

Fall 2013 Newsletter

President's Message

Welcome to autumn! A new program of CIHC activities for the fall and winter has been prepared by your board of directors, and I want to provide members with an update.

The main event this fall will be the annual general meeting (AGM) on October 30th. You will find complete details of the meeting in the attached letter. I urge you to attend and bring others with you. In the business part of the program we will present a report on CIHC activities over the past twelve months, and also ask you to vote on some new directors who are bringing fresh ideas and perspectives to our work. After that we will hear a presentation by a guest speaker, who will talk about the extraordinary work of a heritage group that succeeded in acquiring a Canadian Navy submarine for their museum.

Three issues will dominate our agenda between now and next spring: negotiating a lease with the City of Brantford for an industrial heritage park at 66 Mohawk Street; finding a permanent home for the CIHC, where we can receive and curate heritage artifacts and documents and put them on display; and, of course, expanding our collection.

None of this happens without money. We plan to hold a special board session in January to develop a long term fund-raising strategy. But in the meantime we need the support of our members. Included in this newsletter is a membership renewal form. If you haven't already renewed your membership for 2013 (as of April 1st), please do so now. Only paid up members are entitled to vote at the AGM.

I'm very excited about our prospects for the coming year. Please join us at the AGM on October 30th to meet the CIHC team and hear more about our plans.

Best regards.
John Kneale, President



Annual General Meeting

Wednesday, October 30th, 7pm

Doug Snooks Eagle Place Community Centre, 333 Erie Avenue, Brantford
Hosted by The Eagle Place Community Association

Including Annual Report, Financial Report, and Election of Directors

Following the formal agenda for the evening, join us for a fascinating presentation by Ian Raven from the newly established Museum of Naval History, home of HMCS Ojibwa, in Port Burwell.

Learn about how a surplus Canadian Navy submarine, HMCS Ojibwa, was moved from Halifax to Port Burwell, where it is permanently berthed and open to the public.

The Products of Greenwich-Mohawk: Adams Wagon Company

By Rob Adlam

To celebrate the exploits of the companies that were once located on the Greenwich-Mohawk brownfield site in Brantford, this seven-part series will briefly introduce each of these industries, their products and their lasting impact on Canada and the world market. This is the second installment.

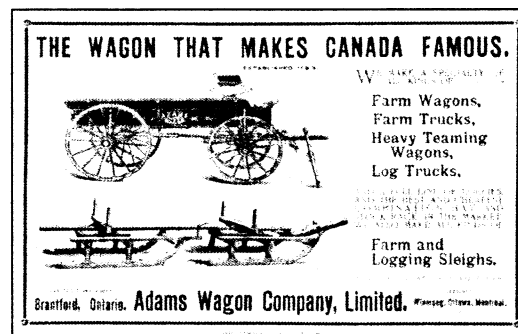
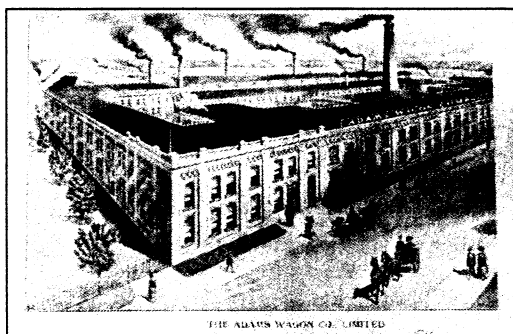
The history of Canada's modern day transportation industry can trace its roots back, not to the internal combustion engine but to the horse. Many a blacksmith was responsible for the design and production of the vehicles that would move both people and freight in the early days of a young nation. So was the case in 1863 when Peter Adams began operation of his blacksmith shop in Paris, Ontario.

In response to the repeated requests of his customers to build wagons, Peter Adams ventured out into this market with a design of his own. The quality of his work was so good that the orders for wagons continued to grow as his reputation spread. By 1881 the business had outgrown the little blacksmith shop and a large factory was built in Paris to accommodate the steadily growing production that was, by that point, being shipped by the railcar load to the Canadian prairies.

Adams relocated again, and in 1901 began production out of an even larger factory that they constructed at 22 Mohawk St. in Brantford. This move was the result of the lobbying efforts of Brantford Mayor Harry Cockshutt who saw this as an opportunity to benefit the city's ever-growing industrial base and coordinate sales operations with the Cockshutt Plow Co., who were a major distributor of the Adams product line (farm wagons and heavy sleighs) through their own dealerships in Western Canada.

The sales arrangement was of such great benefit to both Adams and Cockshutt that in 1911 Harry Cockshutt purchased the Adams Wagon Company and it became a wholly owned subsidiary of the Cockshutt Plow Company. By 1929 Cockshutt merged Adams Wagon into its larger transportation division, under the name of Canada Carriage & Body Ltd. The automotive age was firmly underway by this point in time and the new realities of the industry dictated that the movement of goods on highways by large trucks was needed. This ongoing trend would eventually take the company in the direction of semi-trailer production, for which it would become the industry leader in Canada.

From the modest beginnings of a blacksmith shop, Brantford would help shape Canada's transportation history. For a more detailed history of the Adams Wagon Company, read "From Wagon to Trailer: A History of Trailmobile Canada and its Forerunners", by Mike Hand.



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