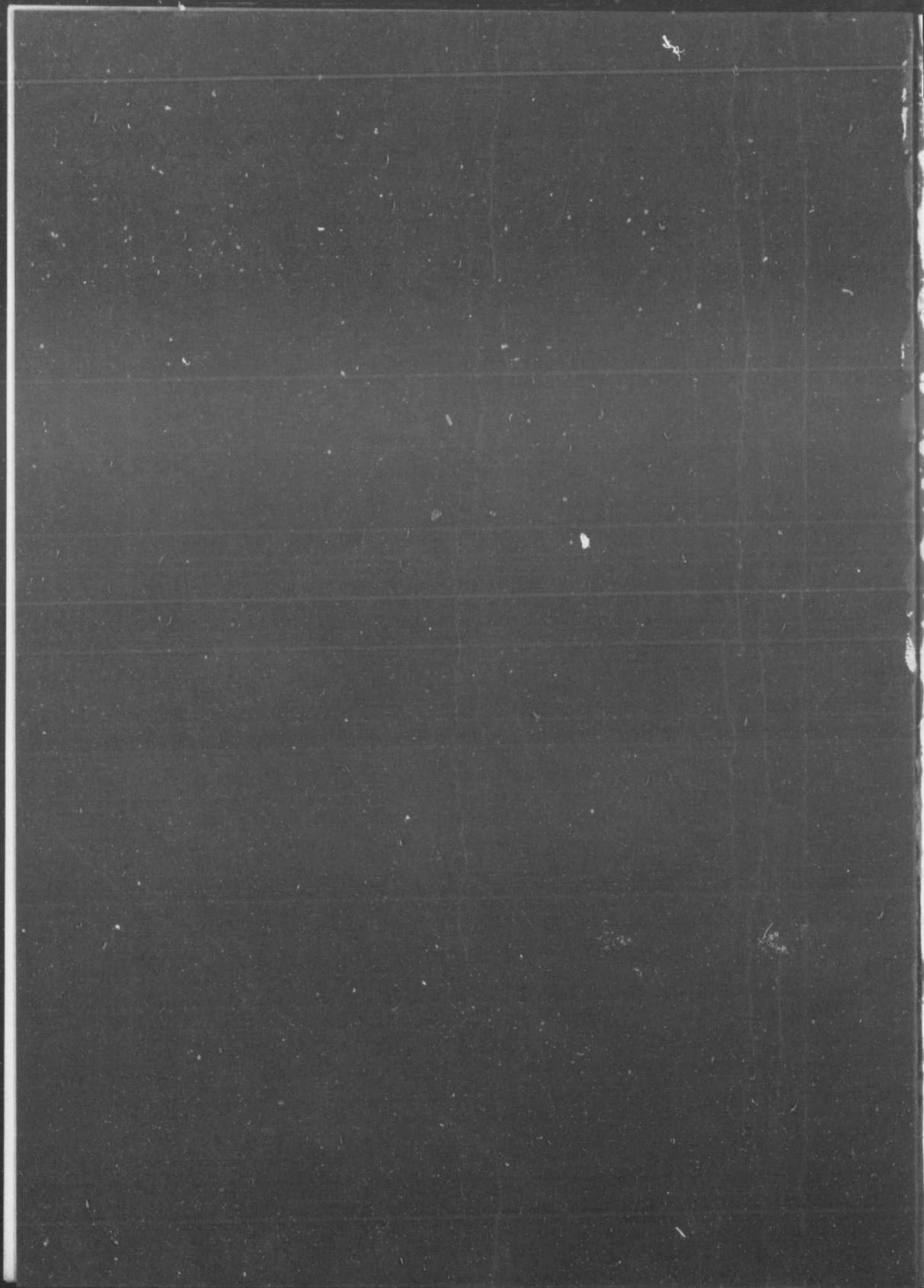


History
of the
Fire
Department
of
Hamilton



1920



acc no 15753

HISTORY
OF THE
Hamilton Fire Department



Published in the interest of

The Firemen's Benefit Fund
1920



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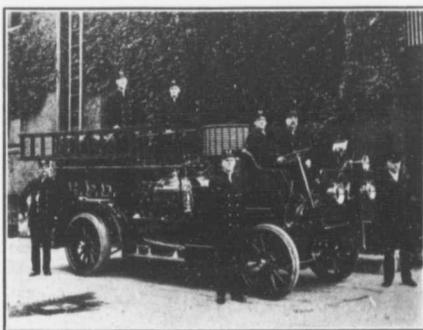
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The Right House
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The Firemen's Benefit Fund

THIS Fund exists for the protection of firemen who, in the course of service, receive injuries or fall a prey to disease; to insure their lives for the benefit of dependents; to pension such of themselves as retire after long years of service. This fund is maintained by the men themselves and is controlled by a board of directors elected from their ranks.

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HISTORY OF HAMILTON



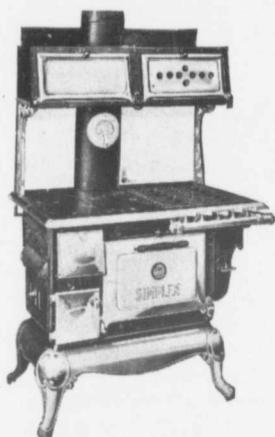
IN September, 1669, Sieur de la Salle and his adventurous company of explorers were the first white men to set foot upon what is now known as the City of Hamilton. La Salle had started from Lachine with the expectation of reaching the Pacific Ocean through a direct water route. He coasted along the southern shores of Lake Ontario, passed the Niagara River, came west to the Macassa Bay, now Hamilton Harbour, and found no water outlet to the Pacific. Nearly one hundred years passed before the site of Hamilton saw a white man again.

During the war between England and the United States in 1776, we have record of one Robert Land, who then lived in Pennsylvania, desiring to preserve his allegiance to the Mother Land, fled to Canada, and found his way to Niagara. From there he shouldered his rifle, axe, food and bedding and forced his way through the dense wood until he reached Macassa Bay, where he settled and cultivated 300 acres of land, now known as the eastern portion of Hamilton. That was in the year 1778. His nearest neighbors were at Ancaster, where the beginning of a village had been started. Their only roads were deer trails. Soon followed other settlers from the U. S., and in 1791 a deputy land surveyor showed there were 31 families settled here.

The hardships and privations can hardly be described. The rattlesnake and wolf held their own. The ground was unproductive, due to the Indian grass, which is hard to exterminate. Had it not been for the abundance of wild game, which furnished the greater amount of food, we doubt very much if there would have been such a place as our wonderful city to-day.

To illustrate conditions then it may be mentioned that 100 acres of land bounded by Main Street on the south and Barton on the north, Emerald Street on the East and Victoria on the West, being part of a tract settled by one of the early settlers, was sold for a barrel of pork and a yoke of steers. Money was unknown here as late as 1794. All transaction was barter, and it has been said that the price of a pair of boots was an ox; a dress for the wife cost a cow; grocery bills were paid by grain, etc.

In 1812, when war broke out again between Great Britain and the United States, George Hamilton with his wife and child moved here



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from Niagara. He purchased 300 acres of land, which is now known as the heart of the business district. The following year he laid out his farm in town lots and for the deeding of the piece of property on which the present Court House stands and the tract of land known as Gore Park, the name of the settlement which was then known as the Core District was changed to Hamilton. It received its present name on March 22nd, 1816.

In 1814, the first general store was opened. Shortly afterwards was commenced the repair and making of wagons and then came a tin shop. These were the first three business enterprises in this city. Other trades quickly followed until the city was provided with everything necessary for self-containment.

In the year 1823, the Government started the Burlington Canal, which connects the Bay with Lake Ontario. It was open to navigation in 1834, at a cost of \$94,000.00. With it came a boom to Hamilton as the head of navigation on Lake Ontario. At that time there were two steamers. One went to Toronto, then known as the City of York, and the other, an American boat, left for Queenston and Niagara. Eleven schooners, whose total tonnage was 970 tons, were owned by Hamiltonians.

During the year 1832, cholera broke out and carried away a great portion of the population. The same year we have record of the first great fire, which laid the greater portion of the town in ruins, but it takes more than cholera and fire to blast the hopes of the sturdy pioneer. The town was soon rebuilt and the population grew to such an extent that the following year the city was incorporated. An Act was passed, defining the city limit and establishing a police department. There were 2,100 population then.

The year 1834, on the 6th of March, the first railroad was proposed, which was called the Gore & London Railway Company. In 1837 the name was changed to the Great Western.

Hamilton had three newspapers in 1836. It did not require much editorial work in those days, as the greater portion of news was clipped from other papers.

The first great crop was grown in 1836, when 1,700 bushels of wheat was shipped from one of the four wharves. That same year Hamilton's waterworks, which are still in use, were incorporated by an Act of Parliament. Water is obtained from Lake Ontario, six miles east of the city and is filtered through 31 feet of sand (hence our boast), that we have the cleanest and purest water in the Province of Ontario. The reservoirs are $3\frac{1}{2}$ miles from the waterworks and 185 feet above

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the level of the Lake. The coming of the railroad and the publicity given Hamilton, the immigration was so great in 1850 that people were obliged to seek food and shelter at the different farm houses and adjacent settlements.

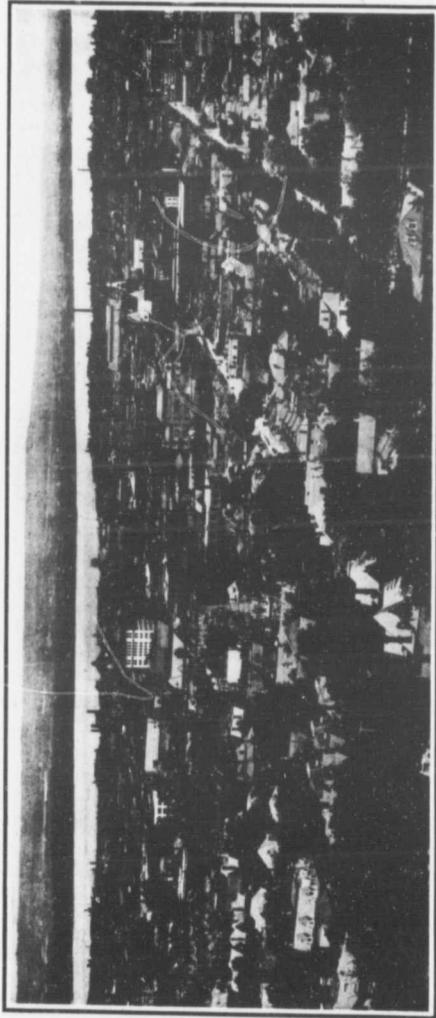
Hamilton streets and business houses and a few homes were first lighted with gas on the night of January 1st, 1851. Natural gas was first discovered at Albion Mills, a few miles from Hamilton, but it took nearly 60 years before the people availed themselves of its benefit.

On the 1st of November, 1853, the first passenger train was run from Hamilton to the Niagara River, and ten days later the regular passenger and freight trains made daily trips. The great event, however, was January 23rd, 1854, when the line was open from the Niagara River to the Detroit River, making the great link in the line between the East and the West. Hamilton took on a new life from that date.

The brief history of the Great Western Road will be of interest. The first railway, 14 miles in length, was operated between La Prairie and St. Johns, on the border line between Canada and the United States. The road from Toronto to Bradford was opened for traffic on June 13th, 1853. The Grand Trunk was chartered in 1853. It cost \$21,071,776 for equipping 350 miles of the Great Western Road.

In the year 1859 came financial disaster to Hamilton, due to the enormous debt contracted in the establishment of the Waterworks and Railway. The history for the next ten years is dark and gloomy. Every street had rows of unoccupied buildings and not one house was erected in ten years. But its inhabitants were energetic and progressive and managed to pay the enormous debts, thus enabling Hamilton to place herself again before the world as a booming, prosperous town, since which time she has rapidly progressed, until to-day she is known the world over as the hub of the steel and iron industry of Canada, being the home of the mammoth Steel Company of Canada, the Dominion Foundries and Steel Company, and many other steel and iron industries. It is also the hub of the textile industry, having upwards of a dozen spinning, knitting and weaving mills, some of them being numbered among the largest in the country. The capital invested in industry totals well over the one hundred million dollar mark, while the factory payroll amounts up to about \$35,000,000.00. A conservative estimate places the number of people employed in Hamilton's industries at 30,000. The greater number of the employees own their own homes.

Hamilton was the first city in the world to solve the problem of transmitting water generated electric power long distances and had for



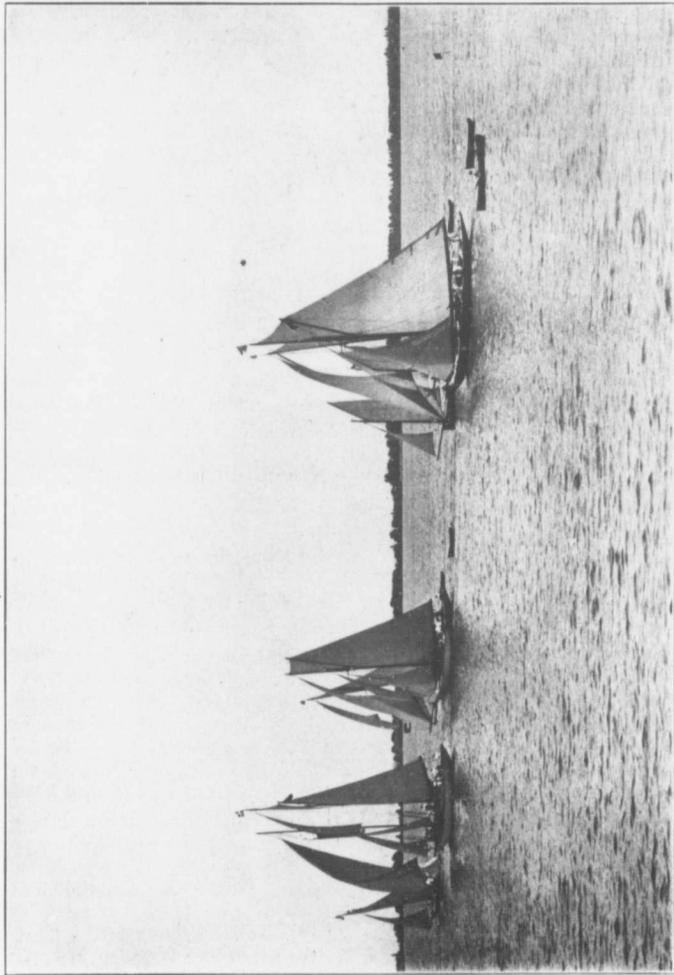
VIEW OF HAMILTON FROM THE MOUNTAIN

many years the benefit of low power rates which other municipalities have enjoyed only in recent years. Thus has Hamilton succeeded in growing into a city second to none in Canada as a manufacturing center and at the same time maintaining its reputation as a city beautiful. It nestles between the mountain and the bay on a strip of land varying in width from one and a half to three miles, its streets lined with stately trees, mostly maples, the green foliage dotted everywhere with well cared for brick houses. The blue waters of Hamilton Bay and Lake Ontario in the background when viewed from the mountain heights, the scene is one not easy for the artist to depict on canvas. One enjoys a panoramic view, the like of which is offered by few cities in America.

To the surprise of many, the higher plateau is found to stretch away to the South toward Lake Erie in smiling farms and orchards as far as the eye can reach. One million dollars' worth of fruit is shipped from this district each year, while 42 miles to the eastward the magnificent cataract pours over the same escarpment that bounds the valley in Hamilton, while to the west lies the beautiful Dundas Valley, into which the sun sinks in all its glorious majesty as each day draws to a close.

It is a scene rivalled only by the sunsets that have caused San Francisco to become known the world over as the "Golden Gate"; a nature picture which appeals to the finer senses and arouses the wonder and admiration of all who are privileged to gaze upon it. Where in a picture such as this is there a place for busy factories with their tall chimneys belching forth dense volumes of smoke to mar the beauties of nature and the works of man? That is the natural question for the uninitiated to ask. The answer is to be found in the location of the majority of the 500 diversified industries that have made Hamilton the industrial centre of Canada and one of the most prosperous manufacturing cities on the North American continent. The factories are fairly well confined to the north-eastern section of the city, far removed from the best residential section and in such a condition that the prevailing south-west wind blows the smoke and the gases from such of them as burn large quantities of coal out over the waters of the Bay and lake, where they can do no harm. Another factor in the elimination of the smoke nuisance with which so many industrial cities are cursed is, and has been, the cheapness of electric power for manufacturing purposes, making it unprofitable as well as undesirable for manufacturers to use coal save in a few exceptional cases.

Hamilton is the home of the first locomotive works in Canada; the sleeping car was invented and built here. The first cloth-covered casket, wagons, saws, plows and most of all, the threshing machine



HAMILTON BAY

built here in 1840, is the same model on which the Sawyer-Massey Company built up its reputation and is the standard threshing machine of the present day. There is at least eighty millions of dollars invested by American manufacturers here. The International Harvester Company, of Chicago, was the first American manufacturing concern to locate in Hamilton. Others quickly followed. The reason why:

Hamilton's geographical location at the head of Lake Ontario is such that besides having ideal water shipping facilities it is on the direct line of the main railway lines running from Buffalo and Niagara Falls to Detroit and Port Huron; Buffalo and Niagara Falls to Montreal and Detroit and Port Huron to Montreal.

Its railway connections are: Canadian Pacific, Grand Trunk Pacific, Toronto, Hamilton & Buffalo, New York Central, Michigan Central, Canadian National Railways, Lehigh Valley, Wabash.

Overnight travel points from Hamilton include Chicago, Milwaukee, Detroit, New York, Philadelphia, Boston, Cleveland, Washington, Pittsburg, Baltimore, Quebec, Montreal, Ottawa.

Hamilton's geographical position and shipping facilities make it a convenient point for the gathering together of material supplies and a natural distributing center.

Hamilton has: Population, 114,766; total assessment, \$125,853,190; total assets, \$20,450,430.31; City's debt, \$14,437,390.14; City's area, 7,883; number of streets, 570; miles of streets, 168; miles of sewers, 140; sewage disposal plants, 4; miles of cement walks, 240; miles of water mains, 195; miles of permanent pavements, 59; miles of macadam pavements, 77; number of houses, 27,129; number of industries, 585; number of employees, 30,944; steam railways, 8; All Canada Steamship Lines; suburban electric railways, 4; mileage of suburban electric railways, 83; street railway, 1; mileage of street railway, 30; banks and branches, 33; number of churches, 96; number of hospitals, 5; public libraries, 3; public parks, 22; acreage of parks, 550; number of public schools, 26; enrollment of public schools, 16,186; number of Roman Catholic separate schools, 13; enrollment of separate schools, 2,900; Collegiate Institutes, 1; number of private schools and business colleges, 10; technical schools, 2; enrollment at technical schools, 1,109; normal school, 1; college of music, 1; number of police officers, 113; number of firemen, 125; daily newspapers, 2; number of theatres, 17; number of hotels, 32.

Hamilton played no inconspicuous part in the winning of the war. In comparison to population, no city in Canada had a more enviable record for contributions in men, money and munitions and for results along many other patriotic lines.

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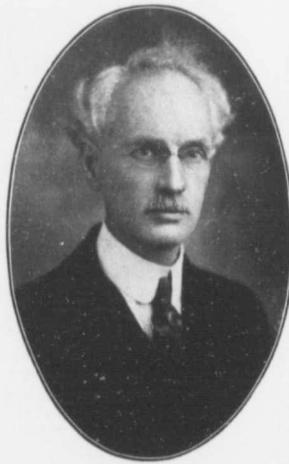
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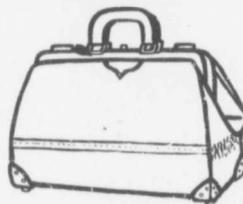
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Hamilton's Volunteer Fire Brigade

Reminiscences of the olden days by one
who carried the bucket himself.



EDITOR'S NOTE

This first article, dealing with the department of the old days of Hamilton, has been specially prepared by Mr. Richard Butler, so well known in Hamilton that it seems almost superfluous to mention details of his life. He is over 86 years of age and active in a decided manner. He is the author of the weekly Saturday Musings published in the Spectator newspaper, is a Civil War veteran, belonging to the G. A. R., and formerly Deputy U. S. Consul. This article from his pen is full of interest for all and more particularly for the older generation who will recall many of the names and incidents mentioned therein.

OUR HAMILTON FIRE BRIGADE

By ALEXANDER H. WINGFIELD

Respectfully and Lovingly Dedicated to the Old Volunteer
Department by their Friend and Admirer, 1856

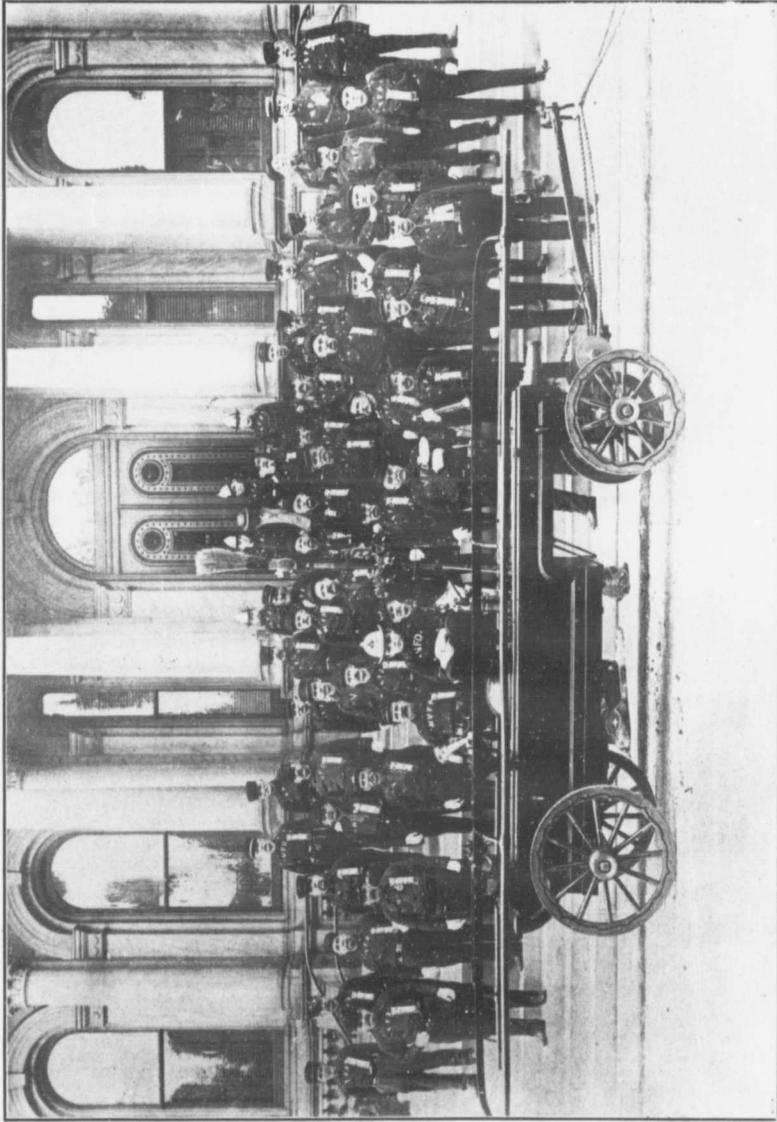
All honor to our "Fire Brigade,"
The gallant and the brave;
"Aye ready!" are they in our need--
They always "run to save."
By night or day they ne'er refuse
To lend their willing aid,
But do their duty manfully--
Our gallant "Fire Brigade."

No coward fears their hearts assail:
Their nerves are strong as steel,
And often do they risk their lives
For sake of others' weal.
Though danger stares them in the face
They never are afraid,
But strike the lions from their path--
Our gallant "Fire Brigade."

When'er the "dread alarm" is raised
No time by them is lost:
They hurry forward to the fire,
Each man is at his post.
And fierce the fiery flames must be
Whose progress can't be stayed,
When they're opposed by men like these
Who form our "Fire Brigade."

Whence come those agonizing screams
At intervals between?
Look! At yon window, thro' the smoke,
A living form is seen!
Hooks! Raise your ladders to the top,
Quick!--quick, boys!--lend your aid!
Up, up they mount! She's saved, she's saved!
God bless our "Fire Brigade."

'Tis these, and daring deeds like these,
Which make our Firemen loved,
In many a hard and trying scene
Their courage has been proved.
Green be the bays they've won, and may
Their laurels never fade!
And may success still wait upon
Our gallant "Fire Brigade!"



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"Boy Scout" Wagon

HISTORY OF THE HAMILTON FIRE DEPARTMENT

BEING one of less than half a dozen of the old Fire Department of Hamilton now living, Chief Ten Eyck invited me to be the historian of that ancient body. I can only go back seventy years, when I had the honor of being selected as torchboy in old Cataract No. 2, a company which I became connected with as an active member in the year 1854. At that time Hamilton had a department of four engine companies, a hose company, and a hook and ladder company, comprising an active membership of about three hundred, mostly all young men who did not own a dollar's worth of property in the city, and gave their services without fee or reward for the benefit of their home town. Day or night, when the fire alarm bell called, the boys answered promptly, leaving their work in the day time, at a loss to themselves, for their employers as a general thing charged up the lost time they were absent from the workshop; and at night they would turn out in a cold winter storm, half dressed, buttoning up their clothes as they raced to the engine-house. It was the pride of every fireman to pull on the dragrope, and if possible, get to the fire before the other company and have the first stream on the burning building.

Those were the days long before steam fire engines were even dreamed of, and paid fire departments only a dream. The only man that received pay for his work was Charles Smith, and he had a salary of \$400 a year for his services in keeping clean the engines and hose and also attending to the fires in the engine-houses during the winter months, so that the apparatus would not freeze. Four hundred dollars a year would not be considered much of a salary in these days of high cost of living, but seventy years ago Charley Smith was the envy of many a fireman who would gladly have accepted the job at even less money. Of course, it was not a hard job, for it was only after a fire or a false alarm that the apparatus needed the attention of Charley; and then there were only four engines, the hook and ladder truck, and the hose cart to be looked after. Charley did not have to polish the brass mountings on the apparatus, for the boys belonging to the companies spent their evenings in the engine-house anxiously waiting to hear some one in the street yell FIRE! or hear the alarm from the bell in the tower of the old police station on King William Street, and they

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took so much pride in the apparatus that they all took a hand in polishing up the brass.

We might go back beyond seventy-five years ago and tell the story of the first organization of a fire department in Hamilton, for prior to that time the town was entirely dependent upon what was called the Bucket Brigade, when every citizen was expected to turn out with a bucket of water and run to the fire and do his part in "quenching the fiery flames," and in carrying out the furniture. Those were the days when excited men, anxious to be of some use to their unfortunate neighbors, would throw furniture and looking glasses out of the upper windows of the burning home and carefully carry out some trifling article of no intrinsic value.

Eighty years ago church bells were not used to sound a fire alarm. Memory takes us back to Montreal, when we were but a lad, to the policeman leisurely walking along the streets and in a deep baritone voice crying, "Fire! Fire!" and springing an old-fashioned rattle. That was the fire alarm. The Perry Brothers, who were the principal fire engine builders in Canada in those days, were members of one of the aristocratic companies of wealthy business men, having for their captain the leading druggist in the city, and also one of the leading bands. Those gay old boys could pull on the dragrope and yell as lustily as did the boys of later years when running to a fire.

In 1855 Cataract Company No. 2 in Hamilton bought one of the Perry Brothers engines, the money for which was contributed mainly by the members of the company, and the insurance companies gave liberally. At that time Samuel Sawyer was captain of No. 2 Company, and the year following he was elected chief engineer of the department, defeating Tom Gray, better known in those days by the title of "Dodger Gray." Samuel Sawyer was a member of the firm of McQuesten & Co., whose foundry originally was located on the corner of James and Merrick Street, and after the fire in 1855, when the foundry was burned down, was the site of the Royal Hotel, and at the present time the city market house. But more of this bit of history later on.

The burning of the Fisher & McQuesten foundry was a memorable event in the history of the old fire department. Three members of No. 3 Company were making a run for their lives through an alley between two of the burning buildings when one of the inside walls came toppling down, covering them with a mass of stone and timbers. Two of the boys were dead when their bodies were found, and William Omand, who died not many months ago, was unconscious when he was lifted out from the debris. When just after the wall toppled down, the alarm was given, that a number of boys belonging to No. 3 Company were buried in the ruins, Captain Shove ordered a roll call to dis-

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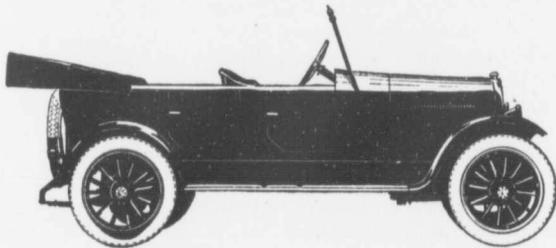


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Fire Chief TEN EYCK of Hamilton, Ont., has equipped his car with ACE Chains, to prevent skidding when speeding to fires.

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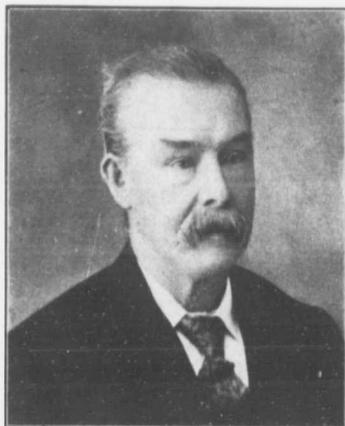
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cover the missing ones and their names. The alarm spread rapidly to almost every home in the city, and anxious wives, fathers and mothers came rushing down to the scene, fearing that it might be a son or a husband who had been killed. Language fails to tell the story of that terrible night. What joyful meetings between loved ones who had escaped, but three families were heartbroken when Captain Shove told them of his fears that the missing ones belonged to them. All night long, details from the several companies worked to remove the mass of stone and debris, when William Omand was reached, and he



WILLIAM OMAND
Asst. Chief Fire Department—1879 to 1881

was still alive, what a shout of joy rang out on the air, and the anxious waiting crowd on the streets responded. Every doctor in town that was not otherwise engaged in visiting sick patients was at the scene of the fire, ready to render professional services if any of the boys were found alive. William Omand was tenderly lifted from under the mass of stone and carried out to the street, where the doctors took charge of him, the announcement that he was still living, the news was received with many a "thank God" from the crowd and prayers were openly said by many of his comrades, that God would spare his life.

A short distance from where Omand was found were the bodies of his two comrades, pressed out of all form and shape, but life was extinct. The doctors pronounced that the boys must have met instant death from the condition in which their bodies were found. That fire occurred sixty-five years ago, and the names of the two boys who met

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their death in the discharge of duty were Lawrence Bowers and William Wood. There were not many dry eyes in the hundreds of men and women anxiously waiting in that early morning hour to hear the fatal result. William Omand had the skill of the combined medical force of Hamilton to wait upon him and nurse him back to life, but for many years afterward the crushing he got on that fatal night was not forgotten.

Two days after the fire Lawrence Powers and Wood were buried in the city cemetery. Every fireman in the city turned out to attend the funeral, No. 3 acting as escort to their dead comrades. Bandmaster Peter Grossman kindly tendered the services of the artillery band to accompany the funeral escort. The streets were lined with sorrowing thousands, for that afternoon was declared a holiday by the Mayor of the city. The old volunteer department was fortunate that in all the years of its existence, from 1845 to 1859, the Fisher and McQuesten fire was its only great calamity.

HAMILTON'S FIRST FIRE COMPANY

The first record we have of a fire company in Hamilton goes back to 1843, when John Fisher, who was a newcomer to Hamilton, started a foundry on the corner of James and Merrick Streets, and being a shrewd Yankee he concluded that for his own protection as well as for the protection of the then small population of not more than three thousand that the town needed a fire engine, so he built one at his own expense, and generously tendered its use to the old bucket brigade. That engine is still in existence, and when the veteran firemen go from home to the annual meets of the veterans of fifty and sixty years ago, that engine is dressed up as handsomely with ribbons and ornamentations as any young belle of the present day, and wherever it appears in the annual parades it is cynosure of all eyes. Every boy company that was organized in the past seventy years has had that engine turned over to its care, and some of the boys still living tell fabulous stories of the number of fires in which it played a prominent part, and how many millions of dollars worth of property it saved from the devouring elements. Did you ever see that John Fisher engine? It is but a trifle larger than they are making the electric washing machines of the present day, and it is kept as carefully by the fire fighters of the department as though it were a bit of humanity. The ancient veterans worship that old engine, and while they may acknowledge that the present day fire-fighting apparatus is a little improvement, yet they are slow to confess that there is really much improvement after all.

