



NEWSLETTER May 2019

PRESIDENT'S REPORT

The CIHC continues to find new ways to highlight Brantford's fascinating history. A few examples: We are exploring the past of the Cockshutt Moulded Aircraft Plant on Mohawk Street, and proposing a display of industrial art for the new City Hall. We are scoping out a self-guided tour of former factory sites, and preparing to apply for an historic plaque. Our publication program continues to expand, too. You will see a list elsewhere in this Newsletter of our catalogue items, and we have recently begun to offer *Shtetl on the Grand*, a charming personal account of how small town iron and steel collectors fed the big furnaces of Stelco and Dofasco.

A publishing project that is still in the works is a study of how the National Policy of Sir John A. Macdonald influenced Brantford's growth. The Policy sought to protect Canadian industry from aggressive American competition by imposing high tariffs on many items imported from the U.S.A. But as settlers began to flood into the Canadian West, they found that just about everything they needed had to be bought from eastern Canadian companies rather than more cheaply just across the border. Brantford companies were quick to seize their advantage, producing everything from stoves and paint to cordage and farm implements, and shipping them west.

Whatever the merits of the Policy, it came along at precisely the right moment for Brantford. The city had been developing quickly since the early 1800s, first with help from the Grand River Navigation Company Canal and later from the railways. An entrepreneurial class had grown up and were well financed and innovative. The National Policy was a boon for business, and new factories began to spring up. Immigrants from a dozen countries arrived to fill the jobs.

The economic momentum continued right through the First World War. Brantford's companies switched to the manufacture of war materiel, and brought in hundreds of women workers to replace the men who'd gone overseas. The city's growth and prosperity survived the Depression and continued into the last quarter of the 20th century when globalization and new technologies gradually brought it to an end.

Brantford's story is in many ways the story of Canada: from early collaboration with the indigenous people, through accelerating business development, immigration, growth of the labour movement, economic highs and lows, wartime production and finally de-industrialization. We feel this history should be captured in a detailed narrative, and we are seeking an author who can do justice to it.

Our main public event in 2018 was the unveiling of a Cockshutt 550 series tractor and its inclusion in our collection of farm equipment. This collection is housed in the Waterford Heritage and Agricultural Museum and is well worth a visit. There are items of interest for every member of the family. For 2019, we are looking at a public event to showcase our plans for an Industrial Heritage Park and Interpretive Centre at 66 Mohawk.

Please stay in touch and remember to renew your CIHC membership if you haven't already.

John Kneale

News and Notes from the Newsletter Editor:

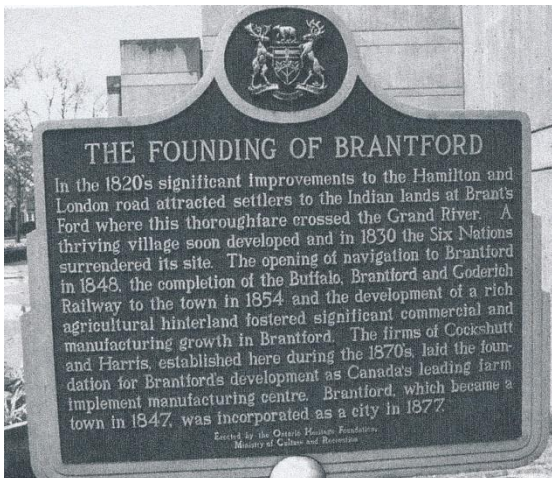
Our President, John Kneale, has prepared a report to summarize last year's activities and to look into this year's plans and the future. As reflected in reports in this newsletter, our Directors have been busy with other activities. They prepared a display for and attended Heritage Day, met to plan the year's events, attended planning meetings for Mohawk Lake District, and gathered stories for our newsletter. Watch for action from the City of Brantford about the revitalization of the Mohawk Lake District. Finally we will be getting some action this summer. We hope to see you at our Annual Meeting on June 12 at 7 p.m. at the Brant County Museum.

BRANTFORD'S INDUSTRIAL HISTORY FEATURED IN ANNUAL HERITAGE DAY WORKSHOP, by Jean Farquharson

If you did not attend, you missed something exciting ! Here is a summary.

