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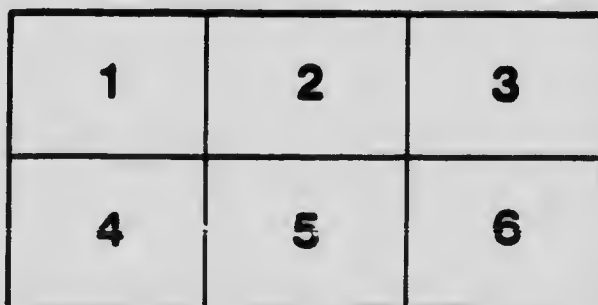
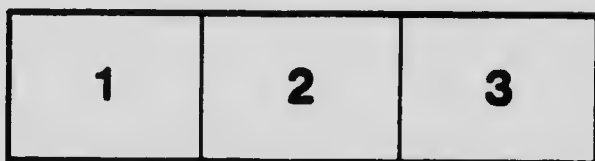
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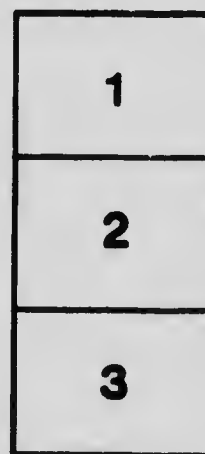
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# HAMILTON

The Premier Manufacturing City of Canada



**H**AMILTON is the premier manufacturing city of the Dominion of Canada, and one of the most picturesque and attractive of the American continent. It is situated at the head of Lake Ontario on beautiful Burlington Bay, a vast landlocked harbor, from which it rises gradually to the foot of the great Niagara escarpment which, generally speaking, forms its southerly border. The natural

advantages of its situation are numerous and important, and to some of them reference will be made in the following pages. A magnificent water front, lending itself to the city's shipping interests; a fairly level territory, there being just enough fall for easy drainage northerly and easterly; natural harborage sufficient for the navies of the world; a geographical position that makes her the centre from which the various railways east, west, north and south through Canada, and from Ontario points to the United States, radiate, and a climate that permits of semi-tropical husbandry are not unimportant natural contributions to Hamilton's present and increasing greatness. With such an endowment, and a people whose enterprise and energy have won for it the name of "The Ambitious City," and who are in all matters affecting civic welfare prepared ever to act as one man, the future is never for a moment in doubt.

Forty-two miles to the eastward the magnificent Niagara cataract pours over the same escarpment that bounds the Valley of Hamilton. It has slowly and with the resistlessness of fate cut its way back from Queenston; but to the same upheaval of the strata to which it owes its existence the City of Hamilton owes its charming situation. The visitor to Hamilton—and it is yearly becoming more popular as a resort for people who are just beginning to discover at home greater glories and more beauties than they found in expensive foreign tours—usually wishes to ascend "the Mountain," as the heights are familiarly called, and enjoy a panoramic view the like of which is offered by few cities, if by any, 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 and gardens as far as the eye can reach, instead of being merely the rising ground between two valleys. The "Mountain" is not a mountain; the entire territory south of the city has literally been pushed up, leaving a specially prepared site for the beautiful city which now nestles below the precipitous escarpment.

Standing on the cliff overlooking the city, nearly 400 feet below, a scene meets the eye which is well calculated to arouse enthusiasm. Many world travelers have likened it to a combination of the beauties of Switzerland, Italy and France, with the fertility and richness of our own Canadian land. The eye takes in a wide stretch of country. Below lies the city—a home of which any man may justly feel swelling pride. It stretches along the beautiful valley from Beasley's Hollow on the west to the Delta on the east, an extent of over five miles, filling for the greater part of the distance the space between the "Mountain" and the bay. Away to the west lies the pretty town of Dundas, its smoke curling up from the green and shaded depths of the valley, while high above it to the north loom the opposing hills,

along which a train races in its descent into the city, or on its way around the north shore of the bay. Northward rise bank above bank from its blue waters to the majestic Flamboro Head, which is boldly outlined against the hazy distance, the fields of waving grain, the orchards and the woodland forming a beautiful picture. Eastward of the sail-flecked bay stretches Lake Ontario, reached by Burlington Canal through the silvery sands of one of our favorite summer resorts, "The Beach," which dame nature has contrived as a means of turning our pretty bay into a great harbor. The Beach is about six miles from the head of the bay, the east end of which it cuts off from Lake Ontario. It is a sandy strip over five miles in length, and averaging probably one hundred yards in width, and is admirably adapted to summer cottages, which dot its length, and in which happy hundreds enjoy Atlantic City and Cape May pleasures within sight of their city homes. From our position on the heights we can see the silvery streak from the city waterworks pumping station to the pretty village of Burlington at its northern extremity. The great swing bridges over the canal, the lighthouses, the summer hotels and the power stations are clearly outlined against the lake mirror beyond. On clear days the smoke of Toronto, forty miles distant, may be seen. Immediately below, the city streets lay out in shaded squares the human hive before us; steam locomotives drag great trains; the cars of the radial lines and the electric street cars flit about; steamers plow the waters of the bay, and pleasure craft lend life and brightness to a scene which is not easily forgotten.

And Hamilton is not to remain in the valley. Already the higher level is becoming a suburban resort, with a reputation for salubrity that is not undeserved. In a few years we shall have an Upper Hamilton of no mean proportions. Two incline railways make it easy of access, and all the comforts of residence on the lower level are available.

The city Parks Board appreciates the importance of preserving



BECKETT DRIVE.

to the public access to the verge of the escarpment, and it is laying out a boulevard of ample width, along the cliff, with a spacious park at the easterly end. Westerly a picturesque drive has been built along the face of "the Mountain" from a point opposite the centre of the city to "Chedoke," a property through which a rugged glen leads to a pretty waterfall, and which is a favorite resort for lovers of sylvan beauty. Further west are Alnsie Wood and Cline's Park, two popular suburban summer resorts reached by the Hamilton & Dundas Electric Railway. On the cliff just to the south of the western part of the city are the great Insane Asylum buildings of the Ontario Government, where over a

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thousand patients and their attendants are housed. Away to the head of the bay beautiful Dundurn and Harvey Parks present the restful green of summer foliage and sward, while the silent cities of the dead are clearly discernible at the edge of the western heights and on the rising grounds above Rock Bay to the north. Off to the west, just below, lies the Cricket Grounds, and a little way to the northward Victoria Park is outspread. That green spot in the business centre is restful little Gore Park, which at nights glimmers with thousands of vari-colored electric lights, giving a carnival-like touch to the landscape. And here and there other park spaces deck the city. It is a scene to awaken enthusiasm in even the most stolid and unromantic.

**HAMILTON'S CLIMATE**

Situated in the valley between the Niagara escarpment, known as "the Mountain," and the shore of Burlington Bay, in the garden region of Canada, Hamilton enjoys a delightful mildness of climate which is a marvel to visitors from more southern localities in the

To some people abroad who have been deluded into thinking Canada a frozen country, accepting Rudyard Kipling's "Our Lady of the Snows" literally, this irrefutable evidence from official sources of the mildness and salubrity of the Hamilton climate may cause astonishment, but a little reflection on the matter will cause them to wonder that they ever were deceived. No country which produces the variety and profusion of tender vegetables and fruits which yearly furnish many thousands of tons of freight for our transportation companies that the Hamilton district produces can suffer from a severe climate. From the time the early asparagus tips tempt the gourmet and the succulent strawberry appears on the menu a constant succession of vegetable and fruit harvesting and shipping marks the railway records. In season several special fruit trains daily are required to handle the business, the ramifications of which extend to the Pacific Coast and Europe. And the quality of the peaches, pears, apples, plums, apricots, nectarines, quinces, grapes and small fruits is nowhere excelled in America. These are the evidences that give rest to any suspicions as to the climate of the Hamilton district.



CITY OF HAMILTON

adjoining States. A study of the isothermal charts of a number of years shows that the city and district enjoy a milder and more equable climate than New York or Philadelphia. Its altitude of 303 feet above sea level; its sheltered situation, nestled below the heights to the south, and its position as the centre of the great Niagara fruit district, the fame of which is world-wide, make credible the facts as to the mildness of its climate which inexperience is tempted to reject.

The Meteorological Service records give us some figures to support the statements already set down. Let us quote from them:

Highest temperature	92.2 degrees
Lowest temperature	0.2 degrees
Mean temperature	46.9 degrees
Mean maximum of year	54.6 degrees
Mean minimum of year	39.2 degrees
Mean daily range	15.4 degrees
Rainfall	33.60 inches
Snowfall	32.0 inches
No. of days on which snow fell	22

**HAMILTON'S HEALTHFULNESS**

Hamilton is one of the healthiest cities of America, and to this gratifying condition her excellent water supply, her perfect system of drainage, the careful purification of sewage, her garbage collection system, and the vigilance of her Health Department doubtless contribute.

The report of Dr. James Roberts, Medical Health Officer, shows that in a population of over 60,000 in 1905, there were (still births excluded) 830 deaths, giving a mortality rate of 13.82 in the 1,000, inclusive of deaths of non-residents. Of the 830 persons dying, 183, or 22 per cent. of the whole, had reached 70 years; 59 were over 80 years, and 12 had passed 90 years. When it is considered that in a population of over 60,000 only 576 deaths of persons under 76 years were recorded, the claim of Hamilton as a remarkable healthy city will be readily allowed.

Typhoid is an index of quality of water supply. In 1905 Hamilton had 48 cases of typhoid, with 8 deaths, and most of these cases

FOR BRIDGES  
AND GIRDERS

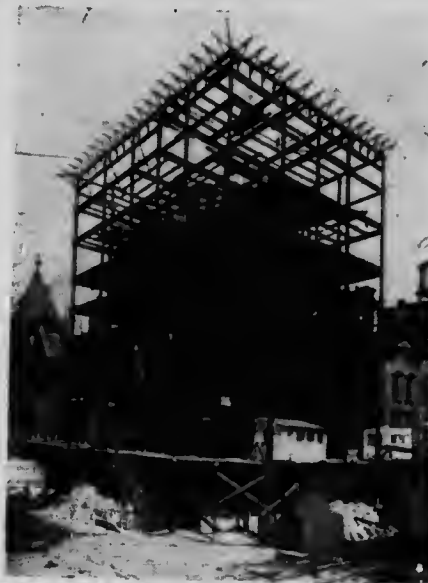
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## THE HAMILTON TIMES

were traceable to extra-urban sources; many were brought from without the city for hospital treatment.

Tuberculosis, which caused 13.5 per cent. of the deaths in 1898; in 1901 caused only 10.3 per cent., and in 1905 only 7.7. This happy reduction has no doubt been contributed to by the campaign conducted by the Board of Health for some years. Promiscuous spitting on walks, in cars, halls, and public places has been prohibited; anti-tuberculosis literature of an educational character has been freely circulated, and the medical profession has co-operated with the officials to secure the best results. The gospel of fresh air, sunlight and cleanliness is preached, and sanitarium provision for the treatment of the disease is furnished.

The city maintains a weekly collection of garbage, which in 1905 disposed of 12,014 large loads of refuse, and cremated 1,154 dead animals.

three mains, respectively 18-in., 20-in. and 30-in., to the city reservoirs. Here are some brief facts regarding the system:

Cost of System, about.....	\$2,000,000
Capacity of Pumps Daily, gals. ....	15,000,000
Reservoirs (capacity 11,000,000 gals., 25,000,000 gals. and 340,000 gals. ....	3
High Level Reservoirs within city. . .	2
No. Miles Water Mains .....	123
No. Miles Laid in 1905 .....	4
No. of House Services .....	15,536
No. of house Services Furnished in 1905 .....	656
Water Pumped in 1904, gals. ....	2,066,488,836
Water Pumped in 1905, gals. ....	2,107,111,110

### FIRE PROTECTION

Hamilton's unrivalled waterworks system fits into one of the most efficient fire-fighting organizations of Canada. Hamilton fire



HAMILTON COLLEGIATE INSTITUTE AND ONTARIO NORMAL COLLEGE.

The health inspectors made 4,819 inspections, fumigated 364 houses, and ordered cleaning up and abolition of nuisances in thousands of cases. All houses in which infectious or contagious diseases have existed are disinfected by the officials.

The meat and milk sold in the city are inspected by two inspectors of the Board of Health. All slaughter houses, meat markets, dairy and dairy herds are also inspected, in the interest of a pure food supply.

### HAMILTON'S WATER SUPPLY

The city has perhaps the finest system of waterworks in Canada. The plant was acquired at a cost of about \$2,000,000, and is constantly being extended to keep pace with the city's growth. The water is obtained from Lake Ontario at a point about six miles east of the city. The water is filtered there and then pumped through

brigade has achieved a continental reputation. The force consists of 57 men, under Fire Chief A. B. TenEyck, and is equipped with a steam fire engine, two combination chemical engines and hose wagons, six chemical engines, one hook and ladder truck, one aerial truck, six hose wagons, and various other apparatus. Electric alarm boxes are provided, and there are over 1,000 hydrants always under reservoir and stand-pipe pressure. There are, besides the three central stations, four hose companies in the outside districts, viz.: at Bay, Sophia, John, and Victoria Avenue districts. The annual cost of maintenance is about \$50,000.

### SEWAGE SYSTEM

The 1,000 acres which forms the site of Hamilton drains easily to the east and north, and the sewage plan is accommodated to the natural grade. The outlets are into Burlington Bay, and to guard

# NATURAL GAS

## The Dominion Natural Gas Co.

Producers and Transporters of Natural Gas **Limited**

Main Office: 17 King Street West, Hamilton

## The Ontario Pipe Line Co.

Distributors of Natural Gas **Limited**

Office: Sun Life Building, 72 James St. North, Hamilton

### Comparative Values of Coal Oil and Natural Gas for Fuel

One ton best Coal equals	19,307,000	British heat units
One barrel of Oil equals	4,666,600	" "
17,500 cubic feet of NATURAL GAS equals	21,000,000	" "

(The British Heat Unit is the amount of heat necessary to raise the temperature of one pound of water one degree at 39° Fahrenheit).

### Comparative Value of Natural Gas and Artificial Gas

1,000 cubic feet of NATURAL GAS contains	1,200,000	British heat units
1,000 cubic feet of average Artificial Gas contains	355,000	" "

(Showing the Natural Gas to have over three times the heat of Artificial Gas).

**NOTE.**—Parties who contemplate the use of Natural Gas should make application at once to avoid the rush of fall work and the consequent delay.

## For Cheap Power Use a Natural Gas Engine

A Gas Engine consumes 10 cubic feet of NATURAL GAS per horse power per hour

## THE HAMILTON TIMES

against contamination two sewage purification plants are constantly operated. A glance at some of the figures will be enlightening:

Total Mileage of Sewers, all sizes.....	71,085
Sewers Built 1905, in feet.....	19,675
Cost of Sewage Purification Works.....	\$85,500
Yearly Cost of Operation.....	\$8,000

### STREETS AND SIDEWALKS

Hamilton's situation invites to good street pavements and sidewalks. Stone is easily available and the street grades vary enough from the level to make drainage perfect. There are about 225 streets in the city, with somewhat over 210 miles of driveways. With few exceptions the streets are broad, with ample boulevard spaces. The two principal intersecting streets in the older business section are of asphalt on concrete base. Many streets are paved

justice at No. 3 Police Station. The stations are: No. 1, City Hall; No. 2, James and Stuart streets; No. 3, King William and Mary streets; No. 4, Napier, near Bay.

Every fireman is sworn as a peace officer.

### LOOKING BACKWARD

The earliest authentic record of the discovery of the site of the "Ambitious City" is found in the narratives of La Salle, who in September, 1669, entered Burlington Bay (then called by the Indians "Macassa" or "Marcassah," and sometimes "Onilquiton" and "Wash-quarter"), sailed to its head and landed on the shore about where the Grand Trunk station is now situated. Legend has it that La Salle and his party pitched their camp on what is now called "Point Hill," but because of La Salle's illness soon shifted to Oaklands



VIEW FROM INCLINE RAILWAY, HAMILTON MOUNTAIN PARK.

with tar macadam, but the most are of plain stone, of considerable depth, and well rolled in, the driveway being carefully rounded. Such streets are found to give satisfaction. Most of the crossings are of vitrified brick.

The city has about 140 miles of cement walks. Of these 1889 miles was laid in 1903 at a cost of \$117,203. A proportion of the cost of these walks is paid by the corporation, the property fronting on the walk bearing the balance of the cost.

### HAMILTON'S POLICE FORCE

Every Hamiltonian is proud of the good order and remarkable freedom from crime that mark the city, and of the efficient and gentlemanly peace officers of Hamilton Police Force. The force consists of 56 men all told—1 Chief Smith, 1 Sergeant-Major, 1 Inspector of Detectives, 2 Sergeants, 1 Patrol Sergeant, 4 Detectives, and 44 Police Constables. Police Magistrate Geo. F. Jelfs dispenses

justice at No. 3 Police Station. The party does not appear to have remained long in this locality, and from the time of its departure there is a hiatus of more than a hundred years in white records of the district.

In 1793 there were, if we may accept the record of the diary of Duc de la Rochefoucault-Liancourt as trustworthy, only two white settlers at the head of Lake Ontario. These were Robert Land and Richard Heasley. Robert Land was a loyalist who had been forced to flee from near Goshecton, N. Y., because of his activity in the Royalist cause. His house was burned to the ground and for years he believed that his wife and children had been murdered. They escaped, however, found safety in New Brunswick, and were happily reunited some years later. Land was the pioneer of Hamilton. He built a log cabin at a point now known as the corner of Barton and Leeming streets, and obtained a patent from the Crown for 300 acres of land, which is now the site of a thriving part of the city. The date of his arrival in Hamilton is variously stated, but was doubtless

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HAMILTON, CANADA

between 1778 and 1781. He was a pioneer indeed. His nearest neighbors were at Ancaster, and the only roads were deer trails. He is said to have enjoyed life in this great young country, and he lived to the good old age of 82, dying in July, 1818. His wife died in September, 1826, aged 93 years.

Richard Beasley, who is recorded as being one of the only two white settlers at the head of the lake in 1795, was an Englishman by birth, and an Indian trader and land dealer. He owned 500 acres of what is now the site of Hamilton, besides much land in the surrounding country. In Christ's Church Cathedral burying ground a stone bears this inscription:

*"In memory of RICHARD BEASLEY, ESQUIRE, who departed this life on the 16th day of February, 1812, aged 80 years and 7 months. The first settler at the Head of the Lake."*

Richard Beasley's store was on King street, and his residence was in what is now Dundurn Park. King street followed the old Indian trail through the highest part of the swamp, and John street divided the Daniel Springer farm, so as to reach a place where the ascent of the "Mountain" would be easy.

The first survey of Hamilton was made in 1791 by Augustus Jones, who found the land in possession of thirty-one families.

The Hamilton of to-day is named after George Hamilton, who represented the Gore District in Parliament, and who in 1813 laid out a portion of the site of the present city. In 1816 an Act of Parliament was passed to form the District of Gore, and that Act provided "that a gaol and court house for the said District of Gore shall be erected and built in some fit and convenient place on lot number 14 in the third concession of the Township of Barton, to be called the Town of Hamilton." Hamilton was a small place then, and Dundas and Ancaster had a long start of it in the race for supremacy. It was not till 1824 that an Act to provide for the construction of the Burlington Canal was passed, and it was some years later before it was completed, but its construction seems to have given Hamilton a great impetus. The building of the Desjardins Canal soon followed, giving water communication with Dundas. These canals brought much trade to Hamilton and assisted in her growth and prosperity.

In 1834 Hamilton had just 2,100 inhabitants. A thriving vessel trade was begun; but railways were needed, and on March 6, 1834, the London & Gore Railroad Company was incorporated. In 1837, the project having hung fire, the name of the company was changed to The Great Western Railroad Company, with the history of which

the country is familiar. Hamilton was now on the way to sure and steady prosperity.

In 1846 Hamilton was incorporated as a city. At that date the population was 6,832, and the assessed value of the property within the corporation was £117,720. The first Mayor was Colin Campbell Ferrie, son of Hon. Adam Ferrie, who was one of the leading business men of the city, and first President of the Gore Bank, which was incorporated in 1836. The city was divided into five wards, and two Councillors were elected by each as follows: St. George's Ward, S. B. Freeman, Samuel Mills; St. Patrick's, Daniel Kelly, H. R. O'Reilly; St. Lawrence, Nehemiah Ford, Charles B. Conkle; St. Andrew's, Daniel C. Gunn, Hugh B. Willson; St. Mary's, Colin C. Ferrie, Andrew Miller. Under the Act of Incorporation the Councillors were empowered to elect an eleventh member. On January 15th, 1847, the Council met and elected Alexander Carpenter as the eleventh member, and the choice of Mayor fell upon Mr. Ferrie.

