Street, Highway 8, and Osler Drive.

By the mid-seventeenth century, the once thriving Nation had been weakened by disease brought by Europeans, famine, and military defeat at the hands of the Iroquois Confederacy during the Beaver Wars, a series of conflicts between various Indigenous groups precipitated by the French and English's desire for furs. Remaining members of the Neutral Nation were taken captive by the Iroquois or dispersed and reabsorbed into surrounding Nations after their defeat in 1651.<sup>5</sup> Following the Beaver Wars, the Mississaugas, an Anishinaabe Nation who had inhabited the lands east of the Neutrals, established settlement in the area and were the predominant Indigenous group at the time of arrival by European settlers. In the late-seventeenth century, the Anishinaabe, Mississauga, and Iroquois Nations established peace with the "Dish with One Spoon" Wampum promising that the Nations would share the bounty of the land (the dish) together (using one spoon).<sup>6</sup> The lands on which Dundas is located remain the traditional territory of the Mississaugas of the Credit First Nation and the Iroquois Confederacy today.

### 3.2. Euro-Canadian Settlement

Beginning in the 1780s, European settlement began to supersede that of the Indigenous populations. The American War of Independence (1775-1783) greatly influenced settlement in the Dundas area. Following the establishment of the United States of America in 1783, tens of thousands of British Loyalists were displaced and sought refuge in Britain's remaining North American colonies.<sup>7</sup> In response to the increased demand for settlement lands, 15 land surrender treaties were negotiated between the Crown and Anishinaabe peoples living in present-day southern Ontario between 1783 and 1812. The colonial government interpreted these treaties as giving them authority to survey and eventually distribute these lands to Loyalists and other settlers. In 1788, to further facilitate the surveying of new settlement lands, the western extent of Quebec's District of Montreal was subdivided into four districts: Lunenburg, Mecklenburg, Nassau

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<sup>3</sup> *Jesuit Relations and Allied Documents*, ed. Reuben Gold Thwaites (Cleveland: Burrows Brothers Company, 1896), 193, <https://digitalarchive.tpl.ca/objects/346028/the-jesuit-relations-and-allied-document#>.

<sup>4</sup> William C. Noble, "Tsouharissen's Chiefdom: An Early Historic 17th Century Neutral Iroquoian Ranked Society," *Canadian Journal of Archeology* 9, no. 2 (1985): 139.

<sup>5</sup> Alan McMillan & Eldon Yellowhorn, *First Peoples in Canada* (Vancouver: Douglas & McIntyre, 2004), 88.

<sup>6</sup> Victor P. Lytwyn, "A Dish with One Spoon: The Shared Hunting Grounds Agreement in the Great Lakes and St. Lawrence Valley Region," *Papers of the 28<sup>th</sup> Algonquin Conference* 28 (1997): 211.

<sup>7</sup> Miller & Bucovetsky, "The Valley Town," 115.

and Hesse. The area which would become Dundas was situated within the District of Nassau. In 1791, a portion of Quebec, including the new districts, was separated to establish the Province of Upper Canada. Newly appointed Lieutenant Governor John Graves Simcoe (1752-1806) named Augustus Jones (1757-1836) the Provincial Land Surveyor and directed him to travel west from the Niagara River to survey and lay out Townships.<sup>8</sup> In 1792 Treaty No. 3, the Between the Lakes Purchase (also known as the Haldimand Proclamation), was negotiated between the Crown and the Mississauga, giving Upper Canada access to a vast swath of land between Lake Erie and Lake Ontario for settlement.<sup>9</sup>

The final component of Jones' initial survey was the Township of Geneva, four concessions along the broken front of Lake Geneva, now known as Hamilton Harbour. Geneva's concessions were surveyed from the "Indian Point," a line which divided the lands to the west purchased by the Crown, and the lands to the east still claimed by the Mississauga. Initially set out for refugees of the French Revolution, an additional ten concessions were surveyed to the north of Geneva and amalgamated with the Township and the lands surrounding the Dundas area to form the Township of Flamborough in 1793.<sup>10</sup> At the time, the area was known as Cootes Paradise, named after Thomas Coot (c.1760-1795), a British Army officer stationed in the Niagara area during the American War of Independence. Coot hunted and fished in the wetland in the 1780s, leading to early maps of the area to refer to it as such.<sup>11</sup> Lieutenant Governor John Simcoe set aside a 24-hectare reserve in Cootes Paradise for the development of a garrison town at the head of Lake Ontario, that was to be known as the Village of Cootes Paradise. The area was surveyed in 1803, but Simcoe's plan would not be realized for many years to come. Initial Euro-Canadian settlement would occur further west where Spencer Creek was most powerful, and the topography was flatter.

In 1793, construction began on a highway commissioned by Lt. Governor John Simcoe, which was to run westward from Hamilton Harbour to London, Ontario, Lt. Governor Simcoe's proposed capital of Upper Canada. The road, originally known as Governor's Road, was named Dundas Street in honour of Henry Dundas (1742-1811)<sup>12</sup>, 1<sup>st</sup>

<sup>8</sup> Miller & Bucovetsky, "The Valley Town," 115.

<sup>9</sup> Between the Lakes Purchase and Collins Purchase, No. 3, 1792, *Government of Canada*, <https://www.rcaanc-cirnac.gc.ca/eng/1370372152585/1581293792285#ucls5>.

<sup>10</sup> Miller & Bucovetsky, "The Valley Town," 115.

<sup>11</sup> Ibid.

<sup>12</sup> In 2021, the City of Toronto Council voted to rename the section of Dundas Street that runs through Toronto, due to Henry Dundas' 1792 amendment to a motion to abolish the slave trade in Britain and its colonies. Instead of immediately abolishing the slave trade as initially proposed, Dundas suggested the word 'gradually' be added to the motion, arguing the immediate abolition of slavery would force the trade underground or would allow merchants from other countries to fill the gap left. He later proposed a plan to gradual abolition by the end of 1799, though the motion eventually deferred and finally dropped from the House of Lords due to an exacerbation of conflict with France during the French Revolutionary Wars. The slave trade was not outlawed in British Empire until 1807, and slavery itself not completely abolished until



Viscount of Melville, Secretary of State under British Prime Minister William Pitt (1759-1806). Lt. Governor Simcoe used Dundas Street as the dividing line of between the counties of York and Lincoln, with what is now Dundas straddling county lines. During the early 1800s, the road was expanded east to Toronto. While primarily for military purposes, the road opened up the area for settlement, strengthened water- and land-based communication networks from Detroit to Montreal, and assisted in attracting significant commercial and industrial development in the early-nineteenth century.<sup>13</sup>

In 1799, the Mordens, an early settler family, constructed the area's first saw mill, which was sold to Edward Peer (1764-1834) the following year. Peer then constructed a gristmill and called it Dundas Mills due to its proximity to Dundas Street, which utilized the flow of Spencer Creek for power. In 1804 brothers Richard (1769-1819) and Samuel Hatt (1776-1842)<sup>14</sup>, and Manuel Overfield (1773-1839) jointly purchased shares in Peer's Dundas Mill property. The purchase included water rights, the mill, and a dam. Soon after, Richard Hatt opened a larger and more powerful mill on the site, known as the New Dundas Mills. By 1807, Richard Hatt was the sole owner of the property and had developed the New Dundas Mills into an industrial complex centred around mill activity. The business was immediately successful. Its location on Spencer Creek provided the necessary water power to process large amounts of grain for those residing in and outside of Dundas, while also allowing for an easily accessible transportation route through its connection to Lake Ontario.<sup>15</sup>

In the late 1790s or early 1800s, Samuel Hatt purchased an enslaved woman named Sophia Burthen Pooley (c.1772-c.1860) from Joseph Brant (1743-1807), or Thayendanegea (Tie-end-a-nay-guh), leader of the Mohawk of the Six Nations at Brantford. According to an interview conducted with Pooley in 1855 by white abolitionist Benjamin Drew (1812-1903), Pooley was kidnapped by Brant's sons-in-laws as a child and trafficked from Fishkill, New York to Upper Canada. She was enslaved by Brant for

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1834. The Toronto section of the street is set to be renamed by 2023, though the Mississauga City Council voted against renaming its section of Dundas Street. In 2020, former Dundas ward Councillor Arlene VanderBeek received three requests from two individuals in the community to rename Dundas, though nothing has come of these requests thus far.

<sup>13</sup> Ibid., 116-117.

<sup>14</sup> In 1796, Samuel Overfield purchased a young enslaved woman named Sophie Burthen Pooley (c. 1772-1860) from Mohawk leader Joseph Brant (1743-1807) for \$100. Pooley was enslaved by Hatt for a number of years and was freed sometime in the early nineteenth century. Due to the size of their property (over 1,200 acres) and the relative wealth of the Hatt family, it is unlikely that Pooley was their only slave. The term 'servant' was often used as a euphemism for slave, which has led to the misinterpretation of historical records and an underestimation of the number of enslaved people residing in Upper Canada. For more information see Adrienne Shadd, "Chapter 1: The Journey Begins," in *The Journey from Tollgate to Parkway* (Toronto: Dundurn Press, 2010), or Benjamin Drew's *A Northside View of Slavery* (Boston: John P. Jewett & Co., 1856), pages 194-195 to read a transcription of Drew's interview with Sophie Burthen Pooley.