25 years ago at Mill Race Park in Galt-Cambridge the GRCA celebrated the designation of the Grand River as a Canadian Heritage River with many celebrities and politicians present. Heritage and recreation were named as the reasons for the river's importance. We continue to celebrate! GRCA and local municipalities have shared the hosting and presentation of annual heritage workshops for 22 years. On Feb. 15th, 2019, the Heritage Working Group of the GRCA and the City of Brantford hosted the Annual Heritage Day Workshop at the Sanderson Centre, Brantford, with the theme ***Brantford: Celebrating Our Heritage, Building Our Future***. Rob Adlam capably represented CIHC on the day's first panel. Three CIHC Directors – Mike O'Byrne, Bill Darfler and myself prepared a display, set up and attended it in the display area to advertise our society, our website and the books we have for sale. Handouts were available for ordering memberships and our publications.

The topic of the first session was ***Brantford's Industrial History***, with Dave Neumann serving as Master of Ceremonies. The first speaker was historian Bruce Hill, a member of the Brant Historical Society, whose topic was ***Brantford, the Town the Canal Made***. He covered Brantford's beginnings and growth, with various small industries appearing as the town grew from Brant's Crossing, the Six Nations village that had formed after Joseph Brant and his people settled along the Grand. Owing to the building of the Grand River Navigation system, which opened up the transportation the town grew rapidly in the 1800's with various small industries, serving local needs, and then larger ones developed as the markets opened up further away owing to the increasing traffic of boats along the Grand to communities as far away as Buffalo.

