

HAMILTON  
CANADA

# SPECTATOR



CARNIVAL  
SOUVENIR  
1903



# Toronto, Hamilton & Buffalo Railway

HAMILTON OLD BOYS  
TRAVEL BY THE NEW SCENIC ROUTE

## Toronto, Hamilton & Buffalo

New York, Buffalo and the East,  
To Hamilton, Brantford, Toronto, Ottawa  
and Montreal.

### EASTERN STANDARD TIME.

	P. M.				
BOSTON, MASS., B. & A. Lv.	4:15	6:00			
<i>New York Central</i>	6:30	8:15	9:31	8:30	
NEW YORK, N. Y. Lv.	10:00	11:45	10:50	11:13	
ALBANY, N. Y. ....	11:00	11:45	10:50	11:13	
SYRACUSE, N. Y. ....	2:00	3:45	2:15	2:31	
ROCHESTER, N. Y. ....	4:30	6:15	4:45	5:01	
<i>Penn. R. E.</i>					
WASHINGTON, D. C. ....	7:15	9:00	7:30	8:15	
BALTIMORE, MD. ....	8:30	10:15	8:45	9:30	
PHILADELPHIA, PA. ....	8:25	10:10	8:40	9:25	
<i>Michigan Central</i>					
Buffalo, N. Y. ....	8:30	10:15	8:45	9:30	
<i>via Port Erie</i>	6:25	8:10	6:35	7:20	
BLACK ROCK, N. Y. ....	6:25	8:10	6:35	7:20	
<i>via Port Erie</i>	6:25	8:10	6:35	7:20	
BUFFALO, N. Y. ....	6:25	8:10	6:35	7:20	
<i>Michigan Central</i>					
NIAGARA FALLS, N. Y. ....	7:21	9:06	7:31	8:16	
SUSP. BRIDGE, N. Y. ....	7:21	9:06	7:31	8:16	
NIAGARA FALLS, Ont. ....	7:21	9:06	7:31	8:16	
<i>Brantford Express</i>					
Toronto, Hamilton & Buffalo.					
Welland ..... Lv.	8:30	10:15	8:45	9:30	
CHANTLEERS ..... 17:27	1	12:05			
FENWICK ..... 7:32	1	12:00	7:11		
SILVERDALE ..... 17:49	1	12:15			
ST. ANN'S ..... 17:46	1	12:20	17:52		
SMITHVILLE ..... 7:51	1	12:25	7:58		
GRASSES ..... 17:59	1	12:35			
VINEMOUNT ..... 18:04	1	12:39			
STONEY CREEK ..... 18:13	1	12:48	17:47		
BARTONVILLE ..... 18:20	1	12:55			
WESTWORTH ST. ....					
Hamilton ..... Arr.	8:30	9:30	8:05	8:05	
<i>Except Sunday</i>					
<i>Except Sunday</i>					
<i>Except Sunday</i>					
<i>Except Sunday</i>					
<i>Except Sunday</i>					
Brantford ..... Arr.	8:30	9:30	8:05	8:05	
<i>Canadian Pacific</i>					
HAMILTON ..... Lv.	10:30	10:30	9:05	9:05	
TORONTO ..... " "			9:30	9:30	
OTTAWA ..... " "			10:00	10:00	
MONTREAL ..... " "			10:30	10:30	

†Flag Station. \*Daily. \*Except Sunday. \*Stops only to let off passengers from point EAST of Welland on week days, and to pick up passengers. †Will make local stops on Sunday. †Will not pick up passengers.

## Toronto, Hamilton & Buffalo

Connections at Buffalo from the EAST, SOUTH and WEST

### WEST SHOULDER

Lv. New York 2. 7. 42:20	9:15 PM	9:30 PM	7:45 PM
Union	1:00 AM	2:20 AM	8:30 AM
Syracuse	2:25	7:15	10:20
Rochester	4:27	10:10	12:07 AM
Ar. Buffalo	12:35		

### DEL., LA. & WEST N.

Lv. New York	7:10 PM	8:45 PM	7:00 AM	10:00 AM
Scranton	11:00 PM	1:00 AM	6:22 AM	1:30 PM
Binghamton	1:00 AM	7:30	9:00	3:25 PM
Elmira	3:55	10:25	9:35	4:38 PM
Ar. Buffalo	7:00	4:3	1:00 PM	7:35

### ERIE

Lv. New York	4:25 AM	9:10 PM		
Binghamton	1:45	4:25 AM		
Elmira	3:55	7:50		
Ar. Buffalo	7:00	11:15		

### LEHIGH VALLEY R. R.

Lv. New York	5:40 PM	7:40 PM	10:20 AM	
Philadelphia	9:25	8:40	10:37	
Harrisburg	11:25	10:31 AM	12:40 PM	
" " " " " "	1:25	1:20 AM	3:28 PM	
Thaca	5:20 AM	7:35 AM	6:30 PM	
Ar. Buffalo	7:55	11:40 AM	10:40 PM	

### L. S. & MICH. SOUTH

Lv. Cincinnati (Big Four)	7:30 PM		9:30 PM	2:00 AM
Columbus	10:00			
Lv. Cleveland, L. 2 & M. 2	1:00 AM		11:30 AM	7:00 AM

### Lv. Pittsburg, L. 2 & M. 2

Lv. Youngstown, L. 2 & M. 2	12:40 AM		10:25 AM	
Ashtabula	4:10		12:40 PM	9:45 AM
Erie	6:40		2:40 PM	11:05
Punkin	8:20		4:00 PM	12:37 PM
Ar. Buffalo (E. Time)	7:15		4:55	3:00

### N. Y. C. & S. L.

Lv. Cleveland	5:35 PM	2:00 AM	8:20 AM	
Erie	11:25	4:40	11:30	
Punkin	1:25	1:20 AM	1:21 PM	
Ar. Buffalo (E. Time)	3:55	8:30	1:00	

### PENN. R. R., All 7 & 2

Lv. Pittsburg	11:00 PM		10:00 AM	
Oil City	3:00 AM	17:15 AM	12:00 PM	
Mayville	5:10	19:31	1:21 PM	
Ar. Buffalo	7:05	12:15 PM	3:30	

### PENN. R. R.

Lv. Washington, Penn. 2	7:15 PM		7:50 AM	
Baltimore	8:30		8:30	
Philadelphia	11:17		9:00	2:40 PM
Emporium Junction	4:55 AM	10:20 AM	4:15 PM	
Olean	7:35	10:31	4:41	
Ar. Buffalo	7:35	12:45 PM	7:40	

### R. R. & P. R. R.

Lv. Pittsburg	9:30 PM		10:00 AM	
Pennsylvania	1:00 AM		12:10 PM	
Brantford	4:00 AM	10:30 AM	3:30	4:35 PM
Saratoga	9:05		4:10	
Ar. Buffalo	9:40	11:55 AM	5:45	7:50

### Lv. Buffalo, M. C. R. R.

Lv. Buffalo, M. C. R. R.	10:10 AM	7:00 AM	1:00 PM	
Ar. Hamilton, T. 2 & E. 2	9:30	9:50 AM	3:05	9:05
Ar. Toronto, C. P. Ry.	10:30	10:30 AM	4:05	9:05

\*Daily

†Except Sunday.

‡Sundays.

T me show \*Daily. \*Except Sunday. †Sundays. ‡Sundays. †Will make local stops on Sunday. †Will not pick up passengers.

## Toronto, Hamilton & Buffalo

Chicago, Detroit and the West,  
To Brantford, Hamilton, Toronto, Ottawa  
and Montreal.

### EASTERN STANDARD TIME.

#### CENTRAL STANDARD TIME.

Michigan Central					
CHICAGO, Ill. Lv.	7:00	A. M.	8:15		
<i>H. &amp; D.</i>	7:00	P. M.	8:15		
CINCINNATI, Ohio	7:00	P. M.	8:15		
Michigan Central	7:00	P. M.	8:15		
DETROIT, Mich.	10:45	A. M.	11:30		
EASTERN STANDARD TIME.	12:00	A. M.	12:00		
WINDSOR	12:30	P. M.	1:15		
RIDGETOWN		P. M.	2:30		
ST. THOMAS		P. M.	3:45		
TILSONBURG		P. M.	5:00		
WATERFORD	Att.	A. M.	6:15		
		A. M.	7:30		

#### Toronto, Hamilton & Buffalo.

	Toronto and Buffalo Express, Except Sunday.	Toronto and Hamilton Express, Except Sunday.	Toronto and New York Express, Except Sunday.	Toronto and Brantford Express, Except Sunday.
No. 2.	No. 6	No. 10	No. 12	No. 19
Waterford ..... Lv.	A. M.	P. M.	P. M.	P. M.
VANESSA ..... 18:28	1	3:50	6:25	10:34
SCOTLAND ..... 8:31		11:10	16:41	
CHURCH ..... 18:35			16:46	
MT. PLEASANT ..... 18:39			16:51	
WEST BRANTFORD ..... 18:48		P. M.	17:00	
Brantford ..... 5:53	1:55	4:29	7:05	
CAINSVILLE ..... 19:02	12:04		17:14	
JERSEYVILLE ..... 19:12	12:14	C. 44	17:25	
SUMMIT ..... 19:20	12:22		17:33	
MINERAL SPRINGS ..... 19:28	12:31		17:42	
DUNDAS ..... 19:33	12:37	C. 60	17:48	
13th RIFLE RANGES ..... 19:35			17:50	
AMBERDEEN ..... 19:37			17:53	
HAMILTON ..... Arr.	9:45	2:50	5:13	9:00
<i>Canadian Pacific</i>				
HAMILTON ..... Lv.	9:55	3:10	5:15	9:10
TORONTO ..... 10:00	4:05	6:10	9:15	
OTTAWA ..... " "			6:25	
MONTREAL ..... " "			7:35	

†Flag Station. ‡Crops only to let off passengers from Michigan Central.

J. N. BECKLEY President, Rochester, N. Y.  
E. FISHER, General Superintendent, Hamilton, Ontario.  
F. F. BACKUS General Freight and Passenger Agent, Hamilton, Ontario.

## Program...

**Hamilton Summer Carnival  
and Old Boys' Reunion** ❖❖  
**August 17, 18, 19, 20, 1903**

**Monday**—VISITORS' DAY. Reception and welcome to all Old Boys and Visitors. Gathering in and settling down. Grand Massed Band Concert at Dundurn Park. Preliminaries in Grand Wrestling and Boxing Contests.

**Tuesday**—OLD BOYS' DAY. Old Boys' Parade. Veteran Firemen Parade. Athletic Sports at Britannia Park and Hamilton Driving Park. Sailing Regatta at Beach. **EVENING**—Band Concert at Beach Pavilion, Parade of Illuminated Boats at Beach. Beach Illuminations. Band Concert at Armory.

**Wednesday**—CITIZENS' DAY. Floral Parade of Private Carriages. Gymkhana Parade and Sports. Reunion of Old Boys at Central School, 2 to 6 o'clock, to meet Dr. Sangster and other former teachers. **EVENING**—Grand Fireworks and Band Concert at Dundurn and Harvey Parks.

**Thursday**—CIVIC HOLIDAY AND MILITARY DAY. Parade of Work Horses, under the auspices of the S. P. C. A. Grand Parade of Trades and Labor bodies with Floats. Military Parade by Visiting Regiments. Military Demonstration at Jockey Club, Buffalo, London, Brantford, Guelph and Thirteenth Regiments, Hamilton Field Battery, Toronto and Hamilton Bearer Corps taking part. **EVENING**—Band Concert in Gore. Midway and Street Fair every day and evening during the Carnival.

# HAMILTON

CANADA

A Carnival Souvenir

AUGUST  
1903

THE SPECTATOR PRINTING COMPANY  
LIMITED

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SUPPLEMENT TO THE SPECTATOR

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## P R E F A C E

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With the hope that its publication may serve not only to interest but instruct, the Spectator Carnival Souvenir is sent upon its mission. The object has been to produce a volume that will be of real and lasting value to all classes of people who are now, or may become, interested in Hamilton. Every effort has been made to include within the limits of the Souvenir the records of development in every line. There has been no attempt to boom or boast. The facts are recorded, and from the facts the reader will be well able to form judgment. In so far as it has been found possible the city has been illustrated, and the modest claim is made that never before in its history has Hamilton received so generous treatment at the illustrator's hands. No apology is offered for the introduction of a trade directory, which will be found in the chapter devoted to manufacturers. The management believes that this is one of the most important features of the Souvenir, making the volume particularly valuable. Wherever it has seemed advisable experts have been called upon to furnish special articles, and to these gentlemen and to all others who have in any way contributed to the success of the Souvenir, the earnest thanks of the management is given.

# Officers of the City

## CITY COUNCIL.

Mayor—W. J. MORRIS.

ALDERMAN T. ALLEN,	ALDERMAN G. S. KEEL,
“ S. D. BIGGAR,	“ J. P. MACLEOD,
“ J. G. Y. BECKHOLDER,	“ W. W. MAIN,
“ C. C. BAIRD,	“ W. NICHOLSON,
“ W. BURGILL,	“ M. J. O'BRIEN,
“ M. BASSGILL,	“ T. J. STEWART,
“ C. K. DOWVILLE,	“ H. C. SWERNEY,
“ J. M. EASTWOOD,	“ G. WILD,
“ W. M. FINDLAY,	“ A. R. WHITE,
“ E. A. FEARNSIDE,	“ H. S. WALLACE,
“ J. B. KINGDON,	

## CITY OFFICIALS.

FRANCIS MCKEEGAN, K. C., City Solicitor.	R. V. MATHEWS, Clerk.
THOS. BEASLEY, City Clerk.	GEO. HOPKIN, Clerk.
SAMUEL H. KIST, Assistant City Clerk.	JOHN MORROW, Clerk.
H. L. BAIRD, Clerk.	C. BAYNE, Clerk.
ABRA. P. KATZBERG, Clerk.	ALBERT JAMES, Chief Clerk of Waterworks.
ALEX. STUART, City Treasurer.	ROBERT GRIFFITH, Clerk.
W. R. LUCKIE, Assistant Treasurer.	JOHN SWEELIE, Clerk.
ALEX. STUART, JR., Clerk.	WM. CONNELL, Clerk.
GEO. FREDK. JELKS, Police Magistrate.	WM. C. BRENNAN, Clerk Board of Works and Sewers-Department.
ALEX. SMITH, Chief of Police.	JAMES McFARLANE, Mechanical Engineer, Waterworks.
ALEX. ANDERSON, Chief of Fire Department.	A. ANSTY, General Foreman of Water- works.
E. G. BAYBORN, City Engineer and manager of Water Works.	WM. McANDREW, Supt. Waterworks Yard.
J. R. HEDDER, Asst. City Engineer.	W. LANGRILL, M. D., Medical Health Officer.
CHARLES M. STEWART, Clerk.	JAMES CONNORS, LEWIS McDONALD, } Sanitary Inspectors.
JNO. T. HALL, Assessment Commissioner.	GEO. POTTER, CHAS. SMITH, City Messenger.
LUCIAN HILLS, } Assessors	JOHN McMENEMY, Relief Officer.
FRANK R. HUTTON, } Assessors	
JOHN B. NEELGAN, } Assessors	
WILLIAM A. KEEL, Tax Collector.	
ANDREW T. NEILL, Assistant Tax Collector.	

## BOARD OF COMMISSIONERS OF POLICE.

COLIN G. SNIDER,	Judge County Court, Chairman.
W. J. MORRIS,	Mayor.
GEO. FREDERICK JELKS,	Police Magistrate.

# The History of Hamilton



HAMILTON ONE HUNDRED YEARS AGO

(Reprint from Spectator, 1893.)

**U**P to the year 1669 no white man had ever set foot upon the ground upon which the beautiful and flourishing city of Hamilton now stands. All was in a state of nature. The mountain was crowned by a forest of magnificent pines, maples, beeches, elms, and other stately trees indigenous to the country. The mountain-side was covered by a tangled mass of growing and fallen trees, shrubs, vines and brambles, so closely interwoven that but little of the rocky face of the escarpment was exposed to view. Below, where the city now stands, with its rectangular blocks of fine buildings, its many spires, lofty public edifices, solidly built business houses, tall chimneys and beautifully embowered private residences, the rich soil, plentifully watered by the natural springs of the mountain

side, was thickly studded with gigantic trees, in the shade of which grew a jungle of underbrush which kept the ground moist and marshy throughout the driest summer. On the shores of the bay—then called Macassa or Maracassah (beautiful water) by the Indians—stood rows of huge willows and drooping elms, whose branches dipped into the water and afforded seclusion and shelter for count-

less myriads of wild fowl. The view from the mountain in those early days was grand. The plain below was a mass of foliage which, waving in the passing breeze, took on the appearance of a restless sea of emerald. The beautiful bay, its calm surface mirroring the foliage upon its northern bank, its plains and heights beyond; the beach and broad Lake Ontario on the east, and the charming valley to the west, formed such a picture of the beautiful in nature as but few parts of this great world can equal.

One day in September, 1669, some Indians who were encamped at the Burlington end of the beach saw a strange sight. Coming over the lake from the direction of the great river that plunges over the mountain was seen a great ship of the paleface, with its sails spread to the gentle breeze. The great ship glided along parallel to the beach, was steered into the natural canal near the northern end of the beach, and which then connected the bay with the lake. On over the surface of the Macassa water went the great ship, until it finally stopped under the bluff on the south shore now known as Point Hill. The Indians noticed that the men in the great canoe wore strange costumes, carried strange arms, and that their faces were pale. It was Sienar de la Salle and his adventurous company of explorers, and the great Frenchman's was the first white man's foot that ever trod upon the site of the ambitious city. La Salle had started from Lachine with the avowed purpose of following the lakes and rivers until he reached the Pacific ocean. He coasted along the southern shore of Lake Ontario, he reached the Niagara river, came on west to the beautiful Macassa bay, and found that there was no thoroughfare to the Pacific in this particular direction. La Salle and his party landed at the spot upon which the Grand Trunk station now stands, encamped upon the bluffs above, and proceeded to the enjoyment of the hunt. Game was very plentiful, and the adventurous Frenchman revelled for days in venison, grouse, duck and goose. La Salle was not favorably impressed with the soil. The mountain springs made it marshy, and the Indian grass was tall and rank. La Salle and his voyageurs sailed away, and for nearly a hundred years the site of Hamilton saw white man no more.

When the American colonies rebelled against British rule and declared themselves an independent nation, there lived in Philadelphia, on the shore of the Delaware river, one Robert Land. He was loyal to the old flag, as brave as he was loyal, and as strong, active and enduring as he was brave. He joined the ranks of the royalists, and his intelligence, acquaintance with the country, loyalty, remarkable power of physical endurance and a knowledge of woodcraft soon brought him to the notice of



HAMILTON IN THE FORTIES

## Hamilton Spectator Carnival Souvenir



ROBERT LAND'S CABIN

those in authority, and he was employed as a special scout. One night, as he was conveying an important message to the royalist camp, he stumbled upon a picket of the enemy. He was discovered, fired upon and wounded. But he succeeded in getting away and concealing himself in a thicket, where he dressed his wound and remained until daylight. He delivered his message to the royalists and returned to his house. Imagine his grief when he discovered his once happy home a heap of smouldering ashes, and his family missing—murdered by the Indians. The strong man bowed low under the heavy load of grief that weighed him down; he lost all interest in the progress of the war; there was now no tie to bind him to his old home, and he took the trail for Canada, in which colony, still loyal to the crown, there was peace and an opportunity for poor Land to bury himself and his great grief in the unexplored woods. He found his way to Niagara, where he made a short stay. Then he shouldered his rifle and axe, bound his pack of bedding and culinary utensils to his back, and forced his way through the dense woods until he arrived at the shore of Macassa bay, where he took up 300 acres of land in the territory now occupied by the eastern portion of the city of Hamilton. Here he built a primitive little log cabin, and became Hamilton's first settler. The cabin—Hamilton's first house—was a rude structure of logs, with one small window through which as much light as could penetrate a stretched wolf skin was admitted. It was in June of 1778 when grief-stricken but brave and active Robert Land took up his residence in the future great city. His nearest neighbors were at Ancaster, where a beginning had been made towards the building of a village. The only roads were deer trails. One of these extended over the mountain and down to the bay, and another well defined trail led from the Grand river, through the Dundas valley, and down to the bay, reaching the water at the Indian mound, which is still to be seen at the foot of Emerald street. Land spent

most of his time in hunting—game was plentiful; but he cleared off and broke up a small patch of ground and was soon comfortably supplied with vegetables as well as fruits of the chase. His first experiment in the cereal line was the sowing of a bushel of wheat, and its success augured well for the future of his domain of 300 acres. He lived alone for many years, industry adding to his comfort and wealth, and time soothing his great sorrow, although he never could forget the destruction of his Pennsylvania home and the violet death of his wife and children.

One day the solitary man was startled by the appearance of a woman at his threshold. She was weary and travel-worn and was accompanied by two young men. It was his wife and children! The meeting may be imagined; it cannot be described. This was the tale she told: When the Pennsylvania home had been attacked by Indians she and her children escaped. She tracked her husband to his place of concealment, and finding it covered with blood, came to the conclusion that he had been slain. In despair the broken-hearted woman and her children fled to New Brunswick. They underwent untold privations and hardship on the journey, and fared poorly when she had reached a place of safety in the loyal colony as the penniless usually do. It was a hard life she led for a number of years; but she managed to keep herself and her supposed orphans clothed and fed, and the boys grew to be strong, healthy young men. In the course of time Mrs. Land grew dissatisfied with her surroundings in New Brunswick, and she migrated west to the neighborhood of her father's former home near Niagara Falls. Shortly after her arrival at Niagara she was told that a man named Robert Land had resided there for some time; but had gone into the woods under the shadow of the mountain at the head of the lake. There were no means of communication with the head of the lake, and the plucky woman decided to go and see for herself whether or not the hermit Robert Land was indeed her long-mourned husband. She set out on foot with her children and tramped the entire distance through the trackless forest. She found her reward, and the reunited family lived and died in their little paradise in the woods—the pioneer family of the city of Hamilton. \* \* \*

Towards the east Indian grass was less abundant, and at Stony Creek there was not any. It thus came about that at Stony Creek there was soon a thriving settlement, and another on the high land on the mountain. For many years the Stony Creek and Mountain settlements were larger and more prosperous than the Land settlement. To illustrate the condition of affairs about this time it may be mentioned that a hundred acres of land, bounded by Main street on the south, Barton street on



HAMILTON'S FIRST SCHOOL

## Hamilton Spectator Carnival Souvenir

the north. Emerald street on the east and Victoria avenue on the west—being part of a tract settled by one of the early arrivals—was sold for a barrel of pork and a yoke of steers, and Robert Land bought the one hundred acres from the purchaser at a slight advance in the price.

When the American invasion of 1812 took place, Hamilton was looked upon by both sides as an important strategic point, and it was fully expected that a decisive battle would be fought here. The stone and earth piled breastworks behind which the Canadian troops awaited the coming of the enemy may still be traced in Dundurn park and Hamilton cemetery. But the battle was not fought here—Stony Creek, seven miles east, had the distinguished honor of witnessing the fight in which the Americans were routed, and which fight practically settled the whole business.

In the year 1813 George Hamilton, member of parliament for the Gore district, laid out the site of the nucleus of the present city in town lots, and the place was named for him. In 1814 William Sheldon opened a general store in a little frame building at the corner of King and John streets. Presently John Akman began to make and repair wagons, his shop being situated on the south side of King street, opposite Gore park. Near by Edward Jackson started a tinshop. Other trades followed, until Hamilton was provided with everything that was necessary for a self-contained village. Things moved along quietly for some years. In 1824 the government passed an act for the construction of Burlington canal, and the result was that Hamilton immediately began to boom. It now admits any vessel that can pass through Welland canal. On the completion of the canal, in 1832, Hamilton became the head of navigation on Lake Ontario. With the opening of the canal the population and commerce of the town began to grow rapidly, and Ancaster and Dundas, both of which had had a long start of Hamilton, were left



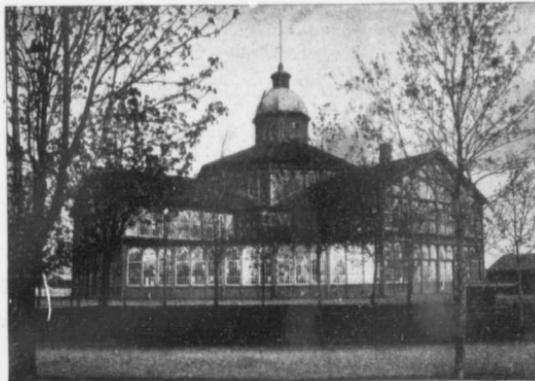
HAMILTON RESERVOIR

entirely behind in the race. The commanding geographical position of Hamilton had asserted itself, and the new town knew no rival in this district. Hamilton became known far and wide as a place of great prosperity and rapid progress, and a large immigration from the old world was attracted to the "head of the lake." The flood of immigration was so great that the local shops were unable to provide food for all comers, and many immigrants were forced to seek food and shelter at the various farm houses in the adjacent settlements. The construction of the Desjardins canal was another important project which engaged the attention of the people of Dundas and Hamilton about this time. It was chartered in 1816, and completed in 1832, the same year that witnessed the completion of the Hamilton canal enterprise. For many years the Desjardins canal did a tremendous business, but the subsequent construction of the Great Western Railway ruined the canal business and the waterway fell into innocuous desuetude, being now only used by young men and maidens who go boating there to catch sunfish and malaria.

The rebellion of 1837-8 produced no effect on Hamilton, and the town is in no way specially identified with it. The next event of importance was the construction of the Great Western Railway. This was necessarily a matter requiring years for its

accomplishment. When the bill chartering it was passed, so joyous and jubilant were the inhabitants that the city was brilliantly illuminated, and high carnival was held for several days. In 1846 the population of the town was 6,832, and the assessed value £117,730. On the 9th of June in that year Hamilton was incorporated as a city, and for some years subsequently its prosperity was steady and uninterrupted. The crisis of 1859 came, and with it financial disaster to Hamilton, the history of which, during the following ten years, is dark and gloomy. Not a street but had its rows of unoccupied buildings; and for several consecutive years not a solitary building of any kind was erected within the city limits.

But Hamilton did not remain in the mud. Its people were energetic and progressive; its situation was most favorable; the surrounding country was the most fruitful in the Dominion; and the ambitious city was soon enabled to pull itself out of the hole.



THE OLD CRYSTAL PALACE

# Municipal Government

**T**HE city of Hamilton is governed by an Aldermanic Board of 21 representatives, who are elected annually by the citizens at large, there being no ward representation as in many other cities. The Aldermanic Board, or City Council, is presided over by a Mayor, who is also elected by the



W. J. MORDEN, MAYOR

general vote for a one-year term. While the Mayor holds office for two years, his second year being election by acclamation. The Council body is divided into committees, which have control, subject to the will of the Council, of all municipal departments. These committees are: Finance, Board of Works, Sewers, Fire and Water, Markets, House of Refuge, Harbor and Beach, and Reception. A city clerk, with an assistant and two clerks, a city treasurer and assistant and one clerk, a tax collector and nine clerks, a city engineer with an assistant and two clerks, a chief clerk of the works department, a building inspector, an assessment commission, three assessors and two clerks, represent the official force in the city hall. Besides these there is a waterworks construction superintendent, a

street watering superintendent, seven district foremen under the public works department heads, and the customary laboring staff under these heads. Council and committee meetings are held ordinarily every second week during the year, excepting during summer vacation time, when monthly meetings are the rule.

The large spending department is that of public works, and this department has accomplished much in a very short time to make the city good appearing. Within the past eight years at least \$570,000 has been spent upon permanent roadways, the total distance of these roads now being eleven miles. Added to



PUMPING HOUSE—BEACH

this is a very considerable outlay upon ordinary macadam roadway work and regular repair work. Hamilton is unique among American cities in this—that it is almost the only city where the expense of roadway work is made a charge upon the general tax and not a special local improvement rate upon the benefited properties. In all large schemes for permanent roadway work the policy has been to raise funds by debentures, the issue of which has been sanctioned by a vote of the ratepayers.

The local improvement idea is adopted in the works department only in connection with cement walk and curb work, special legislation having been secured enabling the city to assume 60 per cent. of the cost of this work, the benefited properties being taxed for the additional 40 per cent. The cement walk idea is a popular one, and already more than one-half the plank walks and curbing have been removed and cement substituted. Last year over 31,000 barrels of Portland cement were used in this work. A special assessment is made for cement walk work, and for the ratepayers' 40 per cent. share of cost six-year debentures are issued, payments being made annually. The city's 60 per cent. share of cost is met by an issue of twenty-year debentures, with annual payments, these being made from the general tax of the city.

For road making purposes the city owns a quarry on the mountain side, and a gravel pit. While they are not at all times used, possession of them serves to keep contractors' prices down for both these essential materials.

The sewerage system of the city is one of the most complete to be found anywhere. The natural fall of the ground from the mountain to the bay makes the sewerage problem a comparatively easy one. There are about 3½ miles of main trunk sewers and 49 miles of laterals or small service sewers. By means of the trunk sewers the city is divided into three districts for sewer purposes. The sewage from the easterly district flows



CITY HALL

## Hamilton Spectator Carnival Souvenir

to the Wentworth street disposal works, that from the center to the Ferguson avenue works, and that from the westerly district into the marsh land lying between the city limits and Dundas. Already provision has been made for a third disposal works in the westerly district, and when these are in operation there will be nothing but a clear water flow into Hamilton Bay.

The disposal works now in operation, which handle the great bulk of the city's sewage, are the first to be erected in Canada. They were built in 1896, and are of the well known chemical pro-

cess it became necessary to get greater pressure for fire purposes, a standpipe was erected some distance above the reservoir level, and, with every fire alarm, the pumps at the lake were worked against the standpipe head, giving a materially increased pressure. Later again it became necessary, owing to the city's rapid growth, to again improve the pressure, and there is now in course of construction a new reservoir on a high level on the mountain side over the center of the city. With this in operation a steady pressure will be secured all over the city of about 80 pounds to the inch, which is ample for all domestic, manufacturing and fire purposes.

The mileage of water service mains throughout the city totals about 112 miles. On this mileage there are over 15,000 services.

Water rates are a special tax, paid quarterly, and are not included in the general tax. They are based, for domestic purposes, upon the assessment valuation of properties, with small extra charge for baths, closets, horses, etc. There are special meter rates for manufacturing concerns, the manufacturer getting water at practically cost price. There is no municipal ownership problem so far as the city's waterworks system is concerned. While the annual operating expense averages about \$37,000, tax receipts exceed it by not less than \$128,000. The income from the waterworks department over expenditure is applied to the general revenue of the city each year, making a valuable addition to that fund. The works, which were built in 1857, cost originally \$556,000, and are today valued as a city asset at \$2,000,000, though it is by no means likely that that sum would buy them, the city having no desire to sell.

Closely identified with the waterworks department is the fire department—a department of which Hamilton people have much reason to be proud. The department is made up of a body of 56 trained and tried fire fighters under the direction of a chief whose reputation is world-wide. There are seven stations, and in these is kept the most modern fire fighting apparatus obtainable. The best evidence of the efficiency of the department is this: that of the total of fires looked after from year to



SEWAGE DISPOSAL WORKS

precipitation sort. The effluent or clear water flow from these works, after the solids from the sewage have been extracted, flows into the bay. The solids are pressed into a stiff, clay-like sludge, which is used by farmers for fertilising purposes. The proposed west end works will be of the septic tank type, the cleansing process being that of filtration. The cost of operating the two works now in operation is about \$13,000 a year.

The waterworks system of the city is a magnificent one. Water is taken from Lake Ontario, 9 miles from the city, the supply filtering through sand and gravel from the lake into large filtering basins. From these it flows through conduits to the wells at the pumping station, a quarter of a mile away, and from the wells it is pumped through three large mains—36-inch, 24-inch, and 18-inch in size—a distance of 5 miles to the city. In earlier years the mains led to a reservoir on the mountain side east of the city limits, and the pumping was all into the reservoir, the supply received in the city being from the reservoir by gravitation. Later, automatic valves were placed in the big mains before they reached the reservoir, and the supply was pumped direct to the city against the reservoir head. Later again, when



FILTERING BASIN DURING ENLARGEMENT WORK

## Hamilton Spectator Carnival Souvenir

year at least 70 per cent are recorded as incipients, which means that they were put out before they had a chance to become dangerous. The fire loss of the city is remarkably small, according to the annual comparative statements issued. The annual cost of operating the fire department is about \$44,900.

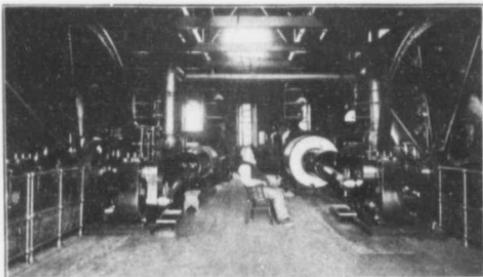
Hamilton has the reputation of being the pioneer Canadian city in inaugurating a general weekly public scavenger system. This system has been in operation for many years now, and is one of the greatest blessings the citizens enjoy. Under the direction of the local board of health all scavenger material and ashes are removed weekly from every residence in winter, and semi-weekly in the summer season. With this work under its control the board is enabled to exercise a most rigid supervision of the lanes, alleys and back yards of the city, the result being that the whole city is kept at all times clean and wholesome. Acting on the request of the local health board the City Council recently passed the necessary by-law making the prompt reporting of all cases of tuberculosis compulsory. The board of health is an aggressive body, and its officers are most efficient men. One of its most important duties is the regular inspection of milk supplies coming into the city. This is done monthly, and the reports of tests are published in the local papers. Periodical inspections are also made of the premises of milk producers in the country, and where sanitary conditions are not observed licenses are canceled or refused. This department is one of the most economically managed of all civic departments, the annual expenditure for everything not exceeding \$12,900.

The assessment department of the city is entrusted not only with the duty of making the assessment for general taxation purposes from year to year, but also with the making out of tax and waterworks rolls, preparing detail of all local improvement assessments and other similar work. An assessment commissioner, three assessors and two clerks make up the staff. In addition to his other duties the assessment commissioner is made responsible for the proper presentation of the city's case before manufacturers and others who may be seeking sites or residence places. This work has grown to be a most important part of the commissioner's duties, and the indications are that it will continue to grow steadily, as there appears to be no let up in the desire of manufacturers and others to locate in Hamilton.

Financially the city of Hamilton is in an excellent condition.

Its total debt, including bonded and debenture indebtedness, is about \$4,160,232, and its assets, which provide the security against the debt, are conservatively valued at \$5,863,900. These assets include municipal buildings, real estate, waterworks and sewage disposal works plants, sewer and water systems, permanent pavements, city schools, public franchises, etc.

The general tax rate of the city has never exceeded twenty mills on the dollar of the assessment—a two cent rate. It has been less than this. From the revenue of the general tax is paid not only all governmental expenditure, but a large proportion of the cost of roadway work, sixty per cent. of the cost of all cement walk work and the annual interest and principal payments on the bonded and ordinary debenture debt of the city. The general rate also provides for the Public Schools and Collegiate



WATERWORKS PUMPING HOUSE INTERIOR

Institute, the Public Parks and Public Library, and the City Hospital. The total annual revenue from the general tax amounts to about \$569,000. The valuation of assessable property in the city is \$39,455,000, and the property exempt from taxation is valued at \$3,287,000. The disposition of Hamilton people is to pay their debts and pay them promptly, and this makes possible the prompt closing of tax rolls, which is a good thing.

It will thus be seen that from a financial viewpoint Hamilton is a city with what may be safely termed an impregnable position, absolutely safe from financial shock.



GORE PARK, KING AND JAMES STREETS

The retail merchant in Hamilton is within telephone call of all his sources of supply, no matter what business he may be in. The presence in the city of wholesale houses and manufacturing concerns, covering every line of trade, makes it unnecessary for the retailer to carry six month stocks or to have on his shelves old stock of any sort.

If it's a home you are thinking about, just come to Hamilton and have a look around. You'll find a city of homes—a city not so large that you lose half an hour of valuable time going from home to business, nor so small that the whose city knows it whenever you or yours make a move. It's a city where, with well paved streets, wealth of shade trees, extended street car service, and all other up-to-date conveniences, you are able to combine the rush and bustle of existence in a big business center with the quiet and exclusiveness of home residence in a suburban resort.

# Hospitals, Homes and Charities

BEING A RECORD OF HAMILTON PHILANTHROPY



CITY HOSPITAL

**C**HARACTERISTIC of the spirit of Hamilton people this city is wealthy in charitable institutions, hospitals, homes, etc. There are, besides the institutions, many charitable societies of a national sort, St. Georges, Irish Protestant, St. Andrews, Israelith Benevolent, St. Vincent de Paul and others. Indiscriminate and promiscuous giving is avoided by the existence of the Associated Charities, each individual society being represented on its board, and the working secretary being the Relief Officer of the City J. H. McMenemy. This board, through the work of the City Relief Officer, greatly simplifies and makes doubly efficient the giving of the individual societies. Rank-

ing first in importance among the institutions for the alleviation of human suffering is the City Hospital, located on Barton street east. In 1847 the municipality bought land and a building under the mountain at the head of Cherry street (now Ferguson ave.) and there was located the original City Hospital. The building is gone now and the ground is known as Hamilton Park. In 1853 a new building and site were bought at the foot of John street from Nathaniel Hughson. The building was a four story brick structure, used as a hotel, and it did duty as a

city hospital until about the year 1879, when the present city hospital grounds were bought and buildings erected.

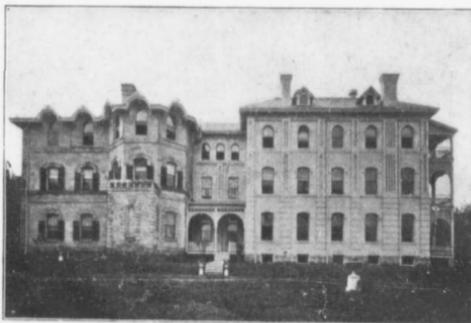
The City Hospital of today is a most successfully managed institution. For many years it was controlled by an aldermanic committee and medical board. Latterly the management has been in the hands of an independent board of governors, chosen by the City Council, and being responsible to the council for the proper conduct of hospital business. Within the past five years by reason of liberal gifts from private citizens, the hospital buildings have been largely increased. A new fever ward has been built, a private ward wing added, an outdoor department and most complete nurses' home built and equipped. Gifts from Mrs. Hunter, John Billings, Mrs. Wm. Henric and others have made these possible and the institution is today most thoroughly equipped and efficiently officered. Its cost per year to the citizens is about \$32,000. The members of the board of governors are Mayor Morien, Abel Biggar, George Raach, George Rutherford, John Billings, A. H. Moore and T. H. Pratt. The medical superintendent is Dr. G. D. McLaren, and the lady superintendent Miss C. M. Bowman.

St. Peter's Home for Incurables, located on Ida street in the east end, is another deserving institution, instituted some years ago by the indefatigable efforts of Rev. Thos. Geoghegan and managed since then by him. It has accommodation for a large number of inmates and is an ideal resting place for victims of incurable diseases.



NURSES' HOME AT CITY HOSPITAL

## Hamilton Spectator Carnival Souvenir



ST. JOSEPH'S HOSPITAL.

When the hospital was moved from the mountain site that building became a house of refuge for aged indigents. Later when the Barton street hospital site was secured the John street north building became the Refuge. It was the home of the old people until a few years ago when the present refuge building was erected.

The House of Refuge, which is managed by an aldermanic committee of which C. K. Danville is chairman, is a most commodious and comfortable building, sheltering more than 100 old people at all times during each year. Its annual cost to the municipality is about \$9,000. C. W. Rae is the steward of the institution.

One of the oldest and most honored of the city's charitable institutions is the Hamilton Orphan Asylum, Aged Women's Home and Ladies' Benevolent Society. The home is situated at the head of Wellington street, close under the mountain. The work of the Ladies' Benevolent Society was begun in 1846, and it was one of the first organizations for the relief of the poor in the city. In June, 1848 an Orphan Asylum was established and in connection with it a day school for the children of the poor, with 109 scholars enrolled during the year. The officers of the work at that time were: President, Mrs. Thomas; vice-presidents, Mesdames Goides, Robb and Fitzroy; treasurer, Mrs. Jackson; secretaries, Mesdames Jenson and Marshall. In 1851 a gift of £100 from John Fisher, Esq., Mayor, and other generous donations from the Presbyterian church and various societies encouraged the ladies to set about the erection of the present building. Messrs John Fisher, John Young, Edward Jackson and Sheriff Thomas were appointed the building committee, and under their direction the home was built, and for over thirty years the work of the Benevolent Society and Orphan Asylum was successfully carried on by a devoted band of workers. Mrs. Edward Jackson bequeathed \$4,000 to build a wing to be used as a home for aged women, which was opened in February, 1872. Since that time over 30 have been admitted. The Orphan Asylum during the fifty five years of its existence cared for over 800 children, giving those who have been left orphaned and friendless all the benefits of a comfort-

able home and a good education. Of late years this branch of the work has been greatly diminished. The ladies who have charge of the work in this deserving institution are: Mrs. Stuart, Hon. Pres.; Mrs. Thos. Renwick, Pres.; Mrs. Wade, Mrs. Gunn, Mrs. Hendrie, Mrs. McWilliams, Mrs. Fairgrieve, Mrs. Strachan, Vice Pres.; Mrs. R. G. Sutherland, Treas.; Mrs. R. L. Gunn, Cor. Sec.; Mrs. N. D. Gallanath, Rec. Sec.; Mrs. W. J. Waugh, Financial Secretary.

Another noble institution is the Girl's Home, located on George street. This was started in 1863, being then known as the Girl's Industrial School Association, the late Mrs. Gibb being the first president, and the home building being at the corner of Hunter and Hughson street. Almost immediately new quarters had to be found on Barton street, so rapidly did the work grow, and for a time boys were also received into the home. Money gifts from Mrs. E. Browne, Mrs. Macdonnell and Mrs. Dyett kept the home going until 1870, when the need for more accommodation became so great that a building was erected on George street and the Girl's Home name was adopted. The estate of the late Albert Bigelow handsomely endowed the institution, and a generous bequest was made by the late Mrs. Hess. The progress of the work since that time has been most gratifying to the management. The home now accommodates about eighty girls and has in connection a day school under the supervision of the Board of Education. The office hours for the year 1903 are as follows:

First Directress Mrs. Lucas, Second Directress Mrs. A. E. Malloch, Third Directress Mrs. Woolverton, Fourth Directress Miss Mackellean, Secretary Miss Gaviller, Assistant Secretary Miss Matthews, Treasurer Mrs. F. M. Wilson.

Advisory Board—The Mayor, W. F. Findlay, Dr. Mackellean, Dr. Gaviller, Judge Snider, Dr. Woolverton, Chief of Police.

Trustees—Hon. J. M. Gilson, A. Bruce, K.C., R. A. Lucas, Chairman George Rutherford, Sec., Treas. Campbell Ferrie.

Solicitor—Alex. Bruce, K.C.

The Home of the Friendless and Infants' Home on Caroline street, south was started in 1870, having for



HOUSE OF PROVIDENCE, DUNDAS.



AGED WOMEN'S HOME.

## Hamilton Spectator Carnival Souvenir

Its object the care of infants and unfortunate women. It can accommodate 100 women and children and is well equipped for the work being done. The officers are:

Honorary President, Mrs. James Watson; Honorary Vice-President, Mrs. Lyman Moore; President Mrs. A. T. Wood, 265 James street south; 1st Vice-President Mrs. Rolt. Evans, 110 Bay street south; 2nd Vice-President, Mrs. Thomas Beasley, 421 Main street east; 3rd Vice-President Mrs. Cheever, Robinson street; 4th Vice-President, Miss Hard; Treasurer Mrs. George Vallance, 160 Hughson street south; Assistant Treasurer, Miss Hurd, 198 Bay street south; Corresponding Secretary Mrs. R. J. Husband, 6 West avenue north; Recording Secretary, Mrs. R. A. Robertson, 66 Hannah street east.

Committee of Management—Mesdames J. Alexander, A. Beasley, J. S. Atkinson, R. Hobson, Her-ring, J. J. Greene, Simpson, C. S. Scott, R. B. Ferris, J. J. Scott, Moadie, Carley, F. A. Carpenter, Walter Bruce, Hunter, Owen; Miss Wickens, Miss McKay.

The Boy's Home, also established in 1870, is a splendid institution for the care of unfortunate boys, located on Stinson street. The home management is under the supervision of the matron, Mrs. Shaw, and there is a school in connection with the institution, looked after by the Board of Education. There is accommodation for 125 boys, and many as 115 have been kept at one time in the institution.

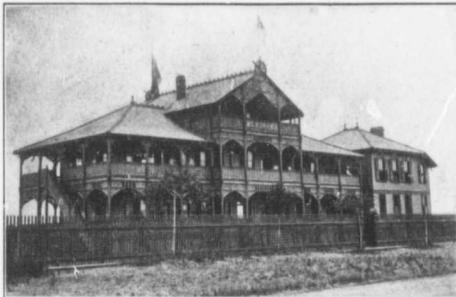
The officers are: Mrs. Matthew Le 324, president; Mrs. John Calder, 1st vice-president; Mrs. A. McLagan, 2nd vice-president; Mrs. A. D. Cameron, 3rd vice-president; Mrs. R. E. Waddell, 4th vice-president; Mrs. J. V. Teetzel, secretary; Mrs. W. J. Fernman, cor. secretary; Mrs. T. H. Pratt, treasurer.

St. Joseph's hospital, located under the mountain on John street, is a privately managed hospital which has met with great success since its opening in June, 1890. It is managed by the Sisters of St. Joseph, a Roman Catholic sisterhood, and cares for the sick of all denomina-



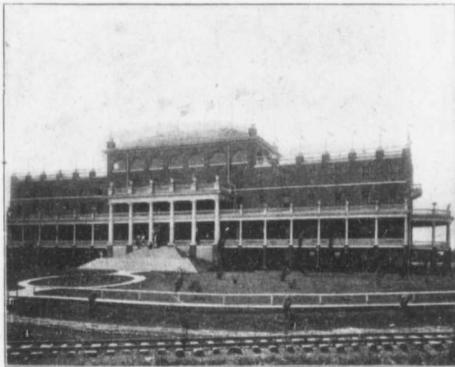
BOYS' HOME

tions. There is accommodation for 50 patients and the staff consists of the Mother Superior and ten sisters, all of these being trained nurses.



ELSINORE, HAMILTON BEACH

Another Roman Catholic charitable institution that is deservedly popular is the House of Providence, Dundas, four miles from the city limits. This home for the care of destitute poor was founded by the late Rev. John McNulty in the year 1877—a priest who was beloved by the people and who devoted himself much to good works. The original home was burned in 1890, and the new home, pictured here, was opened in June, 1902. The building is most complete and modern in equipment and has accommodation for from 300 to 400 persons. Its management is in the hands of a Mother Superior.



HOTEL BRANT, HAMILTON BEACH

Hamilton offers to the mechanic the very best, cheapest, and most thorough Public School and Collegiate Institute education for his children. It gives him all the opportunities of the best free Art School in the country. It gives him Private Schools and a Public Library.

The mechanic is not slow to see the point and he makes Hamilton his home. He is here by the thousand and his presence here makes it a comparatively easy matter for the manufacturer to solve the problem of skilled and unskilled labor.

It does more than this.

The 10,000 to 15,000 boys and girls who make up the Public and Separate School attendance lists are constantly passing out from the schools into the labor market, and their presence there makes it possible for manufacturers who hire female and boy labor to keep their works constantly going with an educated class of help—a class that is distinctly superior to the average.

Un desirable foreign labor has no place in Hamilton. Labor disturbances, strikes and industrial agitations are few and far between, thanks to education, and the manufacturer who locates here will quickly realize the city's advantages, both from the education and labor viewpoints.—Carnival Publicity Committee, Bulletin.

# The City of The Past

HAMILTON AS IT APPEARED IN THE FIFTIES

**H**AMILTON welcomes its sons and daughters to the old home. Some went out from the parental roof half a century or more ago; others have drifted away in the intervening years. The beckoning hand of ambition or of adventure directed them to new scenes and into new paths of life. That the majority bettered their condition goes without saying, for glad tidings have come back of their prosperity; while the minority, and let us hope a very small one at that, fell by the wayside and did not profit by the opportunities opened to them. Go where you will, east, west, north or south, and there you will find some representative of the great Hamilton family. Two of the old boys, who were born, raised and educated in this city, have represented their adopted homes as members of the United States senate; and from an humble start in life both became millionaires. The old boys who were educated in the Great Western offices and shops in this city are scattered over the great west, holding positions of responsibility, with large salaries attached, on the leading lines of railways. In Chicago Hamilton boys are connected with the great industries and in politics and public office have fared well. In fact, the Hamilton boy has generally managed to take care of himself wherever his lot has been cast. Of course we always hear of the successful ones; those who have been failures have dropped out of sight, for this great busy, bustling world has no room for failures.

Don't you remember, old boy, the Hamilton of fifty years ago? It is a different town now to what it was then, and as you wander through the streets looking up the old landmarks you will miss many things that were familiar, but you will see modern improvements everywhere. Corktown, where things were kept lively day and night, and not always a comfortable place to be in when the boys were on the rampage, is hardly more than a reminiscence. Oh, things have passed away, and it will not be many years before it will be a delightful residence quarter of the town. Go east, and a new town and population, larger than the old Hamilton, will surprise you, and you will wonder where you are at. Don't you remember when Robert Smiley, the first editor of the Spectator, built his castle out in the country, blocks away from any other house, people thought it strange that he would build so far from town. He must have been like the western pioneer, who moved farther out on the frontier when a

newcomer located within ten miles of him; he could not stand the crowding. Yet that castle still stands on East Avenue north, and the town is built up for at least a mile farther east. And then in the southwest the town cow was wont to graze, and the Central School was built away out so as to give the boys and girls a large playground. Bowery street was really the dividing line between town and country, and when you got beyond it you struck Faulkner's brick yard and the principal mud industries of Hamilton.



THE OLD CENTRAL MARKET (SHOWING MACNAB STREET STORES)

But all is changed in the southwest as it is in the east. Handsome residences cover nearly every lot, and it is hard to find an eligible space on which to build unless you go a couple of miles from the business part of town. Trolley cars shorten long distances, so the matter of miles is not taken into consideration when one is looking for a desirable site.

The least change you will find is in the business part of the town, and the chances are that it will be the same fifty years hence unless a discriminating conflagration catches the fire department napping some night. You may recall the old buildings on the corner of King and James streets, where the Lawson Bros. sold clothing and furnishing goods nearly sixty years ago; and on the opposite corner, where Hamilton & Kneeshaw sold drugs and soda water; and on the opposite corner (now occupied by the Bank of Hamilton), where Osborne & McIntyre sold groceries

## Hamilton Spectator Carnival Souvenir



GORE PARK, LOOKING WEST—1862

and dry goods. A few of the old school merchants still live, and one after another they are taking the last journey out York street, till only Alex. Murray, D. B. Galbreath, Joseph Kneeshaw, and possibly less than half a dozen others are left to tell the story. In vain will you look for the old familiar names on the signs; all will be strange to you. The faces of the old clerks behind the counters will be missed, and in their stead you will find girls doing the men's work at less than half wages. This is why so many of the later generation of young men have gone out from Hamilton.

King street and James street will be familiar, for only a few new buildings have taken the places of the old ones. But in other respects you will see changes for the better. You will miss the old town pump that stood in the west end of the Gore, facing James street, where you many a time quenched your thirst before going home at night. It was the religious duty of every Hamiltonian in the old days to drink from this well and brag about the purity and coolness of the water. But you will be delighted with the change that has taken place even if the



JAMES STREET SOUTH, FROM KING—1881

old well is no more. A handsome little park ornaments the Gore from James to John street, and the trees and the grass and the flowers and the fountain form a picture that will be pleasant for you to remember when you bid the old town farewell and turn your faces homeward toward the rising or the setting sun.

Don't you, old boy, remember Lovers' Lane, known now as Wellington street, where you and your best girl lovingly wandered up and down in the evening and on Sunday afternoons, building castles in the air for your future habitation when times would brighten up and you could afford to begin the journey of life hand in hand. Ah! those were days of sunshine. You did not dream then of leaving the old home and going into the world to better your condition, for in the loyalty of your young heart there was no place like Hamilton, and when you died you expected to pass through Hamilton, no matter where you located, to reach heaven. There were no houses down there, and beyond it to the east were green fields and very few buildings of any kind. Times have changed. Lovers'

Lane has lost its identity and romance belongs to a past generation.

Half a century ago Hamilton was what might be called a home town. It was a pleasant place to live, for its location was one of nature's most charming spots. The mountain and the bay were always the pride of every loyal Hamiltonian, but one could not live on scenery alone. But great changes have taken place within the last thirty years, the greatest during the past decade. Factories of all kinds have located here, the tariff wall at the borders compelling our American neighbors to open workshops in Canada if they would secure this market. Two or three of the present-day factories employ more labor than did all the workshops together in Hamilton fifty years ago; and the Deering's, when their great harvester works are in operation, will employ more men every day than there were in the entire city when you and I were boys. The sun of prosperity shines brighter every day for the old town. Before you leave, old boy, go through the new Hamilton and



KING STREET WEST, EAST FROM PARK—1867

see its cotton mills, its harvester works, the bridge works, the iron and steel mills, the screw works, Westinghouse electrical and air-brake works, the Norton can factory, the Meriden silver works, the new elevator works, the large foundries and stove works, equal in output to any half-dozen cities in Canada, and the scores of smaller machine shops and novelty works of every kind. It will surprise you to see what progress Hamilton has made and is making. There is no place like it in all Canada. It will gladden your eyes and fill your heart with gratitude that you can claim to have been a part of this city in your boyhood and young manhood days.

Don't forget to visit the parks. There was nothing of the aesthetic about Hamilton when you were boys; it was a practical town, always hoping for results in the future. There is no such view to be found anywhere as that at Dundurn Park. Being at the head waters, and Harvey Park added to it, presents a delightful picture of the water front on both sides of the bay, the Beach and its summer residences and hotels, and, beyond, Lake Ontario as far as the eye can see. The Lord might have made a prettier picture, but no true son or daughter of Hamilton will ever



KING STREET EAST, WEST FROM HUGHSON—1891

## Hamilton Spectator Carnival Souvenir

admit that it has been done. Dundurn Park is the pride of the city. Read what an enthusiastic lover of the beautiful wrote of this charming spot forty-eight years ago, in a description of the Great Western shops, shortly after the road was first opened through Hamilton:

"Stand on the eminence overlooking the shops and warehouses of this company, extending half a mile along the line of railway, and if you can imagine yourself looking at the same picture five years earlier, you will realize what wonderful changes energy and enterprise can produce. Five years ago, and where now stands these busy workshops, the waters of the bay slept in quiet. On a summer evening we have stood on the uplifted banks (now Dundurn Park) and looked upon the beautiful scenery, soft sky, bending to embrace the mighty hills, gently whispered the lesson we oft have learned from such scenes. The gentle slumbers of the bright waters were unbroken save by the paddle of some eager fisherman. No fancy or dream, however wild, could have painted the scene we now



CORNER KING AND CATHARINE—1863.

gaze upon. The waters have been pushed back to make way for the solid earth. Massive walls have risen up that echo to the click, click, click of a thousand wheels. The quiet of the scene has changed to a constant din, and confused rattling wheels and puffing of steam engines, and screams of locomotives. Man, with his wealth and his mighty mind, has been here and converted the scene."

The hand that penned those words has long since been stilled in death, but the picture he drew is grander to-day than in the far years back, for art has been invoked to bring out the beauties of nature.

But Hamilton has done much in the way of laying out parks. The Gore Park is admired by every stranger who visits the city, especially in the evenings when a thousand or more colored incandescent lamps make a veritable fairy land. Then there is the park on the corner of Wellington and King, the fine natural park on Barton street east, and Victoria Park in the west; and in the near future it is to be hoped that the dream of the park in the north end, down on the bay front, will be realized.

You are back, old boy, in a progressive, up-to-date town, different from the one you left even as late as ten



GORE PARK, LOOKING EAST—1863.



McINNES BUILDING, JOHN AND KING STREETS—1879.

years ago. Times have changed, and there is work and good pay for every industrious man and woman. No need to be idle an hour in Hamilton if you have the strength and the desire to work. This is a purely manufacturing city now, and is the workshop, not only of Canada, but its products go into all the world. We are in the center of the fruit belt, where the finest fruits in Canada grow, and every acre of tillable land is a gold mine to the industrious tiller. We have better roadways and sidewalks than when you left, and the best known system for the disposal of sewage. We have from twelve to fifteen miles of asphalt and tar-macadam roadways, and miles of first-class macadam roads. Hamilton's tar-macadam roadways are known by reputation, and through the press and the consular reports of the United States, all over this continent, and their fame and value have even spread to foreign countries. We have more miles of concrete sidewalk than any city of twice the population of Hamilton in either Canada or the United States. We have the best and purest water on this continent and a perfect sys-



LISTER BLOCK, JAMES AND KING WILLIAM—1863.

tem to supply it. Hamilton is one of the leading electric cities in the world. When you left the old home the streets were lighted by a gas lamp on the corner of each block, and occasionally you had to light a match in the street to see where you were at. Then the city fathers became economical and used coal oil as an illuminant. Now we have a perfect system of street electric lighting, and even the poorest houses in town are lighted with either gas or electricity, and at least half the families cook their food on gas ranges. These are great changes, my boy; but better than all, nearly every wheel of industry in the city is turned by electric power, steam being too slow and too costly for our up-to-date manufacturers. If there is anything you want to see, or think of, that is omitted, search the Carnival Spectator.

In your dreams of long ago, old boy, does not the picture of the bay rise before you? What a charm there was in the moonlight sails, and in the afternoon and evening picnics in Landy's Bush, or across the bay at Oaklands, or down at the Beach. The world was very bright to the boys and girls of half a century.

## Hamilton Spectator Carnival Souvenir

ago, even though they were deprived of many of the advantages the young people of the present day have. And such dancing music we had, with George Steele or Johnny O'Neil and their violins, and George Waite or old man Hampson with bass violins, comprising the orchestras. Were we not tired after our evening on the water or dancing on the green? Not a bit of it. The boys who enjoyed such pleasures with their best girls were not of the high ball class, and were always ready for work when the seven o'clock bell rang in the morning.

There is a limit to the patience of the reader, but it is a caution how garrulous an old boy gets when talking of the scenes and pleasures and activities of half a century ago. Before the days of the Great West-ern, when Hamiltonians traveled by stage coach or steamboat, what times we had during the summer with steamboat excursions to old Niagara-on-the-Lake and to the Falls or across to Toronto. Nearly every society had its excursion during the summer, the boats leaving before eight in the morning and returning home by midnight. Say, what times we had! Kell's or Gross-

man's band furnished brass and orchestral music during the trip, and old and young joined in the merry dance or whirled away the hours singing. Whitcomb Riley, the Hoosier poet, in *The Old Band*, expresses the sentiment of every old boy and girl, and with a verse, slightly altered, we will close this brief reminiscence chapter:

It's mighty good to get back to the old town, shore,  
 Consider I've been away twenty year and more,  
 Since I moved then to Kansas, of course I see a change,  
 A coming back, and notice things that's new to me and strange;  
 Especially at evening when yer new hand-fellers meet,  
 In fancy uniforms and all, and play out in the street—  
 'What's come of Peter Goodman and the sackum fellows—say?'  
 I want to hear the old band play.

RICHARD BUTLER



THE OLD GORE BANK.



KING STREET WEST, FROM JAMES STREET—1852.

