

Remember

Brantford
1877 — 1977

INDEX OF THE BOOK

- 1) THE PROCEEDINGS OF THE FIRST CITY COUNCIL MEETING
- 2) THE FIRST MAYOR OF THE CITY AND THE NAMES OF THE ALDERMEN
- 3) EARLY-DAY FASHIONS
- 4) SCENIC PICTURES OF MOHAWK PARK
- 5) EARLY MEANS OF TRANSPORTATION
- 6) IMPROVEMENTS OF OUR CITY SUCH AS: SEWERS
BRIDGES
STREETS
- 7) BUILDINGS OF INTEREST TO THE PEOPLE OF BRANTFORD
- 8) STREETS OF THE CITY AND SOME OF THE DOWNTOWN AREA
- 9) BRANTFORD'S OTHER TELEPHONE
- 10) EARLY DAYS OF THE AUTOMOBILE
- 11) CONCLUSION: THE MAYOR AND HIS ALDERMEN

The Proceedings of the first City of Brantford Council Meeting

Council Chamber 18th June 1877
The Council Met

Present his Worship the Mayor—and: Messrs. Lindley-Ormerod-D. Hawkins--Keogh--Large--Costello-Wilkes--Elliott--Scarfe--Hardy—Fisher-J. J. Hawkins

Communications

James Wilkes Statement of Treasurers a/c
Mrs. J. D. Clement Asking payment to Ladies Aid Society
Thos. Jull, Stating that repairs are needed on the Road, at the east boundary of the city.
B. McMonagle Asking Aid for Joseph Syrie
Hugh Howie Time list of work \$510.30
Geo. H. Wilkes Calling attention to an a/c due him
Wood Lyons Asking that a Sidewalk be laid on King Street
Charles Patton Re balance due to Shelton
R. M. Wilson, Township Clerk Re road on East boundary of City and enclosing copy of a/c of Mr. Wilkinson for work on road, north of the Cemetery.
Sarah Hull asking the Council to pay the fare of her Son Robert Suttan from the Deaf and Dumb Institute and to provide clothes for him.
Fitch & Wade Re Land owned by Wm. Ryan
W. H. C. Kerr Re opening a Street in the North Ward.

Moved by Mr. Lindley, Seconded by Mr. D. Hawkins that the Time list of the Overseer amounting to \$510.30 be paid.

CARRIED

Moved by Mr. Scarfe, Seconded by Mr. Large that Messrs. Lindley, Large and D. Hawkins be a Committee to provide Robt. Sutton with what clothing may be required; and that the Mayor do issue his order for the amount of Railway fare from Belleville and return.

CARRIED

Moved by Mr. Lindley, Seconded by Mr. D. Hawkins that the letters of Thos. Jull and R. M. Wilson Re road east of City be referred to the Committee on Streets & Walks with power to do the work asked if deemed necessary: and that the letter of R. M. Wilson re Mr. Wilkison's a/c be referred to the Committee of Finance.

CARRIED

Moved by Mr. J. J. Hawkins, Seconded by Mr. Elliott that the sum of \$250.00 being the amount of the quarterly grant to the Ladies Aid Society be paid.

CARRIED

Moved by Mr. Lindley, Seconded by Mr. Large that the letter of W.H.C. Kerr relating to the opening of a Street from Mill St. to Dumfries St. be received and filed.

Moved by Mr. Elliott, Seconded by Mr. J. J. Hawkins In Amendment that the letter of W.H.C. Kerr be referred to the Committee on Streets & Walks to report upon at the next meeting of Council.

The vote was taken first on the Amendment and the Yeas and Nays were as follows viz: Yeas Messrs Elliott--J. J. Hawkins--Keogh--Ormerod-4- Nays Messrs Large—Lindley-D. Hawkins—Hardy-Fisher—Costello-6- Amendment—Lost Original Motion carried.

The letters of Charles Patton and G. H. Wilkes were referred to the Committee of Finance; that the Woods Lyons to the Committee on Streets & Walks; that of B. McMonagle to the Ladies Aid Society, and that of Messrs Fitch & Wade to the Committee on Navigation.

Petitions

Mrs. Sullivan For Aid ---
Wm. Buck Sidewalk on Dumfries Street
W L. Hughes Crossing on Smith

The petition of Mrs. Sullivan was referred to the Ladies Aid Society, and those of Wm. Buck and W. L. Hughes to the Committee on Street & Walks.

ACCOUNTS

Rogers & Moore	Ripping Oak	\$1.50
Waterous Engine Works Co.	Hose & c Vic Park	143.60
John Mann	Gas in Street Lamps	1,398.00
John Mann	Gas in Offices & c	29.14
R. Lake	Repn H. & L. Waggon	2.50
John Lake	Work at Vic Park	1.00
John Elliott	Work at Vic Park	7.75
Wm. Hunter	Work at Vic Park	1.50
Peter Mallet	Plants & c at Vic Park	47.04
S. A. Nelson	Whitewashing	27.00
A. Butler	Whitewashing	15.00
Henry Lemmon	Printing	17.00
J. T. Johnston	Printing	3.50
W. C. Trimble & Co.	Printing	5.00
Paul Huffman	Oak Lumber	60.20
C. VanSickle	Oak Lumber	259.75
Cleghorn Hardware Store	Nails & c	54.26
H. Griffiths	Constables on 31st May	42.00
John Jenkins	Clothes for Chief Constable	45.00
John Hext	Repn H. & L; and Hose Cart	65.00
Wm. Bellamy	Lime & c	8.00

Moved by Mr. J. J. Hawkins, Seconded by Mr. Lindley that the following a/c be paid viz

Rogers & Moore	\$1.50
C. VanSickle	259.75
Rice Lewis & Son	
Per Waterous Engine Works Co.	137.95
H. Griffiths	42.00
S. A. Nelson	27.00
Robert Lake	2.50
Wm. Hunter	\$1.50
Cleghorn Hardware Store	54.26
P. Mallet	47.04
Wm. Ballamy	8.00
John Hext	65.00
Paul Huffman	60.21
J. T. Johnson	3.50
Waterous Engine Works co.	3.90
John Lake	1.00
John Mann	1,427.14
John Elliott	7.75
W. C. Trimble & co.	.50
H. Lemmon	14.00
John Jenkins	45.00
A. Butler	15.00

CARRIED

The committee on Buildings & Grounds Reported Recommending 1st that three feet be added to the width of walk on South side of the Market from George to Market Sts.

2nd that a Tile or Box Drain be placed from the north-west corner of the Market to George Street with one or more gratings.

3rd that the Square be properly graded with gravel.

4th that the Committee be inpowered to procure plans and specifications for a covered way extending from the Market Buildings to George Street; also plans & c of a more commodious and ornamental Band Stand both to be laid before the Council at an early date.

5th that eight Iron Frame Benches be procured for Victoria Square.

6th that the Pound By-Law be amended and that the Committee present a By-Law for that purpose at this sitting of Council.

Moved by Mr. Wilkes, Seconded by Mr. Elliott that the Report of the Committee on Buildings & Grounds now submitted be adopted.

CARRIED

The Committee on Finance Reported recommending that the a/c of W. C. Trimble & Co. \$20.80 be paid less \$3.00 - \$17.80.

Moved by Mr. J. J. Hawkins, Seconded by Mr. Elliott that the Report of the Committee on Finance now submitted be adopted.

CARRIED

Mr. Lindley from the Committee on Streets & Walks reported on the expenditure in the several Wards for the past three weeks to date as follows: viz: Queen's \$441.24 Brant \$625.35 East \$209.31 North \$280.60

Moved by Mr. J. J. Hawkins, Seconded by Mr. Elliott that leave be given the mover to introduce By-Law No. to increase the number of Polling subdivisions in the East Ward and that the same be now read a first time.

CARRIED

By-Law No. read a first time.

Moved by Mr. J. J. Hawkins, Seconded by Mr. Elliott that By-Law No. to increase the number of Polling Subdivisions in the East Ward be now read a second time, and that the Council go into Committee of the whole on the same.

CARRIED

By-Law No. read a second time.

The Council in Committee of the whole, Mr. Elliott in the Chair, after sometime, the Committee rose, the Mayor resumed the Chair, Mr. Elliott reported the By-Law numbered 289 and adopted without amendment.

The Council adopted the report.

Moved by Mr. J. J. Hawkins, Seconded by Mr. Elliott that the By-Law No. 289 to increase the number of Polling Subdivisions in the East Ward, be now read a third time passed and engrossed, and that rule 26 be suspended for that purpose.

CARRIED

By-Law No. 289 read a third time.

Moved by Mr. Wilkes, Seconded by Mr. Elliott that By-Law No. to amend By-Laws No. 171, 173 and 271 respecting Pounds be now read a first time.

CARRIED

By-Law No. read a first time.

Moved by Mr. Wilkes, Seconded by Mr. Elliott that By-Law No. to amend By-Law 171, 173, and 271 be now read a second time, and that the Council go into Committee of the whole on the same.

CARRIED

By-Law No read a second time.

The Council in Committee of the Whole, Mr. Large in the Chair, after sometime the Committee rose, the Mayor resumed the Chair, Mr. Large reported the By-Law numbered 290 and adopted without amendment.

The Council adopted the report.

Moved by Mr. Wilkes, Seconded by Mr. Elliott that Rule 26 be suspended and that By-Law No. 290 be now read a third time passed and engrossed.