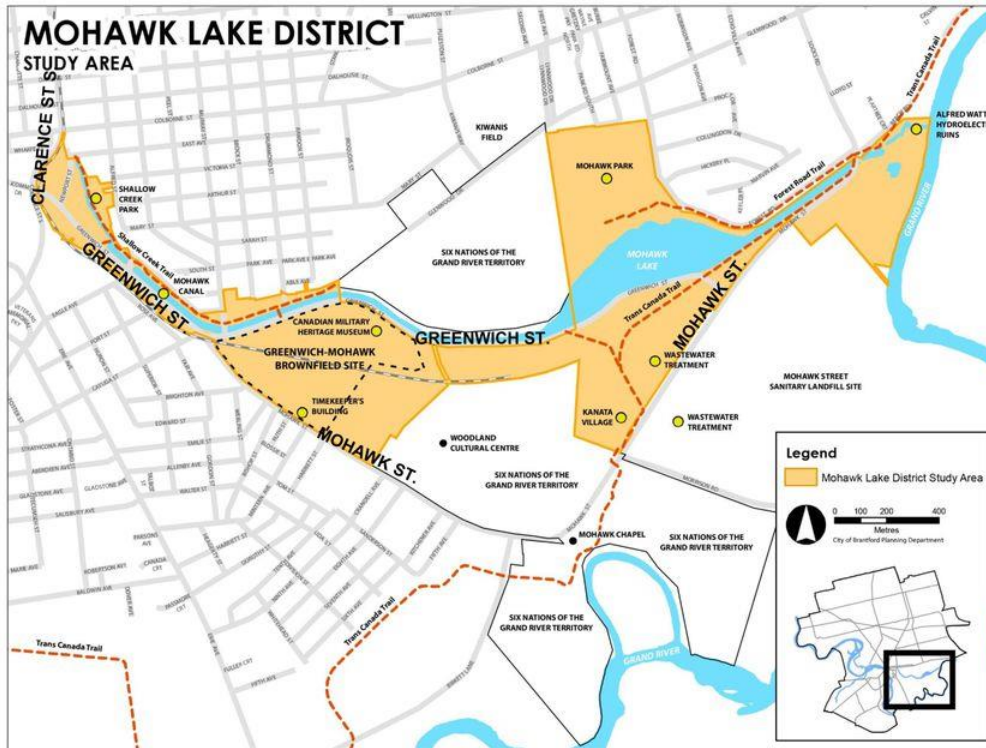


Rob Adlam continued the story with his topic: ***The Convergence: Industrial Brantford Finds Its Calling***. With the purchase of Rupert's Land, and the development of the CP Railway across Canada, Western Canada was opened up to 1½ million immigrants travelling to the West and developing their land grants. Farmers needed special agricultural equipment on the prairies to clear and develop the grasslands into grain farms. Over the years, Brantford's inventive entrepreneurs developed and manufactured the Cockshutt plough, the Massey binder, tractors and combines, and shipped them to the West. As demands increased, these companies grew larger. John A. MacDonald's National Policy of high protective tariffs, as much as 25%, to protect and market Canada's manufactured goods, helped the industries grow even faster. The Massey and Cockshutt industries competed with each other's products.

The "Battle of the Binders" went on for 144 years to meet the needs of the West and of the rest of the world with new

inventions. Finally in the 80s, the Cockshutt empire ended and Massey-Ferguson moved to the United States, leaving many unemployed workers behind and an economic crisis in Brantford. Brantford had some difficult years since then, but has picked up other industries to flourish again.

Mohawk Lake District: Revitalizing the Heart of Our Communities was the next topic of panelists Tara Tran, Senior Planner at the City of Brantford, and Joy O'Donnell, Chair of the Mohawk Lake Working Group and the Grand Watershed Trails Network. They outlined the process that is being used to redevelop the brownfield site and the cleaning up of



Mohawk Lake to reuse for recreation purposes – all part of a redevelopment plan for the brownfield site and Mohawk Lake and Park to create a vibrant area from the Alfred Watts Hydro-Electric ruins where the canal started, to the Mohawk Canal, Shallow Creek Park, to be based on heritage, recreation, and other developments. Adjacent to this area is Mohawk Chapel, Woodland Cultural Centre the Canadian Military Heritage Museum, and the Cockshutt Timekeeper's Building, the only remnant left of the old industrial buildings [except the Cockshutt Moulded Aircraft Plant which is

still being used and kept up]. The City of Brantford has set aside 2 acres with the remaining ruins of the Cockshutt industry to be used as a heritage area to interpret the history of the whole industrial site. The rest of the site will be developed following public input to the city through a series of workshops and expressions of interest of parties interested in locating in the area. The site will include recreation parks, businesses, residences, trails, as well as heritage.

The second morning panel covered **Brantford's Indigenous and Military History**, chaired by Gary Warrick, Laurier's Professor of Indigenous Studies and History. He stated that the settlement and activities along the Grand began long before Brant's early settlers. He introduced Archaeologist Paul Racher whose topic was **A River Runs Through It: Grand River Archaeology As a Challenge to the Colonial Narrative**. He described the many misconceptions the politicians had about the Six Nations people. Archaeology proves that they were not ignorant savages.

They had a democratic system that worked well, used oral history to record their stories by training their youth to memorize and recite. Also instead of using written records, they kept records of the treaties made with the Crown using patterns of beads on wampum belts. Their agreements were based on trust. They practised the Great Law of Peace. They farmed fields of corn and lived in villages all along the Grand, but, lacking fertilizers, they had to pick up and move their farms and villages within their territory regularly to keep their fields fertile. Thus their notion of property ownership was to share certain territories, but didn't involve our concept of individual ownership of land.

Phil Monture talked about the process taken by the British and Upper Canada government, the New England Company, the Superintendents of Indian Affairs and various officials to keep the lands owned by the Six Nations from being returned to them and much of the money held in trust was not delivered to them. He stated that the Six Nations and our landowners today in Brant and Brantford are both victims of the previous governments' mismanagement. How to reconcile is a big problem today.

Rick Hill, **Haudenosauni – Crown Alliance: Military Matters of the Covenant Clan** described military and economic matters. The support of Six Nations warriors helped turn the War of 1812 battles in Canada's favour, and kept Canada from becoming a part of the U.S.

A Virtual Tour by video of the former Mohawk Institute Residential School began the afternoon session .