### St. Paul's Church Site

The valuable site for St. Paul's Presbyterian Church was donated by Peter Hunter Hamilton, who, with his half-brother George, were among its earliest members. It was after George Hamilton that our city was named, and from the inception of the town till his death in 1837, he was the best known man in Hamilton. He presented to the city the Court House Square, the wood market, and pretty little Gore Park, on King street. In 1894 a handsome monument of polished granite was erected to his memory by the citizens of Hamilton, in loving remembrance of his many services. The monument stands in the cemetery in the vicinity of the chapel; while not far away, close by the earthworks thrown up by Colonel Harvey's men in 1812, lie Peter Hunter Hamilton and Harriet his wife.—*Journal*—Wentworth Historical Society.

One hundred years ago there was but one Church of England clergyman in what now constitutes the Diocese of Niagara, and he had to labor in all this western peninsula for over fifteen years alone—the Rev. Mr. Addison, of Newark.—*Journal*—Wentworth Historical Society.

### The Crystal Palace

A generation from now, it is not at all unlikely, there will be few aware of the fact that Hamilton once possessed a building that occupied, in its time, quite a prominent position in the interests of the city, administering both to its profit and entertainment. The writer refers to the Crystal Palace, built in 1860 on the site now known as Victoria Park, at a cost—to be exact—of \$29,964, including outbuildings and fences, the latter enclosing 22 acres of land. Twelve acres was the original number purchased, to which ten were subsequently added. The building was located about one hundred yards in from the Locke street line, immediately opposite Peter street, the main entrance facing east. Robert Gordon was the builder, and the late George H. Mills, who was President of the Wentworth Historical Society for eleven years, and Mayor of the city when the project took shape, was chairman of the civic committee which selected the site and negotiated its purchase.

In view of the intense commercial stagnation which then prevailed, this undertaking was all the more creditable to its projectors, and manifested the abounding faith they had in the future of the city, notwithstanding the clouds of adversity overshadowing it, which rained ruin on many. To be sure, the Palace, when built, was hardly as imposing a structure as its great English prototype of 1851, after which it was modelled.

The primary object of its erection was for holding the Provincial Exhibition, which at that time was held yearly in rotation in four cities of what was then known as Upper Canada. When opened for that purpose, in September, 1860, it was honored by the presence of the Prince of Wales (now King Edward VII), then visiting Canada, who performed the ceremony. Besides, it was for years the home of the Great Central Fair of Hamilton, a flourishing institution until the advent of a multiplicity of rival organizations weakened its influence, and it died.

During the stay of British troops in the city in the sixties, the Palace was utilized as a barracks for detachments of artillery and infantry. It may not be out of place to mention here that two large siege guns— trophies of British prowess before Sebastopol—occupied a position on the grounds which has not been altered since the building disappeared. On reaching the city they were first placed in Prince's Square, in front of the old jail and court house combined; and many old residents will remember the furor created one 12th of July night by the clandestine discharge of one of them, with noise like thunder, much to the detriment of all the windows in the surrounding square.

The Palace was frequently the scene of many notable musical events, both vocal and instrumental. Certainly the most prominent of these was the festival held in honor of the Queen's Jubilee in 1887, on June 21 and 22, which was praiseworthy alike to the city and all those taking part.



ST. PAUL'S CHURCH.

## Hamilton Spectator Carnival Souvenir

The program presented consisted of the oratorios of The Creation and Samson, and a concert of patriotic and national melodies by school children. In the carrying out of this elaborate affair, soloists of premier reputation, a grand chorus of over 100 trained vocalists of the city, an orchestra of 60 performers, and a children's jubilee chorus of upward of 1,000 voices, took part.

In 1806, however, the last fair was held within its walls, for in 1891 the buildings and fences were condemned and sold for \$2,329, the palace itself bringing but \$450. A portion of the palace now forms part of the Caledonia Fair Grounds buildings.

### The Beginning of a Cathedral Church

Hamilton, 13th June, 1835.

Minutes of the proceedings of a meeting for the purpose of furthering the erection of a Protestant Episcopal Church in the town of Hamilton:

At a public meeting of the inhabitants of the town of Hamilton, pursuant to notice, held at the office of Mr. John Law, in the said town, for the purpose of endeavoring to further the erection and building of a Protestant Episcopal Church in the town of Hamilton.

Mr. Nathaniel Hughson freely offered the choice of one lot out of two on James street, with an immediate title, for the above purpose. The first lot, being on the east side of James street, opposite the garden of Mr. Judge Taylor, was then inspected, and it was decided in favor of accepting it by a large majority. Mr. Hughson's second lot was then inspected, but a large majority decided against accepting it. Mr. Geo. Hamilton's lot on upper John street had undergone examination, and after much discussion pro and con, it was at length decided against building the church thereon.

A subsequent meeting was held in the office of Mr. Law, after public notice had been given, in consequence of some dissatisfaction having been expressed at the mode in which the decision in favor of the site on James street had been obtained. It was represented by one or two individuals that a number of persons, Roman Catholics and of other denominations, who were not likely to feel an interest in the convenient position of the church, but who were possessed of lots in the neighborhood of James street, were induced to put their names on the subscription list, for petty sums from five shillings to a pound, for the purpose of voting at the public meeting which had been called. The parties complaining contended that the location of the church was a point in which members of the church alone were entitled to have a voice, and should the members of other congregations feel themselves aggrieved by being excluded from the right of voting, after having contributed

towards the erection of the church, they were at liberty to withdraw their subscription. As the meeting yielded to the force of the representation, it was respectfully requested that all who did not consider themselves members of the church would retire. The request having been complied with, a division took place and the votes were found equally divided. The casting vote was given by the chairman (Mr. Allan Napier Macnab) in favor of Mr. Hughson's lot, and the matter was then finally set at rest.

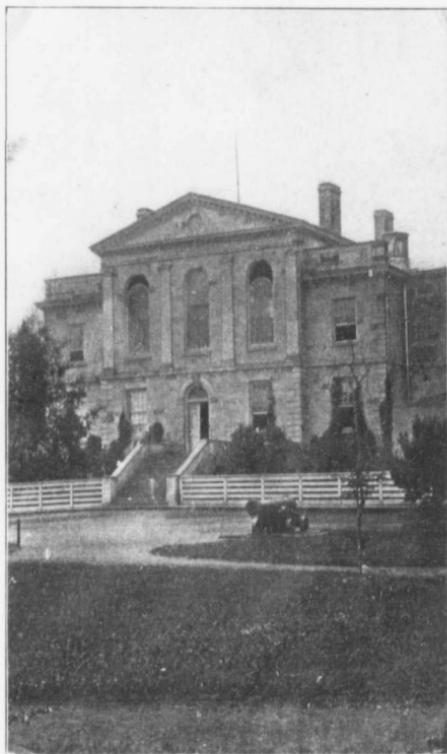
The building committee was then instructed to take immediate steps for the erection of a church upon the said site, of such materials and dimensions as they might deem expedient.

The committee having decided upon building a frame church, in consequence of their limited subscription list, tenders for erecting a frame according to a design by Mr. Wetherall, architect, were advertised for, and on the 1st day of September, 1835, the committee met to examine the tenders put in and to decide to whom the work should be given.

There were many delays in the progress of the work, the most serious being caused by the loss of necessary hardware and glass, which was being imported for the church from England. Some Hamilton people crossing in the same ill-fated ship—the Colborne—perished at sea. This terrible mishap was followed by other depressing and discouraging circumstances too many to enumerate, when the "ladies of Hamilton" destitute of contributing their proportion towards the erection of the church, formed the determination of holding a bazaar for the advancement of that object, which was held on the 24th May, 1837. The magnificent sum of two hundred and twenty-five pounds was raised.

On June 21, 1839, first Christ Church was opened for divine service. To quote from Rev. Canon Bull:

"I was in attendance the day of the church opening. A procession of church dignitaries and churchmen gathered at the Court House, and from there proceeded to Christ Church, the Sunday-school scholars joining in the procession. I was a choir boy—rather small, then—with my two brothers, Richard and Harcourt. When the church was ready for use (not completed), Mr. Goddes resigned Barton, much to the regret of church people of the township on the hill."—Journal. Went, Historical Soc.



OLD COURT HOUSE AND JAIL—PRINCE'S SQUARE

The Hamilton "mountain" is a continuation of the Niagara escarpment, over which the Niagara Falls plunges forty miles to the east. The escarpment runs nearly parallel to the shore of Lake Ontario, and is lost, west of Hamilton, in the Dundas valley. A continuation may be seen to the north, where it terminates in a high bluff—a landmark known to all saltwatermen in the fresh seas as "Flamboro' Head."

# Education and Civic Improvement

EVERYTHING OF THE BEST.

It is no idle boasting that in the City of Hamilton the chances for education are in an all round way ahead of those in any other Canadian city that can be named. The facts bear out the assertion, however beautiful it may seem. The citizens of Hamilton have always been partial to the best that can be had in an educational way for their children and, if they have not secured the best it has not been because they have not paid for it. The public school system of the Province of Ontario is worked out in a more ideal way here than it is in any other center. It was in Hamilton that the now firmly established kindergarten branch for very small children first took root. Hamilton women are now to be found in all parts of the country occupying important positions as kindergarten principals. The kindergarten work as now carried on in connection with the public schools of the city is most complete and is a recognized part of the school scheme, costing many thousands of dollars each year in its operation.

The public school system, as worked out here, is also most complete. There is no new workable idea in connection with the training of the minds of the young that is not taken advantage of and the public school children of Hamilton are notoriously successful in their work in the later university courses, demonstrating the fact that they have been well grounded in their public school work.

There are 18 public schools in the city, not including the five Roman Catholic separate schools which accommodate about 2000 pupils, and it is a fact that for most of the time of each term all the schools are run to the limit of their seating capacity. The public school buildings of Hamilton are considered to be models in their up-to-dateness. They are all planned with special and particular reference to sanitary conditions both in heating and ventilation and no cost has been spared to make them what they should be—the best. The newest one of these is the King Edward, at the corner of Mary and Wilson streets, replacing an old time one-story schoolhouse.

When the young people graduate from the public schools they find a very happy school home in the Collegiate Institute. This building, out of which the young people pass either to the universities or to the teachers' Normal Colleges, occupies with the Ontario Normal College a whole block of land in the south east side, cornered by Hunter street, Victoria avenue, West avenue and Stinson street. The Collegiate quarters are more complete than those of any other similar institution in the country and the teaching staff is as exceptionally good as the quarters are complete.

For those who would be teachers the Ontario Normal College, in the same building, offers every advantage. The only thing lacking is a local university, but, though this is a loss, it is not one keenly felt, the citizens being content to spend their money on the thorough public school and Collegiate education of their children.

Outside of the public schools there are to be found other institutions, where young people of varying talents may perfect themselves in their chosen vocation. The Hamilton Art School offers exceptional advantages to young people who have a taste for painting or drawing of any sort. It is a school maintained by the citizens, occupying quarters in the Public Library Building on Main street west. Tuition charges are merely nominal, the school being in every sense a free one. As a part of the public school system the girls are taught domestic science, the art

of cooking, etc., in a building specially equipped for this purpose on Main street west.

If the young people are at all musical and wish to develop themselves in that way they have abundant opportunity at the Hamilton Music School, James street south, conducted by J. E. P. Albion, or at the Hamilton Conservatory of Music, Main street west, presided over by Dr. C. L. M. Harris.

There are in Hamilton also several private schools for the general education of children, among which those are mentioned: Kingscourt for girls and Highfield for boys. Loreto Academy is a third, being for girls only and all of these are flourishing institutions with ever increasing attendance lists. Then there are two newly equipped business colleges, the Canada Business College in the James street Arcade and the Hamilton Business College occupying quarters in the Y. M. C. A. building on James street south.

Added to all the other educational advantages is the Hamilton Public Library—now Carnegie built—situated on Main street west. This library was the first to be erected in Canada. It contains something like 35,000 volumes to which the citizens young and old have free access, to say nothing of the large and well stocked reading rooms and reference library attached.



ONTARIO NORMAL COLLEGE

citizens. Its personnel is as follows: John M. Brown, chairman, J. H. Milne, A. Woodvorton, A. Hayes, Rev. Dr. Lyle, W. Clark, Lyman Lee, W. J. Lovering.

The Art School is managed also by a board, made up of the following gentlemen: Hon. J. M. Gibson, Hon. Pres., Dr. Lyle, 1st Vice Pres., W. A. Robinson, 2nd Vice Pres., S. F. Lazier, K. C. C. K. Donville, D. Hastings, W. H. Ballard, J. R. Brown, Jas. Chisholm, Mayor Morden, J. W. Millard, Treas., J. F. Leishman, Hon. Sec.

Following is a list of the members of the Separate School Board: P. J. Galvin, chairman, P. S. Bateman, W. Karsanigh, P. Arland, T. J. Dougherty, M. J. Foster, J. Wall, C. J. Bird, H. S. Thomas, C. Connolly, T. O'Dowd, J. Blake, H. J. McIntyre.

Another institution of an educational sort, not mentioned in the list above, is the Young Men's Christian Association. This institution, located at the corner of James and Jackson streets, is one of the most popular among young men to be found in the whole city. The secretary, Thomas Best, and the physical director, Prof. D. M. Barton, are both stars in their respective lines, and the work they are doing is telling in a remarkable way. The association has as its president W. J. Archibson. The board of management is made up of prominent business men, and the program of work is most practical. Besides the complete physical training and baths for members there are instructional classes for evening work in literature, mathematics, etc., and the course for adults is practically duplicated in the junior department. The membership is very large and is ever increasing.

The public schools are managed by a board of education, the members of which are elected by the citizens. The personnel of the board is as follows: Jas. Chisholm, chairman, A. McPherson, S. F. Lazier, H. Brennan, J. Orr Callaghan, J. C. Bousley, W. Chace, W. Hale, T. Fanning, W. Bell, J. W. Jones, F. J. Howell, R. H. Foster, Geo. C. Holden, John T. Wilson, John Roman, W. J. Grant, T. Holson, R. C. Fairman.

The Public Library is managed by a board of representative

## Hamilton Spectator Carnival Souvenir



PUBLIC LIBRARY.

### A Good Work Well Done.

**T**HREE years ago there entered into the mind of R. T. Steele, one of Hamilton's most prominent citizens and a gentleman with a public spirit that does him credit, the idea that though this city was deservedly famous for its natural beauty, manufacturing, etc., it was not keeping pace with cities across the line less favorably located in the matter of civic improvement. The idea took possession of Mr. Steele to such an extent that he was forced to speak of it to his friends and acquaintances. He saw a lack of interest on the part of the citizens in the care of the grounds around their homes; he noted the fact that it seemed to be the business of nobody in particular to check the careless teamster who littered the roadways with droppings from his load; he observed that, in spite of the efforts of the

Board of Health, the keeping clean of alleyways and back yards seemed to be almost impossible in many sections of the city. The fact that the small boy and the old boy, too, made a convenient cross-cut of lawns at street corners where fences had been removed didn't rest his mind any, nor did the flower stealing habits of the juveniles. In a word, Mr Steele's observations forced him to the conclusion that no matter how well the municipal authorities and a few interested citizens planned and worked to improve the general appearance of the city, there could be no real success until such time as the people generally were educated to lend a hand in the work. With everyone working for the same object the task would be easy and the results impossible of any accurate forecasting. That's what Mr. Steele thought and that is what he kept on telling his friends until they too, came to his way of thinking and backed him up in his schemes. In acting the missionary part Mr. Steele was most ably assisted by Mr. Newton B. tailbreath, another well known citizen.



LORETTO ACADEMY.



RYERSON PUBLIC SCHOOL.

And it was when he and his friends reached this conclusion that they decided upon the formation of the Hamilton City Improvement Society, with the one object of helping the people to help themselves. There was no great flourish of trumpets. The society found ministers, professional men, business men and artisans flocking into its membership. It didn't decide to turn the city upside down at once. Rather it decided to work quietly and along conservative lines, in the hope that by a system of slow but sure education the differences so desired would come.

The first year the municipal authorities looked askance at the new society. Some of the aldermen were afraid it was filled with cranks who would be demanding the impossible in all things. The society demanded nothing. It suggested many things and, with the force of public opinion at its back, worked with the authorities to make realities of the suggestions. Teamsters' wagons were numbered and a register kept of the numbers so that when loads were littered on the roadways the fact could be intelligently

## Hamilton Spectator Carnival Souvenir

reported. Receptacles for waste paper were placed at convenient points in the business district, saving much litter, and in many other ways the works department of the city was helped to an easier way of getting along with its work.

But it has been in its education campaign among the citizens that the society has been most successful. Through the medium of the horticultural society the children in the schools have been taught to love flowers and have regard for them. The little folks have all become flower growers on their own account and, by a system of prizes, awarded each fall, have kept interested until it has become part of their natures to love the beautiful in flowers and everything else.

The society itself has kept up an annual prize giving scheme for best kept lawns, flower gardens in back and front yards, window boxes, etc., being assisted in this last year by the management of the Spectator which donated large cash prizes. In this way citizens in all parts of the city have been drawn into the line of march which has for its final object the placing of Hamilton at the very top as the most beautiful, ideal residential city in the world.

There is no cause to doubt that this object will some day be attained if the society continues its quiet but aggressive work of the past three years. The city of today shows most positively the effects of the education campaign. Streets that were formerly barren of anything approaching adornment are now little paradises of green sward and multi colored floral effects. Roadways that used to be famous as rocky ways for the cyclist, have lost their rough places and are now fit for the King's carriage. Allevs that once reeked with filth and bad odors are now clean and sweet smelling.

Everything is not yet ideal, but the improvement is so marked that any suggestion of the disbandment of the City Improvement Society would be regarded by a majority of the citizens as in the nature

of a public calamity. Mr. Steele has had faithful workers with him, his energy being at times excelled by that of the hard working secretary, Newton D. Galbreath. It is a good movement, accomplishing a noble work.

It is worth mentioning that the city authorities have learned to know that the Improvement society members are friends and all work together now most harmoniously to secure those results that mean so much for the future of the city and its people, both morally and in a beauty way.



QUEEN VICTORIA SCHOOL.

shown that will make for the further advancement of the city industrially.

The board was incorporated in 1864, during the presidency of the late Hon. Isaac Buchanan. The recently elected president is H. S. Kitchin, of the wholesale grocery firm of W. H. Gillard & Co. Mr. Kitchin is a splendid type of the energetic, forceful and successful business man and if he carries into his new work, as he is bound to do, the spirit that characterizes all his efforts in other directions, there is no end of progress in store for this important organization.

The board has headquarters at the corner of Main and Hughson streets, the secretary, Charles Stiff, being located there at all times and being always ready to receive visitors and give such information as

he can that might profit and interest inspiring ones in matters of trade and commerce.

The men who formed the first board of trade in Hamilton in 1845 were:

Archibald Kerr, J. C. Kerr, Ed. Ritchie, Richard Jason, Benjamin Miller, James Johnson, Hugh Moore, Wm. Atkinson, A. McDonald, H. C. Baker, Joseph Gilkinson, James Walker, James Osborne, John Garthshore, Wm. P. McLaw, M. McKenzie, John Young, Jr., John Wm. R. Haldington, John P. Larkin, T. H. McKenzie, Wm. Dixon, F. Kennedy, A. Bigelow, M. D. Brown, J. B. Ewart, John Wagstaff, G. L. Frazer, John Young, Sr., D. Moore, James McIntyre, G. Ferrie, Robert Forbes, Daniel McNeill, T. K. Ramsay, Isaac Buchanan.



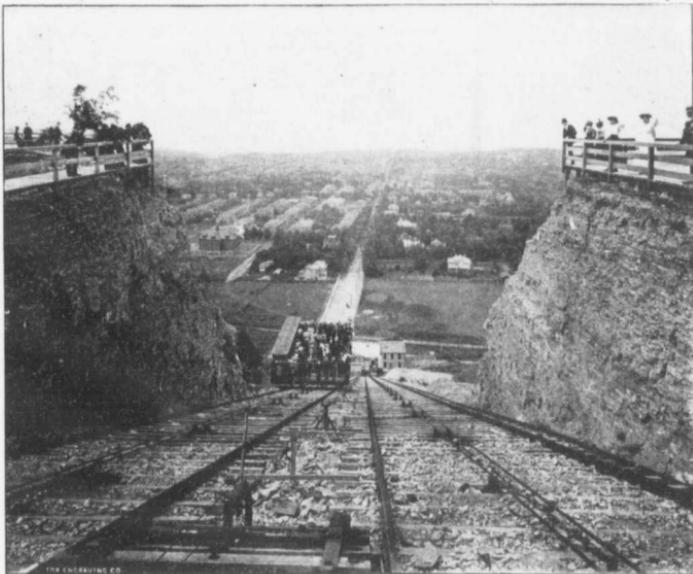
CENTRAL SCHOOL.

## Bits of Early Life in Hamilton

**T**HE stirring times of the Rebellion of 1837-8 added much salt to existence in the town of that day. Residents were fed up on excitement, "alarms and excursions" being of frequent occurrence. A regiment of regular troops passed through Hamilton at this period, on its way to London, in requisitional vehicles—an annoying ordinance to many a worthy yeoman, who disrespectfully came to town only to be deprived of his means of return, "in the Queen's name." As a souvenir of this corps' passage, my companion pointed to a bayonet suspended over the door, that some careless soldier had dropped in the snow. A more serious loss to her late Majesty in connection with this regiment was the theft of one of its muggy chests, near Odell's tavern, on the London road. Two of the guards received long terms of imprisonment as a result; but the driver, who was supposed to be equally implicated, made good his escape.

hostelry in Ancaster, to which, and its accessories, they presented so bold and prolonged a front, that Hamilton was not reached till five o'clock the following morning.

Sheriff Macdonald was pre-eminently a gentleman sport-man, bringing with him from the old country a pack of fox hounds. Dressed in the toggery of a huntman, he was a prominent figure on the streets of the little town. Hamilton had also the proportion of wags, who seem to flourish more luxuriously in small communities. Chief of these was a jovial soul, one Dennis O'Brien. A grand fox-hunt had been arranged, the place of meeting to be the court house square. The hounds, which were kept at Isaac Sene's tavern on the heights, beyond our present cemetery, had been brought down the previous evening and left at Buckland's slaughter house, which stood on the ground now occupied by St. John's Presbyterian Church. In the meantime the enemy, in the



EAST END INCLINE RAILWAY

It is a matter of contemporaneous history how our valiant militia marched from Hamilton to Niagara for the purpose of ousting Mackenzie and his "provisional government" from Navy Island. Full of martial ardor and, perhaps, an all-sufficient quantity of the liquor so temptingly cheap in those days, they assembled for their journey on the square now used as a wood market. Among the number were about two hundred stalwart Indians, painted and feathered, anxious to manifest their loyalty to the great White Mother across the sea. George Less, father of our present esteemed fellow-citizen, in the same calling, had the contract for supplying bread to the warriors, while Charles Buckland furnished the meat. The head stipulated beef, but anything aside in the flesh line, from ancient mutton to salt pork, was accepted without demur by the exhilarated soldiery. These rations secured, they were promptly skewered on the bayonets of the force, presenting a most ludicrous appearance as it departed toward the east. Was ever deadly weapon put to more harmless or ignoble use?

The sheriff at that time was named Macdonald, who contributed his quota to the military spirit then rampant by raising a troop of cavalry, which did good service in patrolling the roads when rumors of rebels were rife. An intentional false alarm on his part took them as far as Vanderlip's tavern, on the Brantford road, to meet an imaginary body of rebels supposed to be approaching from London. But the ruffled feelings of the troopers on their homeward way were correspondingly assuaged by a substantial repast which Macdonald had ordered for them at Rousseau's

person of the irrepressible O'Brien, was not idle, but in the silent watches of the night indistinctly trailed a scent of assistance in a crisis-course which covered the whole town and eventually wound up at Faulkner's brickyard, beyond Garth street. He then retired, and awaited developments. In the morning the hounds on leaving their quarters, at once struck the odoriferous trail and followed it vociferously, in the course of which they passed the amazed and disgusted sportsmen on John street, being finally corralled and brought back from their ignominious pursuit late in the afternoon. It is hardly necessary to add that there was no fox-hunt that day, and that the remarks of the sheriff were decidedly unfit for repetition in polite society. Other eccentricities attributed to Dennis, such as clearing out a crowded auction room by plucking a liberal amount of pepper on a hot stove, lead to the suspicion that he was quite a funny fellow in his way.

In about 1828 the narrator's uncle, William Johnston, commenced a mill on the bay front at the foot of Catharine street. Shortly afterward a stranger arrived in town, with plenty of means, which he immediately began to invest in real estate and such like laudable undertakings. Among others, he formed a partnership with Mr. Johnston, and the work went briskly forward. One day, while both were engaged at the building, Thomas Gillespie, a constable, and also proprietor of a tavern bearing his name that stood at the northeast corner of James and King William streets, appeared on the scene, mounted, and riding up to Mr. Johnston's partner, tapped him on the shoulder, remarking in a

## Hamilton Spectator Carnival Souvenir

melodramatic tone. "George Harvey Barnes, you are my prisoner!" and marched him off to the lock-up. It then transpired that the money he was so abundantly supplied with had been gained by robbing a bank in Oneida, New York State, his detection being caused by the bills so lavishly disbursed by him bearing the bank's name. He was duly punished and the mill property confiscated by Sheriff (Dr.) Thomas, Mr. Johnston proving an innocent sufferer through his unfortunate connection with the culprit.

Land's wharf, sixty years ago, which was situated at the foot of Emerald street—then a grassy lane, thus suggesting its present name—was the principal entrepot of goods. Now, there is scarcely a spile remaining to mark the site of former commercial activity. It was also a famous place from which to fish. The writer once met an old settler in Muskoka, who said that over fifty years ago he walked more than once from Eramosa to Land's wharf and back—a matter of sixty miles—and carried his catch with him, in order to enjoy the famous pike and bass fishing. But he was an enthusiast in the gentle art.

Then, as now, our beautiful bay furnished winter recreation for sport-loving residents. Probably the first he-se racing on the ice took place in the season of 1838-9, opposite McNab's wharf. This pastime might well be pursued at a minimum risk, as my informant stated that he had seen ice cut a yard square in thickness. One might almost believe that this fact, coupled with the statement that the late Peter Hamilton did his first plowing in the spring of 1839, on the 29th of May, bears out the contention of weatherwise people that our winters are growing milder. Yet the writer has before him the quaint autobiography of one Mary Jenison, captured when a child by Indians in the old French war, who wrote: "The winter of 1754-5 was as mild as a common fall season, and the spring presented a pleasant seed time and indicated a plentiful harvest."

Even ice-bathing had its votaries in those far away days. It is claimed that the first one to make its appearance on the bay was in the winter of 1836. It was launched by William Johnston, Nat and Angus McAfee and William Taylor, and was a clumsy triangular structure of waulking, shod with skate runners, an old quilt serving as a sail. A brisk southwesterly breeze sent them merrily along at express speed, and the fun was much appreciated till they drew near the beach and took down their sail. Owing to the front runner being immovable, their pike-pole proved useless to diminish the rate of transit, and they struck



DEEW FALLS, BELOW GRIMSBY

the shore with a sledge hammer force in the vicinity of John Dynes' and were shot like peas off a plate about twenty-five feet amongst the scrub that then fringed the slough, their hands and faces out and torn, their clothes much in need of a tailor. The quilt was the only injured feature of the craft. Dynes' windmill received the heaped voyagers until night fell, when they made their weary way homeward, more than satisfied with their first experiences of this animated sport.

Before the days of railroads in this vicinity, steamboat and stage were the principal modes of travel. How keen was the competition

between rival lines, by the former method, may be judged from the fact that passengers were carried from Hamilton to Kingston for a quarter, in June, 1838, the steamer Queen of the West arrived with passengers from Toronto. They were barely landed when fire was discovered, and the boat was pushed from the wharf and drifted across the bay, where she burned to the water's edge. She was afterwards towed back, and became the foundation of E. C. Ginn's—now known as Myles'—wharf.

Three stage lines were in existence about this date—one to Brantford, run by Milton Davis; one to Toronto, by Hiram Weeks, and one to Niagara, by Henry Gerard. In the fall of 1838, the latter, while entering the town one dark night, near where the old Case home-steel stood on King street east, got off the road and into the swamp then existing on either side. The horses were extricated with difficulty, but the



GORE PARK EXTENSION

## Hamilton Spectator Carnival Souvenir

stage remained there until the following spring. No hint then of the possibilities of cement, or even tar macadam.

The large red brick building that stood at the foot of John street until 1885, when it was demolished to make room for a more modern structure, was used as a house of refuge, and formerly as a hospital, after the structure primarily built for that purpose had been converted into a house of refuge also—a natural transition seemingly, at least in Hamilton. It had been originally erected for a hotel by Nat Hughson in 1836, but never was put to that use. Its successful rival was a substantial stone building, still standing at the foot of Main-street, whose massive but dilapidated frame has doubtless excited the curiosity of passers by as to its identity. It was built by Allan Napier McNab, Hughson's creation, after remaining idle for some time, was used for a term as a custom-house. During its construction a sad accident was the outcome of a piece of carelessness on the part of a young girl. There was a deep well on the premises, and while drawing water one afternoon, her pail became detached from the rope. A young Scotchman, working near by, gallantly came to her assistance, and descended by means of a loop to recover the lost article; but scarcely had he reached the bottom when the stone sides fell in and entombed him. It was four o'clock in the morning before his body was recovered, a mangled mass.

Close by, some years later, but yet a score in advance of its successful completion, the first sod of the road to Port Dover was turned, an enterprise that was abandoned for the time being after grading had been done along the mountain side until the top was reached in the vicinity of Mount Albion.

Hamilton's first hospital was a large two-story frame dwelling, painted white, at the head of Aurora street, a short distance up the hill, and was shaded by some large willows and forest trees. It was built some time in the thirties, and torn down in 1894; its site and the ground surrounding being turned into a park. Many mournful incidents were connected with its history in the dark days of the ship fever in 1849, whose numerous nameless victims lie sleeping in that lonely field on the heights overlooking Dundas' marsh; and again in the succeeding years ending in 1854, when cholera stalked hideously through the streets of the little city, and haled loved ones away with shocking swiftness.

Adjoining, on the west side, where the high level pumping house is now located, was the corporation pound. In those days, and, indeed, within thirty years ago, domestic animals were allowed much more liberty in this fair city—particularly in that section known as Carleton—than was compatible with the comforts of the citizens. Cows, pigs, geese, ducks, hens and even goats, frequently disported themselves on the sidewalk with irate taxpayers; hence the pound and its keeper, Bellamy, some forty years ago, who was known to carry a shotgun at times, to protect himself from the wrath of delinquent owners.

And this brings the writer to the drastic method of disposing of muzzled dogs at the same period by the agency of powder and shot, the weapon this time in the hands of a policeman. Many an unfortunate canine succumbed to this stern process of law, which was fittingly commemorated in several verses of doggerel, one of which will suffice:

"Oh, then, indeed, it was such fun  
To see a Bishop with a gun,  
And Rykman with his beautiful son,  
Again 'out a shootin'."

The "truck" system reigned paramount in those days of the olden time, and men were glad to get work at seventy-five cents per day. Coin of the realm was as scarce as the proverbial hen's tooth or angel's visits, barter being the chief medium of commercial intercourse.

"Why, do you know," remarked my informant, "I actually worked for fourteen months at my trade of cabinet-making for Josiah Arnes, and all the cash I received in that time was twenty-five cents; and it was a Spanish quarter at that! I wanted a cow, and approached him for the money for its purchase. I was told to go back to my work and he would see about it. Sure enough the cow was at my place next day. Well, a cow requires feed, and I asked for money to get it. Again the order was given to resume work, and behold! a load of hay reached the cow shortly after." In the same way, a lot of ground was secured on Catharine street, near Gore, at \$10 per foot front—not much less, by the way, than it can be bought for sixty years after—and every foot of it was paid for in labor. The house placed thereon and its modest contents were furnished in the same primitive manner by its ambitious owner. So went the world with our predecessors; and who can say they were less happy than present day citizens, with their modern conveniences, their various extravagances, and, as a sequence, their bulky tax bills?

Hamilton's first temple of Theopis is said to have been a building on the northeast corner of King William and Catharine streets, which has long since disappeared. It was conducted as a theatre in 1846, and after—

managed by a man named Richardson. Its successor occupied the northeast corner of John and Belevue streets. Built originally for a chair factory in the fifties by Hiram, otherwise "Hickory" Clark, it was afterwards used as a school before being utilized for theatrical purposes. A ramshackle old structure with whitewashed exterior, it was ill-fitted as a home of the tragic muse; but, perhaps, sufficiently commensurate with the talent of the "barn-stormers" who usually were wont to tread its boards. It went up in smoke one blustery March day in 1867.

As a contemporary center of entertainment, the Mechanics' Hall, afterward transformed into the Academy of Music, and now known to the present generation as Alexandra Arcade, was a place of mystery and delight to many staid citizens of to-day when in their youth. There



HOPKINS' FALLS.

## Hamilton Spectator Carnival Souvenir

were they first made acquainted with the drama and opera as interpreted by the Thompsons and Holmans, or other itinerant players; there gazed in wonder at the panorama, the diorama, the Hungarian glassblowers, the Swiss bellringers, or the wizard's feats of legermain; listened delightedly to penny readings, the scientific lecture, the program of reunion or the comicallities of the ventriloquist; had their heads felt by Fowler, or were amused by some other form of pleasure too blasé for the present age. This old resort, so full of agreeable memories, was built by Charles Wardman in 1851, Hutchinson Clarke, a former mayor of the city, being the architect.

ing that cropped up while acquiring those already chronicled. The charge may fairly be laid that much or all of it is commonplace. Even so, it is equally true that the history of most communities is chiefly made up of the small tragedies of life. If it is the destiny of the majority of human kind to fret out their lives "to fortune and to fame unknown," Gray's sterling admonition is equally appropriate:

*Let not Ambition mock their useful toil,  
Their honest joys, and their plain, cheerful ways.*

Such as they were, with all their imperfections, like even as we—they laid the foundation and helped to build the beautiful city we are proud to call home; and, with a few flattering, hoary exceptions here and there, now rest from their labors in God's acre on romantic Burlington Heights.

F. KIDNER.



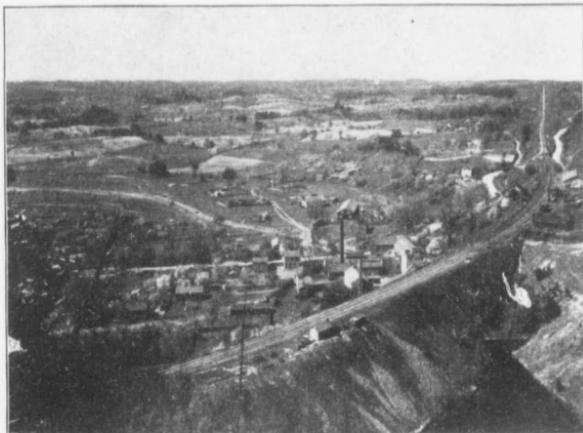
JAMES STREET SOUTH, FROM KING.

"Hickory" Clark, of whom reference has been made, was of a most enterprising nature—too much so, indeed, for his own pecuniary aggrandisement. About 1837 he acquired a section of the mountain side a short distance east of Wellington street, and undertook to turn it into a pleasure grounds. A substantial stone house and stable were erected, terraces and groves formed, and swings, summer-houses, flag poles and other paraphernalia suitable for such premises placed in position. But this worthy scheme, years ahead of its time, was never completed; and nature has ever since been busy at herating man's handiwork, although traces may yet be seen of the unfruitful labor expended on this out of the way locality.

And so the writer brings this rambling paper to a close. One might wander on indefinitely in pursuit of the warts and strays of folklore so willingly contributed by old pioneers like the one to whom is so largely due what has been already written; but it would require a volume to compass them. Reluctantly is but here mention made of that striking personality in the early growth of the city, Sir Allan Macnab, and various racy incidents omitted concerning him; of the inception of Hamilton's fire brigade over sixty years ago, its enthusiastic members, and their manifold pranks; of colored Pauli Brown, the gigantic, fat and genial town crier, who, with a bell in each hand, awaked the echoes, relieving his official utterances with snatches of song, the favorite burden of which was the discordant of the Yankees by the men of Gore in 1812; and of other topics more or less interest-

ing glass is used with these the letters will appear quite plain and the interest in the pictures will be much increased if this is done.

Every man knows that lack of transportation facilities means stagnation in business. Once upon a time the stagnation term might have applied to Hamilton, Canada. Today this go-ahead-city has transportation privileges superior to those of any other city in Canada. It is in direct touch with the main arteries of all the great transportation systems of the continent—rail and water.



DUNDAS VALLEY FROM THE PEAK.

# Beautiful Parks and Drives

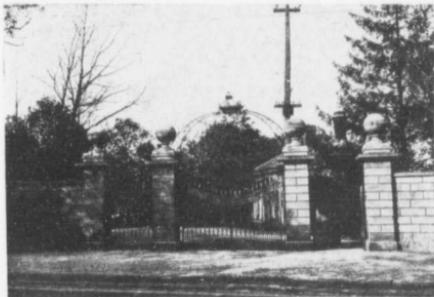
IN AND AROUND HAMILTON.

**S**OME years ago the ratepayers of Hamilton handed over to an independent board of public parks management the care of their parks. Great improvement has since taken place in the parks, which are to-day the pride

of the county was known far and wide. The lodge in the park and the old vine-covered arch that marked the original entrance are all quaint bits of architecture. On the site of Dundurn the first white baby in this part of the country was born—a relative of Thomas Beasley, the city clerk. The park was at one time owned by a southern lady who fled from the United States during the American war, bringing her wealth with her and investing much of it in Canadian real estate. The late Senator Donald McInnes afterward became its owner, and it was from him that the city bought it.

Aside from its historical interest, Dundurn is a spot the sightseer should not fail to visit. It is one of the most beautiful natural parks in the country. In one corner, overlooking the bay, is the tomb of Sir Allan Macnab. About the center of the grounds is the magnificent castle, now fitted up as a museum and refreshment quarters. Near it is the menagerie, where every day during the summer thousands of children feast their eyes on the animals. The numerous driveways are smooth, the green sward is everywhere, there is an abundance of cooling shade, and altogether the park is a most charming spot, easily reached by the York street car line, not five minutes' ride from the center of the city.

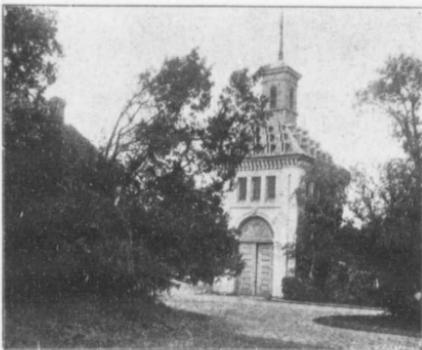
Harvey Park, which lies just beyond Dundurn, and is really an extension of it, is as historically interesting as its neighbor. It was given to the corpora-



DUNDURN GATES

of the citizens. The board of park management is an independent board of six members, chosen by the City Council, each member holding office for a three-year term. Under the parks act of the Ontario Legislature the parks board receives an income each year from the city equal to a half mill rate on the general tax revenue. This rate, while not large, is enabling the board to carry out a program of park improvement which must, in a very few years, result in park betterment of a marked sort. The same board is entrusted with the care of the shade trees on all city streets, and this year began to pay considerable attention to this most important work. The personnel of the board is as follows: John H. Tilden, Chairman; Thos. Kilvington, F. W. Fearman, J. Ronan, A. Lees, Frank E. Walker.

First in the list of public parks comes Dundurn—one of the most historically interesting spots in the city. This park, located to the northwest of the city, is about 31 acres in extent. With its companion—Harvey Park—it overlooks Hamilton Bay, the view from the park drives being a particularly pleasing one. Much of the interest in Dundurn centers in the fact that, in early days, while it was the private property of Sir Allan Macnab, the walls of its castle sheltered royalty and many great men of this and other lands. Sir Allan was a famous host, and his castle



WHERE DUNDURN DRIVES LEAD



AN ANTIQUE ARCH, DUNDURN PARK

tion by the late Senator Samuel Mills. For a long time it remained unimproved, but within the past few years trees have been set out, driveways made, and general care given to the grounds, which afford a most magnificent view of the whole bay to the Beach, and away out into the lake beyond. The historical interest of this park is found in the fact that it was from this point that the British regulars expected to repel the threatened American attack at the time the famous battle of Stony Creek was fought. Even to-day there may be seen the remnants of the old stone breastworks that were hastily erected by the Britishers. That the attack never came does not detract at all from the interest in the spot. Doubtless in time much more remote it was the scene of many hard fought battles among the Indian tribes, the best evidence of this fact being that flint arrow and spear heads are often found while excavations are being made in the vicinity.

Victoria Park is the next important in size, its location being between Locke, King, Sophia and Florence streets. Originally Victoria Park was known as the Crystal Palace grounds, and it was there that the Great Central Fair saw its palmy days and its subsequent decline. The northern end of this park is wooded, while the southern end is a huge grass carpeted play

## Hamilton Spectator Carnival Souvenir

ground. Around the park is a driveway, used by horsemen for speeding purposes. This park is quickly reached by either Belt line or King street west street cars.

Woodlands Park, at the corner of Wentworth and Barton streets, is a recent acquisition. It is a natural grove, a favorite resort for cast end people, and may be reached by the Belt line cars.

Besides these larger park grounds the city owns several most beautiful flower garden breathing spaces. Gore Park, located in the heart of the city at the corner of King and James streets, is the best known of these. It was originally laid out by the late George Hamilton, who owned the property, and it subsequently passed under the control of the municipality. Special care is taken of it, and on any hour of the day hundreds of people may be seen resting among its beautiful flower beds beneath the wide spreading shade of its great trees.

East of the Gore is another flower garden known as the Gore extension, set apart a few years ago by the City Council for park purposes. Upon it is the magnificent flag staff given to the city by the Canadian Club—a patriotic organization of young men of the city.

At the corner of King and Wellington streets in the east end



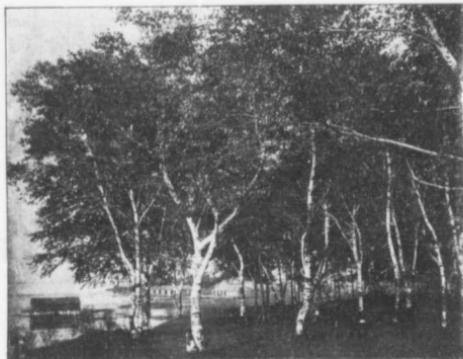
WATERHOWN FALLS

the occasional visitor may depend upon being well taken care of, he his stay long or short.

Possibly there is no more variedly interesting country anywhere for those who love suburban outings than the country around Hamilton. In no matter which direction you turn you will find drives crowded with interesting features. To the south of the city and eastward the route takes one to the famous Albion Mills ravine, where, along with the falls view, visitors may indulge in the odd experience of lighting the water as it bubbles up through the crevices. There are sulphur springs there, and the gas bubbling through the water will easily ignite. This drive will also take the visitor to the lake shore, along VanWagner's Beach—another beautiful summer resort—and past the waterworks pumping station to the city again.

The roads from the city directly east lead through the fruit district of the Niagara peninsula and to Grimsby village and park, passing on the way the famous Stony Creek battlefield. The mountain towers on the one side, the lake waters glisten in the sunlight on the other, and altogether the drive is a most pleasant one.

There are many pleasant ways to the west of the city. Out King street one may turn up the mountain by a most charming road which twists and winds to suit the vagaries of the rocky ridge, to the famous sulphur springs. Or one may take another turn and, over an equally pleasant drive, be landed in the busy town of Dundas, nestling in the valley four or five miles from the city. On through the town and up the mountain the drive leads



A BAYFRONT VIEW, FOOT OF WENTWORTH STREET

is another breathing spot called Wellington Park. It was formerly a city lumber yard, but was given up for park purposes some years ago. Today it is giving evidence of the care and attention the park gardener has bestowed upon it.

Hamilton Park, on the mountain at the head of Ferguson avenue, is another breathing spot, as yet but very slightly improved. The same is true of Boulah square, on the mountain side at the head of Garth street, and the North End Park along the bay front at the foot of Ferguson avenue. All these are destined at no distant day to become important parts of the park system of the city.

Another park place, not in the city limits but controlled by the municipality, is Hamilton Beach. It is the wide strip of land extending almost directly north and south across the entrance from Lake Ontario to Hamilton Bay. The city holds this strip for park and summer residence purposes, and hundreds of wealthy Hamiltonians spend their summers there in their beautiful cottages. The spot is about eight miles from the city, and is reached by steam or electric cars or by boat. There are picnic grounds here and there on the beach for the general public, and no finer place for either bathing, boating or fishing could well be imagined. The Beach is electric lighted from end to end, and, during the summer season, when the summer residents are there, the place is a veritable fairland. There are several good hotels on the beach, and



A SCENIC DRIVE

## Hamilton Spectator Carnival Souvenir



WOODLANDS PARK.

to the Webster Falls and to Greenville and Crook's Hollow—a most romantic spot made more interesting by reason of the fact that long before Hamilton knew itself it was a bustling business center, many factories and mills, run by a plentiful water power, being located along the banks of its rapidly flowing creek.

Leaving the city by the road to the north across Burlington Heights one may choose two ways of reaching the village of Waterdown and the famous Lake Mead—a lake on the high ridge of land above Lake Ontario with no known outlet and no known bottom. This spot is a particularly interesting one for the lover of Indian lore, the land around the banks of the lake having been the camping grounds of Indian tribes in the long ago, and the famous explorer, La Salle, having visited the spot. They are many Indian ossuaries in this part of the country, and valuable finds of Indian relics are constantly being made by visitors and residents.

Two other drives should be mentioned. One from the city to and across Hamilton Beach—a most pleasant way



ON THE WAY TO CROOKS' HOLLOW.

to spend an afternoon. The other along the Becket Drive, which is a rock-hewn driveway leading from James street to the extreme west end of the city half way up the mountain side. The views from this drive are magnificent and should not be missed by visitors.

### Facts About Dundurn Park

A few facts relating to Dundurn and its purchase which are not generally known may interest the readers of this volume and assist future historians.

In the fourth quarter of the eighteenth century, near the close of the American war for independence, a young man from the province of New York came to the head of the lake, located himself on that part of the Heights which we now call Dundurn, and opened trade with the Indians. Richard Beasley was born in July, 1759, according to the inscription on his tombstone. Regarding his history previous to his arrival in Canada, little is known. He had a brother, Thomas, who was employed by the Hon. Richard Cartwright, of Kingston, in the management of a mill at or near Napanee. In Mr. Cartwright's letter-book for the years 1799, 1809, 1801



IN AINSLIE PARK.

and 1802, are copies of a number of letters to Mr. Richard Beasley, in some of which he is addressed as "Dear Richard"; in others, "Dear Cousin" is used, which would lead to the inference that he was a relative, or at least a very intimate friend. These letters are chiefly devoted to business, although there are occasionally paragraphs of a personal and family nature. Mr. Beasley was buying goods from Mr. Cartwright, and had apparently become in arrears of payment, and there are references to a mortgage.

The crown patent for 470 acres, including what is now Dundurn Park, was granted July 8, 1799. In this case, as commonly happened in those days, the patentee had occupied the land many years before he got his title, and that document gives no clue to the date of first occupancy.

At different times in the early years of the nineteenth century portions of the estate were disposed of, but the first one we shall make note of was on October 9, 1819, when a part, including the present park, was deeded to Francis de Rivieres for the sum of £4963, 17s. 2d. The connection of Sir Allan N. Macnab with the property is well known.

About thirty-one years ago Dundurn was in the

## Hamilton Spectator Carnival Souvenir

market, and the president of the Wentworth Historical Society, Mr. F. W. Fearman, the late George H. Mills and several other gentlemen interested themselves to bring about its purchase by the city for a park. For \$17,500 it could then have been purchased. A public meeting was called in the hall of the old Mechanics' Institute on James street; a large number of citizens gathered there, and the advocates were prepared to present the case, when a prominent merchant arose and stated that if the park were purchased it would be a preserve for the rich people only; that only those in carriages or with tickets of admission would be admitted. He appealed to the jealousy of east end residents and to the economical feelings of the taxpayers generally because of the great cost, though the price had not yet been stated, and no opportunity was given to state it. A manufacturer seconded his motion, which was carried, and those in favor of the purchase were not allowed to speak.

Shortly afterward, on September 26, 1871, the property was sold to a syndicate for the sum of \$20,000. On the 24th of July, 1872, the late Senator McInnes bought it for \$27,000. In 1877 there was again an opportunity to purchase it for the citizens. When Mr. Fearman asked leave to introduce to the City Council a deputation in favor of the purchase of parks, an alderman arose, and stating that he was surprised that a man of Mr. Fearman's position and ability should favor such a childish proposal, moved that he be not heard. This motion found a second, but was not carried. The deputation made such an impression that a by-law was submitted to the ratepayers in October, 1877, which was defeated. In August, 1884, after seven years, the people had another opportunity to vote for the purchase, and again overthrew the by-law.

Many years passed by; the Hon. Donald McInnes was growing old. His family had removed from the city, and he wished to spend his remaining days or years with his children. He began to talk of selling off the property in lots for residences, unless the city would buy it for the sum of \$75,000. Mr. Fearman named \$50,000 as being the outside limit of what the citizens could be induced to pay, and Mr. McInnes agreed to take that amount. A by-law was submitted and carried in September, 1889.—Journal: Wentworth Historical Society.

### The Gates of Dundurn

It will interest many in Hamilton and elsewhere to learn a little of the history of the quaint old gates and the gateway at the

Dundurn Park entrance on York street, as the general impression is that they have always been in Hamilton. The gates originally belonged to the late George Rolph, of Dundas, a veteran of the war of 1812 and the first Clerk of the Peace in the Gore district, who then practised law in partnership with his brother, the late Hon. Dr. John Rolph, with offices at Vittoria, Norfolk county, and Ancaster, always riding on horseback between his different offices, Mohawk being the principal one. Mr. Rolph resided at that time on the hill overlooking Dundas, near the present road to Hamilton, a pretty spot near a pine grove, purchased from William Hare, of Dundas, on the 24th of May, 1822. The estate contained 300 acres of land on the site of what is now the Driving Park, in

Dundas, and subsequently several hundred more acres were added to this. Mr. Rolph placed the gates at the south entrance to this natural park at the beginning of an avenue, shaded by stately maples, which led up to a large, rambling old log house, the stone pillars, with the large carved balls, with a high stone wall extending on each side.

The gates were purchased in England and the stone cut from the Sydenham mountain quarry, which formed the north boundary of the estate and was included in it. On a tablet on the inside of one of the pillars will be found the name of the stonemason and the following inscription: "John Allan, stonemason, Staffordshire, England, emigrated to Upper Canada in 1820. In 1828 he constructed these pillars and erected this monument, that he lived and will die a faithful subject of his King and country, and proud of his national birth." Many years afterwards the gates, pillars, etc. were sold to Sir Allan Macnab. A large stone landmark, with the initials G. R. cut on it, is still to be seen in Dundas in a lane running north from King street, opposite Ogilvie street, marking the site of the gates and the boundary of land purchased



CHEDOKE FALLS.

by Mr. George Rolph, and these are a convincing proof of a bit of local history unpublished.

On an old map, being a plan of village lots, partly surveyed for George Rolph by James Kirkpatrick, Deputy Surveyor, bearing date of December 9, 1834, is a sketch of the gates and avenue to the house, and some of the oldest inhabitants remember those gates when they were in Dundas. In Hamilton, Mr. Bastrick (Sir Allan Macnab's architect) arranged the present gateway, giving the contract to James Lomax, a native of Barry, Lancashire, England, who in less than six weeks, the time the contract called for, placed them where they are now, in June, 1855.—Journal: Wentworth Historical Society.



NO. 7 BEARER CORPS

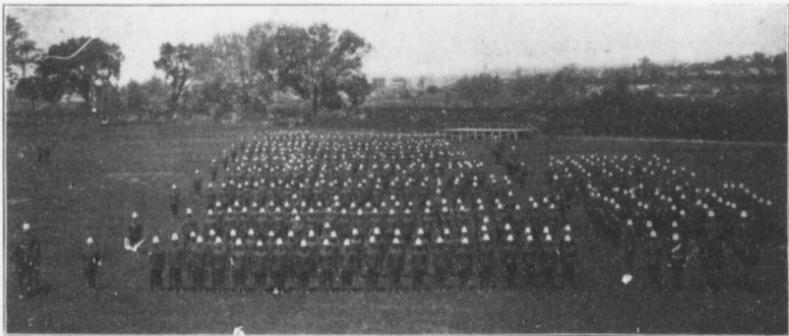
## With the Fighting Forces

HAMILTON'S CRACK MILITIAMEN

**P**ROBABLY it is because Hamilton's military organisations have always been one of her best advertisements that the citizens take such an interest and pride in the Thirtieth regiment, one of the crack infantry corps of the Canadian militia; the Thirtieth band, recognised as Canada's best concert and military musical organisation; the Fourth Field battery, which has always stood second to none in the Dominion; No. 7 bearer company, A. M. S., which in the two years of its existence has climbed to the top of the ladder in its particular branch of the service, and last, but not least by any means, the Collegiate Institute Cadet corps, which has a reputation of being one of the smartest cadet corps in the province to-day. So important a part have these organisations played in the city's history and, in turning the eyes of the world towards the Ambitious City, that any souvenir which did not contain a record of their achievements, be it ever so brief, as this one must necessarily be, would be incomplete. The fame of Hamilton's marksmen may be said to encircle the world. Decades ago it was known in many lands, but it remained for Staff-Sergeant T. H. Hayhurst to spread it over the whole map by winning the coveted Queen's prize at Bisley in 1895. The reputation of the Thirtieth band is continental. It has played in nearly every city of any size or importance in Canada and the United States, and has won laurels everywhere it appeared. The efficiency of the Fourth Field battery is known to the whole Dominion, for in competition with the other batteries in the Dominion it has more than once demonstrated its superiority over all others. Of the other two corps less can be said, not because they are not as efficient in their own particular sphere as are the Thirtieth and the Battery, but because they are younger and numerically weaker and have not had the same opportunity to show what they are made

of that the older corps have had. Their records, however, speak for themselves. They show that the time is coming when Hamilton's baby corps will blossom into manhood, and that when that time does come the citizens will have just as much reason to feel proud of them as they have to love the older corps of to-day.

While it was not until 1862 that the Thirtieth regiment was organised, the history of Hamilton's volunteer corps dates back to 1855. In that year an act was passed authorising the raising of field batteries, of artillery companies, of foot artillery, troops of cavalry and companies of riflemen. Hamilton was one of the first cities to take advantage of the act, for two companies of cavalry and a two-gun field battery were organised here the same year. The year following Capt. James Atkinson Skinner (afterwards Lieut.-Col. Skinner) organised a Highland company, and when on December 13, 1862, the organisation of the Thirtieth battalion of infantry was authorised, the Highland and two rifle companies formed the nucleus of the new corps. Four new companies were added, making it a battalion of seven companies. John Isaac Buchanan was the first lieutenant-colonel, and the captains at the time of organisation were: James Atkinson Skinner, J. E. O'Reilly, Stephen Cattle, John Brown, George H. Menzies, Donald McInnes and Thomas Bell. The same month an eighth company was organised by Capt. John McKeown, but it disbanded six months later, and a ninth company was organised by Capt. Robert Law. From the first the corps received liberal public support, \$4,000 being subscribed for the construction of a drill shed, in which the first parade was held on June 4, 1863. The battalion chose as its motto, "Semper Paratus" (Always Ready), and it has ever been true to that motto. Mrs. Buchanan presented to the corps its first set of colors in September, 1863, and the same month the battalion par-



THIRTIETH REGIMENT ON PARADE.

## Hamilton Spectator Carnival Souvenir



THE SERGEANTS OF THE THIRTEENTH

ticipated in a big military demonstration held in Brantford, and history says it was the smartest and strongest corps on parade.

In 1865 Lieut.-Col. Booker succeeded Lieut.-Col. Buchanan. That was a busy year for the young corps. When trouble broke out in the fall of 1865 Capt. Cattley got together a company of volunteers from the regiment for frontier service. The company was stationed at Prescott for several months, and when its term of service expired Capt. Irving organised another company, which was sent to Winisor. The same year two of the battalion companies disbanded, reducing it to a six-company battalion. During the troublesome times of 1866 the battalion, under the command of Major Skinner, had more than one encounter with the Fenians. There were no fatalities in the battalion, but one officer—Lieut. Percy Gore Routh—and six privates were wounded. After the unfortunate affair at Ridgeway, for which Lieut.-Col. Booker, who was in command of the troops, was held responsible, Lieut.-Col. Skinner succeeded to the command of the battalion. When the Red River expedition was on the Thirteenth was asked to furnish 8 men, but the volunteers were so numerous that the number was afterwards increased to 12. Ten times that number volunteered. From 1867 till 1872 the Dundas and Waterdown companies were attached to the Thirteenth, but from 1872 until 1885 it was again only a six-company battalion. When the North-west rebellion broke out in 1885 companies were organised by the late A. D. Stewart and S. C. Mewburn, and from that time till the present the battalion, or as it is now known, the regiment, has maintained a strength of eight companies.

In 1885 Lieut.-Col. Skinner retired, and was succeeded by Lieut.-Col. Gibson. The following year the drill sheds were burned, and until 1888, when the present armory was erected, the corps headquarters were in the old Canada Life building. Lieut.

Col. Moore succeeded Lieut.-Col. Gibson in 1885, and two years later Lieut.-Col. McLaren assumed command. The same year the ambulance corps and maxim gun detachment were added to the strength of the corps, and it was rearmed with the Lee-Enfield rifle. The Thirteenth enjoyed the distinction of being the first corps to receive a maxim gun. During Lieut.-Col. McLaren's tenure of office the establishment of the regiment was increased from 399 to 471, the new rifle ranges were secured, and the general efficiency of the regiment was increased. The Thirteenth was represented on the Jubilee contingent in 1897 by Lieut. Marshall and six men. About six months ago Lieut.-Col. Stoneman, probably the most popular commanding officer the regiment ever had, took over the command. Already he has worked wonders with the regiment. He was successful in having his command uniformed in the tartan khaki, it being the first Canadian regiment to receive the new service dress, and if the present cramped quarters are enlarged it will be largely due to his efforts. He has just begun his work, however. By this time next year he hopes to have the strength increased to 800, and there is not the slightest doubt that under his command the regiment will maintain the high place it has always occupied among the volunteer corps of Canada.

The records of the Gzowski competition, inaugurated in 1891, and continued until 1898, indicate in a measure the position the Thirteenth occupied among the infantry corps of Canada during those years and the position which it has maintained during the last five years. It was in 1891 that Sir Casimir Gzowski offered a challenge cup to be competed for by the city corps of No. 2 district. No. 2 district being considered the best district in the Dominion, it was a recognised fact that the corps which won the Gzowski competition was the most efficient corps in the Cana-



MEMBERS OF THE THIRTEENTH OFFICERS STAFF

## Hamilton Spectator Carnival Souvenir

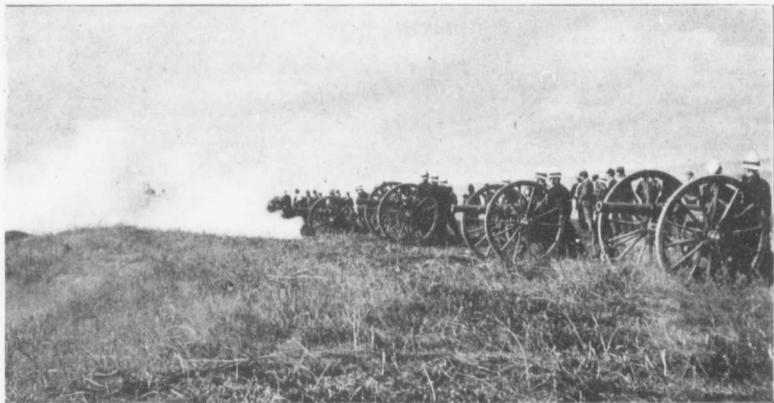
dian militia. In 1891 the Queen's Own Rifles, of Toronto, landed the coveted prize, but the following year the Thirteenth won it. In 1893 the Queen's Own was again the winner. For four consecutive years the Thirteenth came out on top, but in 1898 it again took second place to the Queen's Own. Unfortunately for the Thirteenth, the competition was discontinued in 1898, so that although the local corps won the competition five times and the Queen's Own only three times, the Toronto corps having won the last competition retains the cup.