CARRIED

By-Law No. 290 read a third time

Moved by Mr. Wilkes, Seconded by Mr. Costello that the Overseer of Streets be instructed to have the Canada Thistles on the several Streets in the City, cut down.

CARRIED

Moved by Mr. Wilkes, Seconded by Mr. J. J. Hawkins Whereas the inauguration of the City of Brantford was celebrated on the 31st ultimate with greater eclat that could possible have been anticipated by this Council or the Citizens; and Whereas we are in a great measure indebted to the City Fire Department for their entiring exertions and the different Fire Companies from all parts of Canada, including the Burford Cavalry Company and the 38th Battallion Dufferin Rifles for their attendance and assistance: Therefore Resolved that the thanks of the Citizens and Corporation are due and tendered on this the first meeting of the City Council, to the different organizations and the several Railway Companies who at no little inconvenience to themselves added so much to the festivities of the day; not forgetting the Press as represented by the London Free Press, Buffalo Courier, the Local Press and other Papers all of whom reported their very high appreciation of the inaugural ceremonies, regretting as we are forced to do the absence of representatives from the Press of the Capital of Ontario.

CARRIED

Moved by Mr. Wilkes, Seconded by Mr. Keogh that the remuneration to the Band of the 38th Dufferin Rifles for their services be \$12.00 per night-; time playing to be from 7:30 to 9:30 P.M. on Wednesday Evenings until further orders. Yeas Messrs J. J. Hawkins-Large-Keogh-Lindley-D Hawkins-Ormerod-Costello -Wilkes-8-Nay Mr. Hardy-1-

Motion CARRIED

The Council then adjourned for three weeks

Read and approved 9th July, 1877

James Woodyatt
Clerk

James W. Digby
Mayor



Brantford's Town Hall was built in 1849, two years after the little community achieved the status of a town. The first meeting of the Town Council in 1847, 20 years before Confederation, was in Bradley's Inn, and one of the council's first actions was to seek a suitable place for meetings. Premises were rented until the Town Hall was erected. In 1877 the structure became the City Hall, and it served its purpose for more than a century, undergoing alterations and face-lifting from time to time. As far back as 50 years ago some civic officials and council members called the old structure inadequate and advocated its replacement, but this did not come about until 1967.

ALDERMAN
GEORGE LINDLEY

ALDERMAN
W. J. SCARFE

ALDERMAN
PETER M. KEOGH

ALDERMAN
GEORGE WATT

ALDERMAN
GEORGE HARDY

ALDERMAN
EDWARD FISHER

ALDERMAN
DENNIS HAWKINS

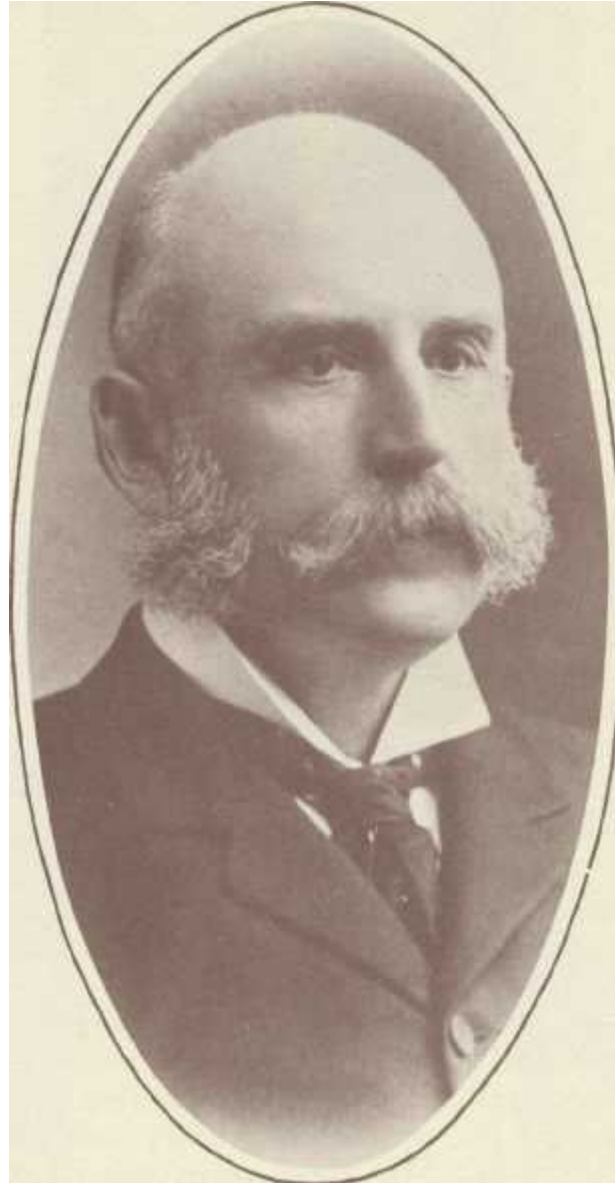
ALDERMAN
J. J. HAWKINS

ALDERMAN
DANIEL COSTELLO

ALDERMAN
MATTHEW A. BURNS

ALDERMAN
THOMAS ELLIOTT

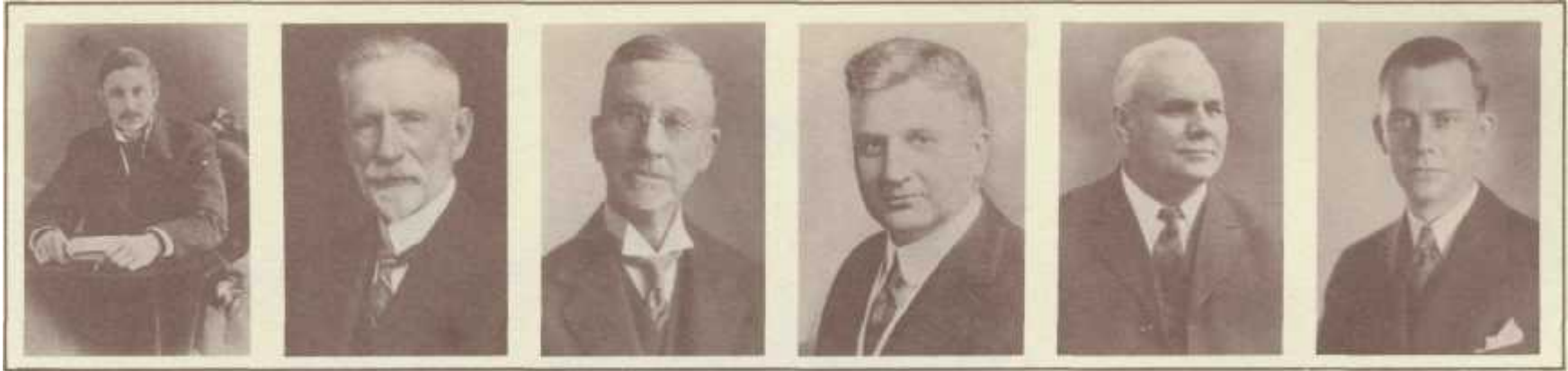
ALDERMAN
THOMAS LARGE



DR. JAMES W. DIGBY
THE FIRST MAYOR OF THE CITY OF BRANTFORD

ALDERMAN
GEORGE WILKES

COCKSHUTT PLOW COMPANY PRESIDENTS



James G. Cockshutt
1877-1885

W. F. Cockshutt
1885-1888

Frank Cockshutt
1888-1911

Col. Henry Cockshutt
1911-1921 and 1922-1924

George Wedlake
1921-1922

C. Gordon Cockshutt
Took over presidency
in 1934

James Cockshutt arrived in Canada in September, 1827, with his wife, Mary Nightingale, and their children, Jane and Ignatius. They settled in York in the fall of that year and remained there until 1832, when Ignatius moved to Brantford. Since that time Brantford has been the chief centre of residence for members of the Cockshutt family. In 1927 a centenary party was held at Glenhyrst, the home of Edmond L. Cockshutt, marking the 100th anniversary of the arrival of the James Cockshutt family in Canada.

In the mid-1860s Ignatius Cockshutt, son of James Cockshutt, established two stores side by side on Colborne Street at Market. Goods by the yard were sold in one store, and the other dealt in general merchandise, including apparel and such basic needs as saws, hammers, and other carpenters' tools. J. M. Young acquired the premises in 1904 and carried on a dry goods business. The Woolworth store now occupies the site. Ignatius Cockshutt's philanthropies were many and continuous, over a period of many years. The Cockshutt Road and Cockshutt Park were named for him.



JAMES COCKSHUTT



IGNATIUS COCKSHUTT

A sailor dress, and a wide-brim hat with a flower in the front. The old gun is on the Armories property.



EARLY DAY FASHIONS

High white boots and flimsy wide-brim hats were a distinctive part of the feminine attire when this picture was taken. It is dated July 8, 1919.



Three ladies wearing the fall clothing of the era about 50 years ago - - ankle-length dresses and wide-brim velvet hats.





Soldiers marching into the Capitol Theatre during the Second World War. As shown on the marquee, one of the double feature pictures was "Three Hearts for Julia," but the picture the soldiers went to see was "Desert Victory," the story of the Allied forces turning back the Nazis' Afrika Corps at El Alamein



Fall and winter attire worn by a Brantford family. There is no clue to the date. The ladies' hats, muffs and fur pieces were the centres of attraction.