<sup>15</sup> Robert L. Fraser, "Hatt, Richard," in *Dictionary of Hamilton Biography, Volume 1*, ed. Thomas Melville Bailey (Canada: W.L. Griffin, 1981), 97-98.

over a decade, enduring physical abuse at the hands of his wife, Catherine Croghan (c.1759-1837), before being sold to Samuel Hatt for \$100. Pooley was enslaved by Samuel Hatt for approximately seven years “until the white people said [she] was free, and put [her] up to running away.”<sup>16</sup> Pooley settled in Queen’s Bush, an established Black settlement near present-day Waterloo, and lived there until her death.

The Hatt family had been granted a total of 1,200 acres when they emigrated from England in 1796, bringing with them six white indentured servants, each of whom were granted an additional 200 acres each. While Richard Hatt is not personally known to have owned slaves, due to the size of their land holdings and the relative wealth of the Hatt family, it is unlikely that Sophia Pooley was their only slave.<sup>17</sup>

Until his passing in 1819, Richard Hatt strategically expanded his milling industry, attracting and employing many new settlers to the area, and developed a concentrated core of settlement in what is now Dundas. Hatt improved water and road corridors, clearing and deepening Spencer Creek, and opened several businesses to support the mill’s expansion.<sup>18</sup> The town would not be known as Dundas until 1814, when the Crown opened the Dundas Post Office in Hatt’s general store, so named for its proximity to Dundas Street. Post-1814, maps would label the area as Dundas.

Throughout the first half of the nineteenth century, Dundas continued to evolve as an industrial and commercial centre. The community’s success was augmented by the opening of the Desjardins Canal in 1837, which provided direct access to Lake Ontario and national shipping routes. New and expansive market access to Dundas via the Canal attracted new entrepreneurial settlers who would go to open some of Dundas’ most renowned businesses, among them John Gartshore (1810-1873).

John Gartshore (*Figure 2*) emigrated to Upper Canada from Scotland in 1833. Having trained as a millwright in Scotland, Gartshore began to operate a mill in Fergus, Ontario until 1837, when the mill burnt to the ground. Following the outbreak of the Upper Canada Rebellion that same year, Gartshore joined a militia troop and travelled to Dundas, eventually deciding to settle in the area.<sup>19</sup> In 1838, Gartshore partnered with James Bell Ewart (1801-1853) who financed the establishment of an iron foundry, incorporated under the name of Dundas Iron Foundry and Machines Shops, and known

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<sup>16</sup> Benjamin Drew, *A Northside View of Slavery* (Boston: John P. Jewett & Co., 1856), 194-195, <https://docsouth.unc.edu/neh/drew/drew.html>.

<sup>17</sup> The term “servant” was often used as a euphemism for “slave,” which has led to the misinterpretations of historical records and an underestimation of the number of enslaved peoples residing in Upper Canada. For more information see Adrienne Shadd, “Chapter 1: The Journey Begins,” in *The Journey from Tollgate to Parkway* (Toronto: Dundurn Press, 2010).

<sup>18</sup> *Ibid.*, 97.

<sup>19</sup> “Gartshore, John,” in *Dictionary of Hamilton Biography, Volume 1*, ed. Thomas Melville Bailey (Canada: W.L. Griffin, 1981), 80.

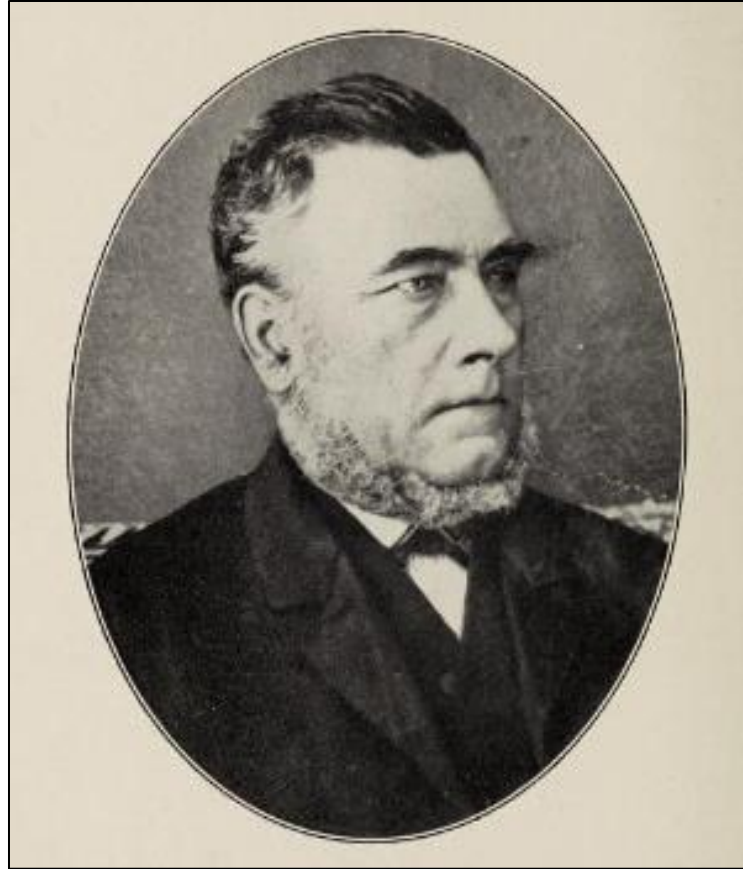


Figure 2: John Gartshore, circa 1850s (Source: *Leaves from a Lifetime* by William Moir Gartshore, page vi, <https://archive.org/details/leavesfromlifeti00wade/page/n9/mode/2up>)



Figure 3: James Bell Ewart's land holdings along Spencer Creek, 1851 (Source: McMaster University Digital Archive, <http://digitalarchive.mcmaster.ca/islandora/object/macrepo%3A61445>)

simply as the Dundas Foundry.<sup>20</sup> Ewart was a shrewd choice of partner as he had purchased Richard Hatt's New Dundas Mills property, which included water rights to Spencer Creek, the town's main source of industrial power (*Figure 3*). The first foundry building was constructed of wood and was erected in a single day with the help of other men in the community.<sup>21</sup> The Foundry initially began by manufacturing mill equipment, but quickly expanded its production line. Their first steam engine was constructed in 1844, and powered Andrew Elliott's (1809-1890) distillery in Galt (now Cambridge), Ontario.<sup>22</sup>

On October 8, 1846, disaster struck when a fire destroyed most of the property, including the main foundry building, the woodworking shop, the pattern shop, the stove assembly shop, and the moulding and blacksmiths shops, all of which were made of wood. Also lost in the fire were the workmen's tools, schematics, and books. The only buildings saved were the Gartshore home located just east of the foundry complex, and the stables. The cause of the fire was unknown. The total cost of the damage was estimated to be between £6000 and £7000 (~\$310,000-\$360,000 today) while the firm possessed an insurance policy that would only cover £1000 (~\$50,000) worth of damage.<sup>23</sup> This was a double blow for James Bell Ewart, whose grist mill in Galt had burnt down less than three years prior, again with insufficient insurance to cover the losses.<sup>24</sup>

Undeterred, Ewart financed the reconstruction of the foundry, which began as soon as the rubble was cleared from the lot. By the end of 1846, a two-storey stone foundry building (Building No. 1, *Figure 15*) had been constructed, commemorated by the datestone displayed at the centre of the end gable. A two-storey brick building (Building No. 2, *Figure 15*) was constructed at approximately the same time.<sup>25</sup> An ad in the November 13, 1846 edition of the *Dundas Warder* stated that the foundry "continues to manufacture steam boilers, thrashing machines of 2 to 8 HP [horsepower], cooking parlour & box

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<sup>20</sup> Olive Newcombe, *The Wheels of Progress* (Dundas: Dundas Historical Museum, 1980), 5.

<sup>21</sup> William James & Evelyn M. James, *Hamilton's Old Pump* (London, Ontario: Phelps Publishing Company, 1978), 98.

<sup>22</sup> James Young, *Reminiscences of the Early History of Galt and the Settlement of Dumfries in the Province of Ontario* (Toronto: Hunter, Rose & Co., 1880), 190, [https://archive.org/details/cihm\\_26166/page/n207/mode/2up](https://archive.org/details/cihm_26166/page/n207/mode/2up).

<sup>23</sup> "Fire in Dundas," *Western Globe* (London, ON), October 9, 1846, [https://www.canadiana.ca/view/oocihm.N\\_00242\\_184510/193](https://www.canadiana.ca/view/oocihm.N_00242_184510/193).

<sup>24</sup> Young, *Reminiscences of the Early History of Galt*, 190.