Hamilton did not escape without some set-backs in the early days, but they never daunted the courage of her people or shook their faith in her future. And time has justified their faith and confidence. An old saw says: "Everything comes to him who waits." The people of the Ambitious City earned their sobriquet by amending that saw in practice to "Hustle while you wait," and hustling has done the work while the waiters look on and wonder what is the secret of Hamilton's abounding prosperity. The people see their advantages and they grasp opportunity. Such people always succeed.

#### HAMILTON'S GOVERNMENT TO-DAY

The present City of Hamilton has seven wards, but it has ceased to elect its representatives in the Council from distinct city divisions. The Mayor and Aldermen are chosen by vote of the city at large, although the number

chosen under the old system (21 Aldermen) remains unchanged. The City Council of 1906 is thus constituted:

##### MAYOR:

S. D. RUGAR.

##### ALDERMEN:

ALLEN, THOS.	EVANS, WALTER	NICHOLSON, WM.
RAILEY, W. G.	FINDLAY, WM.	STEWART, T. J.
BAIRD, C. C.	GILBERT, WM.	SULLIVAN, D.
CHURCH, THOS.	HOWARD, H. J.	SWEENEY, H. C.
CLARK, NORMAN	LEWIS, A. M.	WALLACE, H. S.
DICKSON, JAMES	MACLEOD, J. P.	WUTTON, H. B.
EASTWICH, J. M.	MARTIN, H. A.	WRIGHT, H. C.



CITY HALL.



# WHITE & CO., LIMITED

TORONTO AND HAMILTON

**Largest Wholesale Fruit and Produce Importers, Auctioneers  
and Fish Dealers in Canada**

WE IMPORT FROM ALL QUARTERS OF THE GLOBE

HEAD OFFICE: TORONTO, 64 Front East, Phone Main 4106. HAMILTON BRANCH: 32 and 34 York St., Phone 1115

## CUMMER & SON

PROPRIETORS OF

**Hamilton Mineral Water Co. and  
Pilgrim Bros. & Co.**

SOLE MANUFACTURERS OF

NEW YORK GINGER ALE. LITHIA. CLUB SODA.  
THE VERY BEST CARBONATED GOODS

Office and Factory: 12 and 14 JARVIS ST.  
HAMILTON, ONT. Phone 562.

## DOMINION

### VINEGAR WORKS CO.

HAMILTON, - - ONTARIO

Manufacturers in Bond of

### Absolutely Pure Vinegars



**T**HE business of The Burrow, Stewart & Milne Co., Limited, was established in 1864 in a very small building on Caroline Street, north of York Street. In 1871 the first building was erected on Cannon Street, where the large plant is now located. The principal products of the factory at that time were Malleable Iron Castings, including Carriage Malleables, Trace Buckles, Hooks and Ferris and other Harness Trimmings, Curry Combs and ordinary Grey Iron Castings, and the works were known for many years as "The Hamilton Malleable Iron Works." Shortly after moving to Cannon Street they began to manufacture Cooking and Heating Stoves and Ranges, also Weigh Scales of all kinds, and trade in these lines developed so rapidly that the works had to be enlarged again and again, and it was found necessary, about five years ago, to abandon altogether the manufacture of Malleable Iron goods, and devote all space and attention to Stoves and Scales.

The Stoves manufactured by The Burrow, Stewart & Milne Company, Limited, are known all over Canada as the

### Jewel Stoves and Ranges

They are made in numerous variety of styles and sizes, and any requirement can be supplied.

There are 201 varieties of Coal and Wood Jewel Ranges

There are 38 varieties of Jewel Gas Ranges

There are 51 varieties of Jewel Coal and Wood Cook Stoves.

There are 72 varieties of Jewel Coal and Wood Heating Stoves

There are 12 varieties of Jewel Gas Heaters.

Among the Ranges is the magnificent **Royal Jewel Steel Range** and the well-known and popular high class Cast Iron Range, The Dominion Jewel. The large catalogue of 160 pages shows a line of Stoves and Ranges that cannot be equalled.

The manufacture of **Imperial Standard Scales** by this company has now attained large proportions. Scales for all purposes are made, and scales of all capacities, from a small Druggists' Scale, weighing one diachm, to a Great Railway Track Scale, weighing 100 tons.



## THE HAMILTON TIMES

The city has also the services of an Industrial Committee to aid in promoting its prosperity and furnish information to industries by way of making known Hamilton's many advantages as a manufacturing centre. Its members are:

HIS WORSHIP MAYOR BIGGAR, Chairman.  
 J. W. LAMOREAUX, President Board of Trade.  
 JOHN PATTERSON, Hamilton Cataract Light, Power & Traction Co.  
 PAUL C. MYLER, Manager Canadian Westinghouse Co.  
 ALD. H. C. WRIGHT, of E. T. Wright & Co.  
 ALD. T. J. STEWART, Marble Manufacturer.  
 JOHN T. HALL, Assessment Commissioner, Secretary.

PERMANENT CITY OFFICIALS:  
 CLERK—S. H. KENT.  
 TREASURER—W. R. LECKIE.

### CITY FINANCES, 1905.

Total Civic Expenditures .....	\$ 1,709,018 37
Total City Debt, Dec. 31, 1905	4,444,358 94
Total City Assets, Dec. 31, 1905	6,232,673 69
City Assessment .....	36,752,368 00

### TRANSPORTATION FACILITIES

Mention has been made of the advantageous location of Hamilton for rail and water transportation facilities. To realize how great is her geographical advantages, it is necessary only to study a map of the country. The city lies at the head of Lake Ontario, and naturally forms the marine depot for a large section of country. The local



GRAND TRUNK STATION AND YARDS

trade with the near lake ports is large, and freighters carry great cargoes to and from upper lake points and to and from all ports along the St. Lawrence River. The vessel traffic is also a great feeder of our railways.

The importance of our growing marine interests may be estimated by the facts recorded in the Government returns of the port. For the fiscal year 1905, the record is:

Vessel arrivals and departures	2,138
Gross tonnage .....	880,550

There is no doubt that this year's returns will show a great increase on these figures. The very favorable rates obtainable make

one of the attractions which draw manufacturing industries to Hamilton.

It is interesting to note here in this connection that representatives of a great steamship company, whose vessels ply between Montreal and Upper Lake points, recently stated that the freight tonnage from Hamilton to the Northwest is now greater than that of Toronto and Montreal combined. The increase in recent years has been very great.

### ABOUT THE VESSEL LINES

At present no fewer than twenty of the giant freight carriers of



T. M. & B. STATION, HUNTER STREET.

the great lakes are calling regularly at Hamilton docks.

The Montreal & Lake Superior Company has six of them coming here; they are the A. E. Ames, H. M. Pellatt, J. H. Plummer, owned by Mackenzie & Mann; the Wahcondah and Neepawa, owned by R. O. & A. B. MacKay, and the Arabian, owned by Capt. J. B. Fairgrieve; these three firms forming the company.

The Merchants' Transportation Company has six big boats coming regularly into Hamilton; they are the Persia, Cuba, City of Montreal, Hadlington, Advance and Beckerdicke; the three last mentioned are the Jacques line boats, which, with the first three, form the fleet of the Merchants' Company. All the twelve named ply between Montreal and the northern lake ports, and the freight they take out of Hamilton is enormous.

The Richelieu & Ontario Line has three boats running here, a boat to Montreal every second day; they are the Hamilton, Picton and Belleville.

The Golspie of the Magee-MacKay line also calls here.

The fine new steamer "Dundurn," owned by Messrs. R. O. & A. B. McKay, will also make regular trips between here and the northern lake ports.

Many other vessels traffic with this port, and the number is yearly growing.

THERE IS ABSOLUTE SUPERIORITY IN

# Imperial White Wine Vinegar

IN QUALITY, PURITY, FLAVOR and PERFECT RELIABILITY

Every Drop of Vinegar Doubly Distilled from First to Last. Nothing Left Undone to Make

## IMPERIAL WHITE WINE

The Very Finest! Vinegar in Canada.

**IMPERIAL VINEGAR @ PICKLING CO., - Hamilton**

### BULL DOG

Patent Solid Neck **One Piece**  
Shovels and Spades For all Purposes

### MOOSE

Patent Reinforced Shoulder  
Scoops

### BLACK CAT

Hollow Back  
Shovels

# Canadian Shovel & Tool Co.

HAMILTON, CANADA

Limited

The  
Three  
Leading Lines  
of  
Stockings  
Made  
in  
Canada.



For  
Sale  
by all Dealers  
in  
Hosiery  
in  
the  
Dominion.

WE SELL TO WHOLESALE TRADE ONLY.

**CHIPMAN-HOLTON KNITTING CO. Limited.**

HAMILTON, ONTARIO.

**SUTHERLAND'S (LIMITED), Manufacturing Chemists**

Sutherland's Crystal Beverages--Purity and Quality

17 and 19 JACKSON STREET EAST - - HAMILTON, ONT.

The fine vessels of the Hamilton Steamship Company, the Macassa and Modjeska, ply between this port and Toronto, and do a very large and profitable passenger and freight business.

The Turbine Steamship Company's Steamer Turbinia is on the same route, and is said to be the only turbine steamer and the swiftest vessel on fresh waters in America.

It will be seen that Hamilton's marine interests are of the first importance. Alive to that fact the City Corporation has purchased a commodious dock with modern facilities, and will hold it to safeguard the interests of transportation. The city has also persuaded the Government to co-operate in the improvement of her magnificent water-front, and work is now in progress on a scheme which is intended ultimately to give us miles of city dockage and provide parks and boulevards along the bay shore.

**HAMILTON RAILWAYS**

Hamilton's railway facilities are of the best. She enjoys the services of the Grand Trunk Railway east and west and north and south to every point in America reached by steam railways, or connecting by water therewith. The Canadian Pacific, via Toronto, competes for traffic, and a line to connect it via Guelph Junction is now under charter. The Toronto, Hamilton & Buffalo Railway gives the city the advantages of Canada Southern and Michigan Central connections, and serves the southern district, forming a link with United States roads. Glance at the map and observe that Hamilton at the head of the lake is the centre from which railways radiate in all directions.

The Grand Trunk connections at Niagara and Buffalo; the Toronto, Hamilton & Buffalo connections at Welland and Waterford, and the Canadian Pacific connections give us all the advantages of the New York Central, the Lehigh Valley, the Lackawana, and other great U. S. trunk lines' service. Northward we have direct connection with all the towns on the Georgian Bay, and the western portion of Ontario is gridironed with roads which lead to Hamilton. In the very nature of things it is the railway fens of Ontario. Geography has willed it, and the necessities of industry have contributed to its realization.

**ELECTRIC RAILWAYS**

Electric Railways are destined to play a large part in the development of the country and in feeding the cities that are well situated and enterprising enough to seize the psychological moment of opportunity. Hamilton has in this matter shown the enterprise and energy that win success. Her favorable situation and the cheapness of electric power rendered her the natural pioneer in radial railway promotion, and she is reaping the benefits—and reaching out for more. The Hamilton, Grimsby & Beamsville Electric Railway connects on the east with Bartonville, Stoney Creek, Winona Fruitland,

Grimsby and Beamsville, thus tapping the great fruit region at its most productive points. The Hamilton & Dundas Electric Railway gives hourly connection with the pretty and thriving town of Dundas. The Radial Electric Railway skirts the bay shore and makes the Beach and Burlington suburbs of Hamilton. It now reaches Oakville, and will ere long give rapid electric communication with Toronto. Charters have been obtained for, and work will soon be begun, on the Hamilton & Caledonia, Hamilton, Ancaster & Brantford, Hamilton, Galt & Guelph, and Hamilton, Waterloo & Galt Electric Railways. When these are completed it will be a matter of a few minutes' ride, and hourly service, to reach any point within twenty or twenty-five miles of the city, and the adjacent population will be able to do business with Hamilton merchants and manufacturers as easily as at the corner store.

**MERCANTILE HAMILTON**

The mercantile interests of Hamilton are extensive. Her wholesale houses have an excellent reputation throughout the Dominion, and bring millions of dollars of trade to the city. The greater proportion of the grocery trade of a large section of Ontario is supplied from our great stores. Our dry goods merchants, hardware merchants, jewellers, furriers, paper dealers, etc., have by their ability and enterprise won the custom of a large and rich territory, and the business grows year by year.

Our great retail stores, so readily reached by our system of converging railways, attract the trade of a very large section whose people years ago were the natural customers of nearer towns and villages. They are more and more coming to Hamilton, attracted by the offerings of our wide-awake and liberal merchants. This trade is an enormous and growing one, and covers many lines. Throughout the Northwest and distant Ontario our dealers also do a great mail and express order business, their special facilities and large stocks enabling them to cater to the wants of the settlers in almost all lines. The uniform satisfaction given in this trade has won for our merchants a reputation for trustworthiness and fair dealing that is worth much to the business men of any community.

The supremacy of Hamilton merchants is largely due to buying at first hand and to their shrewdness and enterprise in keeping their names and their bargains ever prominently before the reading public. In the great district catered to by local dealers the buyers have been educated to watch for offerings in the newspaper columns, and the result is for buyer and seller a happy one. Moreover it has made our Hamilton merchants proverbial for push and enterprise throughout Canada.

**DISTANCES FROM HAMILTON**

By rail to various points in Canada and the United States :

	Miles.		Miles.
Allandale, Ont. ....	01	New York, N.Y. ....	430
Albany, N.Y. ....	360	Niagara Falls, Ont. ....	45
Amherstburg, Ont. ....	200	North Bay, Ont. ....	255
Bath, B.C. ....	2,198	Ogilva, Ont. ....	114
Boston, Mass. ....	512	Philadelphia, Penn. ....	482
Buffalo, N.Y. ....	79	Port Hope, Ont. ....	103
Brampton, Man. ....	1,411	Prince Albert, Sask. ....	1,782
Calgary, Alta. ....	2,117	Qu'Appelle, Sask. ....	1,672
Charlton, Ont. ....	140	Quebec, Que. ....	549
Chicago, Ill. ....	474	Regina, Sask. ....	1,340
Cincinnati, O. ....	489	St. Catharines, Ont. ....	48
Collingwood, Ont. ....	124	St. John, N.B. ....	1,053
Denver, Col. ....	1,042	St. Louis, Mo. ....	820
Detroit, Mich. ....	188	St. Paul, Minn. ....	581
Edmonton, Alta. ....	2,310	San Francisco, Cal. ....	2,249
Fredonston, N.B. ....	752	Salt Lake City, Utah. ....	2,342
Georgetown, Ont. ....	32	Sarnia, Ont. ....	135
Gravenhurst, Ont. ....	140	Stratford, Ont. ....	59
Halifax, N.S. ....	1,157	Toronto, Ont. ....	47
London, Ont. ....	76	Vancouver, B.C. ....	2,723
Meaford, Ont. ....	144	Victoria, B.C. ....	2,807
Milton, Ont. ....	31	Washington, D.C. ....	517
Moncton, N.B. ....	963	Windsor, Ont. ....	185
Montreal, Que. ....	373	Winnipeg, Man. ....	1,394
New Orleans, La. ....	1,462	Yale, B.C. ....	2,627
New Westminster, B.C. ....	2,799		



RAILWAY SWING BRIDGE OVER BURLINGTON CANAL. LENGTH OF SPAN, 372 FEET.

# Ontario Lantern & Lamp Co. Limited

MANUFACTURERS OF

Lanterns,  
Lamps,  
Lamp  
Burners



Incandescent  
Lamps,  
Plumbers'  
Chain,  
Jack Chain,  
Etc.

HAMILTON, ONTARIO.

## P. M. C. LIMITED



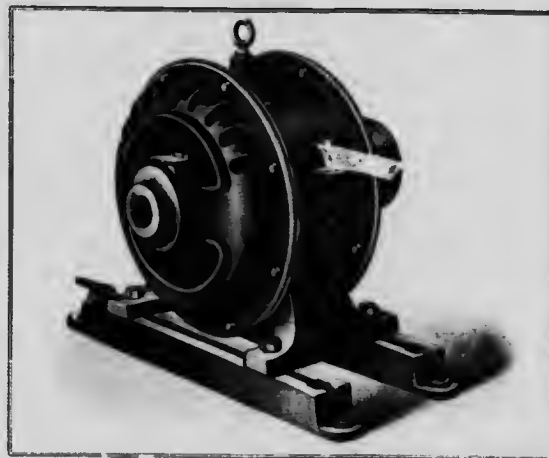
The only Dairy in Hamilton where Milk is handled in the most sanitary and up-to-date method Dairy always Open to Inspection.

Don't take anybody's word come and see for yourself and be convinced of our motto.

"PURITY, CLEANLINESS and QUALITY."

THE PURE MILK CO., LIMITED  
HAMILTON

## Toronto & Hamilton Electric Co.



Manufacturers of

**DYNAMOS, MOTORS AND  
ELECTRICAL APPARATUS**

FOR DIRECT AND ALTERNATE CURRENTS

99, 101 and 103 McNAB STREET, HAMILTON, ONTARIO

**BANKING AND FINANCE**

The financial magnates do not take long to grasp a situation, and they evidently appreciate the importance of this great manufacturing centre. There are at this time the following chartered banks doing business and "growing up with the city":

- Bank of Hamilton, head office and four branches.
- Bank of British North America, three branches.
- Traders Bank of Canada, two branches.
- Bank of Montreal, two branches.
- The Molsons Bank, two branches.
- The Bank of Nova Scotia.
- The Bank of Commerce.
- The Merchants' Bank.
- The Imperial Bank.

These institutions are all thriving and report business to be increasing at a gratifying rate. Some idea of the progress the city is making may be obtained by a study of the Clearing House returns of recent years. They justify the enthusiasm and confidence of our citizens.

Savings Banks are also conducted by The Landed Banking & Loan Company and The Hamilton Provident & Loan Company, two of the oldest and solidest of the land-owning companies of Canada, whose head offices are established here.

The Clearing House returns show the prosperous character of the banking business of the city. Here are the returns for the last five years:

1905	\$68,385,601
1904	59,003,081
1903	53,419,704
1902	45,965,217
1901	42,555,033

**REAL ESTATE ACTIVITY**

Within the last few years there has been a great quickening in real estate transactions in Hamilton, the steady and rapid growth of great manufacturing industries stimulating confidence in the future. The inflow of population has been steady, and not out of keeping with the great investments made to cause demand for labor. Vacant houses are always few, and it has kept the builders busy to meet the needs of the population. There has been a healthy rise in the prices of property, and the new extensions of the city rapidly come into the market. There has been no boom, no wild-cat speculating, but the figures show that the growth has been marvellous. The Registry Office returns show that our investors have faith in the city, and in the last few years those who invested have enjoyed good returns. Take the figures for the last four years and note the steady gain in transfers:

1902	871
1903	1,075
1904	1,414
1905	1,831

The increase over 1902 in the four years was over 110 per cent. And the year 1906 bids fair to break the record. Real estate in Hamilton is a good investment, and at present prices is sure to yield excellent returns.

The last tract of territory annexed to the city a few years ago was found to be necessary to furnish sites for the many new manufacturing industries desiring to locate here to share in the enjoyment of cheap electricity, cheap gas, unrivalled railway and steamboat facilities, and the various other advantages that make the city so favored as a manufacturing centre. Already it is being occupied by important industries, and the various railways are putting out sidings and branches to tap it. Streets are rapidly being opened through it, graded and paved, and water and sewer services are being provided. The activity thus produced has resulted in large purchasing of small plots intended for immediate use, and that is a class of real estate transactions which indicates solid and healthy growth. There are

perhaps forty firms in the city devoted to the handling of real property, and with finger on the pulse of the market these men build on greater things ahead.

Efforts have recently been made by Buffalo capitalists to purchase some important up-town blocks of property, and large deals are in prospect. The large building firms go on confidently securing property and erecting buildings for dwellings, and none of them seems to find the slightest difficulty or delay in getting purchasers. There are years of expansion ahead.

**THE BENCH AND BAR**

Hamilton has always held a high place as the home of men eminent in the learned professions, and has produced many who were famous on the bench, at the bar, and in the legislative councils of the nation. In the city about 100 barristers practise the profession of law, and so many of them are prominent in courts and public services that it would be invidious to begin to mention individuals. Many have left honorable records that will speak for them in the long years to come; many names are known to all Canadians who are in touch with the doings in business, political and professional life. To the credit of the bar be it said the profession in Hamilton sets a high standard of honor, and its members live up to it.