That old John Fisher hand engine has passed into many ownerships in its day, till finally Chief Aitchison rescued it from the scrap heap, and with the financial aid of a few generous men bought it from



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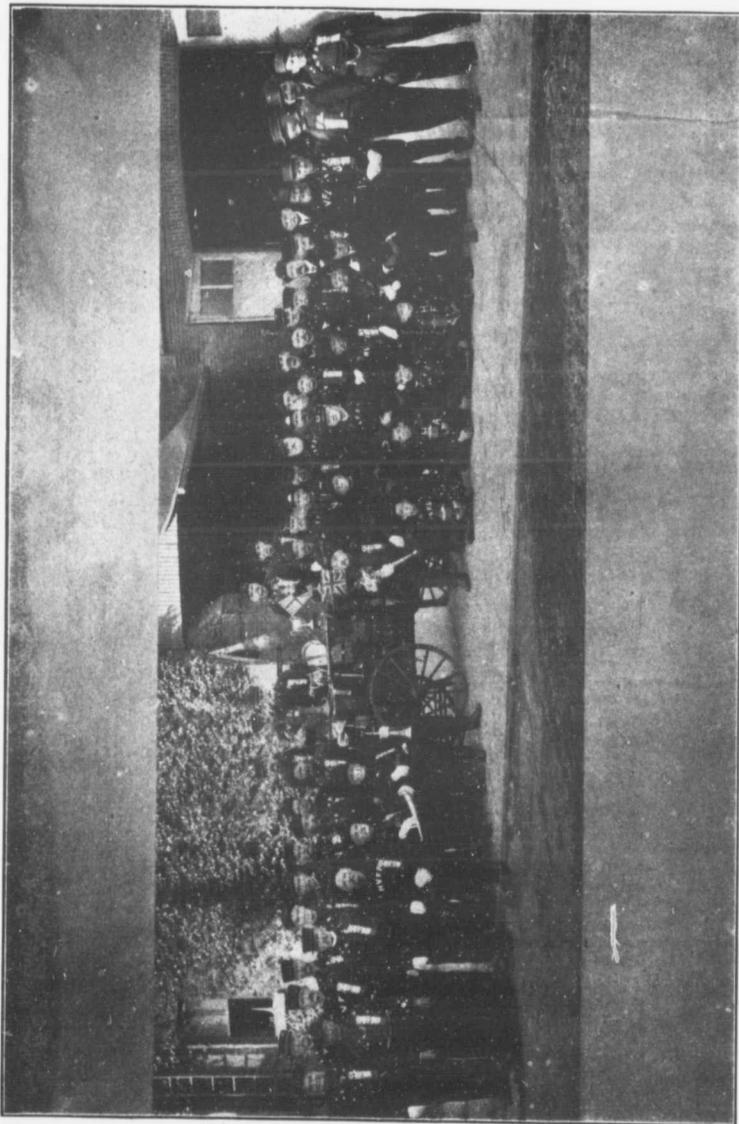
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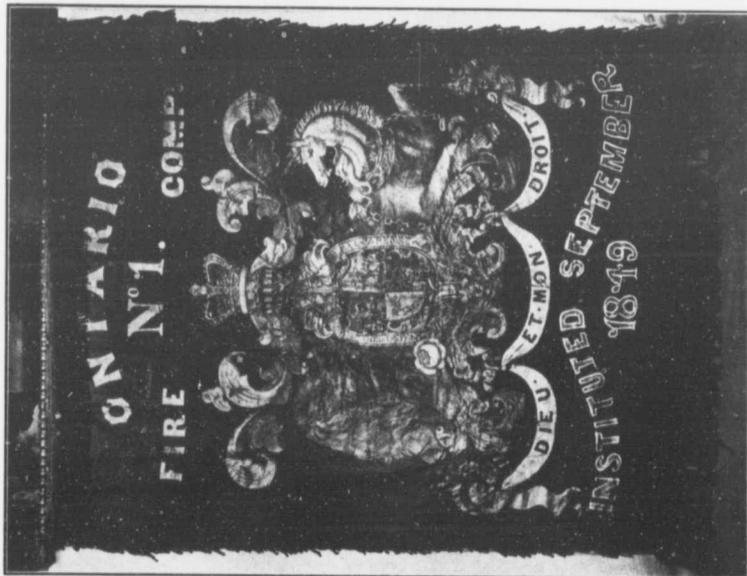
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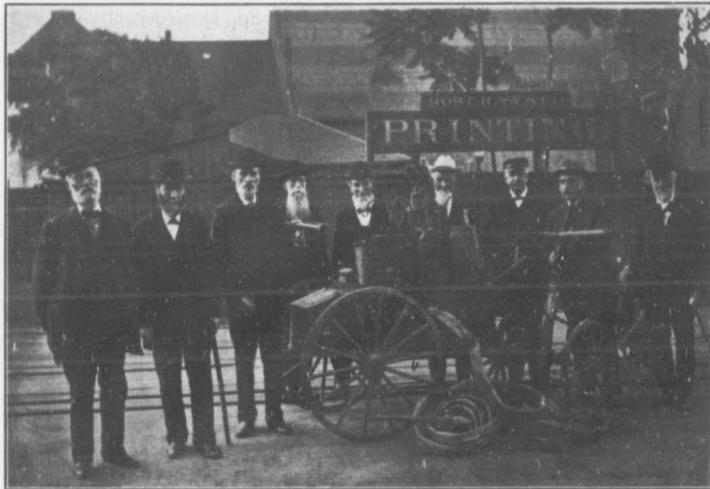
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the parties who claimed its ownership, and had it painted up and decorated for the celebration of the hundredth anniversary of the incorporation of Hamilton as a city. A picture of the old engine is given herewith.



Reading from left to right—Reece Evans, Moses Dow, Peter Nichol, Henry Harding, Robert Dow, Joshua Philips, Richard Butler, Charles Hunt, Jos. Kneeshaw.

This engine was built in 1843.

Charles Hunt was first lieutenant of Rescue Engine Company No. 3 in 1863.

One of the old boys is missing from the group and that is Charley Smith, the oldest living fireman in the city on that anniversary occasion, 1903 Carnival. He had then passed his eighty-eighth birthday. Charley was born in the city of New York, and when but a lad came with his parents and settled in Hamilton. When yet in his teens he was elected Captain of No. 1 Company, which was organized to take charge of the John Fisher engine. That engine passed from one company to another until about the year 1856 it passed to No. 4 Company, with its station at the James Street bridge.

This company was composed of young Orangemen solely, a wild lot of boys, but always on hand when the fire alarm rang out, day or night. No. 2 company had it for a time, till two new engines were bought. Then it passed to No. 3 Company. Charles Newberry was

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secretary of that company, and on the roll of membership were George Tuckett, the later head of the Tuckett Tobacco Company, Harry Harding, Joshua Phillips, Robert and James Dow, Edward Bethune, and scores of others whose names are lost to memory. Of the 135 names on the roll of No. 3 Company in 1855, Joshua Phillips is the only survivor, and he has passed the ninetieth milestone in life's journey.

The boys of No. 3 were a convivial set, and often indulged in crackers and cheese and beer, especially after a fire. The minutes of the old company are full of quaint doings. At one meeting Edward Bethune presented a bill for seventeen shillings and sixpence for beer that had cheered the hearts of the boys since the last business meeting. It caused considerable discussion, but finally Bethune was ordered to pay it. Charley Smith was captain of the company at the time, and being a teetotaler in his habits it worried the old boy very much to think his company had such an appetite for beer. The department was then on the increase in fire apparatus, and when No. 3 Company got its new sidestroke piano engine, and Nos. 1 and 2 had their fore-and-afters it was deemed necessary to have appointed a man to take charge of the entire apparatus. Charley was the one selected by the department officers as the best qualified, and Captain Sam. Sawyer and Lieut. Richard Butler, both of Cataract Company, were appointed to present the name of Charley Smith to the Fire and Water Committee of the City Council, and he was appointed without opposition. The salary was fixed at four hundred dollars a year, which in those days was considered quite liberal. Charlie was the proprietor of a second-hand store on King William Street, and as he was in the vicinity of the engine houses he was always on hand to answer the alarm bell. For years he held on to his job, and in the course of time was promoted to the office of city messenger at an increased salary.

THE FIRST CHIEF OF THE HAMILTON FIRE DEPARTMENT

Down to the year 1844 Hamilton depended on the John Fisher engine and the bucket brigade for its protection against fire. Each new company in turn had the John Fisher engine, and as the town finances increased and the Council felt the importance of strengthening the fire protection, new engines were bought for Nos. 1 and 2 Companies from the Perry Brothers in Montreal.

In the year 1845 No. 1 Company was organized about the month of January, and in April following Burlington No. 2, afterward changed to Cataract, was the next on the roll. There is no record of the officers of No. 1 preserved, therefore that part of the history is lost.



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The first officers of No. 2 Company were: W. Main, captain; Walter Armstrong, first lieutenant; W. Lynd, second lieutenant; John Hall, first branchman; S. Partridge, second branchman; H. Girouard, treasurer; G. F. Lynd, secretary. A committee of three was appointed to solicit exemption from town taxes for the members of the company, from the Board of Police. The secretary was instructed to call upon the agent of the Mutual Insurance Company to solicit a donation of £20 to assist the members in procuring a uniform equipment. In those days the town paid no share of the expenses of the fire department, and every member of a company was expected to buy his own uniform. Evidently the Editor of the Hamilton Bee had not a warm spot in his heart for the captain of No. 2, judging from a very uncomplimentary notice which appeared in his editorial columns. As a specimen of the local writing in the Bee in 1845 we copy the following item:

"It is a reflection upon the character of our town that, miserable as that piece of machinery is, called Engine No. 2, no better person can be found to manage it than that buffoon, Bill Morin, who at the late fire appeared as captain of it in some kind of a grotesque coat, said to have been taken from a Yankee deserter, and afterwards trimmed with shilling-a-yard red flannel. When he could amuse himself no longer with throwing water on some burning rubbish, he commenced trying experiments with his double and twisted thousand dollar Jim Burke engine at some persons who were placed on the roof of Sam. Kerr's store, to prevent it taking fire. How can it be expected that fire companies can be efficient with such men to conduct them?"

Hamilton in those days must have been in a bad way with its fire department, and it hastened the time when a more efficient organization was planned. Each company commander managed his own apparatus at a fire, and the consequence was there was not much attention given to fire-fighting.

Samuel Kerr (the grandfather of Mr. John Eastwood, one of the late proprietors of the Daily Times), was engaged in mercantile business on King Street in a building on the site of the Woolworth ten-cent store, and being a member of No. 1 Company, he was elected to the office of Chief Engineer of the Department. Being an owner of the property where his store was located, he was naturally interested in having a good working fire organization, and in a short time he was successful in bringing order out of chaos. Under his chiefship the department was increased another engine company, No. 3, with Charley Smith as captain. There was also added a hose company and a hook and ladder company. The hose company was principally composed of young clerks, while the hook and ladder company was com-

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posed of such men as Tom Gray, Jimmy Reid, Thos. Bain, Alfred Booker, Dick Buscomb, R. S. Beasley, George Roach and men who were accustomed to chum with each other. Samuel Kerr was a most efficient chief and at his death Hamilton was in a quandary to find his equal to be his successor.

The hook and ladder company presented the name of Thomas Gray, who was the owner of a grocery on the Market Square, and in the year 1850 he was elected to the office. Chief Gray was a stalwart, handsome man, and dressed in his uniform suit of brass mail and scarlet he was the pride of the department on dress parade. Added to that was his qualification of commander, which he learned as captain of a local rifle company, and in time he got the department into fairly good shape. Company after company was added to the department, till in 1855 it was composed of four engine companies, one hook and ladder, and one hose company. In that year the department officers were: Thomas Gray, chief engineer; Joseph Faulkner, first assistant; J. Blachford, second assistant; Thomas Bain, secretary; Joseph Faulkner, treasurer. The hook and ladder company seemed to monopolize too many of the offices, and Chief Gray became dictatorial because of the backing he had from members of his own company, and the result was that a movement was set on foot to insure his defeat at the next January election.

The city was growing in population and more fire-fighting apparatus was needed as a protection, and two more companies were added to the department. No. 2 Company had changed the character of its membership and instead of men of the Bill Morin type being at the head of affairs a number of business men joined its ranks. One of the conditions of membership in No. 2 company was that the applicant must be a total abstainer from intoxicating beverages; and indeed it used to be said that the applicant had to be a member of a church. However, the company was composed of both Catholics and Protestants.

It was decided by the officers and members of No. 2 that a new engine was a necessity to sustain the dignity of the company, and a subscription was started to that end, each member giving in proportion to his ability; and when all had given an appeal was made to the fire insurance companies to add their mite toward making up the amount necessary.

A contract was given to the Perry Brothers of Montreal, for an engine costing about two thousand dollars, and in due time it arrived in the city and was christened the Cataract. There was a grand parade on the evening of its arrival, the whole department marching down to the steamboat wharf, headed by Bandmaster Grossman and his cele-

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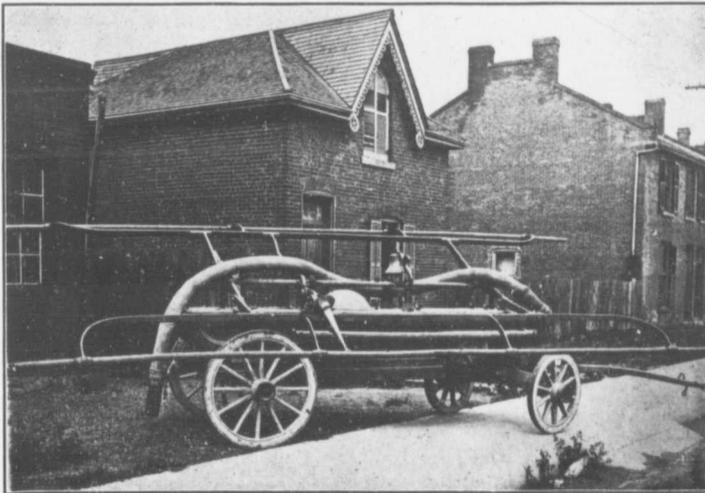
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brated artillery band. Chief Gray, dressed in his uniform of brass mail and scarlet coat, and his official staff, reminds the writer of an old couplet, "With Chief Gray to lead the van, the Lord be praised for such a man."

Until this time No. 3 Company, with Charley Smith as captain, was in charge of the ancient John Fisher engine. Joseph Flint, a manufacturer of saws, came from Rochester, New York, and started a branch factory in Hamilton, one of the first saw factories in Canada, and with him came George Shove, an old Rochester fireman, as foreman of the new factory, and his brother, "Big Joe Shove." Both of them joined No. 3 Company, and at once George was elected captain. Coming



PIANO RESCUE ENGINE

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from a city where "piano engines" were in general use in the fire department, Captain Shove had influence sufficient with the fire and water committee of the City Council to get the city to buy a "Rochester Piano," and then the ancient John Fisher was turned over to No. 4 Company, 1856, with the fire station on James Street North, just at the railroad bridge. Only young Orangemen were admitted to membership in that company, and they were a "dandy set of boys." In time two more engine companies were added to the department

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It may be of interest to give the roster of the department as it existed in 1857, two years later, when it disbanded on account of the action of the City Council in taking the authority from the department to elect its own chief and assistant. At that date the entire membership of the Hamilton Fire Department was 513 and the following-named officers:

Hugh Boyd, Chief Engineer.

Ben J. Harte, First Assistant Engineer.

Thomas McCabe, Second Assistant Engineer.

Richard Butler, Secretary and Treasurer.

Ontario, No. 1—Joseph Hoodless, captain; Edward Ford, first lieutenant; William Strongman, second lieutenant; William Allen, Secretary.

Cataract, No. 2—Gus Harris, captain; O. Thompson, first lieutenant; N. M. Belnap, second lieutenant; Allen A. Shepard, secretary.

Rescue, No. 3—George Shove, captain; John Newbury, first lieutenant; James Dow, second lieutenant; William Lewis, Secretary.

Phenix No. 4—Joseph Gibson, captain; John Bridges, first lieutenant; Gordon Patterson, second lieutenant; John Graham, Secretary.

Queen, No. 5—George Robertson, captain; Robert Gordon, first lieutenant; James Gould, second lieutenant; Matthew Bell, secretary.

Victoria, No. 6—David Davies, captain; John Davies, first lieutenant; Arthur Snelgrove, second lieutenant; Elijah Smith, secretary.

Hose Company—James M. Rogerson, captain; G. Hemming, first lieutenant; A. Allen, second lieutenant; Wm. Patriarch, secretary.

Hook and Ladder Company—James Reid, captain; Richard Buscombe, first lieutenant; K. Fitzpatrick, second lieutenant; R. S. Beasley, third lieutenant; Edward M. Simons, secretary.

It is doubtful if there is one of the above roll of officers, except the secretary and treasurer, living to-day. Joshua Phillips, Richard Butler and William J. McAllister are the only known survivors of the old department who were active members when it disbanded in the spring of 1859.

Samuel Sawyer was chief Engineer during the years 1855 and 1856; Hugh Boyd was elected as his successor in the spring of 1857. Robert Kneeshaw was elected secretary and treasurer during the later years of Chief Kerr's administration (1845), and served till 1855, when Alexander Campbell, of No. 2 Company, was elected as his successor. Both of these officers served the department without

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pay. In 1857, when Captain Campbell was preparing to dispose of his interest in the book and stationery business, he having decided to leave Hamilton and seek a home in St. Louis, Missouri, he resigned the office of secretary and treasurer of the department, and Richard Butler was chosen as his successor.



SAMUEL SAWYER
Chief Volunteer Fire Brigade.

During the years 1855 and 1856 Samuel Sawyer's home was in the north end of Victoria avenue. To make sure that he would never miss a fire, he paid the night watchman at the McQuesten and Sawyer

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foundry—the present site of the Sawyer-Massey agricultural works—a sum of money each time there was an alarm of fire to call him. The watchman kept a horse ready, night and day, for the enthusiastic chief, and it was said that he never missed a fire during his term of office, and was nearly always at the fire by the time the first engine got there.

THE ANCIENT BUCKET BRIGADE

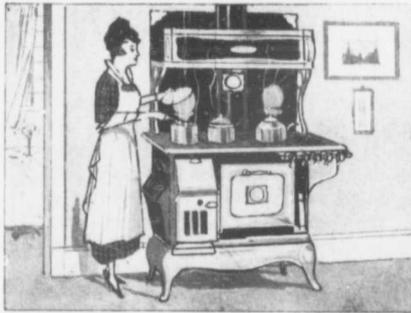
Take a walk down John Street, past the handsome fire station of Hamilton's crack fire department, and then if you are old enough, take a look backward, say seventy or eighty years, and compare the present with the past in the method of fire fighting. Hamilton had no organized department in the old days, but every stalwart citizen was supposed to have a bucket hanging convenient to his home, and when the cry of fire was heard in the streets, say about midnight, when the thermometer was trying to turn itself upside down, and dropping to thirty or forty degrees below zero, half-dressed men by the score could be seen running from every direction, bucket in hand, toward where the sky was lurid and the flames lapping up the home of some unfortunate. That old bucket brigade did good work in saving the household effects, and if there happened to be a pump handy, dashing a bucket of water on the dying embers of the fire. The insurance companies carried all the risks in those days, if the owner of the burning home had sufficient forethought to invest a few dollars in a policy of protection. If the owner took his own risk, a committee of benevolent citizens would start out the next day with a subscription paper to help their unfortunate neighbor who was burned out of house and home.

THE OLD VOLUNTEER FIRE DEPARTMENT

From the old bucket fire brigade that was organized away back in 1832 to the disbanding of the volunteer department in 1859 would be an interesting bit of Hamilton history could it be carried down from Samuel Kerr, the first chief and organizer of the ancient volunteers, to Hugh Boyd. In 1832 Hamilton had its first great fire, when the principal part of the town was laid in ashes. The Board of Police got busy at once, and had five wells, for fire purposes, dug at once, each well to contain about eighty cubic feet of water, and two commissioners were appointed to effect a loan of one thousand pounds to build a market house and purchase a fire engine.

Hamilton was incorporated as a town in 1833. In an ancient copy of the Hamilton Free Press, dated August 4, 1836, Alexander Carpenter, the man who built that artistic front to his stove and tinware shop on John Street North, opposite the Central Fire Station, issued a call to the enrolled members of the first hook and ladder company organized in Hamilton. Judging from the urgent appeal he made the ancient

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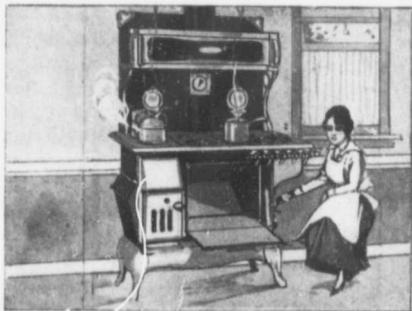
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The reverse movement of this lever places the burner in the rear of oven in an out-of-the way position and automatically closes the dampers and ventilators, leaving the stove in readiness for coal burning.

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coming winter*

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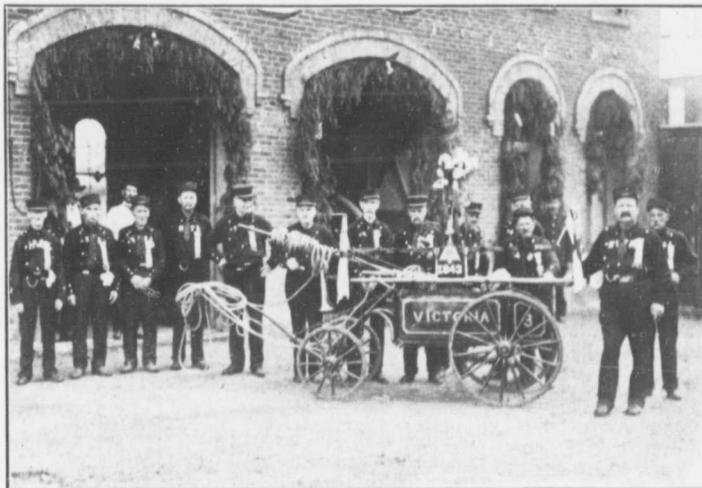
LIMITED

HAMILTON, ONTARIO

fireman must have had a hard time in getting his company together. Here is the appeal he made in the columns of the Free Press:

To the Members of the Hamilton Hook and Ladder Company:

Gentlemen—I have been endeavoring for some time past to induce persons who have put down their names as members of the Hamilton Police Hook and Ladder Company, to come forward and equip according to the rules and regulations of said Company, but hitherto have failed in my endeavors to arouse you to a sense of duty. The greatest indifference prevails, and more particularly among certain of you who are most deeply interested in rendering our company efficient—persons who are owners of valuable property, and who should be the



VETERAN FIREMEN, HAMILTON, 1843.

first to step forward and by their influence and example do all in their power to accomplish a successful organization of the company. Arrangements have been made to have the equipments furnished for all the members, and I feel anxious that those who have engaged in it should come forward spiritedly and unite in making the company what it should be, a credit to the town, or else say that they take no interest in its success, withdraw their names, let the company be disbanded, and the members no longer claim exemption from doing military duty, sitting as jurors, etc.

I, therefore, as a last call to all concerned, appoint Saturday next,

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of all kinds.

the sixth day of August, for said company to meet at Huffman's Exchange, in Hamilton, for the purpose of such arrangements as may be deemed necessary.

ALEXANDER CARPENTER,
Captain.

What effect this plaintive appeal had on the members we have no record.

RE-ORGANIZATION IN 1849

A history of the Hamilton Fire Department would not be complete unless the ancient volunteers got their fair share of the credit. After the death of Chief Kerr a re-organization effected in 1849, when Thomas Gray was appointed Chief by the City Council; Thomas Bain, first assistant; John Blachford, second assistant; Robert Kneeshaw, secretary and treasurer.

The department comprised six companies, Hook and Ladder, Hose, and four engine companies. In an old write-up of the department in the Spectator, we find the following list of officers:

Union Hook and Ladder—H. B. Bull Captain; Thomas Sylvester, first lieutenant; John Dodsworth, second lieutenant; S. B. Baker, secretary; T. N. Best, treasurer; thirty-three members.

Hose Company—Henry Tew, captain; A. H. Bethune, first lieutenant; J. Rogerson, second lieutenant; J. A. Hamilton, secretary; J. Bradshaw, treasurer; forty-two members.

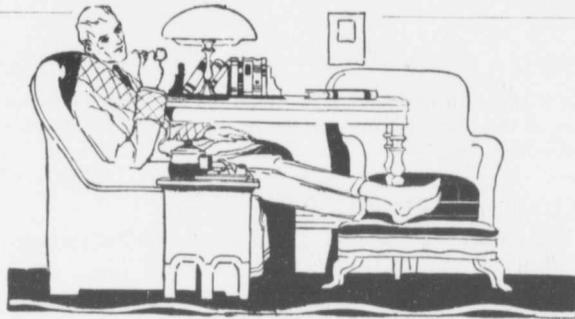
Ontario, No. 1 Engine Co.—Wm. Raynor, captain; E. Smith, first lieutenant; F. Smith, second lieutenant; Thomas Hallowell, Secretary; Charles Howard, treasurer. thirty-six members.

Burlington No. 2 Co.—Alexander Hamilton, captain; William Shepard, first lieutenant; E. J. Ring, second lieutenant; James Banks, third lieutenant; Robert Kneeshaw; secretary-treasurer; thirty-eight members.

Rescue, No. 3 Co.—Joseph Smith, Captain; Charles Hunt, first lieutenant; Matthew Benton, second lieutenant; M. Purcell, Secretary; Thomas Sweeney, Treasurer; thirty-one juvenile members.

Phoenix No. 4 Co.—Francis McClusky, captain; George Clough, first lieutenant; Joseph Richardson, second lieutenant; James Riddell, Secretary; John Murphy, treasurer; twenty-four juvenile members.

Of all the officers and members of the department in 1849 not one is known to be living.



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No. 2 company started out on the temperance plan, admitting no one to membership unless he was known to be of strictly temperance habits. While this was not lived up to during the history of the company, and until it disbanded in 1859, yet it had good results in securing a desirable class of members. At the annual election in 1854 there was a change in the officary, all the old officers retiring from the service excepting Robert Kneeshaw, who was elected secretary-treasurer of the department, which office he held until he sold his interest in the drug firm of Hamilton and Kneeshaw, on the corner of King and James Streets, and moved to Woodstock, where he engaged in the drug trade until he died a few years ago. About the year 1854 the members of No. 2 Company decided to buy a new engine and own it, and every man in the company contributed in proportion to his ability, and the fire insurance companies made up the deficit. A contract was made with the Perry Brothers, of Montreal, for an engine and hose cart at a cost of \$1,400, and the result was a handsome machine of Canadian workmanship, painted green and gold, with a splendid view of Niagara Falls on its side, ornamented with a handsome arch encircling the air chamber, upon which was inscribed the new name, Cataract, which had been adopted by the company. She was warranted by the builders to throw a stream one hundred and seventy feet, and discharge about seven hundred gallons per minute. In Frank Leslie's Illustrated News, published in New York was printed a picture of the engine and company as they appeared on parade. Alexander Campbell, a member of the book firm of Campbell, Angell & Co., was captain of the company. He and Ben J. Harte, a member of the dry goods firm of Harte & Waters, who was assistant engineer, are represented in the foreground, while in the rear are shown the likenesses of Joseph Kneeshaw and Richard Butler, first and second lieutenants of the company. Captain Campbell at the same time was secretary-treasurer of the department, having been elected as the successor of Robert Kneeshaw.

It was then for the first time that a salary was attached to the office of one hundred dollars a year, which was paid to Butler, it being considered that he could not afford to give his services gratuitously, which confers the honor on Richard Butler as being the first paid man in the Hamilton Fire Department.

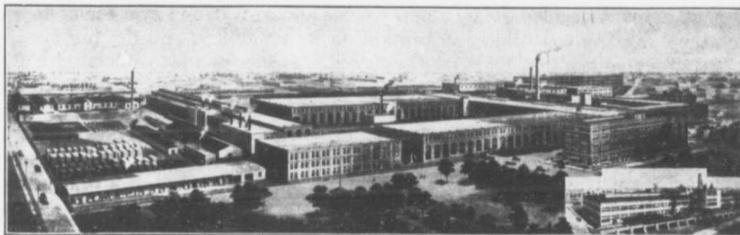
Here we might diverge and give a short sketch of Captain Campbell after he left Hamilton and located in St. Louis. He was successful in his business, and prospered. In the year 1861, when the Civil War broke out in the United States, and President Lincoln issued his call for seventy-five thousand men to check the southern brethren in their mad career, Captain Campbell raised a company of fighting men in the

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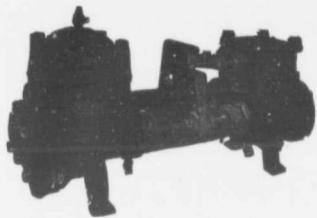
Hamilton, - - Ontario.

Vancouver, Calgary, Edmonton, Winnipeg, Fort William,
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city of St. Louis and tendered it to the government, which of course was promptly accepted. Having a prosperous mercantile business he found no difficulty in finding a purchaser. He left his wife and small family to the tender mercies of a kind Providence, as thousands of other men had done. Before the expiration of the three months' enlistment Captain Campbell and his company re-enlisted in the Thirty-third Missouri Regiment, and fought in the war to the end, being engaged in some of the hottest battles in Southwest Missouri, which was a Confederate hotbed. After the war he returned to Canada and made his home in Toronto, in which city he passed away a number of years ago. One of his sons is now a leading editorial writer on a Toronto daily newspaper.

Ben Harte, who was first assistant engineer of the ancient fire department, came from New York city to Hamilton about seventy years ago, and worked as a clerk in the store of Thomas C. Watkins. Ben was a bright young fellow, and in the course of time married the sister of his employer and then went into business with Alexander Watters, their store being in the Lister Block, on James Street North. Ben was a typical fireman, having passed his novitiate in a company of the old New York Fire Department. He was an artist on the banjo and used to take his instrument around the several engine houses in the evenings after the day's work was ended, and play and sing for the boys and get them dancing to the music of his old banjo. Ben was a jolly fellow, and while he was a member of the old Stone Church he always kept the proprieties in mind. During the summer of the cholera, in 1854, Ben used to cheer the fire boys up with his banjo, for it was a time of gloom in Hamilton, the number of funerals passing through the streets every hour, casting sadness everywhere. Ben would get the boys singing and dancing, and then he would say, "Boys, we must not forget our duty to our Heavenly Father, let us pray," and down upon his knees on the floor of the engine house Ben would offer up a fervent prayer that God would take into His Divine care the boys of the Hamilton Fire Department and spare their lives to their families. Ben was no hypocrite, nor was he playing religion; he was sincere, and his daily life was his best record. During the American Civil War he retired from business in Hamilton, and finally drifted into the army.

Joseph Hoodless and Hugh Boyd were captains of No. 1 Company during different periods of the ten years' history of the old department. Captain Hoodless was a fireman from the ground up, and it was said of him, sick or well, he never missed an alarm or a fire if he were in the city. He lived on King William Street, within two blocks of the engine house, and the boys had to be mighty alert if they ever got to the engine house before the captain. It was told of him that he never took the

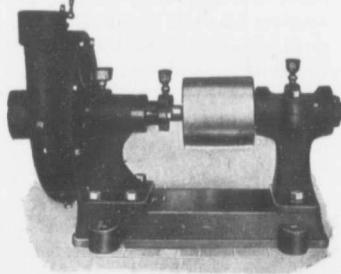


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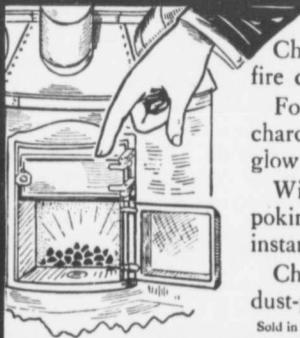


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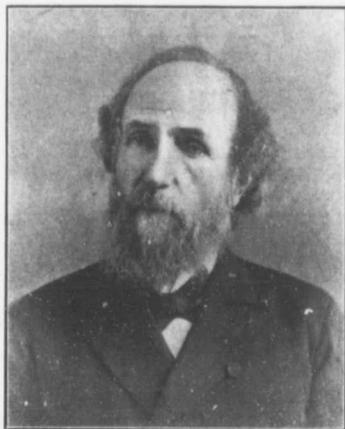
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Toronto Hamilton London Ottawa Montreal Quebec Winnipeg 1964

trouble of going down stairs at night from his room when there was an alarm, and that he had a ladder at the back window of his bedroom on which he used to slide down. You could never catch Captain Hoodless napping. And he had a dog that was just as alert. As a protection to the house the dog slept in his master's room, and when the cry of fire was heard in the street the dog would follow his master down the ladder and go pell mell to the engine house. When at a fire the dog never left the engine, and he was as well known in the department as his dear old master. No. 1 company was the pride of Captain Hoodless, and when the old department disbanded in 1859 he refused to serve under "Dodger" Gray.

Captain Hugh Boyd was promoted to chief engineer of the department in succession to Chief Sawyer, who had served for two terms.



HUGH BOYD
Chief Volunteer Fire Brigade

In 1859, the City Council interfered with the rights of the department in its selection for chief engineer, and in the month of January the citizens were surprised one morning to see the entire department march up to the old city hall, pulling their apparatus with them, and in a very orderly manner Chief Boyd notified the Fire and Water Committee what was the purpose of their being there. The night before, at the meeting of the City Council, that civic body had refused to ratify the appointment of Chief Boyd, who had been the unanimous choice of the department, and had submitted the name of Tom Gray to take command. The majority of the old department had served under the

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"Dodger" when he was chief, and they wanted no more of him. With three cheers for Chief Boyd the old department thereupon disbanded, and Tom Gray took charge of the apparatus. Not one of the old boys would help take back the apparatus to the engine-houses, even though the members of the Fire and Water Committee offered to pay them liberally.

THE CHIEF ENGINEERS IN THE OLD VOLUNTEER DEPARTMENT

The first Chief Engineer of which there is any record was Samuel Kerr, who was a clerk in Alford's general store on King Street, the building standing next door west to the Thomas C. Watkins store, the location now occupied by the Woolworth ten-cent store. When Mr. Alford died, Samuel Kerr, being the most competent clerk, was appointed to take charge of the business by the executors of the estate. He was a bright man of business, and having large interests in the city to protect from fire he became quite active in the days of the old Bucket Brigade. He organized the first fire department in the city, with the ancient engine made by Mr. Fisher, the company being mainly made up of boys, and was appointed as the first Chief Engineer, which office he held till the time of his death, which occurred in the closing years of the forties. He married Mrs. Alford, the widow of his former employer, and was very successful in business. Mr. and Mrs. Kerr were the parents of two daughters and one son.