<sup>25</sup> Ian S. Gartshore & Sondra (Gartshore) Jernigan, *An Engineering Entrepreneur in Early Canada: John Gartshore in the 1800s* (Nepean: Engineering Institute of Canada, 2003), 4

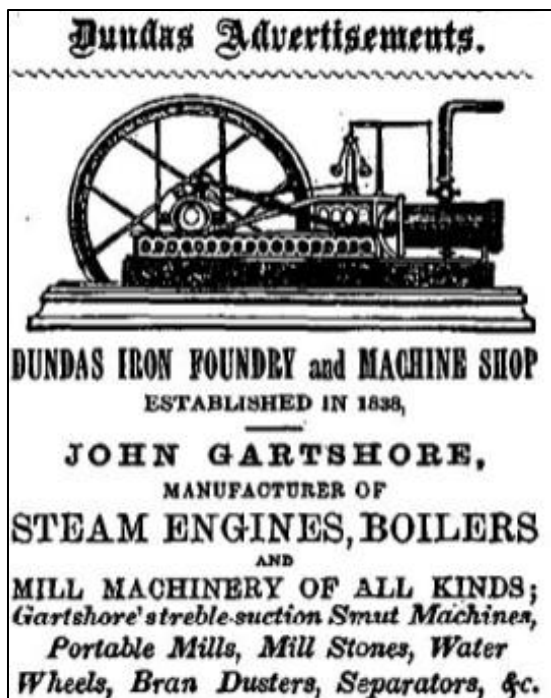


Figure 4: Advertisement for the Dundas Iron Foundry and Machine Shop, 1863 (Source: Canadian Illustrated News, Vol. 1, no. 20, March 28, 1863)



Figure 5: Walking beam of one of the steam engines produced for the Hamilton Water Works in 1859 by the Dundas Foundry following its restoration in 1998 (Source: <https://esemag.com/archives/november-1998-hamiltons-historic-waterworks-steam-engines-now-restoredto-mint-condition/>)

stoves...etc.”<sup>26</sup> By January 13, 1847, the foundry had begun fulfilling orders placed prior to the fire and was fully operational by March of 1847.<sup>27</sup>

The Dundas Foundry produced internationally-famed large machinery, including steam engines and boilers for Hamilton Water Works (*Figure 5*), the Great Western Railway, Toronto Water Works, and more. The business began as one factory, but quickly expanded to include a brass foundry, a boiler shop, a moulding shop, a forge, a machine shop, and a pattern shop, all located along Hatt Street.<sup>28</sup> Despite its success, the Dundas Foundry ran into financial difficulties. Following the death of partner James Bell Ewart in 1853, his creditors sued Ewart’s estate. The estate in turn looked to John Gartshore to repay money he owed Ewart. Coupled with a national economic downturn beginning in the late 1850s, the company began to falter. John Gartshore’s son Alexander (1839-1904) joined the firm as a partner in 1865 and a payment schedule was devised; however, the company soon began to default on payments, and ceased operations in December of 1869.<sup>29</sup>

While in operation, the Dundas Foundry was one of the most prominent manufacturing firms in the province, producing most of the mill machinery for saw and grist mills built in Ontario between 1838 and 1869, including the machinery used at the Dundas Cotton Mills. In 1864 the Dundas Foundry employed 110 men and boys with a weekly payroll of \$750, making it one of the largest employers in Dundas.<sup>30</sup> The foundry was also well known for its training of apprentices. Many apprentices of the Dundas Foundry went on to become prominent industrialists and manufacturers in their own right, including John Inglis (1823-1899) of John Inglis and Co. in Toronto (now Whirlpool Canada), and John Bertram (1829-1906) and Robert McKechnie (1835-1909) who founded McKechnie & Bertram, later known as Bertram & Sons Co., in Dundas.

Also among these apprentices was Thomas Wilson (1828-1891), who had joined the Dundas Foundry as an apprentice in 1845 at the age of 18 and was later employed at the foundry as an engineer. In January of 1870 Wilson, alongside three other apprentices-turned-employees, Walter Bastable, Alexander Barry, and David Scott, began leasing the property from Ewart’s estate, renaming it the Dundas Foundry and operated it as Thomas Wilson & Co. Two more partners, Thomas Howe (1818-1871) and Duncan MacFarlane (1834-1882), joined the company soon afterwards.<sup>31</sup> The foundry continued to produce engines, boilers, and mill machinery, providing the

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<sup>26</sup> Ibid., 5.

<sup>27</sup> Jacob Keefer, *Journal of Jacob Keefer, 1846-1854*, January 13, 1846, Canadiana Héritage, accessed January 9, 2023, [https://heritage.canadiana.ca/view/occihm.lac\\_reel\\_c4499/5](https://heritage.canadiana.ca/view/occihm.lac_reel_c4499/5).

<sup>28</sup> Newcombe, *The Wheels of Progress*, 5.

<sup>29</sup> Ibid., 7.

<sup>30</sup> Ibid.

<sup>31</sup> Shelley Wall, “Wilson, Thomas,” in *Dictionary of Hamilton Biography Volume II 1876-1924*, ed. Thomas Melville Bailey (Canada: W. L. Griffin Printing Limited, 1991), 187.

engines and boilers for the Great Lakes Ferry *Huron* and pipes for the Toronto Water Works, reaching its peak prosperity within five years of opening. By the end of 1879 however, Thomas Wilson was the only remaining partner and the business had begun to flounder. Alexander Barry and Duncan MacFarlane retired in 1876, and Walter Bastable in 1879; David Scott died, and Thomas Howe was killed in an accident at the foundry when an overloaded crane collapsed in 1871.<sup>32</sup> The foundry continued to struggle throughout the 1880s before eventually shuttering in 1889.

The property was purchased in April of 1890 by John D. Pennington (1849-1938) and Edgar Baker (1860-1954), who in 1884 had started a woodworking business manufacturing school desks and wooden boxes on which to mount Bell telephones known as the Pennington-Baker Seating Company. By 1890, further space was needed, and the pair purchased the property at 64 Hatt Street. In 1901 Edgar Baker retired, and in 1903 the business was reincorporated under the name Valley City Seating Company. Their product line shifted from manufacturing school desks to church furniture and pews for religious institutions across the country. In addition to church furnishings, the company was also contracted in the late 1910s by architect John A. Pearson to manufacture members' desks, sideboards, serving tables, and mirrors for the newly constructed Centre Block on Parliament Hill, with many of the high-quality pieces being used into the 1960s (*Figure 9*).<sup>33</sup>

Several modifications were made to accommodate the conversion of the building from an iron foundry to a furniture manufacturer. A rear brick extension (building No. 5) was added to building No. 2 circa 1900. Around the same time, building No. 1 was extended south to meet the north wall of a storage and finishing building (building No. 3) just north of Spencer Creek. A dry kiln (No. 6), used to dry lumber, was constructed at the west end of the complex circa 1910. In addition, an office was built (No. 7), adjoining the east wall of the building No. 1. The chimney (No. 12) was also erected in 1910 after a boiler was installed to heat the complex. Sometime between 1905 and 1924, a one-storey brick extension (No. 8) was added to the eastern wall of building No. 3.

John D. Pennington continued to operate the Valley City Seating Company until 1929. While the 1920s had been prosperous, Pennington retired and turned the business over to his two sons, Edward D. Pennington (1877-?) and Charles W. Pennington (1889-1958), on the eve of the Great Depression. By 1937, there was very limited new construction occurring, and the company filed for bankruptcy. During this period Hamilton businessman and owner of the Pigott Construction Company, Joseph M.

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<sup>32</sup> Ivan S. Brooks "Prosperity for Shipbuilders," in *Hamilton Harbour, 1826-1901* (unpublished manuscript, accessed December 16, 2022),

<https://www.maritimehistoryofthegreatlakes.ca/documents/brookes/default.asp?ID=Y1870>.

<sup>33</sup> "Furniture," House of Commons, Parliament of Canada, accessed January 25, 2023, [2https://www.ourcommons.ca/About/HistoryArtsArchitecture/decorative\\_arts/furniture-e.htm](https://www.ourcommons.ca/About/HistoryArtsArchitecture/decorative_arts/furniture-e.htm).