While the Thirteenth has always been one of the smartest and most efficient regiments in the Canadian militia, it has scored its greatest successes at the butts. All of its commanding officers have recognised the fact that the room occupied by a soldier who could not shoot was more valuable than his presence, and consequently a great deal of attention has been given to rifle shooting. Lieut. Col. Gibson and the late Major J. J. Mason are the men who deserve the lion's share of the credit for making the Thirteenth the shooting regiment that it is today. During their long connection with the corps they were untiring in their efforts to develop young shots, and it is therefore not to be wondered at that there are to-day more crack shots in the Thirteenth than in any other regiment in the Canadian militia, and that the majority of the 350 men whose names are on the rolls are good average shots. No regiment has a better shooting record than the Thirteenth. Its representatives have won at different times

trict Challenge cup, for company teams of three men, four times; the Caron cup, once; McDougall cup, four times; British Challenge shield, once; Lansdowne cup, three times; Walker cup, once; Patterson cup, once; Davis & Sons' cup, once; Gillespie cup, once. The majority of these trophies were won at Ottawa. At the Ontario Rifle Association's matches, Wimbleton and Bisleigh its representatives have been equally successful. Second only to Staff-Sergt. Hayhurst's victory of 1885 in the Queen's prize match comes the winning of the Prince of Wales prize by Lieut. Col. Gibson, and the Daily Graphic cup and Governor-General's gold medal by Staff-Sergt. Skeedden, as well as other victories of almost equal importance, too numerous to mention.

Of the Thirteenth band little need be said. Its history and its achievements are too well known to require repeating. Suffice it to say, that since it was organised by the late P. Grossman in 1866 it has always enjoyed the reputation of being one of the best, and since George Robinson became bandmaster in 1869 it has had no equals.

Like its sister corps, the Thirteenth, the Fourth Field Battery has an enviable record, having won more honors than any similar corps in the Dominion. It was organised, largely through the efforts of Lieut. Col. Booker, in 1855, its equipment at that time consisting of two guns belonging to private persons. From the very first, however, it has stood at the top of the list. When the present King (at that time the Prince of Wales) vis-



FOURTH FIELD BATTERY, FIRING ROYAL SALUTE

ited Canada in 1860 the local battery was selected to fire the royal salute from Queenston Heights. The original gun shed was located on Ferguson avenue. The battery has been commanded at different times by Lieut. Col. Booker, Col. Villiers, Capt. Harris, McCabe, Smith and v. P. McMahon, Lieut. Col. VanWagner and Major Hendrie. At camp this year Major Tidswell had command of the battery, and he will likely be appointed to the command when Major Hendrie is promoted or retires.

The battery's establishment is now 162 officers and men, and it paraded full strength to go into camp at Deseronto this year. The Governor-General's prize for general proficiency was won by the Fourth battery in 1887, 1891, 1893, 1896, 1897, 1899 and 1900. The Lansdowne cup (second prize) was won in 1888, 1890, 1892, 1895, 1901, and last year it took third place. The officers will be greatly disappointed if the battery does not win the Governor-General's cup again this year. The competition is open to all of the batteries in the Dominion. In 1899 and 1900 the battery won the Oswald Challenge cup, open to the Dominion, for firing competition, and in 1889, 1893, 1899 and 1900 it won the provincial firing competition. The result of this year's competition has not yet been made known.

The Collegiate Institute cadet corps, of which the students and citizens are justly proud, was organised by Drill Instructor T. E. Parkhill early in 1900, and was gazetted in general orders on February 6 of the same year. Instructor Parkhill was enthu-

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## Hamilton Spectator Carnival Souvenir

astic and the first officers were enthusiastic. Naturally, their enthusiasm spread to every boy in the school, with the result that the corps soon became efficient and a credit to the organizer, the Collegiate, and the city. When H. R. H. the Duke of Cornwall and York and party visited Hamilton a couple of years ago the cadets furnished the guard of honor at the station on the departure of the royal guests, and were highly complimented by His Royal Highness. They also had the honor of acting in the same capacity to the Hamilton members of the first Canadian contingent on their return from South Africa in November, 1900. The work of the boys at the ranges has demonstrated that there is much good material in their ranks, but it requires to be developed. A match was shot at Toronto this summer, and while the local boys were defeated the scores they made were good. The officers are: Capt. Constable, Lieut. Moore, and Lieut. Turner. Many changes take place in the ranks every year, but the



BISHOP DOWLING'S RESIDENCE

majority of the boys who have passed through the cadet ranks are now valuable members of the Thirteenth or one of the other local military organizations.

Hamilton's baby corps is No. 7 Beaver Company, Army Medical Corps. Its organization was authorized on December 4th, 1900, and a couple of weeks later, without his knowledge or consent, Surgeon-Capt. Rennie was gazetted out of the Thirteenth regiment, promoted to the rank of major, and appointed to the command of the new corps. The duty of organizing the local company fell upon his shoulders. It was not a difficult task, however, for at the first call twice as many recruits as were required volunteered. The company establishment is now on a peace basis, 25 all told, but there are at least 45 names on the rolls. In recognition of the efficiency of the company the powers that be have promised Major Rennie that its establishment shall this year be increased to war strength, 64 officers and men. The officers of the company are Major Rennie, Lieut. Parke and Lieut. McLaren. In organizing the company Major Rennie received valuable assistance from Sergt.-Major John Connor, who continues to be the commanding officer's right hand man. The other staff sergeants are: Quartermasters, Sergt. Arthur Hill, and compounder, Sergt. Alex. Mitchell.

In 1902 the company put in



MAJOR J. S. HENDRIE, M. I. A.

six days in camp at London, and this year it was under canvas at Niagara for the same period. It participated in the big military review held in Toronto in the fall of 1901 in honor of the visit of His Royal Highness, the Duke of Cornwall and York, also in the local reception to the royal party. Victoria day of this year was spent with the Thirteenth and other corps in Brantford.

Although one of the youngest bearer companies in the Dominion, No. 7, at the annual inspection last fall, was awarded first place for general appearance, smartness and general efficiency. The company's equipment is of the best, thanks to the efforts of Major Rennie and the local members of parliament. Its quarters, over 21 James street south, are, however, much too small and not at all suitable, but this condition of affairs will be remedied when the armory is enlarged. It is expected that the bearer company will then be given the quarters now occupied by the Fourth Field Battery.—C. W. KIRKPATRICK.

Hamilton is the pleasantest residential city on the continent.



SIR JOHN A. MACDONALD MONUMENT.

# The Health of the People

BY W. LANGRISH, M. D., MEDICAL HEALTH OFFICER



A BIRDSYE VIEW OF HAMILTON

**I**N considering the desirability of living in any city, one of the first questions asked will be, is it healthful? Inquiry will be made about climatic conditions, location, sanitary laws, opportunities for healthful occupation, water and food supply, means of recreation, and will the social, intellectual and religious associations of the

two of the great lakes and sheltered by the Niagara escarpment, the weather is moderate to a great degree and made equable. There are no high winds. The relative humidity is low and we have a high percentage of clear, sunshiny days. The thermometer rarely goes below zero in winter, while the heat in summer is never so great as to relax and enervate the system. Summer is ideal with its beautiful bright days and refreshing breezes. There is not a more healthful or a more enjoyable climate in the world.

Longfellow has said: "As turning the logs will make a dull fire burn, so a change of studies a dull brain." Change of climate is often advised for a dull body, and is beneficial often to persons who are in comparatively good health. Seekers of health, particularly in the form of the south, looking to the north for change of scene and climate, cannot find a better place than Hamilton in which to spend the summer months. Adjacent to the city are a number of resorts which offer as good opportunities to build up an impaired constitution as many a secluded health resort further north, and the advantages in comfort and pleasure which a city with a population of 60,000 affords are not lost.

The city is situated on an incline gently sloping from the base of the mountain—the popular name of the Hamilton escarpment—to the waters of Burlington Bay, thus affording excellent drainage, which has a good deal to do with the healthfulness of the city. The soil is a sandy loam, open and porous, which drains easily and does not treasure up impurities deposited upon it. Malaria has become extinct here.

The city is well supplied with sewers with a good, free fall. Hamilton enjoys the distinction of being the first city in Canada to erect large disposal works for rendering sewage innocuous by chemical precipitation, and more works are projected for the bacterial treatment of sewage. It is the only city on the Great Lakes which is trying to do its duty to preserve the purity of these waters.



DUNDURN PARK CASTLE.

people be enjoyable? Our health depends so much on our environment. There is none other in the world of which more satisfactory answers to all such questions can be given than of the City of Hamilton.

The fact that climate tends to eliminate or reduce to a minimum some forms of disease, and to favor the development of others, cannot be gainsaid. Some diseases thrive luxuriantly in and are associated with certain localities, just as peculiarities of person and proclivities of speech characterize a people. The death records of Hamilton do not show a climatic cause, or any factor to which climate may be attributed. One who has not lived in this part of Canada might think that the cold of winter produces disease, but such is not true; on the contrary the air is just cold enough to be bracing, and the majority of the people feel better in winter than in summer. Knowing as we do now, that many of the most destructive diseases, such as pneumonia, tuberculosis, typhoid fever, diphtheria, and other infectious diseases, are caused by germs, it follows that a climate which makes the strong muscle and nerve of "the men of the northern zone" will enable the body to resist if it is attacked by the germs of disease, and it is a fact that Hamilton is, in comparison with other cities, remarkably free from all epidemic and infectious disease. Pure air is the strength and tonic of the system, and pure air can be obtained here at all seasons of the year. It rarely happens that outdoor occupations cannot be engaged in and recreation enjoyed.

Situated, as the city is, in the Niagara Peninsula, between



GETTING HEALTHY AT HAMILTON BEACH.

## Hamilton Spectator Carnival Souvenir

The ordinances of the city respecting public health are in line with advanced and progressive sanitation, and every safeguard has been taken for the preservation of health. The average death rate for the past five years is fourteen per thousand, a record that cannot be excelled if equalled by any city on the continent. The death rate for the whole Province of Ontario is 12.5 per thousand, so Hamilton enjoys almost rural salubrity. Infectious diseases are endemic in all cities, but the death rate from these here has been remarkably low, testifying most eloquently to the cleanliness and sanitary condition of the city. The Health Department consists of a board of seven members, appointed for three years by the City Council, a Medical Health Officer and a staff of Sanitary Inspectors, whose duty it is to enforce the laws pertaining to the public health and the cleanliness of the city. The water supply is controlled by the municipality and is taken from Lake Ontario, far from any possible source of sewage contamination, while as an additional security it is filtered through sand before being pumped to the city. An authority on hygiene, paraphrasing a familiar quotation, says: "Show me a city's statistics of typhoid fever and I will tell you the character of its water supply." I would not accept this test unconditionally, but



BEAUTIFUL FALLS NEAR WATERDOWN

work shops are cleaner and are well supplied with light and air. The many factories erected in recent years meet all the requirements of sanitary science, and there is not one that is detrimental to the health of the employees. The free use of electricity also makes that great nuisance in manufacturing cities—smoke from soft coal—less noticeable here, and thus not only does the city present a more cleanly appearance, but the air is purer, being less polluted by the gases of combustion.

For both sanitary and moral reasons the housing question is one of the fundamental and most important problems relating to health. We are not cursed with tenements, with their overcrowding and vice, as ours is a city of houses. The majority of the houses are of brick and stone, and even the humblest cottages have a bit of garden about, admitting freely light and air. Our schools are large, commodious and well equipped with modern appliances for insuring good ventilation. Physical development receives a just proportion of attention with the mental, and nowhere have boys and girls a better chance to grow into strong men and women.

Nature has provided for the citizens of Hamilton many beautiful recreation grounds within easy access. Five miles distant, reached by electric railway and steamboat, is the Beach, a narrow band of sandy



ALBION MILLS RAVINE

taking it for comparative purposes, Hamilton water is not excelled by any water in America, as the death rate from typhoid last year was only one in ten thousand of population, while the majority of cities have triple that percentage.

The country surrounding Hamilton is the best agricultural and fruit producing district in Canada, and cannot be surpassed anywhere. Our markets are therefore famous for the quality, variety and cheapness of food stuffs. No where can be found finer fruit, vegetables and delicacies of all sorts. Of all that is good, Hamilton affords the best. It means a great deal to the health of a city for good fresh food to be so abundant and so reasonable in price as to be within the reach of all. A low mortality from cholera, infantum and other diarrhoeal diseases assures us, as well as a good system of inspection, and an up-to-date system of handling milk by our dairies, that a good quality of this product is supplied to the citizens. This is very important to the health of our infant population as the great cause of infant mortality in cities is from derangements of the digestive tract due to impure milk.

Hamilton occupies the unique position of being the best supplied city in the Dominion with electrical power. The abundance and cheapness of this supply are rapidly making this the leading manufacturing city in the country, thus giving good opportunities for employment. The general use of electricity for light and power adds much to the comfort and health of the thousands of workmen, as their



AROUND THE BAY SHORE

## Hamilton Spectator Carnival Souvenir

land five miles in length, which separates Burlington Bay from Lake Ontario. This has long been a favorite summer resort and is annually patronized by thousands in search of health and pleasure. Attractive residences, trim lawns, pretty gardens and public parks border both the bay and lake shore. The air is always cool, fresh and invigorating, a breeze blowing either from the lake or bay. Invalids seeking a change of scene or air will be much benefitted at this healthful resort, while it is a paradise for children, as the shelving shores of sand afford such good opportunities for recreation and as bathing and boating in either bay or lake is safe. Here they pleasantly spend their summer days in the pursuit of air and gain strength and vigor. To the north of the Beach lies the picturesque and historic town of Burlington with its numerous pretty villas and its fine Hotel Beant, so popular with summer visitors. Forty-two miles an electric road runs from Ham-



UP THE MOUNTAIN BY THE INCLINE

That we are healthy people is in no small degree due to the fact that we are comparatively free from degenerate races, which form such a prominent feature in many American cities, and that we come from good old British and Teutonic stock. Heredity and blood increase in importance as the years roll by, and it is a pleasure to know that the stock from which our population is formed has such a honorable history. It is natural, then, that our citizens admire British institutions and are influenced by them in the government of the city, and have the same deep love of religion and culture which has always characterized the descendants of the British people. A healthful, moral and cultured city all ensures happiness, and the Hamiltonian may well exclaim:

"Where shall that land, that spot of earth be found?  
Art thou a man? a patriot? look around!  
Oh, thou shall find, however thy footsteps roam,  
That land thy country and that spot thy home."

There are no malarial or disease breeding centers. Ground room is plentiful, fresh air is to be had anywhere for the breathing, and if people get sick it is because they like to see their friends, the doctors, coming around once in a while.

The water that Hamilton people drink is a health giver in itself. It is gathered from Lake Ontario at a point where it finds rest after tumbling the fall and length of Niagara, where it is aerated enough to make it o-matous.



ilton through a charming fruit country to Grimsby Park, the well known and favorite summer resort of Lake Ontario. A trolley also runs five miles to the town of Dundas and another is about to be built to Lake Erie. No city in Canada has so many radial roads, and the opportunities they give the citizens for recreation add much to their health. Two gradient railways take passengers up the mountain, which overlooks the city. The scene from here is one of rare beauty and is always enjoyed by tourist and resident. The elevation is three hundred and eighty two feet above the level of Lake Ontario near by and the air is dry, fresh and strengthening, while the stimulating effects of large quantities of ozone is felt. Since the open air treatment of incipient consumption has proven so valuable, sufferers from pulmonary diseases have taken up their abode on the mountain with great benefit to their health. This is a splendid location for a sanitarium, could capital be interested in the project. The Bay welcomes the lover of water sports in summer and the skater in winter. In the country about are many charming roads for those fond of driving and riding, and devotees of athletic games have every opportunity to indulge in their favorite pastime, as clubs of all sorts are numerous. In the city there are one hundred acres of parks, providing the citizens in all districts with beautiful recreation grounds. The forethought which established Gore Park many years ago in the centre of the business part of the city is typical of the progressive spirit of the people, which recognizes the importance that parks have to health.



BECKETT'S MOUNTAIN DRIVE VIEWS

## Hamilton Spectator Carnival Souvenir

### Sports and Pastimes

Young men of Hamilton do not have to go abroad to gratify their desire for healthful, wholesome sports and pastimes. Our sisters have long looked upon Hamilton as a sport-loving city, and the reputation has been honestly earned. There has never been a clean sport secure a foothold in this country that has not quickly found its devotees in this city. In the old, old days there were the cricket clubs, and they are here to-day. The Sons of England and Hamilton cricket clubs are both flourishing institutions with records that are the envy of less fortunate organizations. In the old days also, there were the baseball clubs—a sport that never grows stale with Hamilton people, who now support each summer several local leagues, playing at Britannia Athletic Park in the east end, and at the East End Mountain Park. Sports of the field that have

THISTLE  
CURLING  
CLUB



there is the Hamilton Gun Club, possibly the most prosperous in Canada, and the Victoria Rifle Club, a semi-military organization, with a large and enthusiastic membership.

In winter there is still sport for the people. Devotees of curling are welcome at the Thistle, Victoria or Asylum club quarters. Those who love hockey will find strong clubs doing business regularly on the ice, and for those who care for warmer quarters the basket ball and indoor baseball leagues furnish any amount of amusement and pleasure.

In winter also, the facilities enjoyed by Hamilton for two of the most exhilarating of outdoor sports—coasting and ice-boating are not equalled anywhere. The mountain side is one vast toboggan slide and coasting ground, where runs of a mile or a mile and a half may readily be had, while the landlocked bay affords a capital sheet of ice, embracing over twenty square miles, upon which the iceboats of the Hamilton fleet fly to and fro at a speed that no railroad train can equal. Owing to the fact that the ice in the bay never shifts until it is thawed in spring, and to the other fact that the fall of snow in Hamilton is light, ice-boating is indulged in during the entire winter, and the bay is constantly alive with ice-yachts.

From the foregoing brief description it will easily be seen that there is little lacking at any season of the year in the way of sport in the city of Hamilton.

A peculiarity of the Hamilton "mountain" is that it has but one side. Visitors who make the climb are generally startled to find a level plain, with higher land a little way back than that on the "top" of the mountain.

VICTORIA  
YACHT  
CLUB  
HOUSE

developed in later years and are now fixtures, are golf, represented by the strong Hamilton Golf Club, with its links and club house in the west end, under the mountain; football, with well established Rugby and association teams, and lacrosse, that sport for strong, hard men.

Two of the most successful yacht clubs on the great lakes are to be found in Hamilton, the Royal Hamilton with its Beach club house, and the Victoria, with a club house on the bay front. The Hamilton Rowing Club is another water sport organization with a splendid record.

For many years Hamilton has been the home of the famous Hendrie racing stable, the breeding farm being located in East Flamboro, just north of the city. The Hamilton Jockey Club Association, with its fine track in the east end, and the Hamilton Driving and Athletic Association, which also controls a track in the east, furnish sport for the lovers of horse racing. For the lovers of the gun

ROYAL  
HAMILTON  
YACHT  
CLUB  
HOUSE





# ALONG THE BEACH

**I**N no other locality in Canada will there be found so ideal a spot for summer residence as at Hamilton Beach, a distance of seven miles from the city proper. In some past age, when nature was in a convulsive mood, things happened that brought into existence

a wide strip of sand cutting off Hamilton bay from Lake Ontario. Vegetation came, and the sand strip, by the time the people were ready to utilize it, had been transformed into a most beautiful park land.

The advent of the steam and electric railways made it easy for the people to reach the place, and for some years past there has been a steady development of the beach as a summer residence spot for wealthier citizens. The beach from end to end is lined with a double row of handsome and costly frame houses, and is the popular holiday resort of the masses. Its peculiar location, running almost due north and south across from mainland to mainland, makes it a particularly desirable residence spot, for, no matter from which direction the breezes may blow, it is possible, on either the lake or bay side of the beach, to find calm water for bathing, boating or fishing purposes. The residences pictured here are the homes of Hamilton citizens on the beach.



The summer season at Hamilton Beach continues from about the middle of the May month a way into September. As a matter of fact, it very often happens that the most charming weeks of the season come in late September and early October. So convenient is the spot to the city

that the citizens make their stay fit the season, the beach cottages being fully furnished, and it being an easy matter to move the family to the city home when a cold chill weather week comes, sending every one back again in the succeeding week of ideal weather, which so often comes in the late fall.

And there are some citizens who prefer beach residence all the year round, their homes there being built to give winter shelter. Of late years winter residence at the beach has become something of a fad, and there are many families there who have abandoned the city altogether for residence purposes.

While the beach is a beautiful residence spot, it is also a glorious hunting ground for the shooter and fisherman. At certain seasons of the year the wild ducks from the lake come flocking into the marsh land west of the beach, and the sportsman with a gun is happy. At all seasons of the year the fishing in both the bay and lake at the beach is of the best.



## Hamilton Beach Homes



MID SUNSHINE AND SHADE



SOME IDEAL SUMMER QUARTERS



ARCHITECTURE FANFATIC AND VARIED



SYLVAN SPOTS EVER ABOUNDING

# Transportation Facilities

BY RAIL AND WATER

**T**HE claim has been made that the city of Hamilton enjoys more numerous and convenient transportation facilities than any other Canadian city. That claim has never been successfully controverted and it still stands. As has been mentioned elsewhere in this book it was not ever thus. There was a time when the city suffered because of a lack of the transportation facilities of which

There is a considerable freight business over this line, and it handles immense summer tourist traffic to the Highlands of Ontario.

The Toronto, Hamilton and Buffalo railway is a decidedly important link in the Hamilton transportation chain. This road, while not at itself extensive, has brought the city into direct touch with the Canadian Pacific railway, the Michigan Central and New York Central and all affiliated Vanderbilt lines operating in the United States. The terminals of the T. H. & B. railway proper are Welland to the east and Watford to the west, but with Michigan Central connections at either end the road becomes at once most important. The general offices of the company are at the fine station on James street south, and the company's round house, machine, repair and construction shops are located in the west end of the city.

One of the very important features of the T. H. & B. line to Hamilton manufacturers is the belt or spur freight line cutting across the city from south to north in the extreme east end and running westward along through the great factory district as far as Wellington street. This cross town line puts manufacturers in direct touch with quick transportation facilities, and nearly every manufacturer has along the line his own private siding connection.

The officers of the road are: J. N. Beckley, Rochester, N.Y., president; E. Fisher, Hamilton, general superintendent; F. F. Backus, general freight and passenger agent. Mr. Fisher, whose whole time is devoted to the road, is the one upon whose shoulders the whole burden of the management falls, and the efficiency of the service is largely due to his keen foresight and unremitting and energetic supervision.

It was after the completion of the T. H. & B. railway that the city secured the much coveted connection with the Canadian Pacific railway. This road, with its great transcontinental connections and across the

was boat lines to all parts of the world, reaches the city from Toronto over the double track Grand Trunk railway line. At the city boundary to the north-west a spur line from the Grand Trunk tracks to those of the T. H. & B., accommodates the big road, its trains finally stopping at the T. H. & B. passenger station at James and Hunter streets, and its freight sheds being located further to the east in the romantic district once known as Corktown.

Keeping to the rail the next transportation proposition is the Radial Electric Railway system. There are three of these lines in operation and three others among the possibilities for the near future. Most important of the three in operation is the Hamilton, Grimsby and Beamsville line, which traverses the great Niagara fruit belt, and makes

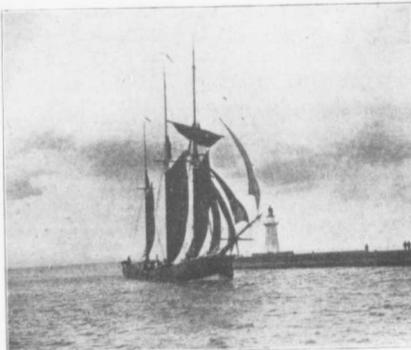


HUNTER STREET STATION, T. H. & B.

she now so justifiably boasts. But that time has passed away, never to return, and a new order of things has been ushered in. Today no less than five of the large trunk lines of railway find an entrance to the city and enter for the business of the merchant and manufacturer. Electric railways of a suburban sort, in all directions prove to be wonderful trade linkers to the retail merchants, and all of six different lines of freight and passenger steamers engage in friendly rivalry with the railways for the carrying trade to and from all the great lake ports.

The Grand Trunk Railway, which has been with the city longer than any other road, recognizes Hamilton as one of the strategic points in its great system for freight business, and for many years has used this city as headquarters for the southern division freight department. This railway is the oldest international rail route between the Eastern and Western States, and interchanges traffic with all the American trunk lines at Niagara Falls. The company has an ocean terminus at Portland, Maine, and shows as its extreme limits, through its own and affiliated lines, Halifax, N.S., Portland, Maine, Boston, New York, Detroit, Chicago, San Francisco and Vancouver. In the past few years the Grand Trunk Company has been paying special attention to Hamilton, and there are at this time very important changes contemplated in the operation of the company's business in the city. The freight business, which has been for many years centered at Stuart street, where the main line passenger station is located, is now being moved to Cannon street, where extensive properties have been purchased. More property is being secured and there are rumors of an uptown passenger station being the next thing on the card. The company officials do not say what will come next, however.

The Hamilton and Northwestern division of the Grand Trunk—formerly an independent line with its passenger station on King street east—is an important branch line. It extends southward to Port Dover, on Lake Erie, where connection is made with the coal car ferries from the American side, and northward to Georgian Bay and Muskoka points.



COAL SCHOONER ENTERING THE BAY



A SCENIC EFFECT, T. H. & B. RAILWAY

## Hamilton Spectator Carnival Souvenir

possible for the fruit growers the rapid handling of the varied crops during summer months. Express company refrigerator cars are switched on to this line from the T. H. & B. tracks and are run down through the heart of the fruit district, picking up their loads at convenient points all the way down. The H. G. & B. line is a money maker in its passenger business alone, reaching as it does the far-famed Grimsby Park summer resort. There is a project now on to extend the line to the city of St. Catharines, and when this is accomplished there will be an all-electric railway route from Hamilton to Buffalo.

A second important radial line is the Hamilton Radial Electric Railway, operating between Hamilton and the village of Burlington, across

these days that is particularly gratifying to citizens interested in lake marine. For some years owing to the shallowness of the St. Lawrence canal, the lake shipping business of Hamilton was not by any means what it should have been. With the deepening of these canals, however, came the revival in the lake-carrying trade, and today there is every evidence to show that in the years to come Hamilton will again be one of the important lake ports. Even at this time there are no less than six lines of passenger and freight steamers calling regularly at this port.

The Richelieu & Ontario Navigation Company has an every other day service to Montreal and Quebec and intermediate ports, the boats being the fine steamers Hamilton, Spartan and Corsican.

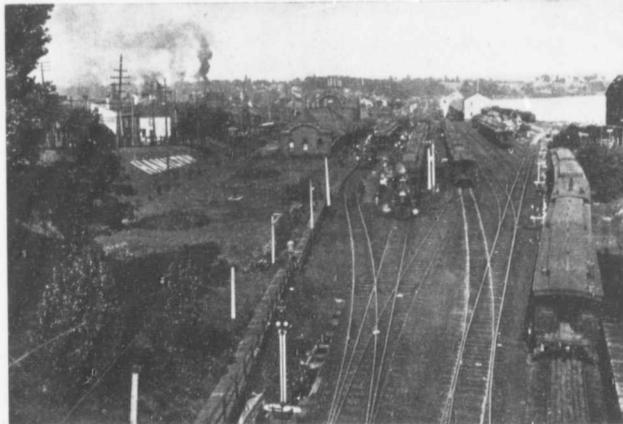
The Hamilton Steamboat Company with its two fine steamers Modjeska and Maracaibo gives an excellent freight and passenger service between Hamilton and Toronto.

The Merchants line has three different routes of boats making regular calls at Hamilton. The first of these is the Lake Ontario division, with the steamers Persis, Osan and Lake Michigan. The second is the Lake Erie division, and includes the steamers Melbourne and Cuba. The third is the Lake Superior division, with the steamers Arabian, Wacouah, Advance, H.M. Pellatt, A. E. Ames and J. H. Plummer.

Another line of freight carriers that is making Hamilton harbor what it ought to be is that of the Hamilton & Fort William Navigation Company, controlled by Hamilton capital. There are two large

steel built carriers in this line, the Stratheona and Donnacona, and they carry iron ore for the Hamilton Smelting Works and general freight to Lake Superior ports.

Besides these lines there is the fleet of coal carrying schooners, busy all summer long, and local lake port steam freight carriers, engaged for the most part in the fruit carrying business. When the Dominion Government makes the much needed improvements to the canal at Hamilton Beach there will be a still further impetus given to the lake-carrying business at this port, and a continuation of the good times along the wharves.



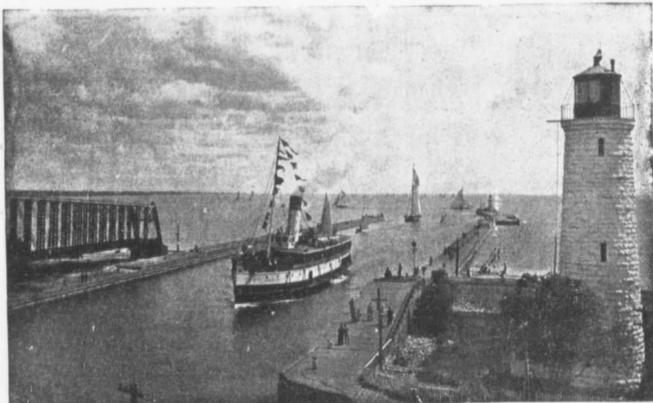
STUART STREET STATION, G. T. RAILWAY

Hamilton Beach, the city's favorite summer resort. This line, which is one of the best equipped in the country, does an immense passenger business. It is owned by the Cataract Power, Light & Traction Company, and work is now going on to extend the road to Oakville, where an affiliated electric line will be met from Toronto, giving an all electric route between the two cities.

The third of the electric roads already in operation is the Hamilton & Dundas Electric Railway, a rapid service line operating between the city and the town of Dundas in the valley to the west. This road was originally a steam road, and not very profitable. Since the electric system has been introduced its business has increased, and it is today one of the best patronized roads entering the city.

The three projected roads are the Hamilton & Lake Erie, tapping the populous district south of the city and finding its other terminus at Port Dover; the Hamilton & Brantford and the Hamilton, Galt & Guelph, this latter connecting with the Berlin, Waterloo and Preston & Hespeler lines now in operation.

There is a revival in the shipping interests of Hamilton



HAMILTON & TORONTO STEAMBOAT LINE

## Hamilton Spectator Carnival Souvenir

### What the City Does

Besides being vitally interested in the matter of cheap and adequate transportation facilities and cheap power, the manufacturer is also taking thought of the possibilities for factory sites. In this very important matter the City of Hamilton stands waiting with a good thing in its hands for every industrial concern that may come this way. Some time ago, realising that the city was on the eve of a great industrial advancement, the City Council negotiated for the annexation of five hundred acres of Barton township land, lying to the east of the city limits and along the water front. Under the terms of annexation the township rate of taxation applies to this property for a long term of years. To the manufacturer this is equivalent to a tax exemption, for the township tax rate is so abnormally small as to mean scarcely anything.

Along one side of this 500-acre stretch of land is the 30-inch main of the water department, ready to give an adequate water service, either for domestic factory or fire purposes. The city water rate to manufacturers is 2 cents per 1,000 gallons, in at cost rate. As quickly as the manufacturer puts up his buildings the works department is ready to give him good roads, cement walks and sewers.

When the manufacturer locates in this favored spot he not only secures good waterfront property for lake shipment purposes, but he is placed alongside the main line of the Grand Trunk railway and the cross town freight line of the T. H. & B. and C. P. R. railways, thus being in close touch with all the transportation facilities that could be wished for. Briefly stated the proposition of the City of Hamilton to the manufacturer who may be looking for a first-class, up-to-the-times location where the chances for development along industrial lines are all, is as follows:—

Cheap factory sites.

Water front privileges.

Practically tax exemption.

Water at cost.

Good roads,

walks and sewers

Close railway

connection with

all competing

lines entering

the city, and

added to what

the city offers is

the magnet that

is drawing the

manufacturers of

the world in this

direction—cheap

electric power,

supplied in un-

limited quantity

by the Cataract

Power, Light &

Traction Com-

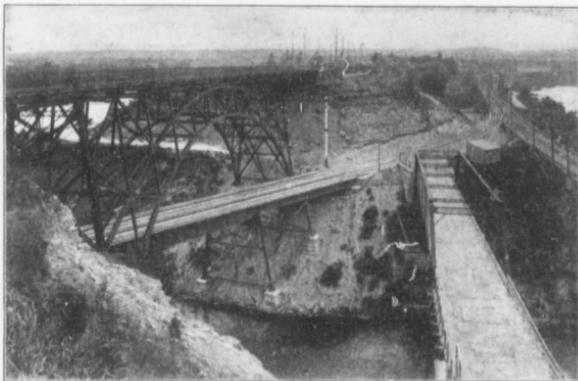
pany.



A WATER FRONT VIEW



UNLOADING A COAL SCHOONER



DESJARDIN'S CANAL RAILWAY BRIDGES

### The Value Of It

The value of adequate transportation facilities has demonstrated itself in many ways to the business men and manufacturers of Hamilton. In one particular line of business, most successful in this city, it makes possible the fighting of a competition. The factories of the trust are located in inland towns and cities where it is impossible to ship goods except by rail. At the Hamilton factories there is a choice of either rail or water, and the water method, being cheaper and fast enough for the purpose, the Hamilton man has a distinct advantage.

The fact that Hamilton has so excellent a harbor, commodious and deep enough for all lake going boats, makes the city an excellent location for those industrial concerns that do much shipping by the lake routes. There is every promise that in the very near future there will be a marked improvement along the harbor front, particularly in the east end of the city. The International Harvester Company, which does much of its shipping business by the water routes, is already planning the building of great docks along the waterfront at its works on Sherman avenue, and the Hamilton Steel & Iron Company is constantly adding to its wharfage facilities. Other manufacturing concerns are buying waterfront sites in the same district, and there is every indication that the municipality will soon secure control of water lots for public wharf purposes to serve the manufacturers who are located inland, and the general public.

Through the Grand Trunk, the Canadian Pacific and the Toronto, Hamilton & Buffalo Railways, with the subsidiary ramifications of these great highways, Hamilton has direct communication with all parts of the Dominion and is easily reached by all the great railway systems of the United States.

Electric railways connect Hamilton with all nearby towns and villages, bringing the city retail interests in touch with a well-to-do suburban population of nearly a million of people—people who have money and spend it freely.

Much of Hamilton's manufacturing pre-eminence is due to the conditions set forth above. These are facts that you cannot get over. Carnival Publicity Committee Bulletin.



A GENERAL VIEW OF HOLY SEPULCHRE

## The Beautiful Cemeteries

WHERE THE DEAD REST

**N**O more appropriate or fitting location could be imagined than the Burlington Heights land in the west end of the city for public cemetery purposes. The ground is high and well drained, trees of the virgin forest growth abound and the view on all sides is charming. The public cemetery of the city of Hamilton is located here, and a most beautiful cemetery ground it is, many acres in extent, undulating in nature, and well cared for by the cemetery board of managers. For many years the public cemetery was looked after by an aldermanic committee, with indifferent results, largely because of the ever-changing personnel of the committee and the consequent inability of any one committee to carry out any fixed plan of improvement. Some years ago, however, the cemetery was handed over to a board of managers, and since that time there has been marked improvement. Under the board system lot and grave owners may, by paying a nominal annual fee have their cemetery property looked after and carefully attended to by the regular cemetery staff of work-



HOLY SEPULCHRE ENDERAGE

men. So general has this idea become that the board is able to finance the whole work of the cemetery without any cost to the city.

The two large Anglican churches of the city—Christ Church Cathedral and the Church of the Ascension—own portions of the cemetery ground, and are represented on the board of management, the personnel of which is as follows: F. C. Fearman, chairman; W. Armstrong, J. Burns, A. Powis, J. Smith, James Donald. On this, as on all other city boards, the mayor

and chairman of finance for each year hold office as members. The Roman Catholics of the city have a superbly located cemetery of their own on the north shore of Hamilton bay in East Flamboro township. It is known as Holy Sepulchre Cemetery, and may be reached by drive, or, during the summer season, by steam ferry boat from city wharf at the foot of Simcoe street. The grounds are large, and, within late years, there has been much done in the way of improvement thereto. The views here shown will fairly illustrate the beauties of both of these resting places of the dead, and also give a good idea of the style of cemetery architecture in Hamilton. In connection with the Sanford mausoleum there is a melancholy incident. The late Senator Sanford had this magnificent mortuary chamber erected at great expense for his family, and hardly had it been completed than word was received from the senator's Muskoka summer home that he had been drowned in a boating accident. His remains were laid at rest in the new mausoleum.

The Hebrews of the city, following the religious custom of their race, have their burying ground outside the city gates. It is located south of the city; on the mountain top, and is devoid of any attempt at adornment of a particular or special sort.

The disposition of the people of Hamilton is to make Municipal movement in this direction is generously seconded by private effort, with the result that the cemeteries are places of interest for sightseers.



WHERE THE SISTERS ARE AT REST

much of their beautiful cities of the dead. In this direction is generously seconded by private effort, with the result that the cemeteries are places of interest for sightseers.



A GENERAL VIEW OF HAMILTON CEMETERY

## Hamilton Spectator Carnival Souvenir

### A City of Churches

If the people of Hamilton are as good as their disposition to build and support magnificent churches would indicate, they are a pretty good people. Nor is there any good reason to doubt the correctness of this assumption. This city has long been known as the city of churches, and it is a fact that, religiously, the people are well looked after. The first church of prominence to be erected in Hamilton was the First Methodist Church, at the corner of King and Wellington streets. That church still stands, with many modern improvements, and is to-day one of the most flourishing of the many Methodist churches. This city is the cathedral city of the Niagara Anglican Diocese, and the famous old Christ Church on James street north is the cathedral church. The See House of His Lordship, Bishop Dumoulin, is also in this city. Among the Anglicans of the city there are the high and low church parties, and each has its favorite paces of worship. The Church of the Ascension, on John street south, with its tinkling chime of bells, is decidedly low church, and St. Thomas Church on Main street east, is the same. All Saints, on King street west, is a low church, as is also St. George's, further west. St. Mathew's, St. John the Evangelist, St. Mark's, St. Peter's and St. Luke's are the high churches in varying degree in the order given.



CHAPEL VIEW, HOLY SEPULCHRE CEMETERY

The Roman Catholics have many beautiful church homes, chief of which is St. Mary's cathedral, Park street north. St. Patrick's, on King street east, is another beautiful building. There are two others—St. Lawrence in the extreme north end, and St. Joseph's in the extreme west end.

The Presbyterians are a strong religious body in Hamilton, and all the local churches of that denomination are flourishing. Central church, on Jackson street west, is the fashionable church, and within a very short distance are St. Paul's, James street south, and Macnab Street, corner of Macnab and Hunter streets. Knox church is the most important numerically in the Presbyterian body, located on James street north. Others are



CHAPEL VIEW, HAMILTON CEMETERY

Erskine on Herkimer street, Locke Street on Herkimer street, St. John's on King street east, and Wentworth on Barton east.

Methodism is solidly entrenched in the hearts of Hamiltonians, and the followers of the devout Wesley are to be numbered by the thousands. Centenary, on Main street west, is the principal church; Wesley and Gore street, on John street north, are within a block of each other; First Methodist, on King street east; Hannah street in the west, along with Zion Tabernacle on Pearl street; Simcoe street in the north end, St. Paul's A. M. E. on John street north, Emerald street on the street of that name, and Barton street in the extreme east end, are others.

The big church of the Baptist denomination is the James street church, on James street south, and Victoria avenue, Wentworth street, Herkimer street and Ferguson avenue all have churches of the same denomination bearing the street names.

The Congregationalists have two churches.—The First church on Hughson street north, and Immanuel on Locke street.

The Disciples have two churches, the Hebrews two synagogues, the Lutherans one church, the Unitarians one, and the following additional sects are represented: Brethren in Christ, Christadelphians, Christian Workers, Christian Scientists, German Evangelical, Gospel Workers, Friends of Israel and the Salvation Army.



GENERAL VIEW, HAMILTON CEMETERY, SHOWING SANFORD MAUSOLEUM



## Hamilton Spectator Carnival Souvenir

our winter season and also add fertility to the soil when turned under during the early period of active cultivation. Pruning is more intelligently performed, spraying, thinning, picking, packing and shipping more carefully attended to. Neglected orchards are becoming few and far between and well they may be, for they give unsatisfactory returns and very little enjoyment in the possession of them.

Another and very important subject that comes up for general discussion at all our gatherings of fruit growers is improved methods in the general distribution of the product, avoiding an over supply in one center while a shortage frequently occurs in another. This naturally will occur under the present irregular system of distribution. Some of our growers here of late years become buyers and handle large quantities, and their methods, on sound business lines, will commend themselves to all concerned. I need not more

than simply foreshadow the system to show the advisability of it. The dealers throughout a considerable territory, and conveniently situated as to railway accommodation, are interviewed, their wants pretty fully ascertained; an estimate can then be made as to the quantity required by the section or district daily or tri-weekly. Quotations, as the case may require are sent forward and orders received. This enables the shipper having his orders well in advance to secure the quantity as well as the variety, and forward in car lots, lessening the cost of transportation as well as the risk and damage by the frequent transfers that occur when sent in smaller quantities; and the trade is not subject

to loss by having an over supply one day and a shortage the next. This system, most commending itself to all parties concerned as a most desirable one, and affording the producer an opportunity to give a more careful oversight in the gathering and packing of the product. This, no doubt, will become the main channel in the distribution in the near future, not only in this country, but in the wider markets we are now supplying. Our present system might be called extravagant, even to the extent of reckless, unsatisfactory and unbusiness like, a departure from which will prove an incentive to better ideals in the grading and packing of the product. I believe that there is no branch of Canadian industry to-day that offers a wider field for the best and clearest minds combined with energy to perform the task, not only in the field of production, but in the sale and handling of a product that will not rank second in quality in any market in which it may be placed.

I do not for a moment concern in the remark you will hear occasionally expressed that over production is near at hand. If there is one single idea to give as a reason for such a condition it lies in the fact of devoting our attention more directly and fully in production while neglecting the adoption of a more wise and business-like system of distribution. Take as an illustration some of our large manufacturing industries to-day. Would they not quickly find over production staring them in the face did they not, in a corresponding degree devote their energies in

placing their wares in the markets that require them and are waiting to receive them?

One can scarcely deal with this subject without touching upon the high rates of transportation to the Northwest at least they are considered so by the growers, in comparison with other products—and the effect it produces. We can to-day lay down a barrel of apples by the carload in London, Liverpool or Glasgow as cheaply as we can in Manitoba. In the former we reach an almost unlimited market. Although the time occupied in transportation is very much greater, our steamships are now thoughtfully equipped in regard to ventilation, so necessary to the preservation of the product. We there reach an immense population where great wealth is centered, and very often the price of the product is of second consideration, if the quality is what they want. What is the natural result in the fruit product? We see the same in beef, in butter and cheese and other lines. The higher grades go to the larger centers of consumption, the condition on arrival rather in favor of the foreign. I see complaint occasionally made in the press as to quality and condition on arrival in Manitoba. Shall we not attribute that condition to insufficient ventilation of the cars and the high rate of transportation, coupled with the prospect of higher reward for the better grades in the foreign market. I have heard it stated, and I have little doubt of its correctness, that a carload of flour can be delivered from Manitoba in Ontario at a much lower rate than a carload of apples from Ontario.



A GRIMSBY PLUM ORCHARD

tario into Manitoba, there being very little difference in bulk, weight or value. The practical remedy I would suggest is better ventilation and a reduction in transportation charges, balancing the hope of reward between the foreign and our western market in the higher grades of apples. Our western provinces must export in a much greater ratio, in bulk at least, than they import; many cars must return empty or practically so, and there is room for better conditions to exist.

Let us now but briefly consider the future possibilities of this industry by the light the past has revealed. First in importance is the high quality the soil and climate of our country enables us to produce; the perfect maturity of the fruit, especially in apples, gives it a long keeping quality, a quality greatly to be desired, since it gives us a long season in which to market the crop. These favorable conditions have been fully recognized in foreign countries. Take as an illustration: The Ribston or Blenheim, and other varieties I could mention, which are common in England, where they are grown as apples of superior quality; these when transplanted to our Canadian soil and climate are produced quite equal in quality, to the English grown apple, and by reason of their perfect maturity are found to be much longer keepers.

With conditions such as these in our favor, we can claim the world's markets as our own, in so far as we show our ability to supply the mar-



PALATIAL HOME OF A GRIMSBY FRUIT GROWER

## Hamilton Spectator Carnival Souvenir



WATERDOWN VALLEY ROAD

ket so far as apples are concerned. At least we are not cramped for land suitable for expanding the production; and when we consider the extent of our markets, the old world with its ever increasing population, the great Northwest, New Ontario, with its great mineral and lumber resources, perhaps far beyond our most sanguine expectations, what, indeed shall I say as to the future possibilities of the industry—should I not rather ask the question, will the fruit growers of this country be equal to the occasion? Over production is but the nightmare of some drowsy one. The real issue is, will the supply be equal to the demand of our own people, and when I say our own people, I mean all the members of that mighty Empire which promises soon to be united in closer trade relations, preferring and being preferred throughout the length and breadth of that great domain?

### The Camera Club

There has been no growth in Hamilton more rapid than that of amateur photography. Within the past ten years this most profitable and interesting of recreations has made wonderful strides here, and to-day the people who snap kodaks and other more pretentious picture-taking machines for

pleasure, are to be numbered by the hundreds. It is only natural that this should be so. Possibly nowhere are there to be found more chances for the amateur photographer than in and around the city of Hamilton. The scenery around the city is of the best possible sort for picture taking, attracting camera devotees not only from the city, but from all over the continent.

There is in the city one of the strongest and most aggressive amateur camera clubs to be found in the whole country. For years it has been nursing and developing the photographic talent of the young men and women of the city, and so well is it thought of that it occupies an important place as a section of the Hamilton Scientific Association. The club has for some years been in affiliation with the American Lantern Slide Interchange, and when winter seasons come and outdoor work with the camera is unfeasible, the members gather in the club room and enjoy the stereopticon exhibitions of the slides of the Interchange. During the winter season, also, there are courses of instruction for beginners, lectures on all branches of the art, photographic and



AN EAST END AVENUE

social entertainments. Each year the club has an exhibition of the work of its members, handsome prizes being offered for the best work in all lines. The officers of the club this year are: J. Bertram, Dundas, president, and W. Hill, secretary. The officers are energetic and the work of the club this year promises to be more successful than ever before.

### Handling the Fruit

While the growing of fruit in the Niagara Peninsula is an important matter, the handling of it after it is grown is more important, and this branch of the business furnishes employment for thousands of persons during the season. Much of the fruit picking is done by Indians who come from the reserves in strawberry time and remain in camps on the fruit farms all season. Drifts are also made upon the unemployed of the city, and even the city school children are pressed into service during the holidays.

The fruit picked during each morning is sorted and packed and hurried to the most convenient shipping station from the farm in time to be taken on the express company refrigerator cars that are run down the electric lines. When these cars are filled they are brought up to Hamilton and attached to the fast evening express east and west. By morning the fruit is in the hands of the commission dealers in all eastern and western cities. A good deal of fruit is shipped daily from Grimsby by boat to Toronto, where it is distributed by commission men.



WILLOW POINT, NORTH SHORE HAMILTON BAY

## Stray Scraps of History\*

**T**HE city of Hamilton is composed of the following farms: Commencing at the 1st ward, eastern limits, David Springer's, next Richard Springer's (father of David), then George Hamilton (the founder of the city), then Peter Hunter Hamilton, then land belonging to Peter Hess, then Mr. Mills, who was a farmer, tavern-keeper and tailor. We now cross over King street, and the first is Mr. Mills, then land belonging to Peter Hess—Mr. Hess did not live on his property below the mountain: he had a tannery and farm near Terryberry's corners—then Mr. Samuel Kirkendall, 46 acres, which came down to James street, then Mr. Hughson, then Mr. Ferguson, then Col. Robert Land. These comprised the whole plot of the city as it now is, with the exception of some front owned by Col. Richard Beasley, who resided in a house where Dundurn now stands, and kept a store. His trade was almost entirely with the Indians for peltries. The village at this time—1818-20—was made up almost entirely of inns. There were Mr. Mills', on the corner of King and Queen streets; Mr. Miller's, on the corner of King and James streets; Mr. Carey's, near the old custom house; the Gore Inn, on the site of Wanger's factory, and Price's Inn, corner of King and Wellington streets. There were two storehouses—one at the foot of James street, owned by Mr. Robert Hughson, who also kept a tavern; the other at the mouth of the inlet below the hat factory. The latter one was owned by Mr. Abel Land, and was by far the most extensive, as Mr. Land owned a batteau with which he conveyed wheat, flour, pork, pot and pearl ashes—of which considerable quantities were shipped from this port prior to the opening of the canal, 1826-7, across the bay and through the outlet to schooners waiting opposite Burlington to receive them. This outlet was near the present Hotel Brant, and boats drawing three feet of water could pass through. The surface of the ground upon which the city is built was much broken by gullies conveying the water from the mountain after heavy rains to the bay. All the farms mentioned had extensive orchards of apples, it being a celebrated locality for that fruit. Richard Springer had a cider mill, worked by an immense wooden screw, which

was at the service of all his neighbors—no charge being made for its use.

There were two schools in the village, one a log building, 18 x 24, near the corner of Wellington and King streets; the other, called the district school, in a frame building opposite the present Waldorf Hotel. In the first, Dr. Mullin, who studied medicine with Dr. Smith, Mr. Flanigan, who took orders in the English church; Mr. Straghan, a rather wild Irishman, and our late police magistrate, Mr. James Cahill, taught in the order named. Only the first rudiments of an English education were taught in this school. It would be thought now outrageous to crowd fifty odd pupils in the small space afforded by this log house; but there were almost always that number present, and all seemed to go finely. No complaint about want of air, etc., being ever heard. In the district school, under the charge of Mr. Law, were taught the higher branches, the classics, grammar, mathematics, etc. Mr. Law was a very strict disciplinarian, standing lads on one leg being his favorite punishment, but he did not ignore the strap. When he would be hearing one lad in Latin he generally had another on one foot at the other end of the school room, while he walked up and down with a blackthorn stick in his hand. When his back was turned the lad would rest his toe on the floor; but his rest was short, as Mr. Law suddenly turning about would give him a whack on the shin, which soon brought his foot up again. Pupils came to Mr. Law from Dundas—walking down in the morning and back again at night. Mr. Randall succeeded Mr. Law—the latter having studied and been admitted to the bar. Mr. Randall left the school to edit a paper called the Free Press; but his opinions were too advanced for the times, and he was compelled to leave the country. The next, and last, master of the district school was Mr. Tassia.

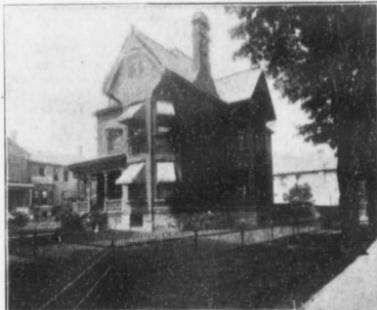
The first drug store kept in the village was opened by Dr. Mullin, on the northeast corner of Main and Hughson streets. The first stonemasons were John and Charles Duffy. They obtained half an acre of land, extending along Hughson street to Jackson, for building the foundation of Mr. Geo. Hamilton's new



RESIDENCE OF JOHN PATTERSON, JAMES ST. SOUTH



HOMESTEAD, RESIDENCE OF WM. HENDRIE, BOLD ST.



RESIDENCE OF DAVID DEXTER, EAST AVE. SOUTH

\*Reprints of an article by K. Robinson in the Daily Spectator twenty years ago, with corrections.

## Hamilton Spectator Carnival Souvenir

house (1819). The first bricklayer and stone-cutter was named Watson. He also got half an acre of land running from Jackson to Main on Catharine street, for building the chimneys in the same house. The first black smith was Mr. David Farley. His shop was on the site of Alex. McKay's four store. Eoskild McCann was a very early settler in this village. He was a weaver and lived in a log house on King street near Wellington. James Miller was the first shoemaker, and lived on John street above Jackson. Mr. Gray was the first tailor to locate here. He it was, who, in performing his duty as pathmaster, cut down a fine row of white oak trees, which grew on King street, extending from James to Mary streets. These trees were very fine ones—of the original forest—and stood from two to four rods apart. Many were opposed to this act



RESIDENCE MRS. A. T. WOOD, JAMES STREET SOUTH.

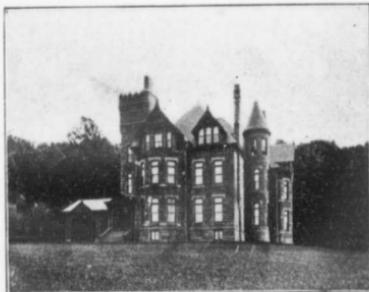
Two of these were for general prisoners, one for debtors, and in the other the jailer and his family lived. This family consisted of himself, wife and three boys. Besides these, the jailers wife being a thrifty woman, took in three boarders—the two Duffy's and James Malloy, herein spoken of. The boarders and the boys slept in a building outside

him instantly. At the time Hamilton was made the shire town George Hamilton gave to the district the gore, the block of land bounded now by John, Jackson, Catharine and Main streets. On the southwest corner of this plot stood the old log jail. The logs of which it had been constructed were used during the war in a black house on the heights. This jail set all the present accepted sanitary laws at defiance in more ways than one. It consisted of four rooms all equal in size, about fourteen feet square.



RESIDENCE OF JOS. GREEN, HUGHSON STREET SOUTH

of Mr. Gray, and he did not succeed in laying the mighty oaks low without having to fight several battles. There were at this time two stores in the village—one kept by Mr. Sheldon on the corner of John and King; the other also on the corner of John and King, but on the opposite side of King. In 1829 Mr. Sheldon retired, and Colin Ferris, from Montreal, opened a general store in his place. Mr. Ferris afterwards married Col. Bessley's daughter and became president of the Gore bank. I need not speak of the tavern keepers as I have already named them. A firm by the name Gay & Knight carried on a furniture factory on the northwest corner of King and James streets. It was in this building that Sir Allan McNab afterwards opened his law office. Sir Allan had an only son who accidentally shot himself in a piece of woods where Augusta street now is. Through this woods ran a small stream, and in crossing this the lad fused his gun as a vaulting pole, when it discharged, killing



RESIDENCE OF W. J. COPP, ABERDEEN AVENUE

of the jail yard, used at court time as jury rooms. In each cell was a narrow slit opening out in the yard. This yard was surrounded by pickets—pine logs set in the ground and about fourteen feet high, and sharpened at the top. The cells inside had holes in the doors about

eight inches square—these were in the hall, which were four feet wide, but open only at the north end. Each cell was provided with a tub which was emptied once in twenty-four hours. The sanitarians of to-day would say so many people could not live for weeks in such quarters. There were generally of debtors and criminals about seven confined at one time. Still all the people who had passed about ten years there not only lived without ever being sick but died at advanced ages. The jailer, M. Robston, was 83 at the time of his death, Mrs. Robston 89, James Miller 86, the two Duffy's nearly 80 each, and of three boys, one died of yellow fever in New Orleans in 1834, the other two are still alive, one 74 and the other 70—



"PINEHURST," RESIDENCE OF W. SOUTHAM, JACKSON STREET WEST

## Hamilton Spectator Carnival Souvenir

both likely to last some years yet. There was no sickness among the prisoners and no death, occurred in the nine years the old log jail was used. Prisoners were allowed one pound of bread and a quart of water per day. The bread was strictly weighed out to them, but they got as much water as they desired, as some of the boys were generally on hand to fill their panikans whenever they were handed out through the hole in the door. Over the jail was the court room, which extended over all the lower building. It was a frame structure and was entered by a door on the John street end, wide stairs leading from the ground outside.

Here was tried and convicted, the man Vincent, for murdering his wife in Beverly, and who had such an extraordinary send off when



ELMHURST, RESIDENCE OF J. C. PEARSON, HUGHSON ST.

summed. All this had occupied thirty-five minutes. The negro when lunging on Vincent's legs, thought at first a very black man, had become

slid off with the knot under his chin, his legs not having been secured in any way, he commenced to kick backwards, evidently trying to get his feet against the gallows trap door behind him; this he succeeded in doing several times, but of course he could not hold on. The sheriff looked out of the window and seeing the man's face naked threw a grain bag over it. The man still drew great breaths, raising himself up at each inspiration. This continued for nearly half an hour, when the negro appeared on the ground at the man's feet, he seized him by the legs, swung his whole weight on him,

and soon Vincent had to



RESIDENCE OF H. H. CHAMP, ALERLIFEN AVE.



RESIDENCE OF JAS. THOMSON, COR. BAY AND ROBINSON

hanged. The hangman was a negro prisoner, who obtained his liberty for the job. The gallows was erected at the John street end of the building used as a jury room, and the window of the second story being removed the doomed man and the negro stepped out directly on the door. The sheriff and other officers remaining inside. A large crowd filled the vacant space around and were kept back by a troop of cavalry. The negro put the rope, on which the noose had been made, over the head of Vincent, placing the knot behind his right ear; he then stepped inside the window, not having pulled the cap down over the convict's eyes. The man stood looking straight before him for some moments, when, probably wondering at the delay, he turned his head to look in at the window, at this moment the bolt was drawn, the trap descended slowly, and he

a light blue color. In this court room was tried a very exciting case. It was a trial for murder of James, John and Chris Young, three young men who lived with their father, a farmer near Ryckman's corners. The accuser was a man confined at the time in jail for stealing wheat. He swore that he was present when the three Youngs killed a young man then employed by their father and afterwards saw them put the body in a charcoal pit, thus destroying all trace of their victim. Warrants were issued for the arrest of the three young men. James and Chris were taken at once, but not so John, who, before he was secured, had a very exciting experience. He had made up his mind to cross the lines at Buffalo and try if he could find the man he had been accused of murdering. He left his father's house on horseback, but no sooner had he emerged from the lane



RESIDENCE J. S. HENDRIE, M.L.A., JAMES STREET SOUTH

## Hamilton Spectator Carnival Souvenir

into the road leading to Hamilton than he was espied by a constable, who had been watching the Youngs' house from the tavern at the corner. He immediately mounted his horse and gave chase. John, looking around, saw him, and then commenced a most exciting chase. Down the mountain road they came at a fearful pace, John about a quarter of a mile ahead, but the constable gaining rapidly, and, with a large horse-pistol, shouting to John to surrender. But this John had not the least notion of doing. So they came down John street, and as Young turned Sheldon's corner into King street, the constable fired at him but missed. Young kept on his way down the Niagara road, while the constable turned into Carey's barn to procure a fresh horse.