The following is a complete list of the chiefs who held office as successors to Chief Kerr: Thomas Gray, well known to old Hamiltonians as "Dodger" Gray. He was a man of fine executive ability and of over-weening ambition, and might have been a useful man in his day were it not that he thought he owned the town. Mr. Gray was business manager of the Hamilton Daily Times when it was first started in the year 1857, but was not a success. He was born to be a grocer and died a grocer. He was succeeded in office by Samuel Sawyer, a member of the firm of McQuesten & Co., who was one of the most popular men that ever held that office. Next came Hugh Boyd, who filled the office of chief for two years, and in 1859 resigned when the old volunteer department disbanded. Tom Gray was elected chief by the City Council of 1859, and as he was not popular with the firemen they refused to serve under him. He tried his hand at organizing a new department, and as many of the leaders of the old department had large interests in the city they gave him their support; but he did not succeed, for before the year ended there was trouble, and one by one the old stand-bys dropped off, never again to serve the city.

Joseph Hoodless was elected as successor to Tom Gray, but he positively declined. Harcourt B. Bull accepted the chiefship, with the

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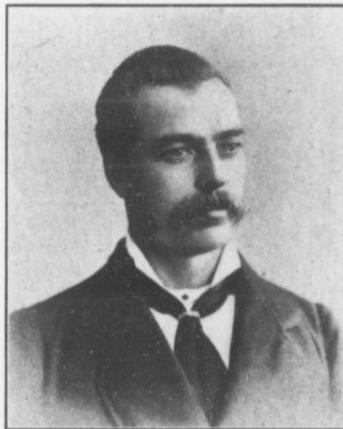
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understanding that when some one else could be found to take the office he was ready to retire. James Macabe, an active young member of the hook and ladder company was elected chief by the City Council, and as a token of the high regard in which he was held by his fellow members they bought and presented to him a handsome silver trumpet. Chief Macabe was by trade a coach builder, and by birth an Irishman. He was cool and daring in the discharge of his duty, and his word of command demanded instant obedience. In succession came Wm. W. Attwood, William Inkson, John P. McKenna and James Amor. Ben Harte held the office of first assistant engineer for a number of years. Not one of the ancient engineers of the days of the volunteer departments is now living.



EX-CHIEF JAMES AMOR

The first paid chief engineer of the department was James Amor, an Englishman by birth, who first saw light in Somersetshire, England, and was brought to this country when an infant. At the age of nineteen he joined what was known as Phoenix, No. 4, Hamilton Volunteer Fire Brigade, and filled various positions of service, being ultimately made chief, a position he retained until the appointment of the late Chief Aitchison. The popularity of Chief Amor is testified to by various records of his activities during his term of office. In February, 1873, the Fire Department presented him with a solid gold watch, while the next year, August, 1874, the firemen from Buffalo, who were holding a reunion in this city, made a formal presentation of a gold badge,

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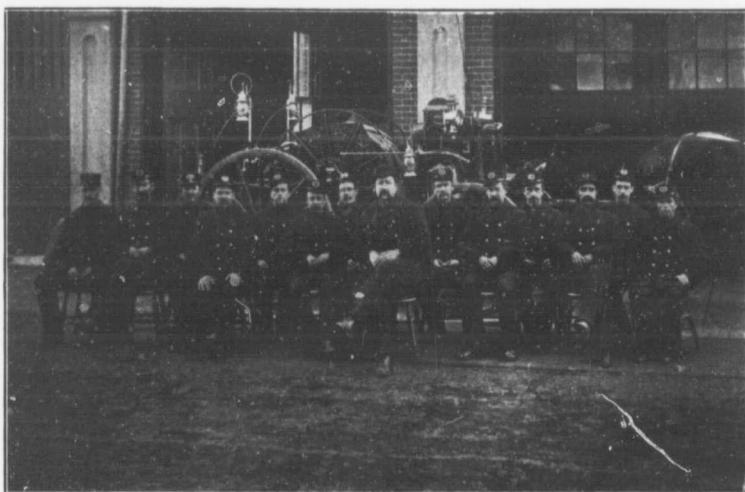
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also a gold pen. Again in the month of September, he was given a silver trumpet, inscribed as follows: "Presented to James Amor, Chief of the Hamilton Fire Brigade, by the members of the Brigade, as a token of respect, Hamilton, September, 1874."

Although the first chief to be paid, Chief Amor did not devote all of his time to fire duties. He carried on an undertaking business at the same time, a business which may of the older and middle-aged Hamiltonians will recall. He was decidedly popular with all who knew him, in addition to the men working under him as head of the fire depart-



OLD CENTRAL FIRE STATION, 44 HUGHSON STREET NORTH

Left to right—S. G. Brewster, T. Wilson, Second Asst. Chief; J. Sirvos, W. Cook, A. B. Ten Eyck, H. K. Fell, B. Patton, A. W. Aitchison, Chief F. D.; C. Clushman, R. Wilson, A. T. James, H. Chase, G. Lowe, C. Harper.

ment. He served as chief for about ten years—from about 1869 to the selection of Chief Aitchison, January 14th, 1879. He left Hamilton for one of the middle states, and although frequently visiting the scene of old associations here, lived and died on the other side. James Amor was really the last chief of the old Volunteer Fire Brigade. He was the son of John Amor, to whom is due the credit for the invention and structure of the old two-wheel, one-horse hose reel.

In Memoriam



ALEXANDER W. AITCHISON

Chief Engineer of Fire Department

Died from injuries received in a collision which occurred at the intersection of King and John Streets, at 10.35 a.m., April 5th, 1905, between Combination Chemical Engine and Hose Wagon No. 3, and the Department buggy, which he was driving at the time the accident occurred. The Department was responding to a telephone alarm for a grass fire at 110 West Avenue South, caused by boys and matches. Appointed Chief of Fire Department January 14th, 1879. He was head of the Department 26 years and three months. During his long service he gained the reputation of being one of the best Fire Chiefs in America.

THE PAID FIRE DEPARTMENT

In the beginning of the year 1859 the ancient volunteer department that was organized in 1849 disbanded. The City Council would not endorse the action of the brigade in electing its own Chief and Assistant Chiefs. Tom Gray, who had served as Chief for one or more terms, was ambitious to again be at the head of the department, and being a member of the Council, he had sufficient influence to defeat the nomination of Hugh Boyd, who was the unanimous choice of over six hundred men, members of the department, and this action of the Council resulted in the disbanding of the entire department. Tom Gray was confirmed by the Council, and for the next year he was more unpopular than ever. At the end of the year Harcourt B. Bull was elected. For the next twenty years the volunteer system was continued, and while it had able men as chiefs and assistants it almost dwindled down to a shadow.

The city was growing in population and in the number of valuable buildings, and the members of the Council felt that it was about time for Hamilton to get out of the village class in its dependence upon volunteers to conduct its fire department. A water works system had been adopted, one of the best in Canada in those days, and the old hand engines were considered to be out of date, as the hose companies could throw as powerful streams direct from the hydrants as could the engines. Alexander W. Aitchison, born in New York State of Scotch parents, seemed to be the coming man upon whom the Council should select as chief of the proposed fire department. He was a daring young fellow, and had distinguished himself at the disastrous fire of Harvey's warehouse in the latter part of 1878. The new chief at once proceeded to institute a radical reformation in the system of fire fighting, in which he met with formidable opposition from members of the Council. But Alexander W. Aitchison was a man of sufficient will power to overcome all opposition, and he was fortunate in having the backing of Ald. McLellan, who was then chairman of the Market, Fire and Police Committee. At that time the apparatus consisted of two ancient hose carts, with horses, and a hook and ladder truck that was antiquated enough to have served in Noah's Ark. There were three paid permanent drivers and the chief, and a force of forty call men. This constituted the entire fire fighting force of the first paid department in Hamilton, and it was not a very reliable one. This did not fill the ideas of Chief Aitchison, and he decided that fewer men on regular duty would be better than the forty volunteer call men, and he finally succeeded in getting his views adopted by the Council. From that time the success of the Hamilton Fire Department was assured. Gradual changes were made in the apparatus and a fire alarm system was adopted, a set of



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up-to-date instruments, designed by the chief, being substituted for the old ones. The Hamilton department was one of the first in Canada to adopt what is known as the swinging harness, and the sliding pole, and both of these systems were brought to perfection by Chief Aitchison. He was a believer in the doctrine of "get there," for a few minutes at the outbreak of a fire was worth at times hours of hard work in saving of property. One year during the early formation of the paid department, with only a small force, Chief Aitchison cut down the fire losses in this city to the small sum of twelve thousand dollars. He abandoned the old style of hose reel as being too cumbersome to handle and originated the idea of hose wagons. One of his greatest achievements was an improvement in hose towers for drying hose. In fact, during his lifetime he was constantly improving the fire fighting system, and his sudden and tragic death was not only a great loss to Hamilton, but to the fire departments everywhere. He was no dreamer, but a man of practical ideas, and when leisurely smoking his pipe at his office in the central station, his mind was always active in planning for the best interests of the City that had honored him in selecting him Chief of one of the brightest departments in Canada. Every man under him worshipped the Big Chief, and when he passed away the whole department mourned the death of their best friend.

As Hamilton grew in population and its manufacturing industries increased in number, Chief Aitchison pressed upon the City Council the necessity of a change in apparatus as well as an addition to the force. Of course he met with opposition, but he was not a man to ask for the impossible. His plan was to abandon the old system of straight hose wagons for the combination chemical engine and hose wagon, as the chemical engine is a very efficient piece of equipment. The progressive men in the Council were always ready to back up the Big Chief in any reasonable request. The result is that he left as a legacy of his forethought one of the best equipped departments in Canada and a small army of fire fighters second to none in any department the world over. When a vacancy occurred in his assistants he was careful in his selection, and always promoted the man best qualified to take his place as Chief, should accident or sickness interfere with him in the discharge of his duties. A. B. Ten Eyck was the fitting successor to one of Canada's greatest fire chiefs.



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Retired on Pension

VETERAN FIREMEN WHO SERVED THE CITY FAITHFULLY FOR OVER 30 YEARS



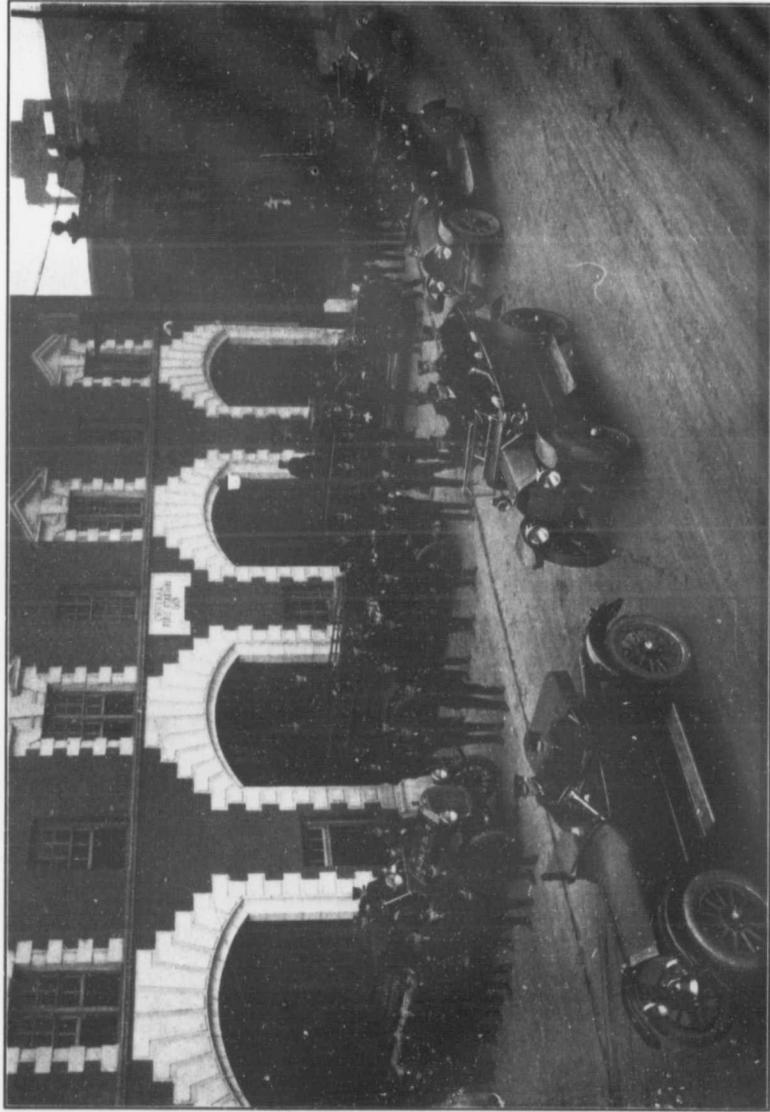
CHIEF A. B. TEN EYCK
Hamilton Fire Department

ARTHUR B. TEN EYCK
Present Chief of the Hamilton Fire Department

Born in County of Norfolk,
January the 2nd 1855

 HE efficient and trusty head of Hamilton's Fire Department belongs to the great class of sturdy sons of the land who, in the flush of early manhood, gave up life on the farm and strayed to the city in search of fate and fortune. It was in November of 1876, at the age of twenty-two, that Arthur TenEyck came to Hamilton, and was content to permanently remain. The township of Windham, in the County of Norfolk, had been his birthplace. Before a year had passed after his birth, his parents decided to return to the township of Binbrook, their former home. It was there that he spent the greater part of his youthful days. It was a spot in which a TenEyck had the honor of long association. Among the very first settlers of the township was the Chief's grandfather, Martin Van Burn Ten Eyck, along with others like McMicken and Willis, whose names are now almost of tradition. This trio founded the village of Woodburn. For many years Binbrook had, among its mementoes of the past, the remnants of the old original homestead of the Ten Eyck family.

Four years after reaching Hamilton, Chief TenEyck had the opportunity to join the fire department under his predecessor, the late Chief Aitchison. It was not, however, as any "greenhorn," that he was taken on, for during the few years he had been in the Ambitious City he had taken advantage of the volunteer system and often assisted in the work of the brigade. Chief Ten Eyck is vividly recollective of those days of fire-fighting organization. The permanent paid members of the brigade at that time—May the first, 1880—were merely nine in number. They consisted of a chief, a foreman and sub-foreman, with six regular firemen. These received supports during times of fire from twenty-four "call men." These were parties who worked in nearby places of business or shops or in other employment and were supposed to make immediate response to all alarms. For the time being the system gave satisfaction, but, as can easily be realized, it gave rise to many complications. Employees, on the sound of the gong, dropped everything—even customers had to wait—and raced to the scene of fire. In most cases they were "docked" by their employers, but to make up for this the city allowed each "call man" the



CENTRAL FIRE STATION, JOHN STREET NORTH

sum of five dollars per month—a doubtful benefit when it was figured that for every call a man missed he was fined fifty cents. After each fire the roll was called and in this manner it was ascertained who had responded and who had not. It was no uncommon event for these "call men" to wind up the month with nothing coming to them on pay day, as failure to answer ten alarms wiped away the entire five dollars. Those who did have something coming to them, however, joined with the others in innocent celebration of the occasion in some nearby spot.

When the present Chief joined the department in May of 1880 it was as driver, to take the place of Abraham Elliott. Three years later he was fireman on the first steam fire engine Hamilton possessed, while a year later—four years to a day since he became connected with the brigade—he was appointed Captain of the Central Fire Station. Displaying a worthy and active interest in his work, promotion came quickly. Another four months, to be exact, on the 30th of August, 1884, he was given the appointment of Second Assistant Chief to the "big man" of the department, Chief Aitchison. This position he held in a responsible manner for thirteen years. On May the 27th, 1897, the First Assistant Chief, Thomas Wilson, met death through injuries received at the plant of the Gartshore & Thomson Co. on Hess Street North. In June, the position was given to Chief Ten-Eyck, to be filled by him until the fateful day of April 5th, 1905, when, in answer to a small grass fire, Chief Aitchison, to the sorrow of the entire city, came tragically to his death at the corner of John and King Streets. Recognized by those who had the interests of the city at heart as the man for the job, Chief Ten Eyck was formally made successor to the department head under whom he had first joined the brigade—an office he has filled ever since, with credit to himself and satisfaction and service to the entire city, as well as with the support and good wishes of all under him.

In retrospection, Chief Ten Eyck, while still as active as any member of the department, can find many spots of interest in the fire organization of those early days. Names there are on record of that year in which he joined—1880—which will be familiar to many to-day. The personnel of the fire department forty years ago included a number of good fire-fighters, small, though, indeed, was the total of permanent workers. Alexander Aitchison, of course, was the chief engineer, and his efficiency at that date was already in evidence. As his assistant he had William Omand, a name well and favorably known in the annals of the department. Of the permanent men at that time, the order of position was as follows. In those days the First Assistant Chief was known as Foreman, and Second Assistant Chief as Sub-Foreman:



NO. 1 FIRE STATION, 55 VICTORIA AVENUE NORTH



MEMBERS OF HOSE COMPANY NO. 1

Standing left to right—D. Wilson, H. Atkinson.
Sitting, left to right—G. Schatz, H. Frendenberger, Captain G. Forbes,
Lieutenant W. Linstead, J. Crawford, A. Cox.

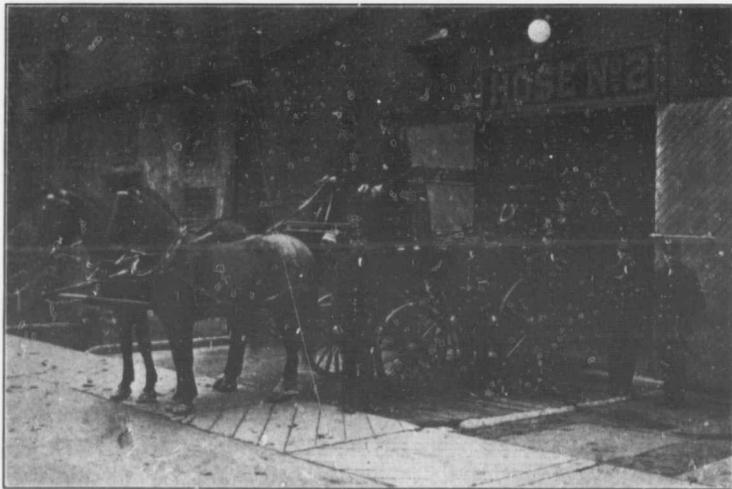
Henry Chase, driver and sub-foreman; Thomas Wilson, tiller-man; John Tomlinson, driver; Thomas Broadbent, driver; Samuel G. Brewster, ladderman; Thomas Billington, hydrantman; Arthur B. Ten Eyck, driver.

The twenty-four call men in 1880 consisted of the following: Samuel Robins, William Robins, Robert Blair, William Harper, Charles Harper, William Stern, Henry K. Fell, William Katchpole, Theodore Smith, Joseph Smith, John Smith, John McBrien, David McBrien, Edward Watson, William Montgomery, William Stephenson, William Barker, John Wurst, Henry Tindell, John McGinnis, Christopher Clushman, Patrick J. Culhane, I. H. Chappel, John Amor, caretaker.

The greater number of these have responded to that final call which comes one for us all, and which endures no delay.

Four decades have made a tremendous improvement on fire-fighting apparatus as in use in the early 80's. At that time the equipment consisted of a two-horse hook-and-ladder truck, two two-wheeled, single-horse hose carts, and a supply wagon. In charge of these pieces of equipment were the nine permanent men and the call men. The quarters were at the old Central Fire Station at 44 Hughson Street North. Under the system of the time, though, there were a number of old volunteer stations (eight of them), located in outlying districts. One was at 55 Victoria Avenue North, now known as No. 1 Fire Station. Another was at 51 Walnut Street South, near Jackson; another at 67 Bay Street South, the site of No. 2 Fire Station. The old Central Fair Grounds on Locke Street North was the scene of another one of the volunteer stations, while another was at No. 2 Police Station at 391 James Street North. One of the most prominent of these stations—from the viewpoint of the historian—is the one situated for years at the old House of Refuge at the foot of John Street. While the building was used for storing fire-fighting apparatus the surrounding neighborhood was in perfect sympathy and readily gave all possible assistance in times of need. Later, however, the place, on account of its location, was turned into an isolation building for smallpox patients and before long was burned to the ground supposedly by citizens incensed at the use of the place for such purposes within such short reach of their property. Of the remaining stations one was at 11 Napier Street, and another at 57 King William Street, next to the present King William Street Fire Station. The latter was an historic spot.

Police court was originally held there, with cells in the basement, two of which are in evidence yet. It was also used as a morgue from time to time, and to give still further historic variety, it was well known as a soup kitchen during times of unemployment. This was in the year 1882. It was also from this No. 3 station that the original



NO. 2 FIRE STATION, 67 BAY STREET SOUTH



MEMBERS OF HOSE COMPANY NO. 2

Back Row, left to right—J. Inglis, J. Mitrella, W. Nicholson, W. Hull, O. Gower, J. Gordon.
Front row, left to right—A. Walker, H. Higham, Lieutenant J. Canary, Captain T. Broadbent, A. Garneau, J. Robertson.

fire bell came. It was used as the city hall bell for a while, and then taken to Central Fire Station, where it is now, although not in commission, being cracked during the use of it to welcome the marching through the city of boys in khaki on their tramp from the Falls to Toronto in the days of the late war in the year 1914.

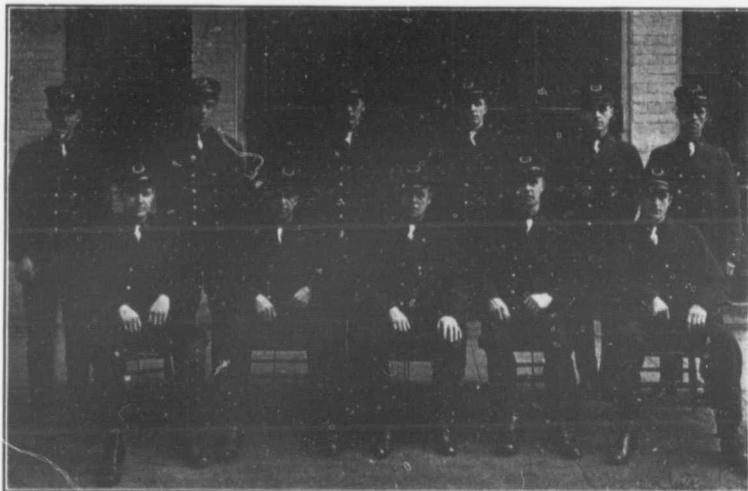
In these old volunteer stations there was kept a two-wheeled hand reel. This carried two hundred feet of rubber fire hose. The system of the day was for the Chief, as soon as the fire alarm came in, to send along his horse-drawn carts from the different stations, hitching the hand reels on to the cart and speeding away to the fire. In November of the year that Chief Ten Eyck joined the fire-fighters a four-wheeled hose-reel was purchased by the city from the Silsby Fire Engine Company, of Seneca Falls, New York State, and proved, as time went on, to be a valuable and practical piece of fire apparatus.

In 1881 the call men were dispensed with by Chief Aitchison and then commenced the building up of a department of expert men to handle the fires, men who would be paid and would devote all their services to the department. This was actually needed by the growth of the city and the number of fires. In 1882 the Bay Street Volunteer Station was converted into a permanent quarters. A hose wagon and four men were placed there, and to this day the station is in regular use.

June the 28th, 1883, was a big day in the department. The city had bought its first steam fire engine, one with a six-hundred-gallon capacity, and it turned out to be an excellent addition to the department's equipment. At that time the water pressure was not as high as really necessary for a fair-sized fire, so the engine was actually essential for all large fires. D. B. Skelly was made engineer of the new steamer, with the present Chief Ten Eyck as his fireman. In order to have a central spot to quarter the engine, the old police station, No. 55 King William Street, was remodelled as the permanent engine station. This building is today known as the King William Street Station, in which is confined a piece of motor apparatus.

After being closed several years, the old Volunteer Station at 55 Victoria Avenue North—now known as No. 1—was opened on June the 19th, 1885, and a new two-horse hose-wagon, built by Messrs. Maloy & Malcolm, was placed there under the charge of five permanent men. This was made necessary by the steady growth of Hamilton, particularly to the east. In fact, it became necessary, a year later, to also add another hose wagon to the station on Bay Street South, known as No. 2.

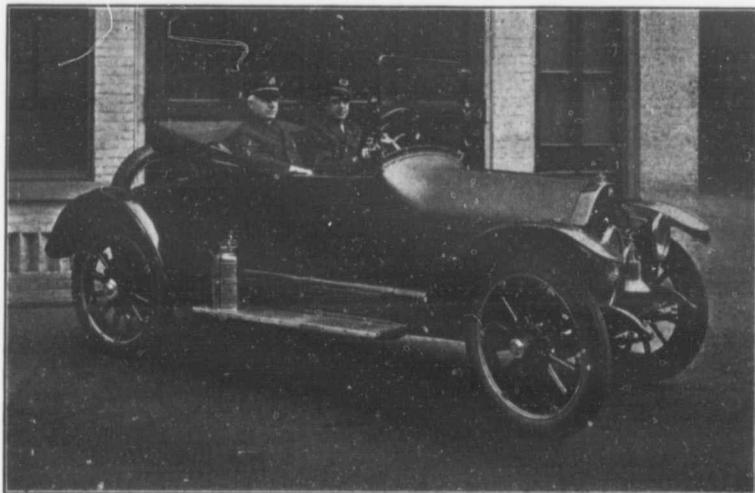
The method of fire-fighting was undergoing improvement from time to time, experiments in the larger cities gradually becoming per-



NO. 3 STATION, 55 KING WILLIAM STREET

Standing, left to right—J. S. Crawford, J. Flynn, J. Shadwell, R. Robertson, J. Cameron,
R. Graham.

Sitting, left to right—H. Huffman, G. Helm, A. Aitchison, G. Bunce, J. Shea.



CHIEF A. B. TEN EYCK AND DRIVER GEORGE HELM,
No. 3 Fire Station, 55 King William Street.

manent and spreading to the smaller places. Hamilton started with the hand-pail and bucket. It followed with hose when hose became the method of fire-fighting. This was augmented by the use of the steamer, which overcame an inadequate water pressure. Next in line came the use of chemical to extinguish fire. Hamilton's first chemical engine was secured in January of 1888. It was purchased from William Morrison of Toronto, and soon convinced everyone that the investment was a sensible one. With the chemical engine, a fire could be more speedily put out, and with very much less damage than with water being used. This was more especially where the fire was confined to the building.

The confidence in Chief Ten Eyck by members of the City Council was exemplified from time to time as the fire department head sought additional means of fighting fire. As a rule the Chief was given splendid support, and by keeping in touch with affairs he was able to add some fine pieces of equipment to the force. Although, owing to financial conditions, it was not always an easy matter to persuade some councillors of the necessity of keeping the department right up to date. In 1907 another steam engine, purchased from the well known firm of Waterous Engine Works, Limited, of Brantford, Ont., was secured. This was of a capacity of eight hundred gallons. Another piece of equipment which gave the department great assistance was a combination chemical engine and hose wagon, a necessary utility at all fires. This was secured from the Canadian Fire Engine Company, of London, Ont. A third addition was a hook and ladder truck from the W. E. Seagrave Company, of Walkerville, Ont.

Hamilton has been fortunate in having as its Fire Department Chief one whom age cannot make old nor custom stagnate. Chief Ten Eyck, during his years of duties as chief of one of the leading departments in the Dominion, has never failed to march apace with the progress of all that pertains to his sphere of activity. In fire chiefs' organizations, he is an international figure. Early in his years as head of the department, he kept adding, improving and discarding, wherever necessary, in order to keep Hamilton to the forefront in fire protection. There are many evidences of his activity and foresight in these matters. Hamilton, in the Chief's time, has more than doubled, jumping from 54,000 to 114,000 in population. It has more than doubled, too, in area and industries. Despite this the fire loss has not been in proportion, for which the Chief himself is extremely thankful.

Credit must be given, though, to the Chief's own capability in placing Hamilton in an enviable position as far as fire losses are concerned. Three new and important stations have been opened during the Chief's regime. These are Central, on John Street; Sanford



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Possibly one of the greatest strides made in the history of fire-fighting apparatus was the introduction of motors to take the place of horse-driven reels. This hit at the very essentials of the fire department, for every minute saved in reaching the scene of fire meant, in many cases, the prevention of much damage that otherwise would be done. At a critical moment, several minutes may mean the saving of hundreds of thousands of dollars, or the prevention of a real conflagration. Hence, from the very commencement of his chief's duties, Chief Ten Eyck was vitally interested in motor transportation for fire apparatus. Prior to his time as department head, no serious thought had been given this possible improvement; in fact, many derided the possibility of motor trucks being practical or necessary. Time tells, though, as in all other departments of activity. Motor trucks became incidental to the apparatus of the bigger cities, and in the vanguard of progress Chief Ten Eyck was an interested party.

In July of 1911, Chief Ten Eyck was able to secure his first piece of motor apparatus. It was a combination hose and chemical car, and gave the utmost satisfaction from the start. It was soon evident that the day of the horse-drawn reel was at an end, and that as soon as the city could financially, its whole department would be of the improved and up-to-date kind. A number of new pieces have been added since 1911, including a heavy tractor for the hook and ladder truck, a motor pumper, also two motor combinations, while four new pieces of motor apparatus are now on order and when received will place the Hamilton department in a splendid position. This will give the department a motor aerial hook-and-ladder truck.

Another far-reaching phase of fire activity which Chief Ten Eyck has been vitally interested in has been creation of the position of fire marshal for the province of Ontario. In fact, in this work he has been an original and veteran exponent. Gathering information from various places in the United States, he persuaded the Ontario Fire Chiefs' Association, in 1912, to take up the question, giving the Association the benefit of the data he had gathered, principally in Ohio. A committee was appointed to wait upon the Ontario Government, with the Chief as a leading member. A year later another committee waited on the Hon. Mr. Hanna, and finally aroused government interest. Civic bodies, insurance companies, credit men's associations and similar organizations were then interested in the problem, and finally, as an outcome of the original move of Hamilton's chief, E. P. Heaton was appointed as the first fire marshal for the Province of Ontario. The status of the fire marshal's work and position to-day and the accom-



BURTON R. JAMES.

Age 3 years.

Youngest Fireman in the Hamilton Fire
Department, son of Deputy Chief
Wallace T. James.



DRILL SCHOOL

Chief Ten Eyck; First Assistant Chief James in the Foreground.

plishment of the office, testify to the wisdom of the creation of such a department in the commercial life of the province.

One of the most significant of tests as to the popularity of any man in a commanding position is to be found in the attitude towards him of those over whom he is superior. He who can bring efficiency to its highest point among his men and at the same time win and keep their confidence and respect is a master man. Chief Ten Eyck is such a man.

Strong for discipline and justice, Chief Ten Eyck has by sheer merit obtained a position among his men that in itself is the best tribute to the worthiness of the man for the position. The Chief is strict, but fair, and his men know it, and respect him for it. He is affable, too, and no member of the department hesitates to talk to the Chief merely because of difference in position.

Chief Ten Eyck has won also the fullest measure of confidence in his numerous dealings with the municipal authorities. He has seen councils come and councils go, but had the respect of them all. Not the least successful of his dealings with the civic fathers has been the establishment of the pension fund for the firemen of the city. In December, 1910, it was started, and has grown steadily and wisely, under the direction of the Chief and other city officials. The aim is to provide a pension at sixty years of age, or earlier, if needed through disability, of at least half the fireman's salary. This one move alone, despite the many other accomplishments of the regime of Chief Ten Eyck, would be a worthy monument to the entire period of his control of the department. What is a greater tribute, still, however, is the display of confidence on all sides among the citizens and, more particularly, the business men of the city in the efficiency and ability of Hamilton's fire chief. Few men in public service, with two score of years in one department to their service, maintain full activity amid such unbounded trust and reliance, in the enjoyment of such splendid physical vigor and moral estimation.

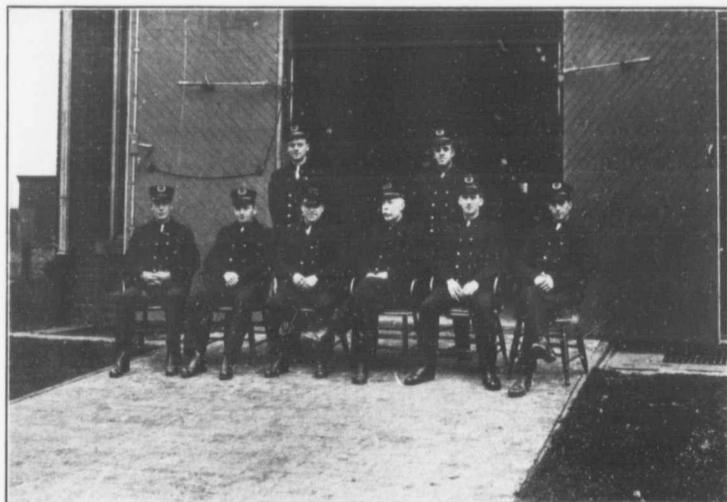
Despite the improvements of the past, Chief Ten Eyck is constantly endeavoring to add to the department's facilities. He has already established **first-aid** to the the injured outfits on all the different pieces of fire apparatus, giving the men special training in the use of them. **The pulmotor is always ready for use, the rescue squad being experienced and expert in this work of resuscitation.**

DRILL SCHOOL.

