

SPRING NEWSLETTER

SPRING 2015

CANADIAN INDUSTRIAL HERITAGE CENTRE

PRESIDENT'S MESSAGE

Spring has finally arrived! And the CIHC spring program is ready to go.

The main event will be our annual Forum, to be held on Wednesday, May 13th. This event, now in its fourth year, is designed to draw attention to one of the key pillars of community prosperity and well-being: vibrant cultural activity, including a recognition of local heritage.

The theme of this year's Forum is the importance of transportation to Brantford's early industrial development. We will have speakers describing the Grand River canal, the early railways, and the wagon industry. Elsewhere in this newsletter you will see more details about the Forum. Please book the date and plan to bring friends and family.

Other activities that we're pursuing include a donation of books about Brantford's industrial history to local libraries, a printing of some fascinating wartime Cockshutt Company employee newsletters for eventual sale, and a new exhibit in the Market Square Building in collaboration with the Brant Historical Society.

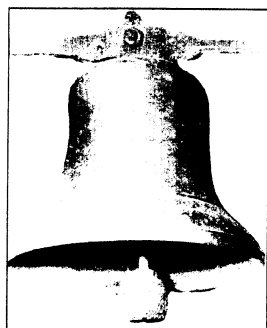
We have also made great progress with our website (www.CanadianIndustrialHeritage.com). If you haven't already looked at it, please take a minute to do that and let us know how you like it.

You will have received a membership notice from us a few weeks ago. Dues for 2015 are payable as of January 1st, so if you haven't already done so, please fill in the form and return it with your payment as soon as possible. We would be very grateful if you could also include a donation to help us with our programs.

There's a new development that I'm very pleased to tell you about. The CIHC has been asked to take over the leadership of the industrial heritage network in Canada. This includes some 40 organizations like our own, as well as many interested individuals. The Canadian group is the national chapter of TICCIH, The International Committee for the Conservation of the Industrial Heritage, which has members in dozens of industrialized countries. We are honoured to have been given this opportunity, and look forward to working constructively with other groups across Canada and around the world. We will provide updates in future newsletters and on our website.

Thank you for your support. We look forward to seeing you at the Forum on May 13th.

John Kneale, President



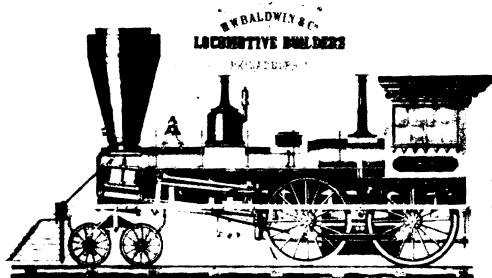
The Bell of the Steamer Red Jacket which plied the Grand River from Brantford to Buffalo during the 1850s.

CANADIAN
INDUSTRIAL
HERITAGE
CENTRE

Royal Victoria Place
201-136 Dalhousie St.
PO Box 23055
Brantford, Ontario
N3T 6K4

Railways in Brantford/Brant County #1- the BB&G written by R F Wright

By 1851, Brantford was becoming a prospering agricultural center and a manufacturer of household and industrial goods that were becoming sought after outside the local community. Brantford businessmen recognized that railroads would be a superior method of shipping products than either roads or water routes. And it was clear that the Buffalo area and the Detroit areas were the "gateways" to the American (as well as Canadian) growing west.



BALDWIN PASSENGER LOCOMOTIVE WITH VARIABLE CUT-OFF, 1853

In February of 1851, a meeting, principally of local business owners, was held in Brantford to organize a railroad company - 'The Brantford and Buffalo Railroad' was

created. The nascent company proceeded to discuss with other communities their potential interest. In early 1852, the City of Buffalo committed \$150,000 to the company, and several communities in the Niagara peninsula also committed financial support. The Buffalo interests saw the advantage and opportunity of being able to draw traffic from the west at Lake Huron, and hence an extension to Goderich became part of the plan. The Town of Goderich also saw the advantage of a railroad "shortcut" to the Buffalo gateway to the east as well as to Lake Ontario and the St Lawrence River, and hence Goderich and other area municipalities agreed to provide £150,000 in financing. In June of 1852, the name of the railroad then became the 'Buffalo, Brantford, and Goderich Railway Company' (the BB&G) - a much bigger scheme than originally contemplated.

Continued on page 3..

ADVERTISEMENTS.

RAILROAD



CELEBRATION!!

OPENING OF THE
**BUFFALO, BRANTFORD & GODERICH
RAILWAY.**
(TO BRANTFORD)

On Friday, Jan. 13th, 1854.

ORDER OF THE DAY:

GEO. BABCOCK, ESQ., MARSHAL
A PROCESSION

Will be formed at the *Railroad DEPOT*,
at 2 o'clock, P. M. on the

ARRIVAL of the **BUFFALO TRAINS**,
Headed by the *Philharmonic Band*.

The different Societies, and Fire Department and proceed to

THE PUBLIC SQUARE.