In the concluding session, **Brantford's Cultural Evolution**, the moderator was Eva Salter, Regional Advisor, Ministry of Culture, Tourism and Sport. Karen Richardson, Curator at Haldimand County Archives and Museum, described **How the Other Class Lived**, in other words what life was like in Brantford in Victorian Times for the upper classes, the middle and working classes. Glenn Brown, Theatre Manager for the Sanderson Centre for the Performing Arts, described the history of the theatre: **From Temple to Sanderson Centre: A Century of Entertainment in Brantford's Supreme Playhouse**.

Dr. Kate Carter has worked in various roles since Laurier Brantford was formed. She is now Vice-President: Teaching and Learning, at Wilfred Laurier University. She looked to the future of Brantford: **Let's Keep Brantford Weird: Regenerating Our Arts and Culture Legacy**. She feels that creativity is important to keep Brantford progressive and vibrant as it was in the 19th century. She feels that Laurier Brantford has a role in building a "creativity hub" for undergraduate learning and research, including a podcast studio, to develop businesses and to help us be resilient as a community and nurture our imaginative capacity in words, the arts, music, and storytelling.

Arks, Alligators and Windmills: some early unique inventions

SHADE'S ARKS



In the early 1800s, William Dickson, a Family Compact member, made a fortune by obtaining lands from the Six Nations. Dickson became a lawyer and represented Joseph Brant to sell off large blocks of land to build a Trust Fund for his people. Dickson obtained Block 1 of the Haldimand Tract for himself and decided to settle it with Scots from his home in Dumfries. He hired Absalom Shade as his assistant to develop Shade's Mills, which became Galt. An enterprising entrepreneur, Shade built his own lumber mill, and needed to market his products

through Lake Ontario, at Dundas, which was hard to reach overland through desolate swamps. Having grown up in the Susquehanna River area of Pennsylvania where river people built rafts to live on and move their products to market, he had a brainwave idea – to use the Grand River Navigation Company route down the Grand River to move his products. All he had to do was assemble rafts out of the rough lumber and move them downriver to their destination, and then disassemble them to sell his products. These rafts became known as **Shade's Arks**. Unfortunately they were not too successful. Many of them broke up before they reached their destination.

The picture was taken from Larry Devine's Blog on the internet.

ALLIGATORS

Alligators in the town of Simcoe, Ontario were not live creatures. Around 1878, Mr. James Peachey and Mr. John West formed a partnership and created the West & Peachey Company a very productive foundry to produce “good quality farm implements and saw mill equipment for the logging industry”, plus “a range of boilers in a variety of sizes.”

“In 1887, Mr. Joseph Jackson, an MP for Norfolk County, approached West & Peachey looking for a solution to a challenge he was encountering in his business. His logging company in the north was finding it more and more difficult to move timber to the mills in the south as timber crews moved further north. West & Peachey put together a team to work on this problem and by 1889 had developed a prototype for a steam warping tug. The boat was a flat bottomed scow, made of 3 inch white oak and driven by paddle wheels. The power came from an upright, single-cylinder wood burning steam engine. It could navigate through water and move along on the land.

“The prototype was unveiled to a large crowd in Simcoe. The excitement was palpable as local businesses and schools closed for the day and reporters and tourists were everywhere.



“A hush went over the crowd as they took in the sight of this ungainly, awkward-looking scow-shaped boat. The huge chimney began to belch out smoke, the whistle screamed and wailed and the cable was secured to an anchoring point several hundred yards away on the opposite side of the Lynn River. Much to the surprise and delight of all, when the engine was reversed and the cable drawn tight, with a sudden lurch the boat began to move down the road with incredible ease. When the boat got to the shore of the Lynn River, it didn’t stop at all. It just slowly and gracefully slid into the water, taking up its cable to the other side.

“Dubbed the ‘Alligator’ because of its amphibious nature, the boat moved into full production. Orders came in from all over North America. By the year 1937, more than 200 tugs had been built. But the new diesel engine soon took its toll on the steam powered tug and it gradually fell into disuse.

“In 1991, a committee from Norfolk County began to search for an ‘Alligator’. They found one abandoned outside the town of Atikokan, near Thunder Bay. It was returned to Simcoe and restored by dedicated volunteers, first under the direction of Ed Chandler and then Ron Judd.