The Senior Judge of the County is His Honor Colin G. Snider; Junior Judge, His Honor John F. Monck. Clerk of the Peace and Crown Attorney, S. F. Washington, K. C. Sheriff, J. T. Middleton.

Hamilton has a strong and active Law Society, with a magnificent library of 4,314 volumes, and commodious quarters in the Court House.

The officers of the society are: President, F. MacKelcan, K. C.; Vice-President, S. F. Lazier, K. C.; Secretary, W. T. Evans; Treasurer, Chas. Lemon; Committee, Geo. Lynch Staunton, K. C., Wm. Bell, K. C., P. D. Crerar, K. C., S. F. Washington, K. C., T. C. Haslett.

The Hamilton profession is represented by three Benchers in the Law Society: J. W. Nesbitt, K. C., Alex. Bruce, K. C., and Geo. Lynch-Staunton, K. C.

**POSTAL BUSINESS**

The transactions of the Hamilton Post Office show a steady advancement during the last decade. The growth has extended to every feature and branch of the office. Increased facilities have kept pace with the growing business and revenue. The central office, situated on the corner of King and John streets, is a pretentious cut stone building of imposing appearance, the lower floor of which is devoted to postal purposes. The work of the office is performed by eighty-nine employees and continues night and day, with the exception of a few hours on Sundays. The office is equipped with every modern convenience and utility for the rapid and effective discharge of post office work. There are seven sub-offices under control and supervision of the central office where Money Order, Savings Bank and other postal business is transacted. These sub-offices are located at various convenient points throughout the city. Over one hundred street letter boxes and parcel receptacles are erected in suitable localities. Collections from these boxes, as also from sub-post offices, are made at times varying from three to five times per day.

The office despatches direct mails daily to all parts of the world, receiving like mails in return.

During the last ten years the revenue of the office has increased at the rate of one hundred and forty-five per cent, which is a clear indication of the growth of its business.

The Departmental return for the fiscal year ending June 30th, 1905, discloses these facts regarding the business of Hamilton post office:

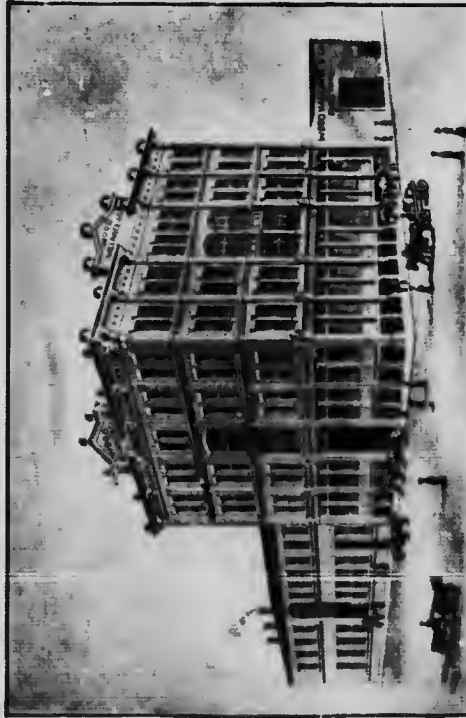
Gross Postal Revenue	\$136,362 76
Number of Money Orders Issued	18,164 00
Amount of Same	208,816 10
Number of Money Orders Paid	29,804 00
Amount of Same	642,422 08
Postal Notes Issued	62,202 90



# WOOD, VALLANCE & CO.,

ESTABLISHED 1849

HAMILTON, ONTARIO



HAMILTON WAREHOUSE

Shelf and Heavy  
Hardware  
Bar Iron and Steel  
Coil Chain  
Cordage and Glass  
Mill, Foundry  
and Contractors'  
Supplies  
Guns, Rifles and  
Ammunition  
British and Foreign  
Cutlery



WINNIPEG WAREHOUSE



VANCOUVER WAREHOUSE



NELSON WAREHOUSE

BRANCHES:

Geo. D. Wood & Co.

WINNIPEG, MAN.

(6,529)

Wood, Vallance & Leggat

VANCOUVER, B. C. (Limited)

(6,529)

Wood, Vallance Hardware Co.

NELSON, B. C. (Limited)



**TELEGRAPHS AND TELEPHONES**

Hamilton is well served in the matter of telegraphs and telephones. The various railway lines run their own systems, of course, and the Great Northwest Telegraph Company and the Canadian Pacific Telegraph Company each have offices from which numerous lines reach all parts of the world.

There are few cities so well served telephonically as Hamilton. Duplication of instruments, that evil of so many cities, is altogether avoided, the Bell Telephone Company furnishing an excellent service, on the central energy plan, at a very moderate cost. The city grants an exclusive franchise under a contract which stipulates that the company shall pay to the city a franchise rental of \$2,900 a year for the five years. The company agrees to maintain and keep in repair the poles and wires of the city police system, and supply all new wire and any poles that may be required for the maintenance and repairs of

each month, calls over 100 to be paid for at 2 cents a call. The company agrees that it will not charge for telephones for offices, or for houses used for trade or any other business purposes, more than \$45 a year for unlimited calling, or on the measured service plan more than \$25 a year, and 2 cents per call for separate lines, or for offices on party lines, with not more than two on a line, \$35 a year, with an allowance of 100 calls for each month, extra calls over 100 to be paid for at 2 cents each.

This contract, it will readily be agreed, is an excellent one, and the company lives up to it and gives a service that is not excelled in any city. There are about 2,400 telephones in use in Hamilton, and the number is steadily increasing. The charges to near-by towns are moderate.

**CITY AND SUBURBAN PARKS**

Hamilton has many beautiful city and suburban pleasure resorts.



GORE PARK AND VIEW OF KING STREET EAST.

that system; that the wires strung by the company upon their own poles under agreement with the city shall not be removed. The company covenants to permit the city to use free of charge for the city's fire alarm wires the top cross-arm on every pole now standing or which may hereafter be put up or replaced by the company; to provide an efficient telephone service for all subscribers in the city of Hamilton and use modern appliances therefor; and to instal a long-distance instrument for every subscriber in the city of Hamilton free of extra charge for installation and use. The company agrees that it will not charge any subscriber in the city of Hamilton for an instrument used for a private dwelling house more than \$30 a year for unlimited calling, or for such dwelling house on measured service plan with separate metallic circuit, more than \$25 a year and two cents per call, or for such dwelling house on a party line with not more than four on a line \$20 a year with an allowance of 100 calls during

Chief among the city parks is beautiful Dundurn, containing 32 acres, the old home of Sir Allan MacNab, about which cluster so many historic associations. It is situated at the head of the Bay and is reached by the York Street car line, and it is one of the favorite quiet resorts of our people and a popular point for visitors. It commands a view of the city water front, and across the Beach in the distance looks out on old Lake Ontario.

Other Parks are:

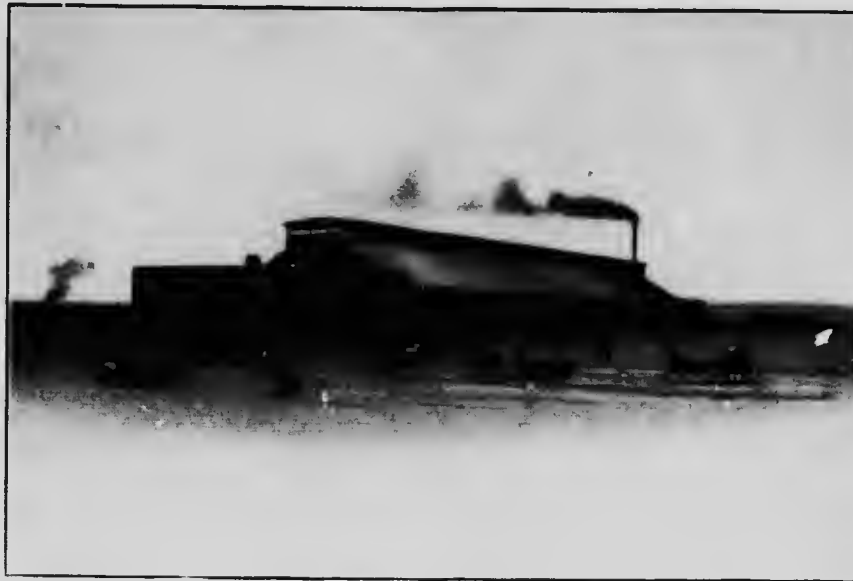
- Beulah Park.
- Gore, King street, corner James.
- Hamilton, head of Ferguson avenue.
- Harvey, head of York street.
- North End, foot of Mary street.
- Point Hill, on west side Bay street north, between Ferrie and Simcoe streets.

# The Canadian Drawn Steel Co.

Limited

Manufacturers of

Cold  
Drawn  
Shaftings,  
Shapes  
and  
Strips



H. J. WADDIE,  
Pres. and Manager

H. S. WALLACE,  
Vice-President

T. G. STEIN,  
Sec'y-Treas.

STEWART McPHIB, ARCHITECT

Cable Address—"CANDRAW"

Hamilton, Ontario

Codes used—Liebers, Western Union

# Union Drawn Steel Co., Limited

Cold Die-Rolled  
Steel and Iron

Shafting

Pump Rods

Piston Rods

Roller Bearing

Rods and

Screw Steel

Rounds

Squares, Flats

Hexagons and

Special Shapes

True to Size and  
Highly Polished



GENERAL OFFICE AND WORKS:

HAMILTON, CANADA

Princess Square, Main street, between John and Hughson streets.  
 Victoria, King street, corner Locke street north.  
 Wellington, King street, corner Wellington and King streets.  
 Woodlands, Barton street, corner Wentworth.

City and suburban resorts easy of access are many. The Beach, dotted over with summer cottages, furnishes several. The pretty suburb of Burlington attracts many. On the west are Cline's Park and Ainslie Wood, and further out Dundas invites. On the mountain are picturesque Chedoke, Mountain View Park, at the head of Hamilton and Barton Incline; Mount Hamilton Park, at the head of Mount Hamilton Incline. Across the bay is Bay View Park. Eastward the H. G. & B. Electric Railway takes us to Reservoir Park, Winona Park and Grimsby Park, the latter one of considerable celebrity. The opportunity for outings is ever open.

## Historical Dundurn



ON Queen Victoria's Birthday, May 24th, 1900, Dundurn Park, one of the loveliest in America, was formally opened as a free public play ground, Sir John Bourinot being the principal speaker of the occasion. A few extracts from his address relating to the beautiful park and its interesting place in history will not be amiss here:

"But I shall not venture into the domain where the local historian and antiquarian can more profitably and intelligently delve. Mine the easier task to touch lightly on the most conspicuous events



DUNDURN PARK.

The country adjacent to the city is, especially in summer, most attractive. The H. G. & B. Electric Railway runs regular "blossom excursions" in the early part of the summer when the great orchard district is one glorious expanse of blossoms, and the trip is one of the features of a visit to Hamilton for thousands. The scenes of the fruit season from the time the first strawberries are shipped and the fields are thronged with pickers, to whose ranks the noble red men from the Reservations contribute large numbers, till the last carload of apples is put on board, are most interesting. Grimsby and Winona Parks have each their quota of cottagers, and the Beach has hundreds of cottage owners and an army of less ambitious campers, who every summer spend the warm months there, hourly rapid service by electric cars enabling them to enjoy "summer resorting" while attending to their business in the city. The Beach is an ideal place for boating, quiet water being always available. It may be rough from an east wind on the lake side, but if so it will be smooth on the bay. When the bay is lashed up the lake is calm. Some day—and that not far distant—the entire north shore of the bay will be devoted to summer cottages, and it will be a most desirable place for year-round suburban residence. In due course an electric road will circle the bay and bring the north shore summer home sites within a few minutes of the city offices.

in the history of these historic grounds. It was during the war of 1812-15 that Burlington Heights became first famous in Canadian annals. From the beginning to the end of this conflict Upper Canada was the principal battle ground for the armies of the hostile nations. . . . In this memorable struggle the Heights became most important as a base of military operations. In 1713, toward the end of this very month of May, General Vincent was forced by a much superior force to evacuate Fort George and retreat to the Heights, where he entrenched his little army on the ground now included within Harvey and Dundurn Parks and the western part of the cemetery, where the remains of some earthworks can still be seen. The invaders were then in complete possession of the Niagara frontier from Fort George to Fort Erie, and General Dearborn made preparations to drive Vincent from his position on the Heights, then the key to the military situation in the western peninsula of Upper Canada. All of you are quite familiar with the deeply interesting story of the memorable incidents which led to the complete failure of the plans of the invaders, and the signal success of the defenders of Upper Canada. Many, if not all of you, have visited the battle-field of Stoney Creek, where Col Harvey surprised on a night in June a large force of American troops and captured the two brigadiers, Chandler and Winder, with a large amount of stores. You have all

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HAMILTON, ONTARIO

followed with thrilling interest the footsteps of Laura Secord in her perilous journey to warn Lieut. Fitzgibbon at DeCew's of the sudden approach of Boerstler and his forces.

"Sleep Laura Secord, resting well,  
Serenely followed 'neath the grass:  
Tender and reverent be the steps  
That by thy green grave pause and pass.  
The while across the ages long,  
Oh, faint! Oh, far! sweeps down a song  
From graves of heroes of our race  
From many an honored resting place:  
\*Numbered with us on Glory's roll  
Be this Canadian dauntless soul!"

"The result of this courageous woman's effort—the exploit of the daughter and wife of a Loyalist—was the surprise of Boerstler and several hundred men through the clever strategy of Lieut. Fitzgibbon, then in command of less than fifty firelocks. The invading forces retreated in dismay to the cover of Forts George and Niagara, and Upper Canada was saved at this critical juncture by Harvey and Fitzgibbon, whose names must always be associated with the history of the park where we now stand. By the end of the year the British had again possession of the Niagara frontier, and General Murray retaliated severely on the United States for McClure's shameful destruction of Old Niagara town by the capture of Fort Niagara and the burning of all the villages from that historic post as far as Buffalo.

\* \* \* \* \*

"Allan Napier MacNab, the son of a Loyalist, who served under Colonel, afterward Lieutenant-Governor Simcoe, during the American Revolution, was only a schoolboy of thirteen years when he fought by the side of his father on the taking of York by Chancey and Dearborn. \* \* \* The young Loyalist fighter of 1812-15 became in the course of time a speaker of the Legislature of Upper Canada before 1840, and of the Legislature of United Canada, Prime Minister of the first Liberal-Conservative ministry which came into existence on the fall of the Hincks-Morin Government in 1854, a knight bachelor, a baronet, an aide-de-camp of the Queen, and speaker of the Legislative Council.

"Memory must always cling to the mansion which is so interesting a feature of the beautiful park, which from this day becomes a pleasure ground of the City of Hamilton. Most of you know better than I that the name of Dundurn is a memorial of the old home of Sir Allan's family at the head of Loch Earn, in the picturesque Scotch province of Perth, so famous for its varied landscape of high hills, romantic passes, wildly leaping cataracts, and long stretches of luxuriant level meadows in the valleys. The scenery of old Gore is not so varied as that of Sir Allan's ancestral county of Perth, and yet he may have found in the heights of Burlington, in the strath of Dundas and in the smiling hay beyond some features which recalled his father's memories of the hills and waters of Loch Earn."

\* \* \* \* \*

"As we stand in this historic place on this Queen's Birthday, in this memorable year—so memorable for its dominating Imperial spirit—do we not hear the voices of the Defenders and Makers of Canada—Pioneers, Soldiers, Statesmen—ever whispering in our ears?

Do not the voices of Champlain, Frontenac, Montcalm and Wolfe call to us from the old Capital of New France, where still stands a stately monument, erected in honor of a great Frenchman and a great Englishman, united in death and united in fame, and emblematic, let us ever hope, of the perpetual union of the two races who own this Dominion? Do we not hear the voices of the Loyalists of 1783 calling to us from the sequestered and beautiful inlets of the Bay of Quinte, where lofty elms alone tell in many places of the pioneer's grave—from the banks of the swift Niagara, where so many weary wanderers found a refuge—from many a lonely graveyard in the counties of Lincoln, Welland and Wentworth—from the storm-swept beaches of the Atlantic Coast, where the surf ever beats a requiem in memory of the hapless exiles who wept on those lonely shores? Do we not hear the voices of Brock and the York volunteers as they dashed up the heights of Queenston?



GORE PARK EXTENSION.

Do we not hear—do not all true French-Canadians in these days of Imperial necessity hear the voices of De Salaberry and his French Voltigeurs amid the bugle-calls and the Indian yells which re-echoed, far and wide, through the woods of Chateaufort? Do we not hear the voices of Vincent, Harvey and Fitzgibbon on Burlington Heights? Do we not hear, amid the din of musketry, mingled with the roar of the great cataract, the voices of the English and Canadian soldiers led by Drummond on that famous midsummer night in Lundy's Lane? Do we not hear the voices of MacNab and the men of Gore as they set forth to put down treason to the Crown and save Upper Canada from Mackenzie's mad effort to win political right by rebellion? Does not Inglis call to us from the beleaguered walls of Lucknow? Williams from the ancient Capital of Kars? Parker and Welsford from the trenches of the Redan? Do we not hear the shouts of undaunted Canadians as they dashed into the trenches at Paardeberg on the Modder River? And, alas! do we not hear the sad voice of many a Canadian woman as she weeps for 'her soldier slain' and thinks of that grave in South Africa which she will never see? Do not the voices of Baldwin, Lafontaine, Howe, MacNab, Wilmot, Cartier, and above all of Sir John Macdonald, tell us to continue to those principles of government which they laid deep and firm in the Provinces of this wide Dominion? But, though we may now hear only in imagination the voices of these Makers and Defenders of Canada—of these Pioneers, Soldiers and Statesmen—their spirit still survives in the deep loyalty of the people of the Dominion to the Crown and Empire—in the confidence with which they are laboring to develop the great national heritage which they possess on the American continent. And as I listen to those voices of the past I recall the verses of an eloquent son of a Loyalist of the Nova Scotian, Joseph Howe, poet, orator, statesman:

"Not here? Oh, yes, our hearts their presence feel,  
Voiceless, not voiceless, from the deepest shells  
On memory's shore harmonic echoes steal.  
And names which in days gone by were spells,  
Are ident with that soft music. If there dwells  
The spirit here our country's fame to spread,  
Whilst every heart with joy and triumph swells,  
And earth reverberates to our measured tread,  
Banner and wreath will own our reverence for the dead."



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# Education in Hamilton



FIRST SCHOOL IN HAMILTON

The city is famous for its fine and efficient Public Schools. There are fifteen large school buildings and five smaller ones, with nearly 8,000 pupils in attendance, under about 200 teachers, all being under Provincial Government supervision.

The annual cost of the city's education department is approaching \$200,000.

The child may enter the kindergarten and emerge from the commercial classes equipped with a fair theoretical business training, a knowledge of bookkeeping, type-writing and stenography, or he may elect to take a high school course, and pass by examination into one of the best Collegiate Institutes in the land. He may from there be graduated into the university; or he may take the teachers' training course and pass into the Normal College for his professional equipment. He may go from kindergarten to the highest form of the Collegiate Institute without a single departmental examination save that of High School Entrance. Every Public School class-room is provided with a library of fifty books, science, history, geography, literature, etc., for supplementary reading by the teachers and pupils.

The Collegiate Institute staff consists of twenty teachers, most of whom are specialists. The average attendance of pupils is about 600. The building is one of the finest in Canada, and nothing has been neglected to make it the fittest of its kind.

The Ontario Normal College is the Government training school for first-class provincial teachers and high school assistants. It is housed under the same roof, and the students now in attendance number about 175. The function of the College is to give the teacher students the best possible training for their life work, and to that end the curriculum is very broad and the teaching is in large part practical work in Hamilton's fine schools under experienced teachers.

The plan of the city's educational system provides for one City Inspector, W. H. Ballard, M.A., and a Head Master in each school district. These are as follows:

- Queen Street School District—C. O. Nichol, head master.
- Stinson Street School—Byron Smith, head master.
- Central School—Wm. C. Morton, head master.
- Caroline Street School—W. Schofield, principal.
- Ryerson School—A. E. Manning, head master.
- Hess Street School—A. Scott Cruickshank, head master.
- Sophia Street School—L. Stuart, principal.
- Murray Street School—Miss E. White, principal.
- Cannon Street School—T. L. Kinrade, head master.
- Picton Street School—Miss S. E. Bennetto, principal.
- King Edward School—J. Robinson, principal.
- Hughson Street School—Miss M. Bauer, principal.
- Victoria Avenue School—J. Ballard, head master.
- Wentworth Street School—W. A. Lees, principal.
- West Avenue School—R. J. Hill, principal.
- Barton Street School—C. E. Kelly, principal.
- Hannah Street School—Miss Hilda Savage.
- Wellington Street School—Miss Sutherland.