There were wide varieties of men's hats (and also in the facial adornment), according to this group photographed in the late 1800s.





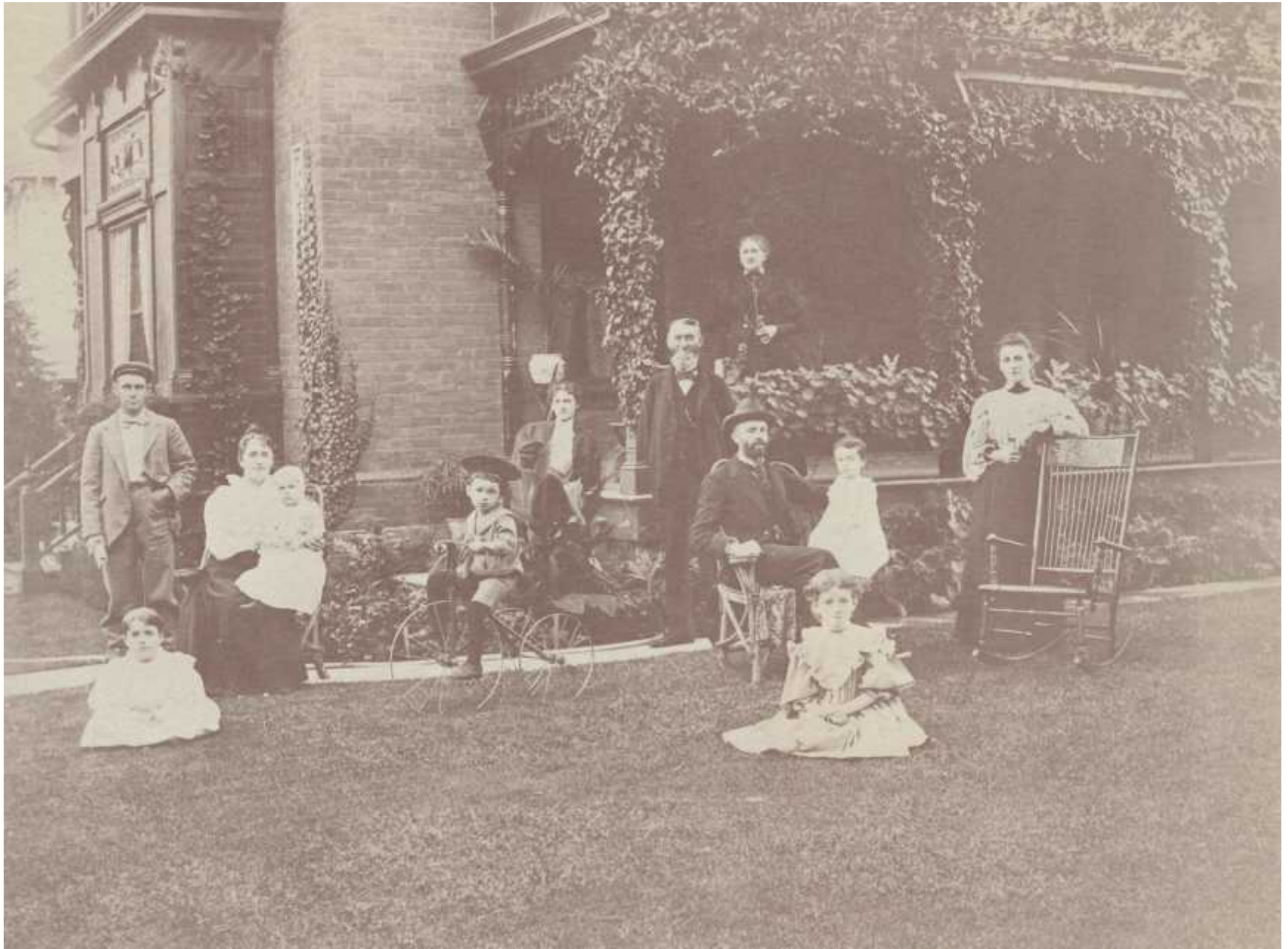
Some old-time family album pictures: Mr. and Mrs.
Thomas Oliver, Mary and Judson



Bertha Roberts
Daughter of Joseph Roberts
and Louisa Eddy



Wilbur Oliver
Son of Mary Ann Eddy
Oliver and Thomas Oliver



A Brantford family in the Victorian era, photographed in the 1860s. Four generations are seen in this picture.



Charles Eddy, with Mrs. Eddy and their family.



Mr. and Mrs. Charles Bannister

MOHAWK PARK

Mohawk Park, acquired by the city in 1915 for the sum of \$25,000, is seen in this view from Mohawk Lake. Almost concealed in the wooded embankment is the old observation tower, and in the background the boat house.



The bandstand was always a popular attraction, with band concerts drawing large crowds in addition to the picnickers who were there in large numbers throughout the summer. The privately owned Street Railway Company operated the park before it was taken over by the city. For a time the park had a theatre and other amusements.

MOHAWK PARK

Steps and a walkway led from the top of the embankment to a small observation tower above the water's edge.



Scenes like this were common at the turn of the century. Canoeing was one of the park's most popular attractions, and the boathouse was a busy spot.



MOHAWK PARK

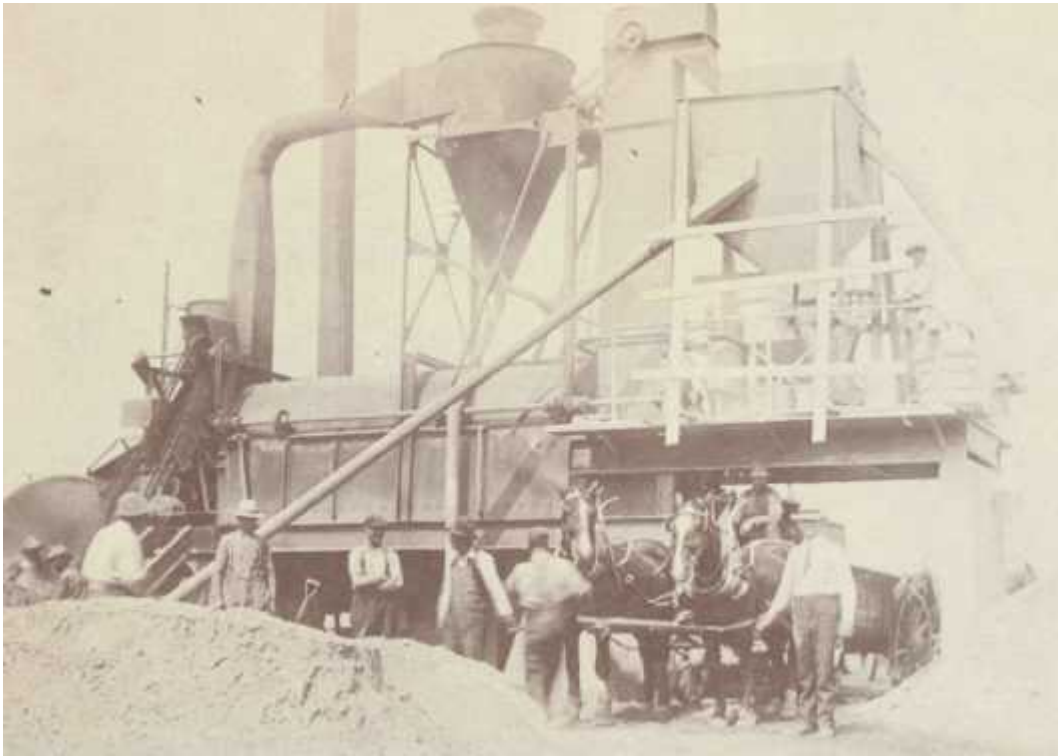
Mohawk was often called one of the finest natural parks in Ontario. Its 55 acres, heavily timbered, also have attractive open spaces. The old pavilion was one of the drawing cards.

Seen through the trees at the top of the embankment is the approach to the water's edge observation tower.



EARLY MEANS OF TRANSPORTATION

Twentieth-Century labor-saving devices were still unknown when city employees worked with this equipment and heavy horse-drawn wagons.



A steam engine is seen being used during flood prevention work in the Grand River channel in 1898.