Figure 6: 64 Hatt Street c. 1895 (Source: Hamilton Public Library [http://preview.hpl.ca:8080/Sites/#1672756179052\\_10](http://preview.hpl.ca:8080/Sites/#1672756179052_10))



Figure 7: What is believed to be the interior to Valley City Seating, c. 1900-1920. Perhaps interior of Building No. 1 (Source: Dundas Museum & Archives <https://collections.dundasmuseum.ca/index.php/Detail/objects/20363>)





Figure 8: Ad for the Valley City Seating Company, 1905 (Source: *The Manufacturers' List Buyers Guide of Canada*, page 59)



Figure 9: Members' double desk used in the House of Commons, manufactured by the Valley City Seating Company c. 1920 (Source: [https://www.ourcommons.ca/About/HistoryArtsArchitecture/decorative\\_arts/furniture/desks/6011-e.htm](https://www.ourcommons.ca/About/HistoryArtsArchitecture/decorative_arts/furniture/desks/6011-e.htm))

Pigott (1885-1969) (*Figure 10*), began financially supporting several local businesses, among them the Valley City Seating Company, whom he awarded a contract to supply furniture to the St. Thomas Psychiatric Hospital. Efforts to reinvigorate the business failed, and in 1941 Pigott directly took over the business, hiring Nelson Crockford (1913-1999) to manage the facility.<sup>34</sup>

While there continued to be limited construction, and therefore no need for new furniture, the onset of the Second World War brought on new production demands. At that time, the Otis-Fensom Elevator Company of Hamilton was producing Bofors anti-aircraft guns, and Valley City began manufacturing wooden cases for the guns.<sup>35</sup> The end of the Second World War saw a housing boom as troops returned from the front, which in turn stimulated the furniture market. In 1950, Pigott sold Valley City to manager Nelson Crockford, who renamed it Valley City Manufacturing, and the product line evolved to serve institutional markets, manufacturing school and hospital lab furniture.<sup>36</sup>

Between 1959 and 1964, the factory doubled in size with the addition of an east wing (building No.10), new office space (No. 11), and the expansion of the manufacturing area (No. 9).<sup>37</sup> Valley City prospered between the 1950 and the 1970, as new schools and universities were constructed to support the post-war baby boom. By 1968, the business employed over 200 people. In 1974, the business again expanded when they purchased the adjacent property, 65 Hatt Street, to be used as an upholstery and storage space. However, business began to decline in the 1970s, and the company again pivoted its production, releasing furniture for university dorms, old age homes, and hotels, while still producing laboratory equipment. In 1978, Nelson Crockford retired and was succeeded by his son Bob Crockford, who solidified Valley City's position as a supplier of laboratory furniture. In 2005, lab furniture accounted for approximately 80% of all business, with the other 20% being specialty seating and custom woodwork. Approximately 90% of all products were exported to the United States.<sup>38</sup>

Following the 2008 financial crisis, many institutions switched to cheaper metal furniture, and demand for custom woodworking projects significantly decreased. After over 120 years of operation in Dundas, Valley City Manufacturing closed in January of 2012, but retained ownership of the property until 2017. The property currently operates as a commercial leasing space.

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<sup>34</sup> Steve Arnold, "A Century of Furniture Making Comes to an End in Dundas," *Hamilton Spectator* (Hamilton, ON), December 23, 2011, <https://www.thespec.com/business/2011/12/23/a-century-of-furniture-making-comes-to-an-end-in-dundas.html>.

<sup>35</sup> Margaret Lindsay Holton, "Location, Location, Location: Valley City in Dundas is Back," *Raise the Hammer*, May 1, 2014, <https://www.raisethehammer.org/article/2167/>.

<sup>36</sup> Arnold, "Century of Furniture Making."

<sup>37</sup> "Valley City Manufacturing Company Ltd. Erects New Addition to Hatt Street Plant This Active Company Came to Dundas 1899," *Dundas Star News* (Dundas, ON), May 24, 1961.

<sup>38</sup> Arnold, "Century of Furniture Making."



*Figure 10: Joseph M. Pigott (left) presenting Mayor Lloyd D. Jackson (right) the keys to newly constructed Hamilton City Hall, October 24, 1960 (Source: [http://preview.hpl.ca:8080/Sites/index.jspx#1674766007175\\_2](http://preview.hpl.ca:8080/Sites/index.jspx#1674766007175_2))*

### 3.3. Contemporary Context

The subject property is located on the southeast corner of McMurray Street and Hatt Street. The areas immediately north, east, and west feature variably sized commercial buildings that possess various setbacks, heights, and styles, constructed in the mid-nineteenth to early-twenty-first century, whereas the south of the property borders long Spencer Creek. The streetscape is largely characterized by commercial driveways, parking lots, and businesses set close to the road.



Figure 11: Looking east on Hatt Street, 64 Hatt Street seen at right (January 2023)



Figure 12: Looking east on Hatt Street (January 2023)



*Figure 13: Looking west on Hatt Street, 65 Hatt Street on right (January 2023)*



*Figure 14: Looking west on Hatt Street (January 2023)*

## 4. Property Description

The 1.09-ha property at 64 Hatt Street is comprised of 12 structures between one and two-and-a-half storeys, located at the southeast corner of Hatt and McMurray Street in the community of Dundas. The 12 structures have been numbered for clarity (*Figure 15*).



*Figure 15: Breakdown of building locations*

### 4.1. Evolution of Buildings and Landscape

The complex has undergone several alterations since Building No. 1 and Building No. 2 were constructed after the fire of 1846. The most notable alterations that have taken place include:

- The addition of a two-storey, brick building directly north of Spencer Creek, identified as Building No. 3 (after 1851 but pre-1875)
- The addition of two-storey, brick building between the west wall of building No. 1 and the east wall of Building No. 2, identified as building No. 4 (after 1851 but pre-1875)
- The addition of a two-storey brick extension on the southern wall of building No. 2, identified as building No. 5 (c. 1900)
- The addition of a two-storey brick extension on the southern wall of building No. 1 (c. 1904)

- The addition of a one-storey brick and iron dry kiln, identified as building No. 6 (c. 1910)
- The construction of the freestanding brick chimney, likely installed the same time as the cast-iron boiler used to heat the factory, identified as structure No. 12 (c. 1910)
- The addition of two-storey brick building abutting the east wall of Building No. 2, identified as Building No. 1 (c. 1910)
- The addition of a one-storey brick extension on the eastern wall of Building No. 4, identified as Building No. 14 (between 1905 and 1924)
- Closing of the mill race (between 1914 and 1924)
- The addition of a one storey concrete block extension to the west wall of Building No. 13 (1946)
- The addition of a one-storey concrete block extension to the north wall of Building No. 13 (1957)
- The addition of Building Nos. 7 and 9, constructed of two-storey concrete block, essentially enclosing Building Nos. 4 and 14 on three sides (1960)
- The addition of a two-storey concrete block building with brick façade adjoining the east wall of Building No. 1 and the north wall of Building No. 7, identified as Building No. 8 (1960)
- The addition of a commercial office front with multi-panel picture window, door, and transom window, on the north façade of Building No. 1, replacing a window (c. 1934-1974)
- The purchase of adjacent property, 65 Hatt Street, used as upholstery and storage (1974, sold in 2012)
- Demolition of the northern portion of Building No. 13 (2010)
- The north brick façade of Building No. 8 and rear of Buildings No. 5 and 6 being painted white (2020)
- The bricking over of two windows on the west wall and two windows on the south wall of Building Nos. 5 and 6 (date unknown)
- The bricking over of a doorway and service entrance on the west wall of Building Nos. 5 and 6 (date unknown)
- The addition of a second-storey fire escape on the west wall of Building Nos. 5 and 6, replacing a window (date unknown)

## 4.2. Building Description

The property is comprised of 12 structures between one- and two-and-a-half storeys, constructed between the mid-nineteenth and mid-twentieth centuries in a vernacular style. Its features include:

- Stone lintels and sills, six-over-six sash windows, 2 six pane windows, even course sandstone façade, end gable roof, and date stone inscribed with “A.D. 1846” set in the middle of the end wall of Building No. 1;
- Stone sills and lintels, twelve pane windows, radiating voussoirs, and outline of the original salt box style roofline of Building No. 2 (*Figure 16*);
- Stone sills and lintels and twelve pane windows of Building No. 4;
- Radiating voussoirs, base corbelling, stone lintels and sills, six-over-six sash windows, and front entryway with decorative pilasters, entablature, leaf motif, and decorative glass transom of Building No. 7 (*Figure 15*);
- Stone sills and lintels, base corbelling, and decorative concrete panel featuring a tree, set square, T-square, compass, and circular saw of Building No. 11. (*Figure 17*)



*Figure 16: Details on door of Building No. 7 (December 2022)*





Figure 17: West wall of Building Nos. 2 and 5. Notice the difference in the colour of the brick, marking the former roofline of Building No. 2 (December 2022)



Figure 18: Details of decorative concrete panel on Building No. 11 (January 2023)

## 5. Cultural Heritage Assessment

The following is an evaluation of the cultural heritage value or interest of the subject property, in accordance with *Ontario Regulation 9/06*, as amended by *Ontario Regulation 569/22*:

### 5.1. Criteria for Determining Cultural Heritage Value or Interest

According to Subsection 1 (2) of *Ontario Regulation 9/06*, Criteria for Determining Cultural Heritage Value or Interest, a property may be designated under section 29 of the *Ontario Heritage Act* if it meets two or more of the following criteria:

1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to the community.
5. The property has historical value or associative value because it yields or has the potential to yield, information that contributes to the understanding of a community or culture.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark.

#### 5.1.1. Design / Physical Value (Criteria 1-3)

The property located at 64 Hatt Street is comprised of 12 vernacular buildings ranging between one and two and a half storeys, constructed between the mid-nineteenth and mid-twentieth centuries. The physical value of the property lies in the fact that building Nos. 1 and 2 are rare and unique examples of pre-Confederation architecture in Upper Canada and are two of the oldest extant industrial buildings in Dundas.