Here he was fortunate in finding a race-horse called Skuball, on to which he transferred his bridle and saddle, and was in trim to renew the race in a few minutes. In the meantime John had kept up a good pace until opposite the First Methodist Church, where his girl broke and he came to the ground. He was up in a moment, and casting his eye up the roof could as yet see nothing of the constable; he hastily tied the girl and again mounted. Just at this moment the constable appeared around the corner. The pursuit and flight again began; but John's horse could not hold out against his fresh antagonist, and when opposite Cross-wait's—about two miles and a half below the village—Young slipped off and ran into the woods. The constable gave him a parting shot from the horse-pistol and gave up the pursuit. He returned to the jail and gave up the warrant to the high constable. This official immediately saddled his horse and went in search of Young down the Niagara road. He called at John Gage's, who was a constable, and he, having armed himself with a rifle, accompanied the high constable. They rode all night, arriving at Chippewa early in the morning, and, upon going to the barn to have their horses fed, discovered Young lying asleep on some straw. He had walked the whole distance during the night. He was secured at once, and a horse being provided, his legs were tied under the animal's belly. Thus secured, the trio started back, John Gage riding in the rear with his rifle on the half-cock, and the high constable leading the horse by the bridle. John Young being securely jailed, the trial came on at

the next King's bench, and the three brothers were acquitted, there being a single item of evidence in corroboration of the story told by the King's informant. Having gained their liberty, John Young again departed to the States in search of the man they were accused of murder-

ing. He was not long in finding him. They returned together and in company visited all the people in the neighborhood, thus convincing everyone who had not already been convinced, of their innocence. The wretch who had endeavored to have three innocent men hung, was tried, found guilty and sentenced to three months imprisonment, and to stand in the pillory three times, two hours each time. He had a hard experience while in the pillory, being pelted with eggs, both stale and fresh, but he stood it out and then disappeared.

This pillory above and stocks beneath were erected on the vacant space between the log jail and John street. Two young ladies from Beverly groined the pillory at one time for the space of two hours. They were not subjected, however, to the usual pelting process, as the high constable stood at their side during their term. Those sentenced to be flogged were tried up to three ring bolts in the pickets surrounding the jail. Thirty nine lashes was always the sentence, and one, and sometimes more, underwent this punishment after every sitting of the courts. The high constable, being rather tender-hearted, gave each victim before he was taken out to receive his flogging a tin cup—nearly a pint—full of whisky mixed with gun powder; this was said to deaden the feeling. However that may have been none seemed to care for this style of punishment. Long imprisonment was impossible on account of the limited space of the jail, and there being no penitentiary at that time, the more serious offences were sentenced to transportation to the United States. This at least was the only plan they could take in the limited time they were allowed to vacate His Majesty's dominions—forty eight hours—and if they were caught in the country after that time hanging was the penalty. The time of holding court

was like a fair—booths were erected on the vacant space next John street, where the hungry and dry could obtain ginger bread, pumpkin pies and spice beer. Jurymen, witnesses and clients came from long distances and had to stay during the sitting of the court at their own expense—no allowance being made either for jurymen or witnesses—for two or three weeks. On these occasions the taverns were filled, and an immense quantity of whisky drank; it was very cheap—three cents



SULPHUR SPRING, ASCASTER



COURT HOUSE, PRINCE'S SQUARE

hought half a pint, ten cents a quart, and eighteen cents a gallon, when purchased by the barrel. Training day was a very lively and exciting one in the early times of the village. The First fire met annually on King George III's birthday, June 4. They mustered on the commons

## Hamilton Spectator Carnival Souvenir



"OAK BANK," RESIDENCE LT.-COL. McLAREN, JAMES ST. S.

where the wood market now is. The men clustered around their captains, answered to their names, after which the regiment formed in line, the colonel passed along the front, and the men were dismissed. Each captain then marched his company to the store and going inside ordered a gallon of black strap. This insidious compound was made up by mixing three quarts of whiskey and one quart of West India molasses. All kinds of utensils were brought into service to hold the mixture while being passed around to the brave men who awaited it, drawn up in line on the road, and it was no unusual thing to see a stalwart sergeant passing along the front carrying a chamber utensil in one hand and a tea-cup in the other, giving each man as much as he chose to take. The black strap soon got in its work, and fights were numerous and bloody. It was a general belief that no law existed on training day, so that all disputes during the year were put off and settled at that time.

The cholera broke out in the village in 1832. The first case occurred in a frame building in the rear of what is now the Imperial Hotel. A shoemaker lived there, and it was his wife who was the first who died. Two cases then occurred in the house on the corner—a tavern—both fatal. No one else was attacked in that neighborhood nearer than the corner of Catharine and Jackson streets; but numerous persons were attacked in all parts of the village. It proved fatal in most cases in about three hours. No remedy seemed to avail. There lived here at that time a gentleman named McKenzie. He published a paper in a small house which stood where Myles' coal office now stands—at the corner of court house square and Hughson street. He had been a hospital steward during the war of 1812-3, but had never studied medicine. He commenced practice on the cholera patients and under his care some recovered. His services immediately came into great demand. His system consisted in giving parched corn made into coffee to stop vomiting, burnt brandy and hot sugar for the purging, and a strong mixture of salt and water injected into the veins of the patient. It is said that he injected as much as three pints into one of his patients who recovered. McKenzie afterwards got a license to practice, but became involved in the rebellion of '37, and left the country.

Those who died of the cholera were buried in all haste—some, it is said, were put into their coffins before they had drawn their last breath—especially was this said of Mr. Tidd, the keeper of the jail. He and his wife both fell victims, but none of the prisoners nor neither of the turnkeys, of whom there were two, and one of them had a wife, took the disorder. After the death of Mr. Tidd the prisoners were all turned out, they promising to come back again when wanted; but none were again seen but one McDougall, who was in for horse stealing, and he only occupied his former cell after a long and spirited chase down Main street. Every time the steamboat landed emigrants at the wharf some were

either suffering or immediately attacked with the disease. To care for these people a hospital was established on the heights, in one of the barracksrooms then standing. This was put in charge of an old soldier named Hyslop. He, as he was accustomed to say, had been in climes that would scorch your nose off, and in climes that would freeze your toes off, and was thus prepared for all contingencies. A quart of whisky a day was his usual ration, and he got away with it without apparently being the least affected. The heights at that time were covered by hazel-bushes, and among these were large numbers of rattlesnakes. Hyslop had caught two of great size, and kept them in an empty flour barrel by his bedside. They could just get their heads partly over the upper rim of the barrel, but not far enough to have any purchase to raise themselves. The old soldier, who was neither afraid of cholera or rattlesnakes did not remain in charge of the hospital long; he was taken down with cholera and died within three hours. Few of the cases taken out to this hospital recovered, as they were almost in every case in the last stage when taken there. A quarantine was established, and Robert Hughson was appointed boarding officer. Capt. Richardson, with his steamboat, came through the canal, and was making his way to the foot of James street when he was met by Mr. Hughson and ordered to stop and be examined. This he refused to do, and ran his boat up to the wharf. The boarding officer was powerless alone, so he took a horse and came up to the court house, where the court happened to be in session. He laid the matter before the presiding judge, who issued his mandate, ordering the steamer's crew to be brought before him. The high constable took all the constables attending court, and with Mr. Tidd, the jailer, and Robert Hughson, proceeded on the double quick to Land's wharf, where the steamer had gone.

All armed themselves, as they passed through the woods with clubs. Arriving at the wharf, the steamer was boarded fore and aft, when a most desperate fight took place with the crew, who had resisted the boarding party, using iron wrenches and handspikes, but they were soon overpowered and marched up to the court house, where they were soundly lectured by the judge and dismissed. The law had been vindicated, and Capt. Richardson promised to submit to quarantine in future.

After the canal was made through the beach the town took a very decided start. More stores and taverns were opened, one of the latter, Banley's, became the stage house of a line of coaches run daily between Niagara and Sandwich by Mr. Stephenson, of St. Catharines.



RESIDENCE OF GEO. RUTHERFORD, EAST HAMILTON



RESIDENCE OF THOS. W. WATKINS, PARK ST. SOUTH

# Life Insurance as an Asset

BY DAVID DEXTER.

**T**HE man who has money to invest, as well as the man who is endeavoring to save it for his own use when old age comes, or for the benefit of those for whom he wishes to make a provision after his death, often finds it difficult to decide how to invest his capital or savings with safety to produce good results.

What he wants is a secure asset, available at a given time or under given circumstances, not a speculative investment through which a possible loss may arise.

There are many classes of security offering, some of them very good, but none better than a policy issued by a regular life insurance company. It is an asset available at a given time for all it promises and covering contingencies which can be provided for in no other way. It is absolutely safe, backed by ample funds and under the most stringent government supervision.

The man who embarks his capital in any business enterprise can, by moderate payments from year to year, secure to his family through life insurance an amount equal to his business capital. He cannot afford to do less, because of the uncertainty of life. By so doing, he is not only providing for his family, but is procuring an asset which may be very useful to him in event of a business embarrassment. To him a life insurance policy is an indispensable asset, whether it be in the form of an indemnity to his family or as a means of putting aside, under an endowment contract, such profits as he can well spare from his business while prospering.

Partnership policies provide an immediate asset at the death of a partner for the purchase of his interest in the business. This form of protection has been popular with far seeing men who enter into partnership for the purpose of combining capital.

For the man earning a moderate salary it is practically the only means of providing suitably for those dependent on him, and which at the same time enables him to accumulate his savings.

It is no uncommon thing for individuals, when approached on the subject of life insurance, to object to the outlay required, by saying that they can invest their money to better advantage than a life insurance company can do it for them, and a common form of argument employed is that the amount of the required premium regularly deposited in a savings bank will yield better returns, besides being immediately available when required by an emergency. These people look upon the surface of things and jump at conclusions without an adequate knowledge of the facts. The very material fact is overlooked, that while one is earning money to put into the bank, the chances of life are very uncertain, and if the adverse chance happens, the earning ability, and with it protection to the family absolutely ceases.

How great these chances are may be seen when it is stated that according to the *Fin. mortality tables*, that a man at age 35 will die within ten years are 9.5 in every hundred. The life policy steps in to assure his uncertain tenure so far as the individual is concerned by providing for the family when the provident life has ceased. No sane person will say that the savings bank is not of great advantage to the individual who makes a wise use of it, but all the savings bank can do is to take care of

the depositor's money, if he saves it, and pay it back with interest when he calls for it. It provides for no contingency and furnishes no protection beyond the amount actually put in and accumulated.

In order to show clearly the unmeasurable advantage of life insurance as a protection, a policy for \$4,290, issued at age thirty-five on the continued life plan, without profits, annual premium \$100.00, may be compared with the same amount annually deposited in a savings bank compounded at 3 per cent. interest. It will be observed that while the heirs of the man who is assured would receive \$4,290 in event of death at any time from the day his policy takes effect, the savings bank investment requires about twenty-eight years before the proceeds will equal the insurance, provided he pays in his \$100 every year, leaving the interest to accrue and compound at the rate named.

The chances of dying, it may be observed, are about 28 in 100 between the ages of 35 and 63.

In like manner it can be shown that as a protection, combined with investment, under an endowment policy in twenty years the \$100 annually would purchase \$2,247, payable at death, if at any time during the twenty years and realizable in cash at the end of that term, while it would take nearly eighteen years, if the man lived and kept up his \$100 deposits annually, before the accumulations in the savings bank would equal the \$2,247. It is obvious that the savings bank depositor must fulfill three conditions, each involving considerable uncertainty, viz.: He must continue to live for sixteen years; he must continue to earn the surplus \$100; and he must continue to deposit it, together with interest, without fail every year. On the other hand, if the insured dies in the first or tenth or any other year, his adverse chance of life thus realized is thus turned into a certainty of beneficent provision for his family, and if living, should he become unable to earn and to pay the \$100 premium, he will have acquired a proprietary value in his policy which, applied to its extension or to a paid up proportion, still gives him protection.

It is clear that while a fund in the bank is a step in the right direction, it is not a method of completely meeting the difficulty, because it takes so long to make such a fund a respectable size. What is wanted is some plan which will immediately create a fund, without having to wait ten years or twenty years until it is built up. Legitimate life insurance meets the case exactly. By means of the life or endowment policy a capital sum is immediately provided, ready for the contingency named.

To make plain the value of life insurance as an asset, we have selected the savings bank for comparison, because accumulations in the latter represent to the mind of the average man perhaps better than any other form of asset outside of life insurance a means of provision for the future.

Hamilton's own home life insurance company is the Federal Life, with head offices on James street south. All the other first-class companies are represented in the city by agencies. While all of them flourish here, the Federal Life has a peculiarly warm place in the hearts of the citizens as a parly home concern.



*David Dexter*

President Life Insurance Officers' Association.  
President Federal Life Assurance Co.

# Electricity and the City

BY JOHN PATTERSON

**A**WAY back in September, 1892, application was made to the Ontario Legislature for the incorporation of a company whose objects were set out first to generate and purchase, and convey electric power from or near Niagara Falls or other power sources, and to sell, lease or otherwise distribute electricity for power, heating, lighting or other purposes, and secondly, to construct, equip, maintain and operate a radial system of electric railways.

After fighting some years in the legislature charters were eventually granted and the Radial Electric Railway and the Cataract Power Company began to take shape, but it was still many years before even the most sanguine of their promoters could convince any one of the possibilities of financial returns that would justify an investment.

A few years ago the carrying of electric power from a distance was looked upon as a dream; now it is in such ordinary everyday use that it is looked upon as one of the necessities, something we are so accustomed to we forget when we had to do without it, and wonder how anything was done in those benighted days.

Hamilton is just now commencing to reap the benefit of what a few far-seeing and courageous citizens did for it five years ago when they risked not only their possessions but their future on the success of the Cataract Power Company, and despite the statements of the leading electricians of the world, made at Niagara, demonstrated that not only could power be brought to Hamilton from a distance, but that it could be sold here cheaper than what was being charged for it at Niagara Falls and not subject to many of the troubles and shut downs experienced at that place.

The completion and operation of a system so entirely new developed a few unforeseen difficulties, but so carefully had all been arranged that nothing of any moment ever occurred, and now, with the improvements that have been adopted an almost uninterrupted supply of electric current may confidently be expected; in fact so well is this known that the Company can sell a large amount at Buffalo and Niagara Falls for lighting purposes at higher prices than are being charged by the local companies at those cities.

Electricity is now being used by the industrial world in almost every line of manufacturing and the new uses to which it is being put are so varied and surprising that one can hardly imagine a line of work in which it is not becoming indispensable. Among the many products

rendered commercially available may be mentioned aluminum, carbide of calcium and the various carbides of strontium barium, etc., carbonium, artificial graphite, many of the alkalis, bleaching powder, etc., etc., and in combination with salt water or chlorine it is very largely used in the reduction of ores of lead, zinc, copper, gold, silver nickel, etc., to solutions out of which they are again separated from one another by using it again to collect the solutions, generally by electroplating. This latter use of electricity was one of the first to be used but is capable of improvement.

For the aging of wines, brandies, etc., the electric current has been very successfully tried in France and Germany whether beneficially or not is as yet undetermined, although experts can detect no difference in the liquor aged in a few days by the current or in a few years by the ordinary process.

Much the same system has for a few years been in use in some of the large tanneries in France and Spain, where by the use of electricity the action of the tannin on leather is greatly intensified and hides may be tanned in little more than as many hours as they formerly needed months.

At the Omaha exhibition there was an exhibit of whiskey and alcohol made from probably the last waste product any one could imagine. Blast furnace slag. This slag by the use of a strong current of electricity and the addition of a small quantity of coke breeze was melted and a chemical combination finally produced ethylene gas, and from this to alcohol was but a step.

This process, involving the use of slag carbolite for acetylene gas, may yet become one of our Hamilton industries. But little has been done in the way of electric cooking as usually the utensils are expensive, but from actual use it can be shown that once it is installed the immediate application of heat to the use intended with less waste than from stores of any kind makes it probably the cheapest system of cooking known. For laundry purposes and the heating of irons, it is now being largely used, also for soldering irons, heating glue pots, curling irons, and hundreds of other such every day uses. For heating houses it has not yet become a competitor of coal, but for cars and other places where room is of value it is coming more and more to the front. Going from this to the other extreme electricity more than any other motive power is now being used to produce cold by the compression of ammonia or other acids, which are forced through



RESIDENCE OF C. T. GRANTHAM, STINSON STREET



ST. PETER'S HOME FOR INCURABLES



RESIDENCE OF E. FISHER, JAMES STREET SOUTH

## Hamilton Spectator Carnival Souvenir



RESIDENCE W.M. TURNER, MAIN STREET EAST

pipes producing intense cold and taking the place of ice in refrigerating. Artificial ice is also produced in the same way and probably the most perfect system of heating and ventilating now known is a combination in which an electric fan forces air through a building after first passing over pipes that are heated by steam in winter or cooled by ammonia on the hot days of summer.

The use of electricity for motive power which in America was formerly confined to the large manufacturing is fast becoming general, but not to the extent that it has reached in some parts of Europe. In Switzerland for instance, there are villages where almost every house has a small motor for the purpose of running a loom or similar industry, in one village as many as eight hundred of these being in use, mostly of one horse power or less. What a chance this would be for a Canadian factory census enumerator.

Hamilton however, is fast becoming a city of this kind, and now nearly every place where sewing machines are used, every dental shop, coffee mill and many other small power users have adapted electric motors, while there are very few of the better class of houses, and almost no stores that have not electric motors in use in the shape of fans.

It is however, in the larger manufacturing lines that electricity has made Hamilton prominent.

Three years ago only one or two factories had a motor in use and although the same current was being used for lighting and street cars most of them were afraid of break downs, and at the same time disliked throwing away a steam plant that had done them good service. Today the factory not using electric motors is an exception. Their use has become so general that it is noted among manufacturers almost over the entire continent and in Canada anyone wanting a second hand boiler or engine immediately writes to Hamilton, as the place where they have no use for them. Of course there will always be some industries such as planing mills, furniture

factories, etc., which must get rid of their waste, but some day even these will be found using water driven electric power in preference to steam.

Exhaustive tests were made by the American Steel & Wire Co. as to the relative cost of steam and electric power, and they decided that in every case where electric power was available, it would be used. In their trials they found by meter, 23% less power was used when using current, the difference being made up in the losses from the engine, and in addition to this the power was so steady from the electric motor that the employees produced eight per cent more goods in the same time, which practically paid for the power.

Facts like these when known are the great drawing cards that Hamilton possesses and every new industry that they have brought, notably the Deering, Otis, Westinghouse, Imperial Cotton Co. and others, will tend to further spread the knowledge of our advantages and will undoubtedly tend to even greater additions to our manufacturing industries.

It would be impossible in an article like this to more than touch a few of the uses of electricity. Newer applications in lighting, in Mercury Vapor lamps, Nernst lamps, and others will probably again greatly cheapen that business. Converters of the Cooper Hewitt type, will solve all the troubles of long distance electric roads from Hamilton. Electric storage batteries are nearly ready to drive out

the noisy automobile motors. Its use in the electro chemical and electro metallurgical industries will shortly be demonstrated in the reopening of the Nickel Copper Company's works; its use in wireless telegraphing and the thousand and one other purposes for which it is used today, the smallest of which is a romance of itself. But while we have no room to go through the list the greatest wonder of all seems to be the matter of fact way in which the public take hold of the most astonishing discoveries in the electrical world and



A BANK WHERE IVY CLINGS



RESIDENCE N. D. GALBRAITH, MAIN STREET EAST

## Hamilton Spectator Carnival Souvenir

put them to use without a thought, but that they had always been there and were ever at their call. That still greater discoveries will be made in the future is not at all improbable and the carnival city can congratulate itself that no matter what they are and no matter what purpose electricity is required for, it has always at hand the cheapest power in America and one that is steady winter and summer. That has decided the erection of the largest factories on this continent at Hamilton, and that will continue to influence the erection of many more. When this and other advantages have been shown to its visitors the Carnival will not have been in vain.

### Trades and Labor Council

When the facts are explained it is not surprising that while Hamilton is one of the most thoroughly organized trades union cities in the country, it is the city in which possibly the fewest serious encounters between capital and labor have occurred. It is not saying too much for it to assert that much of the credit for this most pleasant condition of affairs rests with the Trades and Labor Council. This council is, in its way, a unique organization. Its membership is made up of accredited delegates from the various trades unions of the city and the object of its existence is the general betterment of working men's conditions. Through the medium of

this body, city council and parliaments are approached in the interests of the workers. A legislative committee keeps close watch upon the doings of the men in legislative halls and a municipal committee is always in touch with what is going on in the municipal arena.

Through the good work of the trades and labor council, the city work in all directions is unionized and trades unionism is represented upon several municipal boards and in the city council. The work of the Trades



RESIDENCE OF A. E. CARPENTER, MAIN STREET EAST



AN EAST END AVENUE

Council is an educative one and the men who are at its head are the sort who very much in bringing about harmonious relationships between employers and employees by easy methods and without recourse to the harsher ways that have made other cities obnoxious to the capitalists in search of a location for business investment.

The officers of the council are: W. Berry, president; C. Jones, 1st vice president; James Smith, recording secretary; Thos. Monogue, financial secretary; W. Thompson, treasurer.



RESIDENCE OF T. OLIVER, MACNAB STREET SOUTH

### To the Old Boys

Elsewhere in the Souvenir will be found a page of faces of Hamilton Old Boys, gathered from every where over the face of the land. In the center of the large group is the face of the father of the Hamilton Old Boy movement, Alderman J. G. Y. Burkholder. It was he who first conceived the plan of a home-coming, and throughout the months that have preceded the culmination of his big project none has been more sanguine of results or harder working to make them possible than the father of the scheme. Abt. Burkholder is the chairman of the civic reception committees. The Old Boys pictured in the Souvenir are all office holders in the clubs and associations of the cities and towns from which they come. They are heartily welcome home again with all the rest of the Old Boys.

Hamilton is a city where the chances for education are better than can be found anywhere else in the country. In that same city there are more manufacturing interests than will be found in any other Canadian city. Hamilton offers to the mechanic the very best, cheapest, and most thorough Public School and Collegiate Institute for his children. It gives him all the opportunities of the best free Art School in the country. And the mechanic is not slow to take advantage of the double opportunity thus offered.



## Captains of Industry

MEN WHO ARE MAKING HAMILTON FAMOUS

**T**HE first move in the making of Industrial Hamilton was the establishment of a wagon and tin shop somewhere before the year 1832. Who the pioneer captain of industry in this now most important industrial center of the Dominion was, has passed out of record. Safe to say he never dreamed that there would one day, not so many years dis-

know that the business men of the city are alive to the opportunities that are now unfolding for the more complete demonstration of its industrial pre-eminence.

Like every other city, Hamilton has felt the times of depression that are on record as having passed over not only Canada but the whole world. Being a manufacturing city, these depression times were

keenly felt here, and for similar reason, the revivals following were also most thoroughly enjoyed. There never came a time of depression so dark that there were not enough strong minded, keen sighted business men and manufacturers to hold the fort and see beyond the dark cloud the inevitable silver lining of trade revival. And it is to these men, who had the faith within them, and to their successors, who were born and brought up in that faith, that the city owes much to-day. They believed in their city, they put their wealth where their faith was, and time has over and over again proven them to have been sagacious and wise.

There has never yet appeared a problem in the march of the city's industrial

traffic that drew the manufacturer to this favored spot, where he could not only get his raw material by an easy and cheap method, but could also ship out his finished product by the same cheap and easy route. There were times in Hamilton, before the advent of the steam railway, when Hamilton bay was alive from one end of the season to the other with merchant vessels, which, loaded and unloaded at the wharves in a constant procession. Then came the Great Western railway, with its more regular, more rapid transportation methods, and the merchant marine suffered. But all the time the manufacturing greatness of the city continued to increase, and with it the city's general prosperity. Always the most important manufacturing center of the Dominion, Hamilton to-day gives every promise of outdoing its past record. This is a day of great things for the Ambitious City, and it is a most pleasing thing to



HAMILTON POSTOFFICE.

progress that has not only been cheerfully faced but successfully solved by its business men and the citizens generally. Generous aid was given to the Great Western and Hamilton and North-western railways, because it was felt that these were needed to maintain the city's prestige as a manufacturing center. When these roads were absorbed by the Grand Trunk railway, and the city began to suffer because of lack of competition in transporta-



## Hamilton Spectator Carnival Souvenir



A. W. SEMMENS,  
Of Semmens & Eves



JOHN H. TILDEN,  
President Gurney-Tilden Family Co.



GEO. T. TUCKETT,  
President Geo. E. Tuckett Tobacco Co.



F. CHESTER FEARMAN,  
F. W. Fearman Co.



HUGH S. BRENNEN  
Secy-Treas. M. Brennen & Sons Mfg. Co.



W. A. ROBINSON,  
President D. Mason Family Co.



P. J. MYLER,  
Manager Westinghouse Mfg. Co.



J. J. EVES,  
Of Semmens & Eves.



JAS. THOMSON,  
Vice-President Gattshore, Thompson Co.



C. W. MEAKINS,  
Of Meakins & Sons.



W. C. BRECKENRIDGE,  
Manager Norton Can Co.



J. ORR CALLAGHAN,  
Superintendent Ontario Tack Co.



H. SEW,  
President Tor. & Ham. Sewer Pipe Co.



C. G. DEXTER,  
Manager Canada Colonial Cotton Co.



JAS. McPHERSON,  
Of The McPherson Shoe Co.



WM. HENDRIE,  
President Hamilton Bridge Co.



O. G. CARSCALLEN,  
Vice-President Gurney-Tilden Co.



J. W. LAMOREAUX,  
Secretary Tackett Tobacco Co.



ERNEST SCHULTZ,  
Ontario Lantern Co.



WALTER GROSSE,  
Ontario Lantern Co.

# Hamilton Spectator Carnival Souvenir

## AGRICULTURAL IMPLEMENTS

International Harvester Company, Deering Division. Grain, grass and farm machinery. Export to all European countries. Established 40 years. Capital invested, \$120,000,000; 2,000 to 8,000 hands. Main office, Chicago.

Sawyer & Massey Company, Limited. Threshing and road making machinery. Export to Australia and South America. Established 67 years; 300 hands. Chester D. Massey, president; H. P. Coburn, vice-president and general manager. Wellington street north.

Frost & Wood, King street west.

McCormick Company, Market street.

Massey-Harris Company, King street west.

D. Maxwell & Sons, John street south.

Noxon Company, Park street north.

Allith Manufacturing Company, overhead carriers, Queen street north.

## AIR BRAKES

The Westinghouse Manufacturing Company, Limited. Air brakes for steam and electric railway service. Established 1896. Capital invested, \$600,000; 145 hands. Paul J. Myler, manager. Princess street.

## ASPHALT AND PAVING COMPANY

Kramer-Irwin Rock Asphalt and Paving Company, James street south.

## AWNINGS AND TENTS

Robert Soper, Bay street north.

## BASKET MAKERS

Charles McDonnell, King street west.

C. H. Mitchell, Brea lalbane street.

Walter Woods & Co., Maenab north.

## BELTING COMPANY

Dominion Belting Company, Limited. Stitched cotton duck belting and belt dressing. Established 1 year. Capital invested, \$50,000; 25 hands. John J. McGill, president; J. M. Young, vice-president. Sherman avenue north.

## BISCUIT MANUFACTURERS

Hamilton Biscuit and Confectionery Company. Biscuits, confectionery. Established 60 years; 50 hands. N. S. Schneider, proprietor. Cannon street west.

## BLACKING MANUFACTURERS

J. B. House & Company. Shoe blacking, stove polishes, harness oil and herb medicines. Established 10 years; 2 hands. J. B. House, proprietor. York street.

Robert Ralston & Company. Shoe dressing, stove polishes, baking powder. Established 18 years. Export to Jamaica and South Africa; 20 hands. H. E. Ralston, proprietor. Maenab street south.

Domestic Specialty Company. Shoe dressings and rubber cements. Export to United States, Great Britain, South America, Mexico, Japan, Australia. Established 12 years. J. D. Trenaman, J. E. Alston, proprietors. Catharine street north.

The F. F. Dalley Company, Limited. Shoe and stove polishes, baking powders, flavoring extracts, coffee and spices, patent medicines, etc. Export to Great Britain, United States, South Africa and Australia. Established 57 years. Capital stock, \$90,000; 54 hands. F. F. Dalley, president; E. A. Dalley, vice-president; R. M. Allworth, secretary. Hughson street north.

## BOAT BUILDERS

H. L. Bastien. Pleasure boats and canoes, oars and paddles, forge bellows. Export to the United States. Established 1862. Capital invested, \$25,000; 20 hands. H. L. Bastien, manager. Bay street north.

Louis Bastien, Bay street north.

Thomas W. Juttin, Wellington street north.

Robertson Bros., foot of Bay street.

Weir, James, foot of Wentworth street.

## BOOK BINDERS

L. J. Brennan, Maenab street north.

R. Duncan & Co., James street north.

French Bros., John street south.

Richard Haigh, King William street.

G. H. Lanigan, King street east.

Alex. Mars, Rebecca street.

Spectator Printing Company, James street south.

A. C. Turnbull, King street east.

## BOOTS AND SHOES

John McPherson Company, Limited, John street south.

## BOX MANUFACTURERS

The Kilgour Manufacturing Company. Boxes and screen doors. Established 20 years. Capital invested, \$10,000; 30 hands. James and Charles S. Kilgour, proprietors. Aurora street.

D. Aitchison & Company. Sash, blinds, doors, mouldings, packing cases and general wood work. Established 35 years; 30 hands. W. J. Aitchison and F. Taylor, proprietors. Main street west.

The Ontario Box Company, Limited. Packing cases of all descriptions. Export to Mexico and England. Established 30 years. Capital, \$25,000; 40 hands. Main street east.

## BRASS MANUFACTURERS

Dodson & Sutton. Brass goods. Established 22 years; 4 hands. Dodson & Sutton, proprietors. Maenab street north.

Chadwick Brothers. Chandlery, lamp goods, metal specialties, cast and sheet. Export to England and South Africa. Capital invested, \$60,000; 65 hands. King street east.

Hamilton Brass Manufacturing Company, Limited. Engineers' and plumbers' supplies, etc. Established 29 years. Capital invested, \$60,000; 100 hands. T. J. Carroll, J. S. Hosack and J. V. Teetzel, proprietors. James and Colborne streets.

J. N. Tallman & Sons. Brass foundry, babbit metal, solder manufacturer. Established 35 years. Capital invested, \$10,000; 12 hands. J. N. Wm. N. and A. H. Tallman, proprietors. Wellington street north.

## BREWERS

Henry Kuntz Brewing Company of Hamilton, Limited. Lager beer. Export all through Canada, large trade in Montreal. Established 36 years. Capital invested, \$100,000; 20 hands. Mrs. G. E. Perry, president; A. C. Beasley, vice-president; S. B. Cunningham, manager. Bay street north.

Grant Spring Brewery Company, Limited, Bay street north. Ontario Brewers Company, John street north.

## BRICK MANUFACTURERS

Crawford Bros. Brick. Established 14 years; 15 hands. Crawford Bros., proprietors. Macklin street.

Thomas Fanning. Brick. Established 13 years; 16 hands. Thomas Fanning, proprietor. Garth street.

Webb's Brick Yard. Brick. Established 7 years; 15 hands. Geo. F. Webb, proprietor. Melbourne street.

George Frid & Co. Stock brick. Established 1876. Capital, \$8,000; 18 hands. James W. Frid, proprietor. Main street west.

Wentworth Brick Company, Garth street.

E. New, King street west.

H. Ollman, Dufferin street.

W. Hancock, King street west.

## BRIDGE WORKS

The Hamilton Bridge Works Company, Limited. Steel bridges for railways and highways, structural steel of all kinds, steel buildings, viaducts, trestles. Established 30 years. Capital invested, \$250,000; 200 hands. Wm. Hendrie, president; John S. Hendrie, vice-president and manager; C. S. Murray, secretary; W. B. Champ, treasurer; C. G. Milne, engineer; R. M. Roy, assistant to vice-president. Stuart and Barton street west.

## BROOM MANUFACTURERS

Walter Woods & Company. Brooms and brushes, all kinds of willow clothes, market and shipping baskets. Established 1875. Capital invested, \$8,000; 40 hands. Walter Woods, proprietor. Maenab street north.

Meskins & Sons, King street east.

E. Hartman, York street.

Lumsden Bros., Maenab street north.

Skelden, Brush & Company, King street west.

## BRUSH MANUFACTURERS

The Skelden Brush Company. Brushes of all descriptions. Export to Scotland and England. Established 8 years. Capital invested, \$15,000; 40 hands. Edwin Skelden, proprietor. King street west.

## Hamilton Spectator Carnival Souvenir

Meakins & Sons. Brushes, corn brooms and woodenware. Established 1852. Capital \$100,000; 100 hands. C. W. Meakins, sr., and C. W. Meakins, jr. Branch factories in Montreal and Toronto. King street east.

Frank Burdett, Macnab street north.

Walter Woods & Co., Macnab street north.

### CANDY MANUFACTURER

James Crawford. Fancy candy and pastry. Established 30 years. Capital invested, \$16,000; 20 hands. Business carried on by George and A. B. Crawford. King street west.

### CAN MANUFACTURERS

The Norton Manufacturing Company. Fruit, paint, lard and baking powder tin cans. Established 15 years. Capital invested, \$100,000; 150 hands. E. P. Breckenridge, president; J. E. Norton, vice-president; W. C. Breckenridge, manager and treasurer. Shaw and Emerald streets.

### CANNING COMPANIES

Wm. Somerville & Company. All kinds of canned goods, packers of dried fruits. Export to Germany, Glasgow, London. Established 15 years. Capital invested, \$20,000; 30 hands. W. Somerville, proprietor. Macnab street north.

Lumsden Bros. Fruit and vegetable canning, yeast, spice works, broom factory. Capital invested, \$50,000; 140 hands. Macnab street north.

Aylmer Company, Mary street.

Canada Preserving Company, Pine street.

John B. Freed, William street.

Simcoe Company, York street.

Standard Company, Macnab street north.

### CARRIAGE MANUFACTURERS

Andrew Ross. Carriages and high class wagons. Established 20 years. 20 hands. A. Ross, proprietor. King street east.

Delorme's Carriage Works. Carriages, buggies. Established 35 years. Export to South Africa; 6 hands. C. Delorme, proprietor. King street west.

Wm. Gray & Sons Company, Limited. Carriages. Established 48 years. Robert Gray, president; James S. Gray, secretary-treasurer. King street west.

R. Buskard, Market street.

Hamilton Carriage Factory, Park street south.

W. McGrath, Macnab street north.

J. D. Patterson, Park street north.

J. Ross, King William street.

J. Shoots, Walnut street.

McLaughlin Carriage Co., King west.

G. and W. Trevaaks, King street west.

E. F. Benson Carriage Works. Carriages, buggies, wagons, sleighs. Established 2 years. Capital invested, \$4,000; 8 hands. E. F. Benson, proprietor. Merrick street.

### CEREAL FOOD MANUFACTURERS

Force Food Company. Force Food. Established about 18 years. Export to every country in the world; 100 hands. Edward Elsworth, president; Walter H. Sloan, vice-president. York and Bay streets.

Home Speciality Company, Hughson street south.

M. Smith & Company, York street.

### CIGAR MANUFACTURERS

The Electric City Cigar Factory. Cigars. Established 3 years; capital, \$1,500; 8 hands. D. Pearlstien, proprietor. Macnab street north.

F. Schwarz. Cigars. Established 29 years; 15 hands. F. Schwarz, proprietor. Macnab street north.

D. Donohue. Cigars. Established 8 years; 8 hands. D. Donohue, proprietor. Merrick street.

John Hill. Cigars. Established 17 years; 10 hands. John Hill, proprietor. Vise street.

Isaac Blumenstiel, Merrick street.

Bryan Caulay, King street east.

Flynn Bros., Cannon street west.

James McLerney, Davenport street.

J. Hynes, John street north.

Thomas P. O'Dowd, Simcoe street east.

J. H. Schrader, John street north.

Richard Sheehan, King street east.

Charles Smith, Wilson street.

George E. Tuckett & Son Company, Queen street north.

### CLOTHING MANUFACTURERS

The T. Eaton Company, Limited. Men's and children's clothing. Established 2 years; 100 hands. Rebecca street.

Coppley, Noyes & Randall, Limited. Men's, youths', boys' and children's clothing. Hands employed, 1,000. Macnab and Merrick streets.

W. E. Sanford Manufacturing Company, King street east.

Johnson & Company, King street east.

### COCCOANUT MANUFACTURERS

Lumsden Bros, Macnab street north.

L. & S. Rosemary Co., Rosemary avenue.

### COFFIN MANUFACTURERS

Semmens & Ebel. Manufacturers of caskets and undertakers' supplies. Export to Great Britain, Australia, New Zealand and South Africa. Established 1879. Capital invested, \$150,000; 100 hands. Semmens & Ebel, proprietors. Inchbury, Florence and Sophia streets.

### COOPERS

Ernst Faustman, John street north.

John McVittie, John street south.

A. Winkler, Rebecca street.

### CORK CUTTERS

Alfred Cox, Wellington street north.

### COBSET MANUFACTURERS

John M. Teeter, James street north.

### COTTON MILLS

The Canadian Colored Cotton Mills Company, Limited. Colored cotton goods, shirts, tickings and denims. Export to Australia and New Zealand. Established 21 years; 325 hands. D. Morrice, president; C. D. Owen, vice-president; A. Bruce, secretary-treasurer; C. O. Dexter, manager; Geo. O. Dexter, superintendent. James, Macnab, Simcoe and Ferris streets.

Hamilton Cotton Company. Cottonedens, denim, chenille curtains, table covers, cordage of all kinds, girth and halter webs, lamp wicks. Export to Australia. 300 hands. James M. Young, proprietor. Mary street.

Imperial Cotton Company, Limited. Sail duck, wide duck, ounce duck, sail and wrapping twine. Export to Great Britain, South Africa, Germany, and all foreign countries. Established 2 years. Capital invested, \$750,000; 260 hands. J. M. Young, president; W. D. Long, vice-president; C. T. Grantham, manager. Sherman avenue north.

### DISTILLERIES

Hamilton Distilling Company. All kinds of spirits. Export to United States, West Indies, Africa, Germany, British Honduras, Central America, etc. Established 1884. Capital invested, \$200,000; 40 hands. John Stewart, president; Wm. Marshall, secretary-treasurer and manager. King William, Wellington, Jarvis streets and Ferguson avenue.

### DRESS STAYS

G. D. Hawkins & Co., Bay street south.

### DRUG MANUFACTURERS

The Ontario Chemists' Manufacturing Company, Limited. Manufacturing chemists and dealers in medicines, household and toilet articles. Established 10 years. Capital, \$100,000; 15 hands. J. Harrison, president; J. Hargreaves, J. W. Gerrie, vice-presidents; J. A. Clark, secretary-treasurer. Hughson street south.

J. Winer & Co., King street east.

Dominion Drug Co., Macnab street south.

Parke & Parke, Market Square.

Briggs & Co., King street west.

### ELECTRIC LIGHT AND POWER COMPANY

The Hamilton Cataract Power, Light and Traction Company, Limited. Generating and supply of electric power and lighting, operation of electric street and suburban railways. Established 7 years. Capital, \$10,000,000; 400 hands. Hon. J. M. Gibson, president; Jam's Dixon, vice-president; J. R. Moodie, treasurer; W. C. Hawkins, secretary and general manager. King street east.

# Hamilton Spectator Carnival Souvenir

G. C. Briggs & Son, King street west.  
F. F. Dalley Company, Hughson street north.  
Parke & Parke, Market Square.

## ELECTRIC LIGHT AND POWER COMPANY

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## ELECTRICAL WORKS

Toronto and Hamilton Electric Company. Electric motors, dynamos and electrical machinery. Established 10 years; 25 hands. Hubert E. Job and B. Lynch, proprietors. Macnab street north.

Chadwick Bros., King street east.  
Electric Supply Company, James street south.  
Wentworth Electric Company, John street north.

## ELEVATOR MANUFACTURERS

The Canadian Otis Elevator Company, Limited. Elevators and hoisting machinery of all kinds. Established 1 year. Capital invested, \$400,000; 125 hands. W. D. Baldwin, president; H. P. Douglas, vice-president; M. T. Harbour, treasurer; Stuart Strathy, secretary. Victoria avenue north.

## EMERY WHEEL MANUFACTURERS

The Canadian Corundum Wheel Company. Emery wheels, corundum wheels and grinding machinery. Export to Great Britain. Established 3 years. Capital invested, \$15,000; 10 hands. L. Sherk and H. E. Sherk, proprietors. Mary street.  
Hart Emery Wheel Company, Limited. Corundum wheels, emery wheels and abrasive specialties, grinding machinery. Export to all parts of Europe. Established 25 years; 30 hands. James and Hunter streets.

## ENGINE PACKING COMPANIES

Hamilton Engine Packing Company. Engine packing and engineers' supplies. Established 13 years. Capital invested, \$2,000; 5 hands. Alanson street.  
Garlock Engine Packing Company, Mary street.

## FACING MILLS

The Hamilton Facing Mill Company, Limited. Foundry facings and supplies. Established 1888; 14 hands. James Thomson, sr., president; James Allen, vice-president; W. J. Thomson, manager. Hess street north.

## FERTILIZER MANUFACTURER

The W. A. Freeman Company, Limited. Fertilizers, lard oil, neatfoot oil, tallow oil. Export to United States. Established 30 years. Capital invested, \$65,000; 30 hands. W. A. Freeman, John Plant and R. Rowe, proprietors. Wentworth street north.

## FILE MANUFACTURERS

The Ostler File Company. Files, file recutting. Established 10 years. Capital invested, \$2,000; 6 hands. Frank Ostler, proprietor. Corner Bay and Murray streets.

R. Spence & Co. Files and rasps. Established 30 years. Capital invested, \$4,000; 10 hands. C. P. Moore, proprietor. Cannon and Cathcart streets.

## FIREWORKS MANUFACTURER

T. W. Hand Fireworks Company, Limited. Fireworks, firework displays, flags, matting tubes, pyrospectacular displays. Export to Bermuda, Newfoundland, Alaska, United States. Established 44 years. Capital invested, \$65,000; 40 hands. King street west.

## FURNACES

The D. Moore Company, King street east.  
H. C. Sweeney & Company, King William street.  
Gurney-Tilden Co., John street north.  
Burrow, Stewart & Milne, John street north.

## FURNITURE MANUFACTURERS

The Malcolm & Souter Furniture Company, Limited. Furniture. Export to England and South Africa. Established 53 years. Capital invested, \$75,000; 75 hands. Hon. Thos. Bain, president; Wm. Malcolm, vice-president and treasurer; R. P. Newbigging, manager and secretary. Barton street east.

The Burton & Baldwin Manufacturing Company, Limited. Interior woodwork, special furniture, store fittings, mantels, high grade cabinet work. Established over 50 years. Capital invested, \$20,000; 40 hands. T. O. Baldwin, president; W. J. Brigger, vice-president; H. Baldwin, secretary-treasurer; James Burton, superintendent. Main and Catharine streets.

Alex. Thompson. Office and house furniture. Export to Nova Scotia and Vancouver. Established 12 years; 20 hands. Alex. Thompson, proprietor. York, Merrick and Bay streets.

## GAS LIGHT BURNERS

N. McPhie, King street east.  
Welsbach Light Company, John street north.  
Hamilton Gas Light Company. Gas, coke, etc. Established 53 years. Capital invested, \$225,000; 65 hands. F. W. Gates, sen., president; John Proctor, vice-president; William Hendrie, Edward Martin, K.C., F. W. Fearman, Hon. Wm. Gibson, Col. H. McLaren, directors. R. C. Wallace, superintendent. Park, Mulberry, Bay and Cannon streets.

## GASOLINE ENGINES

J. Wallace's Sons. Steam fitters and plumbers, acetylene and gasoline gas machines, vulcanized fibre cans and cotton mill specialties. Export to United States. Established 25 years. Capital invested, \$15,000; 20 hands. Hugh S. Wallace, proprietor. King street east.  
Hamilton Motor Works. Gas and gasoline engines, marine and stationary engines. Established 6 years. Capital invested, \$10,000; 8 hands. C. R. Allan, proprietor; J. L. Allan, manager. Catharine street north.

G. & M. F. Webster Co., King street east

## GLUE MANUFACTURERS

Louis Frank, Catharine street north.

## GOOD ROADS MACHINERY

Good Roads Machinery Company, Limited. Road graders, rock crushers, road plows, macadam spreading wagons, road rollers. Established 7 years. Capital invested, \$40,000; 25 hands. York street.

## HARNESS HARDWARE

Kingdon, Smith & Company. Harness hardware. Established 20 years. J. B. Kingdon and J. H. Smith, proprietors. King William street.

## HARNESS MAKERS

Fraser, Johnson & Company. Riding saddles, harness, collars and leather goods. Established 21 years. Capital invested, \$15,000; 30 hands. John street north.  
Thomas Clohery, Merrick street.  
Coy & Co., King street west.  
Wm. Dunlop, John street south.  
John Finlayson, King street east.  
Jas. Jolley & Sons, John street south.  
Robert Kirkpatrick, Market street.  
W. E. Murray, Macnab street north.  
Philp & Son, York street.  
Thomas Stevenson, John street south.

## HAT MANUFACTURERS

W. N. Coddington. Uniform caps and helmets. Established 15 years. Capital invested, \$6,000; 22 hands. King William street.  
John McNamara. Soft and stiff felt hats, fur hats. Established 5 years; 4 hands employed. King street east.  
W. A. McNeilly, King street east.  
Royal Hat Company, King street east.

## HOUSEHOLD MACHINES

Semmens & Son, York street.  
Downswell Manufacturing Company, Elgin street.

## HORSE COLLAR MANUFACTURERS

Wm. Smye. Horse collar manufacturer. Established 30 years; 2 hands. Wm. Smye, proprietor. Merrick street.

## Hamilton Spectator Carnival Souvenir

Edward Porter, Horse collars. Established 20 years; 4 hands. Edward Porter, proprietor. Picton street east.  
McClelland Collar Shop. Horse collars. Established 25 years. Wm. McClelland, proprietor. Mary street.  
Geo. Glasford, West avenue north.

### HUB AND SPOKE WORKS

F. W. Hore & Sons, foot Elgin street.

### IRON FENCING

Thomas E. Nichols, King street west.  
Olmsted, R. G., Queen street north.

### IRON FOUNDERS

Kerr & Coombes. Foundry castings of all sorts. Established 11 years. Capital invested, \$20,000; 60 hands. W. H. Kerr, Geo. Coombes, W. J. Kerr, Wm. Coombes, proprietors. Bay and York streets.

The Burrow, Stewart & Milne Company, Limited. Jewellery cooking and heating stoves and hot air furnaces, gas ranges, curry combs, scales, etc. Established 29 years. Capital, \$250,000; 300 hands. Wm. Burrow, president; Charles Stewart, vice-president; John Milne, treasurer; R. C. Stevenson, secretary. Cannon street east.

The Gurney, Tilden Company, Limited. Souvenir stoves and furnaces, hot water and steam radiators, warm air furnaces, registers, locks and builders' hardware. Export to England, Scotland and Australia. Established 60 years. Capital, \$150,000; 200 hands. John H. Tilden, president; O. G. Carscallen, vice-president; E. Cahill, treasurer; Geo. Haskin, secretary. John street north.

The D. Moore Company, Limited. Stoves, ranges and tinware. Established 1828; 200 hands. W. A. Robinson, president; W. W. Robinson, vice-president; E. J. Moore, secretary; S. D. Robinson, treasurer. Offices, King street east; foundry, Catharine and Robert streets.

The McClary Manufacturing Company. Stoves, ranges, furnaces, enamelled and tinware metals and tinners' supplies. Export to England, South Africa and Australia. Established over 50 years. Capital invested, \$2,000,000; 950 hands. John McClary, president; W. W. Gartshore, vice-president; J. D. Laidlaw, local manager. York and Bay streets; head office, London.  
Howes, Jamieson Company. Stoves, ranges. Established 30 years. King street east.

G. and M. F. Webster Company, King street east.  
Canadian Iron and Foundry Company, Stuart street west.  
L. Edworthy, Ferguson avenue north.  
Gartshore-Thomson Company, Caroline street north.  
Smart-Turner Company, Barton street east.

### JEWELLERS

Geo. H. Lees & Company. Gold, silver and rolled plate jewellery, gold and silver solders and gold and silver refining. Established 17 years; 30 hands. Main street east.  
Levy Bros. & Company, King street east.  
R. W. Russell, James street south.

### JAM AND JELLY MANUFACTURERS

The Canada Preserving Company, Limited. Marmalades, jams, jellies, catsup, soft drinks and syrups. Export trade to England, Ireland and South Africa. Established 21 years; capital invested, \$20,000; 20 employes. H. H. Harvey, manager. Pine and Pearl streets.

The T. Upton Company, Limited. Jams, jellies and orange marmalade. Export to Newfoundland, South Africa and United States. Established 16 years. Capital, \$50,000; 25 hands. Thomas Upton, president; W. J. Brigger, secretary-treasurer. Ida street.

L. & S. Rosemary Company, Limited. Jam, cocoonut, pickles, extracts, spices, etc. Established 5 years. Capital invested, \$40,000; 20 hands. Anderson Fowler, J. J. Scott and E. McDonald, proprietors. Rosemary avenue.

### KNITTING COMPANIES

Eagle Knitting Company, Limited. Ladies' and children's ribbed underwear, men's balbrigan and fleeced lined underwear. Export to Australia. Established 16 years. Capital invested, \$300,000; 300 hands. J. R. Moodle, president. Main and Macnaab streets.

The G. B. Perry Knitting Company. Ladies' and children's ribbed knit underwear. Established 1899; 44 hands. G. B. Perry, proprietor. Park street north.

Chilman-Holton Company, Mary street.  
Ellis Manufacturing Company, James street north.

### LANTERN MANUFACTURERS

The Ontario Lantern Company. Lanterns, lamp burners, incandescent lamps and sheet metal goods. Export to Newfoundland, South Africa and Australia. Established 14 years; 110 hands. E. Schultz and W. Grose, proprietors. Cannon street east.

E. T. Wright & Company. Tinware, lanterns, lamps, bird cages, sifters, fly traps, coopers' elbows, stove pipes, etc. Export to England, Scotland, Australia and South Africa. Established 18 years; 150 hands. Cathcart and Kelly streets.

### LITHOGRAPHERS

Howell Lithographic Company, Limited. Labels, show cards, posters, stationery. Established 20 years. Capital invested, \$50,000; 60 hands. F. J. Howell, president and manager; P. D. Carse, vice-president. Vine street.

The Duncan Lithographing Company, Limited. Lithographers, copper plate engravers and color printers. Export to England, United States, India, Ceylon, West Indies and Newfoundland. Established 43 years. Capital, \$20,000; 30 hands. J. Kneeshaw, president; R. S. Allen, vice-president; P. R. Close, managing director, Macnaab street south.

### MACHINISTS

The Smart-Turner Machine Company, Limited. Steam and power pumps, Brown high speed girder frame slide valve and marine engines, boilers, Rogers patent shaking and dumping grate bars, travelling cranes, shafting, pulleys, etc. Established 4 years; 80 hands. W. G. Smart, president; J. A. Turner, vice-president; W. A. Logie, secretary-treasurer. Barton east.

James Bain & Sons. Brick machines, engines, pumps, shafting, hangers, pulleys. Established 21 years. Capital invested, \$10,000; 12 hands. James Bain, sr., and John Bain, proprietors. Mary street.

A. Murdoch. Pulling mills and cloth washers, machinery specialties. Established 9 months. Capital, \$3,000; 4 hands. York street.

Wm. Mutter, Mary street.

C. A. Colville, Ferguson avenue north.

Hamilton Model Works, Catharine street north.

Hamilton Tool and Optical Company, Murray street.

Charles James, Mary street.

O. Kartzmark & Bro., King William street.

Kingdon, Smith Company, King William street.

James Langton, King William street.

Parkin & Sommerville, Bay street north.

Thomas Reid, Bay street north.

Webster, George and W. F., King street east.

Wright, Wm. G., West avenue north.

### MARBLE WORKS

Middleton Marble and Granite Company, Limited. Granite and marble monuments. Established 1878. Capital invested, \$5,000; 12 hands. J. T. Middleton, president; A. M. Eastman, secretary-treasurer; Furness and Eastman, managers. King street east.

Hamilton Granite Works. Granite monuments, statuary, head stones, vaults and building work. Established 36 years. Capital invested, \$25,000; 18 hands. T. J. Stewart, proprietor. York, Bay and Napier streets.

J. P. Cline, York street.

M. O'Grady, Locke street north.

H. N. Thomas, York street.

A. H. Waters, Cathcart street.

W. R. Webb, York street.

### MAT AND ROBE MANUFACTURERS

James Pett. Colored lamb skin mats, hearth rugs, carriage robes, drum heads. Established 25 years; 4 hands. James Pett, proprietor. Murray street east.

### MATRESS MANUFACTURERS

G. D. Mombery & Son. Mattress and spring manufacturers and feather renovators. Established 18 years. Capital invested, \$2,000; 4 hands. James street north; factory Steven street.

James Pett, Murray street east.

Ernest Gosnay, Main street east.

# Hamilton Spectator Carnival Souvenir

## MILLERS

Lake & Bailey, Main street east.  
Bennett Bros., Market street.  
W. H. Robson, York street.

## MILLWRIGHTS

Smart-Turner Machine Co., Barton street east.

## MINERAL WATERS

T. M. Pilgrim & Company. Mineral waters and high class ginger ales. Established 1848. Capital invested, \$10,000; 8 hands. T. M. Pilgrim, proprietor. Main street east.

J. W. Sutherland. Aerated waters. Established 7 years. Capital invested, \$15,000; 13 hands. Jackson street east.

Cummer & Son. Carbonated goods. Established 40 years; 25 hands. J. H. and A. J. Cummer, proprietors. Jarvis street.

## MUSICAL INSTRUMENTS

David Mitchell. Violins. Export to United States. Established 19 years. James street south.

W. Spencer. Pipe organs. Established 29 years; 6 hands. W. Spencer, sole proprietor. Rebecca street.

## NOVELTY MANUFACTURERS

Wm. Butler. Mary street.

Eagle Vending Machine Company, King street east.

Gibson Novelty Manufacturing Company, Market Square.

G. and W. F. Webster, King street east.

## OIL MANUFACTURERS

Commercial Oil Company. Lubricating oils and greases, commercial carbon paints. Established 3 years. Capital, \$20,000; 20 hands. James C. Person, manager; George L. Person, superintendent. Main street west.

Queen City Oil Company. All lines of lubricating and refined oils. Established 7 years; 8 hands. Samuel Rogers, president; A. S. Rogers, secretary-treasurer. Wentworth street north.

Sun Oil Refining Company. Refined and lubricating oils. Established 6 years. Capital invested, \$100,000; 20 hands. W. D. Todd, president; E. R. Clark, secretary. King street west. Crown Oil Refining Company, Macnab street north.

## ORNAMENTAL CAST IRON

Olmstead, R. G., Queen street north.

## PAINT MANUFACTURERS

Hollywood Paint Company, Limited, Young street.

## PAPER BOX MANUFACTURERS

Charles Reid & Company. Paper box manufacturers. Established 25 years. Capital invested, \$10,000; 20 hands. Chas. Reid, proprietor. Corner King and Walnut streets.

Albert Gibb. Paper boxes, cartons of all kinds. Established 1857. Capital invested, \$15,000; 30 hands. A. Gibb, proprietor; R. A. Gibb, manager. King William street. Hamilton Paper Box Company, King street west.

## PATTERN MAKERS

Edworthy Pattern Manufacturing Company. Wood or iron patterns. Established 6 years. Lewis Edworthy, proprietor. Ferguson avenue north.

John Carr, Mary street.

John Mitchell, York street.

John Hendry, Rebecca street.

## PIANO MANUFACTURERS

Knott & Son. Pianos. Established 1840. Capital, \$5,000. Charles Knott, proprietor. Aberdeen avenue.

Ennis & Company, Limited. Pianos. Established 17 years. Capital invested, \$24,000; 34 hands. Charles L. Ennis, president; Alex. Glass, vice-president; N. Ansell, secretary-treasurer. King street west.

## PICKLE MANUFACTURERS

H. Bewlay. Pickles. Established 15 years. H. Bewlay, proprietor. Merrick street.

L. & S. Rosemary Co., Rosemary avenue.

## PORK PACKERS

F. W. Fearman Company, Limited. Hams, bacon, lard, etc. Export to Great Britain, France, West Indies and United States. Established 50 years. Capital, \$50,000; 120 hands. F. W. Fearman, president; R. C. Fearman, secretary-treasurer. Macnab and Rebecca streets.

Fowler's Canadian Company, Limited. Beef and pork packers, lard refiners; 150 hands employed. Export to England and Norway. Wentworth street north.

John Duff & Son, York street.

## POTTERY MANUFACTURERS

Wentworth Pottery. Flower pots and florists' supplies. Established 10 years. Capital invested, \$5,000; 6 hands. Johnston & Son, owners. Garth street.

Foster Pottery Company, Limited. Flower pots, hanging baskets, lawn vases, fern vases, gas logs. Established 25 years. Capital invested, \$12,000; 10 hands. Mrs. E. Foster, president; F. L. Foster, manager; S. Foster, secretary. Main street west.

R. Campbell's Sons, Hamilton Pottery. Stove fire brick, Rockingham and yellow ware, art tiles for stone decorations, stone and Bristol ware. Established 51 years. Capital invested, \$40,000; 36 hands. R. W. Campbell and Colin C. Campbell, proprietors. Locke street south.

## PUMP MANUFACTURERS

S. S. King, York and Dundurn streets.

Smart-Turner Machine Company, Barton street east.

## REGALIA MANUFACTURERS

James C. White, King street east.

## ROLLING MILLS

Hamilton Iron and Steel Company, Limited, Queen street north.

## ROOFERS

The Hamilton Tar Distilling Company. Tar and naphtha distillers, building papers and roofing materials. Established 5 years. Capital, \$10,000; 5 hands. Isaac Butler, president; T. W. Butler, vice-president. Sheaffe street.

Thomas Irwin & Son. Corrugated iron roofing, sheet metal cornices. Established 1863; 20 hands. Thomas and John Irwin, proprietors. Macnab street south.

Hamilton Mica Roofing Company. Roofing. Established 15 years. Rebecca street.

James Findlay, Aberdeen avenue.

The Herbert Jones Company, King street west.

J. E. Riddell, King street east.

H. C. Sweeney, King William street.

## ROPE MANUFACTURERS

A. Main & Son, Mary street.

## RUBBER STAMPS

Hamilton Stamp and Stencil Works. Steel, brass and rubber stamps, die sinking, stencils and baggage checks, badges, hotel checks, etc. Established 20 years. Capital invested, \$10,000; 10 hands. H. Barnard, proprietor. King William street.

## SAIL MANUFACTURERS

R. Soper, Bay street north.

## SASH AND DOOR MANUFACTURERS

The M. Brennan & Sons Manufacturing Company. Lumber, doors. Export to England and United States. Established 1855. Capital invested, \$62,000; 350 hands. S. Brennan, president; Hugh S. Brennan, secretary.

## SCALE MANUFACTURERS

The Gurney Scale Company. Dormant, hopper, track, platform and counter scales. Export to Russia, Cuba, Australia, South Africa and Mexico. Established 47 years. J. P. Steedman, manager. James and Colborne streets.

Barrow, Stewart & Milne, John street north.

## SCREW MANUFACTURERS

The Canada Screw Co. Wood screws, machine screws, stone and fire bolts, wire nails and wire, bright wire goods, rivets, burrs, special wire goods. Established 37 years. Capital invested, \$200,000; 225 hands. C. A. Birge, president; C. Alexander, vice-president; H. C. Birge, secretary. W. F. Coote, treasurer. Birge and Wellington streets.

## SEWER PIPE MANUFACTURERS

Hamilton and Toronto Sewer Pipe Company, Limited. Sewer and culvert pipe, chimney tops and linings. Established 43 years; \$50,000 capital invested; 45 hands. Henry New, president; R. W. New, secretary-treasurer. Wentworth street north.

Garthshore-Thomson Pipe & Foundry Co., Stuart and Caroline streets.