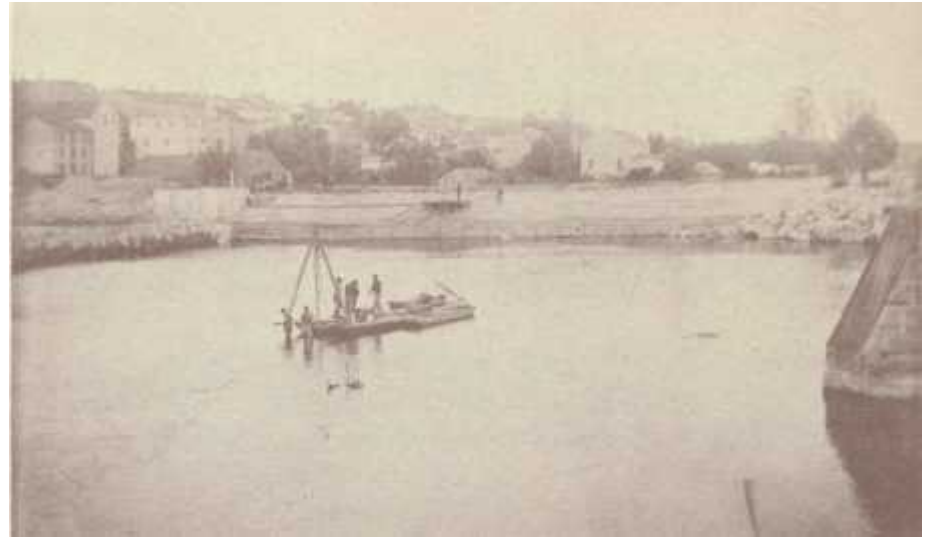
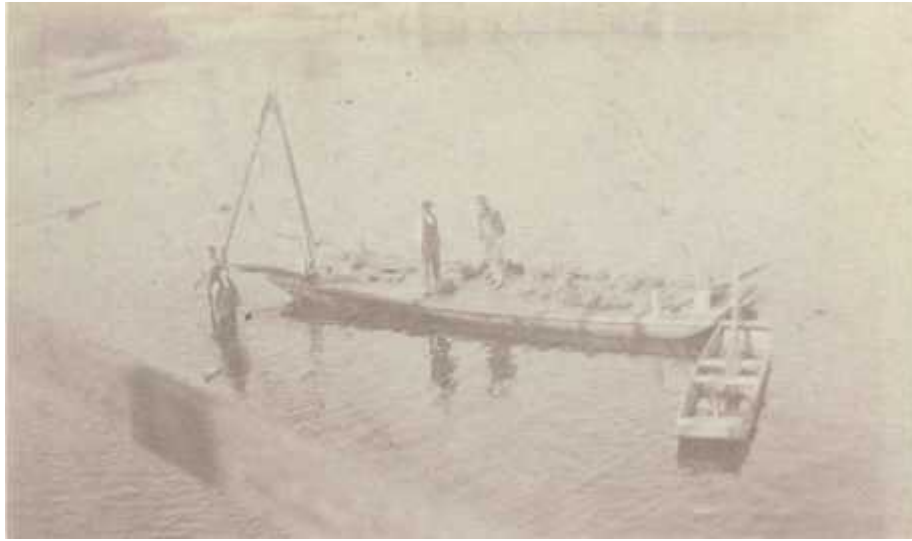


SCENES IN DOBBINS DAY

Dobbin had his day in the era of Brantford's history preceding motorization. The Fire Department's equipment was at first hand-drawn, then hauled by horses as seen here beside the YMCA.

Several horses and buggies and wagons are seen in this turn-of-the-century picture, but they are far outnumbered by the bicycles, which were the most widely used means of getting around. This old Grand Trunk Railway station was replaced in 1905 by what is now the CNR station.





City workmen use a scow as they carry out their flood prevention work in 1894.



City workers with a horse and wagon are seen on the dry bed of the Grand River in 1898.



Because there was no bridge over the Grand River between Brantford and Caledonia, ferries were started more than a century ago. At one time there were five of them, at Newport, Onondaga, Middleport, and two points in between, providing access to and from the Six Nations Reserve. The picture at the left shows the Josh Williams ferry at Ohsweken. It could carry two teams and vehicles and was propelled on an endless chain, attached to the ferry by a windlass and crank, and worked by hand. The one ferry still operating is at Chiefswood.

At the right, a city work crew on the job in the horse-and-wagon days, working with an early type of automatic shovel.





F. H. Walsh was the proprietor of the People's Coal and Wood in the late 1800s, and this was his means of delivery.



It was a green Christmas when this family (at the right) had a horse-and-buggy ride to a Christmas dinner in the early 1900s. If there had been snow the horse would have been hauling a cutter.



An Eagle Place streetcar (at the left) approaches Victoria Bridge. The Brant Milling Company was the forerunner of the Dominion Flour Mills.



Victoria Bridge in the early 1900s. At the right is the Dominion Flour Mills, later the Lake of the Woods Milling Company, the last flour mill to operate in Brantford. It was torn down years ago and is now a site for private parking.

IMPROVEMENTS TO CITY

At the left, city workmen are seen carrying out a sewer job on Colborne Street in the early 1900s.

In the picture below, men are at work on a sewer construction job in 1898 across the Grand River, to serve West Brantford. Horses and wagons were used.

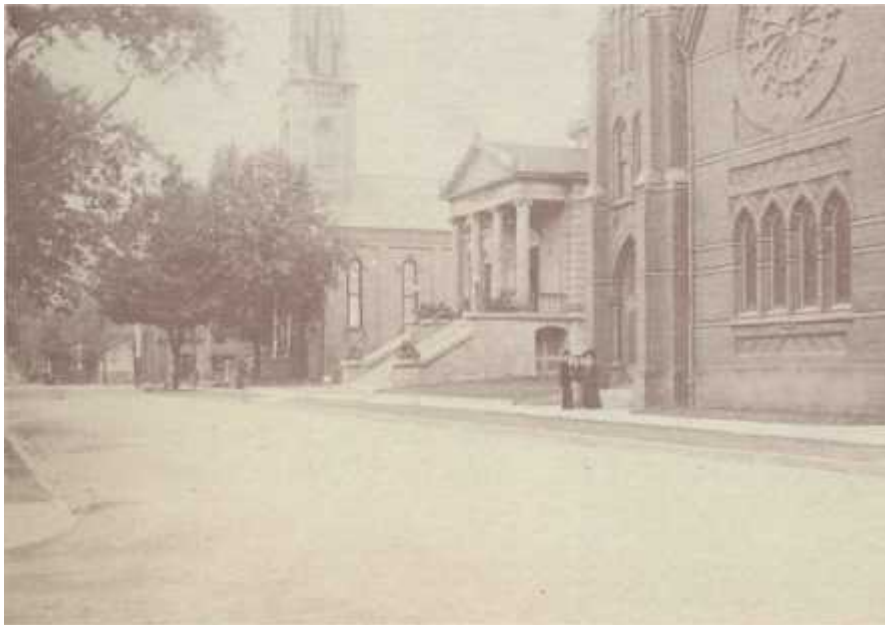




At the left, a paving job in progress on George Street in the library block - - - a truly laborious task in earlier days.



Picture above: City workmen on a sewer job on Colborne Street.



At the left, the finished roadway in the library block. The date is not known, but the costumes - seen in front of Park Baptist Church place it back many years.



An old-time road roller is seen at work in 1908 (picture at the left) in front of the library.



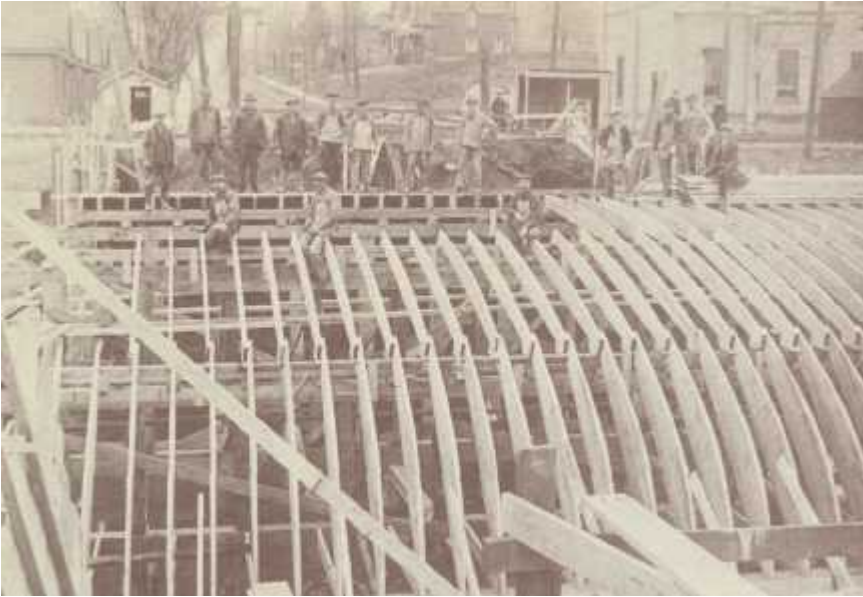
Two other views of men at work on street jobs. The pavement-laying (above) is on Park Avenue near Arthur Street. At the left is a concrete mixer being used in street paving in 1909.



Another view of paving - -
the hard way - - on Marl-
borough Street in the block
between West and Market.