“In 2001, the ownership of the ‘Alligator’ tug was transferred to the Norfolk County Heritage & Culture Department.” It was rebuilt and now rests in the park in Simcoe.

Taken from Norfolk County Heritage & Culture Department website.

Farm Power for Winter Work

THE IDEAL GASOLINE ENGINE

We make and sell "Ideal" Stationary and Portable Engines, in sizes from 1½ to 50 h.p., and the demand for these engines proves how excellent in the construction, combining simplicity, durability and economy.



Our new horizontal hopper model gasoline engine, made in two sizes, 3 and 4½ h.p.

The Imperial WIND- MILL

The Best by
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Galvanized Steel Pumping Windmills, 8, 10, 12, 14, 16 and 20 feet.
Galvanized Steel Towers for all purposes.
Galvanized Power Windmills, 12, 13, 14, 15 and 16 feet.
"Imperial" Pumping Mill Made in 8, 10, 12, 16 and 20 foot sizes.

THE MAPLE LEAF GRAIN GRINDERS



Maple Leaf Grain Grinder. Made in 5 sizes. Concrete Mixers, Two Sizes, Iron Pumps, Lift and Force Wood Tanks, all styles. Brass Cylinders, all styles. Water Pipes and Fittings, plain or galvanized. Steel Frame Wood Saws.

Write For Catalogue

GOOLD, SHAPLEY & MUIR CO. LTD.
Brantford
Winnipeg
Calgary

The Nor-West Farmer November 5, 1911

GOOLD, SHAPLEY AND MUIR by Bill Darfler

In 1903, the prestigious Royal Agricultural Society of England sponsored "the greatest windmill competition ever held". The wind engine trials were intended to settle once and for all the competition between the English and American producers. A dark-horse competitor, the "Canadian Imperial Windmill", built by the ten year old firm of Goold, Shapley and Muir of Brantford, Ontario, succeeded in beating the second-place windmill by pumping nearly twice the amount of water [192%] during the timed test.

GS&M was founded in 1892 by E. L. Goold, said to have "instigated more Brantford factories than any other resident". His father had been in business with P. C. Van Brocklin at the Engine Works. By 1887, E. L. was making bicycles at the Schultz Bros. factory on Albion St.. The Goold Bicycle Company, maker of the legendary "Redbird" Bicycle, became part of the Canada Cycle & Motor Co. [better known as CCM] in 1889.

GS&M also led in the production of small-scale internal combustion engines starting in 1898. In 1907 they produced Canada's second tractor, the "Ideal". The first Canadian tractor was the "Auto-Harvester", made by the Sylvester Co. in 1904. They went out of business in 1912. The GS&M tractors were added to the Cockshutt line of products in the 1920's.

E. L. Goold died in 1900. Without his leadership, GS&M wasn't able to survive the Depression, going out of business in 1934. For a relatively little-known business, Goold's legacy is profound. From bicycles, windmills, engines, pumps and tractors, much of Canada's industrial heritage was developed by E. L. Goold's inventiveness and energy.

Books For Sale

See our website: www.canadianindustrialheritage.ca for prices and ordering information.



Merchants Exchange: Ignatius Cockshutt, 1812- 1901, written by the late Bill Cockshutt. This popular book fills in much of the early history of Brantford. Much of the information was taken from copybooks of Ignatius' business letters rescued from a dumpster. Mike Hand assisted Bill in writing the book before he passed away.

The Cockshutt Plant News – A Wartime Chronicle



Volume 2 – 1943, Volume 3 – 1944. Each volume contains 12 issues in a single bound volume at the full size at which they were originally issued. Includes a comprehensive alphabetical index of names mentioned in the 12 issues, - including 331 men and women identified as part of the Brantford Cockshutt "family" in the armed services; a special "Honour Roll" listing those men who died, were wounded, who went missing, or became a prisoner of war; and a Topical Index of interesting articles.