- Collegiate Institute—R. A. Thompson, B.A., principal.
- Ontario Normal College—J. A. McLellan, M.A., I.L.B., principal.

The Public Schools teach music and physical drill, and Prof. James Johnston and Sergt.-Major Huggins, respectively, have charge of these subjects.

## R. C. SEPARATE SCHOOLS

There are besides the schools already mentioned those of the Separate School system, supported by the Roman Catholic citizens. These comprise eight large and well-equipped school buildings, and the schools are generously supported and are doing a great and good work. They, like the other schools, are under government inspection, and their pupils are educated to take up the work of our higher educational institutions. These schools are:

- St. Ann's School for Girls, Sheaffe street.
- Sacred Heart School for Girls, Sheaffe street.
- St. Mary's Boys' School, Mulberry street.
- St. Patrick's School, Herter street.
- St. Lawrence School, John street.

- St. Thomas' School, Smith avenue, conducted by the Sisters of St. Joseph.
- St. Vincent School, Pearl street south.
- Loretto Convent, King street west.



SOME OF HAMILTON'S EDUCATIONAL BUILDINGS

- |                          |  |
|--------------------------|--|
| 1. Queen Victoria School | 2. Ontario Normal College and Collegiate Institute |
| 3. Ryerson School        | 4. Central School                                  |
| 5. Stinson Street School | 6. King Edward School                              |

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**OTHER EDUCATIONAL INSTITUTIONS**

Besides the great system of Public and R. C. Separate Schools there are many other educational institutions worthy of brief mention. Among them are:

Highfield School, head Bay street south—J. H. Collinson, head master.

Kingsthorpe School for Girls—Mrs. Brouse, Mrs. Kitchen, principals. Canada Business College, Arcade Building—R. E. Gallagher, principal.

The Standard Business College, Parke Building, Market and MacNab streets.

Clark's 20th Century Business College—C. H. Clark, president, 46-48 James street north.

Public Library, 20 Main street west—Adam Hunter, librarian.

The Hamilton Art School, governed by an elected Board of Directors, and supported by city, government and private contributions.

**HAMILTON'S CHURCHES**

The City of Hamilton is well supplied with churches, almost every denomination on record in Canada being represented. There happily prevails in the city the most cordial good feeling among all the various religious bodies, and a christian fraternity renders the work pleasant and effective. It is not to be supposed that every place of worship will be found in the following classification, but it includes most of them, and may be found useful:

**Anglican Churches**

Right Rev John Philip DuMoulin, Bishop of Niagara.

Christ's Church Cathedral—James street north—Rev. W. E. White, M. A.

St Luke's—Corner John and Macaulay streets. Rev. Napier Burns, B. A., rector.

Church of the Ascension—Maria street, corner John. Rev. W. H. Wade, rector.

All Saints—Corner Queen and King streets. Rev. Geo. Foinest, rector.

St. George's—Tom street, corner Sophia. Rev. F. E. Howitt, rector.

St. John the Evangelist—Hannah street, corner Locke. Rev. Samuel Day, rector.

St. Thomas—Corner Main street and West avenue. Rev. E. J. Etherington, B. A., rector.

St. Mark's—Corner Bay and Hunter streets. Rev. R. G. Sutherland, B. A., rector.

St. Matthew's—Barton street east. Rev. Charles M. Whitcombe, rector.

St. Philip's—Carl street. Rev. H. J. Leake, rector.

St. Peter's—Sanford avenue, above Main street. Rev. Thomas Geoghegan, rector.

**Roman Catholic Churches**

St. Mary's Church, Pro. Cathedral—Right Rev. Thomas J. Dowling, Bishop of Hamilton; Rev. J. M. Mahony, rector.

St. Patrick's Church—King street east. Rev. J. H. Coty, rector.

St. Lawrence Church—Picton street, corner Mary. Rev. R. E. M. Brady, rector.

St. Joseph's Church—Locke street, corner Herkimer. Rev. W. C. Gehl, rector.

St. Ann's Church—Corner Sherman avenue and Barton street east. Rev. J. A. Lenhard, rector.

**Presbyterian Churches**

Central—Corner Jackson and MacNab streets. Rev. Samuel Lyle, D. D., pastor.

MacNab Street Church—Corner Hunter and MacNab streets.

Rev. Beverly Ketchen, M. A., pastor.

St. Paul's—Corner James and Jackson streets. Rev. D. R. Drummond, B. D.

Knox—Corner James and Cannon streets. (At present vacant).

St. John—Corner King and Emerald streets. Rev. J. Young, M. A., pastor.

Erskine—Peel and Morden streets. Rev. S. B. Russell, pastor.

St. Andrew's—Barton street and Smith avenue. Rev. J. A. Wilson, pastor.

Locke—Corner Locke and Herkimer.

Laidlaw Memorial Mission—Mary street.

Sherman Avenue—Rev. Roy VanWyck, B. A., pastor.

**Methodist Churches**

Centenary—Main street west. Rev. Richard Whiting, B. A., pastor.

Wesley—John street, corner Rebecca. Rev. I. E. Egerton Shore, pastor.

Simcoe Street—Corner John and Simcoe streets. Rev. C. M. Marshall, pastor.

First Methodist—Corner King and Wellington streets. Rev. R. J. Treleven, pastor.

Zion Tabernacle—Peel street north. Rev. F. W. Hollinrake, pastor.

Hannah Street—Corner Hess and Hannah streets. Rev. R. H. Bell, B. A.

Gore Street—Corner John and Gore streets. Rev. S. W. Fallis, pastor.

Emerald Street—Corner Wilson and Emerald streets. Rev. Dr. Williamson, pastor.

Barton Street—Barton street east. Rev. H. G. Livingston, pastor.

St. Paul's A. M. E.—80 John street north. Rev. T. H. Henderson, pastor.



A FEW OF HAMILTON'S CHURCHES.

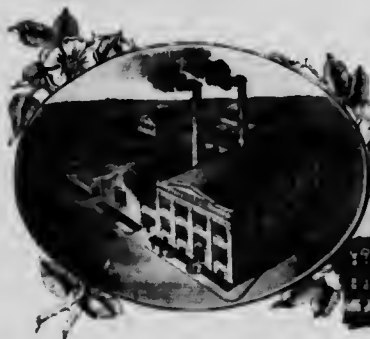
- 1. St. Mary's Cathedral (Roman Catholic).
- 2. Church of the Ascension (Episcopal).
- 3. St. Paul's (Presbyterian).
- 4. James Street Baptist.
- 5. Christ Church Cathedral (Episcopal).

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**Baptist Churches**

James Street—Corner James and Jackson streets. Rev. J. C. Sycamore, pastor.  
 Ferguson Avenue—Corner Ferrie street. Rev. Jas. Bracken, pastor.



VIEW OF GORE PARK FROM JAMES STREET.

Herkimer Street—Corner Locke and Melbourne streets. Rev. T. J. Bennett, pastor.  
 Wentworth Street—Corner Wentworth and King William streets. Rev. C. J. Friggerson, pastor.  
 Victoria Avenue—Corner Evans street and Victoria avenue. Rev. J. M. Cornwall, pastor.  
 Barton Street—Rev. W. C. Riddiford, pastor.  
 Mount Zion Baptist Church—Corner Wilson and Cathcart streets. Rev. W. E. Walker, pastor.

**Congregational Churches**

First Congregational—Highson street north. Rev. J. K. Unsworth, B. A., pastor.  
 Immanuel Congregational—Locke street. Rev. G. A. Lowes, pastor.

**Various Religious Bodies**

Plymouth Brethren—67 James street south. Each first day at 11 a. m. and 7 p. m.  
 Christadelphians—23 King street west.  
 St. Paul's German Evangelical Lutheran—Corner Gore and Highson streets. Rev. H. Kembe, pastor.  
 Evangelical Congregation—130 Market street. Rev. G. E. Brown, pastor.  
 First Unitarian Church—Rev. W. Delos Smith, pastor.  
 Church of Christ—Scientists—10 James street north. Mr. and Mrs. C. E. Wilson, readers.  
 Disciples of Christ—Walnut street.  
 Christian Workers, Gospel Laboratory—Corner Park and Merrick streets. Rev. P. Philipot, pastor.  
 Olive Branch Mission—King William street.  
 Gospel Hall—140 Macnab street north.  
 First Spiritualistic Society—120 James street north.  
 Willing Workers Spiritual Society—Corner King and Charles streets.  
 Jewish Synagogue—Reformed—Highson street south. Service Friday p. m. and Saturday at 10 a. m.  
 Jewish Synagogue—Orthodox—Park and Hunter streets.  
 Reorganized Church of Jesus Christ—Latter Day Saints—4 Catharine street south.

**Salvation Army**

Barracks—Highson street, corner Rebecca street, and 11 Walnut street north. Services every evening at 8 p. m., Sundays, 7 and 11 a. m., and 3 and 7 30 p. m.

**HAMILTON HOSPITALS**

The city supports as a municipal institution a General Hospital, in which both free wards and pay wards are maintained. It is situated on the north side of Barton street between Euclid and Victoria avenues, and is reached by the Barton street car line. The buildings consist of Central Main Building, East and West Front Wings, Jubilee Wing, Billings Memorial Wing, Victoria Avenue Wing, Maternity Hospital, Isolation Hospital, and accessory structures. The Hospital will accommodate about 200 patients and the necessary attendants. The resident medical staff is as follows:

Superintendent—Dr. Walter F. Langrill.

House Surgeons—Dr. F. E. Watts, Dr. W. M. Carrick, Dr. R. L. Clark, Dr. W. Brawley.

Outdoor and indoor staffs of physicians chosen from the medical profession of the city are also in daily attendance.

Mrs. House, Superintendent of Nurses, is in charge of a large and capable staff. A Training School for Nurses is conducted at the institution.

The government of the Hospital is in the hands of a Board of Governors appointed by the City Council. The funds are provided by the city, the Governors making their estimate early in each year.

The commodious and substantial Billings Wing was a gift to the city by Mr. John Billings, Chairman of the Board of Governors, as a memorial to the late Mrs. Billings, whose work for the sick and suffering endeared her to thousands.

The splendid Nurses' Home is the gift of Mrs. William Hendrie to the city, and speaks of a generosity that brings a blessing to those who care for the afflicted.

The Hospital has been the recipient of many handsome donations by appreciative citizens.

St. Joseph's Hospital is situated on John street south, and is in charge of the Sisters of St. Joseph. Its doors are open to all, and with its fine equipment and staff it is doing a great and beneficent work.

The great Asylum or Hospital for the Insane is situated on the mountain at the head of Queen street. It is a government institution and cares constantly for more than a thousand patients. Dr. James Russell is Medical Superintendent. It has beautiful grounds and a large farm attached.

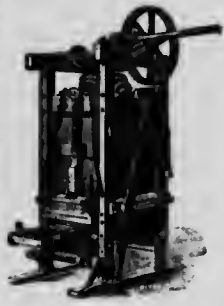
There are many other private institutions of a general character.

A Sanitarium for the treatment of patients affected with tuberculosis has recently been opened as a result of liberal private benevolence, the management being incorporated as The Hamilton Health Association. It is situated about two miles west of the city on the edge of the escarpment. Dr. A. D. Unsworth is the physician in charge.



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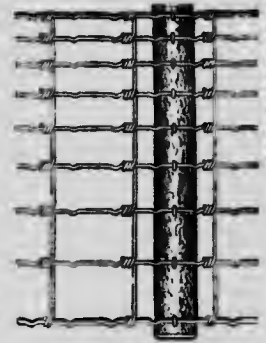
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**Hamilton, Ont.**



# Hamilton's Electric Pre-Eminence

**H**AMILTON has, by common consent, long been called "The Ambitious City," and its own people have taken a just pride in referring to it as "The Birmingham of Canada." Both names are appropriate and expressive of the city's progress and manufacturing importance, but probably no name suits the place so well as the one which was first applied to her by outsiders, "The Electric Hub." Hamilton was, by many years, the first city to solve the great problem of electricity in a practical way. When Canadians and the enterprising residents of the republic first began to talk about the great possibilities of Niagara Falls as a means of developing electric power Hamilton citizens were quietly working out a plan which has put this city in the fore-front and given it power advantages which all the enterprise of United States and Canadian capitalists and the brains of scientists and of government commissions have as yet failed to equal.

When the old "bob-tail" cars were still in use in the larger cities of Canada Hamilton's urban traffic was provided for by a complete electric system, and from that day to this the "Electric Hub" has always been several years in advance of other Canadian cities, and is so to-day. This, above all other things, but coupled with the city's splendid rail and water shipping facilities, has been the chief factor in its recent remarkable industrial progress and its equally remarkable growth. A new Hamilton, an immense section devoted to manufacture, and surrounded by completely built up districts where the men employed in these factories have their comfortable two-storey brick homes, has arisen upon what, five years ago, was farm and garden land. It was her unequalled power advantages that brought the greatest of her present great industries, the International Harvester Company's Works, to Hamilton, and scores of other manufacturing concerns have followed for the same reason.

To the foresight and enterprise of the gentlemen of the Cataract Power Company the city owes her pre-eminence in this respect. Even the discouraging report of the famous scientist, Lord Kelvin, upon the long distance transmission of electric power, did not turn these gentlemen from their purpose. They aimed to bring to Hamilton from DeCew Falls, a distance of thirty-five miles, a sufficient supply of electric power for all the manufacturing, lighting and traction purposes of the entire city, and what they have accomplished is an open book before the eyes of the world. They have given manufacturers power at a price that has not only defied competition but which is lower than the roseate estimate of the government commission. They are to-day lighting a city of 65,000 people by means of almost 500 arc electric lights, and are propelling the cars on three

suburban lines and the entire street railway system—in all about 80 miles of track. They are, in addition, lighting about one half of the stores and homes of the city.

The hydraulic plant of the Cataract Company is



DECEW FALLS.

situated at Power Glen, where an artificial lake, five miles in length, supplied directly from Lake Erie via the canal, gives an ample and unfailing supply of water, which is conducted into the power house by means of steel penstocks running from the top to the bottom of the mountain—the escarpment over which flows the waters of Niagara. These penstocks have an effective head of 267 feet. The power station at DeCew Falls, or Power Glen, as it is now called, is only about one-third as far from Hamilton as Niagara Falls power is from Toronto. The plant is the result of the best engineering skill and years of practical experience, and is, in every possible way, the best that money could provide.

The generating equipment consists of two 1,000 K. W. Royal Electric generators, two 2,000 K. W. Canadian General Electric generators, two 5,000 K. W. Canadian Westinghouse generators, two 6,400 K. W. Canadian Westinghouse generators, at Power Glen; at St. Catharines, 1,000 H. P. of belted generators driven from water wheels; at Hamilton, two 1,200 K. W. steam driven generators at the Victoria sub-station, making in all 31,800 K. W. of generating capacity. The turbines driving these generators are of a capacity to correspond with their electrical output. The voltage is raised from 2,400 volts at the power house to 22,500 and 45,000 volts for transmission purposes.

Sub-stations are distributed along the transmission lines to Hamilton, at Beamsville, Grimsby, Imperial Cotton Co., and the two main stations at Irondale and Victoria avenue. The sub-stations run from 300 K. W. capacity to 12,000 K. W. Besides these sub-stations mentioned there are similar installations at Welland, St. Catharines, Dundas, Burlington and Oakville.

The distribution system consists of the ordinary system of poles and wires for developing 2-phase current for power purposes and single phase for incandescent, store, arc lighting and constant current series services for street lighting, of an aggregate capacity at present of some 10,000 or 12,000 H. P.

It is worthy of special note that Hamilton is getting electric power for her manufacturers in unlimited quantity at prices which solve one of the manufacturing problems, and which promise to give this city the advantage for many years to come. When the Government's Electric Power Commission had prepared and submitted its report an analysis of the figures contained therein left those best posted in such matters nothing to worry about as to Hamilton's electrical supremacy. That this city should have been in possession for many years of that which so many other places are now earnestly striving to get speaks volumes for Hamilton's enterprise, and for the far-sightedness of the men who, in the face of predictions of failure, have accomplished so notable an achievement in the widening world of electrical science.



POWER STATION, DECEW FALLS.

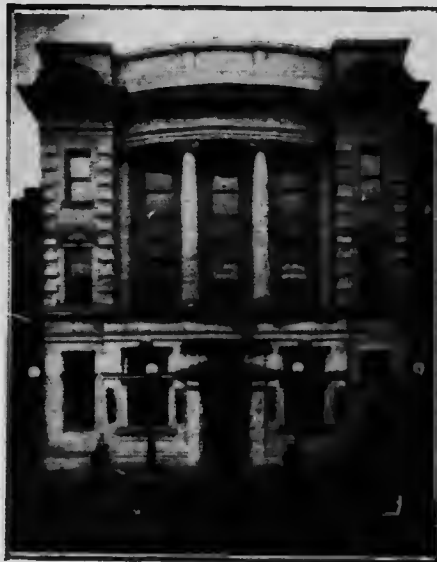


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HAND POWER  
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HAMILTON, ONT.

**MEN WHO HAVE PUSHED HAMILTON ALONG**



JOHN PATTERSON

**T**WO men whose names have been connected with a great many of the important undertakings which have brought Hamilton into prominence during the past few years are Mr. John Patterson and Mr. J. J. Scott, K. C. Mr. Patterson was probably the first person in Hamilton to see the advantages of the city as a site for a successful smelter, and to his untiring efforts, in a large degree, was due the establishment of what is now the Hamilton Steel & Iron Company, which owns several large plants in the city, and is now undertaking a very large extension. Mr. Patterson was one of the promoters of the Cataract Power Company and other industrial concerns, and has taken a lively interest in railroad matters. His latest enterprise in that line is the construction of the Hamilton, Waterloo & Guelph Railway—60 miles of road to give this city a short connection with Galt, Guelph, Waterloo, Berlin, Hespeler and other thriving cities and towns in that section.

To Mr. Scott's foresight and enterprise is not only due the establishment of several important industries, but he was one of the first to see the wave of population setting in, and at once prepared for it. He was the

founder of the company which provided homes for many hundreds of people, building houses especially designed to meet the needs of the great influx of workingmen, and laying out new surveys close to the manufacturing centres. Mr. Scott took an active part in the establishment here of the International Harvester Company, and organized the Aberdeen Brick Company at a time when there was a shortage of bricks. Hamilton has been fortunate in having many good citizens of this sort—men who were willing to back up their faith in the future of their city with their money.

Hon. J. M. Gibson is one of this sort. It is to him that the city owes the establishment in Hamilton of the original Canadian branch of the great Westinghouse concern, which in the past two or three years has grown into the Canadian Westinghouse Company, Limited, and has erected probably as fine a block of buildings as are to be found on the continent. As one of the original promoters of one of the greatest of electrical enterprises, the Cataract Power Company, Col. Gibson did much to place Hamilton far ahead of other Canadian cities in the strenuous competition for new industries. He was associated with Mr. James Dixon, Mr. John Patterson, Mr. J. W. Sutherland, and the late Mr. John Moodie in this undertaking. He has long been connected with the Radial Railway, and is now one of those behind the Terminal Station Company, who seek to erect a great central station in Hamilton for all electric railway lines. Other names could be added to the list—members of the City Council and Board of Trade, and the ever alert Assessment Commissioner, whose thoughts,



J. J. SCOTT, K. C.

sleeping or waking, are upon new industries. Their names will be honored in Hamilton as long as these works last.

Mr. B. A. Kennedy, although not a resident of Hamilton or a citizen of this great Dominion, is worthy of a place among those who have, during recent years, done a great deal to build up this city. It was he who selected Hamilton as the site for the International Harvester Company's Works, and who directed the company's operations during the years that its whole energies were directed toward the erection of the great buildings which now constitute its works, and which are soon to be added to again. Busy as he was with this work and with his large interests in Chicago he found time to associate himself with Hamilton gentlemen in large building operations and in other manufacturing enterprises, and invested largely of his own money in the city of whose future he was confident.



HON. J. M. GIBSON.

Like Mr. Kennedy, Mr. C. T. Grantham, after he and his associates had successfully established the Imperial Cotton Company here, set about to secure other industries. It has been Hamilton's fortune to secure many good citizens by the influx of capital from the United States and from other parts of Canada, and these have vied with each other and with citizens of longer years, in making Hamilton the large and prosperous city it has grown to be. At the present time several large and important industries are in the course of establishment here as the result of the efforts of this class of citizen. They include the large extension of the Hamilton Steel & Iron plant; the Tilden-Jackson Typewriter Works and Canadian Axminster Co.