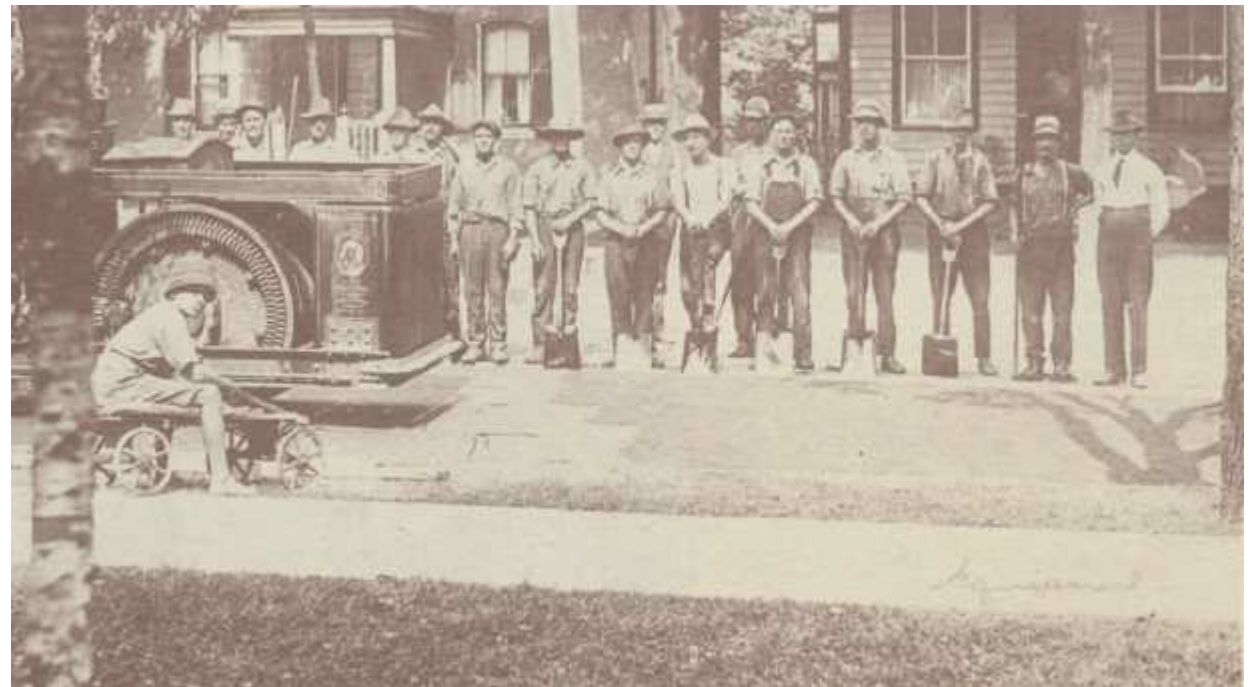
City equipment at work in
1921, and a car of that vint-
age, on William Street at
Palace.





Construction under way on the Murray Street bridge over the canal.

A group of city workmen on another early pavement-laying job



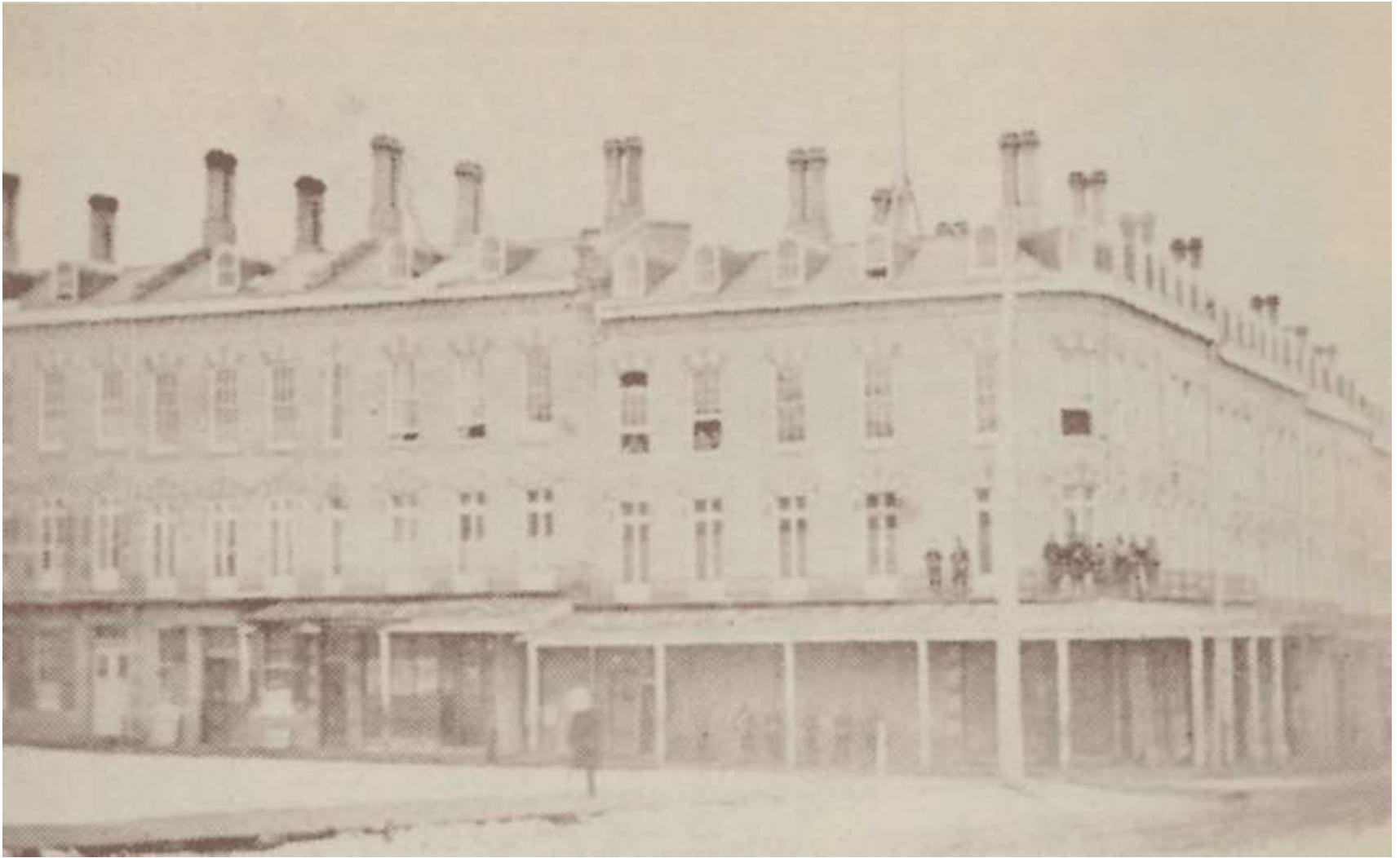
BUILDINGS OF INTEREST TO THE PEOPLE OF BRANTFORD



The Bell Homestead on Tutela Heights, home of the invention of the telephone, seen in a 1911 picture. It was here that Alexander Graham Bell worked on his great discovery of the means of transmitting the human voice over a telegraph wire and brought recognition to Brantford as The Telephone City.



The Massey-Harris Company buildings on South Market Street in the late 1800s. The larger building was torn down many years ago, and in 1967 the Brantford and District Civic Centre was erected on the site.



The Kerby House, opened in 1854 in large sprawling premises at Colborne and George Streets, was at the time the largest hotel in Canada West (which later became the province of Ontario). Lumbering teams of oxen hauled timber from nearby forests to build the hotel, and in its early days hotel guests often caught fish in nearby streams and took them to the

kitchens to be cooked. King Edward VII, when he visited Canada in 1860 as the Prince of Wales, stayed there, and so did many other notable personages over a period of many years. The Kerby House, later known as the Hotel Kerby, was a landmark in downtown Brantford for 122 years, until a fire on July 29, 1976, caused such heavy damage it was decided the historic old building must be demolished.

Horses, buggies and wagons are seen on Market Street - - a dirt road - - at the turn of the century. At the right is the Market Square. Note the plank walk leading away from the Market for pedestrians to use crossing the street at Colborne. Note also the type of headgear worn by the policeman at the left. The uniform worn by the man beside him appears to be that of the city's first letter carriers, who started mail delivery in Brantford in 1898.

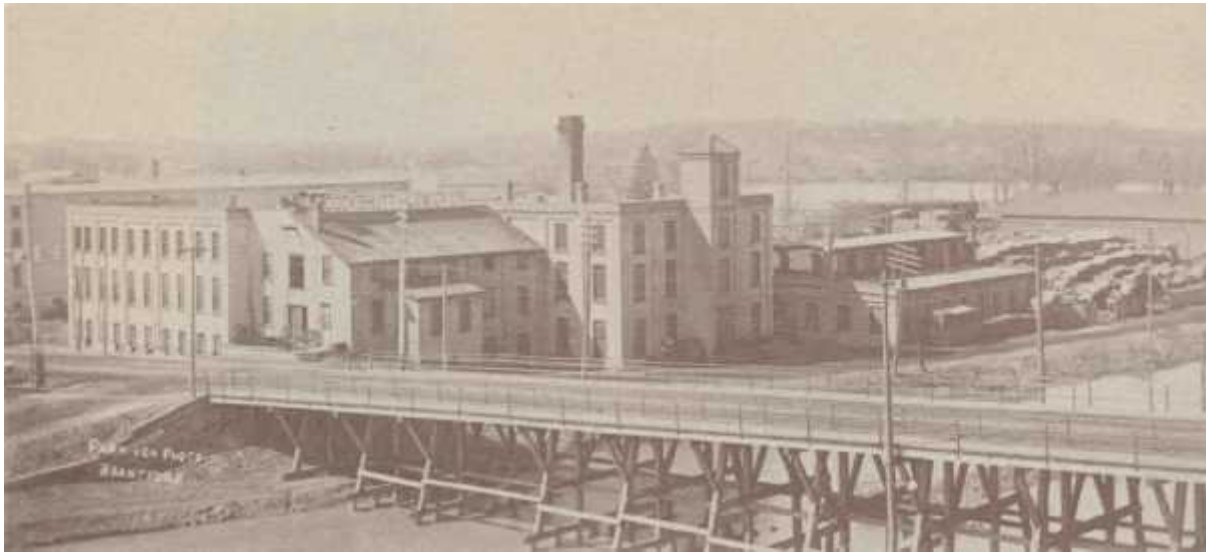




The John H. Stratford Estate, in the 1870s and 80s. Mr. Stratford was for a time a railroad builder - - a partner in a construction firm building a line for the Great Western Railway Company. He was also engaged in other mercantile operations.