The Chief, while introducing shortly after he gained control of the department, the drill of the training school, is trying now to have the city convert the old fire hose tower into a regular drill tower, and those associated with him and who know of the Chief's admirable quality of perseverance predict that it will not be long before this plan is fulfilled.



NO. 4 FIRE STATION, 312 JOHN STREET NORTH



MEMBERS OF COMBINATION COMPANY NO. 2

Standing, left to right—H. McDonald, S. Utter,
 Sitting, left to right—E. Burgoyne, J. Henniker, Lieutenant H. Derry, Captain H.
 Walsh, A. Whitney, C. Vivian.

FIRE STATION NO. 4, 312 JOHN STREET NORTH



WALLACE T. JAMES
First Assistant Chief of Fire Department

Without the united efforts of Chief Ten Eyck and his staff, the Hamilton Fire Department would never have reached the high standard it has in every respect. Chief Ten Eyck is fortunate in having as his right-hand men two officers who are alike experienced and capable in every manner. Wallace T. James, the First Assistant to the Chief, is a Hamilton boy out and out. He was born in this city and on May 1st, 1882, joined the city's fire fighting force as then organized. In four years, on November the 1st, 1886, he was promoted to Captain, and on 1st of June, 1897, he was made second assistant chief, following the death of Thomas Wilson, the First Assistant Chief. He was promoted to his present position on the 25th of April in 1905.

Assistant Chief James is well known among the business men of Hamilton, and has the confidence and respect of all who know him. He is a strong support to the Chief in all the affairs of the fire department, and in the absence of the head carries on with the utmost efficiency.



NO. 5 FIRE STATION, 35-37 STRATHCONA AVENUE



MEMBERS OF COMBINATION COMPANY NO. 1

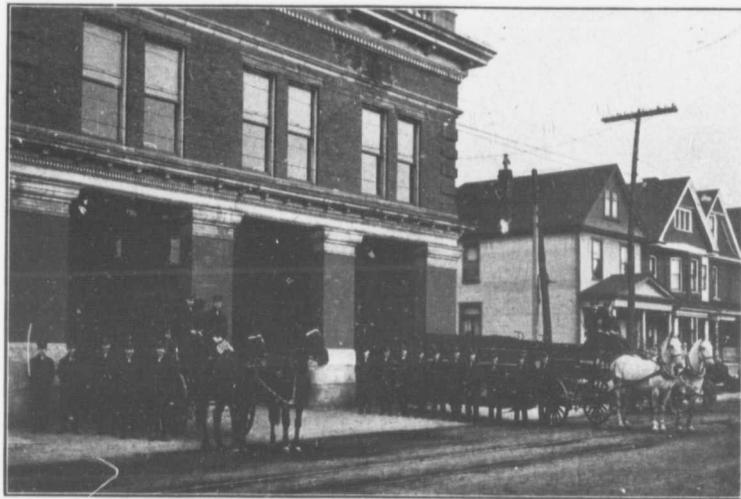
Standing, left to right—W. Pottinger, J. Hutton, J. Hodkin.
 Sitting, left to right—W. McIlwraith, J. White, Captain F. Daubreville, Lieutenant T. Fitzgerald, D. McCarthy.

NO. 5 FIRE STATION, 35-37 STRATHCONA AVENUE

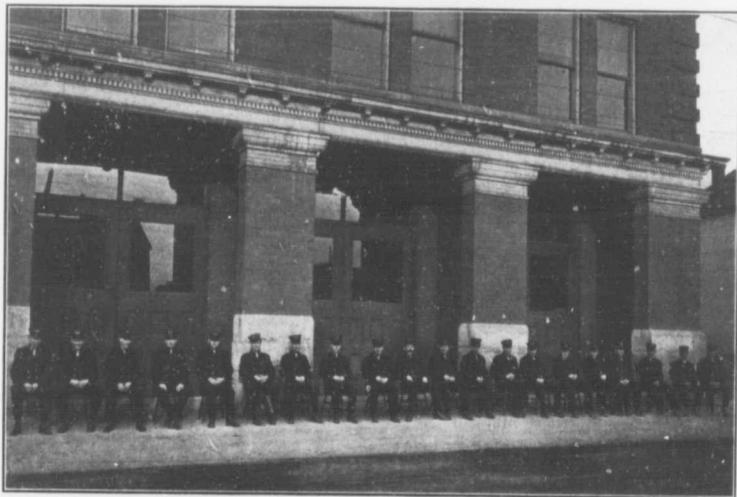


ROBERT AITCHISON
Second Assistant Chief of Hamilton
Fire Department

Born in Liverpool, England, of Scotch parents, Second Assistant Chief Aitchison was brought to this country when quite young. He joined the Hamilton Department on the 25th of January, 1890, and ever since has been an indefatigable worker in the affairs of the force. He was promoted to the rank of Captain on the 15th of July, in 1902, and on the 1st of June, in 1909, was made Second Assistant Chief. He is well worthy of the position, and has shown his qualifications in more ways than one. Chief Ten Eyck is fortunate in the selection of his two assistants, for without their whole-hearted support he would be unable to carry on in the splendid way he does. Like both the Chief and his first assistant, Assistant Chief Aitchison is a fearless fighter of fire, frequently taking his life in his hands. With the men he has exceptional standing, and is one of the boys in a good clean way which does not interfere with the discipline of the department.



NO. 6 FIRE STATION, 165-169 SANFORD AVENUE NORTH



MEMBERS OF COMBINATION COMPANY NO. 3 and HOOK AND LADDER COMPANY NO. 1.

Left to right—A. Boyd, T. Hutton, B. McSweeney, D. Bishop, A. Roth, T. Fahey, E. McCarthy, J. Miller, F. Hughes, Lieutenant J. Woods, Captain J. Hotrum, F. Woods, H. Voelker, H. Biddlecombe, J. Eastwood, S. May, C. W. Smith, H. Burtwell, L. Jamieson, J. McKenzie.

No. 6 FIRE STATION, 165-169 SANFORD AVENUE NORTH

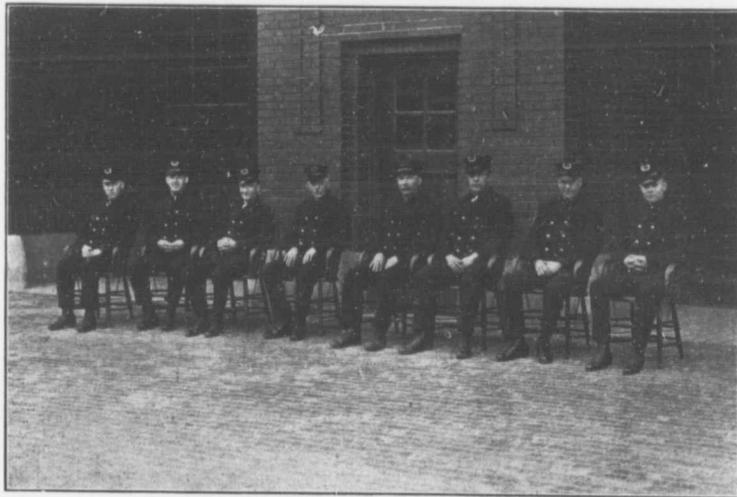


JOHN McDONALD
Master Mechanic

An important and indispensable position in every fire department that is up-to-date is that of master mechanic. In all cities of size it is essential that the mechanic be on the job at every fire. John McDonald, who holds the position in Hamilton is another fire official who claims Scottish blood. He was born August 23rd, 1869, in the old land, but came here at an early age. He joined the local department on the 11th of November, 1905, as engineer of the steam engine, and at the end of 1918, in the month of December, was appointed to his present position. He has charge of all the motor apparatus and the steam fire engines, makes all repairs to these that can be suitably done within the department, as well as superintending such repairs as have to be made outside. In command he ranks next to the assistant chiefs.



NO. 7 FIRE STATION, BALMORAL AVENUE NORTH



MEMBERS OF COMBINATION COMPANY NO. 4

Left to right—C. Simpson, Jos. Marshall, A. Gibbs, Lieut. M. Britain; Captain W. Voelker, J. Fletcher, S. Scott, C. Phillips.

NO. 7 FIRE STATION, BALMORAL AVENUE NORTH



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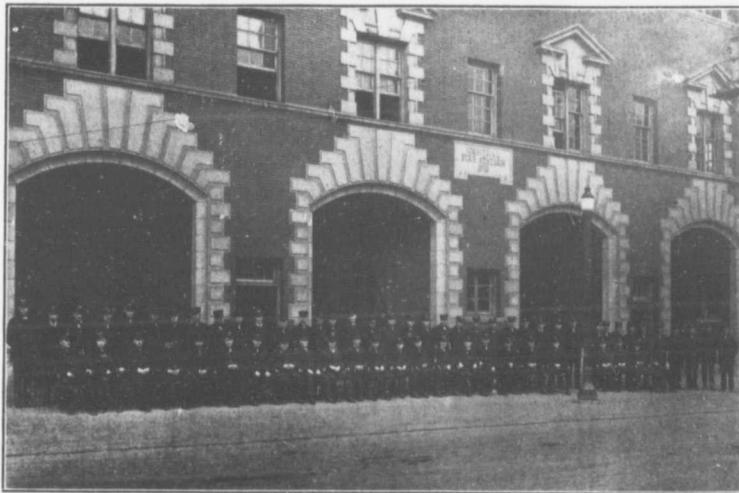
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CENTRAL FIRE STATION, 35-41 JOHN STREET NORTH

Members of Motor Combination Companies No. 1 and 2; Pumper No. 1; Hook and Ladder Company No. 2; Hook and Ladder Company No. 3, Steamer Company No. 1; Steamer Company No. 2; Assistant Chiefs' Cars.

Standing, left to right—H. McAllister, G. Nolan, J. Shea, J. Sinclair, V. Bradt, B. Coady, J. Eastwood, W. Cooke, W. Stonehouse, A. Aitchison, W. Leitch, Captain W. Seal, F. Hampson, G. Gimblett, B. Boyle, Lieutenant K. Cassell, J. McHendrie, L. Launder, R. Depew, H. Moses, H. Thompson, W. McDougall, J. Todd, D. Wilson, B. Moses, E. Henderson, P. Woods, C. Snelling, G. Smith, P. T. Higgins, T. Shea, W. Boylan, B. Rousseaux, N. Basket, W. Gorman, C. Parker, E. Thompson, E. Nixon.

Sitting, left to right—W. Murdoch, G. King, H. Cunliffe, W. Nickling, F. Boisclair, J. Fleming, S. Neil, J. McDonald, Master Mechanic; W. T. James, First Assistant Chief, A. B. Ten Eyck, Chief; R. Aitchison, Second Assistant Chief; C. Rattenbury, A. Fenton, C. Philips, W. Williams, R. White, T. Wadsworth, J. O'Connor, C. Boyle, R. Wheaton, G. Hay, D. Bennett, T. O'Connor, G. Helm.



CHIEF JAMES McCABE
1863



MISS ISABEL CHARLTON
Secretary Fire Department



GUNNER WM. N. NICHOLSON
Another member of Hamilton Fire Dept.
who served overseas.

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HAMILTON, -- CANADA

Ontario Highway Development

Hamilton, geographically, is a hub of the Provincial Highway System, being a point from which main roads diverge to Niagara, Toronto, Guelph, Kitchener, London and Simcoe, reaching all parts of the Ontario peninsula. The City is, therefore, exceptionally interested in all plans of highway development now in progress.

Roads of Ontario in respect of Provincial aid may be described as follows:—

1. **Township Roads:** Under the control of township councils, to which the Province contributes twenty per cent. of the cash expenditure. If the township appoints a road superintendent, the Province pays forty per cent. of his salary.

2. **County Roads:** Designated by county by-law and under the control of the county council.

(a) County roads generally, receive a Provincial subsidy of forty per cent. for construction and maintenance.

(b) Provincial County Roads receive a Provincial subsidy of sixty per cent. for construction and maintenance; are usually recommended in the first instance by the county council, but are subject to the special designation of the Minister of Highways.

(c) County Suburban Roads are constructed and maintained in the proportions of forty per cent. by the Prov-

ince, thirty per cent. by the city, and thirty per cent. by the county; and are designated by and are under the management of a special commission representing the city and county. When a Provincial County Road is included in a county suburban system, the Province contributes sixty per cent., the city twenty, and the county twenty per cent.

3. **Provincial Highways:** Are designated by and under the management of the Department of Public Highways.

(a) On Provincial Highways generally, the Province assumes eighty per cent. of the cost, and levies twenty per cent. on the county in which the works situated.

(b) Provincial Suburban Highways adjacent to the cities, are designated by the Department, and the city is required to contribute twenty per cent. of the expenditure.

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: : : : : :

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The management, the same as for twenty-five years, with recent additions, is composed of men thoroughly trained in the different branches of our business and they ask a continuance of the favor of our many friends.

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PERSONNEL OF STAFF

Hamilton Department has seven Captains and
Lieutenants, all splendid men.

A general without an army would be of little use, irrespective of his vast knowledge. So a fire department without an efficient force of deputy officers and men would be quite valueless. In Hamilton, Chief Ten Eyck and such worthy assistants are fortunate in the possession of a staff of men as those who are in charge of the department.

There are seven captains and lieutenants on the force and they are all men in whom every confidence is displayed by the Chief. They have charge of the various stations and are in a great measure responsible for the enviable reputation that the local department has. This is due to the amiable and efficient way in which the orders of those in authority are carried out and to the interest of the officers in the men under them. An excellent choice of the selection has been shown in the personnel of the Captains and Lieutenants of the department.

CAPTAINS

Name.	Joined Dept.	Appointed Lieut.	Appointed Capt.
George Forbes	June 28th, 1883.		Dec. 1st, 1899.
Thomas Broadbent	Sept. 12th, 1889.		Jan. 30th, 1890.
Frederick Daubreville	Mar. 31st, 1887.		May 5th, 1904.
Hilliard Walsh	Feb. 9th, 1888.		June 2nd, 1909.
Wm. Seal	June 22nd, 1890.	June 2nd, 1909.	June 1st, 1914.
William Voelker	Aug. 5th, 1890.	June 9th, 1909.	June 1st, 1914.
James Hotrum	Mar. 15th, 1901.	June 1st, 1909.	July 5th, 1918.

LIEUTENANTS

Name.	Joined Dept.	Appointed Lieutenant
Thomas Fitzgerald	December 3rd, 1905.	June 2nd, 1909.
William Linstead	October 16th, 1895.	June 9th, 1909.
Mathew Britain	March 9th, 1893.	September 17th, 1909.
John Woods	March 14th, 1893.	September 18th, 1909.
James Canary	July 7th, 1902.	June 1st, 1914.
Kenneth Cassel	June 11th, 1909.	June 1st, 1914.
Hugh Derry	December 4th, 1905.	July 5th, 1918.

ELECTRICIANS

Name.	Joined Dept.	Appointed Electrician and Acting Captain
Andrew Aitchison	May 10th, 1909.	October 11th, 1915.
Dennis Bennett	November 5th, 1915.	Assistant Electrician.

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WILLIAM SEAL
Captain Central Fire Station



GEO. FORBES
Captain No. 1 Fire Station



THOS. BROADBENT
Captain No. 2 Fire Station

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CAPTAINS OF THE HAMILTON FIRE DEPARTMENT



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Captain No. 4 Fire Station



FREDK. DAUBREVILLE
Captain No. 5 Fire Station



JAMES HOTRUM
Captain No. 6 Fire Station



WILLIAM VOELKER
Captain No. 7 Station



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Lieutenant Central Station



WILLIAM Linstead
Lieutenant Hose Company No. 1



JAMES C. CANARY
Lieutenant Hose Company No. 2



ANDREW AITCHISON
Electrician and Acting Captain

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LIEUTENANTS OF THE HAMILTON FIRE DEPARTMENT



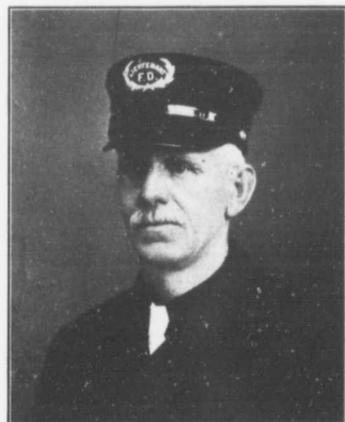
HUGH DERRY
Lieutenant No. 4 Station



THOS. FITZGERALD
Lieutenant No. 5 Station



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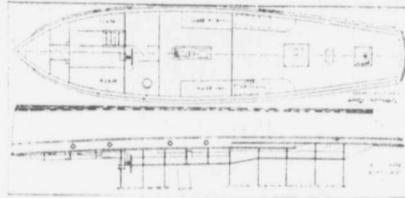
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TWO PLATOON SYSTEM

HE two platoon system, which designates a day shift of 10 hours and night shift of 14 hours alternately, was adopted by the City Council on the 23rd of December, 1918, and went into effect January 1st, 1919. It necessitated the addition of 38 extra men to carry out this movement. Heretofore the men were obliged to spend the entire 24 hours at the various stations (excepting meal hours) with one day off each week. Hamilton was the first city in Canada to adopt the two platoon system. The men are more contented and take more interest in their work, thereby making the Department more efficient.

Since the two platoon was organized the Provincial Government passed an act granting each officer and man an extra day off each week, in addition to the time granted by the two platoon system. That necessitated the addition of 25 extra men. To-day the Fire Department has 150 men including officers. How many have estimated this human fighting machine at its true value? and how many have stopped to think it never fights to destroy life and property, but always to save? Our firemen are soldiers of peace! Have they not proved themselves worthy again and again among the world's bravest and best? Heedless in death's silence---these heroes seek no praise.



ARCHIE D. CAMERON,
Chief Fire Department, Fort William, Ont.



LAWRENCE CLARK
Chief of London



WILLIAM A. GILBERT
Chief Fire Department, Saskatoon, Sask.

HAMILTON MEN ELSEWHERE

Other Cities Seek Local Firemen
as Chiefs

LAWRENCE CLARK

AMILTON'S fire department has a unique record in the number of men that have been sought by other cities as department heads. Nine have become chiefs in this way, and have given good service as long as they retained their positions. The first to leave the local department was the late Chief Lawrence Clark, of London, Ont. He joined the Hamilton department in 1899—on October the 7th, and through efficiency in the performance of his duties he was promoted to Captain on July the 15th, 1902. On the 22nd of March, 1904, he was appointed head of London's fire-fighting force and for four years was an exemplary chief. On August the 18th, 1908, he lost his life in carrying out his duties. It was while fighting a big fire at the Weston hardware store in London that the end came. With Fireman Henry M. Wein and Sergeant Jack Cockburn, he entered the building. It collapsed almost immediately, the three losing their lives almost instantly. Chief Ten Eyck and Chief Clark were the warmest of friends and usually attended the various fire chiefs' conventions together. In fact, Chief Clark had just made final preparation to attend a convention when his life was snuffed out. He died in the discharge of his duties and is worthy of a fitting tribute.

WILLIAM GILBERT

William Gilbert was another well known fire officer who received honors in other cities. He joined the Hamilton department on January the 25th, 1890, and five years later, on the 30th of January, 1905, was given the rank of captain. On April the 23rd, 1909, he was appointed chief of the fire department of Saskatoon, Sask., where he made an efficient officer in all respects. Unfortunately, though, his health gave out, and on October the 22nd, 1909, he found it necessary to retire.

ARCHIE D. CAMERON

To one of the twin cities at the head of the lakes has gone another of Hamilton's fire fighters. This is Archie D. Cameron, who joined the local department back in 1887—on the 31st of March. He was



ALFRED S. KAPPELE
Chief Fire Department, Stratford, Ontario.



THOMAS E. HEATH
Chief Fire Department, Saskatoon, Sask.



JOSEPH PEDLER
Chief Fire Department, North Bay Ont.



JOHN SMITH
Chief Fire Department, Guelph, Ont.

promoted to the position of Captain on the first of May, 1895, and ten years later, on April the 25th, 1905, he was appointed as Second Assistant Chief of the Hamilton Department. On the 1st of June, 1909, he was given the position as Chief at Fort William, a position he still retains with credit. He is an efficient fire fighter, while keeping his force in splendid shape he has retained the respect and confidence of the citizens at large as well as that of his men.

A. S. KAPPELE.

Stratford has as its chief another well known Hamiltonian. This is Alfred S. Kappele, who joined the Hamilton department on the 1st of July, 1897. He was promoted to the rank of lieutenant on June the 1st, 1909, and in a few months, on September the 24th, 1909, he was asked to take the position of chief at Cobalt. He has since been appointed chief of Stratford department, a position he has filled with credit to himself and satisfaction to the citizens at large, and he is very popular with his men.

THOMAS HEATH

Thomas Heath, another Hamilton man, was called to the chief's position at Saskatoon, Sask., giving up the position recently. He entered the Hamilton fire service in 1888—December the 7th—and was appointed captain on June the 1st, 1909, resigning here on the 22nd of October of the same year to accept the position in Saskatoon.

JOSEPH PEDLER

Another Hamiltonian to leave here for chiefship elsewhere was Joseph Pedler, who took over the charge of the department at North Bay, which position he held from the 18th of March, 1904, until he decided to leave North Bay. His original connection with Hamilton's service dates back to the 7th of July, 1902.

JOHN SMITH

Guelph took John Smith, who joined the Hamilton department back in 1890, on the 7th of May. He held the positions of lieutenant and captain locally, being appointed to the first position on June the 1st, 1909, and to the captaincy on June the 23rd, 1913. On May the 5th, 1914, he was appointed chief of Guelph, since resigning there.

HENRY GUERIN.

The city of Kitchener has as its efficient chief to-day Henry Guerin, another old Hamilton boy. He joined the local service on the

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4th of December, 1905, and was for four years the electrician of the department, being appointed to that office on July the 8th, 1911. It was on the 11th of October in 1915 that he went to the city, then known as Berlin, but since changed in name to Kitchener. He is a popular city official there and has virtually made good in every way.

H. GILLESPIE

Another place which sought and obtained a Hamilton man is Brockville, which had for its chief Henry Gillespie. He became connected with the Hamilton Department on the 7th of January, 1906, and resigned here on April the 9th, 1917, to take the chief's position at Brockville. He has since resigned there.



HARRY GUERIN,
Chief Fire Department, Kitchener, Ont.



HARRY G. GILLESPIE
Chief Fire Department, Brockville, Ont.

MEMBERS OF THE HAMILTON FIRE DEPARTMENT WHO SERVED IN THE GREAT WAR



1. B. Roseaux; 2. Geo. Smith; 3. F. Scott; 4. Jas. Gordon; 5. O. Gower; 6. J. Robertson; 7. J. C. Mitrella; 8. D. Bishop; 9. F. D. Rissidore; 10. J. McKenzie; 11. J. Henniker; 12. W. Pottinger.

THE DEPARTMENT'S RECORD IN THE GREAT WAR

Three Firemen gave up lives for the
cause of Humanity

AMILTON, as is very well known, is one of the most loyal cities of the Dominion, and in all phases of work in the war, from giving up her sons to the sending of supplies and comforts to keep them of good cheer did her utmost to help win the mighty conflict. Hamilton's Fire Department, no less than other branches of the city's service, did her full measure of duty in this respect. No less than thirty-four members of the fire force gave up their positions and shouldered a rifle for the aid of the country. Every one of these donned the uniform of a private and those that secured promotion, and there was a good percentage of them, won their honors purely on merit and not in advance of actual work or meritorious conduct.

Three of the firemen were either killed or died of wounds, and one, Quartermaster Sergeant O. Gower, of the 19th Battalion, won the military medal for bravery at famous Hill 70. All but four of these men who came back are now with the department. The four now out of the fire-fighting life are W. Sweeting, S. Olmsted, G. Hendershot and T. Acton. The complete record of the department in connection with enlistments for the war is as follows:

F. Rissidore, killed in action June 8th, 1916; enlisted August 13th, 1914.

Sergt.-Major W. Warwick, killed in action April 23rd, 1916; enlisted June 22nd, 1915.

Corp. E. White, died of wounds; enlisted August 8th, 1915.

Sergt. J. Fletcher, 42,262, 111th Batt.; enlisted August 13th, 1914.

Pte. A. Gibbs, 33,075, 2nd Field Amb.; enlisted August 19th, 1914.

Lance-Corp. J. Robertson, 3,232, 5th Div. Art. Supply Col.; enlisted June 16th, 1915.

Sergt. J. Mitrella, 407,116, C. A. M. C.; enlisted June 17th, 1915.

Pte. R. Wheaton, 3,251, C. E. M. T.; enlisted June 18th, 1915.

MEMBERS OF THE FIRE DEPARTMENT WHO SERVED IN THE GREAT WAR



1. E. S. Burgoyne; 2. St. Clair Olmstead; 3. E. Mays; 4. G. Gimblett; 5. R. Wheaton;
6. H. Thompson; 7. E. White; 8. C. Boyle; 9. T. O'Connor; 10. W. Warwick; 11. H. Voelker;
12. R. Mullins.

Corp. G. Smith, 3,243, C. M. M. G.; enlisted June 19th, 1915.
 Pte. C. G. Boyle, 3,175, C. M. M. G.; enlisted June 19th, 1915.
 Pte. T. O'Connor, 3, 220, 1st Can. Cavalry Brigade; enlisted June 24th, 1915.
 Pte. E. Burgoyne, 3,179, 2nd Divisional Train; enlisted June 25th, 1915.
 Q. M. Sergt. O. Gower, 141,329, 19th Batt., **Military Medal, Hill 70**; enlisted June 20th, 1915.
 Corp. J. Gordon, 141,443, 11th Batt.; enlisted July 21st, 1915.
 Pte. J. Henniker, 141,214, 20th Batt.; enlisted July 21st, 1915.
 Corp. W. Sweeting, 113,588; enlisted July 22nd, 1915.
 Sergt. J. McKenzie, 113,437, C. M. M. P., enlisted July 24th, 1915.
 Bdr. G. Gimblett, 91,586, 31st Battery; enlisted August 8th, 1915.
 Gunner L. Launder, 91,594, 31st Battery, enlisted August 8th, 1915.
 Gunner H. Thompson, 91,609, 2nd Section B. A. C., 3rd Div.; enlisted August 8th, 1915.
 Pte. H. McDonald, 174,352, 2nd M. G. C.; enlisted Sept. 15th, 1915.
 Pte. S. May, 510,297, C. A. S. C.; enlisted Sept. 14th, 1915.
 Pte. W. Rousseaux, 510,110, C. A. S. P., 1st Div.; enlisted Sept. 25th, 1915.
 Sergt. J. D. Bishop, 315,975, 13th Battery; enlisted February 1st, 1916.
 Pte. F. Scott, 510,077, C. A. S. C.; enlisted August 19th, 1915.
 Bdr. S. Olmsted, 315,901, 12th Brigade, A. C., 4th Div.; enlisted February 5th, 1916.
 Gunner W. Nicholson, 315,976, 47th Battery; enlisted February 9th, 1916.
 Pte. W. Pottinger, 3,108,823, 5th C. M. R.; enlisted April 25th, 1918.
 Pte. J. S. Crawford, 3,110,237, 102nd Batt.; enlisted May 13th, 1918.
 Pte. H. Voelker, 3,109,691, 8th Reserve; enlisted May 3rd, 1918.
 Pte. B. Coady, 3,110,652, 116th Batt.; July 22nd, 1918.
 Reg. Mullins, Cadet, Flying Corps.

MEMBERS OF THE H. F. D. WHO SERVED IN THE GREAT WAR. ALSO TWO MEMBERS WHO
DIED IN THE SERVICE OF THE H. F. D.



1, Corp. Wm. Sweeting; 2, A. Gibbs; 3, J. S. Crawford; 4, Sergt. J. Fletcher; 5, B. Coady; 6, Gunner L. Launder; 7, H. McDonald, members of the Fire Department who served in the Great War; 8, Mark O'Rourke; 9, Lieut. A. Henderson, members of the Hamilton Fire Department who died while in the Fire Service.

NOTABLE FIRES IN HAMILTON

Official Records of Big Blazes Make
Interesting Reading



HERE have been many big fires in Hamilton, as in every city, and some of them have been real "thrillers." Even glancing over the official summary of some of these, as recorded in the fire department's annual report, makes an interesting account of them. Among the most notable are the following in the different years, most of them within the memory of the present generation:

August 1, 5:45 p.m., 1879, was the date of the famous MacInnes fire, which destroyed the magnificent block where the Post Office now stands. Loss, \$474,625.00. Also several lives were lost. The alarm was turned in from Box 39, corner of King and John Streets. The above fire jumped across the street to the Sanford, Vail and Bickley wholesale clothing warehouse and factory, the John McPherson Shoe Factory, and Dixon Bros.' Fruit Store. The Larkin Hall, John Street North, caught fire from flying sparks, also the Colored Church on Rebecca Street, which was burned down.

May 14, 1881—Brick round house of the Northern and North Western Railway Company. Loss, \$28,500.

May 27, 1881—Burrow, Stewart & Milne's Foundry, corner John and Cannon Streets. Loss, \$60,000.

June 28, 1881—Central Fire Station, 44 Hughson Street North. A peculiar incident happened in connection with this fire. Shortly before the fire occurred a water main burst on King William Street and the Department was without water for about twenty minutes, and it was feared that the building would be a total loss. However, the Department managed to confine the fire to the hay loft. A spark from the watchman's pipe while taking horse from stall was the cause of the fire. Loss about \$1,500.

August 6, 1882—The Tribune Printing Company's building, James Street North. Loss, \$26,000.

December 29, 1882—Burrow, Stewart & Milne's Stove Foundry, corner John and Cannon Streets. Loss \$22,577.

January 23, 1884—Spectator Printing Company's building, corner Macnab and Market Streets. Loss, \$30,648.

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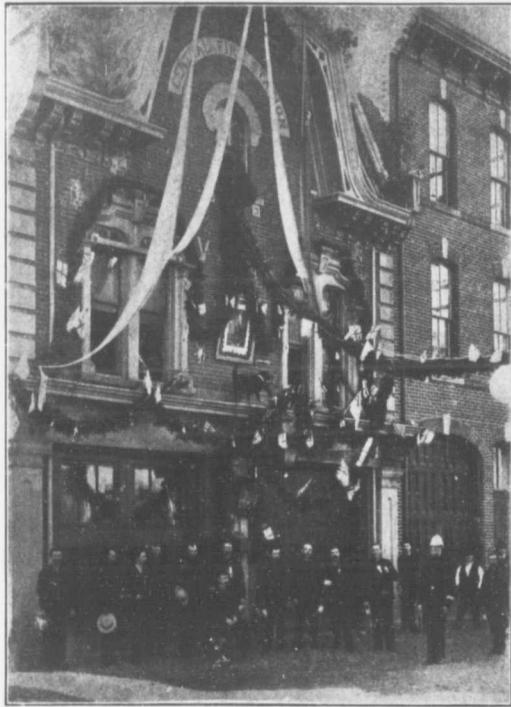
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OLD CENTRAL FIRE STATION, QUEEN'S JUBILEE, 1887.

Reading left to right—George Lowe, James Omand, William Leith, Robert Wilson, Henry Hunting, S. G. Brewster. Sitting—Jos. Farrell, Daniel Barrett, George Forbes, Fred Daubreville, John Mahony, Hugh Sweeney, Peter Ferris, policeman; Alonza T. James, John Teeter, James Sweeney.

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Fuse Plugs**

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HAMILTON, ONT.

March 14, 1884—Wm. Osborne's Malt House, Barton Street East. Loss, \$19,050.

June 13th, 1885—F. W. Fearman's Pork Packing Establishment Rebecca Street. Loss, \$52,365. When the alarm was given for this fire the Department was working at a fire in A. Swayzie's Flour and Feed Store, 172 King Street East. When the alarm was rung in for A. Swayzie's store the firemen and policemen were holding a united picnic in Dundurn Park, and it was abruptly broken up, and the firemen have never taken part in a picnic since.

December 12, 1885—Zealand's Wharf and Warehouse, foot of Macnab Street North. Loss, \$11,800. This fire was believed to be the work of an incendiary.

December 23, 1885—R. O. MacKay's Wharf and Warehouse at the foot of James Street North. Loss, \$15,900. This fire was also the work of an incendiary.

May 6, 1886—Copp Bros.' Stove Foundry, corner Bay and York Streets. Loss, \$25,796.79.

May 22, 1886—The old frame Drill Hall, James Street North. Loss, \$12,000.

June 12, 1886—The City Isolation Hospital, John Street North, a frame building, was burned. Loss, \$4,000. The City was warned that if they built it that it would be burned down.

October 31, 1886—Fire at the Hamilton Asylum for the Insane. Loss, about \$8,000.

January 8, 1887—Church of the Ascension, corner John and Maria Streets. Loss, \$11,901.

November 23, 1888—Osborne, Killey & Co., Machine Shop, Barton Street East. Loss, \$35,000.

June 23, 1891—C. J. Williams' Oil Warehouse, 16-18 Macnab Street North. This was a hot and stubborn fire to fight. Loss, \$5,764.

January 6, 1892—R. M. Wanzer's Sewing Machine Factory, Barton Street East. Loss, \$28,540.

September 7, 1891—The Diamond Glass Co.'s Factory, Macnab Street North. Loss, \$11,763.

December 20, 1892—The Ontario Box Factory, 106 Main Street East. Loss, \$9,060.