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# Rapid Growth of Manufacturing Interests

**W**ITH the advent of the twentieth century there came to Hamilton a manufacturing and industrial boom which has been

the wonder of all Canada. There can be no room for doubt that this condition of prosperity and progress has been very largely due to the city's exceptional advantages in the matter of an abundant supply of cheap electrical power, already referred to, and to her excellent rail and water shipping facilities. Always noted as a manufacturing centre, the city has, within the past five years, almost doubled the amount of capital invested in manufacture, and has extended her limits by the addition of territory almost entirely devoted to great and busy factories.

while adjoining districts have been converted from garden and farm lands into thickly built-up sections where many of the artisans live in substantial brick houses, and enjoy the fruits of their industry.

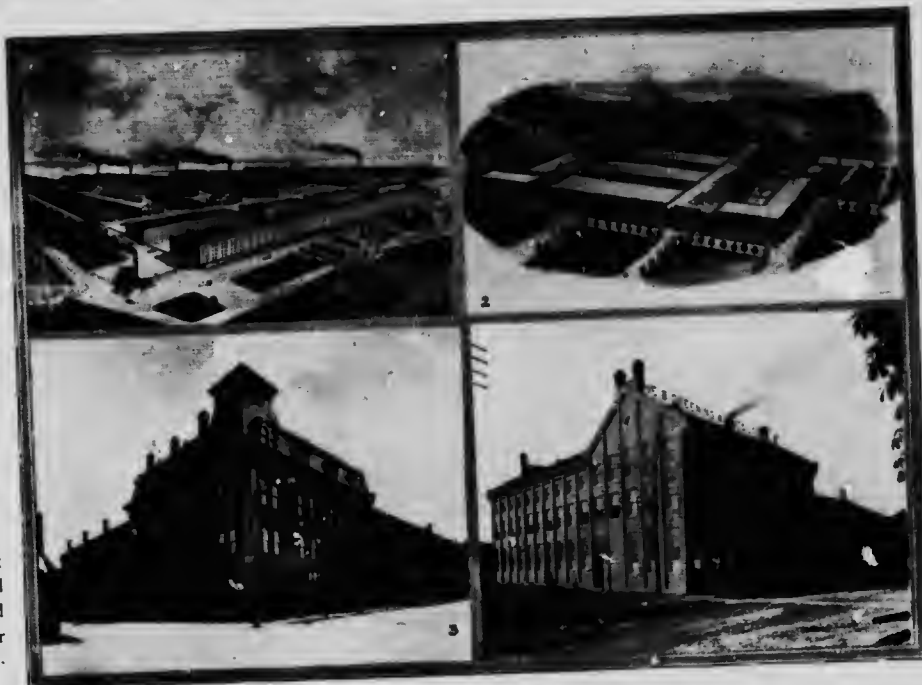
The manufacturing boom began when what is now the International Harvester Company decided to establish its Canadian branch in Hamilton. Representatives of the Deering Harvester Company investigated the Canadian field with a view to selecting a place in which to undertake the manufacture of harvesting machinery for their great and growing Canadian business, and for export, and saw no other place that afforded the advantages possessed by Hamilton. Some idea of the extent of this company's operations may be formed when the size of its buildings is considered. The largest of the International Harvester buildings requires a half-mile walk to make the journey around it, and there are about a score of buildings; all of them large. It has 147 acres of land, miles of railway track and switches, and its own docks. The company has an investment of about six million dollars, and employs in the neighborhood of 2,000 hands.

A dozen years ago or so the Westinghouse Company established its Canadian branch for the manufacture of railway air brakes here, and did a successful business; but it is only within the last two or three years that the present enormous plant was established. The Canadian Westinghouse Company was incorporated and began the erection of what are said to be the finest and most modern buildings for manufacturing purposes in Canada. The company manufactures every description of electrical appliance, and within the last few months it has successfully filled contracts for equipping electric railway, power, and lighting systems all over the country. It has an

The Advantages of Hamilton Attract Many Great Industries to Locate in the City. The Stream is Constant.

vestment here of \$5,000,000, and employs in the neighborhood of 1,500 hands. Other large concerns which have since been established here include: The Union

Drawn Steel Co., with an investment of \$150,000; the Otis-Fensom Elevator Co., investment \$100,000, and 170 hands; the Petrie Manufacturing Co., which came from Guelph, and has an investment of \$150,000; F. W. Bird & Son, which erected a large plant for the manufacture of patent roofing, etc.; the Imperial Cotton Co., which was one of the first concerns to enter the new manufacturing section in the north-eastern annex, and which has a fine, modern building, an investment of \$700,000, and employs 250 hands; the Dominion Cotton Belting Co.,



SOME HAMILTON INDUSTRIES.

1. International Harvester Co.'s Works.
2. Gurney, Tilden Co.

3. Canadian Westinghouse Co.
4. The B. Greening Wire Co.

adjoining the Imperial Cotton Co., and doing a splendid business, the Canadian Shovel & Tool Co., with a new factory in which 60 hands are employed; the Canadian Meter Co., which has erected a modern factory building on Caroline street north; the Frost Wire Fence Co., which came here from Welland less than three years ago, and which has enjoyed remarkable prosperity, its output of last year exceeded that of the parent industry at Cleveland; the Edward Ellsworth Co., manufacturers of Force Food; the Allith Manufacturing Co., hardware specialties; the Fowler's Canadian Co., which has built a large modern abattoir and packing plant, which it carries on in a modern and sanitary manner; the Baynes Carriage Co., with a capital of \$150,000, and which removed here from Buffalo; the Canadian Drawn Steel Co.; the London Machine Tool Co., which came from London and put up a fine plant here, with an investment of \$150,000; Thornton & Douglass, which erected a fine modern clothing factory here, and removed from Stratford; the Canada Steel Goods Co., which amalgamated its Galt and Leamington branches and moved to Hamilton, where it put up a modern building; the Banwell-Hoxie Wire Fence Co., the Pittsburg Steel Co.; the Canadian Steel & Wire Co., and several others. These concerns, all additions of the last five or six years, give employment to an aggregate of about 5,000 hands, most of them expert mechanics. The addition of a steel smelter to the plant of the Hamilton Steel & Iron Company is also of recent years, and now that concern has decided upon another large addition to its smelting plant, which will mean an extra investment of \$500,000, and the employment of about 300 more hands.

Nor has the boom abated, for, in addition to the extension of the steel plant above referred to, the city has secured, since the beginning of this year, three other important manufacturing concerns. These



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A WORD TO THE WISE—INSURE IN

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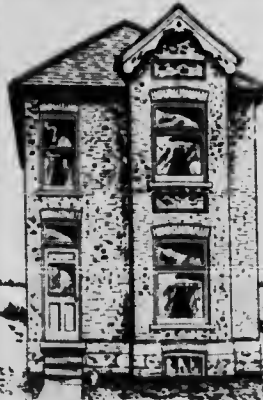
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## THE HAMILTON TIMES

are the Canadian Axminster Carpet Co., which has just acquired a large tract of land adjoining the Norton Manufacturing Co.'s premises, and is erecting a factory building, which is to be added to as fast as business will warrant; the Jackson Visible Typewriter Co., which has a fine large factory building in course of erection on the line of the T., H. & B. Railway at the head of Sanford avenue, and the Hamilton Plate & Mirror Glass Co. All three are entirely new

lines of business for Hamilton, and one at least is new for Canada. No small credit for the progress Hamilton has made as the chief manufacturing centre in Canada is due to the city's energetic Assessment Commissioner, John T. Hall, who is also Commissioner of Industries; and who has been untiring in his efforts. Mr. Hall's labors are made easier by the fact that no concern that has located here has ever yet been disappointed in Hamilton.



SOME HAMILTON INDUSTRIES

1. Gartshore Thompson Pipe Co.  
3. Imperial Cotton Co.

2. Hamilton Screw Co.  
4. Sawyer, Massey Co.

Among the manufacturing and industrial concerns of the city are the following:

Asphalt and paving, 1.  
Awnings and tents, 1.  
Basket manufacturers, 3.  
Belting manufacturers, 1.  
Biscuit manufacturers, 1.  
Blacking manufacturers, 3.  
Boat builders, 6.  
Bookbinders, 8.  
Boot and shoe manufacturers, 1.  
Box manufacturers and planing mills, 5.  
Brass manufacturers, 4.  
Brewers, 2.  
Brick manufacturers, 8.  
Bridge and structural steel works, 1.  
Broom and brush manufacturers, 8.  
Candy manufacturers, 5.  
Canning, preserving, evaporating and pickling companies, 8.  
Carriage makers, 12.  
Cereal food companies, 3.  
Cigar manufacturers, 15.

Clothing manufacturers, 4.  
Coconut manufacturers, 2.  
Cotton and basket manufacturers, 1.  
Coopers, 3. Cork cutters, 1.  
Curtain manufacturers, 2.  
Cream separator manufacturers, 1.  
Dingy specialty manufacturers, 5.  
Electric light and power companies, 1.  
Elevator manufacturers, 2.  
Emery and commodity manufacturers, 2.  
Engine packing manufacturers, 2.  
Facing mills, 1.  
Fertilizer manufacturers, 1.  
File manufacturers, 2.  
Fireworks manufacturers, 1.  
Furniture manufacturers, 1.  
Gas burners, 2.  
Gas manufacturers, 1.  
Gasoline engine manufacturers, 1.  
Glass manufacturers, 1.  
Harness hardware manufacturers, 1.  
Harness makers, 12.  
Hat makers, 4.  
Household machine manufacturers, 3.  
Horse collar makers, 4.  
Hub and spoke manufacturers, 1.  
Iron fencing and ornamental work, 2.  
Jewelry manufacturers, 4.  
Jam and jelly manufacturers, 4.

Knitting companies, 4.  
Lamp and lantern manufacturers, 2.  
Lithographers, 2.  
Machinists, 15.  
Marble works, 8.  
Mat and rug manufacturers, 1.  
Mattress manufacturers, 1.  
Millers, 3. Millwrights, 1.  
Mineral water companies, 3.  
Musical instrument manufacturers, 1.  
Novelty manufacturers, 5.  
Oil companies, 1.  
Paint manufacturers, 1.  
Paper box manufacturers, 3.  
Pattern makers, 4.  
Piano manufacturers, 2.  
Pickle manufacturers, 3.  
Pork packers, 3.  
Pottery manufacturers, 3.  
Pump manufacturers, 2.  
Regatta manufacturers, 1.  
Road machinery manufacturers, 1.  
Rolling mills, 1.  
Rubbers, 8.  
Rope manufacturers, 1.  
Rubber stamp and stencil manufacturers, 1.  
Sail manufacturers, 1.  
Sash and door manufacturers, 4.  
Screw manufacturers, 1.

Scale manufacturers, 2.  
Sewer pipe manufacturers, 1.  
Shut manufacturers, 2.  
Silverware manufacturers, 1.  
Stove, furnace and range manufacturers and iron foundries, 10.  
Soap manufacturers, 4.  
Spice mills, 6.  
Steel works, 2.  
Steel goods manufacturers, 1.  
Tack and nail manufacturers, 2.  
Tanners, 2.  
Tinner and tool manufacturers, 1.  
Tin can and pad manufacturers, 1.  
Tin goods manufacturers, 1.  
Tool manufacturers, 2.  
Trunk manufacturers, 2.  
Tobacco manufacturers, 2.  
Vinegar manufacturers, 3.  
Wire mills, 5.  
Wheel works, 1.  
Wine manufacturers, 2.  
Wire fence manufacturers, 3.  
Wire nail manufacturers, 1.  
Wringers and wash manufacturers, 2.  
Washing powder manufacturers, 1.  
Welding compound manufacturers, 1.  
Wooden and willow ware manufacturers, 1.  
Whip manufacturers, 3.

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# HAMILTON'S NATURAL GAS SUPPLY



**A**MONG the many advantages Hamilton offers to manufacturing industries is that of cheap natural gas. A franchise was granted to the Ontario Pipe Line Company last year, and it has now an army of men putting in mains and shop and house services. It controls ample territory in the gas district to the south, and is manifesting its confidence in the permanence of the supply by the expenditure of vast sums of money. The delivery has been going on for months, and the company's only trouble now is to get mains and pipes laid fast enough to meet the growing demand.

The Manufacturers' Gas Co., the promoters of which are the gentlemen of the Hamilton & Caledonia Railway Co., which holds a charter for

an electric railway to connect the city with the rich district between here and Caledonia, is also in the market for the supply of our manufacturers with natural gas, and contemplates early laying mains to serve the big industries in the eastern part of the city. It has large interests in the gas territory, and its entrance into the competition will doubtless tend to the benefit of our manufacturers.

There is no need to dwell on the benefits to accrue from the possession of a plentiful supply at cheap rates of gas for light, heat and power. Every manufacturer and business man—every householder—will appreciate its importance. And it is but one of the many advantages that go to make Hamilton the favored industrial city of the Dominion, whose fame is spreading so wonderfully.



## Hamilton as a Residential City



FIRST HOUSE IN HAMILTON

With all its electrical and industrial supremacy, its numerous suburban railways, its trunk lines and its large water shipping interests, Hamilton is essentially an ideal city to live in. Not on account of legislation aimed at keeping manufacturing establishments in any particular part of the city, nor yet on account of the setting apart of any sections exclusively for residential purposes, but because of the good common sense of those who have made the city what it is. Hamilton has always held out strong inducements to those looking for homes.

The layout of the city and the location of the railways have a tendency to take the large factories to the northerly section. In years gone by the northwestern part was the chief manufacturing portion, there the Grand Trunk Railway yards being situated, and there the rolling mills, bridge works, pipe foundry, tobacco factory, forges, car wheel works, machine shops, cotton mills and numerous other industries being situated. The advent of the International Harvester Works opened up a new quarter, and now many of the great industries are to be found in the northeast, where besides the Harvester Company and the steel and iron smelters, a great variety of works are carried on in a constantly growing section.

This naturally leaves the southern portion of the city for residential purposes, the central part being devoted largely to wholesale and retail businesses. But the northern part of the city is not all given to factory sites. Already large residential sections have grown up adjacent to the places where the workmen are employed, and there is ample room and no end of land available.

The south and southwest have always been popular places of residence for the wealthy, and there are to be found whole

streets devoted to nothing but palatial residences, broad and well kept lawns, with cement walks and well paved streets. The high land on the mountain slope and the height known as Dundurn ridge lend themselves especially to home making, and new sections are constantly being opened.

Within the past few years the former Inglewood grounds and other lands west of James street and south of Aberdeen avenue as far west as Bay street have grown in popularity, and here many beautiful homes have been and are being erected. Herkimer,



Residence of Mr. J. A. Watte.

Markland and Hannah streets; south James, Macnab and Bay are all well built up with a fine class of houses, and now choice locations are being sought farther west.

New surveys under the mountain, east of James street, have recently been laid out and eagerly sought, and the beauties of the southern part of the city are constantly attracting new residents. Main street east, and the entire section south thereof, and east of Wellington street, extending right to the easterly limits of the city, and containing broad acres of the finest building sites, yet available

for new home-seekers, afford all the advantages for ideal homes. Victoria, West and East avenues south are now numbered among the older residential sections. Ontario avenue is not entirely built up, but with its uniform houses, well kept lawns and beautiful shade trees and flowers has no superiors and few equals. Grant avenue and Wentworth street south have become fine residential streets, and now the tendency is eastwards. Since the present boom began Sanford avenue south, Ida street, and the streets running from Main southerly, east up Sanford, have come into prominence, and building sites upon them are in great demand. Already a large number of houses of a fine class have



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- Fencing and Clearing Right-of-Way for Transmission Lines of the Toronto & Niagara Power Co. from Niagara Falls to Toronto
- Additions to the Insane Asylums at Toronto and Hamilton for Provincial Government
- Construction of Concrete Structures for the Hamilton Radial Railway, between Burlington and Oakville.
- Preparing Roadbed and Masonry and Double Tracking Radial Railway to Oakville (pronounced one of the best Electric Railway Roadbeds in Canada)
- Grading for Belt Line and Yard for C. H. & B. Ry. Co.
- Construction of Rifle Ranges for XIII. Regiment

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HAMILTON, - ONTARIO

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been erected, and more are going up constantly. East of the present city limits are the many large and beautiful homes, with splendid and well kept grounds, built by wealthy men thirty years ago on Main street, and south of them newer streets are being constantly built upon.

But it must not be thought that all the fine residential sections are in the south. A large number of fine residences have recently been built on Sanford and Wentworth streets north, and the beauties of Smith avenue have oft been sounded. East, Victoria and West avenues north are classed amongst the most desirable residential portions for persons in comfortable circumstances, and in the central part of the west are to be found many sections, including Hess, Queen, Pearl and Kay streets, Market, George, Main, Jackson and Hunter streets, where homes can be found or built, and where freedom from the bustle of business, the smoke and noise of manufacture and the roar of traffic is fairly well assured.

Speaking at a public meeting at the Board of Trade recently one of the promoters of an important electric railway project was asked where the people of Hamilton were to find homes after all the railways which are seeking entrance into the city have been accommo-



LINDEN PLACE. Residence of Mr. J. M. Lawson.

dated. This gentleman, not long from a large United States city, replied: "East of Wellington and south of Barton there is room enough for a population of one million people. Moreover it affords everything a million people could want, good homes near enough to the factories for the working classes, yet far enough away to ensure quiet home life, and the land reasonable in price; still further south beautiful streets and avenues for the homes of those who can afford something better, and well situated land enough for palaces for all the millionaires that Hamilton needs. And when the million people have been provided for—which will not be for a little while yet—the mountain top, by many thought to be the best place of any, still remains.

While the city has not found it necessary to pass a by-law to close any section against manufacturing and business houses, there are many who think the time has come when this course should be taken, and there is now a movement on foot, which has gone the length of a petition being sent to the Council, to reserve the south-eastern part of the city for residences only.



RAVELSTON. Residence of Mr. Wm. A. Helton.

## When You Visit Hamilton



If you are a stranger to Hamilton a few hints on how to spend a brief visit to the best advantage will be useful. You will, of course, go to "the Mountain"—everybody does. Torontonians jest about the "Hamilton Mountain," but they come up in vessel-loads and immediately rush thither. Why they do so you will understand when you are done likewise. Go up



RAVENSLIFE. Residence of Mr. J. Dudley Smith.

by one of the incline railways at James street or at Wentworth street, or you may test your leg muscles by climbing the steps at either point, or at the head of Ferguson avenue; or, again, you may walk up John or James street. You will not regret the climb when, from the escarpment, or from the tower of the Mountain View Hotel, you gaze on the panorama spread out before you. Don't hurry. Take it all in. There are not many such views.

Then go along the new Mountain Boulevard to its easterly limit, where a beautiful park is being prepared, and look down upon East Hamilton. Thence walk or drive westwardly along the Heights to the entrance to the Beckett Drive, and enjoy its picturesqueness. Or you may take in the beautiful grounds and immense buildings of the



WESANTORD. Residence of Mrs. Sanford.

Government Insane Asylum on the heights above the Drive, which ends at Chedoke.

You will have seen a good deal of the city from the heights. Perhaps you will have laid out an itinerary. It should be made to include:

The City Hall, James street, from the tower of which a beautiful view is to be obtained.

The Court House, Prince's Square.

The Central Fire Station, where Chief TenEyck and his boys will show you every courtesy.

The Gore Park, which at night reminds you of your childhood fairy tales.

Burlington Beach, with its hundreds of pretty summer cottages, the Canal with its great swing bridges, lighthouses and piers, and the pretty village of Burlington beyond; but beware of the ravishing

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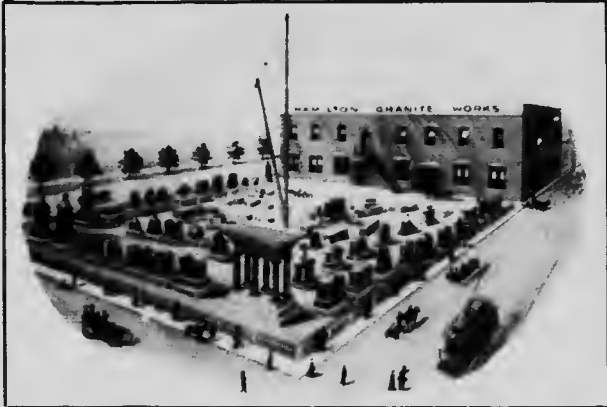
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# THE HAMILTON TIMES

beauty of the summer resort maiden; the Hamilton sort is killing. See the big power house, the great hotels, and the Royal Hamilton Yacht Club.