A DINNER

Will be given by the Mayor and Corporation of Brantford to the President and Directors of the Buffalo, Brantford and Goderich Railroad, at the Town Hall, at 4, P. M.

Firing of CANNON

Will commence on the approach of the Trains, and continue during the evening.—

A MAGNIFICENT DISPLAY OF FIRE WORKS.

On the Public Square, to commence at 7 P. M. The grand motto piece, "*Success to Brantford*," will be fired at 8 o'clock precisely. The *Mount Pleasant Band* will be in attendance.

A GRAND BALL

WILL BE GIVEN IN THE DEPOT BUILDING
IN THE EVENING.

Several Excursion Trains will go out during the afternoon.

A. B. BENNETT,

Chairman. Celebration Com.

H. Leamon, Sec'y.

Brantford, Jan. 9th, 1854.

13s

Brantford Conservative Expositor
1854 - Jan - 10

Railways in Brantford/Brant County **#1- the BB&G, *continued***

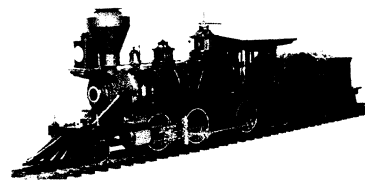
The BB&G had its inaugural run from Fort Erie to Brantford on January 13, 1854. In March of 1854, the line was completed to Paris to provide a connection with the Great Western Railway (GWR) east-west line which had opened between Hamilton and London in December, 1853. The GWR eastbound tracks also provided the route for the BB&G to get down to the Lake Ontario level from the Lake Erie level.

The BB&G continued its planned route to Goderich via Stratford, but got into financial difficulty because of inadequate financing. As part of a restructuring, in May 1856 the BB&G operations were acquired by a newly formed 'Buffalo and Lake Huron Railway' (the B&LH). The financial situation of the B&LH continued to be shaky, and in 1859, an attempt to "integrate" with the Great Western was attempted, but to no avail. In 1864, the B&LH entered an arrangement with the Grand Trunk Railway and the B&LH effectively became part of the GTR. (In turn, the GTR became part of the CNR in 1923.)

The "BB&G" still physically "exists" to-day as the trackage from Caledonia along highway 54 to Brantford, crossing Colborne St in the Cainsville area, and then paralleling Grey St all the way to the current (1905) CNR station. From there the trackage continues out to Paris - including the crossing of the Grand River via "the high level bridge" built in 1854 - and is still operational to-day as the CNR/VIA Rail

main line. The CNR station and yards are where they are to-day because that was where the original 1854 BB&G facilities were.

With the benefit of hindsight, it is easy to see that, in to-day's phrasing, "irrational exuberance" doomed the original BB&G, but without it, would there have been the industrial giant that Brantford became in the latter half of the 19th century ?



NEW! - Starting in 2015, you can now renew your membership on-line at our website via this link;

<http://canadianindustrialheritage.com/index.php/membership>

You can also make a donation at any time from the same page. You can pay using several methods including your credit or debit card, or an interac bank transfer. Although we are using PayPal for security assurance, you will not need to sign up to Paypal.

We would like to add our voice to the many kind things that have been said about the late Mary Stedman. As a great granddaughter of Ignatius Cockshutt, she carried forward her family's commitment to community and church.

Her contributions, through the Stedman Foundation, to many Brantford and Brant County institutions have done much to improve the quality of life of her fellow citizens. Our group was only one of many to benefit from her thoughtful generosity.

The Importance of Transportation to Brantford's Early Development Canals, Railways, and Wagons

Fourth Pillar Forum

Moderator:

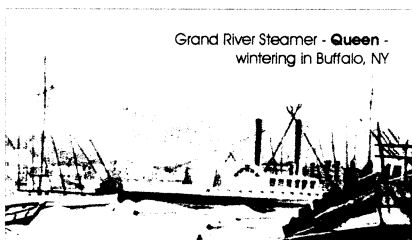
Eva Salter, Ontario
Ministry of Tourism
Culture and
Sport

Presentations:

Bruce Hill, Author
The Canal in Brantford



Ray Wright
Development of the Railway
Networks in Brantford

Mike Hand, Author
Road Transportation in
Early Brantford



FROM WAGON
TO TRAILER



BUFFALO AND BRANTFORD GRAND RIVER LINE.

The Steamer EXPERIMENT leaves Canada Dock, BUFFALO, every MONDAY and THURSDAY, at 7 P. M., for DUNNVILLE and CAYUGA, connecting at the latter with the New Steamer QUEEN, for BRANTFORD, CALLEDONIA, and other Villages on the Grand River, and with Stages to HAMILTON, PORT DOVER, PARIS and GALT.

A. BUNNELL, Agent, Brantford. WILKES & Co., Agents, Buffalo.

Fare from Buffalo to Brantford—\$3 Cabin, \$2 Deck.

Join us for our annual Fourth Pillar Forum featuring a
discussion on the role of transportation in the early
development of industrial Brantford

WEDNESDAY MAY 13th, 2015
7:00 pm at Brantford Arts Block
Unit 21, 111 Sherwood Dr. Brantford

Free and Open to the Public