### **5.1.2. Historical / Associative Value (Criteria 4-6)**

The historical value lies in its association with individuals significant to the community, including John Gartshore (1810-1873), a local industrialist and manufacturer. In 1838, Gartshore established the Dundas Iron Foundry & Machine Shop in partnership with James Bell Ewart (1801-1853). The foundry produced internationally renowned large machinery, including steam engines and boilers for the Hamilton Water Works, the Great Western Railway, and Toronto Water Works. Gartshore was also well known for the training of apprentices at his foundry. Many apprentices went on to become industrialists in their own right, including John Inglis (1823-1899) of John Inglis & Co. (now Whirlpool Canada), and John Bertram (1829-1906) and Robert McKechnie (1835-1909), who founded McKechnie & Bertram, later known as Bertram & Sons Co., in Dundas.

The historical value of the property also lies in its association with James Bell Ewart (1801-1853), a businessman and politician. In addition to financing the Dundas Foundry & Machine Shop, Ewart opened in the community's first bank and invested in transportation projects such as the Desjardins Canal, the London and Gore Rail Road, and the Great Western Rail Road to increase access to Dundas' industries. Ewart was also a leading figure in Dundas' social and political circles, serving as a justice of the peace, the postmaster, and the president of the town council.

Additionally, the historical value of the property lies in its association with Valley City Manufacturing, which operated out of the property for more than 120 years, manufacturing furniture for schools, churches, and laboratories. In the late 1910s, the company was also contracted by architect John A. Pearson (1867-1940) to manufacture furniture for the newly constructed Centre Block on Parliament Hill, with many pieces being used into the 1960s. In 1937, the company was taken over by Hamilton construction magnate Joseph M. Pigott (1885-1969). Under Pigott, the company was contracted by the Otis-Fensom Elevator Company in Hamilton to manufacture wooden cases for the Bofors anti-aircraft guns with shaped sockets for each part and tool so the guns could be assembled in the dark.

### **5.1.3. Contextual Value (Criteria 7-9)**

The property is important in defining the character of the area. The property defines the historic character of Hatt Street and the community of Dundas, serving as a physical reminder of the former Town's past as a manufacturing and industrial centre. The setting of the property defines the historic character of Hatt Street, with the north elevation and roofline featuring distinctive architectural details, including the pre-Confederation cut sandstone façade, twentieth century corbelled brick course, and tall

brick chimney. The property stands out from the surrounding mid-twentieth century streetscape and buildings that are prevalent along Hatt Street. The property is also visually, functionally, and historically linked to its surroundings. The property's location along Spencer Creek, which provided power to the foundry, and near historic transportation corridors was crucial to its early and continued success. The property is also a local landmark, having been featured in several Dundas publications and local walking tours.

## 5.2. Recommendations

The property located at 64 Hatt Street, Dundas, satisfies the criteria established in *Ontario Regulation 9/06*. Therefore, the subject property warrants protection under the *Ontario Heritage Act* through designation and/or the negotiation of a heritage conservation easement agreement in accordance with the following Description of Property, Statement of Cultural Heritage Value or Interest, and Description of Heritage Attributes:

### Description of Property

The 1.09-hectare property at 64 Hatt Street is a former industrial complex comprised of 12 structures ranging from one- to two-and-a-half storeys, constructed between the mid-nineteenth and mid-twentieth centuries, located on the southeast corner of Hatt and McMurray Streets in the community of Dundas in the City of Hamilton.

### Statement of Cultural Heritage Value or Interest

The property located at 64 Hatt Street, known as the former Dundas Foundry and Valley City Manufacturing, is comprised of 12 vernacular buildings constructed between the mid-nineteenth and mid-twentieth centuries. The physical value of the property lies in the fact that it is comprised of two rare and unique examples of pre-Confederation architecture in Upper Canada, which are two of the oldest extant industrial buildings in Dundas.

The historical value of the property lies in its direct association with several prominent figures in Dundas' history, including John Gartshore (1810-1873) and James Bell Ewart (1801-1853), and its association with the former Dundas Foundry and Valley City Manufacturing. In 1838, Gartshore established the Dundas Iron Foundry & Machine Shop in partnership with Ewart. The foundry produced internationally renowned large machinery, including steam engines and boilers for the Hamilton Water Works, the Great Western Railway, and Toronto Water Works. Gartshore was also well known for the training of apprentices at his foundry. Many apprentices went on to become industrialists in their own right, including John Inglis (1823-1899) of John Inglis & Co. (now Whirlpool Canada), and John Bertram (1829-1906) and Robert McKechnie (1835-1909), who founded McKechnie & Bertram, later known as Bertram & Sons Co., in

Dundas. In addition to financing the Dundas Foundry & Machine Shop, Ewart opened the community's first bank and invested in transportation projects such as the Desjardins Canal, the London and Gore Rail Road, and the Great Western Rail Road to increase access to Dundas' industries. Ewart was also a leading figure in Dundas' social and political circles, serving as a justice of the peace, the postmaster, and the president of the town council.

Additionally, the historical value of the property lies in its association with Valley City Manufacturing, which operated out of the property for more than 120 years, manufacturing furniture for schools, churches, and laboratories. In the 1910s, the company was contracted by architect John A. Pearson (1867-1940) to create furniture for Centre Block on Parliament Hill. In 1937, the company was taken over by Hamilton construction magnate Joseph M. Pigott. Under Pigott, the company was contracted by the Otis-Fensom Elevator Company in Hamilton during the Second World War to manufacture wooden cases for the Bofors anti-aircraft guns with shaped sockets for each part and tool so the guns could be assembled in the dark.

The contextual value of the property lies in its role in defining the character the area, serving as a reminder of Dundas' past as an industrial and manufacturing centre. The setting of the property defines the historic character of Hatt Street and the community of Dundas, with the north elevation and roofline featuring distinctive architectural details. The property is visually, functionally, and historically linked to its surroundings, comprised of a former industrial complex located along Spencer Creek, which provided power to the historic foundry, and near historic transportation corridors that were crucial to its early and continued success. The property is also considered to be a local landmark.

## **Description of Heritage Attributes**

The key attributes that embody the cultural heritage value of the property as a unique, rare and early example an industrial complex and pre-Confederation architecture and its historical association with the Dundas Foundry and previous owners John Gartshore and James Bell Ewart, include the:

- Front (north) elevation and roofline of the circa 1846 central two-and-a-half storey stone structure including its:
  - Even coursed, cut sandstone construction;
  - Front gable roof with central stone chimney and date stone inscribed with "A.D. 1846";
  - Flat-headed window openings with stone lintels and sills;
  - Two six-pane windows below the gable;
  - Six-over-six hung wood windows in the second storey; and,
  - Twelve-pane wood windows in the first storey;

- Front (north) elevation and roofline of the circa 1850s western central two-storey brick structure including its:
  - Brick construction laid in Common bond;
  - Side gable roof with corbelled brick chimney; and,
  - Three bays of segmentally-arched window openings with radiating brick voussoirs, stone sills and twelve-pane wood windows;
- Front (north) and side (west) elevations and roofline of the circa 1850s western end two-storey brick structure including its:
  - Six bays of flat-headed window openings in the front (north) elevation with stone lintels and sills;
  - Combination of flat-headed and segmentally-arched window openings in the side (west) elevation with their stone lintels, brick voussoirs and sills; and,
  - Twelve-pane wood windows in the front (north) and side (west) elevations;

The key attributes that embody the cultural heritage value of the property as a unique and rare example an industrial complex and its association with Valley City Manufacturing include the:

- Front (north) elevation of the eastern central circa 1910 two-storey brick structure including its:
  - Corbelled brick course and pilasters;
  - Segmentally-arched window openings with brick voussoirs, stone sills and six-over-six hung wood windows;
  - Ground-floor entrance with decorative pilasters, entablature, leaf motif, and glass transom; and,
  - Ground-floor commercial entrance with nine-pane picture window, transoms, plain dentilated cornice and single entrance door;
- Front (north) elevation of the circa 1960 eastern end two-storey brick structure including its:
  - Flat-headed window openings with plain sills;
  - Brick base corbelling; and,
  - Decorative concrete panel featuring a tree, set square, T-square, compass, and circular saw;

The key attributes that embody the contextual value of the property as a defining feature of the historical character of Hatt Street and as a local landmark include its:

- Location along Spencer Creek;
- Orientation and location fronting onto Hatt Street; and,
- Tall brick chimney.

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<https://archive.org/details/leavesfromlifeti00wade/mode/2up>.

Photograph No. 32022189053941. No date. "Daily Passenger Service on the Hamilton

& Dundas Street Railway." Hamilton Public Library Local History and Archives.  
Photograph No. 32022189053933. 1875. "First Toronto, Hamilton & Buffalo Railway  
Train into Dundas 1875." Hamilton Public Library Local History and Archives.  
Photograph No. 32022189054808. P.A. Gross. No Date. "Foundry and Engine Works of  
Thomas Wilson & Co." Hamilton Public Library Local History and Archives.  
Photograph No. 320221890787708. 1960. "Keys to Hamilton City Hall." Hamilton Public  
Library Local History and Archives.  
Photograph No. GN-0147. 1912. "View of Dundas from the Hog's Back." Dundas  
Museum & Archives.  
Photograph No. P-1965. No date. "Spencer Creek and Valley City Manufacturing – the  
back of the factory." Dundas Museum & Archives.  
Photograph No. P-2462. W.W. Forsythe. No date. "The interior of a workshop, possibly  
the carpentry shop of Valley City Manufacturing." Dundas Museum & Archives.