Go out and spend an hour in Reservoir Park. Take the York street cars and "do" Dundurn and Harvey Parks.



FAIRLAV N. Residence of Mr. G. H. Bisby.



BALLANTRICH—Residence of Mrs. Edward Martin.

See the Museum in Dundurn Castle and the splendid Art Loan Gallery.

Visit the Public Library and the Art School.

Are you interested in the education of the young? Then visit the Collegiate Institute, the historic Central School, Ryerson, Queen Victoria, and a many of the other fine schools as you can.

See our militia quarters on James street. The sight of the gallant XIII. Regiment and the brave 91st Highlanders will do you good.

See the improvements begun at the bay front.

See one of the best race courses in Canada at the easterly end of the street car line.

Go through the eastern manufacturing district and note the busy hive of industry, where only a year or two ago the cattle pastured; and mark that a construction army is at work providing buildings for more industries.

Then, if you wish sylvan quiet, take a Hamilton and Dundas car and go out to Ainslie Wood and to Cline's Park, on the westerly suburbs, and enjoy it.

A visit to the Valley City, Dundas, will also be in order, and you will never regret having taken time for it.

And, mark it well, you will want to repeat your visit to Hamilton soon.

## GENERAL NOTES OF HAMILTON

—Within a radius of 40 miles of Hamilton there is a population of about 675,000.

Fourteen lines of steam and electric railways are in operation or have obtained charters.

—There are 2,400 telephones in use.

—There is 22 miles of steel railway track in the city.

—Building permits, 1905, \$1,511,382.

—Granolithic walks, about 140 miles.

—Sewers, 71 miles.



Residence of Mr. John Patterson



James Street South.

—Convenient suburban pleasure resorts and unrivalled boating and bathing attractions.

—Excellent water supply and good pressure for fire protection.

—Water mains, 120 miles; house services, about 16,000.

—Beautiful parks and picturesque and romantic mountain driveways.

—Hamilton has three daily newspapers, two semi-weekly newspapers and various other periodical publications.

—The healthiest city of the continent.

—Hamilton has two incline railways connecting the lower city with the heights.

—Hamilton is the healthiest city in Canada.

—Dundurn Park, at the head of the bay, is one of the most beautiful city playgrounds in America.

—Hamilton is the Electrical City of Canada.

—Hamilton has about fifty social and athletic clubs.

—Hamilton Jockey Club owns the fastest track in the Dominion.

—Shipping tonnage in 1905 entering and leaving the port, 880,550.

—With the lowest consumption mortality it has established a sanitarium on the heights, two miles west of the city, to still further lower it by the most modern method of treating those affected.

—Hamilton has nearly 500 electric street lamps.

—City Hall cost nearly \$200,000. From its 145 foot tower a fine view of the city may be had.

The Times is one of Hamilton's institutions. This is its work. All read the Times.

—Hamilton maintains 26 charitable institutions.

—Hamilton smelts 250 tons of iron daily.

—Hamilton factories can and turn into jam millions of pounds of the fruit of this region for the use of less favored people.



THE HOLMSTEAD—Residence of Mrs. Hendrie.

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# HAMILTON IN SPORTS AND ATHLETICS



WILLIAM J. SHERRING, WINNER MARATHON RACE, ATHENS, GREECE, 1906.



ALL work and no play has never been the rule in Hamilton, and her boys have never been the dull sort. The earliest historical sketches of the city make reference to the sports which flourished at the time, and generation after generation have kept up the record. With a regularity that has kept the city's name in the forefront and its fame spread over the world the city has produced leaders in the various branches of sport—individual champions and team champions, and men who could hold their own in the best company that the world could produce.

In the early '30's cricket flourished. It was introduced by Englishmen who settled here, and when the British soldiers were quartered here about 30 years later it received a great impetus, the various matches, officers vs. men, soldiers vs. civilians, and Hamilton vs. visiting teams being events of social as well as sporting importance. In the '70's the Hamilton Cricket Club was famed for the prowess of its players, and the club records show that its achievements at home and abroad entitled it to championship rank. The club has ever since maintained a foremost place. Twenty years or so ago the Sons of England team came upon the field and now the boys of Highfield bid fair to keep up and elevate the standard of the local organizations in the future.

A sport that prevailed to a large extent in the '60's and '70's was racquets. It was introduced by the English army officers and was

played in an immense racquet court on Jackson street—then Tyburn, and afterwards Maiden Lane—where St. Paul's Church Sunday School building stands.

Lacrosse was the popular game in the early '70's before baseball had its inning. Hamilton had several strong clubs. Like racquet, lacrosse dropped entirely out of the sports indulged in, but, unlike it, the latter has returned and the Hamilton Lacrosse Club is now a strong organization.

When Edward Hanlan won the single scull championship of Burlington Bay something over 30 years ago the sport of sculling and rowing, which had flourished for some years, was given a great boom, and when the same doughty Canadian won the championship of the world at the Centennial at Philadelphia in 1876 the whole country went wild on rowing. Hamilton was never prominent among the single scullers, but the old Nautilus Club produced a four-oared crew which could—and did—beat anything that sat in a boat at that time and in the early '80's. The Leander Club also produced a number of good oarsmen. This sport had a long period of depression, but is again coming to the front and Hamilton crews may be heard from in the Canadian and National events again before long.

Racing, which under the management of the Hamilton Jockey Club is now so popular in this city, flourished half a century ago. When "the old race track" is referred to the old horsemen of the



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present day think of the race track that used to be on Main street east, near the Delta, which had its palmy days 30 years ago, but many years before that the "old" race track was west of Queen street, under the mountain, and there the race meets were held for both thoroughbreds and trotters. Even in those days the late Mr. William Hendrie was a patron of the sport of kings, and the owner of many of the best horses in this part of the country. The winning of the greatest of all races in America, the Futurity, and two victories in the King's plate and other notable events by Hendrie horses; the performance of Mr. Thomas Crooks' jumpers, and the frequent victories of the fine harness horses, of which Hamilton has always had a good lot, has kept the city to the fore in the racing world ever since.

Yachting has had many devotees ever since the days of the late Thomas Swinyard. The Royal Hamilton and Victoria Yacht Clubs have always been prominent racing organizations, the boats of their respective fleets winning many honors on the Lake Yacht Racing

Hamilton has always been a factor in the contests for championship laurels. In the days of the old scrimmage game the Tigers could hold their own with any other teams that were in the O. R. F. U., and, no matter what clubs came or went, the Tigers were always there and managed to win an occasional championship. When the modern and scientific snap back game was introduced the Hamilton club had no equals and has won the championship three years in succession. Although the Hamilton team did not play for the Canadian championship, and therefore could not claim the title last fall, it won the honors, which can scarcely be said of the team that won the title.

Golf, as a Hamilton sport, is a comparatively recent comer, but it has come to stay. During the few years since the organization of the Hamilton club it has produced winners of both the men's and ladies' Canadian championships. Mr. F. R. Martin won the title a few years ago and Miss Florence Harvey carried off the premier honors in the ladies' competition. That the splendid sport is on a



ROYAL HAMILTON YACHT CLUB HOUSE.

circuit and at the various annual rendezvous. Capt. Jack Fearnside and his associates have been among the most enthusiastic Corinthians of recent years. When Erolins Jarvis was a resident of Hamilton yacht racing was at its height. To such enthusiasts as Mr. Jarvis, Mr. Fearnside, Mr. E. H. Ambrose and other Hamilton yachtsmen much credit is due for their efforts to encourage building of a class of yachts that would be more than mere racing machines. The interest taken by the late Senator Sanford, so long Commodore of the R. H. Y. C., Mr. R. A. Lucas, and the large number of yachtsmen of the present day, has kept the sport always to the front and given the members the advantages of the splendid club house at the Beach.

When bicycling was a sport and the wheel a racing machine rather than, as it is to-day, a means of getting around quickly without much expense, Hamilton produced the fastest of riders. The road racing team of the Hamilton Bicycle Club, with the champion A. W. Palmer at its head, was foremost in many meets, and in later years the Crescents and Raoblers produced fast racing men.



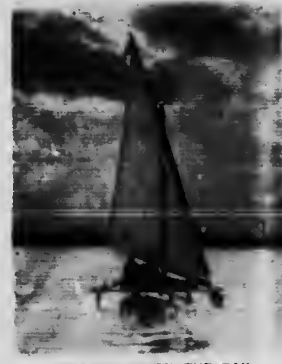
REGATTA AT BURLINGTON BEACH

Probably because its season is short and the sport exciting Rugby football has always held its place in the public estimation. Moreover,

firm footing is shown by the fact that the gentlemen interested in it have recently become incorporated as a Golf and Country Club, and have perfected plans for establishment on a permanent basis and important scale.

Rifle shooting, as a sport, has flourished for about half a century and has brought to Hamilton the greatest of all honors that can be won by a marksman, the winning of the King's prize—or the Queen's prize when T. H. Hayhurst won it. The list of shooting honors won by Hamilton men and the crack shooting regiment, the Thirteenth, is a long and constantly growing one. The local trap shooters have also always won a high standing in the country's events.

Probably, however, her sons' victories in the world's greatest long distance running events have been the most notable achievements of her athletes. Chief amongst these was the victory of Will Sherring in the Marathon race at Athens last May. The Hamilton runner, who went thousands of miles alone and trained himself, defeated over 80 in number of the fastest runners of almost every



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<i>Utica</i>	<i>Philadelphia</i>	<i>Brantford</i>	<i>Louisville</i>	<i>Lindsay</i>
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country of importance in the world. With the holding of the world's championship and John Caffrey's record, made in the Boston Marathon still standing as the world's record, Hamilton is indeed well represented in this branch of sport. It is generally regretted that R. Kerr, the speedy Y. M. C. A. sprinter, did not go to

return. The Times has long advocated that this field should be maintained for all time for outdoor sports.

In the northeast end Britannia Park is the home of baseball, which for 30 years has always had its large following. The park is also making a strong bid for Association and Rugby football, and is



HAMILTON GOLF CLUB HOUSE AND GATHERING OF GOLFERS.

Greece with Sherring, as it is generally conceded that he would have had a fine chance in the short distance events.

Among winter sports Curling has been pre-eminently Hamilton's choice. The Thistle Club has had a long and honored career, having won the Ontario Tankard half a dozen times, besides carrying off many other honors.

Hockey has had only a fair degree of success. When some enterprising citizen, club or company builds a modern hockey rink the sport will boom.

Hamilton is fortunate in having two good athletic fields. The Cricket Grounds have long been the home not only of the cricket clubs of the city and of the fine old game, but also of football and lacrosse and, to a limited extent, of tennis. The city owes much to the gentlemen who have so long maintained the grounds without any

fitted out with a fine new quarter mile cinder track for bicycling and running. A lot of enterprising men have invested a large amount of money in the property, and it is their desire and intention to go on improving it to meet the ever increasing demands. What its future may be it is hard to tell, but it has the brightest of prospects.

A healthy spirit of rivalry in field and track sports has been fostered by the local Young Men's Christian Association, and has brought to the front a number of young athletes who have achieved successes in many large centres in competition with the best that other similar associations can produce. In indoor athletics, too, the Y.M.C.A. has been a factor, and its basket ball representatives have won championship honors on many occasions. Likewise has the Police Athletic Association had a share in the development of a love for clean, manly contests, its annual events being an incentive to the men to put forth their best efforts.



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GRAND STAND, HAMILTON JOCKEY CLUB.

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## LIGHTS OF THE BENCH AND BAR

**T**HE Law Society of Ontario, as now organized under Revised Statutes of Ontario, Chap. 145, 1887, and continued by Revised Statutes of Ontario, Chap. 172, 1897, is an institution representative of the profession of the Province. Under it the Benchers are, exclusive of *ex-officio* members, elected by the Bar, the *ex-officio* consisting of the Attorney-General of the Dominion for the time being, if a member of the Bar of Ontario, and all members of the Bar of Ontario who have at any time held the office of Attorney-General of the Dominion or of Ontario, or of Attorney or Solicitor-General of the former Province of Upper Canada, and any retired Judge of the Superior Courts of Law or Equity of Ontario; the *electi*, thirty in number, being chosen by ballot, for a term of five years, by the members of the Bar, in manner prescribed by the Act. Vacancies during the term are filled by the remaining Benchers. On the first day of Easter Term, annually, the Benchers appoint one of their body to be Treasurer, who is also President of the Society. The Benchers sit in Convocation every term for the call of Barristers, the admission of Attorneys and Solicitors to Practice, and of Students to enter the Society, the fees paid by whom form the revenue of the Society. The headquarters of the Law Society of Ontario is Osgoode Hall, Toronto, in which is provided accommodation for the Court of Appeal and Courts of Equity, and for the sittings in term of the Superior Courts, with a valuable and extensive library. The several Judges of the Supreme Court of Judicature are Visitors of the Society.

The Hamilton local Law Society (see page 16) is a healthy institution, with a fine library, and forms a bond between members of the profession in this city.

Not a few of Hamilton's able barristers have won fame at the Bar, and several have shed lustre upon the Bench and left an honored name to their families and their country. In recent years Hon. Justice Prond-foot, Hon. Justice Robertson, and Hon. Justice Teetzel may be mentioned as among those called to the High Court Bench. Hamilton talent at the Bar is recognized all over Canada, and the records of famous cases are full of the names of the able



W. H. WARDROPE, K. C.



P. D. CERERAR, K. C.

pleaders who claimed Hamilton as their home.

P. D. Crerar, the senior member of the firm of Crerar, Crerar & Bell, barristers and solicitors, was born in Scotland, and is an honor graduate of Glasgow University. He studied law for a time in Scotland and completed his studies in Hamilton. He was called to the bar in 1883, and entered the office of Crerar & Muir. When the latter was elevated to the Bench he became a member of the firm, which was subsequently known as Crerar, Crerar & Bankier. In 1902—Coronation year—he was created a King's Counsel. On the death of Mr. John Crerar, K. C., Crown Attorney, he became senior counsel for the present firm.

Mr. Crerar has made a specialty of corporation business, and is a prominent figure in the commercial, as well as the legal world. He is a director of several mercantile institutions, among them being the Peuman Manufacturing Co., Paris; the Hamilton Oak Tanning Co., Woodstock; the McPherson Shoe Co., and the Imperial Cotton Co., Hamilton, Vice-President of the Bayne Carriage Co., Hamilton; Solicitor for the Molson's Bank, and many other large corporations and firms.

Mr. Crerar has figured in a number of important extradition cases, and has been successful in a number of cases that have gone to the Court of Appeal, notably the recent water rate cases.

Mr. Crerar is a keen sportsman, a good golf player and a clever reinsman. He has been president of the Canadian Association of Amateur Oarsmen and the Royal Golf Association of Canada, President of the Hamilton Golf Club, and a director for years of the Hamilton Jockey Club.

He has never been a candidate for parliamentary or municipal honors, but takes a deep interest in the government of the country and city.

Mr. Wardrope is one of the most respected members of the local bar. He was born in Ottawa and went to Guelph when quite a lad. He studied law in the office of Guthrie, Watt & Cutton, Guelph. He was called to the bar in 1884, and practised his profession in the Royal City till 1891, when he came to Hamilton, forming a partnership with Mr. Harry Carpenter, the firm name being



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## THE HAMILTON TIMES

Wardrope & Carpenter. He was created a King's Counsel in 1902. During the regime of the Ross Government he acted as Crown Counsel at a number of Assizes, and figured in several big criminal trials. For some years he was Assistant Law Clerk of the Ontario Legislative Assembly, and on his resignation from that office was presented with a testimonial that was signed by every member of the Parliament.

Mr. Wardrope devotes his attention largely to the management of estates, and is trustee and executor of a large number of them.

He is a Past High Chief Ranger of the I. O. F., and has been sent to the Supreme Court three times—once to England, once to California, and once to Toronto. He is a member of several other fraternal societies.

Mr. Wardrope is an after-dinner speaker of ability and is much in demand at banquets, his favorite subject being "Canada." His office is over 164 James street south.

Sanford D. Biggar was born in Saltfleet, and came to this city when a youth to study law in the office of Osler, Teetzel & Co. He was called to the bar in 1885, and was admitted to the firm of Kilvert & Biggar. Subsequently he and Mr. Lyman Lee formed a partner-

Mr. Biggar takes quite an interest in clean sports, and is an enthusiastic horse-back rider.

Few members of the legal profession have done more to promote commercial enterprises in Hamilton than Mr. J. J. Scott, K. C. (whose portrait appears on another page.) Mr. Scott is senior member of the firm of Scott & Robertson. Mr. Scott is a native of Haldimand County. Coming to this city as a youth he studied law in the office of Bruce, Burton & Bruce. He was called to the bar in 1879, and after practising for a time with the firm of Bruce, Walker & Burton, formed a partnership with the late W. F. Walker and Wm. Lees. Subsequently he became head of the firm of Scott, Lees & Hobson, from which firm he withdrew a few years ago.

Mr. Scott has made a specialty of corporation and commercial law and has taken an active part in the bringing here of many new industries to the northeast part of the city, where years ago he purchased large tracts of land. He was particularly active in connection with the establishment of the International Harvester Co.'s works, and is solicitor for the company. He promoted the Aberdeen Brick Co., and is President of the Hamilton Automobile Co. He is also Secretary of the Aberdeen Elevator Co., and a director of the Hamil-

Chas. C. Kirkmore.
Eust. Dore.
Jus. Craig.
J. D. VanNorman.
Wm. Mills.
J. R. Thomson.
J. J. Curran.  
J. V. Spolin.
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John Petrie.
Wm. Craig.
Edward Martin.
John McCrown.
W. Leggat.
M. McEac.
Rich. Martin.
W. H. Masterson.
A. Stewart.  
S. B. Freeman.
Judge Burton.
J. R. Hobson.
C. A. Saffler.
M. O'Reilly.
Judge Robertson.
J. E. Starr.

### HAMILTON BAR ASSOCIATION OF 1885-86

ship, which was continued for a number of years. On the dissolution of the firm Mr. Biggar was joined by Mr. W. S. McBrayne, who is at present his partner.

Mr. Biggar became active in municipal affairs in 1900, and was elected alderman in 1901. He was Chairman of the Sewers Committee in 1902, and Chairman of the Civic Finance Committee in 1903 and 1904. He was elected Mayor in a keen contest in 1905, and this year he was re-elected by acclamation. As a Conservative he has taken an active part in politics for a number of years, and is a member of the Executive Committee of his party.

Mr. Biggar never gave much attention to criminal law, devoting his time largely to estate and commercial matters. He is solicitor for Saltfleet Township, the Canada Shovel Co.; the Petrie Manufacturing Co., the Chipman-Holton Co., the F. W. Ird Manufacturing Co., and many other companies.

ton Brewing Association and the Grant Spring Brewery Co. Among the several big corporations that he is solicitor for is the Fowler's Canadian Co., the big packers.

He has never taken much interest in sport, but is a director of the Hamilton Jockey Club. He has been active in politics for some years, and is President of the Hamilton Conservative Association.

Mr. Scott is a man of great determination and is known among his fellow members of the bar as a keen fighter.

—Hamilton in Parliament—Hamilton West, Adam Zimmerman, M. P.; Hamilton East, Samuel Barker, M. P.

—Hamilton in Ontario Legislature—Hamilton West, Hon. John S. Hendrie, M. P. P., Minister without portfolio; Hamilton East, Henry Carscadden, M. P. P.

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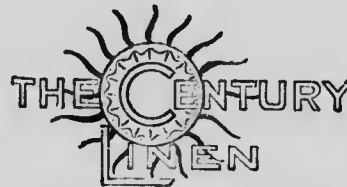
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# HAMILTON'S HONORABLE MILITARY RECORD



THE Hamilton Brigade has kept pace with the city's remarkable progress in other lines, and from a force of nearly 700 men the total strength has been increased to almost twice that number within the last few years by the organizing of a killed regiment, the doubling of the strength of the Field Ambulance Corps and the establishing of a branch of the Army Service Corps.

So rapid has been the growth that the old Drill Hall, which has done duty for many years, has outlived its usefulness, and a splendid new structure, providing ample accommodation for all the corps, is to be erected on the present site and land to the south acquired by the Government for that purpose. The contract, which calls for a building to cost \$220,000, has already been let. The improvements being made at the ranges, where the targets and accommodation are being doubled, is still another indication of the growth from a military standpoint. Hamilton has always taken the greatest pride in its soldier boys, and that they

Lieut.-Col. Buchanan retired in December, 1864, being succeeded in January of the following year by Lieut.-Col. Alfred Booker, who had commanded the Battery since its organization in 1855.