## Hamilton Spectator Carnival Souvenir

### SHIRT MANUFACTURERS

E. VanAllan & Company. Shirts, collars, cuffs, boys' shirt waists. 100 hands. E. VanAllan, proprietor. George street. Dominion Shirt Company, King street east.  
Robt. P. Leask. Shirts, collars. Established 7 years; 6 hands. Robt. P. Leask, proprietor. Macnab street north.

### SILVERWARE MANUFACTURERS

Meriden Britannia Company, Limited. - Silverware. Established 1879. Capital invested, over \$250,000; 125 hands. George H. Wilcox, president; George M. Curtis, treasurer; John E. Parker, managing director; J. W. Millard, secretary. Cannon and Wellington streets.

### SOAP MANUFACTURERS

The Empire Soap Company. Soaps for manufacturers and laundry supplies. Established 14 years. Capital invested, \$25,000; 7 hands. F. D. Fearman, proprietor. King William street.

D. Morton & Son, Emerald street south.

Walker Soap Factory, Victoria avenue north.

W. H. Judd & Company. Laundry soaps, napha washing powder. Established 58 years. Bay street north.

Silver Dust Manufacturing Company. Soap powder. Established 9 years. Capital invested, \$12,000; 6 hands. F. D. Fearman, proprietor. King William street.

### SPICE MILLS

Hamilton Coffee and Spice Company, Limited. McLaren's invincible jelly powders, extracts, coffees, baking powder, spices, etc. Export trade to West Indies, Germany and Alaska. Established 18 years. Macnab street south.

W. G. Dunn & Company, Limited. Mustard, spices, invalid foods, fruit sallows, etc. Export to United States. Established 20 years; 12 hands. T. B. Greening, president; T. H. Sharp, secretary-treasurer; G. S. Dunn, manager. Main street west.

L. & S. Rosemary Co., Rosemary avenue.

Lumsden Bros., Macnab street north.

John Cox & Co., Locke street south.

F. F. Dalley Co., Hughson street north.

### STAY MANUFACTURERS

G. D. Hawkins & Company, Bay street south.

### STEEL WORKS

The Hamilton Steel and Iron Company, Limited. Pig iron, iron and steel bars, bands, nails, washers, forgings, etc. Capital invested, \$2,000,000; 850 hands. C. S. Wilcox, president; A. E. Carpenter and C. E. Doolittle, vice-presidents; R. Hobson, general manager; W. A. Child, treasurer; H. H. Champ, secretary. Sherman avenue north.

Laking, Patterson Company, Limited. Lumber, sash, doors and blinds, interior work and general planing mill work. Export to United States. Established 29 years. Capital invested, \$50,000; 60 hands. Cathcart and Robert streets.

D. Altheison & Company, Main street west.

Ontario Box Company, Main street east.

### TACK AND NAIL MANUFACTURERS

Thomas H. Wynn. Tacks and small nails. Established 5 years; 5 hands. Macnab street north.

Ontario Tack Company, Queen street north.

### TANNERS

Alfred Stroud, Park street north.

John E. Brown, Macnab street north.

### TINNERS' TOOL MANUFACTURERS

Brown, BORGES & Company. Tinsmiths' tools, canning machinery, sheet metal working tools, dies, presses, etc. Export to Australia, South America, Africa and Queensland. Established 1890; 65 hands. J. M. Brown, N. G. Boggs, W. E. Blanford and James Anderson, proprietors. Victoria avenue north.

### TIN PAILS AND CANS

The Norton Manufacturing Company, corner Shaw and Emerald street.

### TIN WORKS

E. T. Wright & Co., Cathcart street.

### TOBACCO MANUFACTURERS

McAlpin Consumers' Tobacco Company, Limited. Smoking and chewing tobacco. Established 17 years. Capital invested, \$500,000; 200 hands. General E. A. McAlpin, president; O. E.

Fleming, vice-president; W. A. McAlpin, secretary-treasurer; R. Pincheon, manager. King street east.

The Tuckett Companies, Limited. Tobaccos, cigars and cigarettes. Export to Great Britain and colonies. Established 1857; 700 hands. George T. Tuckett, president; Harry B. Witton, vice-president; J. W. Lamoreaux, secretary-treasurer.

### TOOL MANUFACTURERS

The Hamilton Tool and Optical Company, Limited. Sensitive drilling machines, special machinery and tools, jewelry, punches and dies, magnifying glasses, metal specialties. Export to United States. Established 2 years. Capital, \$10,000; 5 hands. E. G. Willard, Amos Hutton, R. Isaker, proprietors. Murray street west.

### TRUNK MANUFACTURERS

W. E. Murray, Macnab street north.

### VINEGAR MANUFACTURERS

The Imperial Vinegar and Pickling Company. White wine and cider vinegar. Established 4 years; 6 hands. George J. Bristol, president; Hugh Blain, vice-president; H. C. Beckett, managing director and secretary-treasurer. James street south.

Dominion Vinegar Works Company. Established 2 years. Capital invested, \$15,000; 10 hands. Fred. H. Yapp, manager. Macnab and Stuart streets.

Henry Hewlay Merrick street

### WIRE MILLS

Canadian Steel and Wire Company, Limited. American and Ellwood woven wire fencing. Established 18 months. Capital invested, \$100,000; 40 hands. Lottridge street.

The B. Greening Wire Company, Limited. Wire rope, wire cloth, wire chains, wire work, wire of all kinds, and perforated metal. Established 1859; 250 hands. S. O. Greening, president and manager; R. H. Merriman, secretary. Queen, Napier and Peter streets.

W. Holmes, King street east.

T. Nichols, King street west.

Ontario Tack Company, Queen street north.

### WHEEL WORKS

The Canadian Iron and Foundry Company, Limited. Car wheels and machinery castings. Established 6 years. Capital invested, \$500,000; 175 hands. R. J. Mercier, manager. Stuart street west.

### WINE MANUFACTURERS

Haskins Wine Co., Arcade James street north.

### WIRE NAILS

Ontario Tack Company, Queen street north.

### WATER PIPE MANUFACTURERS

Gartshore-Thomson Pipe and Foundry Company, Limited. Cast iron water, gas and sewer pipes, culvert and special castings. Established 1870. Capital invested, \$60,000; 140 hands. Alex. Gartshore, president; James Thomson, vice-president; J. G. Allan, secretary-treasurer. Stuart and Caroline streets.

### WRINGERS AND WASHERS

Semmens & Son. Washing Machines, wheelbarrows, step ladders, etc. Established 12 years. Capital invested, \$6,000; 4 hands. Joseph R. and Wm. Semmens, proprietors. York street.

The Dowswell Manufacturing Company, Limited. Clothes wringers, washing machines, churns, mangles, etc. Export to South Africa, Australia and England. Established 1871. Capital invested, \$75,000; 125 hands. George B. Dowswell, president; Fred. Dowswell, vice-president; W. L. Cummer, manager. Kington street.

### WASHING POWDER

Silver Dust Manufacturing Company, King William street.

### WELDING COMPOUND

Welding Compound Company, Bay street north.

### WOODEN AND WILLOW WARE

Walter Woods & Company, Macnab street north.

### WHIP MANUFACTURERS

Hamilton Whip Company, Mary street.

Morgan Bros., John street north.

John E. Brown, Main street east.



E. FISHER,  
General Superintendent T., H. & B.



H. B. WITTON,  
Vice-President Tuckett Tobacco Co.



JAMES DUNLOP,  
Miller.



H. N. KITTSON,  
of Gillard & Co., and Pres. Hamilton  
Board of Trade.



W. J. GRANT,  
General Agent, C.P.R.



R. F. NEWBIGGING,  
Malcho & Souter Company.



J. J. GREENE,  
Managing Director National Mfg. Co.



J. E. PARKER,  
Machine Belts and Company.



WALTER WOODS,  
Walter Woods & Company.



JOS. T. WALLACE,  
General Agent G. T. R.



F. H. WHITTON,  
Ontario Tack Company.



R. HOBSON,  
Manager Hamilton Steel  
and Iron Company.



H. C. BECKETT,  
Gillard & Company.



J. M. LOTTRIDGE,  
Wholesale Wine Merchant.



F. F. BACKUS,  
General Passenger Agent T., H. & B.



JOHN LENNOX,  
John Lennox & Co., Wholesale Shoe  
House.



GEO. W. WALKER,  
Manager Hart Emory Wheel Co.



W. H. HOLTON,  
Chipman-Holton Company.

## Hamilton Spectator Carnival Souvenir



The man who thought it out.

(Discount.) Whose wealth made it possible.

### Hamilton Cataract, Power, Light and Traction Company

**T**HE Hamilton Cataract, Power, Light and Traction Company, now Hamilton's greatest corporation and the pride of its citizens, arose, like many another, from a very small beginning.

In 1807 the Cataract Power Company, of Hamilton, commenced in a very modest way the construction of a canal near Decew Falls, intended to convey water from the Lake Erie level of the Welland Canal to the base of the Niagara Escarpment, overlooking the Twelve Mile Creek. The possibilities of this stream and the Beaver Dam Creek had been examined by one of the promoters in 1896, and on July 1st, 1897, a party consisting of Hon. J. M. Gibson, John Maslin, John W. Sutherland, John Patterson and William Kennedy, hydraulic engineer of Montreal, went over the ground, and on that occasion the project may be said to have taken definite form. From that to the completion of its financial arrangements and the actual delivery of electrical power in Hamilton, there came a time when faith became the stock in trade of the Company, and those who so gallantly stuck to it through good and evil report, principally evil, deserve all the success they have attained.

At the earlier stages of the Company was to supply power to the existing users of electricity, but difficulties in the way of satisfactory agreements finally led some of

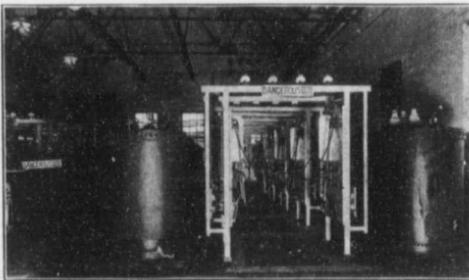
the directors to form a syndicate, generally nicknamed "the five Johns," which succeeded in purchasing the Hamilton Light and Power Co., the Electric Power and Manufacturing Co., the Hamilton Street Railway Co., the Hamilton Radial Electric Railway Co., and the Hamilton and Dundas Street Railway Company, which, with the Cataract Power Co., were amalgamated under the name of the Hamilton Electric Light and Traction Power Co. Since then the Company acquired the Ontario Electric Light Co. and the Dundas Electric Co., and are now supplying light and power to all the surrounding towns and villages. The name has been changed to that at the beginning of this article.

The efforts of the Company to procure customers for its product

have been of the greatest benefit possible to the city, both in the improvement and cheapening of the cost of lighting to the general public, the improvement of its railway service, which is probably the most marked feature in the list, and the cheapening of the cost of power to its manufacturers. Another and possibly greater benefit is the fact that it has attracted the largest manufacturers in the United States to establish their Canadian branches in Hamilton, and it is not an overstatement to say that the increase brought here by the great works of such well-known names as Deering, Westinghouse, Otis, the Canadian Steel and Wire Company, the American Car Foundry Co., and many others, will in a few years double the population of the city. This in

Hamilton means more work, better wages, more business for our merchants, better prices for our property and general prosperity.

Within the last year extensive improvements and additions to the Company's plant have been designed and are now under construction. Among these is a steam auxiliary at the Victoria Ave. sub-station, which will develop 4,000 horse power, and will be used largely during the hours when an overlapping load is created by the day users of power and the early winter lighting. The plant at Decew Falls is also being very largely increased, and the storage reservoir capacity



HIGH VOLTAGE TRANSFORMER, CITY SUB-STATION

extended to many times its present size, so that even with the immense contracts for power that have been made, the Company will still have a large surplus to dispose of.

For some time the construction or extension of the Radial Railway to Oakville has been under advisement, and, but for the extensions to the plant that had been rendered absolutely essential, would probably have been completed ere this, but it is more than probable that another season, if in fact not this one, will see it under way.

The fares charged on this railway are probably the cheapest on the continent, and the comfort and coolness of its summer service are undoubtedly among the inducements that have caused so many summer

## Hamilton Spectator Carnival Souvenir

### The Hamilton Facing Mill Co., Limited

homes to be erected at the Beach, making that beautiful spot an ideal summer resort.

A matter that has become noticeable among the travelling public of North America is the cleanliness of the city and the absence, with a very few exceptions, of smoke begrimed buildings and dirty black streets. Wherever you go you will hear some one who has visited here say: "Hamilton is the cleanest city I have ever seen, everything looks fresh and bright." Much of this is undoubtedly due to the fact that there

**F**EW people have any idea of the extent and importance of the business of the Hamilton Facing Mill Company Limited. Its works are situated on Hess street north, close to the Grand Trunk Railway yards and contain 9,000 square feet of floor space, three stories high. The company manufactures foundry facings of all sorts, and does an extensive shipping business in moulding sand, fire clay and all kinds of foundry supplies. The company also extensively imports East India Plumbago.

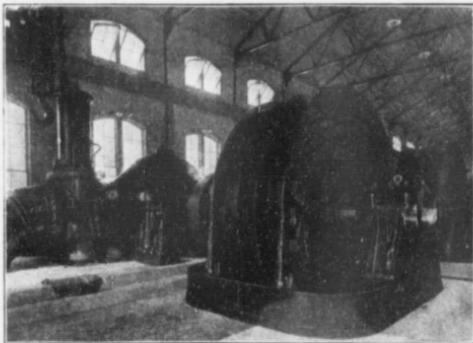
The business was established in Hamilton in 1892, being removed here from Dundas. The president of the company is James Thomson; James G. Allan, vice-president; W. J. Thomson, secretary-treasurer and manager. All of these gentlemen are Hamilton men, and the rapid development of their business is the best possible proof of their ability and sagacity.

The company makes a speciality of the importation of plumbago from Colombo, Ceylon, a distance of over 10,000 miles, and a large quantity of this is kept in stock all the time for shipment to dealers, all the various qualities being kept. The formulas from which these facings are manufactured are based solely on actual tests made under varied circumstances by experts in the foundry business, involving the expenditure of much time besides a large cash outlay. A knowledge of the class of goods a customer produces is all that is required to ensure the company being able to ship a grade of facing that will suit in every case. It is part of the business of the company to advise foundrymen just what particular quality of facing is best adapted to their needs, and it is this special feature of an advisory sort that has been of material assistance in bringing the business to its present flourishing condition.

Besides dealing in such foundry supplies as fire brick, clay, moulding sand, etc., the company has in its stock such specially noticeable machines as the Morrison portable forge, Root's positive blower, the Collins cupola furnace, the Stover exhaust tumbling barrel, the Woodruff patent separating machine, and a multiplicity of other devices of a mechanical sort calculated to produce economical management in foundries.

The travelers of the company cover the territory as far east as Cape Breton and Manitoba in the west.

Hamilton's cheap electric power supply is practically without limit. The service is absolutely uninterrupted, many thousands of dollars having been spent to secure this result. No other city in Canada can ever hope to successfully compete with Hamilton in the power business. If you have any doubt as to these statements, and are interested, just take the trouble to investigate.

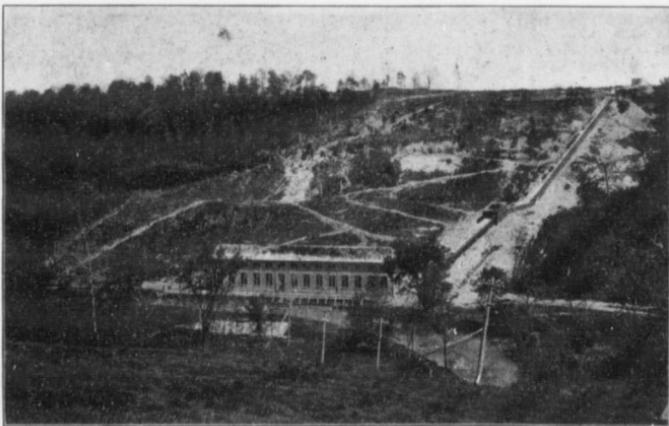


ONE OF THE 3,500 H.P. GENERATORS AND TURBINES AT DECEW FALLS

are very few factories using coal except for heating, and that the absence of smoke and coal dust taken advantage of by the citizens has resulted in prettier lawns and boulevards and cleaner houses than can be found relatively in any city in the world. It is a pity that there still remain in the centre of the city a few buildings that continue to pollute the streets with volumes of black smoke and soot, but undoubtedly self-interest and public opinion will some day remove these last few blots on the picture.

Concluding, we think the Company is to be thanked for the opportunity given to all who are starting in a manufacturing business with small capital, as they have a chance to get their motive power cheaply without a heavy investment in a steam plant as well as the fact that paying only for what they use there is not the waste caused by having to keep up steam whether a small or large amount of power is needed. After all there is not much need of mentioning the benefits of electricity to Hamiltonians—they know it pretty well by this time—and we will wind up by saying to the Company, as every one else does, "go ahead."

Hamilton was doing things electrically before other cities had awakened to the fact that the new power was harnessable. Hamilton capital first demonstrated in Canada the feasibility of long distance power transmission when the Cataract Company put in operation its Decew Falls power plant, thirty-eight miles distant. To-day this company is supplying current for power purposes in and around Hamilton to the extent of 25,000 horse power.—Publicity Bulletin.



THE POWER HOUSE AT DECEW FALLS

## Hamilton Spectator Carnival Souvenir

### The Canada Screw Company

**W**HILE from one view point the illustration accompanying this brief reference gives a fair idea of the extent of the works of the Canada Screw Company, Wellington street north, from another view point the idea it gives is very poor. In the illustration the street front only is shown. It is impressive, but not nearly so impressive as it would be if the view showed the large warehouse, nail mill and storage buildings located in the rear of the main factory. The front is on Birgo street, covering an entire block and the sides run back on Wellington street and Victoria avenue. The main building covers an area of 440 x 80 square feet and in the rear are extensive storerooms and large yard room.

The Canada Screw Company was organized in 1866 in Dundas, becoming affiliated with the American screw company, of Providence, R. L., in 1876, and remaining with this connection until the year 1898, when Cyrus A. Birgo, who had been connected with the business for many years, bought it out and reorganized it as a purely Canadian institution. To-day the officers of the concern are Cyrus A. Birgo, president; Charles Alexander, vice-president; Herbert C. Birgo, secretary; W. Frank Coote, treasurer. Practically all of the stockholders in the business are Canadians and it is now a purely Canadian concern. The building now occupied by the company was erected in 1887, when the works were moved from Dundas. Several large additions have since been made to both the buildings and plant and no more complete factory building is to be found in Hamilton to-day. It is in every sense modern and up-to-date and is always kept so, the management believing in the theory that the best way to get good work from employes is to make them happy and contented in their workshop surroundings. Waxed screws are the principal product of the factory, though wire nails, rivets, stove bolts, tire bolts, wire and bright wire goods, and other products of wire are made in large quantities. The output is principally sold through the wholesale hardware jobbing trade. The company has two branch establishments, one at 69 Bay street, Toronto, and the other at 446-448 St. Paul street, Montreal. A very large number of hands are steadily employed at the works and the company is one of the most prosperous manufacturing concerns in the city.

It is only fitting that some special mention should be made in this brief notice of the man who is the chief of this great business. Cyrus A. Birgo is one of the big men in the manufacturing world of Canada today. He is the president of the Canadian Manufacturers Association, a position not regarded lightly by the captains of industry throughout the Dominion, and which was voted to him at the last annual convention because it was felt that he was the man for the place, eminently qualified to do the position and himself honor.

Mr. Birgo is a man of public spirit and is always to be found in the lead when matters affecting the interests of the city are involved. He holds the honored position of treasurer of the great summer carnival, and takes a deep interest in the success of this praiseworthy enterprise.

### Hamilton Granite Works

**T**HESE up-to-date works are located at the corner of Bay and York streets, and are owned by Ald. T. J. Stewart, who is in every sense of the word a good business man. BORN IN the county of Oxford, in the year 1849, Ald. Stewart received a good public

school education and then turned his attention to business pursuits. Nothing that he has ever taken hold of has failed, and in his marble works venture he is proving that enterprise has its sure reward. In 1869 he left the county of his birth and from that year until 1890, he lived in Bruce county, taking a prominent place in public affairs there. Thirteen years ago he located in Hamilton. Seven years ago he assumed control of the Hamilton Granite Works, completely transforming the business and making it what it is today, one of the finest of its kind in the country. Pneumatic tools are used and the most modern appliances for the handling of material are to be found in the plant. The monuments turned out are entirely the products of the works. As an indication of the success of this business it may be mentioned that the staff of workmen has been more than doubled since Ald. Stewart assumed control.

While Ald. Stewart pays close attention to his business, he is a public spirited man and has been honored time and again by the electors with election to the city council. This year he is chairman of the board of works, and in that capacity is proving himself the same sort of success as has marked him in private affairs. He is a Liberal Conservative in politics, and takes a prominent place in the councils of the party locally.



ALD. T. J. STEWART,  
Proprietor Hamilton Granite Works.

### The Gartshore-Thomson Pipe & Foundry Co., Limited

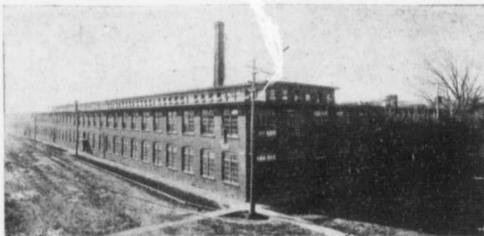
**N**O firm or company in the city of Hamilton has done more than the company named above to advertise this city and its manufacturing greatness among the people of the Dominion of Canada. It is a fact that for many years past practically every municipality, gas and water supply concern has secured from this company its supplies of pipe, and the fame of the Gartshore-Thomson company has spread until it is continental in its extent. It is the largest pipe manufacturing concern in the country, and is every year growing more and more important in its trade connections and larger in extent. Cast iron water, culvert, gas and sewer pipes are the specialties of the company and there is nothing of the regular or odd sorts in any of these lines that the company is not ready to turn out on the shortest possible notice. Established in 1870 the company was incorporated in 1896, the directors being Alex. Gartshore, president; James Thomson, vice-president and general manager and J. G. Allen, secretary-treasurer.

The works of the company are a whole city block in extent, and machine shops are 280 x 415 feet in extent and are fully equipped with the latest and best of special machinery and appliances for the making of the company's goods. Large stocks of all staple sizes of iron pipes, branches, caps and bends, sleeves, reducers, plugs, hydrants, valves, etc., along with special castings are kept on hand in the yards for immediate shipment on rush orders and it is a matter of surprise how quickly special orders can be filled. One of the latest of the large contracts filled by the company was the supply of the thirty inch pipe required for the \$150,000 extension of the Hamilton waterworks system.

The company has on its wage list 140 workmen and has railway siding connection with all the great lines of railway, right in the foundry yards. Over fifty tons of iron are used every day in the manufacture of pipe and there is a steady increase in the demand. There is no company that enjoys a larger measure of public confidence.



ADAM BROWN,  
Foreman.



CANADA SCREW COMPANY WORKS.



W. S. LANGRILL, M. D.,  
Medical Health Officer.

## The Tuckett Tobacco Concerns

ONE of the chief industries in this city and one giving employment to more than 200 people is the tobacco and cigar business founded by the late Gios. E. Tuckett, ex Mayor and an honored citizen of Hamilton.

It was in 1857 that he began the manufacture of tobacco. This was in London, Ont., but he did not long remain in the Forest City. Realizing the greater opportunities presented by the Amnition City he removed here and opened his first place at the corner of King and Bay streets, which was afterwards long occupied by a man named McDonald. Increasing business demanding larger space, he removed his establishment to the other side of York street, in the large stone building immediately west of Copp's stove foundry, but was again obliged to move shortly, and this time it was to the old Watson building on King street west. Another change, however, had to be made in order that the work could be properly carried on, and Mr. Tuckett purchased the property on King street west, on the north side, near Bay street. Here the business was conducted until it was decided to erect what is one of the finest tobacco plants in America. This was completed and occupied in 1890. The premises are situated on Queen street just north of York. They were put up at a very large cost. The factory is as nearly fire proof as any factory in Canada, and is one of the few in the city that have slate roofs. The warehouses and workrooms are perfectly ventilated, being high and airy and always cool, even in the hottest summer day. The premises are equipped perfectly in every particular in the matter of sanitary arrangements, and no firm is more thoughtful of the comfort of its employees.

The related T. & B. Myrtle Navy tobacco in all their various forms are made here. Perhaps some of the younger generation might not know that T. & B. stands for Tuckett & Billings. Mr. Tuckett's first partner was Mr. Quincy, but later Mr. John Billings acquired an interest, and the firm was known as Tuckett & Billings. Mr. Billings retired some years ago and has since been devoting his time to philanthropic pursuits in the city, and a few weeks ago was elected chairman of the Board of Hospital Governors.

T. & B. tobacco is sold in every British colony under the sun. Permanent buyers are located in the State of Virginia who examine and select crops with the greatest care, and a high standard is thus always maintained. In the tobacco factory 450 hands are steadily employed, and it might be said with truth that Tuckett's have been the means of building up the northwestern portion of the city. Notwithstanding the keen competition now springing up in the last couple of years, as the result of the stuporous inventing methods of eastern tobacco companies, the demand for Myrtle Navy is greater than ever. New markets in the west have been entered, and the quality of the goods appeals to every lover of "sublime tobacco" and creates its own demand.

In 1897 the importance of entering into the manufacture of cigars attracted the attention of the heads of the firm, and with their usual completeness they installed an elaborate plant. One of the best cigarette machines in America was put in three years ago, and carnival visitors will find something to amuse and instruct them in inspecting this machine at work. The Tuckett people extend a cordial invitation to all strangers in the city to visit their factory. They will be treated with courtesy, and they can be assured of being well repaid in the matter of sight-seeing. The machine has a capacity of 300 cigarettes a minute, and the way they are turned out complete, the paper stuck without paste and the name printed as well on every cigarette, is one of the sights of the town. The "Karnak" is the name of the cigarette, and enormous quantities are being sold.

The popular "Marguerite" cigar was first manufactured in 1897. At the outset it was decided to make this the best ten cent cigar on the market, and it can be truthfully said that this has been accomplished. The sale for this cigar is the largest of any cigar in Canada to-day. For the month of July it totalled one million, and the total for 1903 will not be less than ten millions. For the first year the output was only 800,000, and these figures are sufficient to indicate the enormous and continued increase. The Tuckett people have the largest Havana tobacco warehouse not only in Canada but in America, and they have more Havana tobacco stored here than there is in any other single cigar factory in America. At the present time they have about 3,500 bales, or about 350,000 pounds. The last shipment consisted of one entire train load. In Havana they control the output of several of the largest plantations. They pay the highest price to ensure the quality of the leaf, and their buyers are always careful to see that the crop purchased comes up to the sample demanded. This careful and wise policy is what has kept up the name for excellence that the "Marguerite" commands. Nothing is bought through jobs. It is all inspected and shipped direct. Employment is given to about 250 persons in the cigar factory. To keep up with the western trade it was found necessary to open a factory in London, Ont., to manufacture "Marguerite" cigars exclusively. About 150 hands are employed there.

At the decease of Mr. Gios. E. Tuckett the company was re-organized, the present directors being: Messrs. G. T. Tuckett, president; H. R. Wotton, vice president; J. W. Lamontagne, secretary and treasurer. The tobacco concern is the Gios. E. Tuckett & Son Co., Limited, and the cigar factory is The Tuckett Cigar Co., Limited. Both are incorporated, the former in 1892 and the latter in 1900.

## The Malcolm &amp; Souter Furniture Company, Limited

THE Malcolm & Souter Furniture Company, Limited, has been in the wholesale manufacture of furniture less than two years, and already its immense building on Barton street is taxed to its utmost capacity, and its furniture is well known already from Halifax to Vancouver as the very highest grade of work made in the Dominion. The factory is fitted up with all the most perfect and modern machinery that the company could procure in Canada and the United States.

It started out to make good work, and has kept it up, and it will stand or fall by that decision. Its designs, to put it in the words of a well-known furniture-dealer, "are different somehow from other people's designs," and this seems to be exactly what it is aiming at. The designs show originality and are carried out with refined taste, as well as with a thorough knowledge of construction.

The finishing of the goods is A. 1, and it is now in a position to say that the work coming through its factory for the spring trade will be as near perfection in regard to the real color of mahogany and golden oak, as has yet been attained by any furniture manufacturer in the Dominion.

As a guarantee of good work from start to finish the firm has adopted a Canadian Trade Mark, which is placed on every article sent out of its factory. "If you see a beaver on it you will know it is all right."

The firm's special lines are chamber suites, odd dressers, chiffoniers, ladies' dressing tables, wardrobes, cheval mirrors and extension tables made in quartered oak, mahogany, birch, eye maple and white enamel.

The company employs four travelers, who journey on the road all the year. The directors of the company are: Hon. Thomas Bait, William Malcolm, A. M. Souter, H. P. Newbigging and J. E. Souter, the latter four having been identified and thoroughly conversant with the furniture business since their boyhood.

To give an idea of the immensity of the works it may be mentioned that there are 60,000 square feet of floor space covered, besides the lumber yard room. The Barton street front is 272 feet, on Mary street 315 feet and on Elgin street 109 feet.

The Malcolm & Souter Furniture Company, Limited, extends a very hearty welcome to dealers anywhere and everywhere to visit the beautiful city of Hamilton, and give an opportunity to show them through the factory.

## Lumsden Brothers



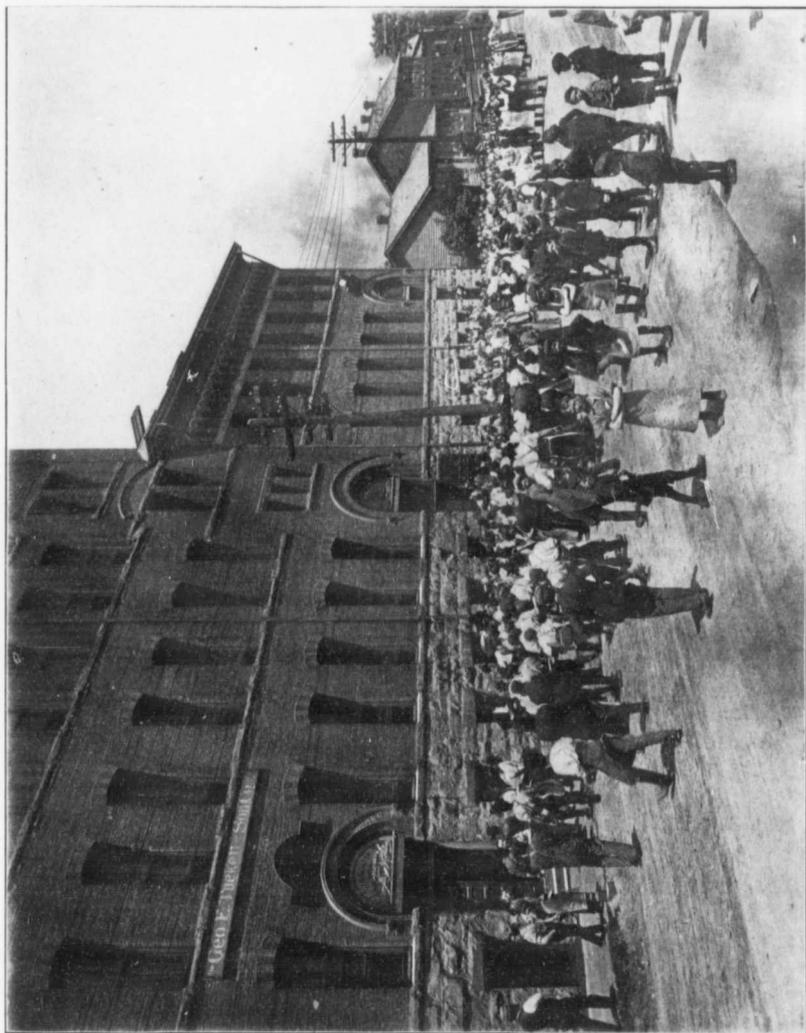
AMONG the wholesale firms of Hamilton there is no one that enjoys a greater degree of popularity with the retail trade than that of Lumsden Brothers, 82, 84, 86 Maenabstreet north. This firm, in which the partners are D. G., F. H. and A. D. Lumsden, has been in existence since 1872. The business today, in its wonderful development, shows the character and stamina of the members of the firm. Started as a wholesale grocery establishment it was not long before the business was extended. The members of the firm determined to control, as far as possible, their sources of supply, thereby guaranteeing not only qualities but also a freedom from manufacturing combinations. A naming factory was brought into being, which, during the busy season employs from 200 to 300 hands. A yeast factory came next and the famous brand of Jersey Cream yeast cakes found a place on the market and in the homes of the people. A broom factory came next, and then was added the firm's special lines of social teas, teas, coffees, baking powders, etc. Spices are another feature of the business, the firm's special brand being manufactured and sold most extensively.

The Lumsden Brothers firm has been wonderfully successful not only in building up a fine trade, but in holding it, in the face of the keenest competition. In the manufacturing branches of the business alone over \$20,000 has been invested, with most satisfying results and there is every indication that the future will show further success upon this enterprising concern. Lumsden Brothers have a branch warehouse and office at 9 King street east, Toronto. This is now the headquarters for Social Teas, etc. Fred Lumsden manages the Hamilton house and Arthur Dismal Lumsden the Toronto establishment. The firm has paid particular attention to city trade, doing a large share of business in Toronto, Hamilton, Ottawa, Kingston, etc.

## Hamilton Spectator Carnival Souvenir

"ONE O'CLOCK"

A MID-DAY SCENE AT THE TUCKETT TOBACCO FACTORY WORKS



## Hamilton Spectator Carnival Souvenir

### Buntin, Gillies & Company, Limited

THE wholesale stationary establishment conducted by Buntin, Gillies & Co., Limited, has been one of the leading firms of the City of Hamilton in the paper business for the past fifty years, and has done wonderful work in spreading the name of this city from the Atlantic to the Pacific.

It is one of Hamilton's pioneer establishments, having been established by Alexander Buntin in 1848. Its long and honorable career has been one of progress and prosperity. Their warehouse consists of a four story building at 62 King street east, which is the centre of the city, and in close proximity to all printers and stationers.

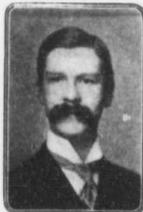
A thorough system pervades the entire establishment, each floor being divided into one or more departments. The firm are wholesale stationers, paper, envelope and blank book manufacturers, and carry a heavy and most complete stock of office stationary supplies, and their stock is one of magnitude and is always kept up to the requirements of the trade, both in quality and variety.

A general line of printers' stock is one of their many specialties, such as Manila Paper, Book Papers, Ruled Goods, Poster and Print Paper. Their line of flat papers is very heavy, having control of such lines as Japan Lion Bond, Century Linen, Agawan Bond, Old Hampshire Bond.

The Bindery connected with the establishment is well equipped, and contains the latest up-to-date ruling and cutting machinery, run by electricity, to turn out first-class work, and the Blank Books, Pals and Paper-teries manufactured by Buntin, Gillies & Co., Limited, are noted for the excellent quality of paper they always contain, and the paper ruling and the superior finish and the tasty way in which they prepare their goods for the market.



JAMES B. GILLIES, President.



C. W. GRAHAM, Vice-President.



DAVID S. GILLIES, Secy.-Treasurer that has brought the business to its present excellent condition it is reasonable to assume that even more prosperity is in store for the company.

The business has been put into a limited corporation, under the management of James B. Gillies, president; C. W. Graham, vice-president; David S. Gillies, secretary-treasurer, all of whom were connected with the management of the old company.

They are business men of ability, who are thoroughly conversant with every feature of their trade, and can always be found among our most enterprising and liberal citizens, being prominent in every movement calculated to advance the city's interests and among the first always to advance all good movements of a public sort, giving not only their money but their time in the effort to bring about the good results in every case.

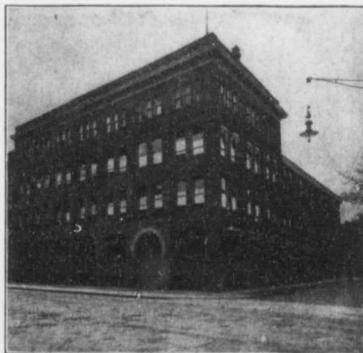
### The Eagle Knitting Company

IN the year 1884 there was started in Hamilton in a very small way a knitting mill. The management of the industry was in the hands of the sons of the late John Moodie, one of the most successful business men who ever settled in Hamilton. The output of the mill was of a brand of underwear known as "Hygean," and so soundly were the foundations laid and so well was the taste of the Canadian people gauged that to-day the company's mill, pictured on this page, is one of the largest of its kind in the country, and, large as it is, it is not, at times, large enough to turn out the Hygean goods called for, night and day work being the rule at some seasons. The massive brick structure is located at the corner of Macabn and Main streets. The main building is 150 x 50 feet and a rear addition is 45 x 51. Another extension 50 x 50 has recently been added. These buildings are four stories high and are equipped with all the latest and best machinery known in the knitting mill trade, besides many machines specially made for the Hygean brand goods. On each floor the comfort of the employees is most generously secured, lavatories and dressing rooms being provided. The employees number about 325 and the pay roll is a large one.

The company does an immense business not only all through Canada but also to foreign countries, its goods finding a ready sale in the European markets and in Australia.

The work of the mill proceeds as regularly and with as little friction as clock work. The raw material is received and weighed in a room at the rear of the building and stored in the basement, which is especially adapted for carrying a stock of raw material, and extends under the

entire mill. The first operation in manufacture is that by which the material is carded and wound into cops. It is then transferred to the spools that are to feed the knitting machines, of which there are many kinds adapted to the different pieces and the finishing and ornamentation of the garments. The finishers all have their own special part of the work to do and each article passes through several machines and the hands of numerous operators before it reaches the examiners to be passed as fit for sale and ready to be packed. The goods made by the Eagle Knitting Co. consist of ladies' superfine underwear—vests and drawers, in single garments and combination suits. These garments have become famous for their superior quality, being made of the choicest material—silk, wool and cotton—in the best possible manner, entirely free from all skin irritating fibres and perfectly smooth alike in seam and body. The company has recently added the manufacture of men's ballgigan and arlic underwear and found a ready sale for these goods on the strength of the reputation already acquired by the ladies' wear, which is fully maintained by these goods. Improvements are being continually made in the machinery used in the mill, and each season witnesses the production of new styles of goods that insure increased sales for the company, the employment of a large number of



EAGLE KNITTING COMPANY'S MILL

people and enhance the importance of the industry to the City of Hamilton and to the country generally. It is a splendid business and is splendidly managed.

The officers of the company are as follows: J. B. Moodie, president; James Moodie, secretary-treasurer.

## Hamilton Spectator Carnival Souvenir

### The T. W. Hand Firework Co.

**I**n Hamilton, Ontario, on King street west, about one mile from the City Hall, may be seen the office and manufacturing departments of the T. W. Hand Firework Company, Limited.

In 1873 Professor William Hand came from England with the reputation of being one of the foremost firework makers of his time. The professor pluckily proceeded to make his goods and give displays, and in the course of time the demand came, and this is the only firework factory in the whole Dominion to-day.

In 1888 the professor's son, T. W. Hand, formed a partnership with the late Walter Teale and bought the business. In 1893 the partners felt themselves strong enough to undertake the production of pyro-spectacular and military dramas, and engaged the best scenic artists, stage managers, costumers, etc., that could be got on this continent, and so well have they succeeded in this advanced line of business that every entertainment of this kind in the Dominion since 1893 has been done by this enterprising firm.

In addition to the fireworks, properly so-called, the firm makes the sound signals which are used by the Dominion Government on both the Atlantic and Pacific coasts. These are high explosives and they are always made and kept on the company's property in the Township of Barton.

A very large trade is also done in flags for decoration purposes. These are made in many sizes and designs, from the small button hole flag to the larger sizes used for street decorations on festive occasions.

One of the strange possessions of the firm is a perfect park of artillery, which they have had made for their military dramas.

At the Queen's Diamond Jubilee in 1897 and King Edward's coronation in 1902 the firm filled contracts for great displays in every

province in the Dominion; at Bermuda, B.W.I.; Dawson City, Yukon; St. John's, Newfoundland, in the east, and at Victoria, B.C., in the west, and at nearly every large city between these widely separated points.

Every indication points to the continued progress and prosperity of the firm, and Hamilton is to be congratulated on possessing the only concern of its kind and withal one of the most potent advertising mediums in this wide Dominion.



R. E. GALLAGHER  
Principal of the Canada Business College, Toronto, and V. M. C. A. Buildings, Hamilton.

### The Canada Business College

**T**HE Canada Business College, Hamilton, is the leading commercial school of this country.

It has a national reputation for efficiency and places more of its graduates in good positions than any other school of its kind. Fully 2,000 business firms in Canada and the United States are employing ex-pupils of this popular college.

The institution has the recommendation of stability, as shown by forty-two years of successful work, and its best guarantee for the work of the future is the achievements of the past. It is confidently believed that no other educational institution of its class possesses as complete facilities for promoting, in every way, the educational and material interests of its pupils.

Mr. R. E. Gallagher, the principal, has been a leader in the commercial education field for many years and there is no man better qualified, by reason of natural gifts and the advantage of long experience in the work, to give to his pupils just that educational finish which will make them sure successes in after life. One of the particular points of value in a course under Mr. Gallagher is the fact that pupils are assured that individual attention from teachers that means so much in bringing about good results.



WM. BURROW,  
President.

### Burrow, Stewart & Milne Co., Limited

**A**MONG the big manufacturing concerns of Hamilton there is none that has more right to honorable mention than the concern named above. For very many years it has been one of Hamilton's manufacturing standbys, and is to-day one of the most important of all the iron foundry businesses of the city. The officers of this company are all pro-

schools, churches, stores, etc., are also made. Nearly 300 varieties of cooking stoves and ranges are on the list, with sixty varieties of heating stoves and fifty styles of furnaces. The claim is made and backed up by the endorsement of the people, that in beauty of design, perfect working, durability and all approved up-to-date features, there is no other line



CHAS. STEWART,  
Vice-President.



JOHN MILNE,  
Treasurer.

ficial foundrymen, having worked up from the ranks. Their pictures appear here and show very well the stamina and intelligence that has made the business the success it is. The business of the company is the manufacture of steel and cast iron ranges and cook stoves, for coal or wood, in all sizes and styles. Heating stoves and hot air furnaces for dwellings,

of stoves and ranges equal to the "Jewel" line, which is this company's make. The company also manufactures Imperial Standard scales of every kind, from a letter scale to a great railway track scale. Curry combs, also, are made by the millions, this being the largest curry comb factory under the British flag. The works front on three streets, Hughson, John and Cannon.



R. C. STEVENSON,  
Secretary.

# Hamilton Spectator Carnival Souvenir

## The Gurney Scale Company

**I**N the year 1856 E. W. Ware, an expert scale maker and a prominent citizen of the Hamilton of that day, started the manufacture of scales in a building in the old Pronguey block, James street north. Mr. Ware made good scales and enjoyed a measure of success in his manufacturing venture, but it was not until he became it had right to be, a prominent feature in the industrial life of the city. Sixteen years ago the Gurneys bought out their old partner in the scale business and sent from their iron foundry offices a young man, J. P. Steedman, to manage the works.

Mr. Steedman was a young and ambitious man. He had been given a position of responsibility and he determined to fill it with credit to himself and profit to his employers. How well he succeeded is best shown by a brief description of the business as it appears to-day in its handsome and commodious factory quarters at the corner of James and Colborne streets. As will be seen by the picture accompanying this article, the works are large, but they are none too large for the volume of business, turned out annually by this company.

In the works to-day there are from seventy-five to eighty expert scalenmakers employed, besides the office staff. There isn't a scale or weighing machine that can possibly be called for in any business that the company cannot make.

This is a statement that will not truthfully apply to any other scale works in Canada, but it is the boast of the Gurney Company that its facilities for scale making are so complete that it can fill any odd order that may be sent in.

It is worth mentioning that the Gurney Scale Company, while one of the first to be established in Canada, is the only one of the early ones

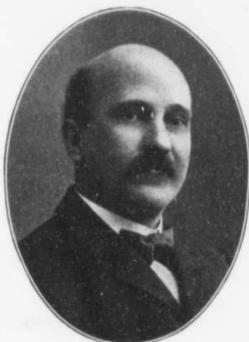
that has been ever before the management, with the inevitable result, that the Gurney scales have for years been regarded as standard throughout the whole of Canada.

Two years ago the company was reorganized, with Mr. Steedman at its head, and since that time there has been a further rapid increase in business, particularly in the export trade. The company now ships scales to Cuba, Mexico, Russia, Australia, New Zealand and other foreign countries, and such scales are made to indicate the weights used in any part of the world.

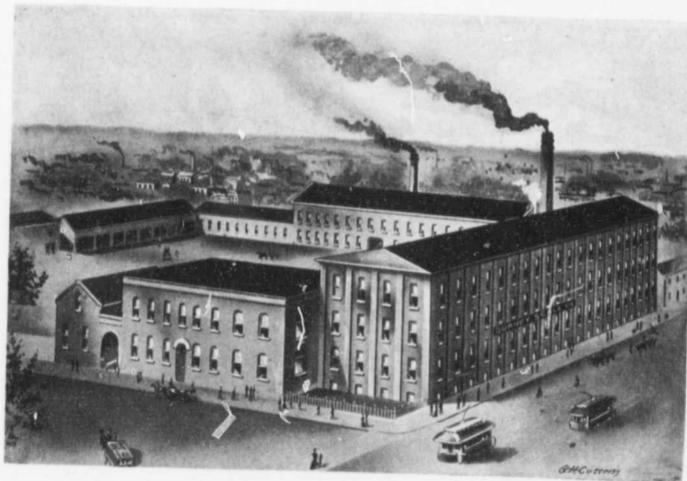
The latest catalogue of the company shows a great variety of different patterns of scales, and these are made in all standard sizes. If purchasers desire a scale different to what is shown in the catalogue, they are invited to state their desires, and the company will put its staff of draughtsmen at work and work out the problem of fitting a suitable scale into difficult or contracted situations.

To show the facility of the company for turning out the unusual in the scale line, it may be mentioned that only a short time since it constructed and put in position at the Toronto Junction Union Stock Yards the largest stock scale in use in America. This scale will weigh three carloads of stock at one time, having a platform sixty four by fourteen feet in size, and so true is it and so finely adjusted that the loss from friction, according to the public test made when the scale was hauled over, was less than five pounds. In fact the president of the Stock Yards Company announced that the big scale had weighed accurately down to two pounds.

While a full line of all sorts of scales is carried and manufactured the company's specialties are track, wagon and hopper scales, and in these makes the Gurney lines are to be found all over Canada. In fact, it is the old commercial centre, no matter how small it may be, where



J. P. STEEDMAN



THE GURNEY SCALE WORKS, JAMES AND COLBORNE STREETS.

to survive the test of time. Other scalenmakers came and went, but the Gurney works seem destined to go on forever. And it is not strange, when one comes to figure it out, that this should be so. The business was started right, its promoters determining to make scales that would stand the test, and all down the years of its existence the same determi-

there will not be found a Gurney scale. Here is their motto: "In the past Gurney scales have been characterized by the high standards of design, material and workmanship; in the future yet higher standards will be our aim, and improvements made which successful experience may suggest."

The Musurgia Quartet

THE Musurgia Quartet, now entering on the second year of its existence, has become one of Hamilton's leading musical organizations. This little band of singers is deservedly very popular and is becoming well known in the surrounding towns and cities where they are heard frequently.

Their imitations of the banjo, coxnet, violoncello and other instruments are clever and entertaining and makes their a pleasing feature of any program. The quartet occupy a place in the front ranks of Canada's first-class musical talent.

Semmens & Evel

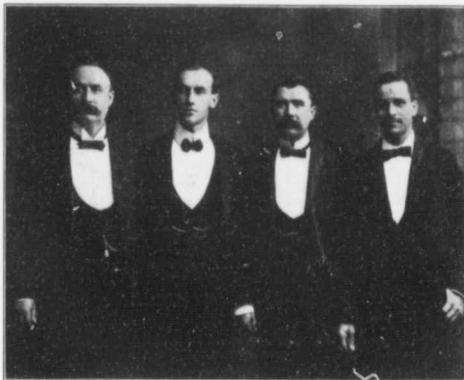
ONE of the most successful firms in the land in its particular line of business is that of Semmens & Evel, manufacturers and importers of undertakers' furnishings. This firm began business in the year 1879 in a small way with 25 hands. In those early days the dealers of Canada looked largely to the United States and other countries for their supplies, and the development of a home manufacturing business was an heroic task, and one requiring not only an unbounded faith, but great business ability. Both members of the firm are practical men in their

business and it was not long before additions had to be made to the works. This story of additions to the works continues down to the present day, when the establishment is to be found fronting on three sides of a whole block opposite Victoria park in the west end of the city. In the works to-day there are 90,000 feet of floor space and 100 barrels are steadily employed.

Five travellers are kept constantly on the road, and the firm has a branch at 3 Wellington st., Toronto.

All sorts of coffins, caskets and undertakers' supplies are manufactured, and a special line with the firm is the manufacture of sanitary wood work. The works to-day are the most complete of their kind in the country. No expense has been spared to equip them in an up-to-date way, and there is nothing in the undertakers' supply line that is not to be found in the immense stock carried. A considerable export business is done to Great Britain, Australia and New Zealand.

Arthur W. Semmens, the senior partner of the firm, was born in Penzance, Cornwall, England, in the year 1850. His partner, James J. Evel, was born in Davenport, England, in November, 1849, coming to Hamilton in 1871. Both partners are practical men, good business managers, and the success they have had in their business has been well deserved by them.



R. E. Devise, Bass. M. H. Leandary, Baritone. A. S. Devise, and Tenor. G. J. Clark, 1st Tenor.

THE MUSURGIA QUARTET

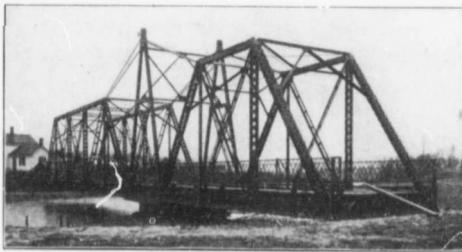
in Davenport, England, in November, 1849, coming to Hamilton in 1871. Both partners are practical men, good business managers, and the success they have had in their business has been well deserved by them.

Hamilton Bridge Works Co., Limited

PROMINENTLY featured in the development of Hamilton industrially and taking a not unimportant place in the list of concerns that have done much to advertise the city from end to end of the land, the works named above are today enjoying, to the full, the era of marked prosperity that is being felt all over the country. Established in 1870 the works—then known as the Hamilton Bridge and Tool Company—passed through the various stages of advancement and stagnation that have marked the development of the country. In 1894, some years after the tool portion of the business had been discarded, the company was incorporated under its present title and with a capitalization of \$135,000. Wm. Hendrie, one of the finest characters and shrewdest business men the city of Hamilton has ever had among her citizens, was made president of the new company, and his son, Major John S. Hendrie, M. L. A., was chosen vice-president and manager. The choice of Major Hendrie as manager was a happy one, as has been demonstrated many times ever since the appointment was made. As a young man the major has been in the thick of the fight in railway construction work, both in Canada and the United States, and his intimate knowledge of the railway construction business specially fitted him for the position of manager of a concern, the particular business of which was bridge making for railway purposes.

Since his appointment Major Hendrie has had the pleasure of seeing the fame of his company spread in a way that had never been dreamed of. The bridge business increased in a most gratifying way and other branches of mechanical engineering were introduced most successfully, including structural work, railway turntables, power house and running sheds, steel tanks and towers for waterworks, railways and observatories,

steel ships, poles for telegraph, telephone and electric power transmission, etc. There was immediate growth in all these lines and it quickly became evident that the works would never accommodate the increasing business. The works, which covered an area of 131,000 square feet, including a main shop building 200 x 120, a machine shop 100 x 50 feet, a marking assembling and riveting shop 200 x 100 feet, a girder shop 132 x 40 feet, and other buildings were declared to be insufficient and more land was bought until the ground space was ten acres in extent, two full sized city blocks. New buildings were erected and old ones increased in size until the works had tripled in capacity. From an output of 4,000 tons per year a jump was made to 12,000 tons. The staff of workmen has been raised from about 100 to 200 and over, and it often happens that the enlarged works are forced to run night and day to keep up with the demand for its product. The capitalization has been increased to \$250,000 and the annual wage account will pass the \$100,000 mark, practically all of which is spent in the city.



Major Hendrie has a happy faculty of surrounding himself with assistants who are like himself, energetic and capable. The men who so ably second the good work of the manager are C. S. Murray, secretary; B. Champ, treasurer; R. M. Roy, assistant to the vice-president, and Charles G. Milne, engineer. With this specially chosen staff there is every reason to believe that the Hamilton Bridge Works Company will continue in its prosperous career.

There is no part of Canada where the work of the Hamilton Bridge Works Company will not be found, from the wilds of the Rocky mountain fastnesses all the way through to the sea washed cliffs of the Atlantic coast.



GEO. ROACH



LIEUT. COL. MOORE



JOHN BILLINGS CH



S. D. BIGGAR



T. H. PRATT



GEO. RUTHERFORD

BOARD OF GOVERNORS, CITY HOSPITAL



REV. DR. LYLE



DR. WOOLVERTON



LYMAN LEL



H. J. LOVERING



NORMAN CLARK



A. HAYES



J. M. BROWN



JOHN H. MILNE



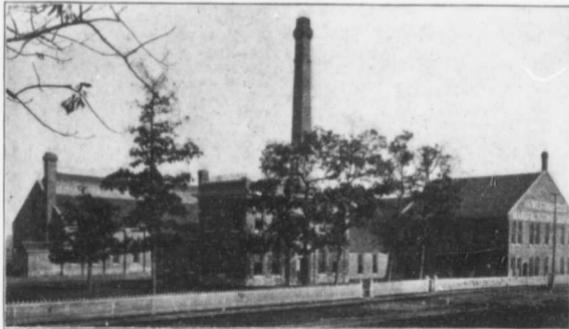
HAMILTON PUBLIC LIBRARY BOARD

## Hamilton Spectator Carnival Souvenir

### The Westinghouse Manufacturing Company, Limited

ONE of the model manufacturing plants of the city, in fact the Dominion, is that of the Westinghouse Manufacturing Co., Limited, situated in the eastern part of the city, on Princess street, and occupying premises of about four acres. Here about 150 men are constantly employed in the company's iron and brass foundries, machine and pattern shops and testing departments.

The company was organized in 1896 and acquired from the Westinghouse Air Brake Co., of Pittsburg, Pa., control in the Dominion of Canada of the privileges connected with the manufacture and sale of the Westinghouse air brakes. The establishment of an air-brake plant in Canada at that time was particularly momentous to the Canadian railways, as strenuous efforts were being made to equip the rolling stock in keeping with the



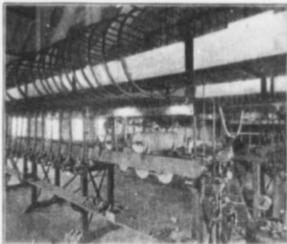
Office and Works

WESTINGHOUSE MANUFACTURING COMPANY, LIMITED



Manager's Office

WESTINGHOUSE MANUFACTURING COMPANY, LIMITED



Testing Department

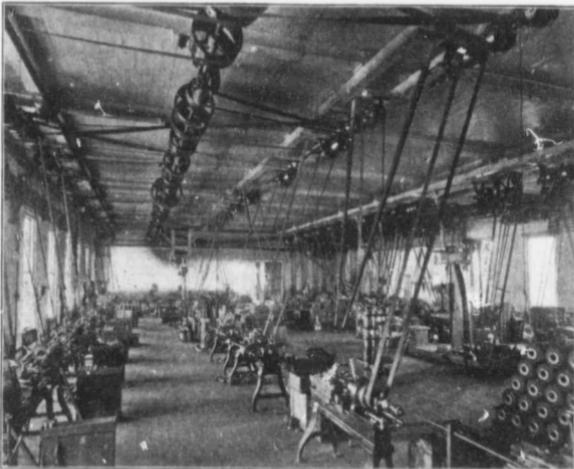
president; John Caldwell, treasurer; Paul J. Mylor, manager and secretary; Hon. J. M. Gibson, A. E. Mallock and J. J. Morrison, Mr. Mylor is the resident official, and has charge of the company's commercial and manufacturing interests.

Unpleasant foreign labor has no place in Hamilton. Labor disturbances, strikes and industrial agitations are few and far between, thanks to education, and the manufacturer who heates here will quickly realize the city's advantages, both from the education and labor viewpoints.  
—Publicity Committee Bulletin.

Railways Safety Appliance Act, which—although in effect in the United States only—also governs the Canadian rolling stock used in international traffic. Since the inception of the company's work more than 60,000 freight cars have been equipped, and the company's annual capacity of 10,000 freight equipments, exclusive of passenger cars and engines, is taxed to its utmost. In this connection it might also be mentioned that through the enterprise of the Westinghouse Air Brake Company, plants similar to that of the local company are in operation in England, France, Germany and Russia, with an aggregate capital of about \$21,000,000.

The Westinghouse shop, as before stated, is a model manufacturing, and the buildings are all well lighted and cleanly in every respect, particularly adapted to the requirements of the company, not only with a view to facilitating the business, but also with due regard to the comfort and health of the employes.

The directors of the company are: George Westinghouse, president; F. H. Westinghouse, vice-



MACHINE SHOP

## Hamilton Spectator Carnival Souvenir

### Walter Woods & Co.



WALTER WOODS & CO.

on Macaulay street north is three stories high, with basement, and there is not an inch of waste floor, wall or ceiling space in the whole establishment. The factory is located at 94 Merrick street, and its equipment is modern in every respect. No concern in the land can show a better or more varied assortment of grocers' sundries and specialties, and the name of Walter Woods on woodenware is known from end to end of the land as the best guarantee of excellence that could be had.

The company manufactures, among other lines, wooden ware, willow ware, brooms, brushes and all sorts of grocers' sundries. The O. K. carpet broom made by this company is a standard article with an enviable reputation in the retail trade. In the varied stock carried are to be found the finest stock of French and German pipes, plain, mounted and in cases, pocket-knives, cork-screws and can openers, paper-bags, manilla, brown, rag and tea papers in rolls and reams, twine, butter-tubs at factory prices, washboards, shoes, stove, scrubbing and white-wash brushes.

The motto of the company is "Best goods at fair prices and close attention to the wants of customers," and close observance of these simple but effective rules makes it necessary to keep a staff of seven or eight travellers on the road all the time doing business with the retail trade of the country.

### The B. Greening Wire Company, Limited

ONE of the most important industries in the City of Hamilton is that of the B. Greening Wire Company, the wire mills being located on Queen street north. There is no Hamilton industrial concern that has made greater advances in the past ten years, nor is there any in which a more determined spirit of enterprise has been shown in the matter of management. The mills to-day are one of the sights of the city and are constantly being added to as the business develops. Nearly 100,000 square feet of floor space is used, over 300 horsepower is required to operate the plant, the capacity of the mills is over 300 tons of wire per annum and more than 200 hands are steadily employed.

The wire business is not very well understood by the general public, nor can the space be taken here to go into a detailed description of the interesting processes of the business. It is of interest, however, to note the fact that the Greenings have been identified with the wire business for generations in this and the mother land.

The art of making wire has been traced back to the year 1700 B. C. In the middle ages this industry was extensively pursued, and the artificers thus engaged were termed wire-smiths, but in the earliest days of the manufacture gold, silver and bronze appear only to have been used.

About the year 1799, Nathaniel Greening, who came from Tintern Abbey, commenced the manufacture of wire at Warrington. A few years later the firm of Greening & Rylands was established, and carried on business until the year 1840, when the partnership was dissolved, Mr. Greening taking his sons into business and establishing the firm of N. Greening & Sons; Mr. Rylands' sons continuing under the firm name of Rylands Bros.