## Appendix A: Location Map

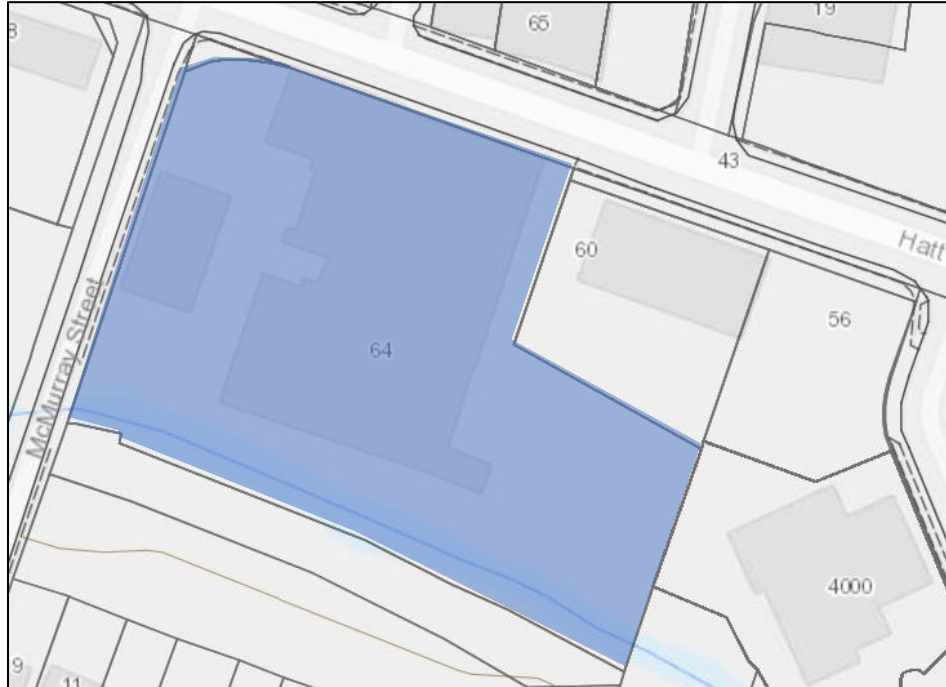


Image 1: Map of subject property and surrounding area, City of Hamilton, GISNet

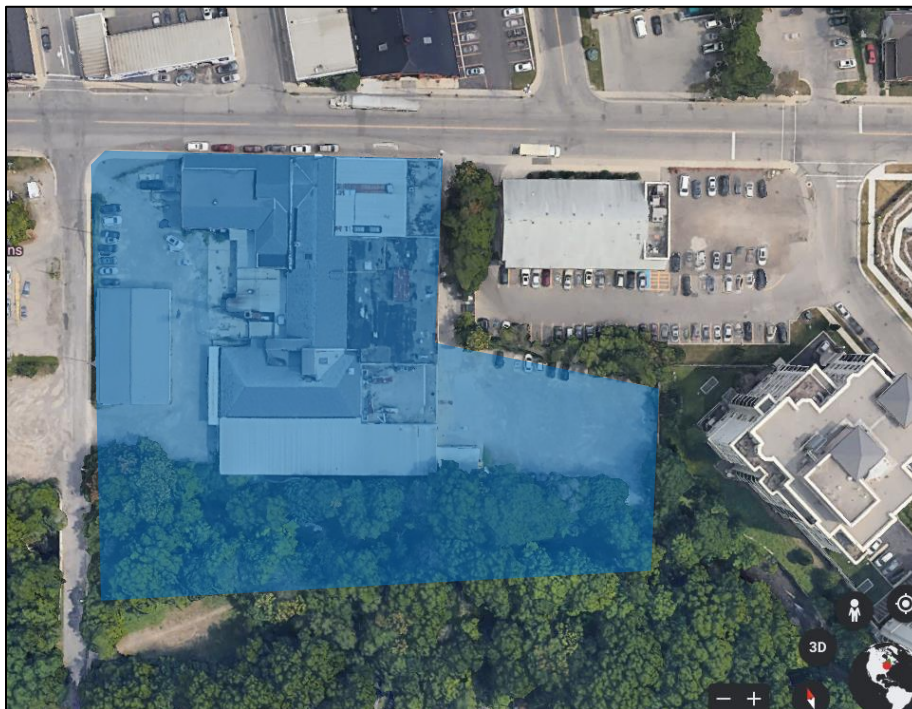


Image 2: Aerial view of subject property and immediate vicinity, City of Hamilton, GISNet

## Appendix B: Photographs



*Image 3: Northern elevation, Building No. 1 (December 2022)*



*Image 4: Northern elevation (from left to right), Building Nos. 11, 7, & 1 (December 2022)*



*Image 5: Entrance to Building No. 7 (December 2022)*



*Image 6: Close-up on details of entrance to Building No. 7 (December 2022)*



*Image 7: Detail of sign on Building No. 7, east of entrance which reads “Rojust Holdings Limited, The Valley City Manufacturing Company Limited 64 Hatt Street Dundas Ontario Founded 1884” (December 2022)*



*Image 8: Closeup of cement plaque on the northeast corner of Building No. 11, featuring a tree, set square, T-square, compass, and circular saw, common symbols of the woodworking profession (December 2022)*



*Image 9: Eastern elevation, east wall of Building No. 11 (December 2022)*



*Image 10: Northern elevation (from left to right), Building Nos. 1, 4, and 2 (December 2022)*



Image 11: Western elevation, Building Nos. 2, 5, and 3 (December 2022)



Image 12: 64 Hatt Street, looking east, Building No. 6 on far right (January 2023)





*Image 13: Closeup of chimney (January 2023)*



*Image 14: 64 Hatt Street looking west (January 2023)*

## Appendix C: Historical Images

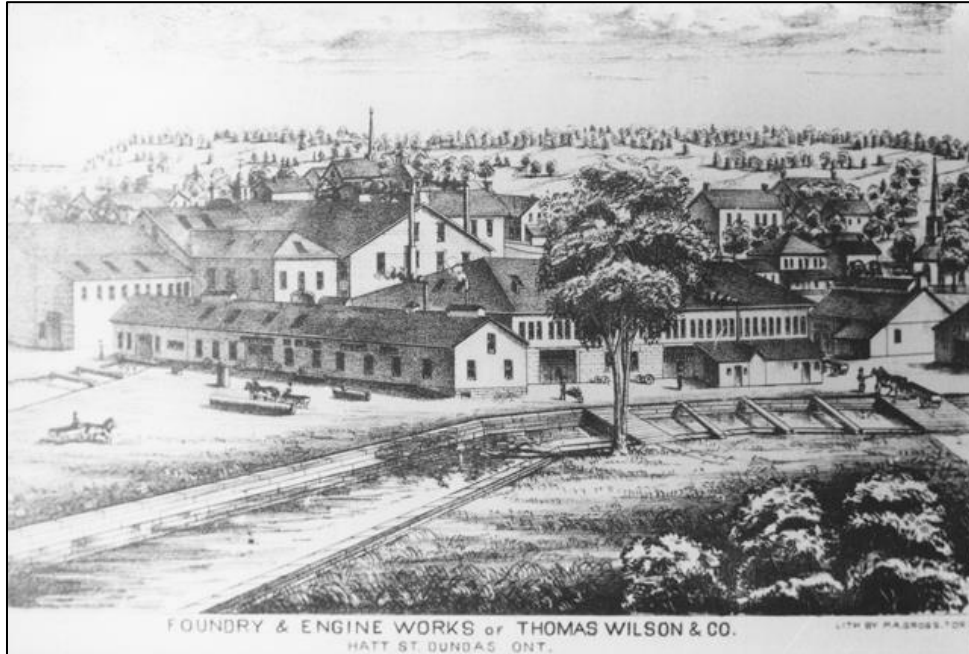


Image 15: Lithograph by P.A. Gross, looking northeast from Spencer Creek, 1875. (Source: [http://preview.hpl.ca:8080/Sites/#1673019295761\\_2](http://preview.hpl.ca:8080/Sites/#1673019295761_2))