The story of the regiment's history has been one of conscientious work at headquarters and on the ranges. When volunteers were called for to assist the Mother Country in the late South African war the Thirteenth sent its full quota, and had its representatives present on the field of Paarderberg, where the Canadian boys distinguished themselves in a manner that won the unbounded admiration of the Empire.

Lieut.-Col. Booker was succeeded in 1866 by Major, afterwards Lieut.-Col. Skinner, who retired in 1885, when he was succeeded by the Hon. J. M. Gibson. Col. Gibson's connection with the volunteer force dated from 1860. He was present at Ridgeway in 1866, and for three years was President of the Ontario Rifle Association, and was similarly honored by the Dominion Association. Besides being a crack marksman himself, Col. Gibson has always taken the liveliest interest in the regiment.

In 1895 Lieut.-Col. Alexander Huggins Moore succeeded Col. Gibson, and held the command until 1897. Lieut.-Col. McLaren was the next commanding officer and the regiment made satisfactory



LIEUT. COL. E. E. W. MOORE  
Commanding Thirteenth Regiment



LIEUT. COL. HON. J. B. HENDRIE  
Commanding No. 2 District Canadian Field Artillery

appreciate it is demonstrated by the fact that this city has the most efficient force of volunteers in Canada.

December 13, 1862, saw the general order authorizing the organization of the Thirteenth issued, and then that corps began to make history. The two existing rifle companies, commanded then by Captains James Edwin O'Reilly and S. F. Cattle, were incorporated in the battalion and the Highland company, commanded by Captain Skinner, was added as the third. The commanders of the four new companies were: Captains John Brown, Herve Mingaye, Donald McInnes, Thomas Bell. Hon Isaac Buchanan was gazetted Lieut. Colonel, commanding. Captains Skinner and O'Reilly were promoted to the rank of Major, and the ranks were quickly filled with enthusiastic soldiers. Captain John McKeown commanded an eighth company, added in December, 1862, and Captain Robert Law a ninth, gazetted in January, 1863. The former was, however, disbanded in July, 1863.

It was in September, 1863, that Mrs. Buchanan, the commanding officer's wife, presented the battalion with colors, the escort for the occasion being commanded by Captain John Stewart Henderson. Rev. J. G. Geddes, rector of Christ's Church Cathedral, consecrated the colors, which were received by Major Skinner from the donor.

progress under his guidance. Lieut.-Col. John Stoneman followed Col. McLaren, and was succeeded by the present commanding officer, Lieut.-Col. E. E. W. Moore.



LIEUT. COL. W. A. LOGIE  
Commanding Ninety-First Highlanders

The Thirteenth Regimental Band, organized in 1866, is one of the oldest and most honored musical organizations in Canada. Mr. P. Grossman was first bandmaster, being succeeded in 1869 by Mr. George Robinson. Mr. Robinson, after a year's service, retired, and was succeeded by Mr. William Blanchard. When the position of bandmaster again became vacant in 1871 Mr. Robinson again assumed command, and has held the position ever since. The history of the crack band, probably the finest organization of its kind on the continent, is well known to Hamiltonians. Its greatest conquests have undoubtedly been with the St. Bernard Commandery, Knights Templars, of Chicago, trips being made with this commandery to Chicago, St. Louis, Boston, Denver and Washington. At St. Louis the band was honored in a marked manner, when out of 150 bands the late P. S. Gilmore, who was in charge of the musical festivities, picked the Canadian band to play a separate selection, a thing done by only one other band, and that one Gilmore's own.

Another unique incident was when the band, visiting Washing-



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HAMILTON, CANADA

## THE HAMILTON TIMES

ton, draped the drum with the Union Jack, and played a funeral dirge at the tomb of the great Washington at Mt. Vernon. During the Denver trip in '92 the band played God Save the Queen at the top of Pike's Peak. The Thirteenth has also the distinction of having one of the best bugle bands in Canada.

It remained for Staff-Sergeant Hayhurst to crown the regiment's brilliant shooting achievements by winning the Queen's Prize at Bisley in 1895. A reference to King's Prize recalls the gallant fight Captain W. L. Ross of the Thirteenth made for it in 1897.

The Thirteenth Sergeants' Mess is another section of the regiment that is worthy of note, for not a small share of the credit for the corps' efficiency is due to the non-coms. The signalling section under Sergt. Miller, although, at the time, organized less than a year, carried off the honors last season for No. 2 District.

The staff officers of the Thirteenth are: Hon. Col., the Hon. J. M. Gibson; Lieut.-Col., E. E. W. Moore; Majors, S. C. Mewburn and F. B. Ross; Surgeon-Lieut.-Col., H. S. Griffin; Surgeon-Captain, C. Carter; Paymaster, Bt.-Major J. H. Herring; Quartermaster, Bt.-Major T. W. Lester; Adjutant, Captain P. Donville; Chaplain, Rev. Canon Fomeret.

Captains—R. H. Labatt, G. D. Fearman, R. A. Robertson, W. L. Ross, A. F. Zimmerman, A. E. Mason, G. J. Henderson, E. V. Wright.

Lieutenants—G. J. Thomson, F. L. Healey, W. G. Meakins, L. C. Sey, G. W. Black, G. J. Tuckett, W. J. Allan, J. D. Laidlaw, J. G. Gibson, J. Connor, G. McLaren, J. R. Parry.

The Ninety-First Highlanders owe their existence to Scottish sentiment, which has always been marked in Hamilton, and a long-ing desire on the part of Scotia's sons, which refused to be satisfied with anything but a kilted regiment.

After considerable correspondence and several meetings early in the Spring of 1903, Justice Teetzel accompanied a deputation to Toronto to confer with Sir Frederick Borden. Letters from three of the Scottish Societies, signed by George H. Milne, President of St. Andrew's; J. W. Sutherland, on behalf of the Sons of Scotland, and Ian McKenzie, President of the Gaelic Society, with a largely signed petition, were also forwarded. The Adjutant-General replying, asked for 300 names on the service rolls, a list of proposed officers and a guarantee that the difference in the cost of the uniforms of ordinary city regiments and the expensive ones of Highland regiments would be met by the corps. Seven hundred young men quickly offered themselves for service.

Lord Dundonald reported favorably, and organization was begun for a four company corps. It was not long before the Highlanders had six and then eight companies. The regiment's history since then is well known.

It has three splendid bands. Bandmaster States, who has command of the regimental band, has one of the best musical organizations in the country. Then there is a bugle band, and a score or more of

pipers, who are the pride of the regiment. Surgeon-Captain Dickson last year organized a stretcher corps, and it is another section that so young a regiment may well be proud of. Nor must the signallers be forgotten. The Sergeants' Mess is in keeping with the rest of the corps. The Highlanders have a set of non-coms who have established a most enviable reputation for hospitality. The financial condition of the corps leaves nothing to be desired.

The present officers are: Hon.-Col., Lord Dundonald; Hon.-Lieut.-Col., J. R. Moodie; Lieut.-Col., W. A. Logie; Majors, W. H. Bruce, H. L. Roberts; Surgeon-Captain, J. A. Dickson; Surgeon-Lieut., D. McEdwards; Paymaster, Captain James Chisholm; Quartermaster, Captain James Somerville; Adjutant, Captain J. W. Bell; Chaplain, Rev. D. R. Drummond.

Captains—E. Shedden, W. W. Stuart, J. J. C. Thomson, Roy Moodie, C. R. McCullough, J. J. McLaren, W. R. Turnbull.

Lieutenants—Harold Lazier, E. M. Dalley, D. L. McKeand, G. P. Perry, J. D. Moodie, E. V. White, A. W. Linton, L. Miller, H. B. Evel, F. Morrison, G. N. Milligan, William H. Seymour.

The early work of P. C. Alex. Campbell, Alex. Dynes, McEdwards and Colin McLeod will ever be remembered in connection with the Highlanders.

Turning to the artillerymen, the Fourth Field Battery is a branch of the brigade of which Hamilton is proud, and justly so, for it has won more honors than any similar corps in the Dominion.

At the time the King (then the Prince of Wales) visited here in 1860 it was the Fourth Field Battery that was honored by being selected to fire the Royal Salute at Queenston.

The Governor-General's prize for general proficiency was won by the Fourth in 1887, 1891, 1893, 1896, 1897, 1899, 1900. The Lansdowne Cup, second prize, was carried off by the Battery in 1888, 1890, 1892, 1895, 1901. In 1899 and 1900 the Battery also won the Oswald Challenge Cup, open to the Dominion for firing competition. It also won the honors in the Provincial firing competition in the years 1889, 1893, 1899 and 1900.

The officers are: Major, W. O. Tidswell, commanding; Captain, H. G. Carscallen; Lieutenants, Edward McPhie, J. P. Morton, P. J. Montague and W. Field; Surgeon-Lieutenant, E. B. O'Reilly, M. D.; Veterinary-Surgeon-Captain, J. F. Quinn, V.S.

No. 12 Field Ambulance, until recently known as No. 7 Bearer Company, has done its share towards upholding the reputation of the Hamilton brigade for efficiency and smartness. Lieut.-Col. Rennie commands; Captains, Geo. H. McLaren, R. Y. Parry and T. F. Best, Quartermaster; Lieutenants, G. D. Farmer, J. E. Davey, W. G. Thompson, Dental Surgeon.

Hamilton is also headquarters for the Corps of Guides, of which Captain Munroe is in command.

Lieut. Pain will command the Army Service Corps which is now being organized.



MAJOR W. O. TIDSWELL  
Commanding Fourth Field Battery.



LIEUT.-COL. O. B. RENNIE  
Commanding No. 12 Field Ambulance.



LIEUT. ALBERT PAIN  
Commanding Army Service Corps

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### The Hamilton Camera Club

The possession of a well-developed fad or hobby, thanks to the gradual broadening of the general intellect, is now admitted to be a useful adjunct in any well ordered life. It is now accepted as a fact that one of the most useful of the so-called fads is Amateur Photography, and one with the greatest possibilities of educational scope and influence. Time was when the local amateur, oftener referred to as "the camera fiend," felt the necessity of resorting to divers means to conceal from the public eye his primitive box or outfit, lest he or she should become the subject of ridicule. Well known to the pioneers

of the old Mechanics' Institute days, Mr. Samuel Briggs, the late Mr. Charlton, Dr. Gaviller, W. White, A. H. Baker and Geo. S. Lees were foremost in promoting amateur photography in this city. It is no longer necessary to hide the camera; its usefulness is too generally admitted, and it is in this respect that those of the former gentlemen now engaged in their favored hobby wear the won't-come-off smile.

The Camera Section of the Scientific Association has now a membership of 80. Of late its progress has been marked, and its members have been active in every branch of the Art. The highways



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**SOME INSURANCE FACTS**

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Fire Insurance in Force .. . . . . .	\$1,340,057,161
Total Net Premiums Paid .. . . . . .	14,298,750
Re-insurance .. . . . . .	3,879,111
Net Amount of Losses .. . . . . .	6,200,664

The total amount received in premiums from 1869 to 1905 was \$215,874,368 ; the amount paid in losses was \$146,318,293

The life insurance business of the country is large and growing. The reader may glean from these figures an idea of the influence it exerts on Canadian life and affairs :

Number of Policies in Force, 1905 .. . . . .	718,085
Amount of Insurance .. . . . . .	\$630,334,240
Premiums for the Year .. . . . . .	\$22,080,717
Amount of New Policies .. . . . . .	\$105,716,336
Number of Claims .. . . . . .	8,870
Amount of Claims .. . . . . .	\$9,033,130

The purely Canadian companies' assets are \$102,438,414 ; the British companies', \$25,572,841 ; the foreign companies', \$40,509,515

These figures take no account of the many friendly societies which do a large insurance business, nor of marine, accident, sickness, or guaranty insurance, in which many millions are employed.

A drive around Burlington Bay is an enjoyable outing, and it will serve to give the stranger an appreciation of the peculiar and romantic situation of the City of Hamilton. The bay was given its name by proclamation on June 16, 1792. It had before that time been called "Geneva Lake," because of its remarkable beauty, Sir F. Gore reporting that it was "perhaps as beautiful and romantic a situation as any in the interior of America."

Hamilton has more Summer resort attractions within a half hour's reach than any other place in Canada.

Hamilton expended on Parks in 1905 no less a sum than \$29,712



VIEW AT SULPHUR SPRINGS, ANCABTER, ON THE T. M. & S. RAILWAY.

and by-ways in and around this beautiful city have been explored by the organized outings, and most of the picturesque landscape scenes are among the club's extensive collection. In 1899 the club turned its attention to the study of flower photography, which has since become so popular with the amateur, and its members have been able to furnish many interesting subjects specially instructive and useful to the florist and horticulturist. Amongst the leading enthusiasts are: James Gadsby, J. M. Eastwood, A. H. Baker, A. G. Alexander, W. E. Hill, Mrs. R. Campbell, Miss J. Dixon, C. A. Herald, W. Acheson, W. G. Grant, C. F. Hunt and Sinclair G. Richardson.

Its present officers are: President, W. Acheson; Vice-Presidents, Mrs. R. Campbell and C. A. Herald; Treasurer, Geo. Lees; Secretary, Sinclair G. Richardson.

In the city, throughout the Dominion, in England, and on the continent members of this club are now in active search of the best things for the Annual Print Exhibition to be held in October next.

The club had the honor of being the only Canadian club to succeed in having sufficient lantern slides accepted by the Board of Judges to enter the American Lantern Slide Interchange, so that the patrons of the club may look for many very fine exhibits when the lantern slide season again opens.

Herewith are reproduced some half-tones from selected pictures by a few members of the club. They are mostly local bits of scenery, and will no doubt be familiar to many lovers of the romantic spots so plentiful in the vicinity of Hamilton.

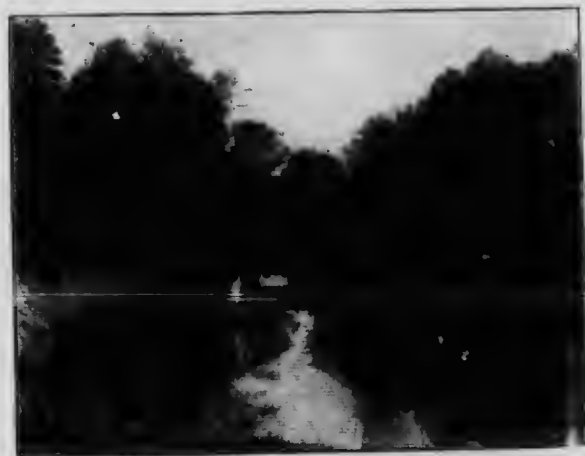
**LITTLE NOTES OF MORE OR LESS INTEREST**

Capt. Joseph Brant (Thayendanegea), after whom the Brant House takes its name, once owned a tract of land at the northerly end of the Beach, including the Beach itself, "to the outlet from the Little Lake or Burlington Bay." By Crown patent, dated February 14, 1798, this tract of 3,450 acres was conveyed to the great Chief of the Six Nations, as shown by the record of the Halton Registry Office. Shortly before his death in 1807 he built a substantial two-story house, which came to be known as "Brant's House," or "the Brant House." The present house of that name is a link with the original.

Hamilton received for licenses of various sorts in 1905 \$15,000.



ANCABTER FALLS.



VIEW ALONG THE H. G. & S. ELECTRIC RAILWAY.

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# SOME FACTS OF RECORD

**T**HE enormous strides made by the City of Hamilton cannot be more strikingly shown than by study of the last Dominion census returns as compared with the latest and most trustworthy records of the municipal officials. The city which the Dominion enumerators found in 1901 with 10,082 dwellings has now about 16,000, if we may estimate on the figures of the individual house services of the waterworks department. The population figures of the 1901 census were 52,634; to-day it is estimated that the enlarged and rapidly growing city has about 65,000 population. Such figures are suggestive of progress.

Some consideration of the returns of 1901 may be interesting: The 52,634 persons of 1901 composed 10,909 families. The females out-numbered the males by 2,784. What a chance for eligible young bachelors! There were 14,876 adult bachelors and 16,081 spinsters. There were 18,790 married people, 686 widowers, and 2,192 widows, 2 men and 6 women divorced. The population was returned by the enumerators thus classified according to religion:

Methodists .....	13,737
Anglicans .....	12,443
Presbyterians .....	11,542
Roman Catholics .....	8,872
Baptists .....	2,814
Lutherans .....	689
Congregationalists .....	545
Jews .....	403
Salvation Army .....	213
Brethren .....	181
Protestants .....	145
Disciples .....	140
Adventists .....	27
Mormons .....	19
Friends .....	5
Pagans .....	3
Various Sects .....	599
Unspecified .....	165

That is a good assortment. Any man who could not find his cult in that group, or in the unspecified sects, would indeed be hard to suit. Who the three pagans are we cannot even guess. We suspect they are Chinese Coolies, or maybe they are a joke of some waggish enumerator.

It is interesting, too, to study the stock from which our great city population is derived. The table of ancestry, or population by origins, shows that we have an excellent foundation:

English .....	22,201
Irish .....	13,396
Scotch .....	10,332
German .....	3,889
French .....	810
Jewish .....	484
Negro .....	450

Other British Countries .....	289	Dutch .....	280
Russian .....	77	Scandinavian .....	67
Swiss .....	40	Chinese and Japanese .....	30
Indian .....	23	Austro-Hungarian .....	8
Half-breeds .....	8	Various Origins .....	28
Unspecified .....	147		

By place of birth we had then 49,492 inhabitants born on British soil—nearly 94 per cent. of the whole. Of this number 39,070 were born in Canada, and 38,200 in Ontario. We venture to say that not many towns or cities in the country can boast that 72 per cent. of their population is the native product of their own Province.

Of the 3,048 persons foreign born, 1,933 gave the United States as their country of birth. The next highest number, 716, came from Germany, and the rest from various countries.

Of the population of 1901 there were 13,474 who had emigrated to Canada.

It is also interesting to note the number of persons in the 1901 population who had reached a good old age. The census tables give us this speaking statement of Hamiltonians' longevity:

75 to 79 years .....	418
80 to 84 " .....	216
85 to 89 " .....	63
90 to 94 " .....	15
95 and over .....	7

## HAMILTON'S MANUFACTURES

The manufacturing interests of Hamilton were given some attention in the census. The city was just beginning to expand then, and the figures of the enumerators will probably be nearly, if not quite doubled, ere this. But even as they were in 1901 they make a creditable showing. They appear:

Establishments .....	232
Capital Invested .....	\$13,494,953
Employees .....	10,196
Wages .....	\$ 4,054,592
Value of Products .....	\$17,122,346

These figures are enlightening. They speak of a great and thriving community. But we have far outgrown them; the story they tell is already an old one. The Hamilton of 1906 is in everything regarding expansion in industries, growth in population, building, banking, employment of labor and volume of products, very far in advance of the Hamilton of 1901. The city dates the beginning of her great forward movement from that time.



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# A QUICK GLANCE AT CANADA

Some pertinent facts about this glorious country of ours, its people and their affairs



A Young Canadian

to the square mile, compared with 558 in England and 21 in the neighboring republic. We had but little over one-half the present

CANADA is a pretty large country. In area it is about 250,000 miles larger than the United States, and nearly thirty times as large as the United Kingdom; it is eighteen times as large as Germany and twice as large as Great Britain's great Indian Empire. It is well styled the brightest jewel in the British crown.

The population of the Dominion is about 6,000,000, and there is room for some more millions before we are crowded. We have a density of population of about 1.5

and soon it will be at Winnipeg. The West is bound to fill up, and what a magnificent market it makes for Hamilton's great industries!

See the West grow! Its population is now nearly 1,200,000, and not four per cent. of its great area is under cultivation. Think of the future of that great heritage. In 1904 there were 26,167 homesteads taken up, and land that could be bought for \$3 or \$4 an acre a few years ago is now bringing \$6 to \$15.

The Canadian West is to become the granary of the Empire. Last year it produced 175,000,000 bushels of grain. The area under cultivation is constantly enlarging, and the 200,000,000 mark will be easily passed this year. That means work for many thousands. It means enormous railway traffic, work for the 350 mills of the west, full elevators, and comfort for the tillers of the soil.

The farmer is still King in Canada. Last year he produced over 300,000,000 bushels of grain, and the total of Canadian agricultural products was about \$80 a head of the population. The United



ST. JOSEPH'S HOSPITAL, HAMILTON

population at the union of the provinces. The "growing time" has but recently begun, and there are those who look for twenty millions ten years hence. Of our population 95 per cent. is Canadian and British born. We are well equipped to assimilate immigration, and we are getting more and more British immigrants. In three years we got 411,000, of whom 304,000 were English-speaking people. As each settler is valued at \$1,000, we would seem to be gathering wealth. In 1905 they came in at the rate of 2,800 a week; this year the stream is larger.