The John H. Stratford Hospital, opened in 1885, was a gift to the city from Mr. Stratford. The name was changed in 1910 to Brantford General Hospital.



COCKSHUTT PLOW IN THE LATE 1800s

The Cockshutt Plow Company Limited had its start in 1877, occupying the southwest corner of South Market and Greenwich Streets, just below Victoria Bridge. The site was occupied later by the Dominion Radiator Company

This picture of a Cockshutt Plow Company showroom was taken in 1910. Second from the right is W. Ashton Cockshutt, who was associated with the company for a great many years.





Glenhyrst, which has been Brantford's arts centre for many years, was formerly the home of Edmond L. Cockshutt. At the time of his death it was a bequest to the city, to become a cultural and arts centre.

Taking part in the Cockshutt centenary dinner in 1927 were (from the left, clockwise around the table: Helen Kippax, Phyllis Cockshutt, Sam Stedman, Elsie Baker, Harry Cockshutt, Gertrude Drummond, Wallace Cockshutt, Kathleen Cockshutt, Ashton Cockshutt, Maude L. Cockshutt, George Cockshutt, Isabelle Rolls Cockshutt, Gerald Drummond, Norah Cockshutt, William F. Cockshutt, Edmond L. Cockshutt, George Baker, John Gibbons, Jessie Stedman, Paul Drummond, Marion Cockshutt, Eric Cockshutt, Helen Gibbons, Frank Cockshutt, Ruth Cockshutt, Gordon Cockshutt, Isabelle Cockshutt, Kathleen Buck Cockshutt.





Sarah Jeannette Duncan, one of Canada's earliest women novelists, was born in 1861 at 96 West Street. The stately old home was declared a historic site in 1962 and a plaque was unveiled. The property was acquired many years ago to become Thorpe Brothers' Funeral Home.

This was the William Buck home on Brant Avenue at Church Street, torn down about 25 years ago. St. Matthew's Lutheran Church now occupies the site. The Buck Stove Works occupied the remainder of the Brant Avenue block to West Street, part of which is now a beauty spot given the name Tom Thumb Park.





The YMCA was organized in Brantford in 1854 and was in a number of locations until its present structure was built in 1912 at Queen and Darling Streets. It is now the YM-YWCA.

The YWCA was established in 1894 and for many years was in a building at Wellington and George Streets. In 1953 the YM and YW were amalgamated, and the old YW site eventually became a part of Wellington Square.

The Bixel Brewing and Malting Company was the last of several breweries which were in operation in Brantford over a period of many years. The Bixel Company occupied a large structure at 1 Alfred Street and carried on a thriving business from its inception in the 1800s until it was acquired by Canadian Brewers Limited and closed in 1943.





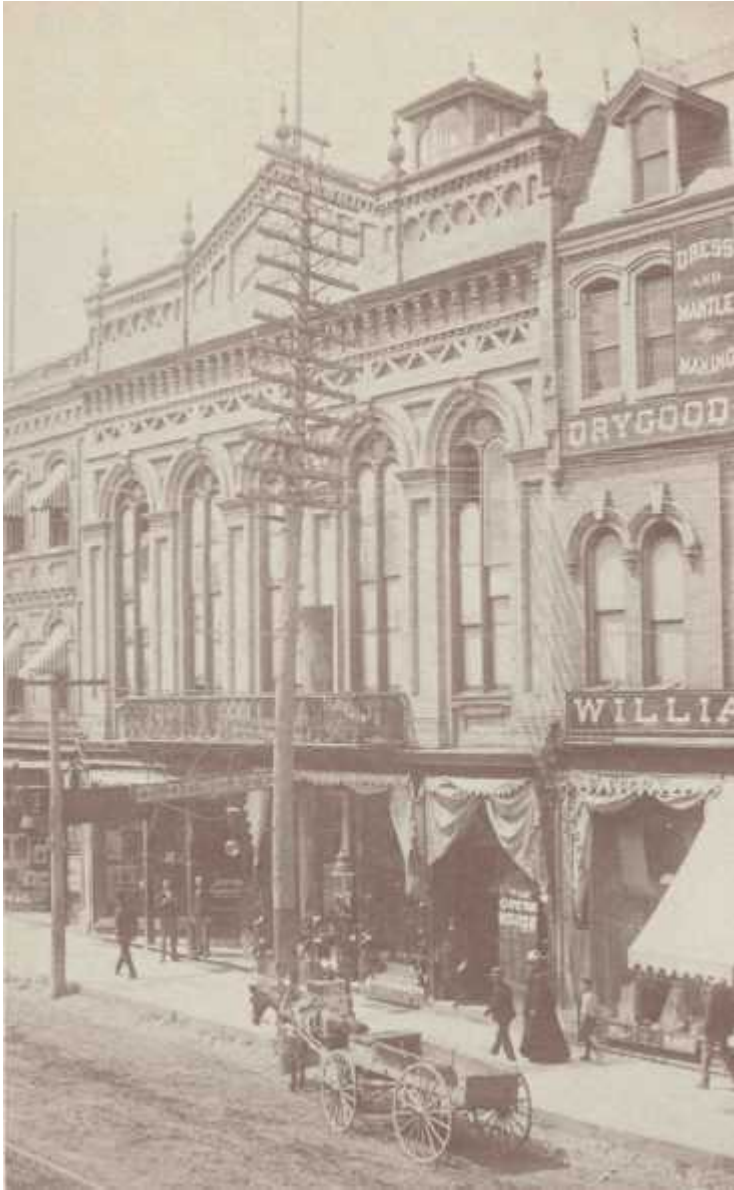
Brantford's Post Office occupied this building at George and Dalhousie Streets from 1880 until the present Federal Government Building at Dalhousie and Queen was opened in 1915. Known for years afterwards as "The Old Post Office", it is now the headquarters of the Holstein-Friesian Association.

The Expositor Building at Dalhousie and Queen Streets (at right) was built in 1895 and became a downtown landmark. Its domed tower was taken down in 1950, but after a series of expansions, restyling and modernizing, the original building remains a vital part of the much-larger present-day structure.



STREETS OF THE CITY AND SOME OF THE OLD DOWNTOWN AREA

Brantford's first Opera House was on Colborne Street (in approximately the location of the present Jack Fraser Store). Built in 1866 as Ker's Music Hall, it became the Stratford Opera House in 1881. It was destroyed by fire in 1908, and the Grand Opera House was then established at West and Darling Streets, where the Salvation Army Citadel now stands.



A view down the South Market Street hill at Victoria Bridge, the Dominion Radiator Company was in the building at the Greenwich Street corner. Farther down the street is the old Massey-Harris building.

This was the old Fire Hall at Queen and Dalhousie Streets, many years before motorization had ever been heard of. Only the lower part of the bell tower is seen. The bell was sounded on the occasion of every alarm.



Eight firemen are seen on the Brantford Fire Department's extension ladder in this scene from the late 1800s.



An old-time picture of the Brantford Armories before the turn of the century.



Brantford's waterworks building late in the 1800s. The waterworks system was started in 1870 for fire-fighting, because a better supply was needed than could be obtained from the cisterns placed throughout the town for that purpose. It was not until 1886 that the waterworks started providing drinking water.