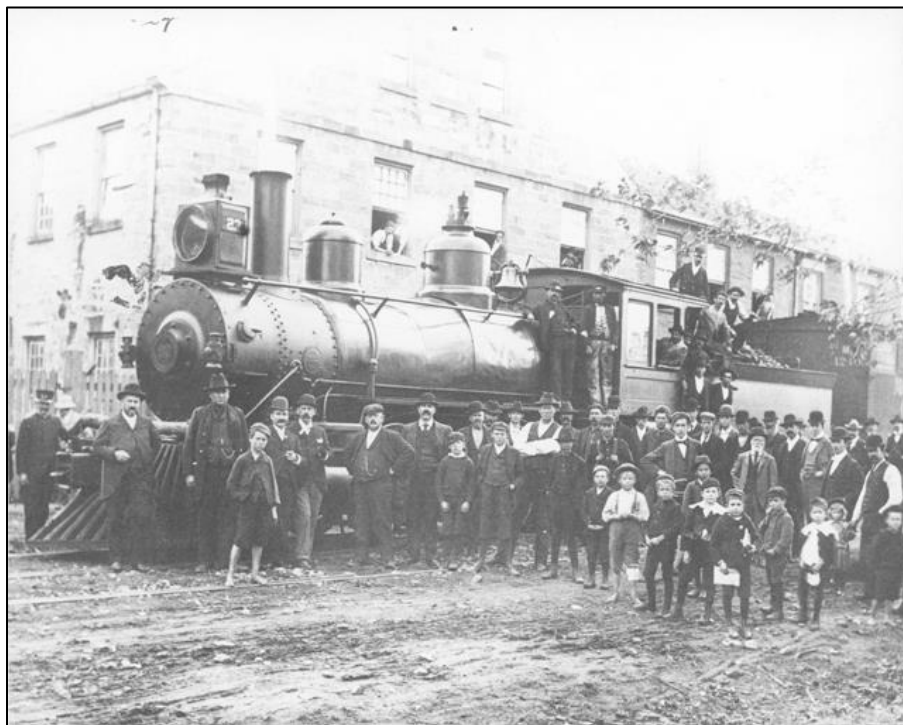


Image 16: First Toronto, Hamilton and Buffalo Railway train in Dundas, seen in front of Building No. 2 of 64 Hatt Street, 1875. (Source: Hamilton Public Library, [http://preview.hpl.ca:8080/Sites/#1672756170080\\_8](http://preview.hpl.ca:8080/Sites/#1672756170080_8))



Image 17: Photograph of Hamilton & Dundas Street Railway line out front of 64 Hatt Street, c. 1895. (Source: Hamilton Public Library, [http://preview.hpl.ca:8080/Sites/#1672756179052\\_10](http://preview.hpl.ca:8080/Sites/#1672756179052_10))



Image 18: View of Dundas from behind Spencer Creek, looking east, 1912. Subject property circled in red. (Source: Dundas Museum & Archives, <https://collections.dundasmuseum.ca/index.php/Detail/objects/27363>)



Image 19: View of Valley City Manufacturing from Spencer Creek, looking northeast, c. 1900-1920 (Source: Dundas Museum & Archives, <https://collections.dundasmuseum.ca/index.php/Detail/objects/19865>)



Image 20: Interior of a workshop, possibly the workshop of Valley City Seating Manufacturing, c. 1900-1920 (Source: Dundas Museum & Archives <https://collections.dundasmuseum.ca/index.php/Detail/objects/20363>)

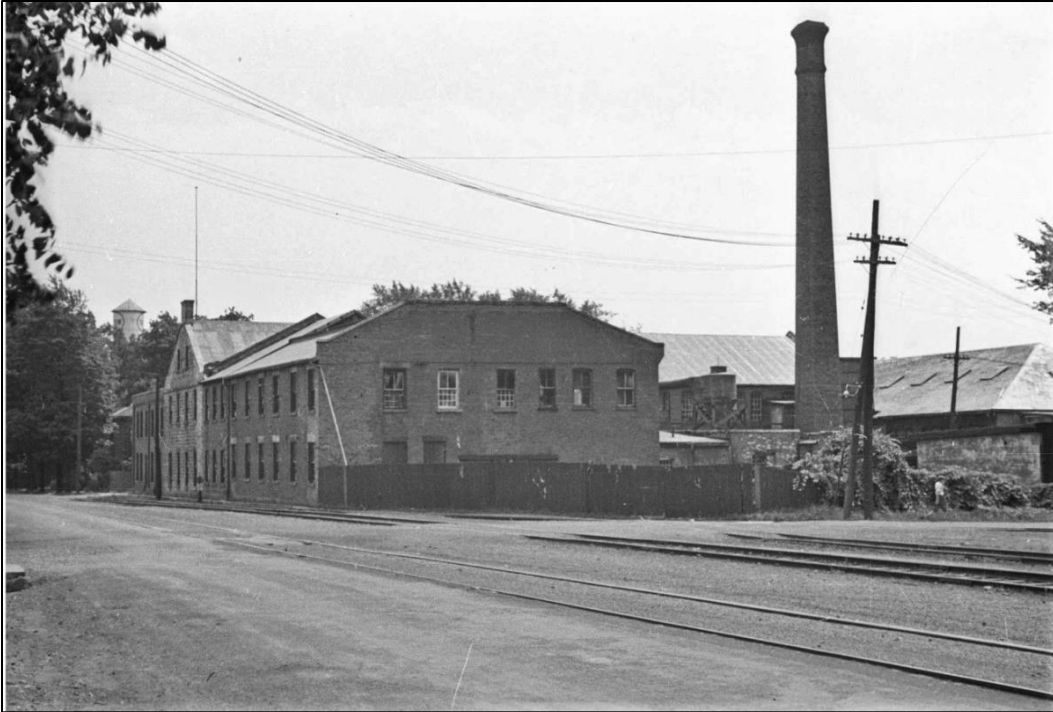


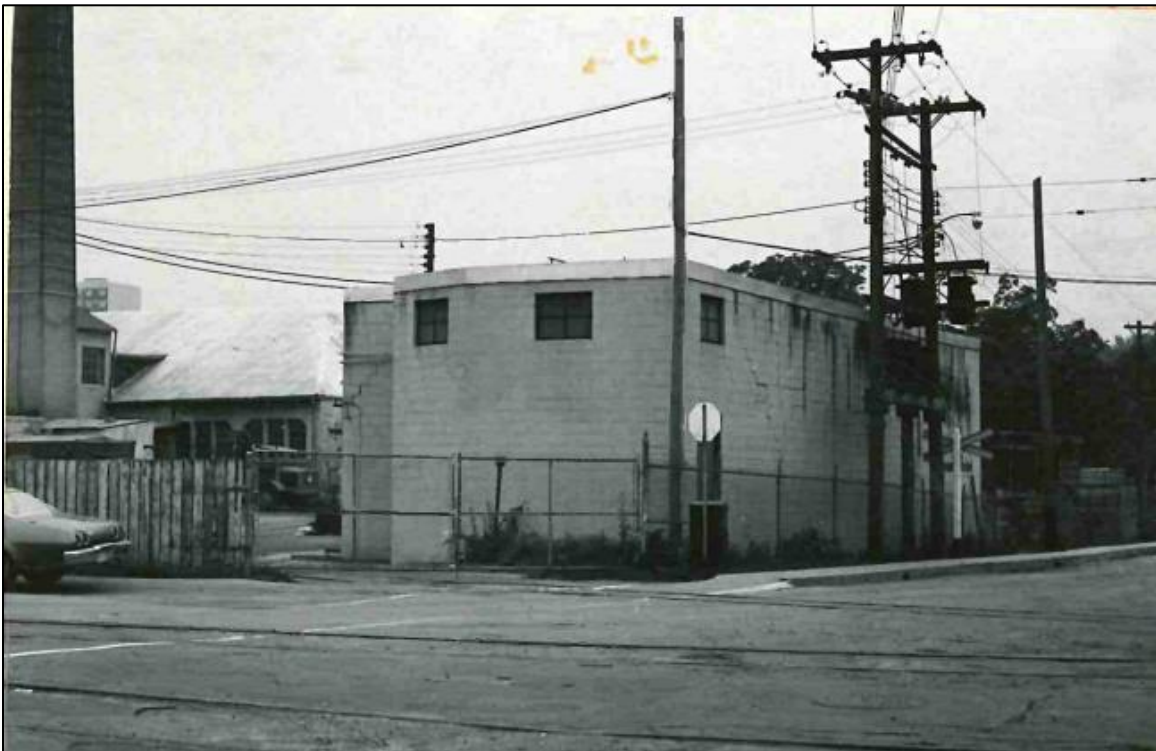
Image 21: View of Valley City Seating Company, looking east 1934 (Source: Vintage Hamilton <https://www.facebook.com/VintageHamilton/photos/a.482033535148278/3846466158704982/?type=3>)



Image 22: East wing, Dundas Central Business District by Hamilton-Wentworth Regional Planning Department, 1974



*Image 23: West wing, Dundas Central Business District by Hamilton-Wentworth Regional Planning Department, 1974*



*Image 24: Dry kiln on the southeast corner of Hatt & McMurray, Dundas Central Business District by Hamilton-Wentworth Regional Planning Department, 1974*

## Appendix D: Plans and Mapping



Image 25: Map of the Town of Dundas in the Counties of Wentworth and Halton, Canada West, 1851, Marcus Smith (Excerpt showing location of subject property highlighted in red)