May 3, 1893—Grant-Lottridge Brewing Co.'s Brewery, corner Bay and Mulberry Streets. Loss, \$40,779.

Live While You're Awake

Just forty years ago the writer struck this "Berg." Hamilton was a big City then, with a good fire brigade. The City has grown, and the fire brigade has kept pace with it. Chief Ten Eyck and Tom Broadbent are the only two left of the 1880 membership. Long may they be spared and kept fit for their hazardous work.

What about the retail stores that faced on the main thoroughfares in 1880—say from Rebecca to Main, and Catharine to MacNab. This is where the "main show" is staged year after year—a struggle to make money and retire. How few have succeeded in retiring on money made out of their legitimate retail business. (No wonder the H.C.L. Commission did not ask the clothiers to cut their profits any lower). A few of the old businesses are still going, or continued by the sons of the original proprietor: Thos. Lees, Finch Bros., James Crawford, Wm. Acres, and Oak Hall.

Many an adventure has been made in the retail centre of Hamilton in those forty years, but so few ever reached the desired goal. Some have worked so hard and travelled so fast they went clean over the edge. Other "Slow but sure;" sure of being carried from behind the counter straight up York Street. Here's a verse an old dry goods traveller gave me a few years ago. It appealed to me as good advice:

*Live while you're awake,
Don't live to money make,
Live for your neighbor's sake,
And give for what you take,
Don't worry life away
Be happy while you stay,
For your going to be a long time dead.*

The year 1920 has been by far the best year in our business history. Fifty-five per cent. larger cash turnover than any previous year, and still going.

OAK HALL, *Clothiers*

10 and 12 JAMES STREET NORTH

November 21, 1893—Peter Bertram's Hardware Store, and John A. Bruce's Seed Store, King Street West. Loss, \$47,400. A water main burst at this fire and the pressure went down so low that it could not force the water into the second story of the building.

July 12, 1894—The D. Moore & Co., Limited, Stove Foundry, Catharine Street North. There was a very high wind blowing and the sparks were carried a long distance away, which set fire to a lot of dwellings. There were 26 buildings on fire at the same time, which made it necessary to employ a large number of substitutes to assist in putting out the fire. Loss, \$10,943.

June 2, 1895—F. W. Fearman's Pork Packing Plant, Rebecca Street. Loss, \$19,550.

April 4, 1897—Peter Bertram's Hardware Store, King Street East. Loss, \$25,565.

July 15, 1897—John Temple & Sons' Livery Stable, Catharine Street North. Loss, \$5,211. There were 31 horses burned in this fire.

August 26, 1897—Wharf and Steamboat "Acacia," belonging to Matthew Brothers. Steam yacht, belonging to Clendenning & McDonald. Schooner "Athena," belonging to Capt. J. Ccrson. Loss, \$8,550.

October 20, 1897—Howell Lithographing Establishment, James Street North. Loss, \$13,353.

February 13, 1898—Ontario Rolling Mills Co., Rolling Mills, Queen Street North. Loss, \$21,247.

May 19, 1898—G. N. W. Telegraph Office, Canadian Express Co. Office, G. T. Railway Office and J. Osborne's Grocery Store, James Street South. Loss, \$36,448.

December 17, 1898—Hamilton & Toronto Sewer Pipe Works, and T. Lawry Son's Pork Packing Plant, Wentworth Street North. Loss, \$28,957.

May 4, 1899—Semmens' & Evel's Coffin Factory and Warehouse, Florence Street. Loss, \$10,479.

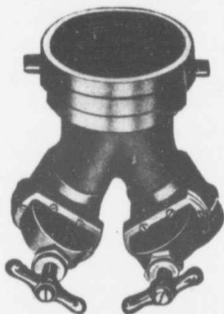
July 14, 1899—Burrow, Stewart & Milne's Factory, Cannon and Hughson Streets. Loss, \$32,545.

August 20, 1899—Ontario Box Factory, and nine other buildings, were on fire at the same time, Main Street East. Total loss, \$33,069.

February 5, 1900—F. A. Carpenter's Hardware Store, King Street East. Loss, \$18,584.

WILSON & COUSINS

35 McCaul Street, Toronto, Ont.



MANUFACTURERS OF

Fire Department Supplies, Hose Couplings, Playpipes, Hose Valves, Controlling Nozzles, Hose Racks, Reels, etc.

FIREWORKS

HAND'S FIREWORKS ARE THE STANDARD THROUGHOUT THIS GREAT DOMINION

GRAND DISPLAYS
FOR BIG OCCASIONS

COLLECTIONS OF
FIREWORKS FOR
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FIREWORKS FOR STORES
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T. W. Hand Firework Co.
Limited

Hamilton and Brandon, Man

Compliments of
Canadian Cottons
Limited

C. F. Luhrmann
Limited

**COAL AND
COKE**

304 Lister Bldg., Hamilton, Ont.

PHONE REGENT 541

PHONES REGENT 3396 & 4118

**Ontario Mill Stock
& Metal Co.**

WHOLESALE DEALERS, PACKERS AND
GRADERS OF

OLD AND NEW

Woolen and Cotton Rags
Paper Stock
Iron, Metals, etc.

266-286 Bay Street North
Hamilton, Ont.

March 26, 1900—Hand & Co., Fireworks Factory, 584 King Street West. Walter Teale, a member of the firm, was blown to atoms, pieces of his body being picked up over 200 yards away. Three buildings were also blown to pieces, and the glass was broken in the windows over 300 yards away. Loss \$65,000.00.

April 11, 1901—Morgan Bros.' Wholesale Saddlery, Hardware, etc., John Street South. Loss, \$38,918.

May 24, 1901—Stanley Mills & Co., Departmental Store, King Street East. Loss, \$18,826.

September 25, 1901—Chadwick Bros. Brass Foundry, 193 King Street East. Loss \$14,378.

December 4, 1901—Duncan Lithographing Co.'s Establishment, and Dominion Drug Co., Wholesale Drug Warehouse, Macnab Street South. Loss, \$34,112.

July 10, 1902—T. H. Pratt & Co., Dry Goods Store, James Street North. Loss, \$75,350.

July 11, 1902—The M. Brennen & Sons Planing Mill, King William Street. Loss, \$30,600.

September 14, 1902—John E. Brown's Warehouse, Macnab Street North. Loss, \$14,821.

January 9, 1903—Stanley Mills & Co., Departmental Store, King Street East. Loss, \$94,417.

July 31, 1903—The Ontario Tack Factory, Queen Street North. Loss, \$53,000.

November 12, 1903—The Hamilton Brass Manufacturing Co., Factory, James Street North. Loss, \$27,370.

December 25, 1903—D. Aitchison & Co.'s Planing Mill, Main Street West. Loss, \$15,686.

May 9, 1904—Semmens & Evel, Coffin Factory, Florence Street. Loss, \$11,417.

September 13, 1904—The Ontario Lantern Co.'s Factory, Cannon Street East. Loss, \$42,000.

September 17, 1904—The Hamilton Steel & Iron Co.'s Mills, Queen Street North. Loss, \$15,500.

October 4, 1904—The Toronto, Hamilton & Buffalo Railway Co.'s Car Shops, Garth Street. Loss, \$15,488.

March 3, 1905—The B. Greening Wire Co.'s Factory, Queen and Napier Streets. Loss, \$18,416.

A. Parker & Son

EXPERT
CLEANERS
and DYERS

184 KING STREET EAST
Near Walnut Street

Phone Regent 2922 Hamilton, Ont.

Meakins & Sons

LIMITED

*Manufacturers of Brushes,
Brooms and Woodenware*

Cocoa Door Mats

Established 1852

HEAD OFFICE AND FACTORY
HAMILTON, ONT.

Warehouses:
Toronto, Ont., London, Ont., Winnipeg, Man.,
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Quebec Sales Agency:
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*Funeral
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PRIVATE MORTUARY
ESTABLISHED 1843

57 KING STREET WEST

Tel. Regent 635 and 636

Evel Casket Company, Limited

Manufacturers and
Importers of

Undertakers'
Supplies



HAMILTON - CANADA

March 8, 1905—J. Meakins & Sons' Brush Factory, King Street East. Loss, \$58,000. This was the last big fire under chiefship of A. W. Aitchison.

August 17, 1905—Ennis & Co., Piano Factory, King Street West. This fire was caused by an incendiary. Loss, \$8,026.

April 26, 1906—The Hamilton & Toronto Sewer Pipe Works, Wentworth Street North. Loss, \$45,441.

June 21, 1906—Central Presbyterian Church, Corner Macnab and Jackson Streets. Loss, \$20,000.

November 1, 1906—The Toronto, Hamilton & Buffalo Railway, car repair shops, Garth Street. Loss, \$9,800. Collins and Perkins were severely burned at this fire. Perkins died as a result of his injuries.

November 22, 1907—Burrow, Stewart & Milne's Foundry, Cannon and Hughson Streets. Loss, \$23,712.

January 18, 1908—McLaren's Limited, Coffee and Spice Mill, Macnab Street South. Loss, \$41,284. Owing to slippery nature of streets, hose slipped from firemen's hands and broke leg of farmer, who finally died of injuries received, blood poisoning setting in.

January 20, 1908—The Street Railway Car Sheds, Corner Herkimer and Locke Streets. Loss, \$15,452. Fireman Roy Creen was killed by falling walls at this fire.

January 24, 1909—The Standard Chemical Co.'s Charcoal Storehouse and Freight Cars, foot of Victoria Avenue North. The Department worked at this fire continuously for 48 hours. Loss, \$1,950. (Over 30,000 bushels of charcoal had to be turned over before the fire was extinguished).

May 22, 1909—Copley, Noyes & Randall, Wholesale Warehouse and Factory, Merrick Street. Loss, \$22,243.

May 24, 1909—The Department was called out to nine separate fires on this date. Total loss, \$2,372.

July 19, 1909—The Slater Shoe Store, King Street West. Loss, \$15,542.

September 1, 1909—The Savoy Theatre, Merrick Street. Loss, \$19,700.

January 22, 1910—City Hospital, Barton Street East. Caused from spontaneous combustion. Loss, \$5,700.00.

February 17, 1910—Gurney, Tilden Co., Ltd., John Street North, Stove Foundry, caused by electric current. Loss, \$10,286.00. Two workmen lost their lives through being suffocated by smoke.

*Customers tell us
that Sundaes and
Sodas made with
our Ice Cream are*

Trade
Winners

ARE YOU IN ON
THE WINNERS?

The Best Creamery Co.
TISDALE STREET SOUTH
HAMILTON, ONT.

ESTABLISHED
70 YEARS



The
Best
Seeds
That
Grow

THE BEST PLACE IN THE
CITY TO EAT

HONG'S
CAFÉ

HONG JACK SAM
Proprietor

14 John Street North
Hamilton

OPEN DAY AND NIGHT

Regent 5976
Regent 7120

TASKER'S

14 King Street West
Opposite "The Herald"



Importers of

Fine Furnishings
Hats and Caps

April 21, 1910—Taylor & Mulveney Co., 29-31 Charles Street, Wholesale China and Crockery Store. Loss, \$14,440.00 Cause unknown.

September 15, 1910—Duncan Lithographing Co., 23 Macnab Street South, Lithographing Establishment; cause unknown. Loss, \$16,400.00.

January 13, 1911—Hamilton Steel & Iron Co., Queen Street North, Rolling Mills; cause unknown. Loss, \$37,471.00.

January 13, 1911—Magee-Walton Ice Co., Strachan Street West; cause unknown. Loss \$19,898.00 This was a very spectacular fire.

January 13—Dominion Vinegar Co., 41 Stuart Street West, Vinegar Works, caused by overheated stove. Loss, \$14,000.00.

February 5, 1912—Robert Duncan & Co., in rear of James Street and Market Square, Book Bindery and Printing Office; cause, carelessness—rubbish too near furnace. Loss, \$50,147.00. This was a very bad fire to handle, owing to the extreme cold weather and the location of the building.

February 22, 1912—Marshall Shoe and Leather Co., 323 King Street East, Shoe Factory; cause, spontaneous combustion. Loss, \$13,365.00. There was some delay in getting to work on this fire owing to frozen hydrant.

April 23, 1912—American Can Co., Corner Emerald and Shaw Streets, Can Factory; cause, overheated pot of asphaltum. Loss, \$19,547.00 One watchman lost his life through being suffocated by smoke.

May 18, 1912—Diamond Flint Glass Co., Corner Hughson and Picton Streets, Glass Factory; cause unknown. Loss, \$15,000.00.

February 13, 1913—Eight frame dwellings and Italian Mission, 189 to 205 Sherman Avenue North; cause unknown. Loss, \$8,361.00. The night was very cold and a high wind was blowing.

July 6, 1913—Dominion Power & Transmission Co., Corner Main and Catharine Streets, Freight Shed; cause unknown. Loss, \$24,177.00. There were five steel drums of gasoline stored in the building, which exploded and caused the fire to burn fiercely. The head of one of the drums was blown over a block away and landed in the middle of Main Street.

August 11, 1913—Canada Steel Co., Sherman Avenue North, Steel Mill; caused by electric current. Loss, \$16,000.00.

February 17, 1914—R. McKay & Co., 55-63 King Street East, Dry Goods Store; cause unknown. Loss, \$143,095.00.

LENNOX

HEADQUARTERS FOR LEATHER GOODS AND NOVELTIES

Largest assortment of

TRUNKS, CLUB BAGS AND SUIT CASES

on the Continent

LARGE DISPLAY OF

IVORY *and* EBONY GOODS, *also* LADIES'
HAND PURSES AND HAND BAGS

IN ALL THE NEW SHAPES
AND COLORS



JOHN LENNOX & COMPANY

18, 20, 22 King Street East, South Side

HAMILTON

March 8, 1914—A. M. Souter & Co., 91-93 King Street West, Furniture Store; caused by spontaneous combustion. Loss, \$27,932.00.

May 2, 1914—Nigrella Manufacturing Co., Corner Emerald and Shaw Streets, Furniture Factory; cause incendiary. Loss, \$17,812.00.

May 27—Wood Milling Co., 71 Main Street East, Flour Mill and Stable; cause unknown. Loss, \$30,250.00. A general alarm was given for this fire, as it was liable to develop into a conflagration owing to the location and the high wind that was blowing. Six valuable horses were burned in this fire.

November 17, 1915—F. W. Woolworth & Co., Ltd., 29-31 King Street East, Notion Store; cause unknown. Loss, \$43,880.00.

November 20, 1915—Harris Abbatoir Co., Terra Cotta Avenue, Cattle Sheds; cause unknown. Loss, \$18,374.00.

January 20, 1916—Kent, Garvin & Co., 18-20 Catharine Street North, Hardware Store; caused by spontaneous combustion. Loss, \$22,270.00.

June 13—Lumsden Brothers, 82 to 86 Macnab Street North, Wholesale Grocery and Candy Factory; cause unknown. Loss, \$24,250.00.

July 21, 1916—Brown, Boggs & Co., Corner Victoria Avenue and King William Street, Machine Shop, etc.; caused by careless workman while tempering shells. Loss, \$87,300.00.

January 8, 1917—Grand Trunk Railway Co., Corner Ferguson Avenue and Barton Streets, Freight Sheds; caused by spontaneous combustion. Loss, \$43,037.00. A general alarm was given for this fire.

January 21, 1917—A. M. Ewing, 87-95 Ashley Street, Bakery; cause unknown. loss, \$24,704.00.

February 12, 1917—Grafton & Company, 16-18 James Street North, Gents Furnishings and Clothing Store; cause unknown. Loss \$123,650.00. The fire spread to the premises of Stanley Mills & Co., 14 James Street North, and T. H. Pratt & Co., 20-24 James Street North, owing to defective building construction. Stanley Mills & Co., loss \$14,730.00; T. H. Pratt & Co., loss \$38,873.00. The thermometer registered twelve degrees below zero and a strong wind was blowing, which made it very difficult for the Department to fight the fire.

March 19, 1917—City Corporation, Ottawa Street North, Public School; cause, defective furnace. Loss, \$13,280.00.

Arthur Huntly

Gordon W. Hickey

Grocers' Specialty Co.

Office and Warehouse
90 LOCKE STREET SOUTH
HAMILTON
PHONE REGENT 307

Grocery Sundries

Agents for—S. ALLEN LIMITED, Vinegars and Cider
CARLING BREWING & MALTING CO.
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Modern Copper Store Fronts

95 per cent. of them are the work of

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COPPER STORE FRONTS

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HAMILTON MILL SUPPLY CO.

ED. STARES, - Manager

*Gasoline, Oils,
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Supplies*

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Hamilton's Newest Dry Goods and
Men's Furnishing Stores.

TWO STORES

419-420 KING ST. EAST

Corner King Street and Victoria Ave.
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GARDNER & THOMSON

LEADING

*Men's Furnishings,
Hats and
Caps.*

OPERA HOUSE CORNER
JAMES ST. NORTH
HAMILTON

FINE WATCH AND CLOCK REPAIRING
A SPECIALTY

O. W. ANTE Jeweler

for your Watches, Clocks
and Jewellery.

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Cor. James and Gore
HAMILTON

W. S. McLaughlin

HATS

AND MEN'S FURNISHINGS

Corner King and McNab Streets
Telephone Regent 3671

May 5, 1917—J. H. Collinson, head of Bay Street South, Private School; cause unknown. Loss, \$10,000.00.

July 30, 1917—Dominion Steel Foundry Co., Depew Street, Munition Factory and Steel Foundry, caused by overheated oil tank. Loss, \$23,090.00.

December 10, 1917—City Corporation, Market Square, Market Hall, occupied as a meat and produce market; cause, from overheated stove. Loss to City Corporation, \$20,000. Loss to twenty-one tenants, \$44,449.00.

January 7, 1918—Steel Company of Canada, Ltd., Wellington Street North, Dry Kiln and Storehouse; cause, supposed from electric motor. Loss, \$21,844.00.

January 9, 1918—City Corporation, 71 Gage Avenue North, School Building, which was being used for Military Officers' Quarters; caused by overheated furnace. Total loss, \$16,300.00.

March 23, 1918—Hamilton Cotton Co., Macnab Street North, Cotton Storehouse; cause, supposed from workman smoking. Loss, \$100,997.

April 4, 1918—Eagle Spinning Co., Sanford Avenue North, Cotton Storehouse; cause, supposed from boys and matches setting grass on fire, which spread to the building. Loss, \$20,851.

June 22, 1919—Andrew Ross, 284-288 King Street East, Carriage Shop and Garage; cause of fire, supposed to be from current being left on in Automobile. Total loss, \$44,233.00. Eighteen automobiles were more or less damaged and five wagons. A McIntyre, a fireman, lost his life from the effect of burns received by the roof of the building collapsing, which carried him down into the flames.

November 13, 1920—Robinsons & Sons, Macnab Street North, between Cannon and Mulberry Streets. Fire started at 6.02 a.m., caused by parts of ice cream cones taking fire and the consequent breaking of gas mains into plant. Fireman Thompson was injured by falling electric wires, but not seriously. Loss amounted to roughly \$140,000.

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Canada
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HAMILTON, ONTARIO

ALEXANDRA ACADEMY

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EVERY TUESDAY
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EVENINGS

DANCING LESSONS BY
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Hamilton Real Estate since
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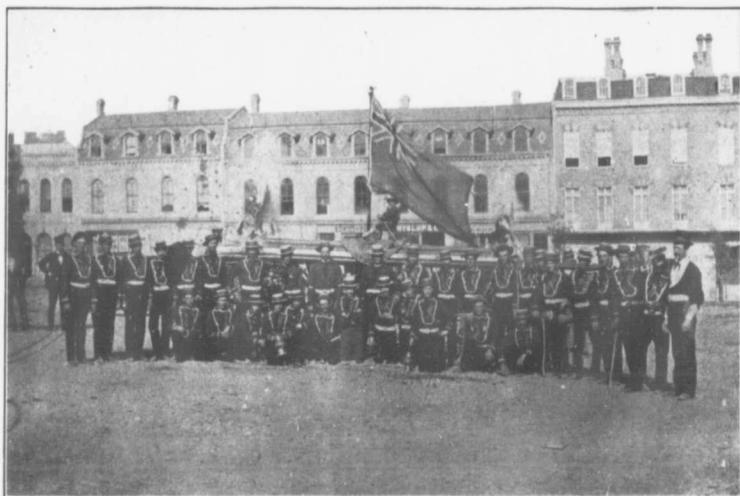
THE MODEL

Opposite the
Arcade

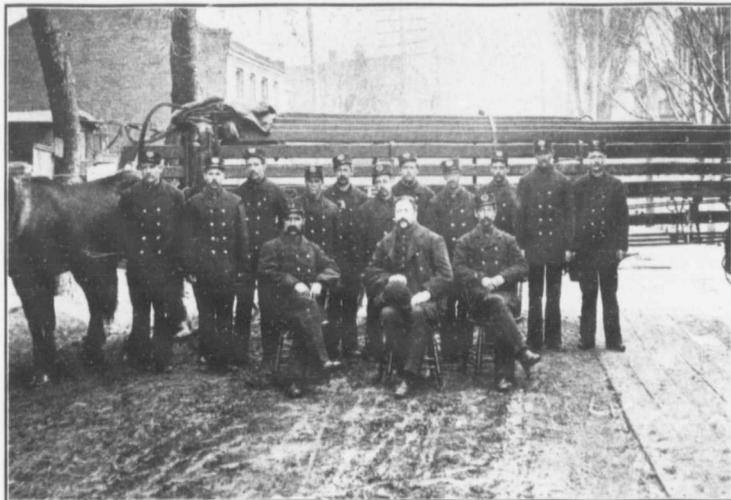
MANUFACTURERS AND
RETAILERS

The rapid progress of this
store is one of the main
features of this city. We
invite you to pay us a visit

HAMILTON, ONT.



VETERAN FIREMEN HOOK AND LADDER COMPANY, NO. 3
HAMILTON



HOOK AND LADDER TRUCK NO. 1, 1881

Standing, left to right—C. Clushman, W. Cook, B. Patton, C. Harper, R. Wilson, H. K. Fell, A. B. Ten Eyck, A. T. James, G. Lowe, J. Servos, S. G. Brewster.
Sitting, left to right—H. Chase, First Asst. Chief; A. W. Aitchison, Chief Engineer; T. Wilson, Second Asst. Chief.

McPherson
SHOES

FOR MEN
AND WOMEN

—*are*
Supremely
Stylish

MADE IN HAMILTON SINCE 1855



COUNTY AND CITY REGISTRY OFFICE



FIRE PREVENTION DAY PARADE. FIRE APPARATUS OCTOBER 8th. 1920.

FIRE PREVENTION



If there is one branch of public service in which Hamilton's chief has been more active than another it has been that of fire prevention. For benefit of factory owners: Which is cheapest—to shut your eyes to your many fire hazards and have your plant burn down, scattering your workmen among your rival plants, losing profits on unfilled orders, losing customers to competitors, losing good will and the many advantages you have already gained, plus the uninsured value of your property—or—to take the steps necessary for proper fire prevention and fire protection and thus to feel the confidence that comes of knowledge that your plant is safe from fire?

That's just the situation. It's a matter of dollars and sense—a few dollars and a little common sense.

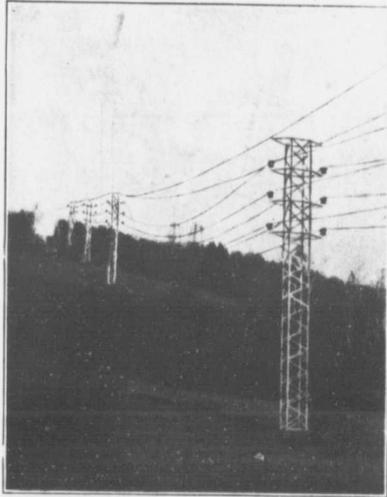
Fire Prevention—Mr. Factory Owner, or Superintendent—means dollars in your pocket. Just that. For when the fire comes—and remember, every minute of the day somebody's factory is burning and yours is not immune—when it comes your turn to suffer—your competitor will be called upon by your customers to fill the contracts that you can't.

Fire loss, you see, is not limited to fire damage. A little thing like a burned out dynamo or a switchboard put out of business—may tie up your whole plant for days—and weeks. Ten dollars might repair the damage, but \$10,000 could not repay the loss. One dollar for prevention might have remedied the cause. One dollar for \$10,000 protection is cheap insurance. The loss due to one small fire may far outweigh the slight cost of taking every modern precaution.

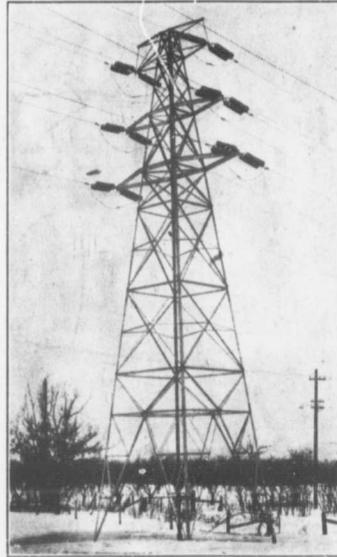
What precautions you should take depend upon your individual problems. In no two cases are they just the same. They are all simple—basic. They depend on conditions—not theories. You know the conditions in your plant, but you are too close to them to recognize them. That, or familiarity has bred contempt for them.

HOW TO SAFEGUARD YOUR PLANT AND LIVES OF EMPLOYEES

1. Organize a Fire Drill. The easiest way to organize a fire drill in large cities is to invite the assistance of the Fire Chief. Put your



Canadian
Power
Lines



Canadian Porcelain Company, Limited

Manufacturers of High Voltage Power Line Equipment

HAMILTON, ONTARIO

Compliments of

The Proctor and Gamble
Manufacturing Co.

Hamilton, - - - - - Canada

problem up to him. Tell him what you want. He will assign an officer to undertake the work, and it will be done right. This officer will come into your plant and instruct your men in the way to take care of themselves.

The sole expense to which you will be put is to put in a signal bell—preferably a gong—on each floor with an annunciator in the office which will show the location of the station from which the alarm is sent and signal station from which to transmit the alarm.

The first step in organizing a fire drill is to number each exit on each floor. Stairs, fire escapes, bridges to other buildings, or doors leading to the surface, should be indicated by red lights and by a sign "EXIT" in red. The numbers should be plainly indicated in red. Passageways to all exits always should be kept clear.

FLOOR CAPTAIN—Appoint one man—preferably the foreman of each floor—to be floor captain. It is the floor captain's duty to give the signal to the employees to leave their work and to direct which exit to use, should one or another be cut off by fire or smoke. Each floor captain should have an assistant to act for him in case of his absence. The floor captain's orders are final on his floor.

SQUADS—Divide the employees into squads of twelve to twenty individuals, depending upon the number on the floor.

There should be a choice of exits for each squad. To accustom the workers to all exits it is well during drills to close one exit or another—a different one each time.

The floor captain should choose which exit to close. When the alarm sounds it should be for him to announce which exit is not to be used.

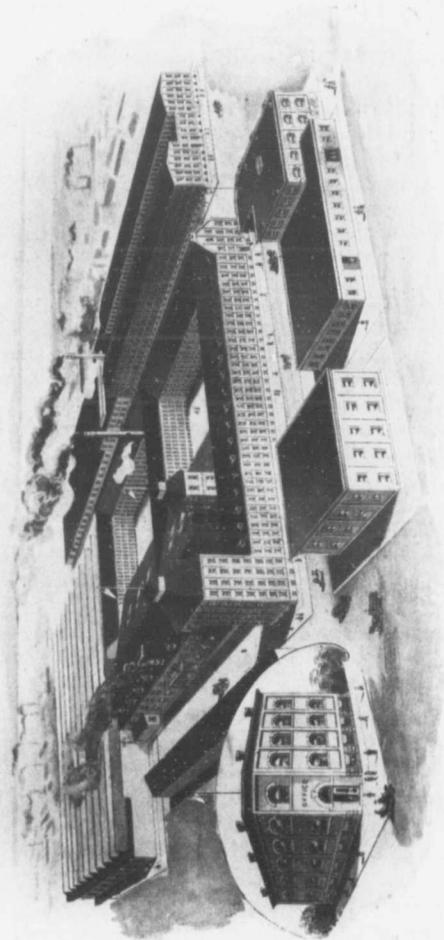
In short, effort should be made to reproduce conditions of a fire as nearly as possible, and to have each employee know what to do under any and all circumstances.

HOW TO SAFEGUARD YOUR PLANT AND LIVES OF EMPLOYEES

1. Organize a fire drill.
2. Form a fire brigade.
3. Equip your plant with means of Fire Prevention.
4. Install Fire Extinguishers and other Fire Protection Appliances.
5. Reduce or remove Fire Hazards.

EDUCATE THE INDIVIDUAL

The most important thing to cultivate is the sense of individual responsibility.



The B. GREENING WIRE CO., Limited

Manufacturers of Wire Cloth, Wire Rope, Perforated Metals

HAMILTON, ONT.

MONTREAL, QUE.

Undoubtedly the fire waste can be kept down a great deal if the individual can be made to feel his own responsibility; human nature is prone to blame some one else for its troubles.

Real improvement can only come from a change of heart in ourselves, irrespective of the reform of the other fellow.

It is a very large subject, and a great deal can be said.

HOW YOU CAN PREVENT FIRE STARTING IN YOUR FACTORY

1. Have regular inspections made.
2. Install the following appliances:
 - a—Waste cans.
 - b—Safety cans.
 - c—Metal ash cans.
 - d—Fireproof lockers for employees.
 - e—Wire guards on all gas and electric lights.
 - f—Other Fire Prevention Appliances.
3. Forbid the use of "Strike-anywhere" matches.
4. Provide a fireproof room where men may smoke. Forbid smoking elsewhere.
5. See that electric wiring is kept in repair and not abused.
6. Guard against spontaneous combustion in stock.
7. Get cooperation of employees.
8. Isolate all rooms where oils, paints, varnish and other chemicals are stored.
9. If rooms are in factory, have all doors of approved, self-closing fire-proof type.
10. Protect all oil, gasoline, acetylene gas and electrical risks with Pyrene or Foamite extinguishers.
11. Have extinguishers close to all japanning ovens, dip tanks, mixing kettles, etc.
12. Keep all combustible material away from acids.
13. Provide drip pans for all machines.
14. Have your plant inspected by a Fire Prevention Engineer.
15. Act on his advice.

PICKERS.—Cotton, moss, hair, excelsior and other pickers and shredders should be in isolated fire-proof buildings or in fire-proof rooms, with self-closing fire-proof doors. The rooms should be protected with sprinklers. Pyrene should be kept outside the doors.

MARK FISHER, SONS & CO.

VICTORIA SQUARE
MONTREAL

Wholesale Woollens and Tailors' Trimmings

KINGFISHER SERGES
KINGFISHER SILKS
KINGFISHER LINENS
SNOWCREST COTTONS

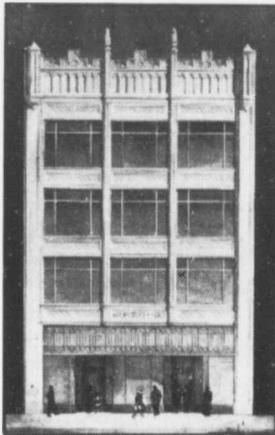
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BRANCHES: Halifax, N. S., St. John, N. B., Ottawa, Ont., Toronto, Ont., Hamilton,
London, Winnipeg, Vancouver.

93, 95, 97, 99 & 101 LISTER BUILDING, HAMILTON

GRAFTON & CO., LIMITED CLOTHING MANUFACTURERS

16-18 James St. North, Hamilton, Ont.



QUANTITY, QUALITY, VALUE, STYLE, SERVICE
J. R. WATSON, Manager.

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Household Waxed
Tissue Rolls

Waxed Tissue Papers
G. & B.
Wrapping Papers

HAMILTON  CANADA

The rooms should be cleaned every day and no combustible material stored in them at any time. A ventilator should be carried to the outside of building.

See that all machine bearings are free from rust.

DRIP PANS.—All machines, machine bearings, etc., should be provided with drip cups or pans, which should be emptied each night. Also see that metal borings or shavings which are oily do not fall to the floor. They should be deposited in metal receptacles.

BEFORE YOUR NEIGHBOR'S PLANT SETS FIRE TO YOURS

1. Close every wall opening not absolutely needed for exits, light, ventilation, power, etc.
2. Openings you can't close, have equipped with metal doors, sashes, frames, etc.
3. Protect all windows with fire shutters.
4. See that all shutters are closed each night.
5. Equip all windows with wired glass.
6. Divide all large floor areas by fire walls.
7. Doors in fire walls should all be automatic closing, fire-proof.
8. Sheathe outdoor woodwork with metal if exposed to sparks.
9. Bar shingle roofs absolutely.

TO INSURE FIRE APPLIANCES BEING READY WHEN NEEDED

1. Be sure to see all water and stand pipes are protected from freezing.
2. Guard chemical extinguishers, pails, casks, etc., from exposure.
3. Have extra charges for extinguishers always on hand.
4. See that all employees understand use of appliances.
5. Test fire pump regularly.
6. Replace defective appliances at once.
7. See that fire appliances are in their proper places at all times.

WARNINGS *for the* HOMES AND CHRISTMAS TREE DON'TS

Every year many women and children are burned to death by fire from Christmas tree candles.

Don't decorate your Christmas tree with paper, celluloid, cotton or any other inflammable material. Use metallic tinsel and other non-inflammable decorations only, and set the tree securely so that the children in reaching for anything cannot tip it over.

Don't use cotton to represent snow. If you must have snow use asbestos wool, as it will not burn and looks just as nice.