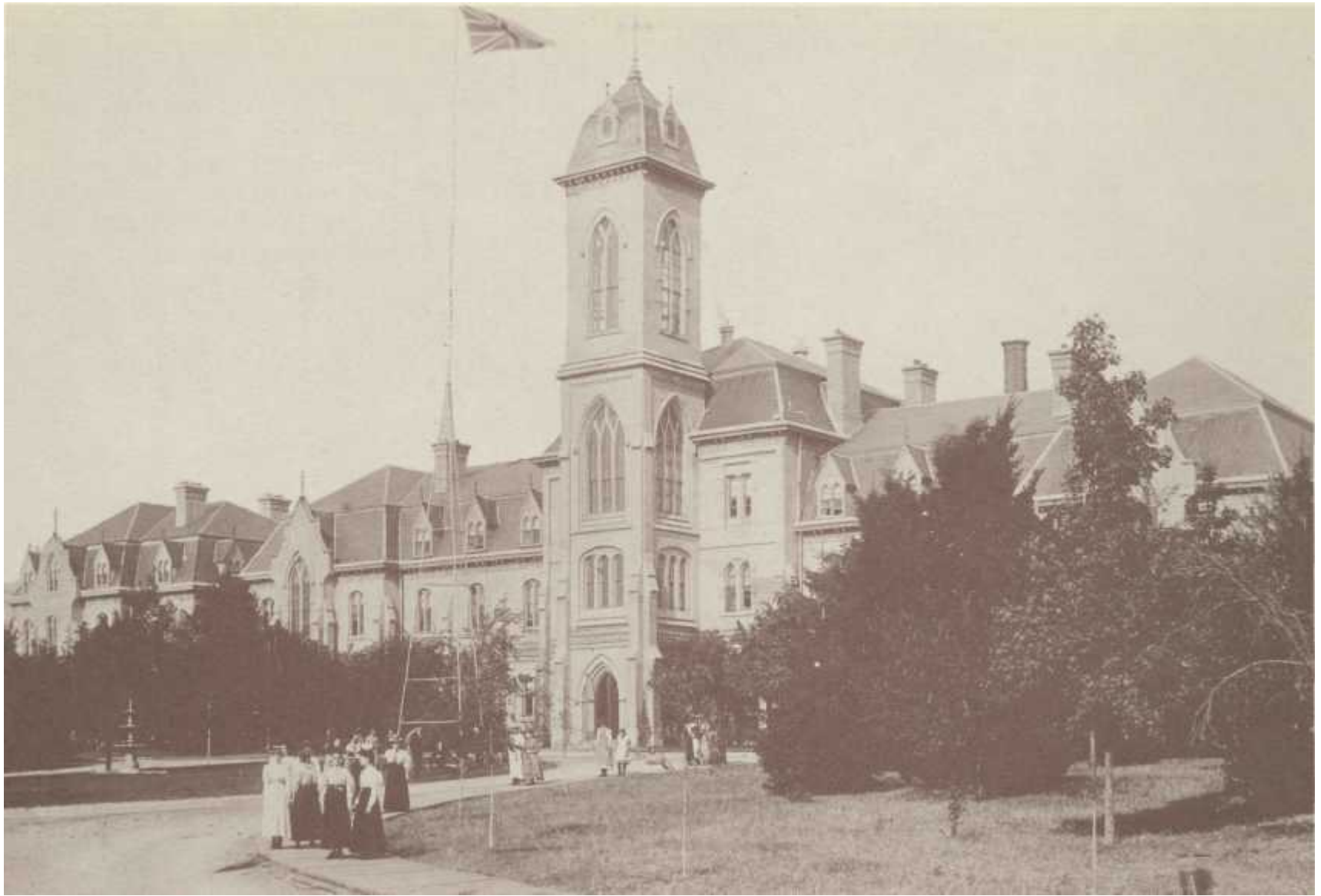
William Paterson Limited, one of Brantford's best-known industries over a long period, operated in the building seen below, at 28-40 Colborne Street. William Winter started a baking and confectionery concern on the site in 1856, and it was acquired seven years later by William Paterson and Henry Leeming. Paterson candies were known throughout Canada, and the Paterson biscuit business was also a flourishing one. George Weston Limited operated the business in its later years until the plant was closed. It has recently been torn down.



The Farmers' Binder Twine Company erected this building on Wadsworth Street in 1889 and carried on a thriving business both before and after the turn of the century. Thousands of farmers in many parts of Canada were small stockholders.

A view of the large Massey-Harris Company plant on South Market Street in days long gone. The site is now that of the Brantford and District Civic Centre.





The Ontario Institution for the Education of the Blind, seen here in the late 1800s, was opened in 1872. In 1913 it was renamed the Ontario School for the Blind, and the name was changed in 1974 to The W. Ross Macdonald School.



At the left: "The Starch Works" operated by the British America Starch Company. The business was started in Holmedale and was moved to a plant built in 1873 on Mohawk Road. It was a thriving business for many years until the plant was destroyed by fire.

At the right: W. H. Verity and Sons started producing plows in Brantford in 1892, in a building at Wellington and Clarence Streets that was destroyed by fire five years later. A new factory was built on Greenwich Street (now Massey-Ferguson's Verity Works).



Some of the stately old homes on Dufferin Avenue and their attractive lawns in the early 1900s.





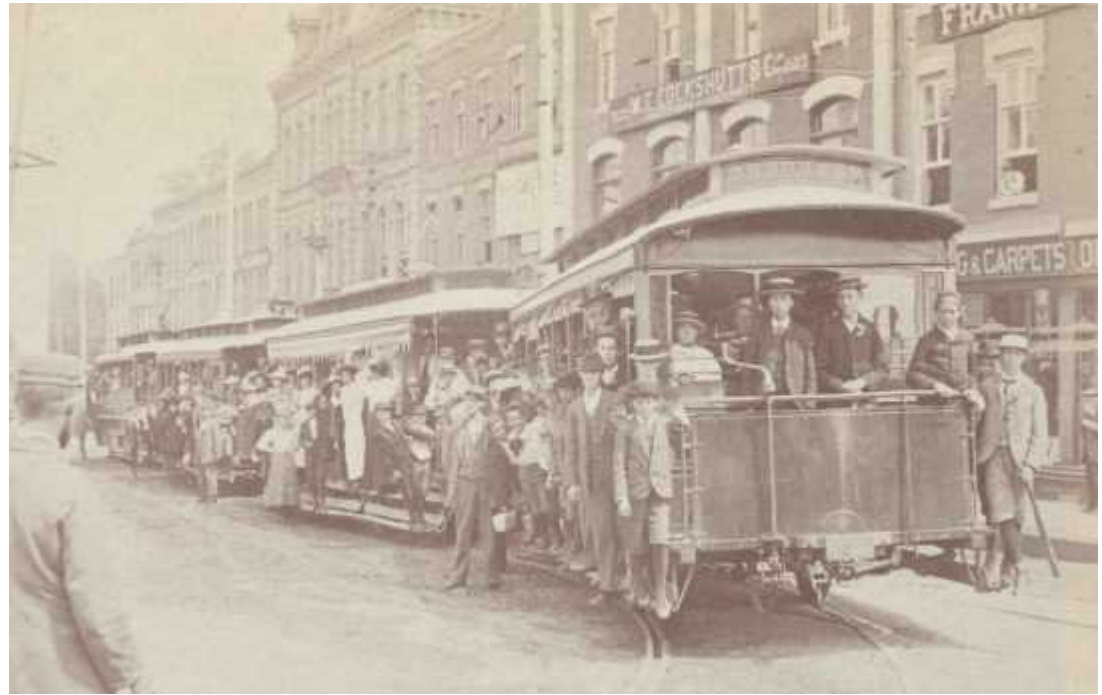
The picture above shows the building at Colborne and Bain Streets occupied by the Bain Brothers manufacturing Company, whose products were wagons and sleighs. The picture was taken in the late 1800s. The structure later became the Brant Building.

The farmers' meeting place - - Brantford's Market Square - - in the late 1800s. This view is from the Colborne-and-George intersection, showing Colborne Street at the left and George at the right. The YMCA was then in Wycliffe Hall, directly across Colborne from the City Hall.



Two views of one of Brantford's many fine residential streets:
Park Avenue in the vicinity of Mary Street.

Open streetcars were a popular form of conveyance in the early days of the Brantford Street Railway, after the horse cars had given way to electric cars. They remained in use for many years after the turn of the century. Three of the trolleys are seen here on Colborne Street after turning east from Market.



Both in the days of private ownership and after the city acquired the Street Railway in 1914, streetcars provided a service to Mohawk Park that was always well patronized throughout the summer months. At the entrance to the park was a waiting room, and the cars operated around a loop at that point.

The South Market Street approach to Colborne in the Streetcar days. The diamond at the intersection made provision for streetcar turns in all directions - - east and west on Colborne, north and south on Market.

In the lower picture Victoria Park is seen from the Darling-and-Market intersection in the early 1900s. Market Street is at the left and Darling at the right, with the Zion Presbyterian Church tower seen in the upper right corner.



BRANTFORD'S OTHER TELEPHONE

Alexander Graham Bell's invention of the telephone made Brantford internationally known as The Telephone City. Some years later the Lorrimer automatic telephone was invented here, and the Canadian Machine Telephone Company started operating here in 1907.



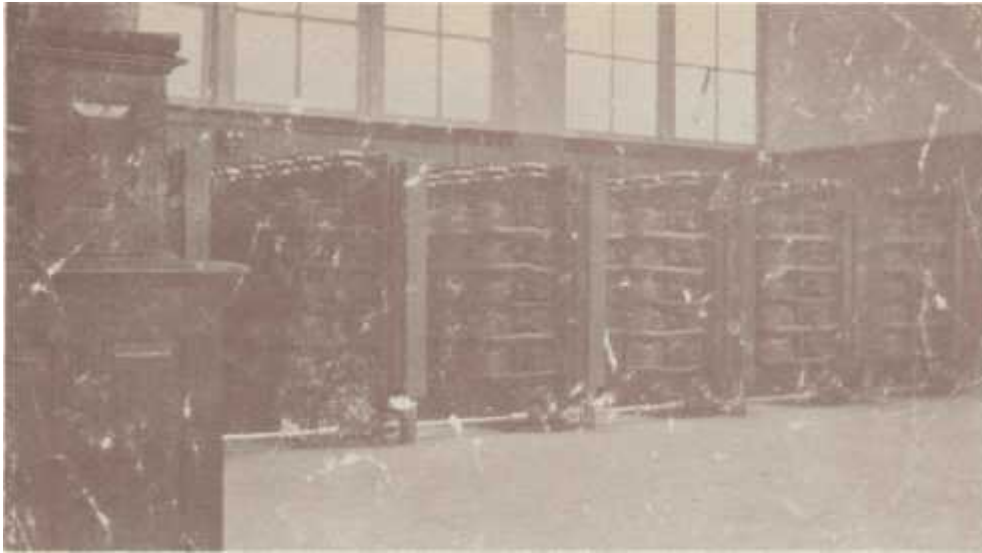
Walter Fleming on night duty in 1920. Behind him is a wall phone.