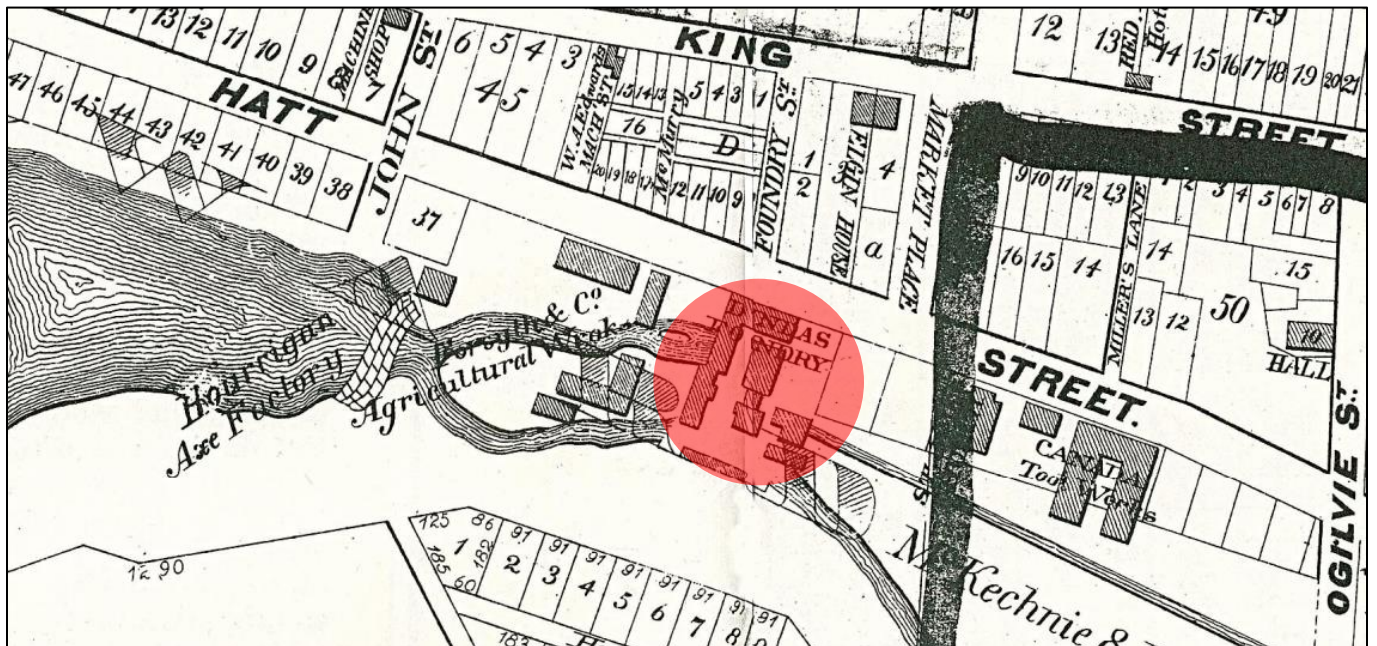


Image 26: Wentworth County Atlas Map, Dundas, 1875 (Excerpt showing location of subject property highlighted in red)

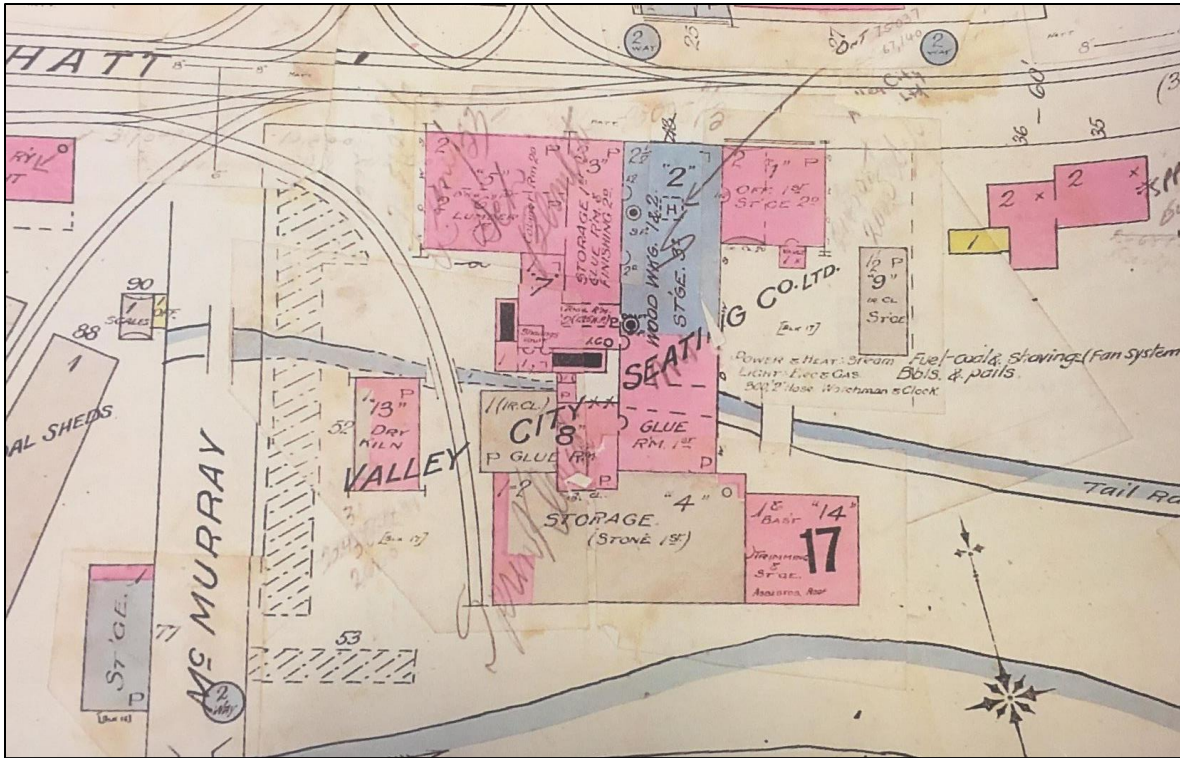


Image 27: Fire Insurance Plan for the Town of Dundas, Ont. 1905 revised to 1914

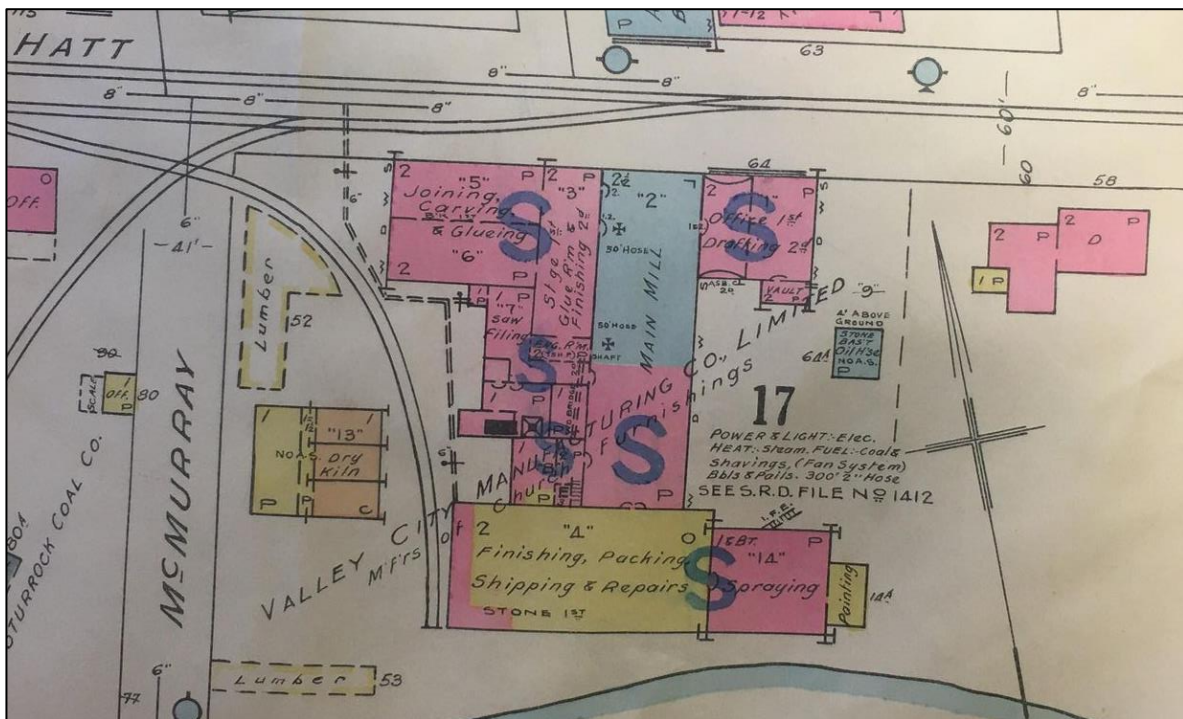


Image 28: Fire Insurance Plan for the Town of Dundas, Ont. 1951



## Appendix E: Ownership History

Year	Name of Owner	Number of Acres
c. 1800	Richard Hatt	
1819	John Ogilvy Hatt	
1835	James Bell Ewart	
1853	Estate of James Bell Ewart	
1890	John D. Pennington & Edgar Baker	2.69
1901	John D. Pennington	2.69
1929	Charles Pennington and Edward Pennington	2.69
1941	Joseph M. Pigott	2.69
1950	Nelson Crockford	2.69
1976	336477 Ontario Limited	2.69
2008	Rojust Holdings Limited	2.69
2017	64 Hatt St Investments	2.69