Several of Mike Hand's books About Brantford's industrial heritage may also be purchased on our website, including:

- ***A City's Industrial Heritage:*** the growth and demise of fifteen major manufacturers in Brantford , Ontario
- ***Iron, Steam and Wood: 150 years with the Waterous Engine Works Company***
- ***From Wagon to Trailer: A history of Trailmobile Canada and its Forerunners***
- ***Lorimer Brothers: Brant County's Other Telephone Inventors***

A new title we have acquired for sale is ***Shtetl On The Grand*** by the late Gerald Tulchinsky which involves the livelihood of Jewish immigrants in Brantford in the 1930s and 1940s. Dave Neumann has reviewed it for us. Bill Darfler has arranged with his widow to make copies available, and it may be ordered from our website.

SHTETL ON THE GRAND: A REVIEW

By David Neumann

Shtetl on the Grand by Gerald Tulchinsky opens a door to the past, allowing the reader to see real experiences of lives lived in Brantford in the 1930s and 40s. Decades earlier Jewish families had left Europe for Canada hoping for a better life. What they found in Brantford may or may not have been what they expected, but the vivid stories told by this author reflect diverse experiences of people finding their way towards betterment in a new place.

Each chapter reveals another story based on his own observations and experiences, as well as those told to him by friends and neighbours. Tulchinsky wanted readers to learn about what life was like for the Jewish community in Brantford, before the memories faded away and were lost in the sands of time. This book is well written and engaging. The reader is compelled to keep going, right to the end of the last chapter. We meet many characters who share their dreams, their loves, their struggles and frustrations. The stories are told with humour and passion. They range across the spectrum, from political life, to making business work, to engaging with the wider community, and of life centred around the shul.

Gerald Tulchinsky was born and raised in Brantford, continuing his education at the University of Toronto, after graduating from BCI. His interest in the past was inspired by Herman Fawcett, whom he describes as "history teacher extraordinaire." Gerald Tulchinsky for many years was a respected History Professor at Queens University. Indeed, he came to be recognized as the foremost historian of Jewish history in Canada. Late in life he decided to share his considerable knowledge about the experiences of the Jewish community in Brantford. I, for one, am glad he did. These are stories that needed to be told. Gerald Tulchinsky's brother, Ted, told me that Gerald intended to continue writing stories covering subsequent decades in Brantford. Alas that was not to be.

This newsletter is published by Canadian Industrial Heritage Centre, P.O. Box 23055, Brantford Ontario, Canada N3T 6K4

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CANADIAN INDUSTRIAL HERITAGE CENTRE

Membership Form

Benefits of Membership in the CIHC...

- Participation in the Annual General meeting, and the election of directors.
- Regular updates on our activities through the CIHC Newsletter
- 10% Discount on most Purchases
- Special invitation to all CIHC events

Your Membership Helps us All...

- Expand and conserve the CIHC collection
- Advocate for the preservation of our extensive industrial heritage
- Promote awareness of the industrial and innovation heritage and its importance to our future and quality of life
- Liase with other national and regional heritage groups

MEMBERSHIP STATUS - **RENEWAL** ☐ **NEW** ☐ **DATE:** ____ / ____ / 201__

Name: _____

Mailing Address: _____

City, Prov.: _____ Postal Code: _____

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Membership Fees category: Student \$10 ☐ Individual \$20 ☐ Family \$25 ☐

Family Member(s) at Same Address _____

I hereby consent to receive information by electronic-transmission from CIHC ☐

Yes ! I would like to make a donation to the CIHC of \$ _____

Donations of \$20 or more above membership fees are tax deductible.

Charitable number #861470623RR0001

Method of payment: - **Cheque** ☐ **Cash** ☐ **Paypal** ☐

Please Make cheques payable to the Canadian Industrial Heritage Centre.

Our mailing address is - P.O. Box 23055, Brantford, ON N3T 6K4

Membership fees are for the Calendar Year. Those joining after October 1st will be entitled to membership through to the end of the following calendar year.

visit - www.canadianindustrialheritage.com/membership - To Pay on-line

Are you interested in volunteering with us ? ☐

Areas of interest/comments/suggestions: _____

Information collected on this form is for CIHC membership records only.