It was with the firm of Greening & Rylands that the late Ben-

jamin Greening, second son of N. Greening of the firm in question, served a seven years' apprenticeship as a wire drawer; then, commencing business for himself, continued until 1838, when he removed to Canada, and became one of the pioneers of the wire industry here.

Under the firm name of B. Greening & Co. he commenced the drawing of wire, wire weaving and rope making, and for many years carried on a successful and steadily increasing business until his death, in 1877, when he was succeeded by his son, S. O. Greening, who built new works.

In 1880, the B. Greening Wire Co. was incorporated as a joint stock company, with Samuel Owen Greening as president, since which time important additions have steadily been made to the buildings and machinery.

### Meakins & Sons

WHILE new manufacturing concerns are warmly welcomed in Hamilton, the people do not forget the old standbys—those concerns that have been the mainstay of the city through the days when all things were not as bright as they are to-day. Among these old standby concerns, having stood the test of years and being still in the forefront of the trade in the Dominion, is the well-known brush firm of Meakins & Sons. This concern was established nearly forty-five years ago, the beginning, it is true, being small, but none the less sure. As the years passed with the country the business grew and it became necessary to erect the large and commodious factory premises situated on King street east, a fine four-story brick structure in which a very large number of hands find employment. The business was started by C. W. Meakins when he was a young man. To-day there are associated with him in the enterprise his son and a nephew. Skilled and long experienced in his business Mr. Meakins gives his close attention to the demands of the trade in the brush line, with the result that even with the strong competition resulting from the introduction of cheap and inferior foreign made goods the company continues to retain its trade throughout the Dominion and to win a goodly share of the new business ever developing.

Quality is the one essential insisted upon in the goods turned out by Meakins & Sons, and it matters not whether it be the most delicate artist pencil, the founlry scrub brush, brushes for the toilet or for the stable, for the parlor or for the street chifferlaw, all are of the very finest quality and guaranteed standard goods. The factory is equipped with much special machinery peculiar to the brush business, and the operatives are all skilled workmen, most of them having been with the company for many years.

While the Hamilton factory looks after the western trade almost entirely the eastern provinces are served from a Montreal branch factory, not so large as the Hamilton works, but just as well equipped. It is just such concerns as the one just referred to that have made for Hamil-



MEAKINS & SONS' FACTORY

ton its name of "Ambitious," and that the Meakins Company shall continue its successful career for many many years is the hearty wish of Hamiltonians generally.

The operation of the Deering works alone will mean 25,000 more to the population of the city—a large field for apprentices.

## Hamilton Spectator Carnival Souvenir

### The Gurney-Tilden Foundry Company

ANY history of the iron foundry business of Canada without fitting reference to the Gurneys—Edward and Charles—would be like a house built without foundation. When the Gurneys began the manufacture of stoves in Hamilton in 1843 the iron foundry business was in its infancy. To the Gurneys belongs much of the credit for nursing the industry safely through its infantile days and maturing it up to strong and vigorous fully developed life. Practical men, both of them, the Gurneys did well and built up for themselves and their ancestors (both brothers being now deceased) possibly the finest stove foundry business in the Dominion.

The company, as at present formed, was incorporated in 1892. John H. Tilden being the president and general manager, and O. G. Carscallen, vice-president. In the business there is now something like \$450,000 invested, and the number of hands employed sometimes exceeds 325. The foundry buildings, which are pictured here, occupy practically a whole city block—John, King William, Catharine and Rebecca street. They are complete and up-to-date in arrangement and equipment and are kept so all the time.

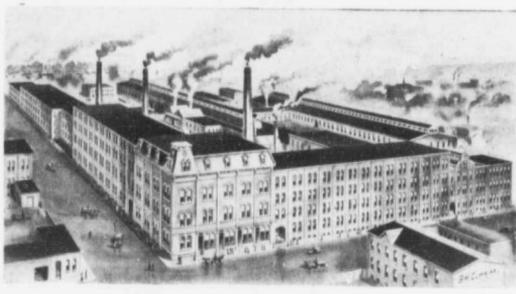
The output of the works to-day includes the famous souvenir stoves and ranges, hot air rurnaces, hot air and steam radiators, locks and builders' hardware. The business done in stoves and furnaces alone is enormous, the Gurney Souvenir goods being favorites with the people in all parts of the Dominion. The lock and builders' hardware business is a new development. In a small way it was started



several years ago. The principle adopted by Mr. Tilden in this branch of the business was that nothing that was good was too good for the company to have. This principle was adhered to most strictly, with the inevitable material result that to-day the Gurney-Tilden Company lock works are the largest and most important of the kind in the whole of Canada. There is a constantly increasing demand among the builders of the country for the Gurney goods, and very much of the trade that formerly was given to the American companies now comes to the Gurney works in Hamilton, the quality of the goods made being in every point as good and in many points superior to the foreign made.

The Dominion trade of this company is enormous. Twelve travelers are employed on the road keeping the company's goods before the trade, and the company's Dominion business reaches from coast to coast. In order to facilitate prompt shipments the company has branch warehouses in Winnipeg, Montreal and Vancouver, with resident agents at each place.

For some years past the company has been doing an extensive export business with Australia and other British colonies,



GURNEY-TILDEN WORKS

and this trade is becoming all the time more and more important.

The two stoves pictured here explain themselves, showing as they do the marvelous development in the stove making business since the Gurneys first began business in Hamilton. The upper stove is one of the first heaters made, and the lower is one of the magnificent present-day production.



general pottery business is carried on, but the special lines made by the firm are Rockingham and yellow ware, stove linings, fire brick and art tile for stove decorations. While there are many imitations of the famous Campbell ware throughout the Dominion there are no successful competitors, the Campbell goods being so distinctly superior and so well liked by the public that there is no room for others.

About five years ago the firm added the importation of Japanese ware to its pottery business, and the warm reception accorded by the public everywhere to this new ven-

### R. Campbell's Sons

IN the year 1852 the late Robert Campbell came to this country from New Jersey, settling in the village of Burlington. Mr. Campbell was a pottery worker, as his father had been before him, and when he located in this little Canadian village he began a pottery business. In 1859 he moved his business and family to Hamilton, and, as the years passed, the ware manufactured by him came to be well known in the trade throughout the Dominion. Campbell's ware became as standard as Sheffield cutlery. In

1898 Robert Campbell died, leaving his business to his three sons, R. W., C. C., and J. D. All three brothers had been brought up in the business and had that practical knowledge which made it easy for them not only to continue but to advance it in many ways. This they did, and the fame of Campbell ware was spread to the very limits of the Dominion. In 1901 J. D. died, and since that time R. W. and C. C., the two remaining brothers, have been the sole proprietors.

The works are located at 96-108 Locke street, and are most complete in their equipment, the kilns and molds, etc., used being of the most up-to-date sort and very valuable. A

ture was phenomenal. A recent importation of these goods for this year's trade (but one of several) was valued at over \$9,000, from which it may easily be seen that it is a sideline of considerable importance. The firm employs a resident buyer at Kobe, Japan, who is all the time on the lookout for the finest of art goods to be had in the far-famed Japanese art market. The firm is more than satisfied with the development of this branch of the business.

Another new departure is the lamp goods line.

In all thirty hands are employed at the works, the employment being of the steadiest sort.



J. WESLEY CAMPBELL



COLIN C. CAMPBELL

## Hamilton Spectator Carnival Souvenir



GREAT  
DEERING  
WORKS  
CHICAGO  
ILLINOIS

Covers 24 acres, employs 15,000 people, 2,000,000 horse power for operating, 25,000,000 feet of hardwood and 40,000,000 feet of pine lumber used in 1920, 2,000 gallons of oil for paint and 10,000 pounds of dry paint used daily, 20,000 miles of lumber twice made daily.

### International Harvester Company

**T**HE immense plant of the International Harvester Company now built at Hamilton, and its extensions as contracted for, will be the largest by far of any implement works under the British flag. At Hamilton will be made a full line of Deering machines and implements, as well as other machines of the International Company.

The Hamilton plant comprises one hundred and twenty five acres of ground, water facilities and docks. By next autumn the plant will be supplying the whole Canadian trade, and its entire product will be built from raw materials, as the equipment comprises ore mines, blast furnaces, rolling mills, and one hundred thousand acres of timbered land with two sawmills in full operation.

Several thousand people will be employed at the Hamilton works, and a large number of houses are being constructed for their use. The shipping facilities are unsurpassed by any plant in the world. All shipments of ore, lumber and other raw products can be handled at the works either by rail or water, and the finished machines can be shipped direct from the docks at the works to all parts of the world.

The first unit of the gray iron foundry is 1000 feet long, and 85 feet wide, with three large melting cupolas of 100 tons capacity each. The foundry is equipped with electric cranes conveying three tons of molten metal at one time from the cupola to large electric pouring cranes, which travel over the moulding floors and pour direct into the moulds; also cranes that deliver direct to finishing machinery, and thence to assembling buildings, to paint buildings, and direct to the warehouse. The work is continuously automatic from the raw material stage to the finished parts that are delivered to the warehouse or in cars for shipment.

All buildings of the Hamilton Works are heated and ventilated with the most modern improved system of Buffalo and Sturtevant make, and equipped with toilet and wash rooms, dining rooms and individual lockers for each employe.

The warehouse at Hamilton has a capacity for storing 100,000 machines, or about one third of the present annual capacity of the works. It is 900 feet long, 120 feet wide, four stories and basement in height, and constructed of stone, steel and brick.

The stock, knife and bar building is 400 feet long, 95 feet wide, and four stories and basement in height. Electric cranes handle the grindstones, which weigh several tons each, direct from flat cars to their final location, thus saving the labor of at least eight men. Automatic punching presses, wonderful riveting and counter sinking machines and

other machinery and apparatus such as is a revelation even to up-to-date machines, comprise the equipment of this important part of the works.

The first unit of the malleable foundry building is completed, being 1000 feet long, 85 feet wide, with three-story finishing. It is equipped with all special and modern appliances, so that the raw material comes in at one end, goes through the various processes en route, and is delivered finished at the other end. Electric cranes and automatic machinery do nearly all of the entire work from start to finish without the aid of manual labor. There are three fifteen-ton reverberatory melting furnaces in each unit of the foundry, giving capacity for the moulding of 180 tons of iron per day for malleable.

The paint shop is a modern fire-proof building, constructed of steel, stone and brick, with cement floors; is 600 feet long, 75 feet wide, and four stories and basement in height. It is located centrally to all manufacturing buildings, warehouses and shipping rooms, and thoroughly equipped with electric elevators and cranes, and hot and cold air appliances. It is equipped with modern machinery for making paint from raw materials and for painting all parts of machines for shipping with a minimum of handling.

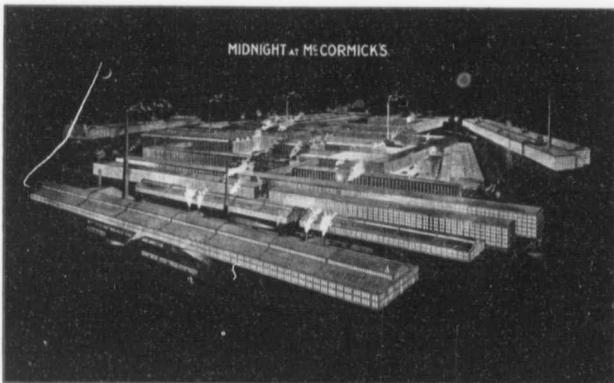
Another building 1000 feet long and 85 feet wide forms one unit of the three that compose the forge rooms. The floors of the entire building are cement. All shafting, steel wheels, bolts and nuts are made and completed in the building, which is thoroughly equipped with marvelous machinery of the latest design for forge work.

The pumping station of the great Hamilton works supplies steam for all heating and ventilating apparatus, the fire pumps, and for operating a large cross compound air compressor. It is of fire-proof construction, 150 feet long and 60 feet wide, with a fire-proof slavings vault, and is located at the water's edge and at a safe distance from the



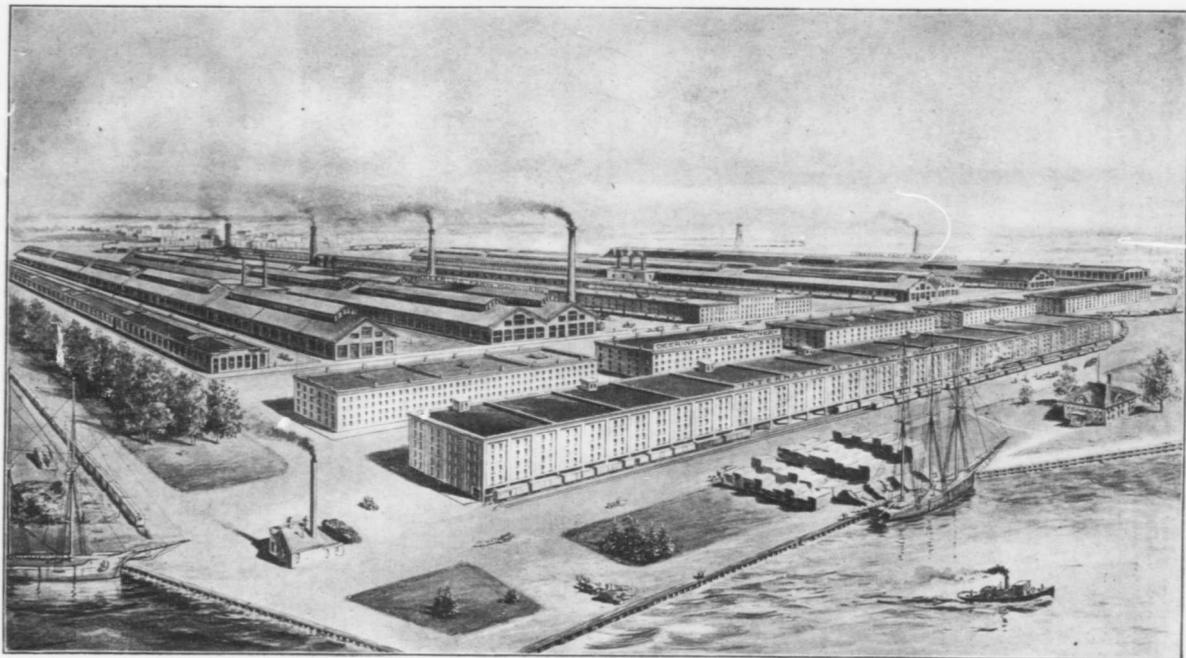
B. A. KENNEDY,  
General Manager of the Deering Division.

### MIDNIGHT AT McCORMICK'S



WORKS OF THE INTERNATIONAL HARVESTER COMPANY AT HAMILTON, ONTARIO, CANADA

Hamilton Spectator Carnival Souvenir



WHERE DEERING, McCORMICK AND CHAMPION HARVESTING MACHINES AND FARM IMPLEMENTS ARE MADE

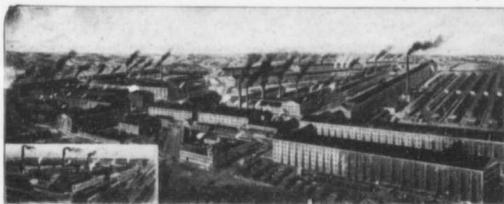
## Hamilton Spectator Carnival Souvenir

other buildings, so that a fire consuming the entire works would not interfere with the pumping plant, which is equipped with underwriters' pumps equal to twenty streams of water at once. The cross compound air compressor supplies air to every building, and has a capacity of 2,500 cubic feet of free air per minute, supplying the hundreds of air hoists, cranes and other manufacturing appliances that are found in the works, and by means of which a large share of the heavy work is handled.

The wood department building is 900 feet long and 100 feet wide. The rough lumber, coming direct from the sawmills, is stored at the rear end of the building, and handled by automatic machinery, passed through various processes, and is delivered ready for painting at the finishing end of the building. This same work in other Canadian factories would require from eight to twelve handlings. This building is heated by hot air and equipped with cyclone dust arresters,

which deliver the shavings direct to the furnaces of the steam plant and to fire proof conduits connected with the pumping station.

The works at Hamilton are operated by electricity, a contract having been made with the Cataract Power, Light and Traction Company, Limited, for 10,000 horse power. A large sub-station has been built at the southeast corner of the works with a capacity of 20,000 horse-power and unlimited resources for additional power. The main electrical wires are carried through tunnels and conduits to a transformer station in the Hamilton plant and distributed through these conduits direct to the motors in the various buildings. These tunnels and conduits, which were built at enormous expense, are also used for all electric light, telephone, fire, watch and electric call wires. There is no plant of a similar sort anywhere in this country that can begin to compare with these, which are visited daily by thousands of people.



CHAMPION HARVESTER WORKS, CHICAGO

### The Ontario Lantern Company

It remained for Ernest Schultz and Walter Grose to practically demonstrate to the world that it was possible in the city of Hamilton to establish and successfully run a lantern works. Other men before these two had tried the business and made little of it. These men



ONTARIO LANTERN COMPANY WORKS

had money, but little if any practical experience. Messrs. Schultz and Grose had the experience, which more than made up for any initial lack of capital. Established in 1888, the company manufactured tubular lanterns exclusively for four years. A move was then made to the present factory site on Cannon street east and the output was increased, lamp burners and lamp trimmings being added. Three times since that date it has been found necessary to increase the size of the factory premises, and to-day the company manufactures not only every conceivable style of lantern, but also lamp burners, lamps, gas burners, incandescent electric lamps and all sorts of sheet metal specialties. All this, of course, means that the Ontario Lantern Company have found favor with the trade throughout the Dominion, and it is safe to say that to-day, in their various lines, this company serves a larger proportion of the trade than any other similar concern.

Among the special lanterns made by this company are the Century Banner cold blast lantern, Climax safety lanterns, small brass lanterns, gasoline lamps, and acetylene lamps. Within the last few years the company has added the manufacture of the famous Radiant Shelby incandescent electric lamps, an incandescent lamp that is in high favor with electric light users, owing to its light giving qualities. This branch of the business is now a most important one, and a large number of hands are employed at this work alone. Special and expensive machinery was introduced for this line, and the greatest care is taken to make sure of a uniformity in quality of all the lamps sent out, the testing operation being most elaborate and exhaustive.

The factory is fitted up with the most modern machinery

for the manufacture of all kinds of stamped metal specialties. In all about 125 hands are employed. Mr. Grose, the other partner in the business, makes his headquarters in Montreal, where he acts as purchasing and selling agent for the company.

### John E. Riddell, Roofer

JOHN E. RIDDELL, whose works are on King street east, is one of those thoroughly practical men who understands his business all the way through, and who makes it an unvarying rule to give every piece of work given to him his own personal attention. He is a roofer, and has been for many years, having built up a business connection in that line second to none. His practical experience in the business makes him a peculiarly valuable man, and it is not only for the good quality of work he puts on his job, but for his wise suggestions in regard to details, that makes him a man to be sought after. Mr. Riddell ever makes it a rule to do such work as will stand the test of time. He has been in the business for twenty-five years and is ready to undertake any roofing work that may offer, whether it be a job of slate, tiles, metal, asphalt or felt and gravel. His workshops are large and in these he does an extensive business, manufacturing to order metallic ceilings, copper and galvanized iron cornice and other metal work in galvanized iron, tin and copper. He employs from twenty to thirty hands.

Among his many recent large contracts are the Stanley Mills Company department store, Cataract Power Co.'s sub-station, Grand Opera House, Hamilton Cotton Co., Sawyer & Massey, Houdrie & Co., Wood, Vallance & Co., Hamilton Street Railway Co., Bell Telephone Co., Thomas C. Watkins, the Hamilton Spectator, W. H. Gillard & Co., Gurney Tilden Co. and the Hamilton Facing Mill Co.



JOHN E. RIDDELL'S ROOFERS

## Hamilton Spectator Carnival Souvenir

### McPherson Shoe Company

FOR very many years the John McPherson Shoe Company has been one of the solid stanchy manufacturing concerns of the city of Hamilton. The business was established

in the year 1855, and from that time to this day has been in the forefront of the boot and shoe business of the Dominion. The shoe business is one that has possibly undergone more changes than any other in this country of recent years, and it speaks volumes for the management of the McPherson factory that it has to-day one of the most complete and best equipped manufacturing plants in the shoe business of the continent. Not only is this so, but it is also true that the company has secured a decidedly firm place with its goods in the esteem of the Canadian people. The directorate of the McPherson Company is a particularly strong one, including W. D. Long, president; John Penman, vice-president; W. S. Dunfield, treasurer, and James A. McPherson, manager.

The half-tone picture shown on this page will give a very fair idea of the size and extent of this important industry.

The factory is located at the corner of John and Jackson streets, and is a four-story brick building, and basement, 60 feet wide, and over half a block in depth. Three hundred and fifty men, women and boys find constant employment in the works all the year round, and it is an interesting sight when at the noon hour or at six o'clock the operators flock out of the building in such throngs as would almost suggest a hive of bees.



THE MCPHERSON SHOE COMPANY, LIMITED

It has been the constant effort of the management of this progressive company to keep up with the march of progress in the shoe business, and the machinery equipment of the works is worth hundreds of thousands of dollars. McPherson's boots and shoes

are noted not only for their material and workmanship, but also for their stylish appearance. All descriptions of boots, shoes and slippers are made for men, women and children, and while particular attention is paid to the higher class goods there is no lack of attention to the ordinary grades, this company being specially famed for the excellence and wearing quality of its cheaper grade shoes. One of the special points in connection with this business is the care taken in the selection of the leather used on all work. The company also handles the famous Maltese Cross rubbers, manufactured in Toronto, a brand that gives the highest satisfaction. Nine travelers are kept on the road all the time keeping the company's goods before the trade, and there is hardly a town in the Dominion where the retail trade does not handle and recommend

to purchasers the McPherson shoe. The success of the company is something Hamilton people are proud of, and the industry is one of those to which the citizens are fond of referring as being one of Hamilton's mainstays. Mr. McPherson, the manager, has been brought up in the business, and is one of the best posted men in the trade in the country. That much of the company's success is due to his energy and experience is cheerfully admitted.

### James Dunlop, Alert Mills

JAMES DUNLOP is one of the best known citizens of the city of Hamilton. He began business in the year 1878 as a dealer in flour, feed, grain and seeds, and since that time has built up a trade second to none in the province. At the outset he was in partnership

with Joseph Hancock, but in 1882 Mr. Dunlop secured complete control. In 1887 Mr. Dunlop built his present commodious premises at 127 and 129 John street south, to accommodate the demands of his rapidly growing business. The building has a 35 foot frontage, and is 359 feet deep. The front premises, 3 stories high, are devoted to a wholesale and retail grain business, while the rear, also three stories, is used for mill purposes. In the mills are manufactured cornmeal, pot barley, split peas, cracked wheat, rolled wheat, flour,

rolled oats and all sorts of chopped feed.

Mr. Dunlop does an extensive grain shipping business and owns a warehouse on the water front with a capacity of 100,000 bushels. He ships by boat and rail to all parts of the Dominion, and but a short time ago filled an extensive order for a Cape Breton customer.

Partly to keep in close touch with his business, and partly because it is one of his hobbies, Mr. Dunlop owns and runs two large farms, one in Ancaster township and the other in Barton township. He not only runs these farms as a hobby, but he makes them pay, which, after all, is much more to the point in this practical age. Mr. Dunlop has decided to turn his business, in the near future, into a limited liability company, giving his son and employs a share in the management and an interest in the profits.



JAMES DUNLOP

### The Chipman-Holton Knitting Co. Limited

AMONG the industries established during the year is The Chipman-Holton Knitting Company, Limited, manufacturers of hosiery. The Messrs. Chipman have an extensive hosiery plant at Easton, Pa., and are recognized as leaders in the trade. The Hamilton business is under the management of Mr. W. A. Holton, one of our old boys who remained at home. One of the specialties is an infant's stocking, made of pure Australian botany wool, with silk heels and toes, which they have well named "Little Darling." They also manufacture Egyptian Lisle lace and plain goods, and a general assortment of hosiery. They have made a very favorable impression during the year, and there is no doubt of the success of the business. The works of the company are located at the corner of Mary and Kelly streets, and already a considerable number of hands are employed.

### E. B. Wingate

E. B. WINGATE, who has been a resident of Hamilton for a number of years now, and who was for some years city engineer, is one of the best known and most successful railway and general engineers in the country. He came to Canada from the United States to do the engineering work in connection with the building of the T. H. & E. railway—a work that presented unusual difficulties, yet was accomplished to the entire satisfaction of the management.



E. B. WINGATE

## Hamilton Spectator Carnival Souvenir

### The F. F. Dalley Co., Limited

IT was in the year that Hamilton was incorporated as a city, that the well-known house of F. F. Dalley Co. was established, and that the concern has kept pace with the city in the market of progress and prosperity, must be satisfying to its founders and present heads. The F. F. Dalley company is known from one end of Canada to the other, and also in many other British possessions by its standard goods. Its list of manufactured and prepared products is extremely large and includes baking powders, hygienic self rising flours, flavoring extracts, fruit colorings, starches, ground spices, package drug sundries, mustards, colicos, herbs, bird seeds, butter colors, perfumes, blackings, shoe dressings, stove polishes, harness oil dressings and soaps, oils, inks, mucilage, patent medicines, lyes, tinctures, etc.

The business, of course, was not always so large as it now appears. There was a time in the beginning of things, when but three hands were employed. Today there are fifty hands, not including the fourteen travelers who are all the time on the road looking after the company's varied interests with the wholesale and retail trade of every province in the Dominion. The works of this long established and up-to-date company are located on Haghton street north, quite near the center of the city. Retailers and others visiting the city who may be interested, are always sure of a warm welcome if they desire to see the works.

There is not an inch of waste or spare room in the whole of the immense establishment, all the floor space being needed to store the raw materials and the finished stock before they are shipped.

F. F. Dalley is the president of this most successful company, and E. A. Dalley, a brother, is vice-president. Both the heads of the company are well known men in the public life of the city, being always in the front in enterprises of a public sort and being ever ready to lend a helping hand in any movement calculated to improve the business or social interests of the community. F. F. Dalley for many years represented the citizens on the board of education, being peculiarly well qualified for the position. The secretary-treasurer of the company is R. M. Allworth. The company was incorporated in 1893, and is now doing business with a capital stock of \$200,000. Of recent years much attention has been paid to the exporting business and today there is a large trade of an export sort done with Great Britain, Australia, South Africa and United States.

One of the company's leaders in the trade just now, meeting with much favor with the people, is the famous Two in One shoe polish, an article that is as good as its name is unique. Another leader is Hirst's Pain Exterminator.

The factory is fitted out with the most expensive and up-to-date machinery known in this trade, and the company is ever on the lookout for the new things in machinery which have been proven by test and experience to be good. One of the features of the business is the printing office. Here is a well equipped printery belonging to the establishment, all the labels, wrappers, etc., used are printed. This is but one index of the thoroughness and completeness prevailing throughout the whole factory.



F. F. DALLEY

### Hamilton Cotton Mills Company

AMONG the industrial concerns of the city of Hamilton, there is none more deserving of special and complimentary reference than the Hamilton Cotton Mills Company, Mary street north. These mills were established in the year 1880, by James M. Young and R. A. Lucas for the spinning of cotton yarns, and the weaving and knitting of cotton goods generally. While other cotton mill concerns in the country have had their ups and downs in business life, these mills have been operated most steadily, the management being able to steer

yarns of various descriptions, twines and cotton cordage. The manufacture of chemie curtains and table covers was begun about fourteen years ago, and this department has proven to be one of the company's most profitable ventures. There are about 325 operators employed in the mills and their work is of a most steady sort. The company's goods bear the finest reputation with the wholesale and retail trade throughout the Dominion, and are readily disposed of. The selling agents for the output of the mills are D. Morrice & Sons Co., of Montreal and Toronto, and W. R. Swan and George Beed & Co., of Toronto.

While Mr. Young gives the business his own personal attention he has been most successful in securing the services of expert superintendents and foremen in every department of the work, and to the skill and faithfulness of these men and women, as well as to the cheerful and good work of every employee in the mills, much of the company's success is due.

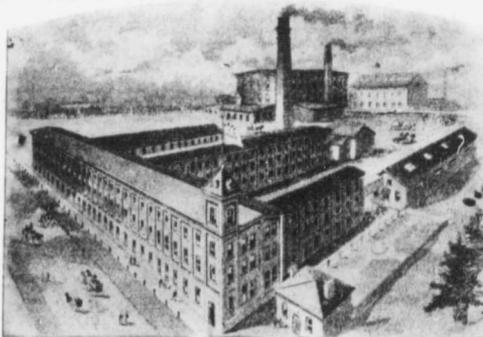
The large measure of success enjoyed by this company is well merited and there is no loyal Hamilton citizen but wishes its continuance in even greater

measure than has been in the past. The increased success of the mills means the increased development of Hamilton, and the growth of its importance as a manufacturing center among the great cities of the world. That the increase will come with a continuation of the present management there can be no doubt whatever. The rapid growth of Canada is causing an ever increasing demand for cotton mill goods, and the Hamilton Cotton Mills is ready for the business as quickly as it may come.

in the years gone by came to others. Not only have the mills been run steadily but there has been a constant increase in the volume of business and a corresponding increase in the facilities of the company for handling the business.

Several years ago Mr. Young bought out his partner's interest in the business and since that time he has conducted it himself. He is a most successful business man, and having an intimate knowledge of the cotton mill industry in all its many branches. It is not surprising that under his direction the works have within recent years been practically doubled in extent. Not long ago two three-story wings were added, and still later two or three further large additions. In fact, building operations at the works have been going on a good deal of the time for the past couple of years. The dye house is a large separate structure, part three and part one story, and there is a large cotton storage warehouse. The works have a frontage of 320 feet and a depth of 208 feet.

The company today manufacture denims, cottonades, webdings,



HAMILTON COTTON MILLS, MARY STREET

## Hamilton Spectator Carnival Souvenir

### W. H. Gillard & Co.

**A**MONG the wholesale grocery houses of the province no one bears a better reputation or stands higher in the estimation of the retail trade than the W. H. Gillard Company. This house was established in the year 1879 by two brothers—W. H. and John Gillard.

Both of the founders of the business are now deceased, but they lived to see the business which they had established grow to such proportions as to make it rank among the first in the land. John Gillard died in December, 1893, and W. H. Gillard passed away in October, 1901.

At the beginning of the year 1884 H. N. Kittson was admitted to the company as a partner, and in 1894 H. C. Beckett was added. Both of these gentlemen are alert, keen, far-sighted business men, and they, with J. T. Gillard, who was admitted in 1902, constitute the company of today.

On June 1 of this year the company became a branch of the Canadian Grocers, Limited—a group of wholesale grocers including most of the leading houses and having a capital of \$5,000,000.

There has been with this company a steady increase in trade from the date of its foundation in 1879. The trade of the company to-day extends from Kingston in the east to the Pacific coast in the west and is constantly growing. The warehouse, pictured here, is a large, up-to-date building, of good appearance and most complete in all its equipment and appointments.

Fair dealing, a forward policy, up-to-date methods and close prices are some of the factors that have brought the business to the front rank of the grocery trade.



W. H. GILLARD & CO.'S WAREHOUSE

that would be worth while. It has now decided to enter the premium field on an extensive scale, having arranged with the manufacturers of the highest grades of goods for its supplies. The silverware will all be of the famous Meriden Britannia make, the cutlery of the famous Sheffield trade mark. Watches and jewelry will be offered of the very best, and in pictures there will be an endless variety of the sort that are worth saving up for.

A branch of the Morton & Sons' business was established in Toronto 10 years ago, under the management of David Morton, Jr., who has succeeded in building up quite a successful trade.

The picture of David Morton, the founder of this successful business, appears here. Mr. Morton is one of the city's oldest and most honored citizens, and through his business has done very much to add to the world wide fame of Industrial Hamilton.

It's up to any other city of any size, great or small, to produce the documentary evidence to show that it can equal Hamilton, Canada, as a place where the undertaker flourishes not and the physician finds life a burden. As a matter of fact, Hamilton is the most healthful city on the American continent. This is proven by statistics prepared by provincial and health officials and compared with the Hamilton record. The death rate per thousand inhabitants for the past five years has averaged 14.2, which is lower than the true record of any other city for the same period all the way from Maine to Mexico, or from Halifax to Vancouver. Nature fixed things so that there would be in Hamilton always a minimum temperature.

### Victor Soap Works

**W**HEN the Victor Soap Works was established in the year 1859, by David Morton, sen., the soap business of this and other countries was in a very undeveloped state.

The founder of the business saw the possibilities of the trade in the new and growing country and at once began the manufacture of such brands of soap as were bound to become favorites with the people as they grew to recognize soap differences. With the consequent growth of business came the forming of a partnership with the founder of the business and his sons. Later, in 1903, the business was incorporated.

There is not a town, village or city in Canada where the Victor and famous N. P. soap brands manufactured by this old established concern are not known and favorably known. They have been on the market for many years and are to-day just as popular, in spite of the greatly increased competition, as they were in the days when they had the field practically to themselves. Besides these brands of family soaps the firm has a large number of special lines of soaps for the various trades, and a large assortment of toilet soaps.

In 1895 the manufacture of lard oils of a high grade, and of felling and scouring soaps for the textile trade, was commenced and this has developed into a very important branch of the business of the company. At this time the company is equipping an up-to-date plant for the manufacture of glycerine, which will form another important branch of the business. Ten years ago the firm started the manufacture of chip soaps for the steam laundry trade and already it has captured practically all of the first class trade in this important line.

There has been the greatest of revolutions in the soap business of the country in the past few years. The side line attachment of the premium has come in and the people have been taught to save the wrappers in the hope of getting something in return more valuable than the soap itself. The Morton Company, conservative in this, that it would not hand out to its customers anything cheap or nasty or of an inferior sort, waited till it could make sure that something could be offered in the premium line



DAVID MORTON

## Hamilton Spectator Carnival Souvenir

### Richard Butler

SIXTY-NINE years ago, at Coteau de Lac, in the Province of Quebec, Richard Butler was born of Irish parents, who came to Canada about two months before that happy event. Owing to unfavorable financial conditions, which were very common in those days, the subject of this sketch had to become a wage-earner when he was only ten years old. In 1845 he entered a printing office in Montreal to learn the trade, but soon graduated, as carrying a route on a tri-weekly paper was more than he was equal to, as he had to deliver his papers before daylight on a winter morning so that the subscribers could read the news at early breakfast. He tried other kinds of work, and when the family moved to London he again started at the printing business in



RICHARD BUTLER

1848, this time in the London Free Press office. In 1850 he came to Hamilton and worked on the Journal and Express, and later, on the Christian Advocate. In 1852 he went to Rochester, and after working in Buffalo and Peekskill, New York, returning to Hamilton in 1854, when he began working on the Banner (now the Times). After a few months he went back to the Christian Advocate, where he remained till he left Hamilton in 1859, having married in this city in 1857. Going to Cincinnati, Ohio, he worked on the Cincinnati Enquirer till the war of the rebellion broke out, when he responded to the call of President Lincoln and was one of the 75,000 that enlisted for three months. After serving his time he bought a printing office in Oxford, Ohio, and became editor of a republican newspaper till the spring of 1863, when he closed his office and again enlisted, serving till the war was near its end. He moved from Oxford to Oberlin, Ohio, where he bought another paper, which he sold in 1872, and then moved to Clinton, Illinois, where he published a newspaper for nearly 25 years. During ten years in Clinton he held the office of postmaster. In 1897 he came back to Hamilton, and was appointed United States vice and deputy consul. For the past four years he has been a regular contributor to the columns of the Spectator of old-time history of Hamilton, now published under the head of Saturday Musings.

### Old Time Printer

WILLIAM H. CLIFF was born in Kingston in 1827, and in 1845 he was apprenticed to the printing trade in Hamilton in the office of the Journal and Express, owned by Sol. Brega. At that time the office was in the second story of the building now owned by the Treble estate, corner of King and James streets. Substantially, Mr. Cliff's life has been spent in Hamilton in the printing trade, excepting a few years during the American war, when he worked in the city of

New Orleans. He worked in the Spectator office for several years during the '50s, and has been constantly employed in the same office ever since his return from New Orleans. Fifty-eight years of his life has been spent in a printing office, and he now ranks as the veteran printer of Hamilton, and it is doubtful if there be many in Canada who can count the same number of years as a practical hand at the business. He is now in his

7th year, and with the exception of twinges of rheumatism now and then, which occasionally unfit him for work, he has all the appearance of a vigorous and healthy man. It is a remarkable fact that he has never been compelled to wear spectacles, his eyesight being as clear and bright as when he was a young man.



WILLIAM H. CLIFF

school in the city of Hamilton. For some time prior to 1857, there were many excellent schools, in which such teachers as Hubbard, Tossie, Rev. Mr. McKenzie, Rev. Mr. Morris, Looney, Webster and Wallis taught. The present Bishop Dowling and the late Mr. George E. Tuckett attended evening school under Mr. Wallis. In July, 1857, Mr. Smith began to instruct his pupils in Hamilton, having during the years 1855 and 1856 taught public school on the Plains Road, in a small wooden building now used as a church, opposite the Roman Catholic cemetery.

The first set of boys that Mr. Smith taught consisted of Henry and William Ireland (sons of Mr. Ireland, who was partner in the firm of Belhouse and Ireland, well known hardware merchants), James and John Muir, whose father kept "Barris Cottage, Diana Forget," within three or four doors from Ferguson avenue. After this Thomas Kilvington, James, Thomas and William Dixon, the well known fruit merchants; John Curell, W. J. Lavery, barristers; Dr. Bliss, Senator Audett, George and Alexander Charlton, Largay, Robert Amos, James Mathews, Edgar Watkins, William and Frederick Haskins, Alexander and James Aitchison, and many others attended either at Bay street

or the school second flat over what was then Sage's crockery store, and afterwards Pearce's Elopphant Clothing Emporium, on James street opposite the City Hall. Many of Mr. Blois Smith's pupils have made their mark on this continent, and he has made out of what seemed to be rough material some very good citizens. Mr. John Reche, the well known druggist, and Mr. Ballantine, the very successful grocer, were most praiseworthy pupils under Mr. Smith's tuition. As a public reader, teacher and active society man Mr. Smith is very well known.

### An Old Time Teacher

THE only teacher who was teaching private school in 1857, shortly after the opening of the Central School, is James Blois Smith, who is still living, and despite the fact of his being

in his eightieth year, teaching



J. BLOIS SMITH



"ROSE ARDEN," RESIDENCE OF T. H. PRATT

## Hamilton Spectator Carnival Souvenir

### James Turner & Co.

IT must be a considerable satisfaction to a business man to be at the head of a concern that has stood the trying test of time for over half a century. That satisfaction is the portion of Alex. Turner, the head of the patriarchal wholesale grocery and liquor house of James Turner & Company. This business was established in Hamilton in the year 1844—two years before the municipality was incorporated as a city. The firm name at that early day was Ferguson and Turner. Six years afterwards the business was re-organized, going under the firm name of John and James Turner, and in 1864 there was another change to James and Alexander Turner. In 1869 the present firm name of James Turner & Company was adopted. There are four members of the firm of to-day—Alexander Turner, Lloyd T. Mewburn, Alexander G. Osborne, C. S. Turner. All have had long experience in the business and are prominent citizens.

The history of this long established business reads almost like a romance. In the early days the firm was one of the pioneer Ontario houses to make a move in the direction of the then unknown land of Manitoba and the great Northwest. Travelers of the company were sent up there, and so profitable was the venture found to be that a brick warehouse was put up in Fort

Garry (now Winnipeg) to hold the stocks for distribution in the surrounding country. It is worth mention that this warehouse was the first one to be erected there, and it is also worth mention that the pioneer work done in that early day has resulted in the company retaining a firm hold upon a large share of the Manitoba and Northwest trade of to-day. The same sort of pioneer work was done in British Columbia, and the trade connections then made have never been severed, the house having depots at Vancouver, Calgary, Edmonton and Winnipeg.

Since June 1 the firm has been associated with the Canada Grocers, Limited. It is proposed to erect a new brick warehouse in Calgary shortly, with direct railway connection, to be run as a branch of James Turner & Co.

The warehouse on Main street is one of the most commodious wholesale houses in the city, and immense stocks are carried.

There is one other feature connected with the business that is worth mention. It is the trade device and shipping mark—a letter 'T' set in a double triangle, the six lines of the triangle representing these six ideas: timely buying, upright dealing, right prices, new goods, exacting care, rapid shipments, and these ideas are ever lived up to.



JAMES TURNER & CO.

LOVE THAT ENDURES  
With face as fond as is the moon,  
If royal guest with flaxen hair,  
Involved upon his lofty chair,  
Drums on the table with his spoon.

"SILVER PLATE THAT WEARS."

KNIVES, FORKS, SPOONS, ETC., ARE STAMPED  
WITH THE TRADE MARK.

1847 ROGERS BROS.

MADE IN U.S.A.  
TRADE MARK  
GUARANTEED BY  
ROGERS BROS. COMPANY

With all the experience and skill gathered from half a century of silverware making by an organization financially as strong as most banks, is it not reasonable to suppose that our ware is a better and more permanently profitable brand to handle than the weak imitations, "made to sell" without regard to quality?

The first question from the lips of persons wise in silver handcraft is getting to be, "Is it 1847 Rogers Bros.?" If it is, it is all right." Made only by

MERIDEN BRITANNIA CO., HAMILTON, ONT.

## Hamilton Spectator Carnival Souvenir

### Sir Allan McNab

NO history of Hamilton would be complete without a sketch of the life of the late Sir Allan McNab, who had much to do with the early history and progress of the place.

Allan Napier McNab was born at Niagara-on-the-Lake in 1798. He was the son of a Highland Scottish gentleman, whose father was the owner of a small estate. Allan's father joined the army and came to Canada on the staff of General Simcoe. The young McNab gave early promise to follow the profession of his father, for when the Americans attacked Toronto he shouldered his musket, being then only in his fourteenth year. He served during the war both in the field and on board the fleet and took part in several engagements. Peace found him an ensign on half-pay. It is possible that he saw but little prospect of future active employment in the army, for he soon afterward turned his attention to the study of law. In 1825 he was called to the bar and decided to carry on the practice of his new profession in Hamilton. In 1829 a circumstance occurred which proved the direct means of his entrance into public life. The "Hamilton outrage," as the exhibition of Sir John Colborne in effigy in the streets of this city was called, be-



RESIDENCE OF G. H. BISBY, HANNAH STREET EAST



RESIDENCE OF GEO. T. TUCKETT, QUEEN STREET SOUTH

came the subject of parliamentary inquiry. McNab was summoned as a witness, and certain questions being put to him, he declined to testify, averring that if he did he might compromise himself. He was declared guilty of contempt, and the sergeant-at-arms promptly took him into custody and brought him to the bar of the house. On motion of William Lyon Mackenzie, the leader of the rebellion of eight years afterward, the recalcitrant witness was committed to the common jail. He was confined for a brief period only, but the Conservatives chose to regard him as a martyr, and when the general election of 1839 occurred McNab was selected as their candidate. He was sent to the house of assembly as the representative of Wentworth county, and one of his first acts in the legislature was to second a motion for the expulsion of William Lyon Mackenzie from parliament for breach of privilege, the offence being the publication in Mackenzie's newspaper of some sharp criticism of the government's policy. McNab followed this with a series of attacks upon Mackenzie, which hardly ceased during the life of the latter. In 1827 McNab was elected speaker of the house of assembly, and he continued to hold that office until the union of 1841. He represented Wentworth

county for three terms, and then sat for Hamilton. The rebellion of 1837-8 gave him another opportunity to employ his soldier-like qualities. As soon as the uprising took place he put himself at the head of a band of followers, whom he styled his "Men of Gore," and proceeded to Toronto to the assistance of the lieutenant-governor. The rout of the rebels at Montgomery's tavern, the dispersion of the malcontents of the western district, the Niagara frontier epiphany, and the cutting out of the steamer *Carleton Place* followed in quick succession. For services rendered in that campaign McNab was knighted, and received the thanks of the legislature. Later he was created Queen's counsel. Soon after the union of Upper and Lower Canada Sir Allan McNab was elected to the speaker's chair, and he occupied it from 1844 to 1848, when he once more became chief of the Conservative opposition, and Baldwin and Lafontaine succeeded to power for a second time. Sir Allan opposed with great vehemence Lafontaine's rebellion losses bill, and even went to England to invoke imperial interference. His mission failed, although Gladstone strongly supported his cause. On the defeat of the Hincks-



RESIDENCE OF ALEX. GARTSHORE, ROBINSON STREET

## Hamilton Spectator Carnival Souvenir



LOOKING SOUTH ON WEST AVENUE—CORNER HUNTER

Morin government in 1854, Sir Allan was asked by the Earl of Elgin to form a cabinet. He called Morin to his aid, and in September of the same year he succeeded in forming a coalition ministry, taking the offices of president of the council and minister of agriculture. In this cabinet by far the more active spirit was John A. Macdonald, Sir Allan's lieutenant. This government succeeded in negotiating a reciprocity treaty with the United States, in abolishing the seigniorial tenure laws and secularizing the clergy reserves. Sir Allan suffered severely from gout, and his energy and force began to show signs of weakness. On Macdonald's shoulders fell the real work of the government. It was McNab's wish that John Hillyard Cameron should succeed him in the leadership of his party, but he party had decided on John A. Macdonald, and when Sir Allan was forced to yield to disease, in 1856, the latter became the virtual chief. On retiring from office Sir Allan was created a baronet, and in 1857 he sailed for England in search of rest and health. He went to reside at a place near Brighton, and his health was so much benefited that he announced himself as a candidate for the



"BALLANAHINCH," RESIDENCE OF EDWARD MARTIN, JAMES ST. SOUTH



LOOKING SOUTH ON BAY STREET

British house of commons as a supporter of the Earl of Derby's administration. He was defeated, and then determined to return home. Arriving in Hamilton in 1860, he was forced to keep his bed for several weeks. A vacancy occurring in the western division in the legislative council, Sir Allan was asked to become a candidate. He rallied, promptly accepted the nomination, and was carried to the hustings where he addressed the electors, and notwithstanding his feeble condition he secured his election by a majority of twenty-six votes. A partial reconciliation took place between Sir Allan and John A. Macdonald, but the old feeling was still strong. While in England Sir Allan had been consulted by the home government on the subject of colonial defenses. For the advice he gave he was made an honorary colonel of the British army. He was also accorded the rank of honorary aide-de-camp to the Queen—an honor that is never lightly given—and in that capacity he attended the Prince of Wales during the latter's visit to Canada in 1860. When the parliamentary session of 1862 opened Sir Allan was chosen as the first elective speaker of the legislative council. Failing health and general prostration, however, had done their work, and he was unable to perform the duties of his office. In the declining days of the ses-

sion he was too ill to be in his place. When prorogation came in June he was barely able to get to his home in Hamilton, and six weeks later he died. Throughout his lifetime he had been a zealous member of the Church of England, but just after his death his sister-in-law, who had attended him during his closing years, declared that he had died in the Roman Catholic faith, and, as she was the executrix of the estate, by her order he was buried according to the Roman Catholic rites. The incident created great excitement, and became the subject of controversy in the Spectator. Sir Allan married in 1821, Elizabeth, daughter of Lieutenant Daniel Broke, by whom he had a son and daughter, and who died in 1825. In 1831 he married Mary Stuart, elder daughter of the sheriff of Johnstown district, who bore him two daughters, but whose death in 1846 left him again a widower. The daughters by his second wife both married. One, Sophia Mary, in 1855, became the wife of William Coultis Keppel, Viscount Bury, who sits as Baron Ashford in the house of lords; Mary Stuart, in 1861, married a son of the late Sir Dominick Daly.

Hamilton people have always had a warm spot in their hearts for the memory of this great man of other days.

# Ministers of Finance

BANKERS OF HAMILTON

THE banking laws of the Dominion of Canada are renowned the world over for the degree of security they afford to the depositor and for the close scrutiny they call for of all banking institutions. There must be a meeting of the standard of security set by the government before a bank can secure a charter to do business in this country, and the government supervision of all chartered banks makes loss to the people practically impossible. The banking institutions represented in the City of Hamilton are the cream of the Canadian banking world. There are many of them, and all of them are managed by men who not only rank high in the community socially, but are known in the business world as men of ability, sagacious in business, and genial and accommodating in manner. The pictures which adorn this page show better than any word description could do just what sort of men they are.

The fact that the bankers of Hamilton are turning their attention to the

reserves of over \$27,000,000, and total assets of at least \$308,000,000, and, as the 'Carnival Publicity' Bulletin puts it, any one of them is good enough to handle your deposits.

A decidedly important feature of the banking business of to-day in Hamilton is the savings department. Being an industrial center the city has a large population of mechanics who take this way of saving their earnings. Already several of the banks have special late hours for the accommodation of savings bank depositors, and others are following suit. Besides the regular banking institutions doing a large savings bank business the government, through the post office savings department, handles a large amount of the citizens' money in small amounts. It can truthfully be said that if the people of Hamilton do not save money it is not for absence of abundant opportunity.

The banking institutions located in Hamilton are as follows:

Bank of Hamilton, head office,



A. D. BRAITHWAITE,  
Bank of Montreal.



J. J. MORRISON,  
Bank of British North Amer.



D. B. DEWAR,  
Bank of Commerce.



STUART STRATHY,  
Traders Bank.



F. S. GLASSCO,  
Imperial Bank.



T. R. PHEPO,  
Molsons Bank.



J. A. LAIRD,  
Bank of Nova Scotia.



W. R. TRAVERS,  
Merchants Bank.

opening up of branches in various parts of the city, and particularly in the east end, is a very sure indication of the business development so much talked about and which is even now making itself felt, as the establishment of these branch banks demonstrates. This feature of banking business is bound to become more and more prominent in Hamilton in the very near future, when it will be absolutely necessary for all those banks that hope to secure a share of the new business going to open branch offices in the east end particularly.

The Bank of Hamilton was the pioneer in the branch movement, and the Molsons and Traders have followed suit, while others are figuring on the proposal to thus extend their influence, particularly in the east end, where there is such an industrial growth.

The banks represented in Hamilton have a capital of over \$45,000,000,



C. W. CARTWRIGHT,  
Landed Banking & Loan Co.



CAMPBELL FERRIE,  
Hamilton Prov. & Loan Soc.



F. WHATLEY,  
(Branch) Molsons Bank.

King and James; branch offices, Barton street, King street east and York street.

Bank of British North America, King street east.

Bank of Montreal, James street south.

Bank of Nova Scotia, King and John streets.

Canadian Bank of Commerce, King and Hughson streets.

Imperial Bank of Canada, James street north.

Merchants Bank of Canada, King and James streets.

Molsons Bank, James street south; branch, Macanah street and Market square.

Traders Bank of Canada, King street west; branch, Wentworth and Barton streets.

Landed Banking and Loan Co., James street south.

Hamilton, Provident and Loan Society, Hughson and King streets.

## Hamilton Spectator Carnival Souvenir

### Kerr & Coombes

IRON FOUNDERS

WHEN practical men undertake a thing it is seldom, indeed that they make a failure and often, to be sure, that they are decidedly successful. That's the case with Kerr & Coombes foundry concern. Started in the year 1892 by practical men, each one being an expert in his own particular line, the record of the firm has been one continuous series of successes. Before 1892 the partners were working for other bosses. In that year the iron moulders strike put them out of their positions, and they determined to do things for themselves. Renting a small foundry premises on Queen street north, they made a modest start. There were no uncertain days in their career, they knew their business and made it go. In a short time it became necessary to enlarge the premises, and later on moved into their present large foundry quarters on York street, where they have instead of six hams, as at the start, no less than sixty, while the pay roll figures out about \$3,500 monthly.

This firm makes a business of general foundry castings, and successfully competes in the open market with all the big foundrymen of the country. Much of the special casting work used by manufacturers in the city is made by the Kerr & Coombes firm, and the foundry is kept busy from one year's end to the other.

The partners in the firm are George Coombes, W. J. Kerr, William Coombes and W. H. Kerr. As has been said before, they are all practical men and the combination is indeed a happy one. W. J. Kerr is in charge of the financial and office work of the concern. The other partners are to be found out in the works with the men, giving that personal attention and care to operations that cannot help but result in success. The capital invested amounts to \$25,000. Judged by the past of the firm, there is every reason to prophesy an even more abundant success for it in the years to come.

It is one of these rare combinations of men that have, in other cases produced, in time, the mammoth industrial corporations of the land.

The general tax rate in Hamilton includes every tax chargeable, with the exception of water, cement walk, and sewer rates.

### The Ellis Manufacturing Co., Limited

ONE of the newest of Hamilton's numerous knitting concerns is that of the Ellis Manufacturing Company, located in spacious factory quarters on James street, north of Vine street. The company, which has a most up-to-date plant, manufactures what is known as Spring Needle Ribbed Underwear, guaranteed to be unshrinkable and especially elastic in its nature. It is claimed that there is no other fabric made that so largely combines all the qualities which go to make up perfect fitting and comfortable underwear. They are essentially high-class and are made in combination and two piece styles, as may be desired, men's and women's. The Ellis company is the only concern manufacturing these beautiful goods in Canada, being the sole users in the Dominion of the necessarily fine and patented machinery required in their making.

Though it has been established in Hamilton but a short time, the Ellis company already has a firm standing. The management is composed of gentlemen who have served the public for many years in the knitting business, and knows just what the public taste demands. Already a large trade has been developed, and the number of hands employed is constantly increasing.

Do not fail to ask for the Ellis Spring Needle Ribbed Underwear, and do not consider any other lines on the plea that they are "just as good," which really means that the Ellis Underwear is a superior fabric to any other make.

If it's home you are thinking about, just come to the Carnival City and have a look around. You'll find a city of homes—a city not so large that you lose half an hour of valuable time going from home to business, nor so small that the whole city knows it whenever you or yours makes a move. It's a city where, with well paved streets, wealth of shade trees, extended street car service, and all other up-to-date conveniences, you are able to combine the rush and hustle of existence in a big business center with the quiet and exclusiveness of home residence in a suburban resort.



JAMES STREET, SOUTH FROM CITY HALL

## Hamilton Spectator Carnival Souvenir

### Coppley, Noyes & Randall

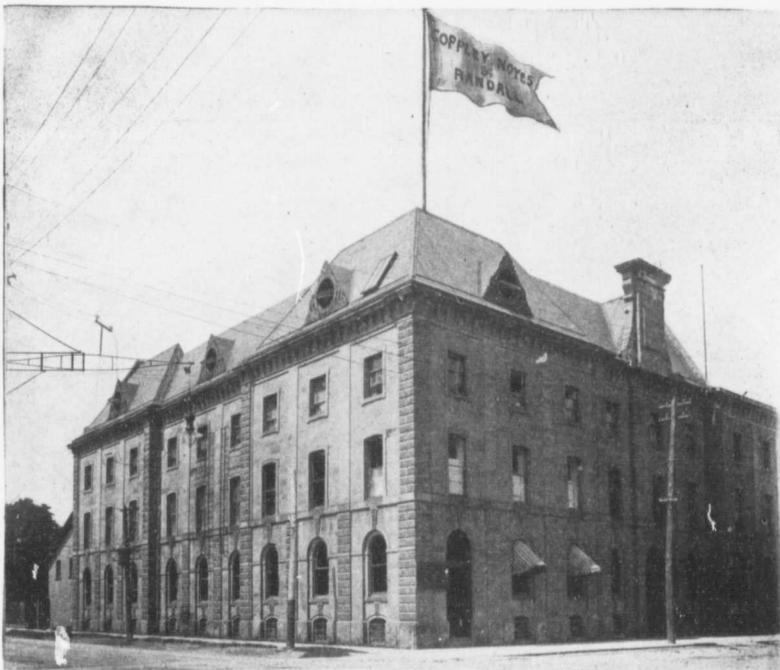
**H**ERE is a wholesale clothing firm that is fast making for itself a name throughout the Dominion second to none in the trade. In the year 1900 business was started in the city of Toronto, where it was continued for one year. About July 1st, 1901, the firm purchased the immense clothing stock of the John Calder Company, which had been forced on the market owing to the continued ill-health of Mr. Calder, and the lusty young business was moved from Toronto to Hamilton, the Calder warehouse at the corner of Maenab and Merrick streets being occupied. The Toronto stock was moved here, and since that time the business has gone ahead with leaps and bounds.

The works are equipped with all important, up-to-date mechanical appliances in the clothing business, and in all the departments there are experts in charge. There is nothing in the manufactured clothing line that this firm does not make, and its trade connections reach from Halifax to Vancouver. Ten travelers are kept on the road all the time disposing of the firm's output.

We enter the well lighted basement of this magnificent stone structure where are received the enormous bales of cloth of foreign and domestic manufacture. The number of yards of linings consumed annually by this firm would make the mathematician dizzy.

After the goods are opened out in this room they are transferred to the examining department, where every piece of goods is tested and examined, and, if found defective, rejected by the expert in charge. Here the goods are thoroughly shrunk and refinished, and from thence transferred to the cutting department on the floor below, where every care is taken to ensure accuracy of fit and perfection in cut to satisfy the most critical customer. There is a standard of excellence maintained in the tailoring of the goods, which is subjected to the careful examination of experts employed for that purpose. Here defects are discovered by their practical eyes which would escape the notice of the ordinary individual, and nothing is allowed to pass which is below the high standard established by the firm.

It is by the following of such methods as these that the company has



COPPLEY, NOYES & RANDALL MAMMOTH WAREHOUSE AND FACTORY

While there is much talk in these days of industrial development about the steady growth of the city in new manufacturing concerns which are to employ many hands, it should not be forgotten that there are old established concerns that have long been furnishing employment of a steady sort for the people. And one of the most praiseworthy of these is the Coppley, Noyes & Randall firm, which employs steadily 800 hands.

A visit to this factory, equipped with all the latest improvements for the manufacture of high-class clothing, will be interesting to many who have no conception as to the methods employed in its manufacture. Since the days in which Hood wrote "The Song of the Shirt," the evolution of the clothing business describes many decades of industrial development wherein not the least important is the manufacture of clothing. The social conditions of the workers, the facilities and comforts enjoyed by them in well ventilated, thoroughly equipped work rooms, and the high wages paid to experts, attracts the most skillful and intelligent workpeople.

succeeded in making a name for itself in the clothing trade of the country, and it is by such methods that future success will be assured.

That this concern should have succeeded so well is not altogether to be wondered at when the personnel of the firm is taken into consideration. All three of the partners, Gess C. Coppley, E. Finch Noyes and James Randall, are young aggressive and practical men in the business. More than this, they are affable and agreeable gentlemen to meet, and are particularly well liked by the retail trade throughout the Dominion.

All three of the partners in this large business are public spirited men, deeply interested in every good work that assists in the development, industrially and socially, of the city.

There is every reason to believe that the rapid development of this company's business since its organization in 1900 is but an evidence of the era of prosperity that is sure to come in the already approaching new Hamilton day. And every true Hamiltonian wishes that it may be so.

## Hamilton Spectator Carnival Souvenir



EDITORS IN CHIEF OF HAMILTON'S THREE DAILY NEWSPAPERS

### Lucas, Steele & Bristol

**P**OSSIBLY there is no wholesale house in the country where the value of perfect system is better illustrated than in the mammoth wholesale grocery of the firm of Lucas, Steele & Bristol. This house, managed by men who are themselves models in the matter of system, is an ideal one. The volume of trade done is enormous, yet so like clock-work do the active partners, Messrs. Steele and Bristol, manage things that they are enabled to give personal attention to even the minor details of the business. The house was established in 1830 by J. G. Forster & Co. In 1870 the firm name became Lucas, Park & Company, and in the year 1891 it was again changed to Lucas, Steele & Bristol. R. A. Lucas, the senior partner, does not now take the active part in the business that he once did. He is well content to leave the heavier work with his two younger, more energetic partners, R. T. Steele and Geo. E. Bristol. Both these last named gentlemen are not only most highly regarded in the trade throughout the country, but are also high in the esteem of their fellow citizens as public spirited men.