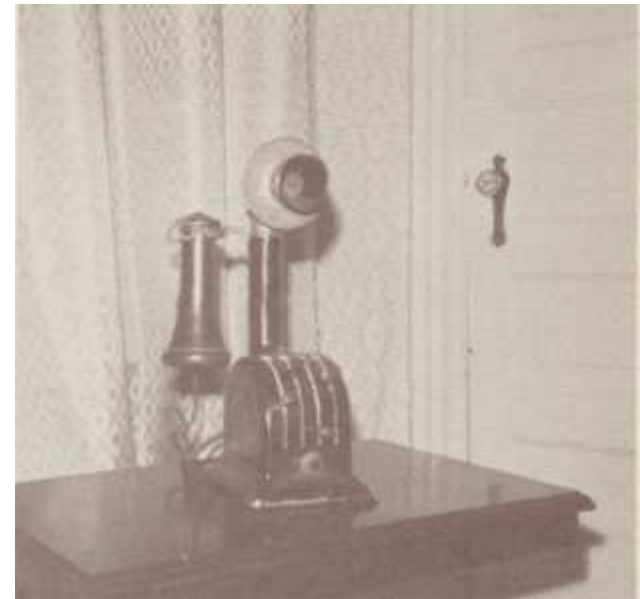
Ollie Harrison (picture above) in the Machine Telephone Company's office at 32 Queen Street

George Chamberlin was manager of the Machine Telephone Company here. Later he was for many years proprietor of The Hub, a popular corner store at Queen and Dalhousie

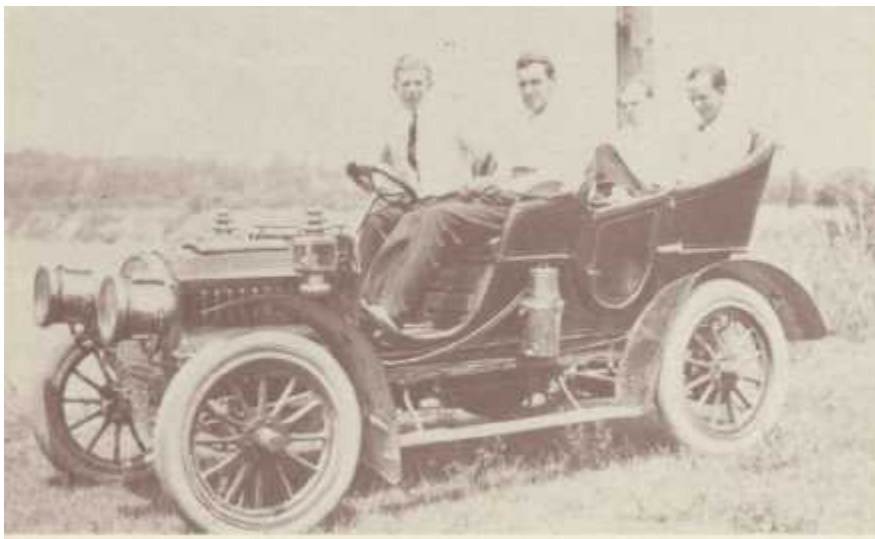




At the left, Machine Telephone equipment in the plant at 32 Queen Street (the building later taken over by the Brantford Hydro Commission, and the PUC when it came into being).



The desk phone of this type was in operation here from 1907 when the company started until it ceased operating in 1925. Levers on the front were adjusted to the proper digits to call the desired number.



Picture above: Machine Telephone Company manager George Chamberlin with three companions in his 1910-model car.

The truck operated by Bennett and Swift, dyers and cleaners.



Fruits and groceries were delivered in this T. E. Ryerson truck.



J. A. Houlding and salesmen, showing a new 1918 car to prospective buyers.



The Darling Street garage operated by C. J. Mitchell, the first Ford dealer in Western Ontario

The Bon Marche Grocery Truck





The Mitchell Company's auto parts section in the early 1900s.

The Mitchell Taxicab service





The Royal Mail truck in the early 1900s

These cars were real beauties in the early days of the automobile in Brantford



Whitaker Baking Company and Gould Leslie
Poster Advertising Co.



A fleet of new cars in the early 1900s.



W. ROSS MACDONALD

W. Ross Macdonald had a distinguished career in public service in Canada. Born in Toronto, he lived in Brantford from his early years. First elected as Brantford's Member of Parliament in 1935, he was re-elected in 1940, 1945 and 1949. He was Speaker of the House of Commons from 1949 until 1953, when he was appointed to the Senate. He resigned from the Senate in 1964, and in 1968 was appointed Lieutenant-Governor of Ontario - - the second Brantford man to hold that office.



COL. HENRY COCKSHUTT

Colonel Henry (Harry) Cockshutt, was one of Canada's leading industrialists. At the age of 16 he started to work for the Cockshutt Plow Company. He completed 60 years with the company and became the dean of the agricultural implement industry in Canada. In 1899, at the age of 31, he was elected mayor of Brantford - - the youngest mayor on record here. In 1921 he was appointed Lieutenant-Governor of Ontario, and he served until January, 1927. His home on Dufferin Avenue, known as Dufferin House, eventually became St. John's College.



JOSEPH BRANT



E. PAULINE JOHNSON



THE MOHAWK CHAPEL



THOMAS B. COSTAIN



ALEXANDER GRAHAM BELL

Joseph Brant (Thayendanegea), a renowned Mohawk chieftain, led his loyal followers from the Mohawk Valley in New York State to the Grand River area after the American Revolutionary War, in which the Mohawks remained loyal to England. He became one of the outstanding figures in the history of Brant County, and both city and county bear his name.

Emily Pauline Johnson (Tekahionwake), a Mohawk born at Chiefswood, achieved international fame as a talented poetess. Her recitations of her own writings added to her popularity.

The Mohawk Chapel, built in 1785, is seen here as it was in its early days. In the chapel grounds is Joseph Brant's tomb.

Brantford-born Thomas B. Costain became an internationally known author of best sellers late in life, after moving to New York. His books are to be found in many parts of the world.

Alexander Graham Bell is shown in an 1876 picture. That was the year of the first long distance call, and two years after his invention of the telephone.



Brantford's present City Hall, a \$2 million complex on Wellington Square, has now been in use nine years. The buildings, bounded by Wellington, George and Nelson Streets, contain approximately 60,000 square feet —50,000 in the City Hall proper and 10,000 in the provincial court rooms and offices. The old City Hall on the Market Square had been vacated some time before, and during the construction period the civic depart-

ments were accommodated in temporary offices in a number of downtown locations. The City Hall staff moved into the new structure in August, 1967, and the complex was officially opened in November by Governor - General Roland Michener. It was fitting that the city should enter the second century of Canada's history with its civic offices newly established in a modern, functional building.

TODAY'S CITY COUNCIL 1977

ALDERMAN
JO BRENNAN

ALDERMAN
ART STANBRIDGE

alderman
DOUG McNICOL

ALDERMAN
BILL TOVELL

ALDERMAN
MABEL COOPER

ALDERMAN
MAX SHERMAN

ALDERMAN
ANDY WOODBURN

ALDERMAN
CHARLES WARD



ALDERMAN
DOUG REEVES

MAYOR CHARLES BOWEN
1977

ALDERMAN
DAVE NEUMANN



HISTORY OF THE BRANTFORD KINSMEN CLUB

The Kinsmen Club of Brantford was originally Chartered on March 11, 1941 and became Incorporated on December 6, 1962.

From past to present, the Brantford Kinsmen have been actively involved in "Serving the Community's Greatest Needs".

Numerous projects have been undertaken during the past thirty-six years, including sponsoring and supporting of Church League Hockey, Minor Soccer and Girls' Minor Baseball. One of the most recent projects has been the sponsoring of the Brantford Police Department Safety Van, which is used in the educating and patrolling of public school students.

Yearly Service Projects include participation in Red Cross Blood Donor Clinics, and organizing and support of A.R.C. dances.

Money raising projects in the community have included fertilizer sales, bulb blitz sales, and sales of Kin Lottery tickets. The proceeds from these various projects enable the Kinsmen Club to perform services of need to the community.

Each individual member of the Brantford Kinsmen — past, present and future — have and will strive to make our great community a better place in which to live.

OUR SPECIAL THANKS TO:

PICTURE DONATIONS

Ashton Cockshutt

D. Alan Young (machine telephone)

Brant County Museum

Park Studio Collection

A. Gordon Mitchell Estate

Mrs. Shirley Godin

City Hall pictures

The Con Eddy Collection

Famous Players

John Houlding

Robert Edwards

The Brantford Expositor

Picture of the first mayor of the city is
from Mrs. Kathleen Lewis, his daughter.

CREATIVE DIRECTION & CO-ORDINATION

Arn Huffman

MARKETING

Kinsmen Club of Brantford

COPY WRITING

Doug O'Neil

INITIAL COMPILING

Loraine Spencer

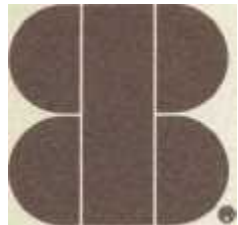
Jackie Curtis

FINANCING

Brantford Centennial Committee

PRINTING

Mercantile Press



Brantford Centennial
1877 - 1977

