

## Foundries

In the spring of 1874 Captain James Evans acquired the old distillery site, and thereon built a foundry for the production of farm machinery. The POST of April 24 of that year says: Capt. Evans has commenced building his agricultural works. He intends carrying on the manufacture of agricultural implements on a large scale. This is a branch of manufacture much needed here." The May 1 issue adds this:

"Capt. Evans is getting on splendidly with the erection of his agricultural implement manufactory and machine shop. It is on the site of the old distillery, where a little rivulet will be d--d up, furnishing necessary water power all the year round. Capt. Evans will employ from eight to a dozen men; and will be in a position to do a large business as he is in the midst of a country requiring facilities he will offer for the purchase and repair of all kinds of implements."

In a very few years it was evident that the business had outgrown the facilities at Distillery Creek, and in January 1879 Evans bought from W. S. Cottingham the lot at the south-west corner of King and Mills Streets, and that spring erected the big red brick building which for many years was the foundry and machine shop of the firm that for a time was known as Evans & Redpath—the building which is now the Legion Hall. The original moulding room, was torn down a few years ago. It consisted of a one-storey

wing to the south of the building which still remains. The first floor of the factory was the machine shop, with lathe, drill press, and other equipment for the finishing of the metal parts of the implements which were manufactured. The wooden parts were made in the wood-working shop which occupied the second floor. At first the motive power was provided by a steam engine. Here is a reference to the boiler in the POST of March 16, 1883:

"A Blow Out: On Monday morning last, no little excitement was created among the workmen in Mr. James Evans' foundry. The blow out pipe at the rear of the boiler being frozen, when the hot water touched it, it burst, causing the steam and water to escape with tremendous roar, striking terror to the hearts of all present and fairly deluging the building in steam and water. The break was remedied by dinner time." (HERALD).

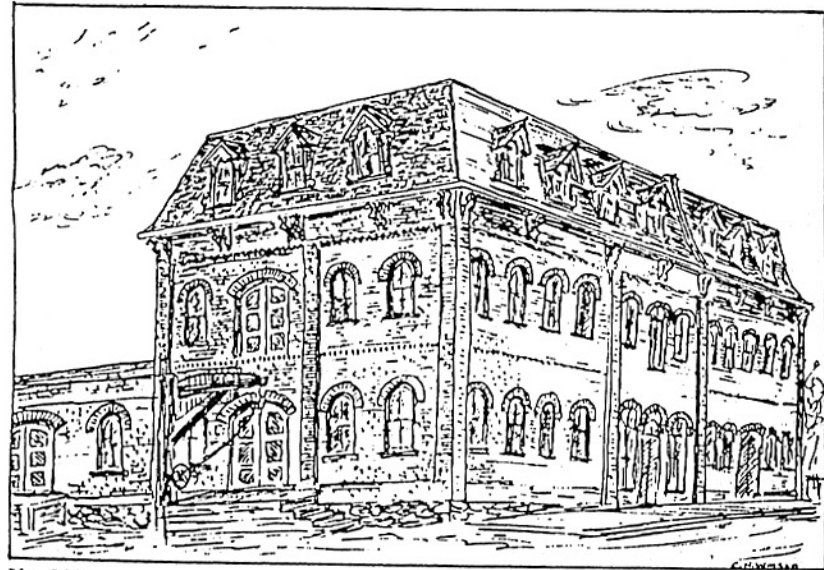
As well as agricultural implements, the firm made hand fire engines, which became standard fire-fighting equipment in many of the smaller towns and villages of Ontario. Those turned out here were noted for their efficient performance. The POST, April 12, 1895:

"Woodville has purchased a hand fire engine from Evans & Redpath here, and two other villages have about decided to follow. The secretary of the Fire Underwriters, Toronto, testimony is that the Evans hand engine far exceeds in power any other manufactured."

More will be said about this engine in the chapter about Fires and firefighting.

In 1893 Evans secured from Thomas Stephenson, Sr., the right to instal a water-power for his shop at the west end of the dam, on the site of the old Cottingham saw mill. The agreement between Evans and Stephenson was dated October 26, 1893. Evans agreed to build and place in position at the extreme west end of the mill dam a certain 35" turbine water wheel belonging to the lessor (Stephenson), and now in the Floom of the Carding Mill on the dam, at his own cost, and under the supervision of the Lessor.' Evans also agreed to pay Stephenson a yearly rent of \$75 for the use of the water.

The operation of the machine shop by water power from the dam, a block away, proved to be a successful and interesting feat, and illustrated the ingenuity and technical "know-how" of James Evans. To make clear to the reader a description of the method used, he should refer to the picture, No. 94. The small shed there shown was built over the floom, at the bottom of which was the water turbine. The vertical shaft from the turbine, by means of a 45 degree gear, turned a horizontal shaft extending westward into the base of the tower shown in the picture. On this shaft there was a large wooden pulley, or wheel. Near the top of the tower there was another shaft parallel to the lower one, and on this latter were two pulleys, a wooden one like the bottom one, and a



No. 100.

Evans & Redpath's Foundry & Machine Factory—Built About 1879