Don't permit the children to light the candles while parents or guardians are not present. They frequently set fire to their clothing instead.

Don't light a single candle until everything is ready for the children to come in.

Don't let any person change the position of anything on the tree after the candles are lighted, as it is so easy to sway a candle against something that will take fire.

Don't leave a lighted tree unwatched.

Don't remove a thing from the tree until the candles are all put out.

Don't let the tree stand long after Christmas. When dry it is doubly dangerous.

Always start at the top of the tree to light the candles and at the bottom to put them out.

Always keep a pail of water near the tree to be used in case of fire.

Don't leave matches within the reach of children at any time. Candles are meant to be lighted, and if the children can get matches they will experiment with them. They imitate their elders. A house of joy is much better than a house of mourning.

"THINK FIRE" BEFORE IT HAPPENS

Between the time of the discovery of the fire and the appearance of the firemen, at least five minutes must elapse.

And that particular five minutes is the "**vital time**" in the life of the fire.

It is the time when you, alone, may do more in that five minutes to save your property than the entire fire department can do fifty-five minutes afterward.

It is the time when the smallest blaze may gain sufficient headway to become a serious conflagration.

During these five minutes, the fire is the personal responsibility of the occupant of the building. See Section 515, Criminal Code.

HOW TO MAKE ESCAPE EASIER IF FIRE SHOULD COME

1. Number all exits and indicate with red lights and signs.
 2. Keep all aisles clear.
 3. See that all doors open outward.
 4. Light fire escapes at night if building is occupied.
 5. Keep all fire escapes, stairs, etc., free from obstructions.
 6. Protect all stairways with self-closing, fire-proof doors.
- In other words, keep in touch with the condition of your factory.

When one surveys the great loss to the country through fire waste, the chief's public-spirited interest is easily understood. In 1909 the loss in Ontario alone, not including that through forest fires, was \$10,514,232, caused by \$9,396 fires. The average fire loss for the last three years exceeds one million dollars a month, a per capita loss of \$5 for every man, woman and child in the province. The average annual fire loss in the principal cities of Europe, under normal conditions, is 33 cents per capita. It is now a criminal offence for one to cause a fire through negligence.

FIRES AND THE CRIMINAL CODE

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. Section 515 of the Criminal Code is amended by inserting the following subsection immediately before subsection 2 thereof:

"(1A). Every one is guilty of an indictable offense and liable to two years' imprisonment who by negligence causes any fire which occasions loss of life or loss of property.

"The person owning, occupying or controlling the premises in which such a fire occurs, or on which such fire originates, shall be deemed to have caused the fire through negligence, if such person has failed to obey the requirements of any law intended to prevent fires or which requires apparatus for the extinguishment of fires or to facilitate the escape of persons in the event of fire, if the jury finds that such fire, or the loss of life, or the whole or any substantial portion of the loss of property, would not have occurred if such law had been complied with."

2. The said Act is further amended by inserting immediately after section 515 the following section:

"515a. In any case where any fire insurance company which carries any policy of fire insurance on the property, or any Dominion, provincial or municipal fire officer or authority recommends that the owner, lessee or other person controlling or operating any building,

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TO OUR FRIENDS:

Our Candies, Ice Cream and Water Ice are the product of our Candy Kitchens; you can depend on their wholesome purity. Our Mail Order Department is at your service. Candies packed and delivered out of the city.

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You
Eat,
Let It
Be The
Best"*

WAGSTAFFE'S

Pineapple Marmalade
Celebrated Bramble Jelly
Ginger Marmalade

Are Great Appetizers

Boiled in Silver Pans

ASK YOUR GROCER FOR
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**DOMINION
FOUNDRIES AND STEEL
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HAMILTON, ONTARIO



Plow and Automobile Plates
Steel Castings
Railroad Axles

structure, factory, shipyard, vessel, dock wharf, pier, sawmill, or yard in which logs or lumber are stored or held, should make any change or alteration in such building, structure, factory, shipyard, vessel, dock, wharf, sawmill, pier or yard, remove any material therefrom, or supply any apparatus therefor, with a view to reducing the risk of fire or for the extinguishing of fire, and such recommendation is approved by any officer in the service of His Majesty, thereto authorized by the Governor in Council, and notice of such recommendation and of such approval thereof has been served personally upon or forwarded by registered mail to such owner, lessee or other person, and such owner, lessee or other person refuses or neglects to forthwith carry out such recommendation, such owner, lessee or other person shall be liable upon summary conviction to a fine not exceeding \$1,000, or to imprisonment for any term not exceeding six months, or to both fine or imprisonment."

Chief Ten Eyck has endeavored for years to impress on Hamiltonians the desirability of keeping in mind and of putting into practice the following

SUGGESTIONS ON FIRE PREVENTION

Unquestionably the public are, through the efforts of fire prevention campaigns, being brought to a realization that the stupendous loss by fire is not wholly a subject of concern for insurance companies.

It is still very difficult to disassociate from the minds of the great majority of people that a loss covered by insurance offsets the destruction and thus closes out the occurrence.

Every fire means so much property absolutely lost, for in no sense do insurance companies restore values—they merely distribute the misfortunes of fire among a community.

Endless suggestions present themselves for the improvement in existing conditions, many of which can be accomplished only with great difficulty, but it seems judicious that efforts in this direction should at this time be concentrated upon those remedies which will respond the quickest and save the most.

Four famous fire fiends contribute probably one-third of our fires—shingle roofs, defective chimneys, faulty electric installation, and last, but foremost of all, the strike-anywhere match.

To this infamous incendiary is attributed five per cent. of the fires, but insurance men generally believe that double this figure is nearer a correct estimate.

Compliments of
BIRD & SON, Limited

Manufacturers of
Roofings, Building Papers
and Wallboard.

FACTORIES:

Beach Road, Hamilton and Pont Rouge, Quebec.

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James A. Thomson, Vice-President

**THE GARTSHORE-THOMSON PIPE
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3 inches to 60 inches diameter for
WATER, GAS, CULVERT AND SEWER

MANUFACTURERS OF FLEXIBLE AND FLANGE PIPE, SPECIAL
CASTINGS AND ALL KINDS OF WATERWORKS SUPPLIES

HAMILTON

ONTARIO

Their cheapness causes them to be a plaything for children in almost every household, and they are with disastrous results scattered about indiscriminately almost every place—for the reason that they cost next to nothing.

Keep them out of the reach of children.

There are no fire prevention rules more important than those applying to the use of matches, and habits of carefulness should be formed by all.

Matches should be kept out of the reach of children and away from the stove and stovepipes, the sun's rays, or any other place where they may become overheated. Matches should not be left loose in a drawer or on a shelf, but should be kept in a covered metal or other non-inflammable receptacle.

It should be made criminal to manufacture, sell or use any other than a safety match, and the cost of these should be advanced by tax to a price that will compel economy in their use.

Try to make Hamilton a Fireless City.

Keep cellars and attics free from rubbish, ashes, waste paper, etc.

Notify the City Salvage Department and they will take away all your waste paper, rags, etc.

Always use the safety match, which is lighted on side of box. Employees found carrying any other should be suspended.

Don't hang electric wires over nails or any kind of metal pipes. This is liable to wear off the insulation and start a fire by short-circuiting.

Don't look for a gas leak with a lighted match or candle. You might suddenly find it—to your sorrow.

Don't use gasoline for cleaning purposes near an open fire or light.

Don't blow out the gas. Always turn it off at the cock.

Don't use a match to look for anything in dark closets, as the head may fly off and set fire. Neither use a candle.

Don't use coal oil, gasoline or any other inflammable oils in lighting fires or to quicken a slow fire—it may result in death.

Don't throw away a lighted match, cigar or cigarette butt where it will set fire.

Don't fill any lamp or stove with coal oil or gasoline while they

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COR. KING AND WELLINGTON
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Quality Right Prices Right

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QUALITY JEWELER

Fine Watch and Jewelry
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"Superior" Dyers and
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Repairing a Specialty. We do Custom Tail-
oring at very reasonable rates. Work
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302 KING ST. WEST, HAMILTON

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Auto Tops, Boat Tops, Slip Covers, Engine
Hood Covers, Chesterfields, "Fit the Form"
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Electrical Machinery Electrical Repairs

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COMPLIMENTS OF

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TINSMITH

Phone Regent 6111

HAMILTON

COMPLIMENTS OF

Hamilton Pressed
Brick

Kensington Avenue
South

are lighted. Keep burners of all lamps and stoves thoroughly cleaned. Fill them during the day time.

Don't put ashes in wooden receptacles. Keep ashes away from woodwork. Hot ashes will take fire themselves, as frequently they have small bits of coal mixed in with them.

Don't use candles on Christmas trees.

Don't have storage closets under stairways. Fires in these places cut off your main exit.

Don't store oils, paints, grease or fats in the house. Keep them outside if possible. If you must have such things on hand, put them in a metal box with a cover on it.

Don't neglect to have the chimney flue cleaned once a year.

Don't have lace curtains in the vicinity of gas jets, as they may be carried against the flame by air currents.

Don't leave holes in the flooring, walls or ceiling. These enable fires to travel throughout the building when once started.

Don't have the swinging or folding gas brackets, as they are very dangerous.

Don't pour gasoline, benzine or naphtha down the drain. Pour it on the ground in yard if you must get rid of it. One pint of gasoline, naphtha or benzine makes two hundred feet of explosive vapor. One gallon of gasoline has substantially the power equal to 83 lbs. of dynamite.

Don't set kitchen or heating stoves close to woodwork. Put a metal shield behind the stove. Leave at least two inches of air space behind the shield, and six inches between the stove and shield. Bright tin or galvanized iron is the best protector if not placed against the woodwork.

Don't use small gas stoves on wooden tables. Place metal protector under them with two inches of air space between the metal and wood. Be careful in using gas stoves, especially in lighting them. Always light match before turning on the gas.

Don't leave doors of coal heaters or kitchen stoves open unless you provide a wire screen or net to catch live coals which may drop out.

Don't keep gasoline or similar oils other than in airtight metal cans painted red.

Robert Soper

All Kinds of
**CANVAS
GOODS**

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Canadian Oil Companies, Limited

*Manufacturers
of*
Sterling Oils,
Paints *and*
Varnishes

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*Keep Your
Silver
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Stains and tarnish
on knives, forks,
and other pieces of
silver soon dis-
appear when you
use

IDEAL SILVER CREAM

It leaves a brilliant and lasting lustre. Ideal
does not scratch or mar the most delicate sur-
face. Try Ideal on your silver. Ask your dealer
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Canadian Polishes, Limited
Successors to DOMESTIC SPECIALTY CO., Limited
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JELLY POWDERS
EXTRACTS, ICINGS
FRUIT JUICES
COFFEES, SPICES
CREAM of TARTAR
BAKING POWDER

Phone Orders to Reg. 3408
AT OUR EXPENSE

Don't use fire for thawing out frozen water pipes, but use hot water cloths.

Don't use rubber or metal tubing on gas plates or stoves, as they are very dangerous. Connect them up with proper iron gas piping.

Don't use paper or cotton shades on electric light bulbs, as they will take fire.

Don't use a match or any open light to see how much gasoline you have in the tank of your automobile. You might find out—to your sorrow.

A GOOD MIXTURE FOR EXTINGUISHING OIL FIRES

Ten pounds of bicarbonate of soda to one bushel of sawdust. Mix thoroughly.

SAWDUST AS A FIRE EXTINGUISHER

Recent experiments went to prove that sawdust is useful as a fire extinguisher. It was found to be very successful in quenching fires in oil, and much superior to sand for fires in tanks of inflammable liquids. Experiments were conducted with tanks of burning lacquer, though the same principles appear to apply largely to tanks of burning oil. The floating sawdust forms a blanket that shuts off the air from the flames; and sawdust itself catches fire only slowly, and does not burn with a flame. The sawdust blanket was completely successful in putting out the fires in these tests. It made no difference whether the sawdust was wet or dry.

The efficiency of the sawdust is greater on viscous than on thin liquids, as it floats more readily on the former than on the latter. The sawdust is not easily ignited, and when ignited it burns without a flame, and the burning embers have not sufficiently high temperature to re-ignite the liquid. Mixing sodium bi-carbonate with the sawdust increases its efficiency materially.

Carbon tetrachloride has received recently considerable attention as a fire-extinguishing agent. If pure, the water white liquid has a rather agreeable odor, not unlike that of chloroform; its specific gravity is 1.632 at the melting temperature of ice. It is non-inflammable, non-explosive, and mixes readily with oils, waxes, japan, etc. The vapor is heavy, having about five and one-half times the weight of air, so that it forms a blanket of non-inflammable gas over the liquid, which excludes the oxygen of the air necessary to the process of combustion.

Manufacturers of
THE FAMOUS

BUSTER BROWN STOCKING



For Boys—

In buying hosiery
for boys, look for the
Sunshine trade mark.
A guarantee of Good
Quality and Value.

The Chipman, Bolton Knitting Co., Limited

MILLS AT HAMILTON, ONTARIO AND WELLAND ONTARIO.

WARNINGS FOR STORES, CHURCHES, BAZAARS, ETC.

Holiday fires in these while filled with people are usually holocausts.

Light, inflammable decorations makes fires easy to start and easy to spread. A gas flame or an electrical defect may do it.

Watch gas jets; decorations may be carried against them by air currents.

Do not use cotton in store windows to represent snow, as it is very inflammable and will readily take fire through coming in contact with electric bulbs or from an electric spark. Use asbestos wool, which will look just as nice, but will not burn.

Do not make any change in electric wiring without consulting the Electrical Inspector.

Have all electrical decorations inspected by the Electrical Inspector before turning on the current.

Do not allow people to stand in, or obstruct the aisles in churches or any places of amusement.

Do not allow crowding at the rear of churches or any places of amusement.

Do not allow chairs or tables to be placed where they will obstruct the doors or aisles.

Keep a sufficient number of ushers to open the doors and to assist the people in getting out of the building, and if possible, avoid panic in case of fire.

Read your insurance policies before attempting any hasty or ill-advised decorations which may cause fire. Examine your insurance contracts and see if the policies contain anything like this:

"This entire policy unless otherwise provided by agreement indorsed hereon or added hereto, shall be void, etc., etc."

"If the hazard be increased by any means within the control or knowledge of the insured."

If you burn, you want your indemnity; do nothing therefore, to impair your contract.

WHAT TO DO IN CASE OF FIRE

1. Locate the Fire Alarm Box or Telephone nearest to your home so that you can use them in case of fire.
2. Always pull the nearest box to the fire.
3. Stay near the box when pulled for fire, to direct the firemen.
4. It is printed in RED on white ground, on the front cover of

Cable Address, "Siderski" A. B. C. Code, 5th Edition

H. SIDERSKI

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BAY AND STRACHAN STS.

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*Lumber and
Planing Mill
Goods*

OTTAWA STREET, OPPOSITE
JOCKEY CLUB

HAMILTON AND PORT COLBORNE

Phone Garfield 1275

the Telephone Directory the number to call in case of fire, namely, Regent 31.

5. Always keep your telephone directory in a convenient place for quick service should you want to call the Fire Department.

6. Keep cool and speak slow and distinctly when calling the Fire Department.

7. GIVE THE EXACT LOCATION OF THE FIRE; don't say, "My house is on fire, come quick!"

8. Always remain at the telephone until you are sure the OPERATOR at the CENTRAL FIRE STATION has got the CORRECT ADDRESS.

9. When leaving the telephone after giving an alarm, be sure and hang the receiver on the hook.

10. Own a fire extinguisher if possible, and learn how to use it in case of fire.

11. It is wise to have two six quart pails always handy.

12. Always look for the nearest EXIT to where you are sitting when in Theatres, Halls and Public Buildings. In case of fire walk, not run to that EXIT. Do not try to beat your neighbor to the street.

13. Keep on the sidewalk when the fire apparatus are responding to alarms.

14. In case of fire, alarm the guests; then call the Fire Department.

15. REALIZE, that the Fire Department is ready at all times to respond to a fire within 20 seconds after any alarm is sent in. That delay in sending in an alarm is responsible for nearly every large fire that occurs. That with deep snow on the ground and a two mile run uphill, the Department must be notified quickly to be of any service. The most efficient service is rendered if the Department arrives within two minutes after the fire breaks out. That seconds lost at the beginning of a fire means minutes, and sometimes hours, at the ending.

16. If all the exits to stairways and fire escapes are cut off, close the door of your room, also the transom, plug the keyhole and place a rug at the bottom of the door to keep out as much smoke as possible, then tie a wet towel or cloth over your mouth and breathe through it. Get near a window, open it and stay by it until the firemen are able to take you down on their ladders. Never jump until the fire is burning you.

17. Ask any fireman for instructions; he will give them.

18. Give the firemen credit when they deserve it.

Walter Woods & Co.



Manufacturers of
BROOMS *of* QUALITY



Dealers in
PAPER, TWINES, CORDAGE,
WOODEN WARE,
WILLOW WARE,
GROCERS' SUNDRIES.



HAMILTON and WINNIPEG

LIST OF FIRE ALARM BOXES IN THE CITY OF HAMILTON

Following is the location of the various fire alarm boxes in the city of Hamilton. Keep this book handy so as to have location of box nearest to you available. Mark now the box in your locality, so in case telephone service is not convenient you will lose no time in case of fire.

LOCATION OF FIRE ALARM BOXES

- Box 2—Catharine and Jackson Streets.
3—King and John Streets.
4—King and Park Streets.
5—King and Hess Streets.
6—King and Pearl Streets.
7—James and Picton Streets.
8—Magill and Barton Streets.
9—York and Queen Streets.
9—York and Inchbury Streets.
12—Bay and York Streets.
13—Bay and Mulberry Streets.
14—Mountain Top, head of Wentworth Street.
15—Oak Avenue and Barton Street.
16—Wentworth and Barton Streets.
17—Macnab and Stuart Streets.
18—Guise and John Streets.
19—Lottridge and Princess Streets.
21—Cannon and Mary Streets.
23—Cannon and Cathcart Streets.
24—East Avenue and Wilson Streets.
25—King and Steven Streets.
26—Victoria Avenue and Young Streets.
27—King and Wellington Streets.
28—Ferguson Avenue and Young Streets.
29—Catharine and Young Streets.
31—James Street and Charlton Avenue.
32—James and Hunter Streets.
34—Bay and Hunter Streets.
35—Bay and Robinson Streets.
36—Hunter and Queen Streets.
37—Pearl and Jackson Streets.

WHY IS IT?

WHY IS 97% OF ALL
FIRE ALARM EQUIP-
MENT IN CANADA
. . . TO-DAY . . .

Northern Electric
GAMEWELL?

ASK ANY FIRE CHIEF

- 38—Boys' Home, Stinson Street.
- 39—Grasselli Chemical Co., Burlington Street East.
- 41—Baynes' Carriage Bldg., at Irondale.
- 42—Sanford Avenue and Wilson Street.
- 43—Central Fire Station.
- 45—Ferguson Avenue and King William Street.
- 46—Emerald and Cannon Streets.
- 47—Stuart and Caroline Streets.
- 48—Canadian Shovel & Tool Co., Imperial Street.
- 51—James and King William Streets.
- 52—Sherman Avenue and Barton Streets.
- 53—Ferguson Avenue and Ferrie Street.
- 54—James and Gore Street.
- 56—International Harvester Co., Sherman Avenue North.
- 57—Elgin and Barton Streets.
- 58—Locke and Pine Streets.
- 61—F. W. Bird & Son, Factory, Beach Road.
- 62—James and Mulberry Streets.
- 63—Land and Hilliard Streets.
- 64—Standard Underground Cable, Sherman Avenue North.
- 65—Dominion Steel Castings Co., Depew Street.
- 67—Frederick and Britannia Avenues.
- 71—City Hospital, Barton Street East.
- 72—St. Joseph's Convent, Park and Colborne Streets.
- 73—Girls' Home, George Street.
- 74—Home of the Friendless, Duke and Caroline Streets.
- 75—Cavell and Barton Streets.
- 76—Barton and Ottawa Streets.
- 81—Salvation Army Rescue Home, Mountain Avenue.
- 82—St. Joseph's Hospital, John Street South.
- 83—Aged Women's Home, Wellington Street South.
- 84—Glendale Avenue and Cannon Street.
- 85—Wentworth Street and Cumberland Avenue.
- 91—St. Peter's Infirmary, Maple Avenue.
- 92—Wentworth and Lorella Streets.
- 93—Ottawa and Burlington Streets.
- 94—King and Sydney Streets.

GIVING ALARMS BY TELEPHONE

Call Bell Telephone Exchange and ask for **Regent 31**, which is for Fire Calls Only. Do not get excited, speak slow and distinctly, and always be sure the operator has got the alarm correctly before leaving the telephone.

2 in 1

**BROWN AND OX-BLOOD
SHOE POLISHES**

THE GREAT HOME SHINE
SAVE THE LEATHER
THE BIG VALUE BOX

Also for Black, Tan and White Shoes

THE F.F. DALLEY CORPORATIONS LTD., HAMILTON, CAN.



SPECIAL DIRECTIONS TO KEY HOLDERS AND OTHERS

It is painted in white on each Fire Alarm Box where the Key is kept.

In opening the Box, turn the Key half way around to the right hand, and then pull the door open.

Upon positive information of a fire near your signal box, unlock the signal box door, and if you hear a ticking in the box, count the number struck. If the number struck is the same as any box near the fire, you may conclude that the alarm was given by some person before your arrival.

If no ticking is heard in the box, pull the brass crank around till it strikes against a brass stud, then let it go, when it will fly back to its resting place, where it will lock itself, and no attempt must be made to move it whilst the box is signalling; or if it be a brass hook, and not a crank, pull the brass hook all the way down, once only, and let it go. If upon pulling the crank or hook no sound is heard on the small bell while the outer door is open, or of machinery in motion, close the door and go to the next nearest box to the fire and pull the crank or hook of that box.

Always remain at the box until the Department arrives, and then direct them to the fire.

Never open the box or touch the crank or hook except in case of fire.

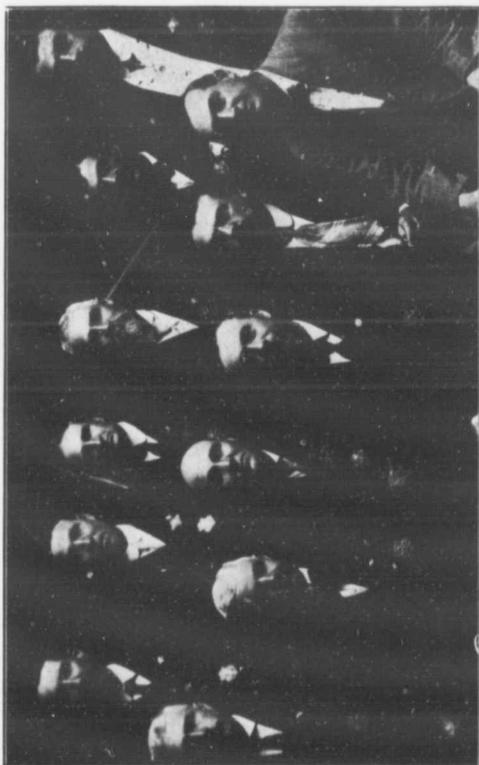
Never give an alarm except from the box nearest the fire, unless you have first ascertained that the box nearest the fire will not work.

The Key used in opening the box cannot be turned around in the lock, or taken out, without another, called a Relief Key, and do not try to take it out or you will damage the lock or key. The Officer in charge at the Fire will have the key taken out and returned to the person having it in charge. Be sure the box is locked before leaving it.

Never give a box alarm for a chimney or rubbish fire.

Never let the Key go out of your possession unless to some responsible person for the purpose of giving an alarm, or when called for by the Chairman of the Fire Committee, or the Chief Engineer of the Fire Department. The Key should be kept in one certain and secure place, out of reach of children and strangers, but readily and easily got at when required.

Complaints concerning signal boxes, wires, etc., should in all cases be made at the Central Fire Station to the Officer in charge.



FIRST MEMBERS OF THE PROVINCIAL ASSOCIATION OF FIRE CHIEFS

Present at the Organization Meeting, held at Grand Rapids, Michigan, August 18th, 1909.

Front row, sitting—Chief A. B. Ten Eyck, Hamilton; J. Aitkens, London; A. Henderson, St. Thomas; John Thompson, Toronto; J. A. Tremblay, Montreal; W. A. Howard, Peterborough.

Back row, standing—Chief James Armstrong, Kingston; R. Pritchard, Chatham; C. H. Moore, Walkerville; R. H. Meyers, Stratford; C. S. Murray, Windsor; George Baines, Owen Sound.

FIRE CHIEFS' ORGANIZATION

Hamilton's Chief responsible for
active start in this matter.

Unity is strength in any matters, and in economic and successful fighting of fire, unity of experience and ideas counts for a good deal, too. Every member of the Dominion Fire Chiefs' Association realizes the value of the organization, but there are some, no doubt, who are not aware that Hamilton's Chief was practically responsible for the organization of the Canadian department heads. At the big convention of the International Association of Fire Chiefs at Grand Rapids in 1909 the various Canadian Chiefs along with the present Mayor Church of Toronto, who was then Alderman and Chairman of the Fire and Light Committee, got together and temporarily organized the Provincial Association, similar to those in the various states across the line. Ex-Chief John Thompson, of Toronto, being elected temporary president. In Toronto, on September 7th of the same year, the active organizing work was completed, Hamilton's Chief as father of the scheme, was elected the first permanent president, and the first meeting was held in the Lombard Street Fire Station. Yearly conventions were held with a growing attendance until at the convention held in the City of Ottawa in August, 1915, it was decided that the time had come to extend the organization into an association, covering the Dominion of Canada and Newfoundland, and with the closing of the convention, the Provincial Association of Fire Chiefs ceased to exist and the Dominion Association of Fire Chiefs took its place. The Chiefs, through organization and meetings in general, have been able to raise the status of fire fighting in the Dominion as a result.



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ORGANIZATION

IN every large manufacturing plant or other place where many workers are employed, there should be set aside a small, clean, and well lighted room for the reception of accident cases. It should be provided with the following equipment: A good first-aid cabinet, hot and cold water, with sink, gas or electric stove, couch, several chairs, small table, two small enamel basins, one square enamel basin, litter or stretcher for carrying patient, bottle of liquid green soap, two drinking glasses, electric fan, connected for use, two blankets, one pillow, dozen towels, waste can, pieces of thin board for splints. There may be seldom a call for this room, but in the event of a serious accident it will repay the moderate cost of such equipment. First aid equipment should be kept in or about the factory for actual first-aid work, and there are many first-class first-aid cabinets on the market. Some employers prefer to put up their own cabinets, but whatever the course pursued, each cabinet should contain sterile dressings, bandages, cotton and aromatic spirits of ammonia. These cabinets should be so distributed as to be easily accessible in case of an accident.

Injuries to persons may be due to accidents such as the breaking of a machine or tool, the spattering of molten metal or the flying chips, or they may result from unsanitary or injurious conditions such as are caused by smoke or poisonous vapors; persons may suffer temporary disability from physical weakness or from unavoidable conditions of employment, and quite often inexcusable carelessness of the employee may be the cause of the injury. Whatever the cause, it is obvious that an injured person should receive prompt and effective attention, sometimes to prevent graver consequences such as blood poisoning, and sometimes to save even life itself, as when the injured person bleeds excessively.



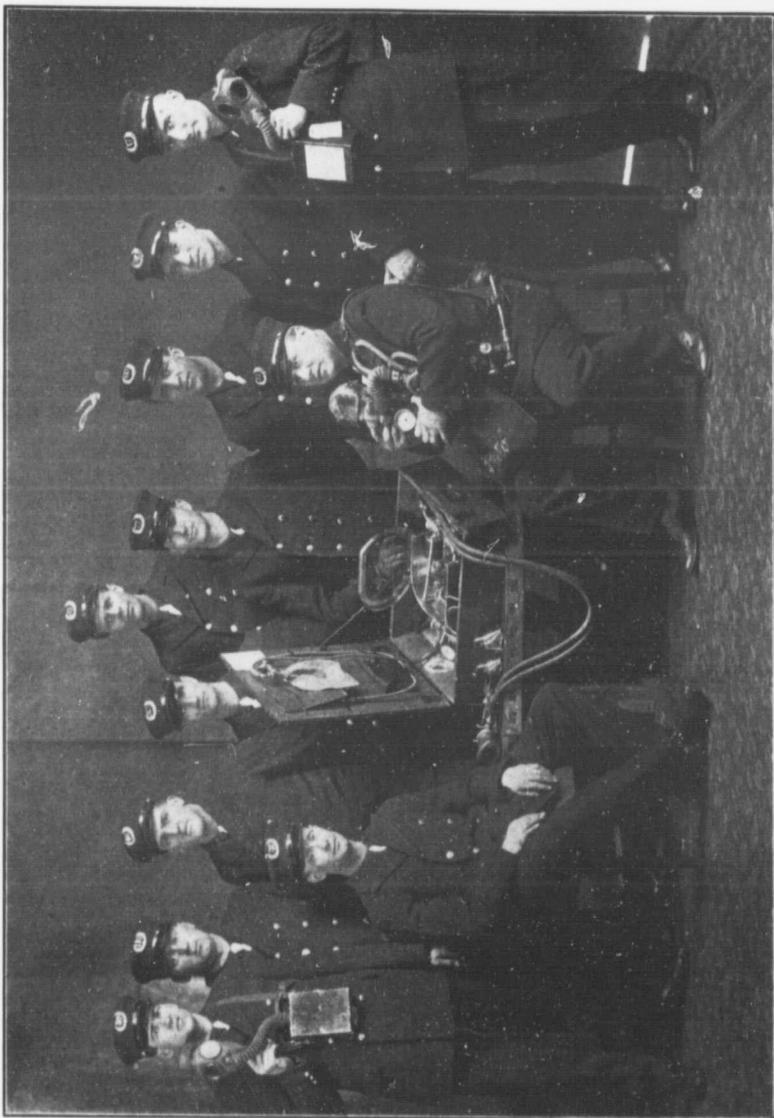
HAMILTON, THE CITY BEAUTIFUL.

CARELESSNESS

Carelessness is the next factor in industrial accidents, and is the cause of many avoidable injuries. In fact, it can be safely said that carelessness in some form or other is responsible for more accidents than any other specific cause. Carelessness sometimes takes the form of downright recklessness, although it is more frequently manifested as mere thoughtlessness or indifference.

Every workman should be thoroughly impressed with the fact that his safety and the safety of his fellow workmen depends upon his own carefulness. He must consider the result of every movement when he is engaged in work of a hazardous nature, or when he is operating a dangerous piece of machinery. A workman who is reckless in his movements is as dangerous around a workshop as an unguarded machine and should be employed only where he cannot jeopardize himself or his fellow-workmen.





FIRST AID CORPS, HAMILTON FIRE DEPARTMENT

FIRST AID---*Emergencies*

A physician should be called in all cases of injury, serious emergency or disease.

FIRST AID teaches what should be done while awaiting the attending physician. First Aid only instructs upon measures tending to prevent the spread of disease, not the treatment of the disease, which should always be looked after by the physician.

Every person should be familiar with the simple methods that are herein described, as it may save you or a dear one much pain, or even life.

Keep cool, control yourself and others, so as to give most effective help.

ACID BURNS OR SCALDS.—Never drag the clothing off of a burn or a scalded part of the body. Cut off all the cloth you can with scissors and soak what remains stuck to the wound with olive or castor oil, vaseline, fresh lard or cream. Remove only when it comes off readily. A mixture of baking soda and water, lime water or soap suds may be poured over the burned area to neutralize the acid. Cover the burned surface well with baking soda made into a thin paste with water smeared over the surface to keep it from the air. Then apply the same paste to a cloth and cover the wound, then apply a light bandage to keep it in place. In ordinary industrial plants the most common acids in use are nitric, carbolic, sulphuric, prussic, oxalic and muriatic, and the above treatment applies to all of these with equal force.

ALKALI BURNS, such as ammonia, caustic soda, etc., wash off with water and apply weak vinegar, cider, or lemon juice—again wash off, and dress as advised for other burns.

ACID IN EYE.—For acid in the eye, apply copious quantity of clean water and see surgeon at once. If near a druggist a few drops of two per cent. cocaine may be put in the eye to deaden pain.

ALKALIES IN EYE.—Bathe eye in milk, use plenty of it. Get a surgeon at once.

ANTISEPTICS.—It is quite proper to use any standard antiseptic solution according to directions, but none others should be applied except by the surgeon. Strong antiseptics, unless properly used, do more harm than good; they destroy tissue, delay healing and tend to favor blood poisoning rather than to prevent it.

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APOPLEXY (or Stroke).—Apoplexy occurs generally to people past middle age. The symptoms are insensibility, snoring breathing, the face is flushed and congested, the pupils of the eyes may be of unequal size, eyeballs insensitive to touch and the pupils insensitive to light. One side of the body may be paralyzed. People found unconscious, motionless and speechless, with snoring breathing, may be suffering from narcotic poisoning or brain injury. Send for the doctor immediately, and in the meantime undo all tight clothing and allow plenty of fresh air. Lay patient flat with head slightly raised. Keep the body warm and apply hot-water bottle to soles of feet. Apply cold-water cloths to head but on no occasion give stimulants. Never attempt to give an unconscious person anything to drink; it may go the wrong way and choke him.

ARM.—In the case of a broken arm: Straighten the broken bones by gently drawing them into place and apply a splint well padded with cotton or clean cloths.

The usual method is to cleanse the surface with hot water and apply a temporary dressing until a physician's care can be had.