R. A. LUCAS

The warehouses of the company are located on Macdonald-street north, and they are, without exception, models in neatness and convenience. Though large in extent, they are none too large to properly contain the immense stocks carried by the firm. The firm imports direct from the first markets of the world everything in the shape of household luxuries and necessities, and a considerable export business is also done in Canadian fruits. There is hardly an important retailer between Hamilton and the Pacific coast who does not deal with this house, and the reputation of the firm for looking carefully after the interests of its customers is a by no means small factor in adding constantly to the trade. The business is one of great importance, not only to the men who are at its head, but also to the city of Hamilton, which, through trade channels, it is constantly advertising. On this page appear excellent likenesses of the three members of this firm.

Since June 1 this business is one of those that have become associated in the formation of the Canadian Grocers, Limited. Mr. Bristol, who is president of the Canadian Grocers, Limited, moves to Toronto.

Mr. Steele remains in Hamilton, a fact that the citizens will be pleased to know, as his interest in public affairs, and particularly in the matter of public health and cleanliness, make him too valuable a man to lose. Elsewhere in this book will be found an extended reference to the organization and work of Mr. Steele's society—the City Improvement Society. While Mr. Steele admits that he has had something to do with this organization, he insists that any credit therewith rightfully belongs to Mr. Newton D. Galbreath, the indefatigable secretary.

There are 60,000 people in the City of Hamilton, Canada, to be fed, clothed, and otherwise catered to by the retail merchants of the city. The 60,000 will be 80,000 in a short time.



GEO. E. BRISTOL



R. T. STEELE

## Hamilton Spectator Carnival Souvenir

### The Garlock Packing Company

ONCE upon a time, when men did not know any better, it was the uncommon thing to see particular care taken of engines and machinery. To-day, so high is the standard set by the intelligence of the men in the engineering business, that machinery of this sort is treated with the same care as would be given to a \$50,000 race horse. We have learned to know that the best results in this, as well as in all other lines, can be secured only by a most successful study of the needs and requirements of the apparatus depended upon to bring those results. It was a study of these needs and requirements that brought about the establishment, in the year 1880, of the Garlock Packing Company. Mr. A. Byrne, the proprietor of the works, believed that the Garlock goods were needed to bring best results. He pushed the sale of the now famous Garlock engine and pump packing, and to-day he has the satisfaction of knowing that his judgment was not astray, for this brand of packing has attained a celebrity reaching out not only across the line to the United States, but over the seas to European countries.

Besides the extensive business done by the company in engine packing, a large trade has been

developed in general engineers' supplies. Another special line in which the company is doing a splendid business is that of asbestos pipe and boiler coverings.

Owing to the constantly increasing demands of the business, it was recently found necessary to build new factory premises. Property was purchased on Mary street, just north of King street, and a new building was erected, specially designed and planned to meet every requirement of the business. The new home of the company is shown on this page. Its neat exterior is but an index of the appearance of everything within and, in its new quarters, it is confidently expected that the company will be more successful than ever.

A branch of the business has been opened at 103 Common street, Montreal, it being found expedient to keep on hand there a full stock of the company's goods for the purpose of facilitating rapid filling of orders from the eastern provinces. Garlock packings, which are patented, are considered by experts to be the best on the market, and the steadily increasing business of the Hamilton company cannot but be regarded as the very best of evidence that the goods are giving good satisfaction.



GARLOCK PACKING COMPANY FACTORY

### James Findlay, Roofer

IN the year 1808 James Findlay, a sturdy Scotchman, established himself in Hamilton as a roofer. He brought home in Scotland a thorough knowledge of his business and a family of sons, who followed in his footsteps as first-class mechanics. To-day the James Findlay roofing business is being carried on by Wm. M. Findlay, one of the sons, and it is safe to say that among all the men in the same business to-day there is no more popular man than this son of the sturdy Scotchman. Wm. M. Findlay is a thoroughly practical man, with an extremely wide knowledge of the business in which he is engaged. Besides doing all classes of slate, felt and iron roofing, he has an extensive trade in metal ceiling and terra cotta tiling work. The best evidence of the excellence of his work and the reasonableness of his charges is the fact that many of his contracts come to him without the formality of tendering.



ALD. W. M. FINDLAY Mincio Asylum, the Laurentide Pulp and Paper Mills, Grand Mere, Que.; the City Hall, and several of the International Harvester Co.'s buildings.

Mr. Findlay is a man of much public spirit. For several years he has occupied a seat at the aldermanic board, having been on many occasions chairman of important committees. He is an affable gentleman and a pleasant man to do business with. His works are at the corner of Locke Street and Aberdeen avenue.

James Findlay is still associated with the management, though he leaves the hard work now to his son.

### J. W. Sutherland

STARTING six years ago in a medicinal and aerated table water business that occupied but small premises and served its customers with one wagon, J. W. Sutherland in three years made so great a transformation that the premises were more than doubled in extent, the customers' service increased to four wagons and the whole plant renewed. The works to-day front on Jackson street east—Nos. 17 and 19. The building is a two-story one with large basement, and from top to bottom no waste space is to be found. The works are a model of cleanliness and neatness. Every bit of machinery is of the up-to-date sort, being bought from Messrs. Bratby & Hinchliffe, Manchester, England, manufacturers of the most advanced aerated water machinery in the world. An expert aerated water engineer from Manchester superintended the erection of the plant and manages it. It is the most complete works of the kind in Canada, and every point in the preparation and bottling of the goods is most carefully looked after. All the water used is passed through world renowned set Bekefeld germ proof filters, and the aerating and bottling machinery is not to be surpassed. Mr. Sutherland's laboratory quarters are most extensively and completely fitted up, and all syrups and extracts used are made on the premises. Mr. Sutherland is a practical chemist, and hence his success.



A. T. FREED,  
Inspector of Weights and Measures.



JULIUS ZITTEL,  
of the Dyeing Company.



J. W. SUTHERLAND

Mr. Sutherland makes a large line of fruit-flavored carbonated goods known as Crystal beverages, including his pure Jamaica Ginger Ale and English brewed Ginger Beer, in which he surpasses all other makes. Besides these he also manufactures a varied line of table and medicinal waters, including lithia, seltzer, soda, potash and Vichy waters, put up in splits, pints and siphons. Mention might also be made of his Belfast Ginger Ale, which is rapidly taking the place of the imported article.

## Hamilton Spectator Carnival Souvenir



W. L. CUMMER,  
Managing Director and Sec.-Treas.  
Dowsell Mfg. Co.



GEO. B. DOWSELL,  
Pres. Dowsell Mfg. Co.



FRED. DOWSELL,  
Vice-Pres. Dowsell Mfg. Co.



MURRAY G. LOTTRIDGE,  
Wholesale Wine Merchant.

### The Dowsell Manufacturing Co. Limited

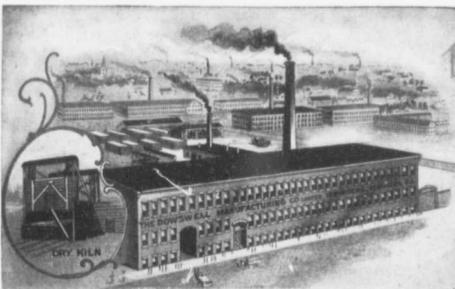
AMONG the many Hamilton industrial concerns that have become prominent within the past ten or fifteen years, the Dowsell Manufacturing Company, Limited, deserves particular mention. This company is located on Elgin street, in very commodious factory quarters, and its output consists of wringers, washing machines, barrel churns, egg crates, vegetable crates, mangles, etc. The business was started about twenty-five years ago by W. F. McGivern under the firm name of the Hamilton Industrial Works. Later it became the Peerless Manufacturing Company, and later again the Dowsell brothers took over the business and in 1897 a joint stock company was formed under the present management, and the business has since rapidly developed and is now one of the progressive concerns of the city.

The present factory quarters have been occupied for four years. They are fitted up with all the most modern machinery it has been possible to secure, and the immense business now being done is a fair indication that the company's goods are good goods. Both the brothers—George B. and Fred.—

are experts in the business, they having been in it from their boyhood, and they give their whole attention to the working of the factory.

The officers of the company are George B. Dowsell, president; Fred. Dowsell, vice-president; W. L. Cummer, managing director secretary-treasurer.

While the company manufactures the lines mentioned, its specialties are the wringers and washing machines, for which there is a constant and ever increasing demand from one end of the Dominion to the other. For some time past the company has been doing an increasing export business, and this new field is rapidly developing in importance. The company gives steady employment to about 130 hands, and the Dowsell factory is one of the busy places of the city the whole year round.



DOWSELL COMPANY FACTORY

### Hamilton Conservatory of Music

ONE of the leading educational institutions of this city is the Hamilton Conservatory of Music, which is situated on the corner of Charles and Main streets. This Conservatory has now entered upon its seventh year, and had in attendance last year over three hundred students, many of whom came from outside points. The Hamilton conservatory in equipment, staff and attendance stands third as to size in the Dominion, while the work done at recitals and examinations by its students is not surpassed by any musical institution in the country. Every branch of practical and theoretical music is taught by a staff of competent instructors, under the personal direction of Dr. C. L. M.

Harris. The scope of the work done may be more fully ascertained by writing for the annual prospectus issued by the Conservatory. The musical director, Dr. Harris, is an honor graduate of Trinity University, an examiner in music at Toronto University, a member of the advisory board on musical studies at both Trinity and Toronto Universities, past president of the Associated Musicians of Ontario, and organist and choirmaster of St. Paul's Presbyterian Church. Dr. Harris has been identified with the best musical interests of this city for the past

eighteen years, having taken an active interest in the old Philharmonic Society. He was conductor of the Hamilton Choral Society during its existence, and for fourteen years was conductor of the Harris Orchestral Club. At present he is concentrating his energies on the work of the Hamilton Conservatory of Music, the services at St. Paul's Church, the examinations in music of our two leading Universities, and the furtherance of the musical interests of the Province. All of which goes to show that the Hamilton Conservatory of Music has at its head a man who has at heart not only the interests of the music of our city from an educational, but also from an artistic standpoint.

The rapid growth of the Conservatory under Dr. Harris' capable management is one of the evidences of advancement in Hamilton in an art way. The citizens are proud of the institution.



W. S. DUFFIELD,  
Sec'y-Treas. M. Pierson Shoe Co.



G. SWEET,  
Mgr. W. E. Sanford Mfg. Co.



ROBT. C. FEARMAN,  
Treas. F. W. Fearman Co.



W. J. THOMSON,  
Mgr. Hamilton Facing Mill Co.

## Hamilton Spectator Carnival Souvenir

### The Hamilton Steel & Iron Co., Limited

IT was indeed a day to be remembered in the history of the city of Hamilton when the ratepayers were induced to grant a money bonus to the promoters of the Hamilton Smelting Works. When the people did this they builded better than they knew. Hamilton, up to that time, had not been advancing in an industrial way as the citizens hoped she might have done. The promoters of the smelting works industry promised that with the iron smelting business here there would certainly be a rapid increase in the city's industries, it being claimed that the close proximity of this raw material, along with the city's other advantages, would be more than the manufacturer could withstand. What the promoters promised came true, as the people have since discovered, and to-day there is no one would dare say the aid given to the smelting works industry was in any way wasted. To the contrary, it was one of the best investments ever made by the municipality.

the city and close to the blast furnaces. In a very short time the steel plant became a reality, and since 1890 it has been operated most steadily, still further adding to Hamilton's attractions as an industrial center and bringing added profits to the company. The capacity of the steel plant is 150 tons per day.

At the blast furnaces, which have extensive water front privileges, a large proportion of Canadian ore is used, being brought from the Michipicoten district both by rail from Sarnia, where transshipment is made from the ore carriers, and by boat to the wharves of the company at Hamilton. A considerable portion of the pig iron manufactured is used in the steel works in the manufacture of steel and puddled bars.

On the company's extensive properties there are about six miles of railway siding, with direct connection to the Grand Trunk, Toronto, Hamilton & Buffalo, Canadian Pacific, Michigan Central and Northern and Northwestern Railways. The company has its own yard engines, and the railway business done at this spot alone is greater than that in many large towns.

While the blast furnaces and steel mills of the company are located in the far east of the city, the iron rolling mills, forge and nail works are continued in the northwest district. They are in themselves immense concerns, giving steady employment to a very large number of hands. The total number of hands employed at all the works of the company is about 1,000. The company's paid-up capital is \$1,500,000, and, as has been said before, it is one of the best advertising mediums the city has ever had, spreading its industrial fame to the four corners of the continent and acting as a magnet to draw manufacturing concerns from every direction.

The officials of the company as at present constituted are: C. S. Wilcox, president; C. E. Doolittle and A. E. Carpenter, vice-presidents; C. Wilcox, C. E. Doolittle, A. E. Carpenter, Wm.

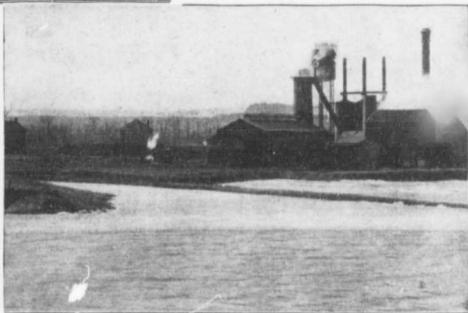


STEEL PLANT

The Hamilton Smelting Works were the first works of the kind to be established in Ontario. The establishment came at an opportune time, for the country was just awakening and a new industrial era was about to be ushered in—an era that was bound to make the iron smelting business a business of much importance.

As originally planned, the works had a capacity of 175 tons of pig iron daily. To-day with the additions that have been made to the furnaces, etc., the capacity has been increased to 225 tons, and the demand for the output is ever and ever greater as the manufacturers of the country come to know the excellent quality of the iron made, it being equal for general purposes to the best imported article.

Since the works were first started the management, as well as the plant, has undergone several important changes. In the year 1899 a combination of iron and steel interests was decided upon, the result being the incorporation of a company known as the Hamilton Steel and Iron Company, Limited. This combination included the Ontario Rolling Mills Company and the Hamilton Blast Furnace Company—this being the name by which the Smelting Works Company was at that time known. The Ontario Rolling Mills Company had for many years been one of the industrial mainstays of the city, the mills being located in the northwest part of the city alongside the main line of the Grand Trunk Railway. The union of the two companies made a combination financially very strong, and in management most energetic and aggressive. At once the erection of an up-to-date open hearth steel plant was decided upon, the location being on the bay shore in the extreme east end of



BLAST FURNACES

Southam, John Milne and Geo. Lynch-Staunton, of Hamilton, and T. M. Hitchcock, of Cleveland, Ohio, directors; Robert Hobson, general manager; W. A. Child, treasurer; H. H. Champ, secretary; D. D. O'Connor, scales manager.

The men who put their money into the smelting works business in the first instance some years ago, when the proposal from a business point of view was a somewhat unobvious one, were Hamilton citizens. It is pleasant to record the fact that they have been rewarded for their faith, the success of the business having long ago made loss to them an impossibility.

In connection with the Steel and Iron Company business, and developing from it, has come a marked revival in the shipping interests of Hamilton, there being to-day one Hamilton-owned line of Clyde-built steamers engaged almost exclusively in the ore-carrying trade, and others doing a considerable business.

## Hamilton Spectator Carnival Souvenir

### E. T. Wright & Company

ONE of the busiest industrial concerns in the city of Hamilton is that of the above named company, located at the corner of Cathart and Kelly streets. The catalogue announcement says that the company manufactures cold blast lanterns, hinge lanterns, lift lanterns, bird cages, Victor and Comet offers, metallic, delusion and snap shot mouse traps, pressed, pinned and japanned tinware, milk and creamery can fixtures, hardware specialties, tinmiths' supplies, tools, etc.; patent plated elbows and patent stovepipe. This is true, but it is not all. As a matter of fact the different goods made cover an index of six closely printed pages and ran from A to Z of the alphabet. The

business was started in 1883, the Wright brothers succeeding the J. M. Williams Company in the bird cage and japanning business. From that date, in a quiet and energetic way, these two practical men, both of them workers and with a thorough knowledge of their business, determined to make a place for themselves among the captains of industry in the Dominion. Today they are among the leaders.

The E. T. Wright factory premises, which have been added to time and again in the past ten years, are to-day the largest and most complete of their kind in Canada. They cover a ground area of 160 x 120 feet and, with basement and upper flats, give a floor space of 60,000 square feet. The stock building is a splendid new structure, specially adapted for the rapid handling and storing of the heavy raw materials. As an index of the volume of business done it may be mentioned that 20,000 boxes of Canada plate, imported from Wales, are used annually along with twenty-five carloads of galvanized iron, used in making corrugated conductor piping.

The bird cage factory is the only one in Canada, and in it any sort of cage one could wish for is made, from the parrot cage to the mouse trap. The lantern factory is another important department, the company doing an enormous business in this line with its own patented device lantern goods. Large quantities of railway signal lanterns are made for the Canadian railways, these having 14 gauge steel frames.

Stovepipes are another special line, the company controlling two valuable patents—one for a one-piece elbow and another for Scheel's self-fastening pipe. The trade in these lines is constantly growing.

Connected with the works are tuning quarters, japan ovens, paint

shops and all other necessary departments going to make the industry complete in itself. Controlling as it does so many patented devices in tin and wire goods, the company has very much special machinery, and it is safe to say that there is no more interesting spot in the whole city to one mechanically inclined.

The company gives steady employment to about 150 hands. E. T.

E. T. WRIGHT & COMPANY'S FACTORY

and H. G. Wright are the proprietors, and they feel a pardonable pride in the fact that their trade connections to-day cover not only the entire Dominion, but also extend to the Old Country, considerable expert business being done. From the Hamilton works six travelers are sent out, and from the Montreal branch, at 424 St. Paul street, three men are constantly on the road. This business is one of those which illustrate so well the industrial growth of the city in the past ten years.

H. G. Wright, though a busy man, has given much of his time to public affairs. He has served on the city council, public parks board and is vice-president of the carnival committee.

### Hart Emery Wheel Company, Limited

WITHOUT fuss or bluster of any particular sort the Hart Emery Wheel Company, Limited, of this city, has been doing business for the past 25 years and in a way that has earned for it and its management a reputation in the foundry trade second to none in the world.

As every foundry worker knows, there is nothing more important in the business than the correctness of the grinding machinery. The Hart Emery Wheel Company management has known this too, and has made every effort to produce only those goods that would stand the test of actual wear. How well it has succeeded is best illustrated by this fact, that there is not a foundry of any importance in this country where the company's goods will not be found, recognized as standard. Besides this, there is not a country in Europe where the goods are not sold, the company doing an extensive export trade.

The output includes corundum wheels, emery wheels, grinding machinery and abrasive specialties. When the corundum discoveries

made this composition a factor in the abrasive wheel business, the Hart Emery Wheel Company was one of the first to take advantage of it, and today it is one of the most extensive users of corundum in the country.

The factory buildings, James and Hunter streets, are large, commodious and splendidly equipped with all the latest and most up-to-date machinery and appliances in the business, in keeping with the constant effort of the management to make only the best of everything. In all thirty hands are regularly employed at the works, which run steadily year in and year out, at times being taxed to fill orders.

The company is one of the solid ones of this city of solid concerns, and through its extensive trade connections in this and other lands, has done much to advertise and make known in a favorable way Industrial Hamilton. Mr. Walker, the manager of the company, is a gentleman thoroughly expert in the business, and shrewd and aggressive as a business man. His picture appears elsewhere in this book.



F. C. BRUCE, M. P.



H. CARSCALLEN, K. C., M. L. A.



HON. DR. MONTAGUE

# Hamilton

# Old Boys



GED. A. E. HEALEY,  
Niagara Falls, N. Y.  
Ad. Mgr. Niagara Falls Gazette.



J. H. M. HAFFIN, Sec'y,  
with Jas. MacLish, Druggist, Oakland, Cal.



ALD. J. G. V. BURKHOLDER,  
Father of the Old Boy Movement.



MARK W. CUZNER, Pres.,  
with Jos. Lancaster & Co., Oakland, Cal.



JOHN NELLIGAN, Sec'y,  
Stratford.



MILES HAMILTON, Pres.  
Yenbons.



JOHN ALLAN,  
New York.



JOHN F. CASLEY, Sec'y,  
St. Catharines.



J. H. BURNS, Pres.,  
Foreman Bootmaker, J. M. Ross,  
Shoe & Co., Hampton.



W. T. STEWART, Pres.,  
Stratford.



J. CHARLES HENRY, Sec'y,  
American Cereal Co., Akron, Ohio.



W. WILSON, Sec'y,  
Brantford.



JAMES HEATH, Pres.,  
Brantford.



D. H. O'BRIEN, Pres.,  
137 S. Centre St., Schoenectady, N. Y.



J. H. WILLSON, Sec'y,  
Broker, Sydney, C. B.



W. C. AWTY AND L. R. GREENE,  
Pres. and Sec. Cleveland O. B. Ass.



PROF. JAMES ATLAS,  
Bridgeport, Conn.



W. W. LUMSDEN, Pres.,  
Mgr. Oak Hall, St. Thomas.



F. E. BURNS,  
Dealer in Clothing, Boots and Shoes  
and Men's Furnishings, Kamloops, B. C.



W. M. SPRINGATE,  
Paris.



JOHN M. WATT, Sec'y,  
Detroit.



W. M. S. AVLETT, Sec'y,  
with Stein-Block Co., Rochester, N. Y.



JAMES A. LAIDLAW,  
Storekeeper Asylum for Insane,  
Brockville.



D. TURNER,  
Portage La Prairie.



M. S. McLELLAN, Sec'y,  
Schoenectady, N. Y.



CHARLES BLACK, Pres.,  
Niagara Falls.



W. S. CLARKE,  
Chief of Police, Galt.



JOHN S. FIELDING, Pres.,  
Chief Draftsman D. I. & S. Co.,  
Sydney, C. B.



D. D. YOUNG,  
Paris, Texas.



DR. JOHN S. MILLER,  
Sec'y-Treas., Calgary, Alta.



JOSEPH M. CASEY, Pres.  
with Herald P'g Co., Erie, Pa.



DUNCAN MURRAY,  
Alderman, Galt.



A. E. GARRETT, Sec'y,  
Vancouver, B.C.



THOS. ALLAN,  
Gorman & Eckart London.



W. D. WISHART, Vice-Pres.,  
Rochester, N.Y.



S. S. KIVINGTON, M.D.,  
Late of Com. 3, 3th Batt., 1862 to  
1876, Minneapolis, Minn.



J. HARLEY BROWN,  
Can. Sugar Ref. Co., Pres. Old Boys  
London.



JAMES E. STOTT,  
Hamilton & Stott, Sec'y-Treas.,  
St. Thomas.



R. A. STAFFORD,  
Photographer,  
Portage la Prairie.



T. C. WRIGHT, Sec'y-Treas.,  
Mgr. Northliner Piano Co.,  
London.



GEO. E. FEAST, Sec'y-Treas.,  
Boston, Mass.



GEO. ROSS, Pres.,  
Barrister, Toronto.



J. S. KNAPMAN, Sec'y,  
Dealer in Telegraph and Telephone  
Poles, Peterboro.



HARRY D. GILLARD, Sec'y  
Toronto.



E. A. SHELLY, Pres.  
Clerk Albert Hotel, Calgary.



D. A. MACMILLAN, Pres.  
Macmillan Litho. Co., Rochester.



FREDERICK BUSCOMBE,  
Pres., Vancouver.



JOHN M. VICAR, Pres.,  
Detroit.



THOS. EGAN, Pres.  
Stratford.



A. H. MALCOLMSEN, Pres.,  
St. Catharines.



ALFRED BICKNELL,  
Barrister Woodstock.



F. J. ROSS, Treas.,  
Brampton.



C. P. MOORE, Pres.,  
Akron, Ohio.

## Hamilton Spectator Carnival Souvenir

### Canadian Order of Chosen Friends

ONE of Hamilton's most prosperous financial institutions was instituted March 28, 1887, in the same year, and incorporated June 1 in the same year. The man who had most to do with the formation of this purely Canadian Order was one of Hamilton's old boys, James Dixon. Mr. Dixon through able management placed the Order on the high road to success, and occupied the post of Grand Councilor from 1887 until 1893. The growth of the Order has been wonderful, from 173 members in 1887 to over 25,000 today. The audit for the second quarter of this year has just been completed, the balances on hand being:

Life Insurance Fund.....	\$341,591 75
Sick Benefit Fund.....	12,230 68
Guarantee Fund.....	1,000 00
Investigation Fund.....	1,959 66

\$357,072 09

In addition to having created such a large surplus, the Order has paid out to families of deceased members \$1,258,868.65, and to members in sick benefits \$80,668.37; also to members who have become disable \$43,833.40

There are 460 councils throughout the Dominion. The city of Hamilton has six flourishing Councils with a membership of over 1200. The rates of the Order are as low as is consistent with safety. Members are divided into two classes—ordinary and hazardous. Ordinary members pay as follows:

At the Age of	On \$500	On \$1000	On \$2500	On \$5000
18 years.....	\$0 25	\$0 38	\$0 57	\$1 16
19 and 20.....	0 30	0 60	0 90	1 20
21 " 22.....	0 31	0 62	0 93	1 24
23 " 24.....	0 32	0 64	0 96	1 28
25 " 26.....	0 33	0 66	0 99	1 32
27 " 28.....	0 34	0 68	1 02	1 36
29 " 30.....	0 35	0 70	1 05	1 40
31 " 32.....	0 36	0 72	1 08	1 44
33 " 34.....	0 37	0 74	1 11	1 48
35 " 36.....	0 38	0 76	1 14	1 52
37 " 38.....	0 40	0 80	1 20	1 60
39 " 40.....	0 43	0 86	1 29	1 72
41 " 42.....	0 47	0 94	1 41	1 88
43 " 44.....	0 52	1 04	1 56	2 08
45 " 46.....	0 62	1 24	1 86	2 48
47 " 48.....	0 77	1 54	2 31	3 08
49 " 50.....	1 00	2 00	3 00	4 00



A. WOOLVERTON, M.D.,  
Grand Medical Examiner, Hamilton.



W. F. MONTAGUE,  
Grand Recorder, Hamilton.



J. H. BELL, M.D.,  
Grand Councilor, Kingston.



W. F. CAMPBELL,  
Grand Organizer, Hamilton.



SAMUEL BROADFOOT,  
Grand Treasurer, Guelph.

J. H. Bell, M.D., mayor of the city of Kingston, is the present Grand Councilor, and under his able supervision the Order will certainly secure its fair proportion of success and popularity.

W. F. Montague, Grand Recorder, is well known to Hamiltonians, he having served two years as an alderman, and was a conspicuous figure in the jubilee celebration, much of its success being attributed to his untiring zeal and ability. His office is a paragon of neatness and dispatch. The reports from 460 councils are here checked and corrected monthly. Nearly \$30,000.00 is collected monthly, and a large proportion of this money is checked out each month. The correspondence alone in connection with his office totals nearly 12,000 letters per year. He has been unanimously elected since 1888.

Samuel Broadfoot, of the Inland Revenue Department, Guelph, has been Grand Treasurer since 1893. He is a public spirited man and a member of the school board of the city of Guelph.

W. F. Campbell, the Grand Organizer, is a Hamilton man and can easily rank as an old boy, having arrived in Hamilton from Scotland in 1864. That he understands his business is best shown by stating that he has secured a fine staff of organizers, and through the continuous efforts of himself and staff about 3,500 new members of the Order are being secured yearly.

A. Woolverton, M.D., of Hamilton, is Grand Medical Examiner. His great experience in insurance work is well known, and the Order is fortunate in making such a selection. He has held the office ever since his first election in 1892.

Before closing this brief reference to this young and aggressive institution it is only fitting that it should be said that since Mr. Bell took office as Grand Councilor there has been a marked increase in the business done. The vim and energy of this well known fraternal society man, which has resulted in his being chosen chief magistrate of the city of Kingston, Ontario, promises to make the progress of the Order during his term of office a record breaker.

## E. VanAllen & Company

NO one knows better than the man who happens to get hold of one that isn't, just what a joy and comfort a perfect fitting shirt is.

And, having heard the universal chorus of "amens" to this, it is time to introduce the sufferers and everyone else to the well known shirt manufacturer, E. VanAllen, whose factory is situated on George street, in the city of Hamilton. Mr. VanAllen has been the proprietor of a shirt factory since 1870 and he ought to know how to make the shirt that makes a man's life a joy in the wearing of it.

Beginning with a small frame building, Mr. VanAllen has kept right on making good, perfect fitting shirts, alternating every once in a while with building operations, made necessary because his goods were right and suited the people, until to-day he has a modern, four-story brick factory building with a floor space of over 40,000 square feet, equipped throughout with the most modern machinery known in the trade, and operated with electric

and steam power. The output of the factory to-day includes the celebrated Star brand shirts, collars, cuffs, and boys' and ladies' waists, while the business done extends from coast to coast throughout the whole Dominion. Mr. VanAllen employs eleven travellers, who do business for him all the time on the road. About 120 hands are employed in the factory, and the pay roll totals about \$4,000 a month.

While other similar manufacturers handle domestic goods largely, Mr. VanAllen caters to a higher class of trade, and he is to-day possibly the largest importer of Madras goods in the country. He buys direct from the first markets and is always well stocked with the latest and most up-to-date fabrics.

Mr. VanAllen is a splendid specimen of the successful business man and is one of Hamilton's best known citizens, having served on the city council and other important boards. His success has been well deserved and Hamiltonians rejoice with him in it.



E. VAN ALLEN & CO.'S FACTORY

## Hamilton Spectator Carnival Souvenir

### W. E. Sanford Manufacturing Co., Limited

THE name of the W. E. Sanford Manufacturing Company is a well known one in business circles throughout the Dominion. Its clothing is to be found on the shelves of the best dealers in nearly every city and town from one end of the country to the other. It has branch stores at many points throughout the Dominion and sample rooms at Winnipeg, Victoria, Toronto and Montreal, and sample agents at each of these points. Four of its travellers visit the Maritime provinces every season; as many represent the house in the Western provinces, while seven or eight thoroughly canvass all sections of Ontario and Quebec. It is safe to say that in the volume of business done no other house in the trade approaches them.

In addition to ordinary clothing the Sanford manufacturing company is also a large manufacturer of military uniforms. A goodly portion of the clothing of the militia throughout the country is the product of this company.

The clothing of the telegraph messengers and postoffice carriers, is of this company's manufacture. Few firms in the city give employment

converting the large piles of cloth into shape preparatory to being placed in the hands of the maker. There are also machines for measuring and shrinking the cloth, for making button holes and putting on buttons and in short for almost everything by which the efficiency of labor can be increased.

The factory at the present time consists of a brick building of five stories and basement, having a frontage of 126 feet on King street, and 160 feet on John street, and employs about 2,000 operatives. The W. E. Sanford Manufacturing Co. has done a great deal of work for the Dominion Government and made at short notice the Khaki uniforms worn by the Canadian contingents in South Africa.

The amount of confidence that the Sanford Manufacturing Co. has inspired in the heads of the British military department by the prompt and efficient manner in which the contracts awarded to the company have been filled, is here illustrated. Without any previous correspondence or contract, the company received from the Imperial Government an order to supply 11,000 frizee overcoats with 30-inch capes and heavy



W. E. SANFORD MANUFACTURING COMPANY'S WAREHOUSE

so lucrative or of such a permanent sort to so many hands. The premises of the company are situated at the corner of King and John streets. The stock is always an immense one. Long before one season's trade is over, the manufacture of the material for the following season is being pushed, while at the same time purchases are being made for the trade of still later on.

The business was founded about forty-five years ago by Hon. W. E. Sanford. At the beginning he had associated with him Alexander MacInnes, under the firm name of Sanford, MacInnes & Co. Mr. Sanford did the traveling for the firm, and his energy and business sagacity soon gave the young house a start on the highway to great success.

Several changes in the style and membership of the firm took place some years ago, when the W. E. Sanford Manufacturing Company (limited) took over and continued the business.

After the death of Senator Sanford a few years ago the deceased's executors took charge of the business for the estate, having managed it ever since with ever increasing success.

The establishment is now, of course, fully equipped with all that mechanical art can supply. Cutting machines are in constant operation

belts, to be despatched from Hamilton, so as to catch the steamer leaving Vancouver for China within a little more than a month. This meant, besides attending to the wants of their regular customers, the turning out of over 500 complete coats and capes every day for three solid weeks, the manufacture of vast quantities of frizee cloth and linings, 121,000 buttons and 22,000 buckles. The woolen mills at Peterboro, Lanark, Hespeler, Waterloo and Cobourg were set working double time, the electric cutting machines were started on the goods as soon as they arrived, on piles of six thickness of cloth at the rate of 2,000 actions per minute, and within the specified time the entire order was despatched to provide for the comfort of the Third and Fourth brigades of the British army during the cold winter in China. The order simply indicated the number of garments required according to scaled sample furnished, and the war office inspectors, who examined every coat before it was sent off, declared that they were vastly superior to the goods made by the Royal Army Clothing Department at Pimlico, where fully eight-tenths of the English army clothing is made under Government supervision. This, to say the least, is a decided compliment to the management of the company and to the efficiency of its workman.

## Hamilton Spectator Carnival Souvenir

### M. Brennen & Sons Manufacturing Company, Limited

**F**ORTY-EIGHT years ago in this city, the late M. Brennen commenced the manufacture of sash, doors, blinds, etc. A little later, he built his factory on King William street, between John and Catharine streets, this site being still used by the company as a lumber yard. In a short time with the growth of business, he found it advantageous to purchase standing timber, and to operate his own saw-mill a few miles from the city. At that time most of the timber used here was teamed in from the adjoining townships. As the timber became scarce in this vicinity, it became necessary to purchase further north, and in 1880 Mr. Brennen purchased a large tract of timber land at Tioga, in Simcoe County. Again, owing to increased business requirements, timber limits were purchased in Muskoka, Parry Sound, at Huntsville and Sundridge. The next purchase was on the north shore of Lake Huron, in Algoma. At this date the company, together with the companies its different members control, is operating four saw mills, situated at Tioga, Brennen, Cache Bay, and Spanish River, Ont.

Not long ago fire destroyed the King William Street Mill of the company, in Hamilton. In the place of the old mill has risen a modern structure that is a credit to the city in which it is located.

The main building of the new mill is 130 x 120 feet, with a dry kiln, 35 x 60 feet, and a shavings vault 30 x 30 x 40 feet. The

chimney is 90 feet high with a 16 foot base, tapering to 4 feet at the top. In the sheds and yards is carried a complete stock of pine and hemlock lumber. There is a splendid improved furnace erected on the premises, the company claiming that it is one of the best in existence. Inside the mill is seen a varied lot of up-to-date machinery, including McEachern exhaust fans, S. A. Woods matchers, pair of Kelly twin engines of 125 h. p. capacity, Goldie & McCulloch surfacers, Otis freight elevator, Greenlee Bros' relishers, sash stickers, double tenoners, mortisers, shapers, combination and band saws, Jackson & Cochrane sanders, sash joiners, jig saws, boring machines, sash, door and blind machines, etc. The splendid building is of brick and contains a Goldie & McCulloch vault, wash rooms and other conveniences for the workmen. The whole is fitted throughout with electric lamps.

The mills of the company in the far north are equipped with the most modern machinery, and the mills, boarding houses, stores, dwellings occupied by the employees, are lighted by the company's own electric plants. The total capacity of all the mills is about 200,000 feet per day, principally pine from the company's limits of over 100,000 acres, or 150 square miles in extent. The company also manufactures a large quantity of hemlock, maple and other woods.

The company's mill at Cache Bay, Nipissing has been running for some years. It is a circular saw mill with a daily capacity of

35,000 feet of lumber and 20,000 laths. It is on the line of the C. P. R., convenient to all points in Ontario and Quebec, and much of the lumber used in Hamilton, Toronto, Ottawa and Quebec cities, comes from this mill. Situated at the mouth of Sturgeon River, it is convenient to an immense area of timber land and it is from this mill that large European shipments are made.

The Tioga is a small mill on the line of the G. T. R. between Beeton and Collingwood, about 80 miles from Hamilton. It has been operated for many years, and, being so close to Hamilton, affords builders an excellent chance to get large supplies of lumber at the lowest possible prices.

A large mill was erected this year at Spanish Station, C. P. R. at the head of Georgian Bay. This is a most modern mill in every point, being equipped with double cutting band saws. The mill has a daily capacity of 75,000 feet of lumber and is convenient for either rail or water shipment to all points. At this mill about 50 men are employed. The machinery in this mill is all Canadian made and the hardware, fittings, electric light plant, fire pumps, etc., came from Hamilton. The mill is surrounded by immense tracts of heavily timbered land, furnishing a supply source for many years to come.

The Rainy Lake mill at Brennen post office, in McCraney township, Parry Sound district, is a hand, shingle and lath mill with a daily capacity of 45,000 feet of lumber, 35,000 shingles and 20,000 laths. The location is on the line of the Canada Atlantic railway, connecting with the G. T. R. at Scotia Junction. From this mill large shipments are being continually made to the Old Country markets.

The total number of employees at the mills is over 400 men. Through the operations of this company, Hamilton has the advantage of being able to obtain lumber at first cost, and it is a fact also worth special mention, that annually many thousands of dollars are spent by the company among Hamilton merchants in purchasing supplies for the various mills in the north country.

The mill concerns controlled and operated by the M. Brenne & Sons company, are as follows:—M. Brennen & Sons Mfg. Co., Limited; Canada Pine Lumber Co., Limited; Nipissing Lumber Co., Limited; Mississauga Lumber Co., Limited.

### Champion Oil and Varnish Co.

**I**N the year 1899, the Champion Oil and Varnish company began business in Hamilton under the able management of Mr. A. J. Limin. The house is one of the most reliable in the country and deals in all sorts of oils and varnishes, doing a large share of the local trade in these lines. The company's famous white butler compound is a leader that bring custom from every direction, it being regarded as one of the best compounds known. Mr. Limin is an energetic young man and the business is prospering under his careful management.



A. J. LIMIN



THE M. BRENNAN & SONS PLANING MILL, COR. KING WM. ST. AND FERGUSON AVE.



Y. M. C. A. BUILDING

## Hamilton Spectator Carnival Souvenir

### Long & Bisby, Limited

**T**HERE are few firms anywhere that have had such a long and honorable career, continuing in association for many years in the prosecution of a business of enormous proportions, as has been the case with W. D. Long and G. H. Bisby, without any change or variation. These gentlemen entered into partnership as wool dealers and commission merchants in Hamilton in the year 1867 and have con-

### Murray G. Lottridge

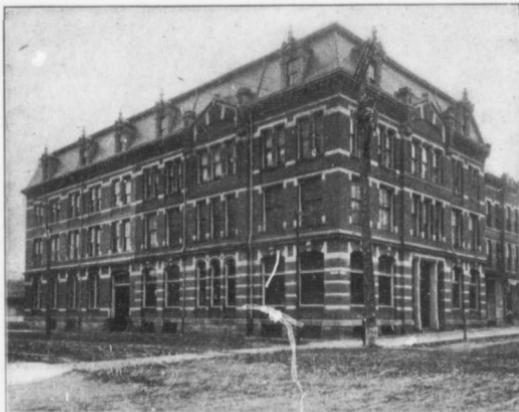
**M**MURRAY G. LOTTRIDGE is a fair specimen of the young generation of business men in Hamilton. Though a comparatively young man, he is already proprietor of one of the most important wine and spirit importing concerns of the city, with a trade that is increasing the capacity of his warehouse and is ever growing. Mr. Lottridge is a direct importer from the famous wine

producing centres of the world, his cellars being heavily stocked with the finest wines obtainable. He also imports largely the very finest brands of French Brandy, Scotch and Irish Whiskies, and all the popular and leading brands of gins, etc.

Besides this extensive business, Mr. Lottridge is local agent for the famous Sleeman Brewing Company. This company's ales, lagers and porters are not to be equalled for their purity, strength and wholesomeness, and in the goods of the Sleeman company Mr. Lottridge does a large business.

The young proprietor of this successful wholesale business is a son of one of Hamilton's best known and most public spirited citizens, J. M. Lottridge, a man who is universally well liked and who has been always known to do his best in advancing the best interests of the city and the country generally. Being the son of such a father, it is not surprising that Murray G. should be the successful young business man that he is.

Mr. Murray Lottridge is a popular young man, having innumerable friends in Hamilton's business and social circles. He is prominent in sports and athletics, and is a member of several local clubs. A bright future is in store for him, and his many friends wish him the greatest of success.



LONG & BISBY'S MAMMOTH WAREHOUSE

tinued until the present time importing foreign wools and cottons from various parts of the world and exporting Canadian wool, which they buy in large quantities all over the country. Long & Bisby's office, No. 41 John street south, has probably been the scene of more extensive transactions in wool and cotton during the last thirty years than any other place in Canada, and their substantial four-story brick warehouse, at the corner of John and Main streets, is certainly the largest structure of the kind in the city, and gives them nearly 4,500 square feet of floor space and room for several hundred tons of wool and cotton, of which large quantities may generally be found there. Long & Bisby supply a great many mills throughout the country. They ship wool also to American manufacturers and particularly to New England mills. Mr. Bisby is president, and Mr. Long vice-president of the company. They are the wool gatherers in Canada.

Mr. Long is president of the John McPherson Co., Limited, vice-president of the Canadian Woollen Mills, president of the Watson Manufacturing Co., of Paris, Ont., and vice-president of the Imperial Cotton Co., Hamilton. Mr. Bisby is vice-president of the Penman Manufacturing Co., Paris. They are both Americans by birth, the former hailing from Missouri and the latter from New York. Their interests are, however, principally centered in the commerce of Canada, and they are foremost in every movement for the material and social advancement of the City of Hamilton and her people, while they are personally two of the most prosperous and popular of her citizens.

The retail merchant in Hamilton is within telephone call of all his sources of supply, no matter what business he may be in. The presence in the city of wholesale houses and manufacturing concerns, covering every line of trade, makes it unnecessary for the retailer to carry six month stocks or to have on his shelves odd stock of any sort.



ART STUDIO OF J. R. SEAVEY

The art studio of J. R. Seavey, pictured above, is located on King street east. As the picture shows, the studio is an elaborately equipped one. Mr. Seavey, as a teacher and artist, has few equals in this country and his work is ever in demand. Much of the half-tone designing in the Carnival Souvenir is from his brush.

# A Wonderful Market

HAMILTON'S FRUIT AND PRODUCE EXCHANGE

**A** COUPLE of years ago a deputation of British Journalists visited Hamilton. It happened that they reached the city on a market day morning, and the first place they stopped on their drive from the station was at the Central market. It was the beginning of the fruit season and the market was a good one, but not better than hundreds before and since. The British journalists were simply overpowered. Their only exclamation was: "What in the world do you do with all this?" meaning the enormous display of fruit and vegetables. It was a revelation to them, as it is to every visitor to the city.

The great central fruit and produce market of the Hamilton is a unique institution, there being nothing to compare with it in any other Canadian city. It is easily the greatest tri-weekly general public market in the country, and is a point of interest not to be missed by the sightseer.

The market is practically a free one for farmers, huxters, fruit growers, hide dealers, wholesale butchers and market gardeners. There are nominal fees charged for locations on the square, but these do not more than pay for the care of the market and the general oversight given to the place by the market clerk and his staff of assistants. The market place, which surrounds the City Hall on three sides along many blocks of side streets, is owned and controlled by the municipality. As a buying and selling place it becomes more and more popular year by year with both the citizens and the people from the countryside.

Central market life is a life peculiar in its nature both to buyers and sellers. The sellers must of necessity be early risers, and it will surprise many readers to know that many of them, preparing their wagon loads of fruit and vegetables the evening before a market day, drive to the city in the midnight hours, get the good locations on the square that the early start has made possible, and then, having put their horses in some nearby stable, bunk out in the wagon in the open air till early

morning, when the rush begins. Late comers have to take whatever positions may be left. Huxters and florists have preferred covered stand positions, for which they pay a rental, reserved for them, and there is a special location for wholesale and retail butchers.

While the seller has to be up practically all night, the wise buyer has to be an early riser; if he isn't he will often miss the good thing. The first buyers on the square are the commission men and huxters. These men buy in large quantities everything that is offered for sale, and ship to Toronto and other places by the early morning boats and trains. Their wholesale buying often produces a scarcity in the market later in the morning and a resulting advance in prices.

The huxters are their opponents in buying, doing a middleman business right on the market, selling to late comers at prices in advance of the wholesale, but not quite reaching that of the fruit stores or grocers. The grocers and fruit store men are next on the scene, along with the retail butchers, and usually by 7 or 8 o'clock the general rush begins, the housewife coming with her market basket or baby buggy and departing laden down with good things, the rush and bustle continuing until near the noon hour.

Then the sellers get a scrap of time to eat, this being followed by the delivery of the produce sold in the morning to citizens. And thus the great market is continued from day to day, all the year round, the wonder of strangers and the greatest sort of a convenience to citizens.

On one side of the square there is a large market hall building, which is divided into stalls, rented to dairy and poultry men and butchers. There is also a poultry and butter building, where farmers place these perishable goods and sell to the public. A public scale is located at one corner of the square for the convenience of wholesale dealers, and throughout every effort is made to provide every facility for the selling as well as the buying public.



SECTION OF CENTRAL MARKET



"Give 'em plenty of water ma'am an' they'll grow."



"And them's the finest on the market, Lady."

## Hamilton Spectator Carnival Souvenir

There is no way to accurately estimate the tonnage of fruit and produce offered on the market from day to day. From 400 to 500, and at times 600 rigs, have been entered up on the market clerk's record book for a day, and according to his figuring from this basis, it is safe to say that during the heavy marketing season the quantity of fruit, produce, etc., offered each market day totals hundreds of tons.

During the fruit season the canning companies have much to do with the regulating of prices on the Centra market, they having standard prices at which they will accept first-class fruit, and the market price never going below this.

Besides this great produce market the city owns and controls a large hay and wood market on John street south, all the hay and wood sold to citizens being measured and weighed there and sold there, too. Wm. Hill is the clerk of the Central market, and Paul Stewart clerk of the John street hay and wood market. Both are obliging officials, and their good work has much to do with the great success of both markets.

The markets of Hamilton are the city's great summer attractions, drawing visitors from places all over the continent. No agricultural exhibition, no fruit show held anywhere in the country can begin to compare with the tri-weekly free exhibition given here.



A. H. PETTIT, Grimsby.

## The G. B. Perry Knitting Co.

**H**AMILTON is rapidly becoming a city famous for its knitting mills, and among the several younger concerns of this sort locating here the G. B. Perry Company takes

no second place. Established by the Wentworth Knitting Company in 1889, the business was bought in 1900 by Mr. G. B. Perry, a young man with a most extensive commercial life experience and a fund of good judgment that, in business life, spells success. Mr. Perry's venture has proven most successful. His works on Park street north today are hardly large enough for his rapidly increasing business. Forty-five hands are employed, and the company's output is sold in all centers from Atlantic to the Pacific, it having agents in Toronto, Montreal, St. Johns and Vancouver.

The mill is equipped with new modern machinery and the plant is constantly being added to. Electric power is used. The output includes ladies' and children's ribbed

knit underwear, vests, drawers, combinations made of cotton and wool, and union goods. This young company is bound to succeed.



DICKERING WITH A FARMER



G. B. PERRY.



GENERAL VIEW OF CENTRAL MARKET

## Hamilton Spectator Carnival Souvenir

### York County Loan and Savings Company

**A**MONG all the loan and savings companies and societies doing business in Canada there is no one that more closely reaches the ideal or has a place of greater confidence in the minds of the general public than the York County. Established and incorporated eleven years ago in the city of Toronto, the company today has its offices and agents in every city and town of the Dominion, while the last annual statement showed total assets amounting to \$1,572,135.78. Against these assets there were liabilities, which left in the treasury \$163,695.51 as a contingent account and \$35,000 as a reserve fund. The growth of the company is possibly best shown by the comparative record of business in the years 1893 and 1902. The figures speak eloquently. Here they are:

	Total Assets.	Cash Paid to Members.	Reserve Fund.
December 31, 1892,	\$ 17,725.86	\$ 3,548.51	
December 31, 1902,	1,572,135.78	736,348.06	\$35,000

The York County is a mutual company in which all members share alike in earnings, proportionately to their investments. The plan of this company is to afford opportunity to save money systematically and the value of the company's plan is that its tendency is to correct the prevailing heedlessness in the matter of money saving

by requiring a regular fixed sum to be laid aside each week or month. So sound is the principle upon which the business is based, that during the past eleven years no less than \$2,266,659.08 has been paid out to members, and no member has ever lost a dollar of the money invested, the whole amounts paid in being in each case returned with interest when the required period had been reached.

The objects of the company are three in number; to help people to secure their own homes free from encumbrance; to promote thrift and saving habits especially among young people; to afford safe investment of small capitals.

For those who would sooner own a home than pay rent the society offers a \$100 loan for each share named in the borrowers' certificate, provided he has been a member for two months and can secure the necessary security. The security required is approved real estate and the interest charged is 6 per cent. Re-payment is made monthly.

For those who would save money regularly, the company offers instalment shares requiring a payment of 25 cents a week per share, or 5 cents for each one-fifth of a share, payments to continue for three and one-half years, after which time limit the total amount paid in may be withdrawn, with 4 per cent interest, compounded quarterly.

And for those who desire to make investment of money in sums of \$25 and upwards full paid coupon stock is sold at par value \$100 a share, or \$20 for each one-fifth of a share, the rate of interest allowed being five per cent, payable semi-annually.

In these three money saving plans the company has three winners with the people. In Hamilton alone there are more than 4,000 subscribers representing 10,000 shares. To handle this business there are twenty-four collectors steadily employed. The Hamilton officials of the company superintendents are R. W. Perry, S. G. Goodwin, C. N. Johnston and M. Cline. The head office of the company is in the Confederation Life Building, Toronto, and the head office officials are Joseph Phillips, president; A. T. Hunter, LL. B., vice-president; V. Robin, treasurer; E. Burt, supervisor; and R. H. Sanderson, building inspector. The Hamilton office is in the Spectator Building, James street south, and this city is a particularly successful ground for the company's operations, there being very much business done here.

It is worth special notice that no representative, agent or officer of the York County Loan and Savings Co. is under any circumstances authorized to make, alter, cancel, waive contracts, forms or change terms and conditions of same; or to borrow money, contract bills or debts in the name of or on the credit of the Company, or bind the Company in any way, without special authority in writing or by telegram from the Head Office, and no agent has any authority, expressed or implied, to make any contract or agreement concerning loans, but all such contracts and agreements must be made exclusively with the Head Office of the Company.

Few people, no matter how large their incomes, save anything. The great majority live close to their incomes, if not beyond.



JAMES DONALD



A. POWIS



JOHN M. BURNS



EPHRAIM FARMAN CHISHOLM



JAS. SMITH



W. ARMSTRONG

MEMBERS  
OF  
THE  
HAMILTON  
CEMETERY  
BOARD

## Hamilton Spectator Carnival Souvenir

MEMBERS  
OF THE  
HAMILTON  
PUBLIC  
PARKS  
BOARD



THOS. KILVINGTON



F. W. FEARMAN



JOHN H. TILDEN - CHAIRMAN



JOHN RONAN



FRANKE WALKER



A. A. LEES

J. R. Seaver

### Balfour & Company

To get back to beginnings in the story of the wholesale grocery house of Balfour & Company it is necessary to deal with things as they were more than half a century ago. The house was originally established by W. H. McLaren, and later associated with him was Adam Brown, Hamilton's present postmaster. George H. Gillespie, another well known early time Hamiltonian, was also a partner at one time, and again Henry Routh. Later the firm name was changed to Brown, Balfour & Co., this being over twenty-five years ago. The firm originally occupied warehouses on the site of the Canada Life building. Later a large warehouse was built on James street south. Here the Brown, Balfour Company flourished until the retirement of Mr. Brown in 1890 to become postmaster.

When the firm was reorganized it became Balfour & Co., the partners being St. Clair Balfour, W. B. Croy and James Somerville. Mr. Croy, now deceased, retired from the firm about a year ago, and Messrs. Balfour and Somerville are now the only partners. It was shortly after the retirement of Mr. Brown from the firm that the James street warehouse became too small to handle the volume of business, and a move was made to the present warehouse on Macdonald street north.

So much for history.

The Balfour Company of to-day is a recognized leader in the Canadian wholesale grocery trade. It is one of the largest general grocery houses in the country and its trade extends from Hamilton westward and north until Vancouver and Victoria are reached on the Pacific coast, a very important feature being the northwest trade. Seven travelers represent the house on the road, and they are a good natured enough lot of men to assure one that they have no trouble doing business for the Balfour house wherever they go.

The company, owing to the constantly increasing demands of trade, is obliged to carry an immense stock and adjoining warehouses are used. The company makes a special point of selection of its import goods in the first markets of the world, the result being that customers can always be assured that what they buy from this house is the finest to be had. This is particularly true of teas, this branch of the business being one of the Company's strong points. The Balfour & Co. Tartan brands of teas are bought on the markets in China, Japan, Ceylon and India, and are packed, after most rigid test and selection, right in the warehouse in Hamilton.

Another special line in which this company is interested is the canned goods business, the company having its own Tartan brand canning factory at Grimsby. Much of the canned goods goes to the northwest, and wherever they go the Tartan goods are known and recognized as standard.

While this company does a very large Dominion trade it does not confine itself to this alone. For some years now a new avenue of trade has been worked in the shipment of dried apples and canned

fruits to the markets of the old world. Last season at least seventy-five carloads of dried apples were sent to Germany and Holland, while immense quantities of canned apples and other fruits were exported to England, Ireland and Scotland, finding a ready sale. It is worth mention here that this company is the first Canadian company to take hold of this fruit export business in a business-like way and make a success of it.

St. Clair Balfour, the senior member of this well-known firm, has been a resident of Hamilton for many years and has grown up in the wholesale grocery business. He is a genial, whole souled companionable gentleman, careful in business dealing, but not too conservative. James Somerville, the younger partner, is a graduate of the house, having entered its employ as a lad and worked himself up to his partnership position. Mr. Somerville is a good sample of the rising generation of aggressive business men of Hamilton, the men who are doing things.

In connection with this reference it might be mentioned that the Balfour Company is among those wholesale grocery houses making up the Canada Grocers, Limited, the union taking place June of this year.

# Hamilton Spectator Carnival Souvenir

## The Bank of Hamilton

**T**HE history of the Bank of Hamilton—a financial institution inaugurated by Hamilton men and, by its worth and merit, accorded a place among the leading banking institutions of Canada today—is an easy and pleasant subject for the writer.

It is a record of success all the way down the years, based upon the sound beginnings of the first directors and made possible by the careful and intelligent management of the institution ever since the year of its inception. It is not recorded just whose mind it was conceived the idea of instituting a purely local banking institution. That is not material, however. The record of the first annual meeting, which was held on Tuesday, June 17, 1873, shows that there were at that time interested in the bank's welfare the following named gentlemen, they all being at the meeting: D. MacInnes, Hon. Samuel Mills, James Turner, J. Hespeler, D. Moore, Thomas Baxter, A. MacCallum, James Walker, William Harris, T. E. Osborne, R. Melvin, R. Chisholm, W. Gillespie, R. P. Street, S. E. Gregory, E. Martin, William Hendrie, John Proctor, E. B. Osher, A. F. Forbes, Hugh C. Baker, John Brown, James Watson, John Riddell, L. Moore, J. H. Davis, George Roach, George H. Pappas, J. Hepburn and John Waldie.

The bank, which had commenced business in the previous September, presented at this meeting a statement showing that the net proceeds—earnings—for the nine months previous, ending May 31, upon an average of paid-up capital of \$275,000, after deducting expenses of management and interest due to depositors, amounted to \$23,951.27. From this was declared and paid dividend No. 1, at the rate of eight per cent, \$18,452, leaving to the credit of the profit and loss account, \$5,499.27.

In that same year the directors decided to branch out, and the first branch Bank of Hamilton was instituted in the town of Listowel. The general statement for that first year of the bank's existence is interesting for the purposes of comparison, if for nothing else. It was the following:

The directors of the bank for that year were these well known men—men whose names are connected with the development of Hamilton in many ways

and who are remembered in local history as the strong men of the early days: Donald MacInnes, John Stuart, Edward Gurney, James Turner, Dennis Moore, Jacob Hespeler, Hon. Samuel Mills. Donald MacInnes was the chosen president, and John Stuart the vice president. H. C. Hammond was the cashier.

The faith of the people of the city was with the Bank of Hamilton, and that faith has never seen occasion to waver up to this day, when, instead of assets figuring in the hundreds of thousands, the figures are away up in the millions. It was in the year 1888 that Mr. James Turnbull became the manager of the bank, and in that year the annual statement showed assets on June 12—the date of the annual meeting—to the amount of \$4,902,416.30. From that year the management began a policy of extension in its business, and branches were from time to time started in towns and cities all over the land. Mr. Turnbull came to the bank as manager with a large business experience and a mind well schooled in financial affairs. Quick to see the point of advantage,

he handled affairs so well that the success of the institution began to show more markedly than ever. New branches were added from year to year, until now they number in all fifty-seven, making the bank particularly effective in handling the accounts of the manufacturers and business men of the city. With the development of the business in this way has come the natural enlargement in volume of business done and accounts handled. Just what this increase has been is best shown by a comparison of assets between the years 1888 and 1903. Where, in 1888 the assets were \$4,902,416.30, in 1903 they were \$21,930,596.54. The general statement for 1903 is printed below and compared with the first statement issued in 1873, just 30 years ago, it gives a splendid idea of the progress made.

At the annual meeting this year, John Stuart, the president of the bank, having resigned his office, the directors, after naming Senator Wm. Gibson as president, honored Mr. Turnbull, the manager, in a fitting way by appointing him to the vice-presidency, a position which he now holds jointly with that of general manager.



BANK OF HAMILTON—HEAD OFFICE

### GENERAL STATEMENT FOR 1873.

Amount of notes of Bank in circulation.....	\$163,897 00
Deposits bearing interest.....	150,000 00
Deposits not bearing interest.....	34,073 45
Total liabilities to the public.....	\$347,970 45
Capital stock, paid up.....	251,000 00
Fund divided, 8 per cent, paid June 8.....	18,452 00
Amount reserved for interest due depositors.....	4,144 00
Balance at credit of P. and L. account.....	5,499 27
	<hr/> \$796,126 72

### GENERAL STATEMENT FOR 1903.

Notes of the Bank in circulation.....	\$1,616,536 00
Deposits bearing interest.....	1,214,327 98
Deposits not bearing interest.....	3,437,554 73
Amount reserved for interest due depositors.....	104,297 00
Balance due to other Banks in Canada and the United States.....	75,364,876 61
Balance due to agents of the Bank in Great Britain.....	28,119 74
Dividend No. 6, payable on June 1903.....	129,793 75
Former Dividends unpaid.....	119 00
	<hr/> \$18,106,474 50

### LIABILITIES TO THE SHAREHOLDERS.

Capital stock, paid up.....	\$ 2,000,000 00
Reserve Fund.....	1,270,000 00
Amount reserved for Release of Interest on Current Bill, Discounted.....	60,000 00
Balance of profits carried forward.....	79,152 04
	<hr/> \$3,949,152 04

### ASSETS.

Gold and Silver Coin.....	\$ 341,109 33
Dominion Government Notes.....	1,270,000 00
Deposits with the Dominion Government as Security for.....	1,511,475 00
Circulation.....	100,000 00
Notes of Gold Cheques on other Banks.....	100,000 00
Balance due from other Banks in Canada and the United States and British Government, Municipal, Railway and other Securities.....	733,156 10
Loans at call, or short call, on negotiable Securities.....	2,136,344 06
Notes discounted and Advances current.....	2,030,368 57
Notes discounted and Advances current.....	7,372,416 29
Notes Discounted, &c., overdue (estimated loss provided for).....	13,414,918 23
Bank Premises, Office Furniture, Safes, &c.....	34,430 68
Real Estate other than Bank Premises, Mortgages, &c.....	397,094 00
Other Assets not included under the foregoing heads.....	450,00 00
	<hr/> \$21,930,596 54

## Hamilton Spectator Carnival Souvenir

### The Canadian Iron and Foundry Company, Limited

ONE of the most recently established, and also one of the most successful of the great foundry concerns of Hamilton, is the Canadian Iron and Foundry Company, Limited, manufacturing car wheels and castings of all sorts. This business, which has been conducted in foundry works close to the Grand Trunk yards on Stuart street for the past six years, is one of special importance and ever growing magnitude. At the time it was started in 1897 eighty men were employed. Since

too small to give the needed room for this branch alone. The daily output of grey iron castings is something over thirty tons.