Canada's centre of population is annually moving westward. Not long ago it was in Eastern Ontario, it is probably near Toronto now,

States farm products was about \$20 a head less. The Canadian farmers are an owner class, 87 per cent. of them being freeholders. The Blue Books show that in nine years we exported over \$700,000,000 farm products. The investments of Canadian agriculturists are roundly estimated at \$1,750,000,000, four-tenths of which represents the land. The annual crop is worth over \$350,000,000, and nearly nine-tenths of the exports go to Great Britain.

Canada's dairy industry is of vast importance. In 1905 we exported cheese to the value of \$20,100,500; and butter, \$5,930,370.

Nearly a million head of live stock are being pastured on our



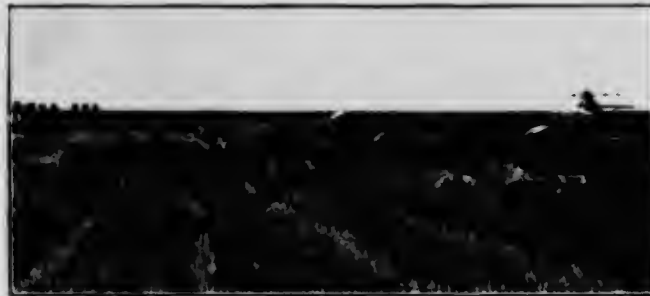


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western plains, and the cattle exports reach a value of \$10,000,000 a year. The growth of ranching is shown by the registering of 20,000 different cattle brands. In 1905 nearly 50 per cent. more cattle were sold than in 1904, when 60,000 was the record. Probably 100,000 hogs were marketed last year.

And there is ample room for growth. Prof. Saunders thinks our wheat area is 171,000,000 acres, 97 per cent. of which is yet to be tilled. The crop of 1905 was estimated at ninety-five and a half million bushels, and the western country produced eighty-four millions of that. We have the best soil in the world for wheat growing, and No. 1 hard is the aristocrat of grains. Great Britain gets from us about twenty million bushels a year; by and by she will take many times that quantity.

And Canada is forging ahead in manufactures, which she has most generously encouraged. The capital invested in her various industries was, by the census of 1901, placed at \$2,349,717,000, and it has since been very largely added to. The products were valued at \$62,987,759. The manufacturing capital was stated at 441 millions, and it is now probably near one billion. Our export of manufactures is increasing rapidly, and so great is the prosperity in those industries that the Manufacturers' Association, complaining of a shortage of skilled labor, is about to organize an emigration bureau in Great Britain to get men to man the plants.

Canada is exceedingly rich in minerals, gold, silver, zinc, lead, copper, many of the rarer and valuable metals being mined. In the last year the value of the product of the mines was close on \$70,000,000, of which about one-half was exported. The Canadian Yukon is the treasure-house of America. The output of gold this year is expected to be \$25,000,000. We have the richest nickel deposits known, we have the greatest of nickel-cobalt-silver mines; we have vast wealth in copper, and we have corundum, asbestos, mica, and various other mineral products. We have millions of acres of coal lands and iron deposits, which might supply the world for generations. About 100 millions of capital is employed in mining industries. We have sixteen blast furnaces and numerous rolling mills, and we have paid out several millions in bounties to establish them on a solid basis. The government is experimenting with electrical iron smelting and great results are expected.

Canada has probably the best banking system of the world. It is sound, elastic and liberal in its provisions and under strict government supervision. It has been tested and not found wanting. Its 34 banks have more than 1,500 agencies, and they are rapidly multiplying to serve the increasing population. The Canadian chartered banks have over \$85,000,000 of paid-up capital, and their assets are about \$820,000,000. The deposits in the chartered banks aggregate about 475 millions, and over 100 millions are deposited in the 1,000 post office savings banks and in private banking institutions. The deposits increased 45 millions in 1905.

Canada's total foreign trade at the end of June was over \$550,000,000, our per capita trade is third highest in the world. The United States have about thirteen times our population; our foreign trade is about one fifth of that of the United States. In seven years our trade has increased 107 per cent., while that of the United States increased 47 per cent.

In 1905 Canadians mailed 285 million letters. The post office issued money orders to the value of about 36 millions. Canada has about 100,000 miles of telegraphs and one telephone for every 60 of the population. She has over 200,000 miles of telephone wire, and she has fourteen wireless telegraph stations under government control.

Canada has about 22,000 miles of steam and electric railway, and over 5,000 miles in process of building. She has one mile to every 290 of her population; the United States have one mile to every 378. In the last year Canada's steam railways carried 228,000,000 passengers and over 51,000,000 tons of freight. Of our great railways the C. P. R. controls 8,568 miles; the Grand Trunk, 4,177 miles; the Canadian Northern, 2,400 miles. Canada has a Railway Commission which exercises large powers of regulation of railways, and all tariffs and rules must be subject to its decision. This prevents many evils and ensures fair treatment of the people. The Ontario Government has appointed a similar Commission to deal with railways under Provincial control.

The Province of Ontario, of which Hamilton is the premier manufacturing city, is a territory fit for a kingdom itself. It is about as big as four of England. It has a cultivated area of about ten million acres. It has about 126 million acres of territory, of which over 80 million is yet unsurveyed. It has enormous wealth of minerals and timber; its fisheries afford a million and three-quarters of wealth annually. It exports over 20 millions of cheese, 9 millions of butter, and 10 millions of bacon annually. Its 103 million acres of crown lands yield a rich revenue. Its farming is of a mixed character, and its stock-breeders are famous all over the continent. It has a great north-land whose possibilities are yet scarcely known and it owns a government-built railway that cost about \$8,000,000, and which will ultimately connect with the Grand Trunk Pacific, and perhaps reach Hudson Bay. It has some of the finest canals in the world, all free of tolls.



HIGHFIELD SCHOOL, HAMILTON.

Canada has good reason to be proud of its canals. It has about 72 miles of them, costing nearly 80 millions. At Sault Ste. Marie about four times the tonnage that passes the Suez Canal is handled by the Canadian and United States canals. To protect her 7,000-odd vessels Canada maintains nearly 100 lighthouses and light-ships and twenty-eight life-saving stations. The shipping of 1905 totalled about 76 million tons, and in the year we built 21,865 tons. Canals are projected from Lake St. Clair to Lake Erie, and from the Georgian Bay to Ottawa, the latter undertaking being roughly estimated at \$80,000,000.

The net debt of Canada is about \$266,000,000, or \$47 a head. The interest on that debt is \$10,500,000. The national revenue is in excess of 70 million dollars. Great public works are being provided to meet the needs of the country, and the Grand Trunk Pacific, another transcontinental railway, half of which Canada will own and lease to the company, is being aided. Everything points to continued prosperity and steady growth. Canada is on the up grade. The next decade will show a growth that will astonish the world. And all this has been done with practically no addition to the debt burden per head in the last ten years. That is a showing to be proud of and to make Canadians hopeful and confident of the future. Prosper Canada!

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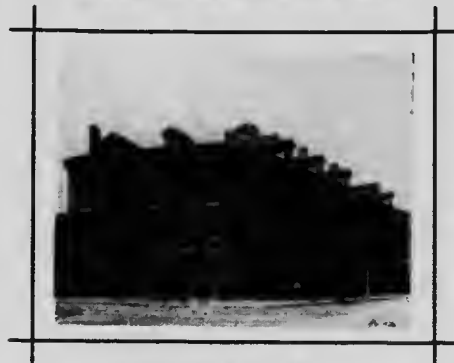
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## Picturesque Dundas In The Valley

**D**UNDAS, "the Valley City," once a place far more populous and of greater commercial importance than Hamilton, lies about six miles up the valley to the west of the city. It was originally officially surveyed by John Stegmann, Deputy Surveyor, the plan bearing date May 1, 1801. Its site was a block of about sixty acres, being parts of lot 53, in the 1st concession of Ancaster, and of lot 17, in the 1st concession of Flamboro. The location is one to suggest Switzerland in its picturesqueness. The prosperous little town nestles deep in the rich valley and from the heights presents a charming view. Many a traveller looking down from the Grand Trunk trains passing along the heights to the north carries away with him a pleasant mind-picture of the scene. But it is from the greater heights farther north that the panorama of pretty homes, busy factories, and shaded streets, backed by smiling farms and restful green meadows, through which wander silvery streams, is seen to best effect, and the sight fully repays the tiresome climb. On the heights to the south of the railway the town reservoir, which supplies water for house use and fire service, is seen. The Desjardins Canal, too, can be traced along the valley to where it passes under the several bridges which span it near the head of Burlington Bay. Across the valley run the Toronto, Hamilton & Buffalo trains, and the Hamilton & Dundas Electric Railway gives hourly service between the town and the city.

Dundas is as pleasant a place to dwell in as it is pretty to look at. It has many fine stores, and its manufacturing industries are important. It is noted as a clothing centre, and its manufactures of tools, machinery, etc., are widely celebrated. It has of recent years taken on new activity, its cheap homes, manufacturing growth and excellent shipping facilities contributing to its attractions. It has fine Public Schools, an excellent High School and many social institutions. Its proximity to Hamilton and the ease with which it is reached hourly make it attractive as a place of suburban residence.

The town is governed by a Municipal Council consisting of a Mayor and six Councillors. Mr. J. W. Dickson is Mayor and his colleagues on the Board are Messrs. E. A. Woodhouse, Dr. A. F. Rykert, W. J. Kerr, William Branigan, David Towns, jun., and J. W. Newitt.

The officials are as follows:

Clerk and Treasurer—John S. Fry.  
 Town Solicitor—Lieut.-Col. H. C. Gwyn.  
 Assessor—W. W. Forsythe.  
 Tax Collector—W. H. Knowles.  
 Auditors—W. H. Dixon and Chas. E. Dickson.  
 Town Engineer—John F. Armour.  
 Chief of Police—Edward F. Twiss; Assistant, James Peaire.  
 Chief of Fire Department—W. H. Knowles.  
 Foreman of Works—R. Hyde.  
 Superintendent of Grove Cemetery—John Blundell.

Board of Health—Dr. J. Ross, Chairman; Dr. J. W. Smith, Mayor Dickson, E. A. L. Clark, John S. Fry, Secretary; Dr. T. A. Bertram, Medical Health Officer; E. A. Twiss, Inspector.

Board of Education—Peter B. Burton, Chairman; H. C. Davis, W. A. Davidson, James B. Bertram, John Douglass, W. H. Knowles, Spencer Briggs, E. E. Fisher, N. McPherson, Dr. James Ross, Dr. A. C. Caldwell, Henry Tyson, James J. Steele, H. G. Smith, M. P. Sullivan; W. H. Moss, Secretary-Treasurer.

Separate School Board—M. J. Dunn, Chairman; M. Robertson, E. J. Mahoney, A. S. Cain, Jos. F. Hourigan, Charles A. Brady, R. Hanks, P. D. Gallagher; Very Reverend Mgr. Heenan, Treasurer; Rev. Father Alban Leyes, Secretary and Superintendent.

### SOME FINE CHURCHES

The town has five commodious churches, centrally situated, and zealously carrying on their good works. They are: St. James, Episcopal, Rev. E. A. Irving; Knox, Presbyterian, Rev. S. H. Gray; Methodist, Rev. T. J. Mansell; Baptist, Rev. James Grant; St. Augustine's, Roman Catholic, Very Rev. Mgr. Heenan, V. G., Rector, Rev. Father Leyes, Assistant.

### CHAMPIONS AT SPORT

Dundas excels in athletic sports, especially Rugby football, Association football and lacrosse, in summer, and curling in winter. Its Rugby team won the Ontario Junior championship in 1904, and its Association team carried off Western Football Association honors this year. Its Curling Club has won the Ontario Tankard, the District championship and the Governor-General's prize.

### A PROUD MILITARY HISTORY

Dundas has also the distinction of being the headquarters of the Seventy-Seventh Regiment, recognized to be one of the finest rural infantry bodies in Canada, and one of the best shooting regiments as well. Lieut.-Col. J. J. Grafton is Honorary Colonel, and the officers are: Lieut.-Col. W. L. Ptolemy, Saltfleet; Majors, W. E. S. Knowles, Dundas, and E. J. Orr, Fruitland; Surgeon-Lieutenant-Colonel, James Ross, Dundas; Paymaster, Capt. Baillie, Winona; Quartermaster, Capt. J. H. Bowman, Dundas; Surgeon-Lieutenant, T. A. Bertram, Dundas; Chaplain, Rev. R. McNamara, Winona.

No. 1 Company, Dundas—Captain, Thos. S. Bertram; Lieutenants, A. D. Wilson and J. Stewart Gralton.

No. 2 Company, Waterdown—Captain, J. Lockhart Maloch; Lieutenants, J. K. McGregor and J. A. Clark.

No. 3 Company, Hinbrook—Captain, T. C. Ptolemy; Lieutenants, E. D. Pennington and W. S. Holland.

No. 4 Company, Ancaster—Captain, E. W. Clifford; Lieutenant, J. L. Lyne's.

No. 5 Company, Saltfleet—Captain, A. E. Kimmens; Lieutenants, Millen and Carpenter.

No. 6 Company, Glanford—Provisional Lieutenant, Albert Truesdale in command.



HIGH LEVEL, C. P. R. AND G. T. R. BRIDGES.

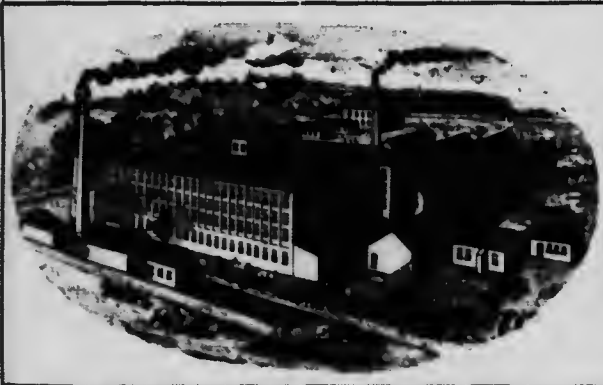
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DEBJARDINS CANA. BASIN. DUNDAS.

No. 7 Company, Rockton—Captain, T. W. Bradley; Lieutenants, J. K. Minchen and Geo. Weatherston.

No. 8 Company, Freulton—Captain, Robt. McPhail; Lieutenants, Cole and Fulton.

The celebrated band of the regiment, F. P. Thornton, bandmaster, is wholly a Dundas institution, as are also the Bugle Band and the Signal Service Corps. The Brass Band has won the highest honors in several band tournaments. Harry Mitson is Bugle Corporal of the Bugle Band, which is a highly efficient organization.

The Signal Service Corps, in command of Lieuts. Ford and Pennington, is one of the pioneers of that branch of His Majesty's service in this district, and is undoubtedly one of the very best. The regiment also boasts of three officers, Lieuts. Tuesdale, Holland and Minchen, who did active service in South Africa.

Surgeon-Lieut. T. A. Bertram is the hero among the many crack shots of the regiment. It is said of him that, while he never won the King's Prize, he has won more prizes at one meeting at Bisley than ever fell to the good fortune of any other member of a colonial team. A few years ago he made a magnificent fight for the King's prize, too, and missed by only a very few points.

The Dundas Company, No. 1, has a proud history. It is many years older than the regiment of which it forms a part. It was organized by Mr. afterwards Capt., A. R. Wardell in 1866 when a call was made for men for service at the time of the Fenian raid, and at once volunteered for service at the front. For a time it was a separate company. Then for some time it was attached to the Brant regiment and afterwards, for a number of years, to the Thirteenth of Hamilton. When the Seventy-Seventh of Wentworth was organized the Dundas corps became the senior company.

#### NOTED FAMILIES

Dundas has been the home of some noted families and individuals men who have had an influence upon the destiny of their country. Its people point with pride to the achievements of the Osler family. The late Dean Osler was, for many years, rector of St. James Church, and his famous sons include the great professor, Dr. Osler, the celebrated jurist, the late R. B. Osler, and the equally celebrated Judge Osler, all of whom were Dundas boys.

The house where William Lyon MacKenzie lived and the store where he carried



TOWN HALL, DUNDAS.

on the business of druggist and stationer before he went to Toronto to start a printing and publishing house, still stands at the gore of Main and York streets, and the cave in which he took refuge in 1837 is still pointed out to visitors.

#### HOUSE OF PROVIDENCE

Every resident takes a pride in the House of Providence, which is the chief charitable institution of the town. It occupies a charming site, is a fine modern building, and has large and well-kept grounds. It does a noble work. The original building was famous as a boys' school, but it is now almost 30 years since it was converted into the House of Providence, and the present buildings followed the great fire of a few years ago. The place is maintained exclusively for the aged now, although it formerly cared for children, now looked after in Hamilton. It has splendid accommodation for permanent boarders and not a few avail themselves of the opportunity, but its chief object is charity.

#### ITS PUBLIC LIBRARY

A well managed public library is one of the institutions of the town. It has a large circulating department and a commodious reading room and is very popular with citizens of every class. Rev. S. H. Gray is Chairman of the Board and Miss Wright, Librarian.

#### THE TAXES, AND WHO PAY THEM

In 1904, according to the returns of the Ontario Bureau of Industry, the population of the Province was 2,076,970. Of this population 522,836 lived in the cities, 362,902 in the towns, 121,825 in the villages, and 1,068,407 in the townships.

The taxes paid were thus contributed cities, \$6,364,851; towns, \$2,897,028; villages, \$661,079; townships, \$5,630,592.

The taxation per head was as follows cities, \$12.17; towns, \$7.96; villages, \$5.43; townships, \$5.27.

The average rate of taxation was: cities 23 mills; towns 24.7; villages 21.2; townships, 11.7.

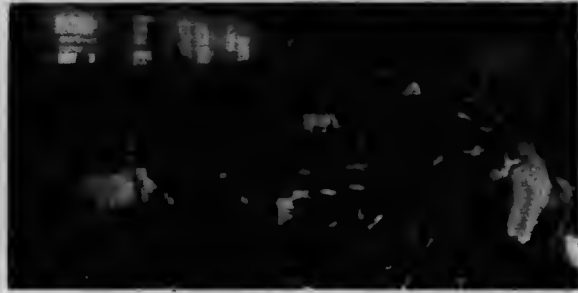
The value of property assessed was cities, 277,319,331; towns, \$117,378,373; villages, 31,069,223; townships, 480,338,731.



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ALFRED S. PARKER, Manager.

PHONE 20.

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Soap Manufacturers and Tallow Refiners

Specialties: Soap and Soap Chips for Woollen, Cotton and Knitting Mills and Steam Laundries

DUNDAS, - ONTARIO

# BANK OF HAMILTON

HEAD OFFICE, HAMILTON

Paid-up Capital, \$2,500,000 Reserve, \$2,500,000 Total Assets, \$30,000,000

## DIRECTORS:

HON. WM. GIBSON, President; J. TURNBULL, Vice-President and General Manager; C. A. BIRGE, JOHN PROCTOR, GEO. RUTHERFORD, HON. J. S. HENDRIE, C. C. DALTON, Toronto

H. M. WATSON, Assistant General Manager and Superintendent of Branches

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Moorefield  
Neustadt  
New Hamburg  
Niagara Falls  
Niagara Falls South  
Orangeville  
Owen Sound  
Palmerston  
Port Elgin  
Port Rowan  
Princeton  
Ripley  
Simcoe  
Southampton  
Teeswater



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" Queen and Spadina Br.  
" Yonge and Gould Br.  
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#### MANITOBA, ALBERTA AND SASKATCHEWAN

Abernethy, Sask.  
Battleford, Sask.  
Badwardine, Man.  
Brandon, Man.  
Carberry, Man.  
Carman, Man.  
Caron, Sask.  
Edmonton, Alta.  
Elm Creek, Man.  
Francis, Sask.  
Gladstone, Man.  
Hamiota, Man.  
Indian Head, Sask.  
Kenton, Man.  
Killarney, Man.  
Manitou, Man.  
Melfort, Sask.  
Miami, Man.  
Minnedosa, Man.  
Moose Jaw, Sask.  
Morden, Man.  
Nanton, Alta.  
Pilot Mound, Man.  
Roland, Man.  
Saskatoon, Sask.  
Snowflake, Man.  
Stonewall, Man.  
Swan Lake, Man.  
Winkler, Man.  
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BUFFALO—Marine National Bank

CHICAGO—Continental National Bank  
First National Bank  
DETROIT—Old Detroit National Bank  
KANSAS CITY—National Bank of Commerce

PHILADELPHIA—Merchants National Bank  
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