ARTIFICIAL RESPIRATION.—Artificial respiration is one of the most important subjects to understand in First Aid work, as many people, seemingly dead, are restored to life by prompt efforts in artificial respiration. In cases of drowning, poisoning by gas inhalation, strangling, hanging, choking, following an electric shock, burying in grain, snow or landslide, etc., in fact, in any case where the supply of air to the lungs has been cut off, or where the patient is unable to expand the chest and breathe, artificial respiration is of untold value.

Remove the cause before doing anything else. Get the patient away from the gas; if he is hanging, cut the rope; if choking is caused by some foreign substance in the throat, get it out the first thing.

When the sufferer is a child, strangled by whooping cough, or a foreign body, clear the throat with a cloth by pulling the tongue forward and wiping anything out; then the sufferer may be held up by the feet, head downwards. This tends to favor the expulsion of a foreign body or fluid, and to open the glottis.

There are two methods of restoring consciousness by artificial respiration. Use the one which best meets the situation.

Before starting either method, it should be seen that nothing is there to prevent breathing. Mucous, blood, froth, chewing gum, tobacco, false teeth or anything else should be carefully removed.

Clothing around neck, chest and waist should be loosened. Place the patient on his stomach, full length extended on the floor, and then clasping him around the abdomen, lift up the body. To do this properly requires two men. Water or other foreign substances can often thus be removed from the lungs quite easily.

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Put the patient on his back, with a pad under the shoulders so as to raise the chest slightly. Then begin the movements to imitate natural breathing. If necessary hold the tongue out to keep from falling back into the throat.

The arm movements to induce respiration are best carried out by having one man on each side of the patient, and each facing him. Let each one grasp the wrist nearest to him and the elbow, bringing the patient's forearms across the lower ribs and pressing firmly against the chest. This has a tendency to expel air out of the lungs.

Then the patient's arms are drawn up beyond the head, in a straight line with the body. This motion expands the chest and draws air into the lungs. With a little practice it will be easy for those giving this first aid treatment to get the hang of the motions, and these movements should be at the rate of about eighteen per minute. Keep both arms moving in the same direction and at the same time.

ONE-MAN METHOD.—Lay the patient flat, slightly on one side, back uppermost, pull the arm underneath upward and bend it, so that it will lay under the forehead.

The face must be placed to one side so that the air will not be blocked from entering the nose and mouth, sometimes it is wise to pull the tongue forward to let any water or mucus drain out.

Kneel at one side or astride the body, but do not rest any weight upon the subject.

Place the hands on each side of the chest and low down across the short ribs, the thumb-tips about a finger's length apart, the palms and fingers extending around the ribs.

Press down with sufficient weight to expel the air from the lungs.

Release the pressure and the air will rush into the lungs—count four, slowly, and repeat the process regularly.

There are numerous cases on record where the patients have been worked with as long as four hours, and life eventually been restored. Send for a doctor or a surgeon as soon as you can. Also get a pulmotor with experienced men to handle it; there is one to be had at any Police or Fire Station.

While working over the patient, stop now and then and notice if he is making attempts to breathe. But above all, don't give up. Keep up the movements until you know the patient is safe or dead, beyond all possible doubt.

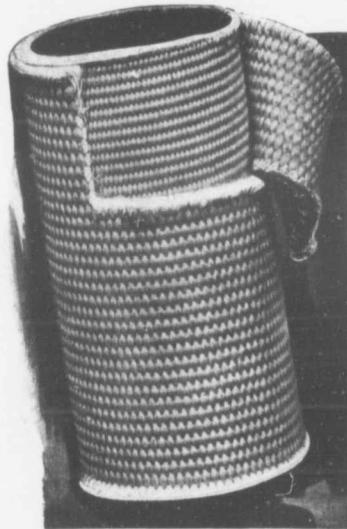
The first sign of life will generally be shown by flushed cheeks and a sigh. Just the minute the patient starts to breathe, the rescuer should adapt his movements to the patient's breathing, moving the arms above

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his head as he takes in air and across the chest as he expels the air. As soon as the patient is able to swallow he may be given a stimulant—a hot drink, such as broth, tea, or coffee. Brandy or whiskey containing about 50 per cent. alcohol may also be used. Give only one large drink. Too much alcohol will have a bad effect. Alcohol should never be given when the head is badly hurt or where the injured person has bled freely. Aromatic spirits of ammonia is a safe and reliable stimulant and may be given in the proportion of a teaspoonful to a half glass of warm water.

BITES.—Such wounds are given the same treatment as other wounds except in special cases. They are always to be considered serious and should be promptly and thoroughly treated. The wound should be encouraged to bleed freely by pressure and massage toward the opening, care being taken not to touch the wound itself.

BITES FROM SNAKES.—When a person is bitten by a poisonous snake prompt action is necessary to save life. Do not delay. If the wound is on the arm or leg, grasp immediately above the wound as in animal bites, apply tourniquet or bandage around the limb just above the bite. Suck the wound until all poison has been sucked out. The poison will not hurt the person doing the sucking. Take pocket knife and enlarge and deepen the openings made by the snake's teeth. Burn out the wound with a lighted match, hot coal, or by rubbing in gunpowder and igniting it. Give stimulants, but not to the point of intoxication.

BLEEDING.—See Hemorrhage.—Severe bleeding is one of the common causes of shock and should be first controlled.

If from a wound, apply a tourniquet, which consists of a pad to go on the artery with a handkerchief, towel or strip of firm cloth to hold it in place. This is put loosely around the limb, and a stick inserted and used to twist the cloth until it is tight and the bleeding stops.

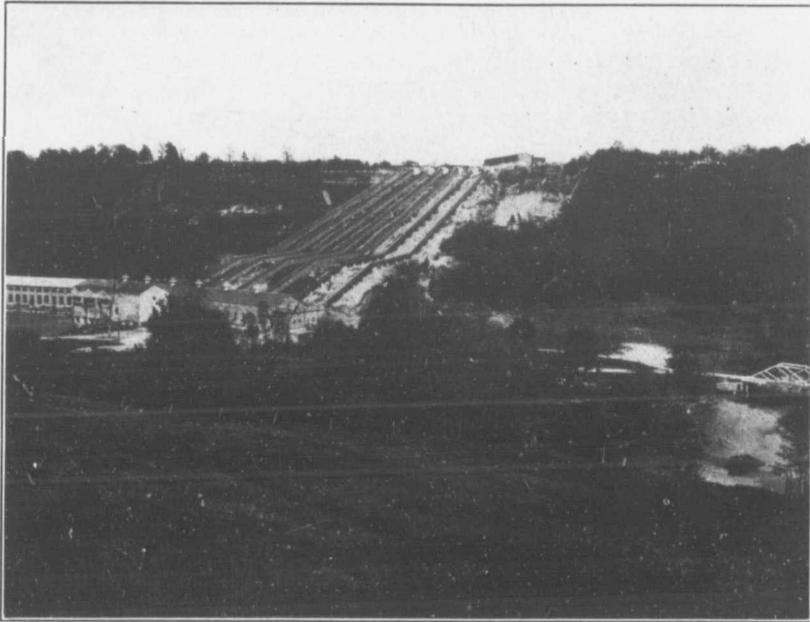
A clot of fibrin will usually form in a blood vessel and naturally stop a hemorrhage in about twenty minutes, if aided by pressure.

Until this can be applied, the bleeding should be stopped by firm pressure with the thumbs or fingers. Don't leave the tourniquet on for more than one hour without loosening and then tightening again.

Bleeding from an artery is bright red, comes in spurts, and is most dangerous; that from a vein is steady and of a dark blue color, while capillary hemorrhage is a brick red oozing, not easily controlled by pressure.

If the bleeding is severe, send for the doctor at once. Put a fresh piece of gauze over the wound and bind firmly.

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BLEEDING FROM NOSE.—Ordinary nose bleed is not harmful. Keep patient quiet; sitting in a chair with head hanging backwards; don't blow the nose; ice may be applied to side of nose, or back of neck. Hold a piece of ice in the mouth. a roll of paper under the upper lip and pressed firmly against the gums will frequently give quick relief. If the bleeding keeps on for more than a quarter of an hour it is best to summon a doctor.

BLOOD POISONING.—It is caused by pus germs getting into cuts and wounds. These germs are present on skin, clothing, etc., which is the reason you should never touch a wound with the fingers. Cuts from razors or sharp instruments are less apt to become infected than jagged or torn wounds. Punctured wounds are small, deep wounds usually caused by a nail, pieces of glass, punch, sliver, knife, toy pistol, etc., and the skin usually falls back into place, and in this way any germs that may have been forced into the wound are held in there and have every opportunity to grow and multiply, thereby causing infection. Never put a probe into a wound of this kind.

Dirt and foreign bodies should be removed with hot water, and if it can be had, Tincture of Iodine may be applied in a strength of about fifteen drops in two tablespoonfuls of water, or a like amount of spirits of camphor, alcohol, or twice as much whiskey.

Always have these wounds treated by a surgeon. They are dangerous and many people have died following the neglect of proper treatment. If possible, encourage the wound to bleed freely by massage and pressure toward the wound. Afterwards cover it with a piece of gauze. Lockjaw is usually caused from punctured wounds, especially those received around barns or gardens, so if your surgeon decides to cut open and enlarge the wound, permit him to do so.

To avoid infection and blood poisoning keep the following "Don'ts" in mind and observe them:

Don't neglect a wound where skin is broken.

Don't touch or put finger on or in wound.

Don't let clothing touch wound.

Don't use strong antiseptics.

Don't use court plaster, rubber plaster or any impervious dressing over any kind of wound or scratch.

Don't fail to call surgeon if injury is serious.

BONES BROKEN.—The treatment, of course, will depend to a large extent upon the location and seriousness of the fracture. Send for the surgeon. If it is a broken leg or thigh, be very careful as the ends of broken bones are usually sharp, and if the limb is moved the sharp ends may cut important blood vessels or nerves, or may cut



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through the skin. Do not attempt to move the patient until temporary supports or splints have been applied. In an emergency the best splint is the one most easily and quickly secured. A piece of board, umbrella, walking stick, broomstick, lath, billiard cue, or anything of a like nature will do. Tie one of these firmly to each side of the limb, bandaging with handkerchiefs, straps, rope, or heavy string. When the thigh is broken, one support must extend as one solid piece from the foot to the armpit and should be bandaged firmly at the chest as well as at the limb. When the leg below the knee is broken the supports should extend from the heel to the middle of the thigh. Now the patient can be moved lying at full length and if a stretcher is not handy use a flat board or a door, gate, shutter, etc.

A BROKEN UPPER ARM.—Where this is present the arm should be supported with a well padded splint applied between the shoulder and elbow, then apply a triangular bandage as a sling to hold the weight of the lower arm and hand from dragging upon the broken bones. This dressing will give support and reasonable comfort until a competent surgeon can be had. In all fractures skilful care should be speedily obtained to prevent deformity.

BROKEN BACK OR INJURY TO THE SPINE.—If possible do not attempt to move the patient until the doctor comes. In any case the patient must be kept absolutely flat and never raised, for to bend the spine will do irreparable injury.

A BROKEN COLLAR BONE.—Where this is present a depression on the bone can be felt with the fingers. Unable to raise arm.

Treat shock and dress as follows until surgeon arrives.

Place a soft pad a little over a half inch in thickness in the arm pit, bend the elbows so that the forearm and hand will rest across the upper part of waist and hold in place with a sling.

A BROKEN LEG.—Roll a blanket so as to make a trough in which the leg can be gently placed. Applying one palm above and the other below the break—underneath the leg, lift gently and have support drawn under the fracture. A pillow may be used.

The toes and foot should be held in the same general position as on the uninjured leg—not turned outward nor inward.

If patient must be moved, get two splints, one for each side of the leg. They must reach from above the knee to the heel. Thin, light boards will answer.

They must be applied outside the pillow or blanket-roll and held in place by several bandages or straps.

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None of these supporting straps should pass over the point of fracture or pain will be severe. In case of emergency a cane or umbrella may be used for the outer splint and the other leg used for the inner splint. All held comfortably in place by bandages and padding.

BROKEN NOSE.—Always go to a doctor. Permanent deformity and interference with breathing may follow if neglected.

BROKEN RIBS.—It is advisable to bandage firmly around the chest with a towel or a piece of cloth and then fasten a second bandage a little lower, so as to overlap the first. These will limit the breathing, support the chest and diminish the pain. Always place the arm of the injured side in a sling.

BURNING GARMENTS.—If your clothes catch fire, don't run! Keep your presence of mind and take off your clothes. Lie down on the floor or ground and roll up in a carpet, rug, overcoat, blanket, table cloth or anything handy. If there is nothing to wrap yourself in, lie down and roll over slowly, using the hands to beat out the fire. If some other person's clothing takes fire, throw him on the floor and smother flames with overcoat, rug or blanket.

BRUISE.—Bruises when slight require no treatment. For bruises of moderate degree apply hot or cold water or some good antiseptic solution. Severe bruises of the chest or abdomen may result in injuries to internal organs and may require the prompt attention of the surgeon to save life.

BULLET WOUNDS.—If the wound be of an arm or leg, and no bones have been fractured nor severe bleeding taken place, treat as a punctured wound, and send for a surgeon. If the wound is severe or a bullet has entered the head, chest or abdomen, place a piece of sterile gauze over the point of entry of the bullet, call an ambulance, and hurry to the nearest first-class hospital. Don't worry about the bullet, leave that to the surgeon.

CARBOLIC ACID.—Be careful of carbolic acid, for it is a dangerous drug, even when used in the weak solutions. Numerous cases are known where fingers have required amputation following the wrapping of the injured fingers in a 5-per-cent. solution of carbolic acid on gauze, and patients have been known to die from this cause. (See Poisoning).

CHOKING.—When anything has lodged in a person's throat, causing him to choke, give him an opportunity to cough it up himself to relieve the choking. If this does not work, have him lean well forward until the head hangs down low and then strike him a smart blow between the shoulders. This will often dislodge the substance. If it fails, call the surgeon, advising him the nature of the trouble so he will come prepared with the proper instruments to give quick relief.

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COLIC.—A sudden severe pain in the abdomen should always receive serious consideration. It may be caused by a rupture, appendicitis, a constriction of a piece of intestine in a previously existing rupture, perforation of an ulcer in stomach, etc. The surgeon should be called at once. The pain may be caused from indigestion or errors of diet.

COLLAPSE OR SHOCK.—Burns, broken bones, blows on abdomen, loss of blood and all severe injuries produce this condition.

The patient may be unconscious or the mind may wander—body cold.

Face white, pinched, anxious; eyes dull, pupils dilated.

The heart acts rapidly, a weak pulse, shivering, faintness.

The danger is death from heart failure. Do not raise the patient. keep the head low, apply extra clothing or covering and put hot water bottles to the body and rub the arms and legs. If conscious, give warm drinks of hot tea, coffee or hot milk. Stop any bleeding and if breathing has ceased you must resort to artificial respiration.

COLLODION.—Never apply collodion or so-called "new skin" over fresh cuts or wounds. It keeps the germs within the wound and gives them a favorable chance to multiply and grow.

CONCUSSION OR STUNNING.—Usually is the result of a blow or fall, the patient is insensible, a weak, flickering, irregular pulse; face is pale, skin cold and often clammy; breath sounds so quiet that it is sometimes difficult to see that the patient is breathing. It is common for the patient to vomit when recovering. Send for the doctor immediately and in the meantime lay the patient absolutely flat, undo all tight clothing and allow plenty of fresh air. Insist on quiet and do not attempt to rouse. Keep the body warm and if sick, turn the head to one side. Do not give stimulants.

CONVULSION.—These occur most commonly in attacks of epilepsy. Lay the patient on the floor and restrain him gently to keep him from injuring himself when he throws himself about. The patient should soon recover from the attack and the blueness and bloody froth from the mouth should not frighten you.

CONVULSIONS IN CHILDREN.—Place the child at once in a warm bath up to the waist. In your haste and excitement beware of the risk of scalding the child. Keep him in the bath from ten to twenty minutes. Apply sponges wet with cold water to the head. Repeat these if necessary.

CONTAGIOUS DISEASES.—The most effective means for the control, prevention and ultimate eradication of communicable diseases are isolation—the separation of the sick from the well; disinfection—destruction of infection, and in the case of smallpox, vaccination.

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COLLAR BONE FRACTURE.—See Broken Collar Bone.

CUTS.—Cuts should not be neglected. Blood poisoning frequently comes from them. Don't touch them or let others do so.

If bleeding is not severe, let wound bleed a reasonable amount by pressure and massage toward wound. Apply piece of gauze and bandage firmly. This will stop the bleeding in most cases.

If the cut bleeds profusely lay the patient with head low and keep him quiet. Aromatic spirits of ammonia may be used if he feels weak. Keep the body warm. Bandage with gauze promptly and call the doctor at once. Do not attempt to remove the dressings yourself, but have them removed and the wound re-dressed by a surgeon.

DISLOCATIONS.—A dislocation exists when a bone slips or is driven out of its socket or joint. The joint has an unusual appearance, the length of the limbs does not correspond, sometimes the injured one is shorter and sometimes it is longer than the uninjured. Do not pull or permit others to attempt to pull a joint into place, as severe and lasting damage to a joint may be done. Send for the surgeon at once, and in the meantime make the patient as comfortable as possible by having him lie down and covering the injured joints with cloths wrung out in very hot water. If the patient is very weak or faint, treat for collapse or shock.

DRESS ON FIRE.—If patient is running around terrified, pull her down, and throw rug, blanket, table cover or sheet over the flames, or take off your coat and use it. Rolling on the floor will assist in extinguishing burning clothes. If in a room alone, a woman whose dress is on fire, in order to prevent burning her face and neck, should lie down and crawl to the nearest rug, sheet or cloth with which to smother the flames.

DROWNING.—Immediately after removal from the water, lay patient face downwards with arms stretched out in front of the head, and the face turned to the side. Waste no time in removing or loosening the clothing. The movements of artificial respiration are of the first consequence. See **ARTIFICIAL RESPIRATION**.

EAR.—When a foreign body gets in a person's ear, try to shake it out. If this is unsuccessful, take the patient to the surgeon. Never try to remove by use of any instrument as it is far less dangerous to leave the substance in the ear than it is for you to attempt to take it out. If a bug or insect gets in the ear, fill the ear with sweet oil or glycerine to kill the bug. Then wash out ear with warm water.



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ELECTRIC BURNS.—Burns by electricity are treated the same as other burns.

ELECTRIC SHOCK.—To rescue from a live wire. If possible, shut off current. Quick action is necessary. Protect yourself with rubber gloves, several thicknesses of silk or even dry cloth. Stand on a dry board or paper.

Pry off wire or rail with a dry wooden bar. Pull the sufferer quickly from the wire or electric rail, but grasp only the clothing. This must not be wet.

A live wire may be safely cut with a hatchet or axe that has a dry, wooden handle; or the wire may be short circuited by dropping an iron bar upon it between the patient and the source, but be sure the iron is out of your hands before touching the wire. In other words, throw the bar of iron so that it will rest upon the wire. If a man is standing holding to a live wire, take a dry coat, place across man's abdomen and pull him off. This will require two men.

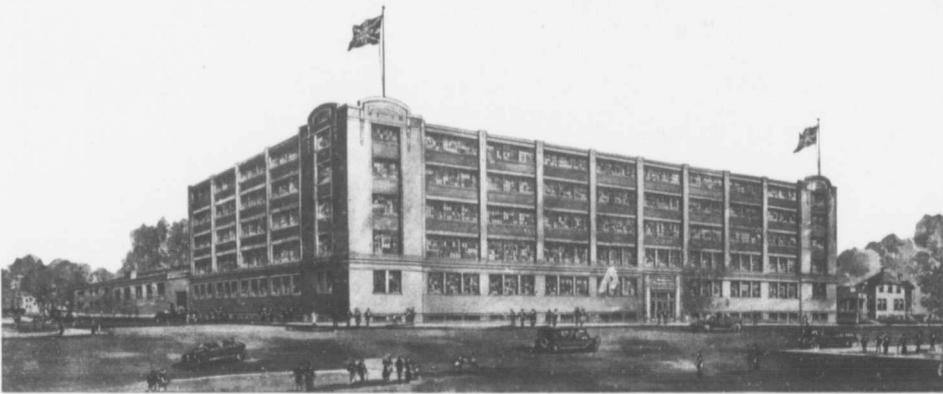
Move the patient to some place where there is plenty of fresh air. Loosen clothing; put him on his back with a rolled up coat under shoulders to throw chest up. Even if he has ceased breathing, life may be saved. Give treatment for Artificial Respiration. Send for surgeon. Get a pulmotor if one is to be had. If patient has not ceased breathing, treat as for shock and give stimulant.

EYE.—If foreign bodies get into the eye and rest on the eye-ball, or inside the eye-lid. The tears will generally wash them out. Don't rub the eye. Pull upper lid down over the lower one and hold in that position for a short time. This helps the flow of tears. Blowing the nose sometimes gives relief. A little clean cotton on a toothpick may be used if the object is located. Look first in the lower lid. Next turn back the upper lid over the end of a match. If the substance cannot be easily removed, go to a doctor immediately. Don't let any one use an instrument save the surgeon. Otherwise there may be blindness induced by infection.

EPILEPSY.—The patient falls unconscious and may scream and shout. His legs and arms twitch in violent convulsions, the hands are tightly clenched and face contorted, froth is at the mouth, which is sometimes bloodstained. Clear away all furniture to prevent him from injuring himself; undo his collar and tie and raise his head. Place a leadpencil or something hard between his teeth to prevent him biting his tongue. Do not restrain movements and do not attempt to give anything to drink or stimulants. After a few minutes of violent convulsions patient will fall asleep or will recover consciousness, but may be in a dazed condition.

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FAINTING.—Lay patient down, with head lower than the body, elevate arms and legs to make blood go to the head. Loosen tight clothing around neck, chest and waist. Keep the crowd back and give plenty of fresh air. Dash cold water on the face and bathe face and hands with cold water. Hold smelling salts to nose. If not successful in restoring consciousness, call a doctor. When patient comes to, keep him lying down until he has fully recovered. He may then be given a drink of cool water or a cup of hot tea or coffee.

FEET.—In case of injuries to the feet keep patient off his feet. Trying to walk on injured feet often does serious harm. If patient has stepped on a nail, remove nail at once. If it is a sliver in the foot, remove it if it can easily be done, otherwise wait for the surgeon. Nails and slivers in feet often prove to be serious through infection. Take no chances, but follow your surgeon's instruction.

FITS.—See Convulsions.

FREEZING.—Gradually restore warmth to the body by rubbing the limbs toward the body. As soon as conscious give hot tea or coffee in small quantities, or a little hot whiskey or brandy in frequently repeated small doses.

When the pulse becomes of good strength and the skin warm, patient may be given a warm bath and put to bed.

FROST BITE.—Do not use warm water or heat at once, as this may do harm to the frozen parts. Bathe the part with cold water and rub gently for some time, then gradually add warmer water.

GAS POISON.—Get patient to a place where there is plenty of fresh air at once. Open all windows. Send for the doctor. If the patient has ceased breathing, begin artificial respiration (see Artificial Respiration), at once. Give stimulants as soon as patient is able (see Stimulants). Do not permit any gas or oil lights in the room where the patient is. In cases of gas poison a pulmotor is of great service. Phone for one, or when you call the doctor ask him to order one right away from the Police or Fire Departments.

HANGING.—Act at once, do not wait for help. Catch hold of patient's waist, cut the rope and lower the patient carefully. Begin artificial respiration (see Artificial Respiration).

HEAT EXHAUSTION.—When an individual becomes faint, or is overcome by heat, there is usually great weakness, but seldom unconsciousness.

Heat stroke is a collapse caused by long exposure to a high temperature, but not directly in the rays of the sun. It may even occur at night in engine rooms or other places where the heat is excessive. The sufferer is greatly depressed, but not unconscious, face is pale and cov-

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ered with clammy sweat, breathing is shallow and pulse weak and rapid. Send for the doctor. First remove to a cool place and give cool drinks. Loosen clothing, especially around the neck, and bathe hands, head and chest with cold water. Cloths soaked with cold water or ice may be applied to head and forehead.

HEMORRHAGE.—Hemorrhage means bleeding. An ordinary amount of blood flowing from a wound is rather to be desired than prevented. This cleans out the dirt from the wound, and blood itself is of aid in killing some forms of germs. Wounds that bleed only slightly are called punctured wounds. They are more dangerous than where blood flows freely.

HEMORRHAGE, INTERNAL.—Hemorrhages of this kind may come from very deep cuts or wounds, or from the breaking of a blood vessel following some violent external blow or fall. Internal bleeding is always serious and must be promptly treated. Call a surgeon at once. Apply cold cloths where you think the blood is coming from. Put hot water bottles, or hot bricks, about patient. If weak, give mild stimulants, such as hot coffee, tea, broth, or aromatic spirits of ammonia in hot water. Patient must be kept quiet.

If bleeding is in the brain, have patient lie down. Elevate head and shoulders on pillow. Put cloths wrung out of ice water on head; but **don't** give any stimulant.

HERNIA.—Generally called rupture. It is an opening in the abdominal wall through which the intestine or other organ may escape just beneath the skin. Commonly appears in groin, but sometimes at the navel. Should be cured by operation. When hernia occurs, a soft, round swelling appears. That is the intestine pressing against the skin. This can generally be pushed back into the abdominal cavity. Have patient lie down on back and bend up knees and thighs. Lay a hot cloth wrung out of hot water on the swelling and by gentle pressure work intestine back into opening in abdominal wall. Be easy. Don't use force. If you can't accomplish it, send for a surgeon. Never permit hernia to continue without medical attention, for the strangulated intestine may die from pressure and finally cause the death of the patient.

"DON'TS" TO PREVENT HERNIA, OR RUPTURE

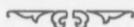
- Don't try muscular feats beyond your strength.
- Don't try to move objects too heavy for you. Get help.
- Don't lift when standing in awkward positions.
- Don't strain your back when lifting—use your legs.
- Don't squeeze your waist with a tight trouser belt. Wear your belt so low that any pressure from it will come on hip bones.



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Keep your bowels open so as to avoid straining at stool.

Hold your shoulders square and your back flat. Don't slump.

Strong belly muscles and a good posture of the body are best material safeguards against hernia.

If you have hernia, wear a belt to hold it up and prevent strangulation. Strangulation sometimes results in death.

HYDROPHOBIA: RABIES.—Rabies or Hydrophobia is a disease caused by the bite of a mad dog or of another animal which has been bitten by a mad dog. A dog bite should always be considered serious and a doctor consulted.—See BITES.

HYSTERIA.—Generally known as Hysterical Fits; absolutely disgusting and most common in nervous girls and women. The patient falls generally carefully; never loses consciousness, faints, nor hurts herself. She will have sudden violent irregular attacks of screaming, howling and kicking. She may laugh and cry by turns, the hands are clenched and she grinds her teeth. She does not always entirely close her eyes, but prefers to watch the effect of her conduct. An hysterical attack is not a feigned illness, but a diseased condition where nerve control is for the time diminished. On no account are you to hold or rub patient's hands, restrain her movements or sympathise with her in any way. Flick the face with a wet towel or a dash of cold water on the face will help. It is usually best to leave patient absolutely alone from the first, send all friends away, and when she finds herself alone and no fuss being made over her she soon recovers her will power. Hysteria is a disease, often associated with poor health, and a doctor should be consulted.

INFECTION is caused by stepping on a nail, glass, tack, etc., is most dangerous, as the germs are forced in at the time of injury and have little chance to escape. The wound closes up when the nail is removed, so the germs remain in and grow, causing a bad infection. Wounds of this kind, no matter how trivial, should receive prompt medical attention. Have your doctor dress it. Even the slightest infections very often prove fatal. We often hear of one who has neglected a slight cut or scratch, blood poisoning follows, and they die in a few days.

JAW.—Broken Jaw—Use handkerchief to tie up; also Dislocated Jaw—Call physician at once.

LOCKJAW.—Is caused by the tetanus bacillus getting into wounds at time of accident. Lockjaw is more often caused from punctured wounds than from cuts. Wounds caused from rusty nails or from accidents received around dusty factories, barns, gardens, manure piles, etc., are most apt to cause lockjaw. It is often caused from

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wounds from guns or blank cartridges where the wad is blown into the tissue and remains there. See PUNCTURED WOUNDS.

MOVING THE INJURED.—Care and judgment should be used in moving an injured person. In cases of fracture it is far better to apply a temporary splint to the injured extremity before moving the patient. Great injury may result from the careless handling of patients who have sustained a fracture. The best splint or support in emergencies are those most easily got, such as umbrellas, walking sticks, a broom stick, lath, piece of wooden box. Tie one firmly to each side of the limb with handkerchiefs or bandages of any kind. If possible, move the patient lying at full length, using a stretcher, door, shutter, gate or anything that is handy. If patient is not unconscious, he may be carried by two men forming a seat with their hands and then having him sit on the seat and hold to the carriers by putting an arm around each. Injured persons can be very easily carried in a chair, even in an unconscious condition.

NAILS.—Injury by nails is very common and sometimes very dangerous. Treat as punctured wounds (see Punctured Wounds). An injury from a rusty nail should always be treated by your doctor, otherwise infection and later lockjaw may be the result.

NOSE.—If broken, always get a physician at once, otherwise permanent deformity may result.

Bleeding from Nose.—See Bleeding.

Foreign Bodies in Nose.—Do not attempt to remove, as this is the work of a doctor. To attempt to remove by a hairpin or tweezers may cause serious inflammation and injury.

POISONING.—There are so many different kinds of poison and poisoning that it is impossible to give a uniform treatment that will cover all cases. First of all, send for the doctor, and if possible, advise him of the kind of poison taken, so he can bring the proper antidote.

If lips and mouth are burned (as a general rule), give no emetic; that it, cause no vomiting.

If a mineral acid has been swallowed, give alkalies, such as magnesia, baking soda, powdered white crayon or soap suds; or give raw eggs, milk or oil. Don't give emetic.

If carbolic acid has been swallowed, give brandy, whisky, or dilute alcohol freely and follow this with an emetic.

If a strong alkali or caustic has been swallowed, give milk or oil, or some hard cider, vinegar or lemon juice. Do not give emetic.

If antiseptic tablets have been swallowed give the whites of several eggs and then an emetic.

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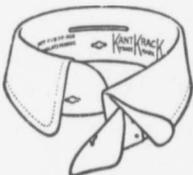
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Good Emetics.—Have the patient drink a large quantity of mustard water (two tablespoonfuls to quart), or salt water (one tablespoonful to a quart), and stick finger down throat to start vomiting. Repeat soon if not sick. In the interval sip lukewarm water.

PUNCTURED WOUNDS.—See Blood Poisoning.

RABIES.—If the dog is not mad, or becoming mad, rabies will not develop in the person bitten. Never kill the dog until you are sure he is mad. Catch him and turn him over to a veterinary for observation. If the dog does not become mad within a week, then he has not given you the rabies and you are in no great danger, but your wound should receive the same treatment as other bites. See Bites.

If the bite is from a mad dog or from one that becomes mad within a week, the person bitten should be given the Pasteur treatment at once. If given in time this treatment will save the person's life.

RUPTURE.—See Hernia.

SHOCKS BY ELECTRICITY.—See Electric Shock.

SLIVER.—See Punctured Wounds.

SNAKE BITE.—See Bites.

SPRAINS.—The joint must be kept at perfect rest. If pain is severe, pour cold water on it or apply a towel or handkerchief dipped in cold water. Call a surgeon as the sprain may be serious and must not be neglected. If the ankle is sprained the patient should not walk a step. Elevate the limb. This sends the blood away from the injury and relieves much of the pain. It may be a fracture or dislocation. See Fractures and Dislocations.

STAB WOUNDS.—See Punctured Wounds.

STIMULANTS.—Aromatic spirits of ammonia is one of the best and safest stimulants. It is usually given one teaspoonful in one-half glass of warm water.

Hot drinks, such as coffee, tea or broths.

Brandy or whisky. If given do not give too much. Give one drink and do not repeat. Too much alcohol is depressing. Do not give when head is severely injured or where hemorrhage occurs.

STINGS OF INSECTS.—These are very slight wounds, into which poison has been introduced, with the production of a considerable amount of irritation. For mosquito bites, ammonia is the best remedy, as the poison is an acid. The same remedy is also good for other insect bites, including spider's stings. The sting should be pulled out if it sticks in the wound. Afterwards cloths moistened in cold water, wet salt or wet clay will relieve the burning. If wound turns black, which indicates blood poisoning, soak in very strong ammonia water.

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SUFFOCATION.—See Artificial Respiration.

SUNSTROKE.—Remove patient at once to a cool, well ventilated place. Loosen or take off as much clothing as possible.

Apply ice or cold water to face, neck, chest and arm-pits.

A cold bath may be given, or wrap the patient in a cold, wet sheet pack, rubbing briskly to prevent shock.

As consciousness returns let the patient drink freely of cold water. If the skin becomes hot, the cold pack should be again applied.

No stimulants should be given.

This comes from being exposed to the hot sun on a very hot day. Send for a doctor the first thing.

If one feels symptoms of sunstroke coming on he can often prevent it by stopping work, going to a cool place, lying down, bathing head, chest and arms in cold water and drinking freely of cold water.

TETANUS.—See Lockjaw.

TOURNIQUET.—Where an artery has been cut or severed and the bleeding is severe, a tourniquet should be used. Bleeding from an artery is indicated by the strong spurt of blood and the bright red color. When an arm or leg is badly cut or severed, a tourniquet should be immediately used and applied sufficiently tight to stop all bleeding. Unless pressure is sufficiently great to stop the bleeding, more damage may be done than if no tourniquet is used at all.