The fact that the business has increased so rapidly has obliged the company management to look around for a new and larger site for the works. Some time ago twenty-two acres of land were purchased in the east end of the city, and already steps are being taken to cover a large portion of this new site with foundry buildings. The new plant, so the management announces, will be erected with the express purpose of making special provision for the casting of the heavier machinery parts.

It is needless to say that the new buildings, when erected, will be equipped with all the latest and best of modern machinery for the handling of immense weights of metal, and there is little doubt that, when completed, they will be the best of their kind in the country. In an interview recently, the manager of the company announced that there would no doubt be additions made to the plant from time to time as the plans of the company were developed, and the works in a few years will surely be one of the industrial sights of this great industrial city.

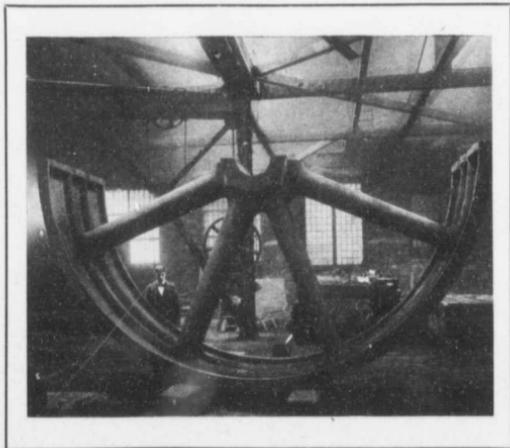
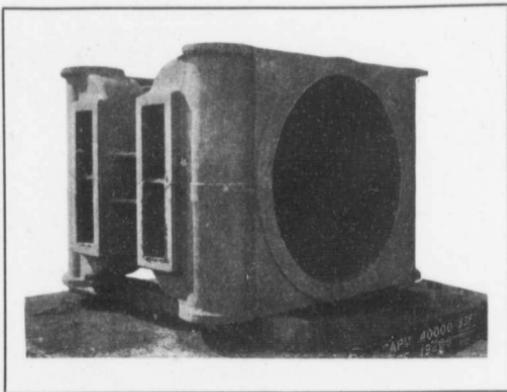
The new land site, it may be mentioned, is close to the main line of the Grand Trunk Railway, and is also adjacent to the cross town spur line of the Toronto, Hamilton & Buffalo Railway and the Canadian Pacific Railway. It is also but a short distance away from the water front.

The head office of the Canada Iron and Foundry Company, Limited, is in the Merchants' Bank Building, Montreal. The resident manager of the works at Hamilton is Mr. Robert J. Mercier, a gentleman who thoroughly understands the foundry business, and who has had much to do with making the works the success that they have been since the company started business so short a time ago. He is decidedly popular with a very large circle of friends and acquaintances.

that time so rapid has been the growth of the business the employes roll has been more than doubled, the total now being one hundred and seventy-five.

In the manufacture of car wheels alone the company does an enormous business, its reputation for good work being such that the railway companies and car manufacturing companies are ever ready to use its output, and, as the railway business of Canada, both steam and electric, is increasing by leaps and bounds, and the demand for more rolling stock is ever heard, there is every reason to believe that this branch of the company's business will continue to increase even more rapidly than it has in the past. To-day the average output in car wheels alone per day is more than fifty tons, which, to those who understand anything about the business, will be sufficient to explain the already great success of the business in this direction.

Besides the car wheel business the company makes a specialty of grey iron castings of the larger sort. The industrial development of Canada has made this branch of the business a profitable undertaking. From all over the land there is a demand for the heavy casting, both of stock and special patterns, and at the works of the Canadian Iron and Foundry Company there is every facility for turning out on the shortest possible notice anything in this line that can be asked for. Having made a start in this branch, it might almost be said that the company has been forced along in it by the steadily increasing demand for its goods, and the result is that to-day the present foundry quarters are altogether



# Carnival

# Officials



R. H. HARRIS, Program Committee.



SAMUEL BARKER, M.P., Chairman General Committee.



H. G. WRIGHT, Vice-Chairman  
General Committee.



CYRUS A. BIRGE, Treasurer General Committee.



D. R. DEWEY, Fireworks and Midway.



C. A. MURTON, Secretary General Committee.



ION CAMERON, Sports.



D. B. DEWAR, Gymkhana.



F. R. CLOSE, Publicity.



C. D. BLACHFORD, Printing.



DR. C. L. M. HARRIS, Music.



R. H. LABATT, Parades.



W. M. FINDLAY, Decorations.



LIEUT.-COL. MOORE, Military.



G. F. BIERLY, Sailing.

## Hamilton Spectator Carnival Souvenir

### Hamilton Brass Mfg. Co.

**T**HOS. J. CARROLL, manager of the Hamilton Brass Manufacturing Company, Limited, is a splendid specimen of the sort of man who has accomplished things in the development of Hamilton industrially. As may be judged by his face, which is pictured here in the Souvenir, he is not a person easily discouraged or overcome by difficulties, nor is he a man who would shirk an issue, no matter of what sort it might be. These and other characteristics of equally good sort to be found in the manager, make up the story of the success of the Hamilton Brass Manufacturing Company—a concern for a long time now recognized as one of the leaders in its class in Canada.



T. J. CARROLL

The works were originally started by A. M. Foster in the year 1873, and were continued in a small way until the year 1885, employing five or six hands. In that year Mr. Carroll appeared on the scene as a factor in the business. The concern was incorporated under the Joint Stock companies act, the capital being fixed at \$50,000, and Mr. Carroll was named the manager. At once a campaign of business aggressiveness was commenced. New lines of manufacturing were undertaken and in a very short time the wage list increased from the five or six hands originally employed to one hundred and forty. Not content with doing a large share of the local work in his line, the manager reached out for contracts elsewhere, and a very large outside trade was built up, the goods of the concern now being shipped to all parts of the land and even to countries beyond the seas.

For a considerable time the company manufactured cash registers, becoming so formidable a rival to the big American concerns both in Canadian and foreign business, that negotiations were entered into to bring about a union of interests. This was later accomplished, and since that time the Hamilton business has developed in other lines.

The specialties of the business now include office fixtures, hotel supplies, engineers' supplies, brewers' supplies and interior fittings. A large foundry business is also carried on, and under Mr. Carroll's able management the company promises to be more and more successful as the years pass. The works are located at the corner of James and Colborne streets in a large three-story brick factory building.

T. J. Carroll, the manager of this important business, is a man who enjoys in a large measure very many of those qualities that go to make up the successful man of business. He is a splendid manager, and at the same time is popular with his men. In business dealings he is quick to see the point of advantage, and having seen it is just as quick to seize it and tenacious in his determination to retain it. That the business has succeeded under his management is a matter of no surprise to those who are acquainted with him.

**ERRATA**—On page 86 two or three errors have been inadvertently made in the description of the Hamilton Cotton Mill Co. The company does not do knitting. Has only been five years in clientele current business and the name of the agent should be W. B. Stewart.

### Ontario Brewing Company

**F**OR twenty-two years genial John Gompf has conducted a brewing establishment on John street north. This entitles him to the honor of being the patriarch brewer of the city of Hamilton today. Mr. Gompf is a German, good natured and agreeable. He is a clever business man and during the years past has succeeded in building up for himself a brewing business of the very best sort. The most perfect appliances are used by Mr. Gompf in the making of his famous brand of lager and skilled brewers only are employed. The product of this brewery has never, since the establishment of the business, been in any way cheapened or deteriorated by the use of substitutes or adulterants. The Gompf beer is a pure extract of malt and hops. No other ingredients are used in its manufacture. It is claimed that when this beer is drunk moderately it will invigorate and tone up the system much more efficaciously than the majority of widely advertised tonics, whose only claim to excellence is the fact that the principle constituents of Gompf's beer are used in small amounts in their make up.



JOHN GOMPF

The popularity of Gompf's beer, and it is one of the most popular brands on the market today, is largely attributed to the purity of the materials used and to the unvarying care exercised in its manufacture. There is no establishment in the country better equipped or better supplied with everything needed to produce good goods, and there is no similar establishment anywhere having more careful or expert supervision.



HAMILTON BRASS MANUFACTURING CO.

### A City of Well Kept Lawns

**I**T is the constant remark of visitors to Hamilton that in no place they have ever visited have they found so many beautiful and well kept lawns. This is one of the characteristics of Hamilton. The citizens have been educated to love the green sward and no matter in what part of the city one walks, whether it be on the aristocratic south side, or in the north and east end working men's districts, the grass and trees will be found abounding, well kept and refreshing to look upon. The first thought of the Hamilton man when he settles in a home of his own is to make sure of his grass plot, either in front or rear of his house, no matter whether it be large or small, and if there doesn't happen to be a tree in front of his place as a rule there soon will be. It is this inherent pride that the people of

Hamilton have in surrounding themselves with everything they can get of the beautiful from nature that has made the city what it is today, the most residential city not only in Canada, but on the continent of America. And so long as this pride remains, just so long will Hamilton continue to be beautiful and a residence place much to be desired.

Two things of interest to the business man characterize Hamilton people. Their intense loyalty to their own home merchants and their generous money spending. Hamilton people live well, and they always patronize the home merchant in preference to the outsider.

That's worth considering.



RESIDENCE OF E. VANALLEN

## Hamilton Spectator Carnival Souvenir

### Taylor & Mulveney



WM. MULVENEY

most prosperous of its kind in the country. Since that time the prosperity has continued in even greater measure. Wm. Mulveney, who had for fifteen years been associated with the house as bookkeeper and manager, became a partner in the business at Mr. Taylor's death. With a most intimate knowledge of the requirements of the trade, he has not only held the old connections, but has added new ones, until to-day the house is in a more prosperous state than ever before.

The warehouse on King street east, three stories and basement, is crowded with goods, and the 10,500 square feet of floor space is not large enough to accommodate the stock. The house has five travelers on the road throughout Ontario, the business being all done in this province. The stock includes heavy importations from the first markets of the world, and a fairly good idea of the variety of lines carried may be had by a visit to the finely laid out ground floor show room. Besides all the staple lines of crockery and glassware, the list includes magnificent art goods in Italian marble, Italian majolica, Royal Doulton china, Royal Worcester china, Royal Bonn china, Dresden china, Wedgwood china, Limoges china, Royal Vienna china, fine Austrian and cut glassware and fancy goods of all descriptions. No house in the province carries a larger or more varied stock of the staple goods of the trade and no house has a better reputation with the trade throughout the country.

The business is a most successful one, and with a continuance of the aggressive, wide awake management which it now enjoys should, and no doubt will, in a very short time develop altogether beyond the capacity of its present large quarters.

No other city in Canada can ever hope to successfully compete with Hamilton in the power business.

### An Art Photograph Studio

WHEN G. F. Crawford decided to move his photograph business from a business street into a residential district wise people shook their heads. To-day Mr. Crawford knows what he believed before and the wise people are surprised. The studio idea in the residence district has caught on. Mr. Crawford's studio is on James street south, in a handsome stone front residence, south of Hunter street. It is ideal in its arrangements for the convenience of patrons. There are no dingy stairways, no evil smelling passages. The customer is ushered into the finely furnished reception room on the ground floor,



RESIDENCE U. S. VICE-CONSUL, RICHARD BUTLER,  
CATHARINE ST. NORTH

where everything is homelike and attractive, and from this to the studio in the rear is but a step.

The most modern appliances for producing high-class portraiture necessarily accompany the rest of the surroundings and for ladies' and children's work the studio has no equal in the city. The dressing rooms are commodious and homelike and, in fact, everything about the place is ideal and unique. Mr. Crawford's reputation as a photographer is of the best, his work being his best advertisement. He is always first with artistic novelties and the newest mounting designs, and in his new quarters is sure to continue his successes of past years in ever increasing measure.

The windmill, the water wheel and the treadmill were good enough power propositions for our grandfathers. Their sons grew up in the steam age. To-day we must have electric power or else be forced to admit that we are out of the industrial race. There is but one electric city in Canada. That city is Hamilton. Electric power for the manufacturer is cheaper in Hamilton than in any other Canadian city. The manufacturer who locates in Hamilton consequently has an immense advantage over his competitors located elsewhere. He has as well a power that can be economized as no other power can be. With steam the running of shafting alone takes up a big percentage of the power generated. All the shafting runs whether the machines are running or not. With electric power and individual motors for each machine the power is off when the machine stops. There is no network of shafting and no waste of power. Think it over. Hamilton's cheap electric power supply is practically without limit. The service is absolutely uninterrupted, many thousands of dollars having been spent to secure this result.



INTERIOR CRAWFORD'S STUDIO

## Hamilton Spectator Carnival Souvenir

### The Ontario Tack Company

**W**ITHIN less than a month of the date of the publication of the Spectator souvenir number the large factory premises of the Ontario Tack Company were destroyed by fire. The buildings, which are pictured here, were erected specially for the business of the company, and at the time of the fire were being worked to their capacity to fill orders. They were equipped with most expensive modern machinery, which, unfortunately, suffered considerably, along with the large stock of raw material and finished goods. Since its establishment some years ago, this concern has been one of Hamilton's most aggressive industrial institutions. Its business has been the manufacture of steel wire, wire nails, tacks, staples, broom wire, mattress wire and tinned and copper wires of every description. In the operation of the plant the amount of steel wire alone used daily has for a considerable time been up to twenty-five tons. Four or five tons of fine wire products have been produced daily, this branch of the business being an extensive plant of itself.

The field of the company is Dominion wide, the goods being shipped to all parts of Canada, and a considerable coast trade being done. Another branch of the business which developed most successfully was that devoted to the manufacture of corrugated fasteners for fastening the corners of boxes, etc. This was the only factory in Canada where these goods were made. In all about eighty hands have been employed, and the employment has been of a most constant sort.

The officers of the company are C. E. Doolittle, president; F. H. Whitten, secretary-treasurer and J. Orr Callaghan, superintendent.

While the disastrous fire of a few weeks ago has put the company out of business, it is gratifying to know that the stop is but a temporary

### Dominion Packing House.

**A**MONG the many industries of which Hamilton is justly proud, there is none that is more widely known than the packing and lard refining establishment carried on by the F. W. Fearman Co., Limited. This company has been established in this city for over



DOMINION PACKING HOUSE

fifty years and is now one of the largest and best equipped in the Dominion. It makes a specialty of "Star Brand" hams and English Breakfast bacon, which have the reputation of being the finest sugar cured smoked meats put up in Canada.

The trade for the product of this company now extends from one end of the Dominion to the other and is increasing with each year. Besides the Canadian trade the F. W. Fearman Company also exports large quantities of hams, bacon, butter and cheese to Great Britain, France and the West Indies. The company has also a good trade with the United States, where the English Breakfast bacon, cured at the Hamilton house, has a very high reputation.

Besides being employers of labor and adding to the general prosperity of this city, the company annually expends large sums in purchasing produce which comes to our market from the neighboring farm territory.

This company was the first to establish a cold storage warehouse, with the latest ideas in mechanical appliances, which is run in connection with the packing house on Belevue street, and which affords the best facilities for storing cheese, butter, eggs, fruits and other perishable commodities. This cold storage plant is a special convenience to Hamilton merchants.



ONTARIO TACK COMPANY WORKS, QUEEN STREET NORTH

one. Already steps are being taken to replace the destroyed works with new ones, even more commodious and up-to-date, and it will not be long before the busy hum of machinery will again be heard at the works of the Ontario Tack Company.

### J. A. C. Morrow Photographer

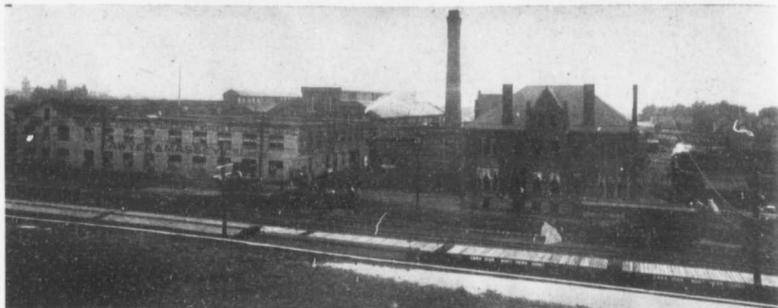
**F**OR the past nine years Mr. J. A. C. Morrow has been doing business in Hamilton as a photographer. In that time he has carved for himself a place among the leaders, winning the first prize medal in the Photographer's Association of America Competition in 1898 for the finest cabinet photo work. His studio on King street east, near John, is fitted up in a most modern way, with every convenience for the public and every appliance of an approved sort calculated to produce high-class photographs. Mr. Morrow, as an artist photographer, is a success. His work demonstrates this and his continued growth of business shows that the people know it.

Mr. Morrow pays special attention to composition grouping, interior and exterior house work and machinery photography for half tone work. He keeps always on hand a splendid stock of kodaks and amateur supplies. His success has been as deserved as it has been pronounced.



STUDIO OF J. A. C. MORROW

## Hamilton Spectator Carnival Souvenir



General View of the Immense Plant of the Sawyer & Massey Company, Limited, Hamilton, Canada

### The Sawyer & Massey Company, Limited

**W**HILE age and long establishment may lead to a business as well as the individual an air of solidity and strength, there is but one sure test for both of these qualities. It

is to be found in the ability of the company or individual to meet and cope with the now and ever-changing conditions of a fast developing age. Virility is the quality that counts in this day and, applying this test, it is easily apparent that the Sawyer & Massey Company, Limited, is both solid, strong and vigorous. This business, begun in Hamilton in 1836 by McQuosten & Fisher, engine makers, in a one-room factory and continued from 1866 to 1889 by L. D. Sawyer, H. P. Colburn and Jonathan Ames, with a widening of its manufacturing sphere to threshing machines and other farm implements, is to-day under the Sawyer & Massey management, the largest and most important threshing and engine works in the Dominion. Mr. Colburn is still with the company as vice-president and general manager, and is a heavily interested stock holder. He has been with the business for over thirty years, and the company's good standing to-day is largely due to his efficient and sagacious management of its affairs.

The Sawyer & Massey Company is one of the many Hamilton concerns that have been rejuvenated during the past ten years. The works of to-day are not the works of a few years ago. There has been a transformation. Conditions in Canada have changed, and the company's strength has been demonstrated in the ease with which the changed conditions have in every case been met. The works of to-day are as modern and complete as engineering skill and plentiful capital can make them. A trip through the works is a revelation. The foundry building and mill room is the most finely equipped in the city. It is 60 x 160 feet, having a cupola with a 12-ton capacity, compressed air crane of seven tons capacity, numerous air hoists and all the newest foundry appliances, which includes a 40 horse power Corliss engine supplying power. This building is heated by the Buffalo Forge System, and here and in the mill room all dust, etc., is drawn off by exhaust fans. Here also is an experimental room for testing machines, and a fire-proof pattern vault. Close by are the draughting and pattern-making departments, also right up to date.

The castings from the mill room are stored in the basement of the machine shop, a building 40 x 152 feet. Here are the engine and erect-

ing departments, the erecting floor being covered with a 10-ton traveling electric crane. These departments are equipped with all up-to-date machinery, and have a specially fitted up tool room. They are heated by the Detroit hot air blower system, and a 40-h. p. high speed automatic cut-off engine of the company's own make supplies the power.

The blacksmith shop is 60 x 120 feet and, besides a modern gas equipment, has an exhaust draught system, carrying off all gases, etc.

The boiler shop is 60 x 192 feet. In it is a thoroughly modern equipment, including compressed air and hydraulic tools, a 330-ton hydraulic flanging plant, pressing out heads from 3/16 to 5/8 inch thick and up to 6 feet in diameter; hydraulic riveters, a 5-ton compressed air travelling crane and hydraulic cranes, and a host of other good things in a machinery way.

The assembling and paint shop is 140 x 40 feet in size, steam heated, and using electric power 75-h. p. In it are the compound duplex air compressors, and hydraulic pumps. The wood shop is 130 x 90 feet, two stories, power here being supplied by a 60-h. p. Kiley engine.

Close by are large testing houses for separators and engines, and water rooms, with a capacity for storing 200 separators and 125 engines. Steam for all building purposes is supplied by two large boilers in a separate boiler house, slavings being carried by the exhaust system from the carpenter shop.

In addition to these buildings, work is now progressing on a new repair, storeroom, show and packing room, 50 x 180 feet, three stories, where all machinery can be seen in motion. This building will have fine offices for the company's travelers. Another new building will be a three-story carpenter, machine and paint shop, 90 x 300 feet, operated by electric power and heated with hot air. Still another will be a new molding and engine shop, and a large stock building for raw material and finished parts. All these departments are known by numbers, and are kept in touch with the superintendent's office by a private telephone system.

In addition to these buildings there are storehouses for coke and coal, and a very large lumber yard with a 500,000 feet capacity.

The manufacturing staff totals 325 men, the office staff 25, and the Ontario sales staff 15. The company has a large warehouse in Winnipeg, showrooms in nearly every large town and city and local agents every-



SECTION OF THE BOILER SHOP

## Hamilton Spectator Carnival Souvenir

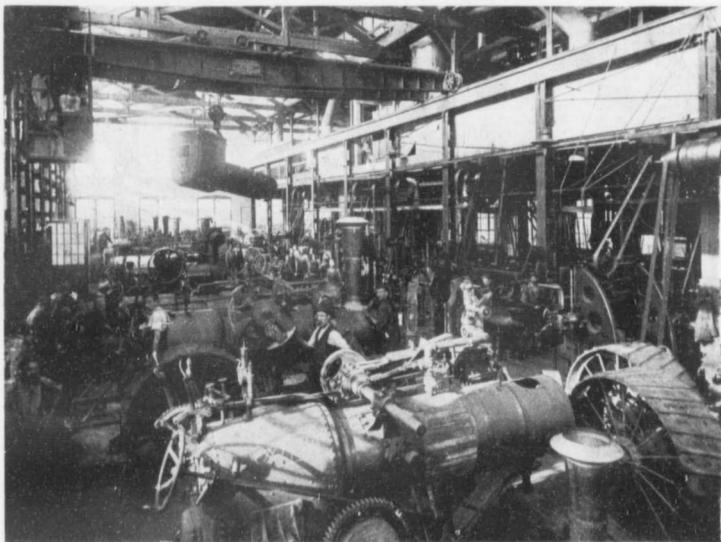
where. Beside the S. & M. engines, simple and compound, in traction or portable style, and the threshers, the company manufactures sawmill machinery, stone crushers, road rollers, graders, scrapers and general road making machinery. Grain and clover threshers are made with pneumatic blowers and all other attachments found on an up-to-date threshing outfit.

It is deserving of special mention that this company is most thoughtful in the treatment of employes. There is no convenience throughout the works possible for the workmen that is omitted. In the plant as it has been renewed, special attention has been paid to sanitation, and the men who are lucky enough to be employed at these works are lucky

indeed. That the men and management are ever on the best of terms is shown by the fact that many of the employes have grown old in the works, having given in some cases over 30 years of service to the company. General Supt. Thomas B. Christie has been with the company since his fourteenth year, having advanced through every shop in the works to his present position of responsibility.

The company's shipping facilities are of the best, the works on Wellington street north having sidings both from the G. T. R., T. H. & B., C. P. R. and M. C. R. roads.

The Sawyer & Massey Works are truly great and are well worth a visit. The average pay of the company is about \$11,000 monthly.



GENERAL VIEW OF SAWYER & MASSEY MACHINE SHOP

### Canadian Cannery's Consolidated Company, Limited

WITH the object of raising the standard of canned goods throughout the Dominion of Canada, of securing greater uniformity in the quality of the goods packed and of reducing the cost of production, the leading fruit and vegetable packers of Canada decided early in the year to consolidate their interests, and in May last organized as the Canadian Cannery's Consolidated Company, Limited, with an organized capital of \$2,500,000 of which nearly \$2,000,000 is already paid in.

It is expected that by this consolidation, benefit will accrue to the consumer as well as to the packer. To the former because he will be assured of obtaining goods of superior quality at moderate prices. To the latter, because he will be relieved of much of the worry and expense of finding a market for his goods. The country at large will also be benefited, as one of the main objects of the new company will be to exploit foreign markets, thus advertising Canada throughout the world. Without the consolidation these advantages would have been impossible of attainment.

The factories of the consolidation pack all varieties of fruits, vegetables, meats, jams, jellies, marmalades, etc.

The head offices of the company are at 39 James street south, Hamilton.

Following are the companies and factories in the consolidation, and it will be noticed that these comprise nearly all of the leading establishments of Canada:

Aylmer Canning Co., Aylmer and Hamilton, "Canada First" brand; Delhi Canning Co., Delhi and Niagara-on-the-Lake, "Maple Leaf" brand; Simcoe Canning Co., Simcoe, Hamilton and St. Catharines, "Lynvaldes" brand; A. C. Miller & Co., Picton, "Little Chief" brand;

Miller & Co., Trenton, "Log Cabin" brand; Burford Canning Co., Burford; Bowly Bros. & Co., Waterford "Horseshoe" brand; Brighton Canning Co., Brighton, "Thistle" brand; Clark & Clark, Grimsby; Dunmore Canning Co., St. Catharines; Grimsey Canning Co., Grimsby; Imperial Canning Company, Kingsville, "Imperial" brand; Kent Canning Co., Chatham and Sandwich, "Kent" brand; F. R. Lalor Canning Co., Dunnville, "Monarch" brand; Lakeport Preserving Co., Lakeport and Trenton, "White Rose" brand; Lowrey Bros., St. David's, "Julie" brand; Montreal Canning Co., Montreal, "Banner" brand; Ontario Pure Food Co., St. Catharines; Port Hope Canning Co., Port Hope, "Red Cross" brand; Riverside Canning Co., Wallaceburg; Strathroy Canning Co., Strathroy and Dresden, "Middlesex" brand; L. M. Schenck & Co., St. Catharines, "Globe" brand; W. Boulter & Sons, Picton, "Lion" brand.

The officers of the Canadian Cannery's Consolidated Companies, Limited, are: President, Mr. Hugh Macdonald, Chatham; vice-president, Mr. F. R. Lalor, Dunnville; general manager, Mr. D. Marshall, Aylmer; assistant managers, Messrs. W. A. Ferguson, Delhi, H. I. Mathews, Lakeport; secretary-treasurer, Mr. R. L. Innes, Simcoe; directors, Messrs. W. P. Innes, Simcoe; W. A. Ferguson, Delhi; H. I. Mathews, Lakeport; F. R. Lalor, Dunnville; H. Macdonald, Chatham; W. Boulter, Picton; S. Nesbitt, Brighton; T. M. Dunn, Strathroy; J. J. Nairn, Aylmer.

Every man knows that lack of transportation facilities means stagnation in business. Once upon a time the stagnation term might have applied to Hamilton, Canada. To-day this go-ahead city has transportation privileges superior to those of any other city in Canada. It is in direct touch with the main arteries of all the great transportation systems of the continent—rail and water—and the pulse beat of commerce is felt here as it is in no other Canadian city.

## Hamilton Spectator Carnival Souvenir

### Kingsthorpe

**K**INGSTHORPE, a residence and day school for girls, has been established to meet a much felt educational need in the city of Hamilton. For some time past there has been no institution, exclusively for girls, doing advanced work and offering advantages in music, art, and other special subjects. Kingsthorpe compares favorably with the best of girls' schools, and the girls of Hamilton can now find in their own city as great advantages as can be obtained elsewhere.

The school is centrally situated at the corner of Hughson and Maria streets. The house is well built, with bright airy rooms; the class rooms are on the ground floor and hot rooms all on the second story. The number of resident pupils is limited to twenty, this enabling each to receive individual attention and all the advantages of a well-regulated home.

Both the principals have had large experience in teaching in day and residential schools, and are assisted by an efficient staff of teachers.

Among the subjects taught are French, German, music, art, elocution and physical culture, dancing, etc. Tuition fees are most reasonable, and parents would do well to send for the 1903-4 calendar, which gives all particulars. The fall school term begins September 10.



A. H. DODSWORTH

### A. H. Dodsworth

**T**HE combination of qualities that go to make the successful undertaker are not frequently all found in any one person. In this, A. H. Dodsworth, the well known King street west undertaker, is an exception. He is a man not only with vast experience in this class of work, but also with the needed tact and good management to make his experience most valuable to his patrons. His establishment at 59 King



KINGSTHORPE



RESIDENCE OF R. E. GALLAGHER, HUGHSON STREET SOUTH

street west is beautifully fitted up, and there is every convenience for the accommodation of customers. Mr. Dodsworth some years ago began the manufacture of caskets and coffins, his object being to have always on hand the best of selection and at prices that would satisfy his patrons. This branch of his business has been very successful. For many years Mr. Dodsworth has been recognized as one of the most experienced embalmers in the country. His funeral cars are up-to-date and his equipment throughout is such as cannot fail to satisfy the most fastidious taste. His business is a steadily growing one, which is not to be wondered at when one considers the care and attention paid to the smallest details of the last sad duties entrusted to his care.

In the summer of 1889 the last carnival was held in Hamilton. It was a most brilliant success, and did the city an immense amount of good. The

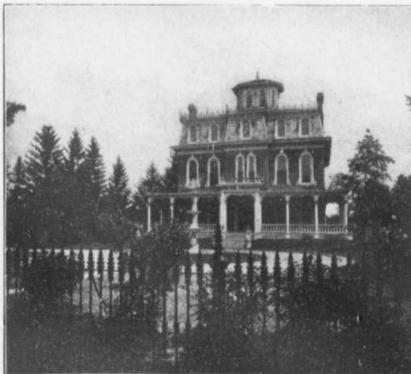


"Gone but not forgotten."

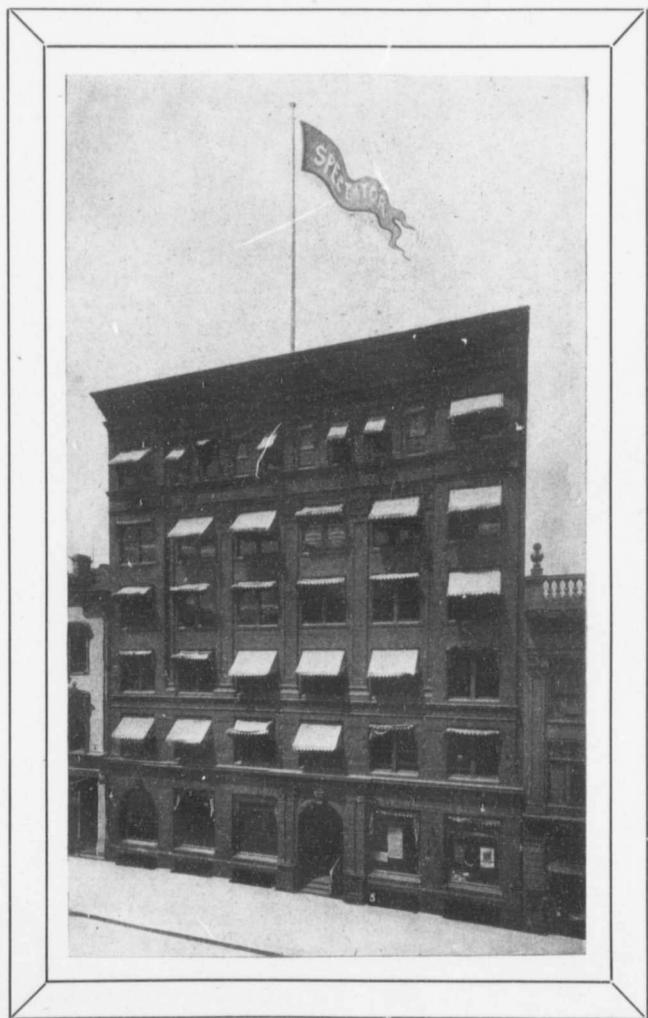
C. R. SMITH

The promoter of the 1889 Summer Carnival, as he then appeared.

weather was ideal all the way through and large crowds of visitors attended. The program was a varied one, and concluded with a military display in which the famous Thirteenth Regiment, of Brooklyn, New York, took part. There was no limit to the enthusiasm of the people on that last day, and even yet it is talked of as the greatest celebration in history. C. R. Smith was the promoter and secretary. He now lives in California.



RESIDENCE OF CYRUS A. BIRGE, MAIN STREET EAST



SPECTATOR BUILDING  
HOME OF THE GREAT FAMILY JOURNAL

## Hamilton Spectator Carnival Souvenir

### Retail Merchant Princes

**T**O bring this interesting record of remarkable development in the city of Hamilton within the past ten or fifteen years to a close without something more than a mere mention of the retail business houses of the city, would be inexcusable. In no phase of the city's development has there been more marked or more apparent progress. It is true that the old boys will be able to find some of the old time retail business stands just as they left them ten, fifteen, twenty, or perhaps thirty years ago. But these old-timers are few and far between, and, in most cases, they are out of the race. To-day this city is becoming noted for its handsome business house fronts. The day of the two by four show window glass has gone, and in its place flourishes the monster plate glass front. In the old days business men didn't appreciate the value of the show window as an advertising medium. To-day the expert window dresser is as necessary to the up-to-date house as is the cashier or any other of the indispensables.

There is a marked difference in the dry goods business. Thomas C. Watkins' mammoth retail store is as modern in its appointments as any metropolitan city store. The same may be said of H. McKay & Co., James Shea, A. R. Kerr, Finch Bros., T. H. Pratt Co., G. W. Robinson, and a host of other stores in the same line, too numerous to mention.

In the Stanley Mills Company, Limited, department store the visitor to the city will find both a store and a stock not to be equalled in any other city in Canada, and surpassed only by the great department stores of the large American cities. This store is one of the sights of the city, along with the Pratt and Robinson department stores, which are both large and interesting to visit.

Hamilton has little to wish for in the way of up-to-date shoe stores. The Climo, Shea, Slater, Gilbert and other shoe stores of the city are of the finest, carrying stocks that will satisfy



WM. MARSHALL  
Royal Druggist.

Possibly in no line of trade has there been a more pronounced development and change than in the grocery business. The magnificent store of Hazell & Son, with those also of Osborne & Co., Bain, Peebles and Carpenter, are revelations to the visitor who has been used to the old idea. The same may be said of the confectionery, the hardware, jewelry and clothing stores, the Oak Hall, Grafton, Fraibek and Hahn Bros. clothing stores being models in that line of business. All of them have the new and advanced idea and are reaping the reward of their enterprise and energy. In all lines there is constant improvement, and Hamilton is to-day a really attractive place in which to do one's shopping.

### Hotel Accommodation

**T**HE march of progress in Hamilton during the ten years just past has left its mark upon the hotels of the city. In the old days the Royal Hotel was the leading hostelry because it was the largest. To-day it leads, not only because it is large but because it is beautiful. Since its rejuvenation the Royal has been classed as having one of the finest hotel interiors on the continent. Its equipment is certainly of the most modern sort. The Waldorf hotel on King street east is a decidedly commodious hotel building, and is a popular stopping place for travelers.

The Osborne, Franklin, Commercial, Dominion and American hotels are all large and excellent in appointment, and there are many others.

Among the saloons of the city there are several that are deserving of particular notice. The Crystal, with its cafe and buffet, the Schmidt House, the Brunswick, and many others are fitted out with most extensive interior decoration and high-class appointments.

—Hamilton people are noted the world over for their whole hearted spirit in welcoming and entertaining visitors to their city. That's why strangers always feel at home in Hamilton.



ST. CLAIR BALFOUR  
The Ballroom Co.



J. C. PERSON  
Commercial Oil Co.



H. B. WITTON  
Ex-Inspector Gov't Canada.



JOHN E. RIDDELL  
Contractor.



HON. JAS. M. SHEPARD  
United States Consul, Hamilton.



RESIDENCE OF S. O. GREFSING, JACKSON ST. WEST



"ELNETH," RESIDENCE OF MRS. WM. CAREY, HERKIMER ST.

## Hamilton Spectator Carnival Souvenir

### The Hamilton Sanatorium

KING STREET WEST.

THIS sanatorium, which is fully and moderately equipped for the accommodation of patients, is a new institution for Hamilton and one of which the citizens may truly be proud. It is devoted principally to the practice of X-Ray and Electrical treatment, in conjunction with Sprague's Hot Air, Massage and Mineral Baths. The best testimony that can be given to the virtues of this institution is the fact that it is nearly always full.

In this advanced age of scientific research few will dispute the value of electricity for treating disease. The old battery treatment is now almost entirely done away with and labelled useless, and whereas this old method was both ineffectual and painful, the appliances now used at this Sanatorium are most thoroughly effective, and may be administered without the fear of pain, and beneficial results are obtained according to the knowledge and skill of the operator, who must thoroughly understand the disease. The facilities for X-Ray examinations and the photographing of the body are unsurpassed in Canada; many cases of cancer and malignant conditions have been completely relieved.

Sprague's Hot Air Baths are known throughout the world; with these the Sanatorium is equipped, one bath accommodating the whole body and one for the limbs alone. Massage is administered, and the famous Ancaster Sulphur Springs form a source of supply for the water used in the mineral baths. The famous Incandescent Light Bath is also



EVENING AT THE PIERS

### Some Old Figures

IT was in the year 1840 that a joint stock company was formed for the purpose of erecting an hotel in the town of Hamilton. The act of incorporation limited the shares to two thousand pounds at £12 11s. each. The company was allowed to borrow £10,000 to complete the work. A few years afterwards an act was passed to enable the Hamilton Hotel Company to increase its capital stock to £60,000. The act also gave it power to borrow £10,000 on the security of its property.

The following table relates to this date in the history:

Years.	Population.	Amount of Property Assessed.
1836	2846	Actual value, - - - - - £ 44,920
1837	3367	do - - - - - 45,622
1838	3338	do - - - - - 52,130
1840	3342	do - - - - - 60,100
1841	3446	do - - - - - 64,812
1842	4260	
1843	4860	
1845	6478	do - - - - - 110,938
1846	6832	do - - - - - 113,720
1848		Annual value, - - - - - 60,737
1849	10170	do - - - - - 60,317
1850	10248	do - - - - - 61,350

The term "actual value" is not strictly correct; it is the value put on the property by law, and is in most cases considerably below the true value.



HAMILTON SANATORIUM BUILDING

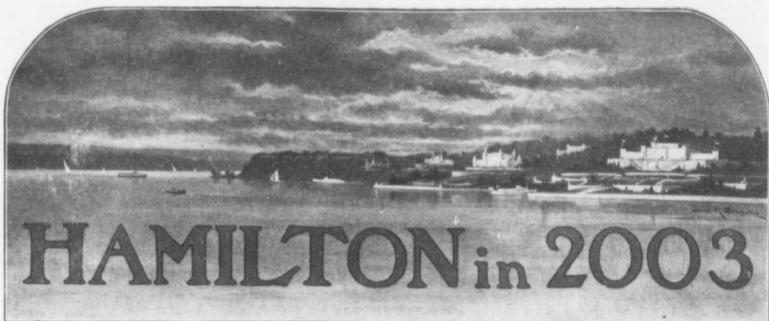
effectively used for skin diseases, liver and kidney trouble. This is the most modern appliance now in operation, and has proven wonderfully successful. A more thoroughly equipped Sanatorium for the treatment of nervous and chronic diseases is not to be found in this country.



RESIDENCE OF JAS. DUNLOP, JOHN ST. SOUTH



"WESANFORD" RES. MRS. W. E. SANFORD, JACKSON WEST



# HAMILTON in 2003



J. E. WODELL,  
The Dream Writer.

"The improvement of the north shore was rapid."

Being a reprint from the Spectator  
Daily Magazine Section of Sept.  
1, 2003.

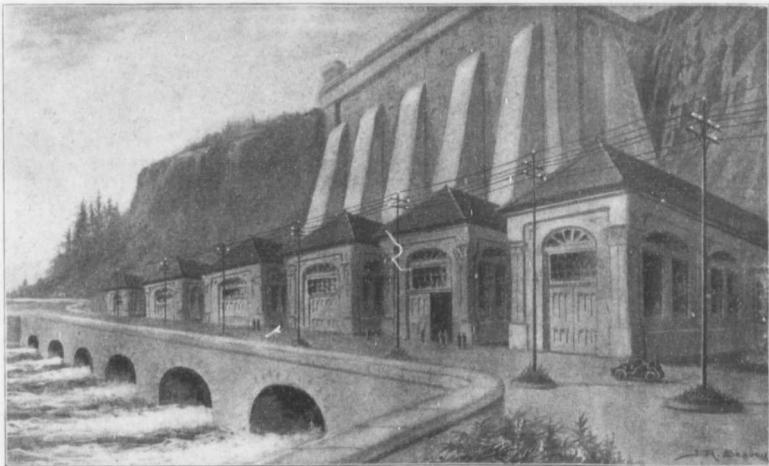


J. R. SEAVEY  
The Dream Artist.

**I**T is interesting to note the development of Hamilton for 'ae past 100 years, as recorded in the ancient files of the Spectator and as told in the records of the municipality, kindly loaned for the purpose by City Clerk Kappelle, who is himself an old man, and who has had handed down to him from his father, the late clerk of the city, a veritable mine of interesting data. According to the records, the city began its career of industrial greatness just 100 years ago. Naturally, the beginnings were small, and very many mistakes were made that had to be rectified as the years passed. The government of the city 100 years ago was in the hands of a municipal council—21 citizens elected each year by the popular vote. So far as the records show it is quite evident that this system was a most unsatisfactory and disastrous one. The citizens were constantly being made the victims of aldermanic greed and graft. How they were content to suffer as they did it is difficult in this enlightened age

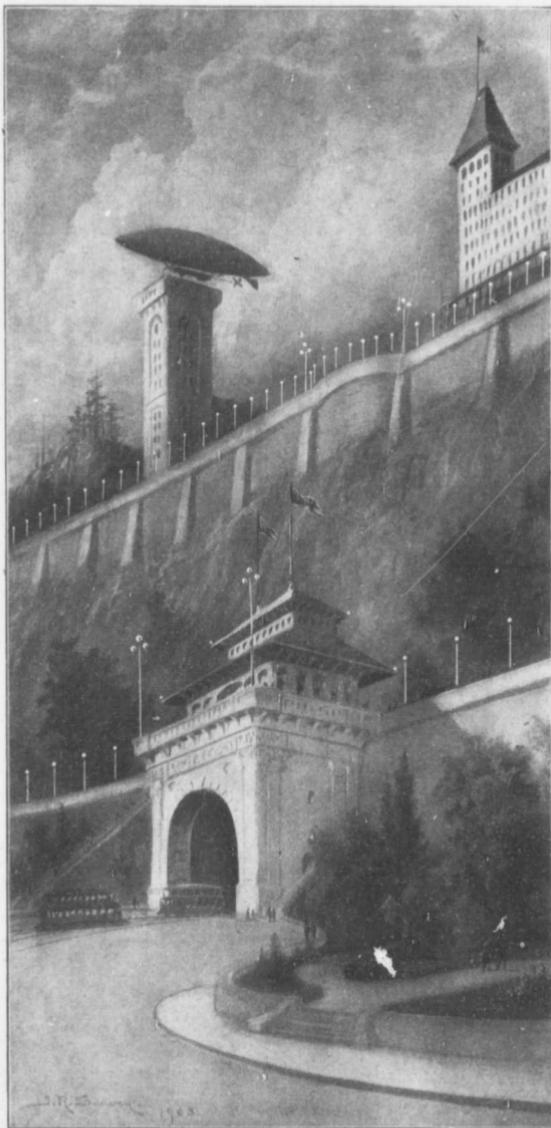
to imagine. They did suffer for many years, and it was not until the year 1930 that a change was insisted upon. But of this, more later.

In the year 1903 there was much rejoicing among the people because by reason of a small water power electric advantage (the International Harvester combination had been induced to locate its Canadian works here. It was announced that the works would employ from 8,000 to 10,000 hands. If the good people of 1903 could return to the city to-day and see the hundreds of manufacturing concerns within the city limits, not one of which employs fewer than 10,000, and most of which have a much larger employe roll, they would certainly be astonished. And if they could see the stretch of manufacturing concerns, from Lake Ontario's shores in the east all the way to and taking in what was once known as the town of Dundas in the west, including all the valley land between Crematory Hill and the city's western limits,



"The backbone of Hamilton's industrial pre-eminence."

## Hamilton Spectator Carnival Souvenir



"Electric roads ran into a tunnel."

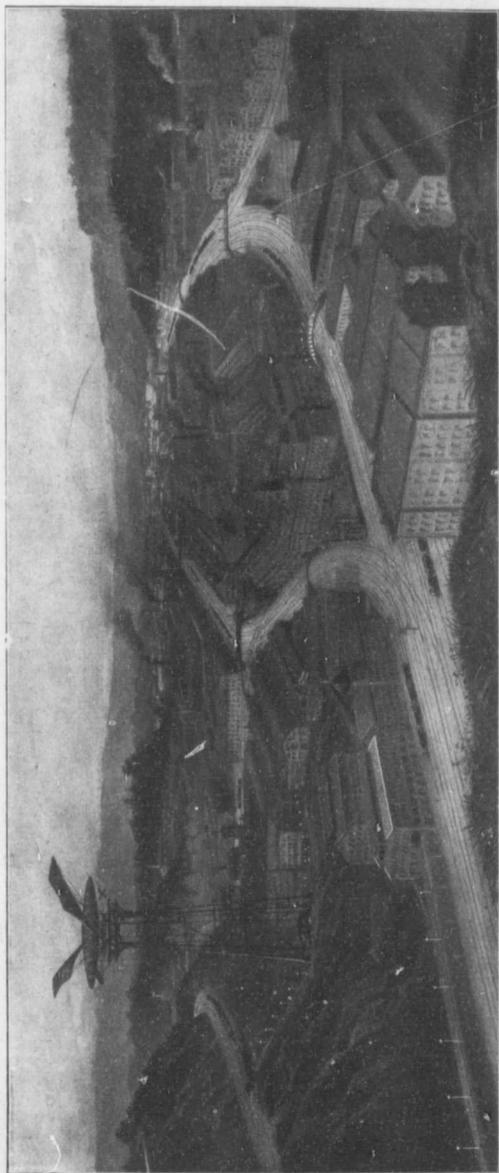
they would scarcely recognize their old home. Under their municipal system so great a development in so short a time would have been an utter impossibility.

While the citizens of 1903 fondly imagined their city to be great industrially, it was not until the aldermanic system was done away with and the government of the city handed over to a high salaried board of commissioners, subject to government control, that the city really forged ahead. The commissioners were required to furnish guarantee bonds for amounts much greater than the annual revenue of the city. These were so worded that, in case of defaultation by any one member, the others were, under the bonds, held liable. So admirably, as is well known, did this plan work that to this date there has been no financial loss to the city through its board of commissioners, and the plan is still working well.

Quickly following the change to the commissioner idea came a revolution in the franchise business of the city. Under the aldermanic board system practically all public franchises were held by private companies. The shareholders in these companies grew rich, and the richer they grew the more autocratic did they become. In every council the franchisers secured a majority of the total vote either by straight bribery or by a judicious distribution of patronage. For the rights yielded up the city was paid but a mere pittance, and the companies ruled supreme. What brought an end to this sort of thing, and to the aldermanic boards, was the deliberate attempt on the part of a City Council in the year 1920 to hand over to a private company the waterworks system—the only municipally owned franchise in the city. It was a daring bit of jobbery, and had it not been for the earnest opposition of a few honest men in the council, and the fear of an aroused and indignant people, the scheme might have succeeded.

Many years before this time a visionary promoter had suggested that Hamilton should be supplied with drinking water from Lake Erie by means of a canal to the mountain brow from the Erie level. Every few years the scheme was brought to light again, talked of and lost sight of. It was too expensive, so it was thought. The engineering difficulties were unsurmountable, etc. But in the year 1926 Hamilton found that her old Lake Ontario waterworks system was played out. It was not able to do the work required of it, and factory owners were forced to pump their own water supplies from the bay and lake. There was agitation for a new plant, and, concurrent with this agitation came the old Lake Erie canal scheme again. This time it assumed a more practical form. The Erie-Hamilton Water, Power and

## Hamilton Spectator Carnival Souvenir



"Including all the valley land between Crematory Hill and the city's western limits."

Light Concern was organized. It promised to build the canal, provide unlimited electric power and light for all purposes, and supply water to the city. In return it was to have exclusive privileges in all these, and the city was to pay for the water used at a price not greater than that of the cost of pumping under the old system. On the surface the plan was promising, but a close investigation revealed the fact that if the deal were put through the city would be practically owned by the Erie-Hamilton Concern. The more the deal was investigated the more odious it appeared, and finally, after several mass meetings of citizens the puppet aldermen of the Concern were forced to resign, a new city charter was secured, and government by commissioners was inaugurated.

The first work done by the commissioners was to make a reality of the Lake Erie water power dream. The rapid advancement of the city industrially, and the inability of existing electric power companies to supply the ever increasing demand made the financing of the enormous undertaking a comparatively easy matter. British capitalists, having just successfully completed the transformation of the Sahara desert into an immense fruit growing country by means of irrigation works, were in the humor to turn their attention and their wealth in new directions, and it was an easy matter to interest them in this project. The canal idea was abandoned, and that of an immense cement lined tunnel took its place. The work occupied four years in its construction and cost \$20,000,000. Citizens of to-day well know its value to the city. It is the backbone of Hamilton's industrial pre-eminence among the great cities of the world.

With the Erie tunnel well under way, the commissioners dealt with the other franchise holders. The company supplying electric current for light and power purposes, having its lighting contract cancelled, sought terms of capitulation and was generously dealt with, being bought out at a scrap iron valuation. This done the city was in the light and power business for itself, besides having its water supply assured for all time. Power was offered to manufacturers at such rates as could not be matched anywhere else, and at once the city lounded ahead in manufacturing greatness.

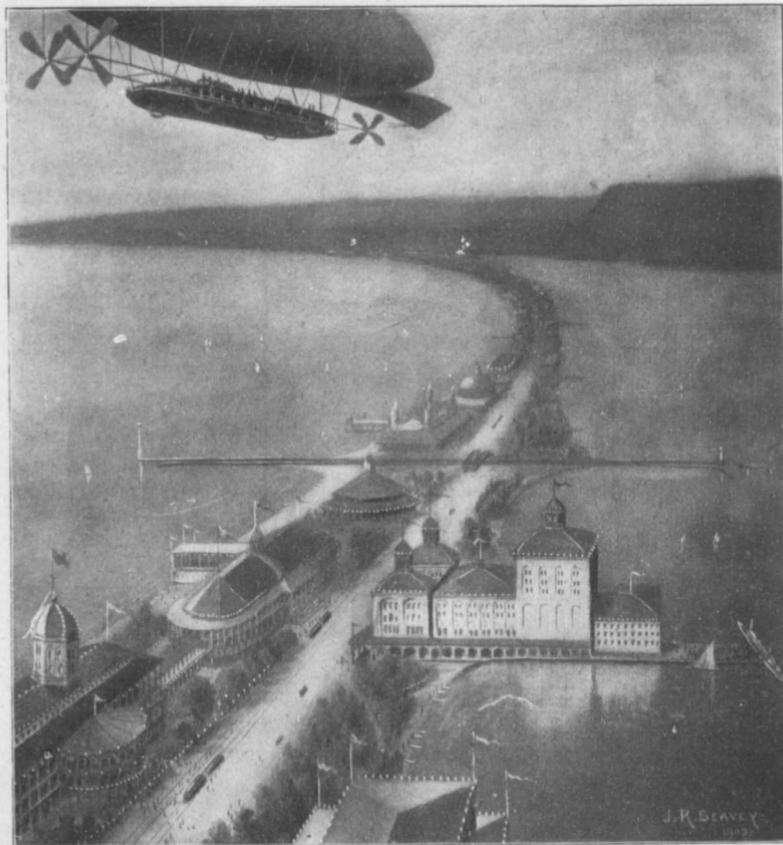
Five years later the commissioners dealt with the transit companies holding public franchises. Public opinion was opposed to the electric car for short distance transportation within the city limits, and the commissioners refused to extend the franchises. The tracks were taken from the streets and the municipal electric van service was inaugurated—a service that gave accommodation to all the people, traversing every street in the business and central residence districts, and every second street in the suburbs, with a single fare transfer system for the whole city.

## Hamilton Spectator Carnival Souvenir

Car tracks of any sort were prohibited on city streets in the year 1917, with the exception of freight lines in the factory district for shipping purposes to the freight yards outside the city limits, and in that year the city, through the commissioners, gave to all railways, electric and steam, the freedom, for a consideration of course, of the municipal right of way through the city along with joint use of the present mammoth union station quarters, which, of course, were at that time much more limited, and which will soon be again enlarged. Steam locomotives were prohibited from using the municipal right of way, motor engines

placed, taking its supply from the great Erie tunnel. The problem of mountain climbing was quickly solved by the commissioners again, they placing moving stairways at convenient points along the mountain side. These were a financial success from the day of their inception, and are to-day, as is well known, one of the corporation's best paying investments.

The mountain side was, so the commissioners decided, too beautiful a park location to be lost, and carrying out a plan inaugurated by a citizen named Beckett, more than a hundred years ago, the whole mountain side was terraced and made beautiful,



"It was made the common summer holiday resort for the masses."

running passenger trains to the union depot and to the city limits again.

Suburban electric roads reaching the city from the mountain, united in the construction of immense lifts to reach the city. The roads ran into a tunnel in the mountain on the city level, and at the end of this tunnel the cars were elevated to the table land above by the lifts.

As the city grew the mountain top became a favorite residence locality. Here an independent water pumping plant was

the drives there to-day being considered the most charming in the world. To the credit of our people be it said that within a short time a public memorial will be erected to Mr. Beckett, the father of the terrace scheme and a man who certainly lived before his time.

It seems to have been about the year 1940 that the better class citizens deserted Hamilton beach as a summer residence location and took to the north shore land of Hamilton bay. They did this immediately following the building of the electric

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"And the municipal electric van service was inaugurated."

## Hamilton Spectator Carnival Souvenir

belt line system which, while not municipally owned, is practically controlled by the citizens in the matter of power supply. The improvement of the north shore was rapid until, as is well known, there is no more beautiful summer residence spot anywhere in the land. Having thus easily rid itself of the cottage nuisance along the Beach, the commissioners turned that place into what appears, by a search of the deed from the government, it was originally intended to be—a people's playground. It was made the common summer holiday resort for the masses, and there is no American summer resort to-day that can excel it in its attractions for the people.

An interesting chapter in the municipal history of the city is that which tells of the overthrow of the telephone monopoly. This was not accomplished until the year 1957, in which year the monopoly inaugurated a move so tyrannous that there was wholesale rebellion. In order to absolutely prevent the use of subscribers' phones by non-subscribers, the monopoly required that every subscriber should sign a forfeiture bond of \$500, to be enforced if the use of his phone by a non-subscriber were allowed. Then came the short lived era of the municipal automatic wire phone system, so quickly followed by the perfected wireless call system of to-day.

It is not possible in one short article to tell of the changes that have occurred in all phases of Hamilton's interesting development. Of the newspaper controversies engaged in over the passing of the law making cremation compulsory; of the extermination of tuberculosis by rigorous quarantine of suspects at the city's sanitarium farm and positive enforcement of modern sanitary laws. Of the reclamation of the marsh land west of Crematory Hill for factory site purposes. Of the inauguration of the municipal bureau for scientific research—a department that is now working upon a plan to substitute polonium for electric light for illuminating purposes, and that has done so much in the past to keep Hamilton at the front. Or of the establishment of the city's far-famed technical and practical science free schools. Or of a hundred other interesting things.

Present day residents know all about the air ship lines, which for rapid passenger travel are fast superseding the railroads and boat lines, fast as these are to-day. Wouldn't our great grandfathers stare in wonderment could they but see us to-day? Truly time works changes, and nowhere more noticeably than in the city of Hamilton, the great industrial center of the North American continent and the most beautiful residence city in the whole world.

## Five Wonderful Facts

- 1—Hamilton is the manufacturing and industrial center of Canada.
- 2—Electric power for manufacturing purposes is cheaper in Hamilton than anywhere else in Canada.
- 3—Hamilton has better transportation facilities, by rail and water, than any other Canadian center.
- 4—Hamilton has more to offer to the manufacturer in large advantages and special inducements than any other place in Canada.
- 5—Hamilton is to-day the only city in the world that can show in its list of manufacturing industries no less than nine Canadian branch works of the greatest industrial concerns in the world. Here they are:

1. The International Harvester Company.
2. The Westinghouse Air Brake and Electric and Manufacturing Companies.
3. The Otis Elevator Company.
4. The American Screw Company.
5. The Norton Can Manufacturing Company.
6. The American Car and Foundry Company.
7. The United States Steel Corporation and American Steel and Wire Company.
8. The International Silver Plate Company and the Meriden Britannia Company.
9. The Swift Packing Company and the Anderson Fowler Company.

There must be something in this city worth close investigation by manufacturers generally.

# CANADIAN OTIS ELEVATOR COMPANY

LIMITED

## Manufacturers of

HYDRAULIC  
ELECTRIC, BELTED  
POWER  
AND  
HAND ELEVATORS  
WHIP HOISTS  
MINING  
AND  
FURNACE HOISTS  
ESCALATORS  
INCLINE RAILWAYS  
ETC.

MAIN SHOP

OFFICE

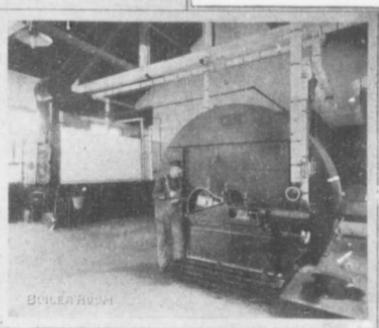


## Offices

\*\*\*  
MONTREAL  
TORONTO  
HAMILTON  
OTTAWA  
LONDON  
QUEBEC  
WINNIPEG  
VANCOUVER  
VICTORIA  
HALIFAX  
ST. JOHNS



BLACKSMITH SHOP



BOILER ROOM

## Some Otis Elevators in Canada :

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### TORONTO.

City Hall (3).  
Board of Trade (2).  
Canada Life Assurance Co.  
Canadian Bank of Commerce.  
Robert Simpson Co. (2).  
T. Eaton Co. (2).  
James Building.  
Manning Chambers.  
Bank of British North America.  
Sun Life Insurance Co.  
Bank of Nova Scotia.  
Confederation Life Association (5).  
Ontario Parliament Buildings (4).



CARPENTER SHOP

### MONTREAL.

Board of Trade (5).  
New York Life Assurance Co. (3).  
Standard Life Assurance Co.  
Temple Building.  
Guardian Assurance Co. (2).  
Montreal Star.  
Queen's Hotel.  
Wilson Building.  
Sun Insurance Co.  
Bank of Montreal.  
City Hall.

### HAMILTON.

Canada Life Assurance Co.  
Stanley Mills & Co.  
Spectator Printing Co.  
R. McKay & Co.  
And many others in Vancouver, Victoria, London, Ottawa and Bantford.

WORKS: HAMILTON, CANADA