In applying the tourniquet, care should be taken to apply the pressure directly on the artery between the wound where the bleeding occurs and the heart. This can be done by inserting a tightly-wound piece of roller bandage or any other material under the tape of the tourniquet and draw it sufficiently tight to stop the bleeding. In the absence of a tourniquet, which is nothing more than a piece of tape, a strong bandage or piece of cloth may be used with equally good results.

To stop bleeding from Scalp.—Apply the tourniquet around the head just above the eyes and ears and well down on the back of the head. Apply pressure on arteries just in front of each ear.

To stop bleeding from Hand and Arm.—Apply tourniquet to the upper arm, placing the pressure over the artery.

To stop bleeding from Leg or Foot.—Apply tourniquet just below the groin at the pressure point.

UNCONSCIOUSNESS OR INSENSIBILITY.—In case you find a person unconscious you should call the doctor at once. In the meantime, examine for injuries and treat accordingly.

If any excessive bleeding, treat for hemorrhage. See Hemorrhage.

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After an accident, especially where the head has been injured, and the patient is unconscious, with weak, flickering pulse and shallow breathing, suspect concussion or stunning. See Concussion or Stunning.

When a patient becomes suddenly unconscious, with cold, clammy sweats and a feeble pulse, he has probably fainted. See Fainting.

When a patient is unconscious, and the whole body convulsed, suspect epilepsy. See Epilepsy.

After sudden unconsciousness, where only one side of the body is limp, and where there is loud snoring breathing, suspect apoplexy. See Apoplexy.

It may be from poisoning. If so, see Poisoning.

FIRST AID SHOULD BE TAUGHT IN ALL SCHOOLS

Nowhere has first aid instruction been more appreciated than in the schools. Wherever classes have been formed they have been quickly filled by boys and girls eager to learn the first principles of first aid, anxious to know what to do in case of an emergency. The training is excellent, teaching the young people self-reliance and self-preservation.

School-children quickly acquire the knowledge which makes them efficient to apply first aid in their own households. The "Safety-First" movement, which has swept through the land, teaching the school children to avoid accidents, is but preliminary to the more important movement of teaching them what to do in case of accident. Boards of education everywhere have a duty to perform.

Here are a few suggestions on how to avoid contagious diseases.

Avoid sitting down in the sick room, especially upon the bed.

Wash the hands with antiseptic soap after each contact with the sick.

Exercise regularly, in the open air if possible.

Avoid the breath of a sick person.

Eat or drink nothing that has been in the sick room.

Do not go into the sick room with an empty stomach.

Do not wear a patient's clothing.

Kill or drive out of the sick room all flies or other insects and destroy all mosquitoes.

Do not sweep the sick room—scrub it.

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ICE CREAMS
LUNCHES ...
PASTRIES ...

QUALITY ALWAYS

Opposite The Fountain

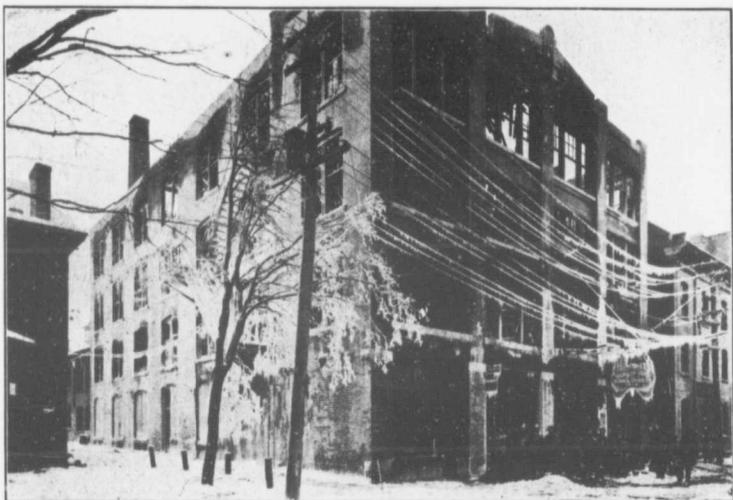
N. SHIPMAN, Prop.
Buy at the

Chicago Millinery
and get the best satisfaction

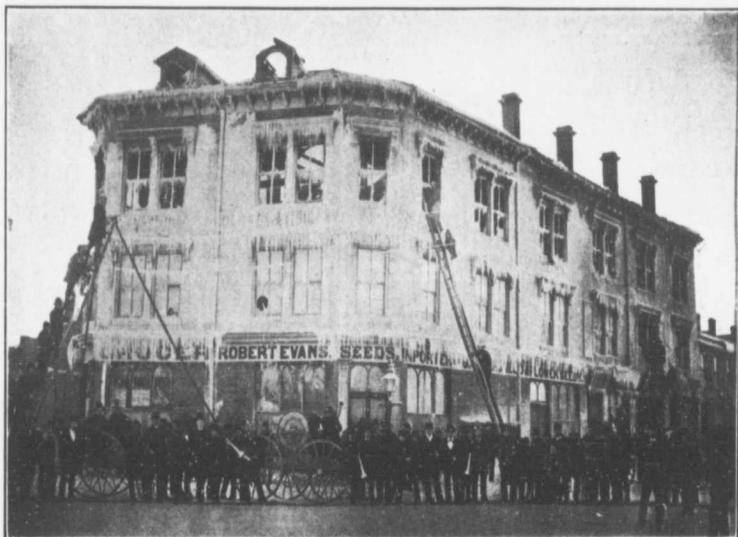
Chicago Millinery Main Store
161 James Street North, opposite Knox Church

--- Branches ---

202 King St., E. - - - 277 King St., E.
Hamilton, Ontario



FIRE WHICH OCCURRED AT THE DUNLOP TIRE AND RUBBER COMPANY, JANUARY
9th, 1918, 18 to 24 PARK STREET SOUTH.



ROBERT EVANS SEED STORE
Destroyed by Fire February 15th, 1875. Temperature
10 below zero.

A. H. Dodsworth

J. B. Marlatt

A. H. Dodsworth & Co.

THE LEADING
FUNERAL
DIRECTORS

59 King Street West

TELEPHONE
REGENT

96

The Nordheimer Piano and Music Co., Limited



Established 1840



18 King Street West

Hamilton

CANADIAN ORDER OF CHOSEN FRIENDS

ASSESSMENT SYSTEM

GOVERNMENT STANDARD RATES



This Canadian Fraternal Insurance Order has its headquarters in Hamilton, and it provides protection and insurance for the working man at Government Standard Rates of Assessment.

A young man of 25 years of age can carry insurance protection for his wife of \$1,000 for \$1.95 per month—just a fraction over 3c per day.

He can carry \$500 of insurance protection, a Funeral Benefit of \$50, and a Sick Benefit of \$5 per week for eleven or twelve weeks for 97c per month.

The Insurance Department is open to ladies upon exactly the same terms as gentlemen. Special rates are given to ladies joining the Sick Benefit Department.

It has a splendid Child Insurance Department in which you can insure your young sons and daughters, and your young brothers and sisters after you become a member of this Order. The actuarial rates of assessment are very low and remain the same while the insurance increases as the child grows older until the amount of \$500 is reached.

The Order has about 28,000 members and over \$1,200,000 on hand.

It has eight good Councils in this city, and is a progressive organization in every respect. Protect your wife and family. Join now. A postcard of inquiry addressed to W. F. Campbell, Grand Organizer, Hamilton, will be answered promptly, giving you full particulars in regard to the nearest Council and the cost of joining.

JOHN L. DAVIDSON, Grand Councilor, Toronto, Ont.
WM. F. MONTAGUE, Grand Recorder, Hamilton, Ont.
J. H. BELL, M.D., Grand Medical Examiner, Hamilton, Ont.
W. F. CAMPBELL, Grand Organizer, Hamilton, Ont.

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HAMILTON PROVIDENT AND LOAN BUILDING

CORNER KING AND HUGHSON STREETS [Upstairs] HAMILTON



Mr. Manufacturer:

DO YOU KNOW

That in Hamilton, Canada, there are upward of 500 diversified industries?

That nearly 100 of these are branches of American industries?

That there is more American capital invested in manufacturing in Hamilton than in any other Canadian city?

There Are Reasons:

OVERNIGHT TRAVEL POINTS

from Hamilton include Chicago, Milwaukee, Detroit, New York, Philadelphia, Boston, Cleveland, Washington, Pittsburg, Baltimore, Quebec, Montreal, Ottawa.

ITS RAILWAY CONNECTIONS ARE:

Canadian Pacific, Grand Trunk Pacific, Toronto, Hamilton & Buffalo, New York Central, Michigan Central, Canadian National Railways, Lehigh Valley, Wabash.

Hamilton's geographical position makes it a convenient point for the gathering together of material and supplies, and is a natural manufacturing and distributing centre.

Hamilton's shipping facilities by rail, water and motor truck are unexcelled by any other Canadian city.

Hamilton is the hub of the Ontario Government's system of permanent highways.

Hamilton has the cheapest electric power in the world for manufacturing purposes.

Hamilton has a well supplied and well satisfied labor market, strikes being practically unknown.

In Hamilton the working people do not merely exist, but live amid pleasant surroundings, and the greater portion of them own their own homes.

Would You Know More?

The city maintains an Industrial and Publicity Department to furnish information to and otherwise assist prospective locators. If you would know more about Hamilton, the City Beautiful and Industrial Centre of Canada, write to-day to

C. W. KIRKPATRICK, Commissioner of Industries and Publicity Hamilton, Canada

**THE
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SMELTING WORKS**

Metals, Iron and Steel Scrap

Exporters and Graders of

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M. LAX, PROP.



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LUBRICANTS**

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**FIRE ENGINE AND
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Manufactured in Hamilton



THE

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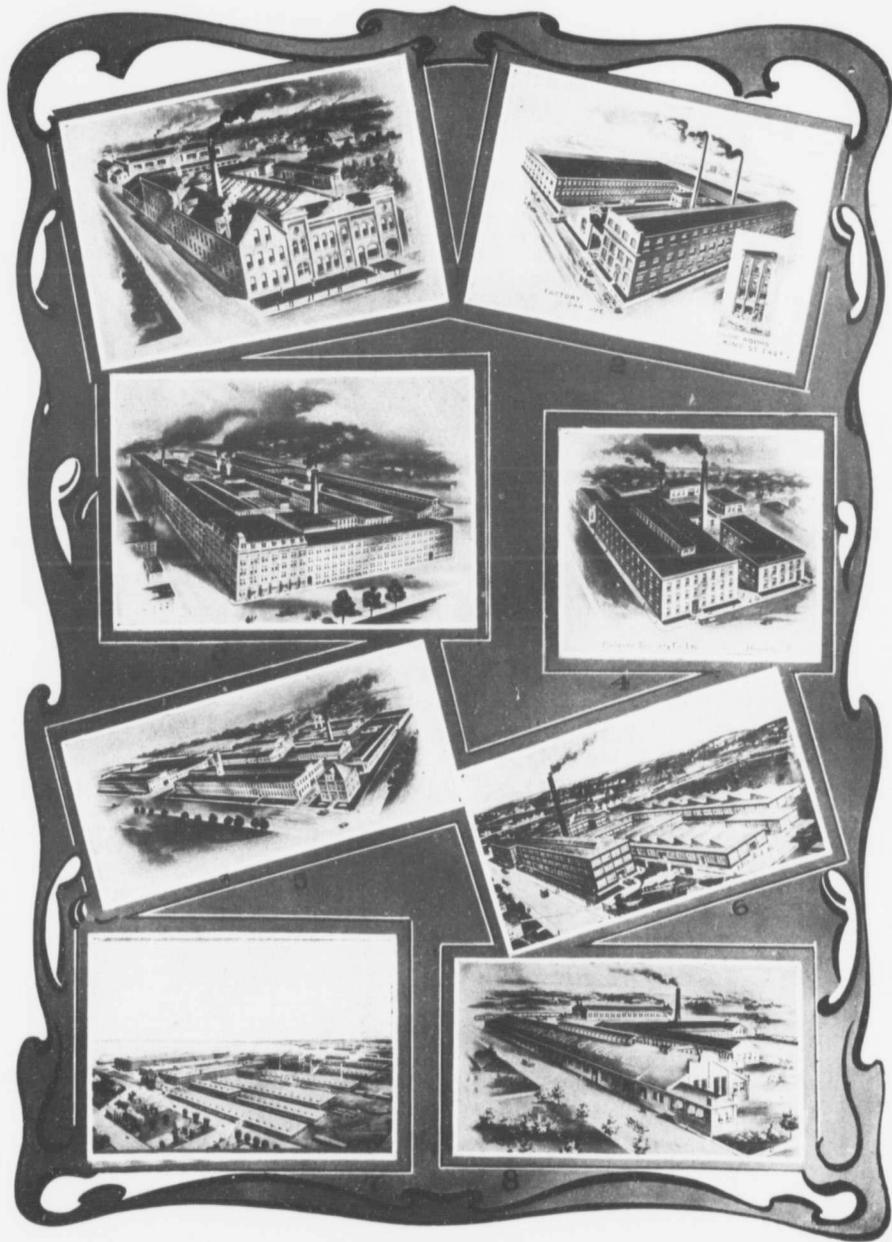
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You may lose, or be robbed of, money carried in your pocket or kept at home. Why run the risk?

Deposit your wages, or salary, in our Savings Department, drawn only for your immediate requirements and thus protect your earnings.

THE CANADIAN BANK OF COMMERCE

Capital Paid up \$15,000,000.

Reserve Fund \$15,000,000

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Ottawa and Campbell Streets	- -	C. D. Nevill, Manager
Barton and Sherman	- - -	R. J. Hepburn, Manager

The Canadian Drawn Steel Company, Limited Hamilton, Canada

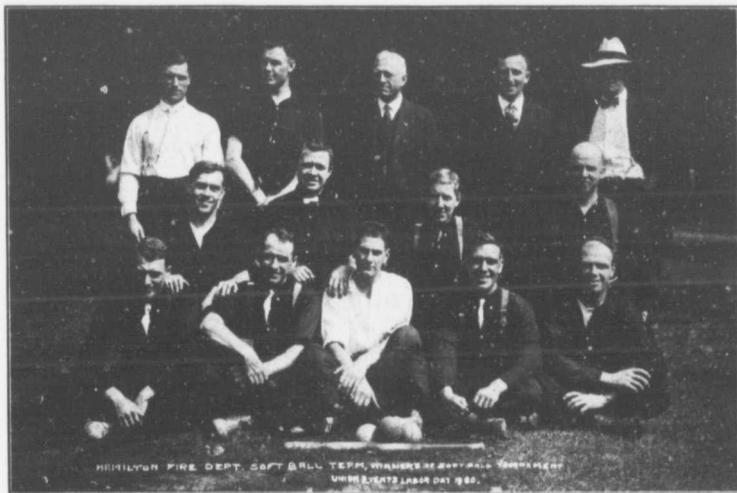
*Manufacturers of Cold Drawn, Rolled
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R. K. HOPE,
Vice-President.

E. J. ELLIOTT,
Treasurer.

C. R. BROWN,
Secretary



HAMILTON FIRE DEPARTMENT SOFTBALL TEAM
 Winners Tournament, Labor Day, September 6th, 1920.

Top row, reading left to right—E. Parker, H. Huffman, Chief A. B. Ten Eyck, S. Neil, Asst. Chief Aitchison.

Middle row—G. King, J. O'Connor, W. McDougall, B. Rousseaux.

Bottom row—V. Bradt, B. Coady, T. Hutton, N. Basket, Wm. Nicholson.

T. Hutton, pitcher; H. Huffman, catcher; N. Basket, 1st base; Wm. Nicholson, 2nd base, B. Rousseaux, 3rd base; G. King, short stop; B. Coady, right field J. O'Connor, centre

"Let him who serves you best serve you most"

Philip Davis Printing Co., Limited

*Printers and
Publishers*

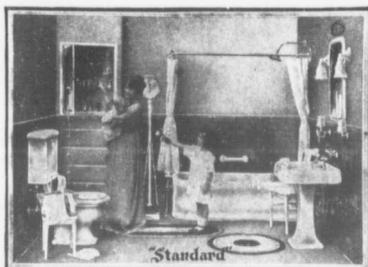
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Thomas D. Lisson, Manager



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*It should be an orna-
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The fixtures should
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THEY ARE ON EXHIBITION AT OUR MODERN SHOWROOM
MEET YOUR PLUMBER THERE AND SELECT YOUR FIXTURES

Standard Sanitary Mfg. Co. Limited

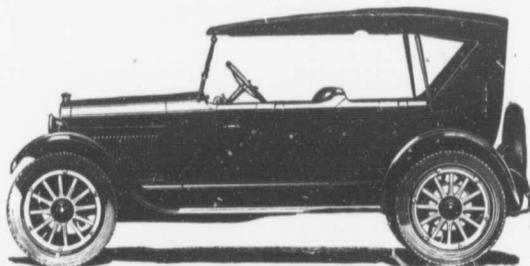
20 AND 28 JACKSON STREET WEST
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CARS

REO

TRUCKS

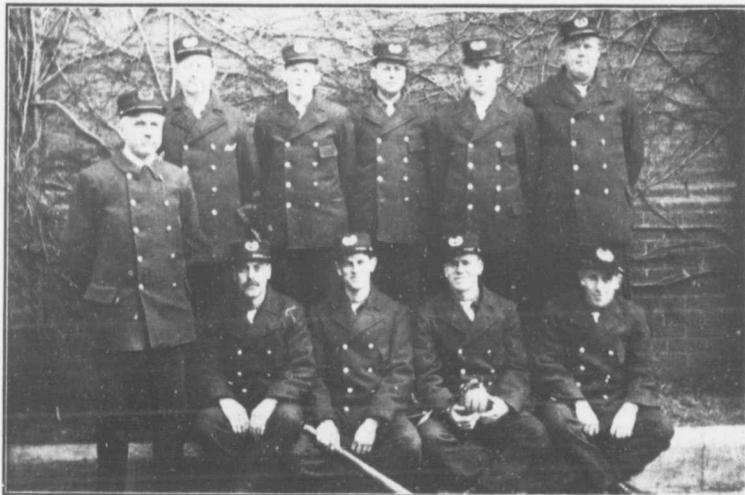
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REO SALES CO. LIMITED

28 PARK STREET SOUTH

REGENT 6904



CHAMPIONS—BASEBALL CLUB, 1918

A. B. Ten Eyck, pitcher; G. Gimblett, catcher; T. Heath, 1st base; W. Wheaton, 2nd base; R. Feaver, 3rd base; J. Hotrum, short stop and captain; D. L. McCarthy, left field; W. McDougall, center field; W. Aitchison, right field; A. Roth, spare pitcher.



MIDNIGHT ALARM

Men getting out of bed and dressing before sliding down pole to apparatus floor.

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With over 400 Branches in Canada extending from the Atlantic to the Pacific, this BANK is in a position to offer you a broad banking service that is second to none.

Interest allowed at highest current rates on Savings Bank Deposits at all Branches.

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AND EMBALMERS :::

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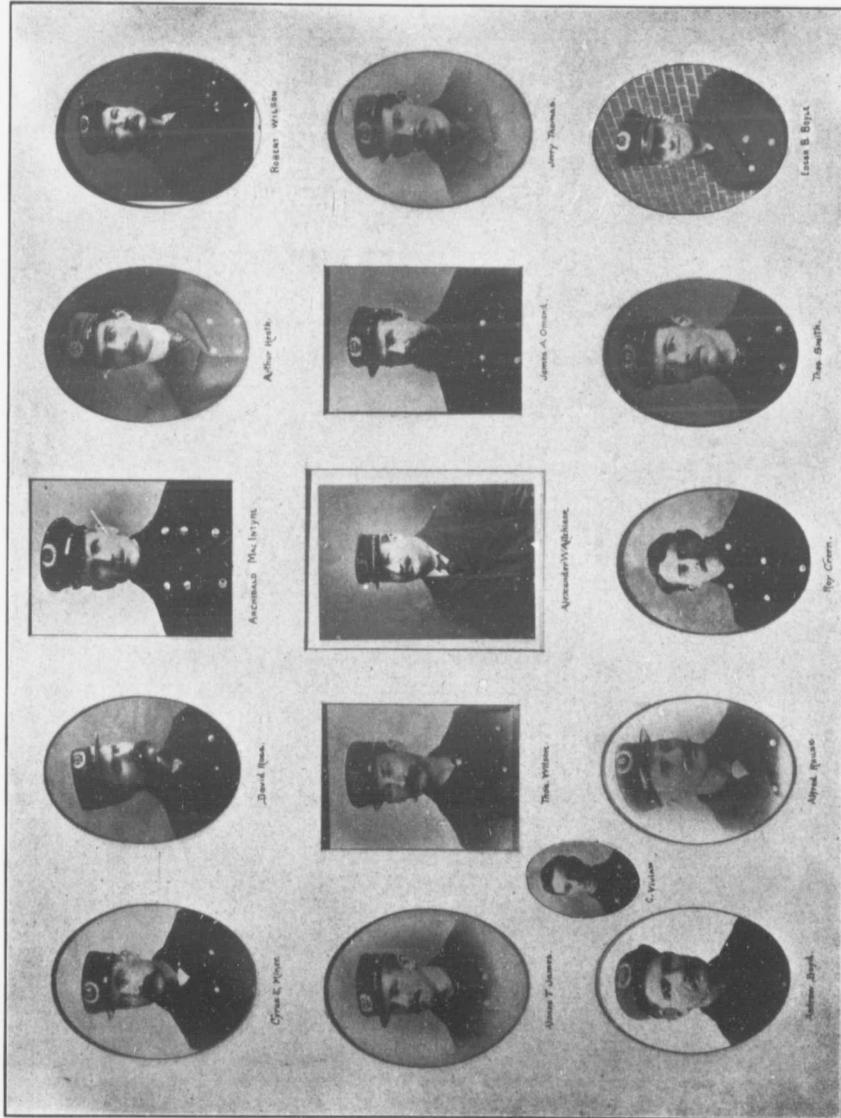
Private Chapel

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16-18 Cannon St. East

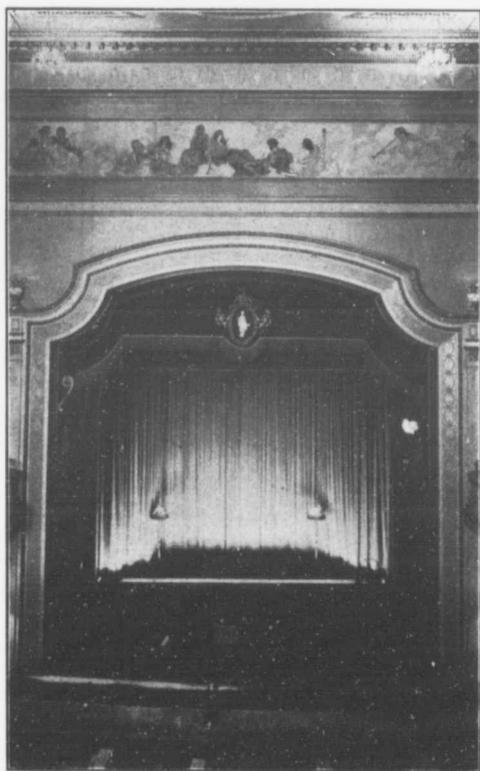
Phone Regent 48

Chas. E. Staunton, Manager



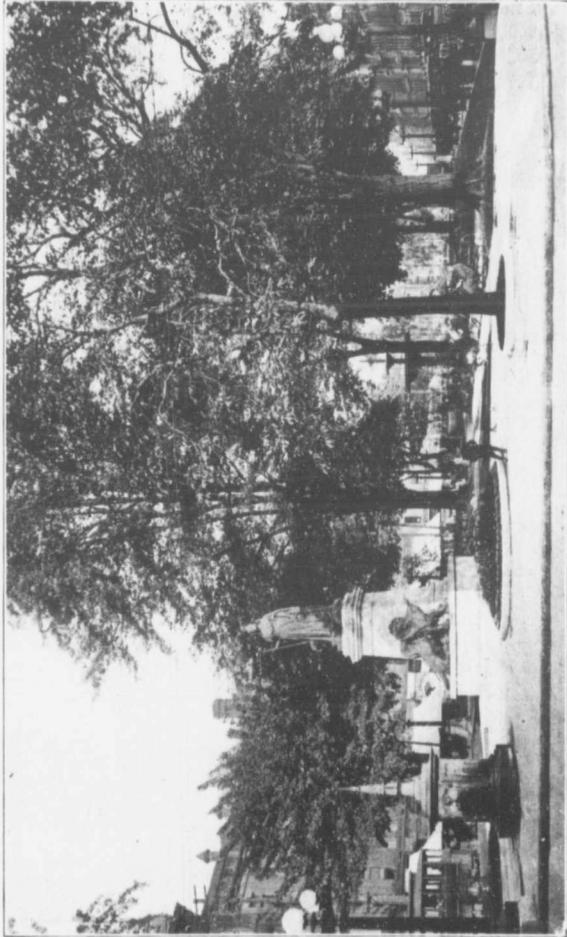
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 PHOTOPLAYS and MUSIC DE LUXE CONTINUOUS ONE TO ELEVEN O'CLOCK
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 Best*

*Wishes
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Phones-Shop, Garfield 2925--Residence, Regent 2531w

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In order to meet with the ever-increasing demand of the up-to-date motor car owners, who wish to have their cars re-finished to give them a smart and attractive appearance, we were forced to locate at larger premises, more finely equipped to meet this demand.

Having had charge of the painting and finishing departments of some of the largest auto and carriage companies in the Dominion, I am prepared to give the highest quality of satisfaction in this work, employing only experts who can give the distinctive quality and refinement of a lasting luster, which characterizes all our production. The greatest success of our quality rests with starting the finish on a proper foundation. It is very essential that every particle of mud and grease be thoroughly removed.

A fine body of the highest grade of paints and varnishes are built upon a clean surface, and each coat thoroughly rubbed to a smooth finish before the next is applied. The work is all performed by skilled artists in the auto painting trade.

Great care is exercised keeping our varnish and drying rooms clean, dust-proof and at an even temperature.

Our equipment is the best obtainable. This is the secret of the distinctive lustre and lasting finish of our quality.

Everything is under my own supervision and I would be pleased to give you every assistance to arrive at the determination of color combinations to harmonize with the desire and individuality of your car.

We specialize in distinctive color schemes and produce special monograms and crests for your car to order. The luster lasts.

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DOUBLE STRENGTH TIRES

Guaranteed 4000 Miles.

Why buy seconds when you can get these big 7 ply of Fabric Tires at these attractive prices.

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Other sizes as low in proportion.

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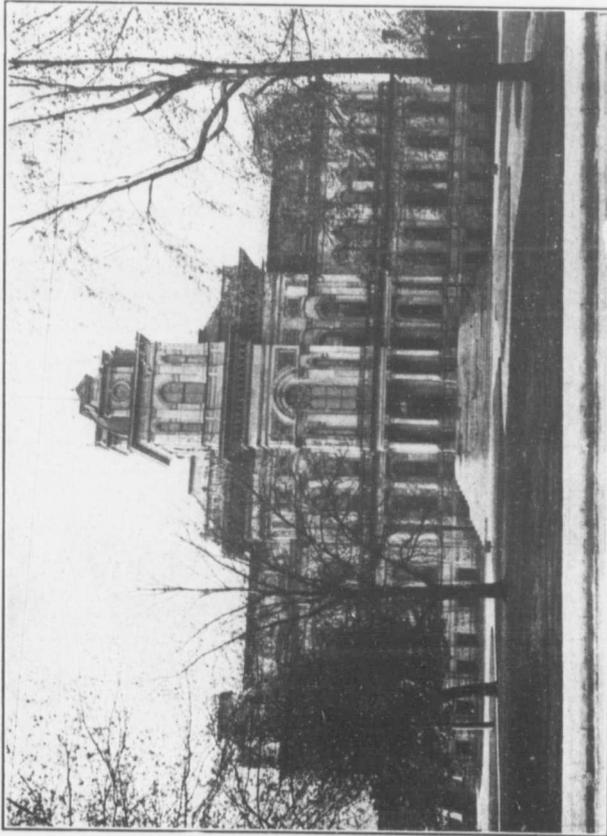


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TWO RANGES IN ONE

It is so combined that it will burn Coal, Wood or Gas, separately or at the same time.

There is only one Oven for both Coal and Gas.

Four Holes for Coal. Four Holes for Gas. Only take up the space of one range.

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Hamilton, Ontario.

See them demonstrated at
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People with no previous experience in breadmaking can turn out a batch of perfect bread—better bread than you can buy—the first time, by using a "CANUCK."

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The dough is mixed—and mixed perfectly in two-and-a-half minutes—much quicker and far better than by the old hand kneading process.

Made in two sizes—

4 loaf	8 loaf
10 quarts	16 quarts

If you cannot obtain from your local dealer write us direct.

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WINTER FIRE FIGHTING IN HAMILTON



ROBERT DUNCAN & CO. PRINTING OFFICE FIRE.
February 5th, 1912, 8.20 a.m., 10 degrees

below zero.
Left to right—Captain F. Daubreville, Lieut. Alex.
Henderson, Ex-Fireman J. Vance.



GRAFTON & CO. FIRE

February 12th, 1917, 8.52 p.m., 12 below zero.

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READY MADE

A Waterproof Concrete Tank made from our special concrete mixture. No metal parts, and strength increases with age.

Our standard septic tank weighs only 1500 lbs. and can be rolled about by four men. Sufficient for family of eight.

All homes having no sewerage should have one of these tanks.

PRICE **\$75.00** AT FACTORY

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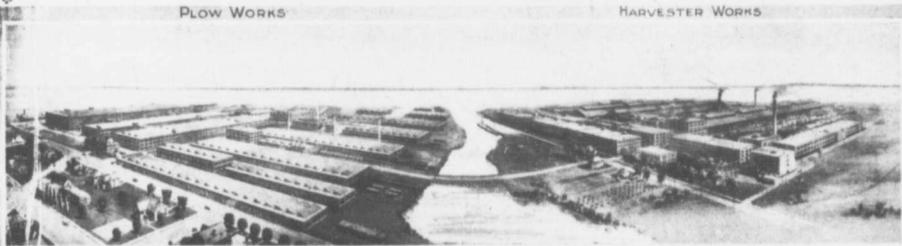
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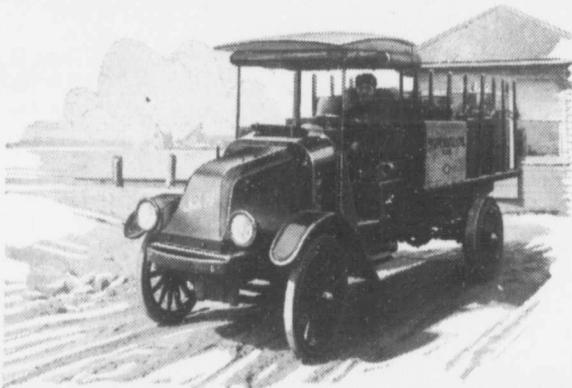
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Sask.

North Battle-

ford, Sask.

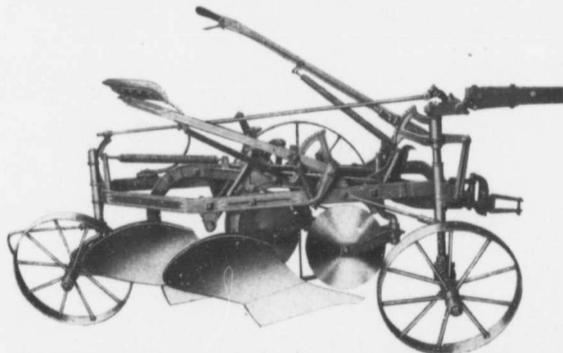
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Every Member of the Family
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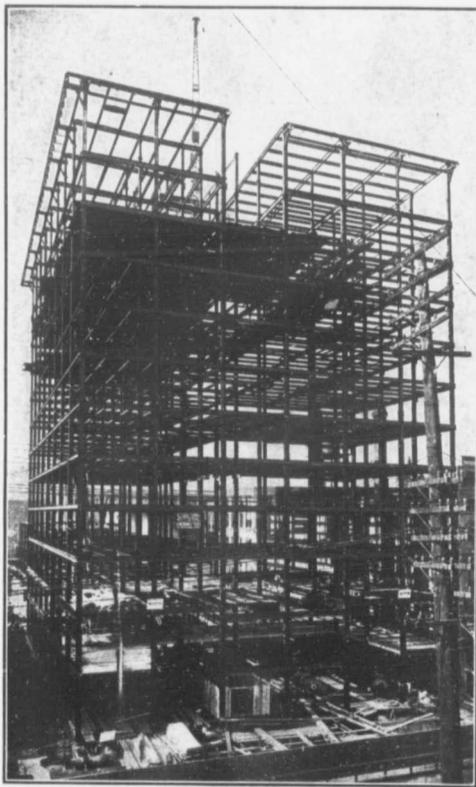
Service

— THE —
Hamilton Bridge Works Co.

LIMITED

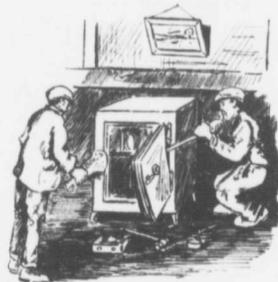
HAMILTON,

CANADA

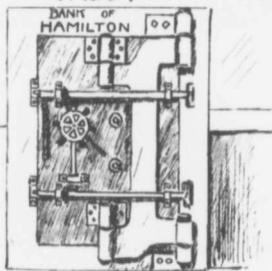


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