

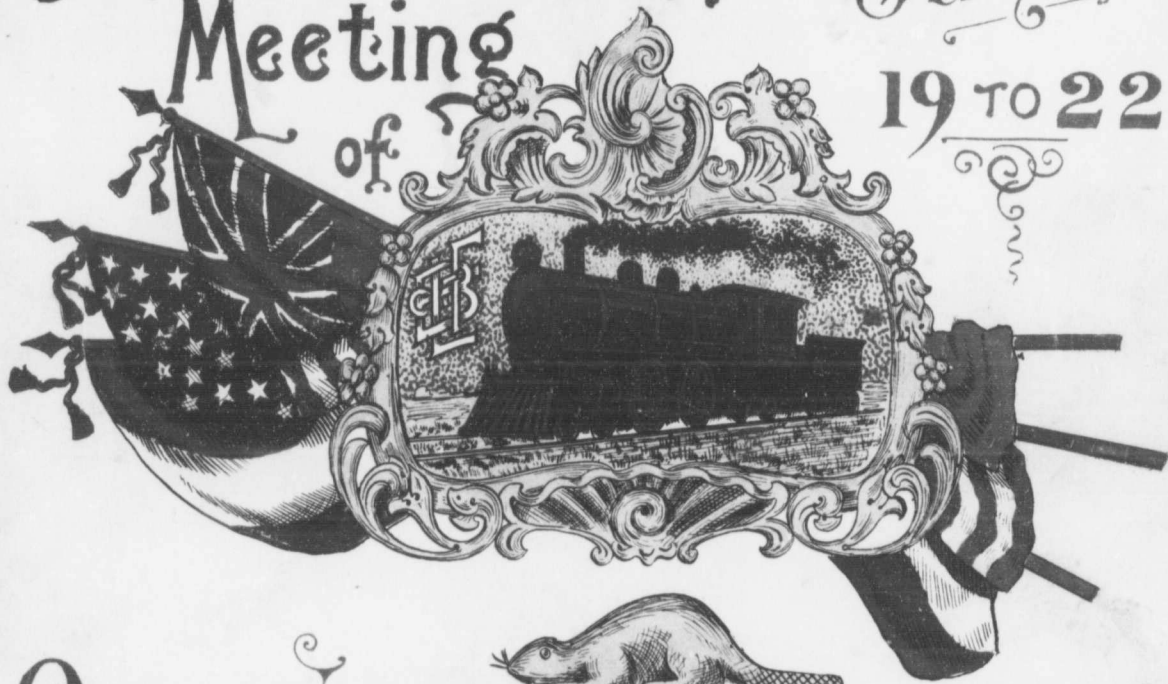
Canadian Union

Meeting

of

June

19 TO 22



OTTAWA



1906



1906

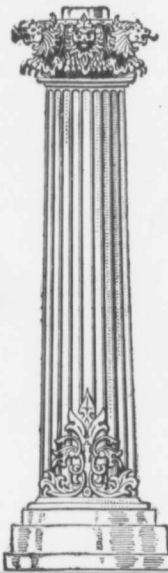
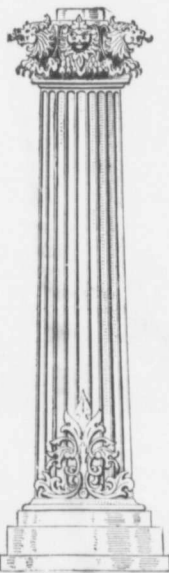
1906

SOUVENIR

Brotherhood of Locomotive Fire-
men's Canadian Union Meeting



JUNE 19TH, 20TH, 21ST & 22ND.
CITY OF OTTAWA.



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R34/B7

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INTRODUCTION



AS the Union Meeting under the auspices of the Brotherhood of Locomotive Firemen is to be held in the City of Ottawa, Capital of the Dominion of Canada, and that it is no ordinary event, it is the desire of the Committee to commemorate the gathering by the issue of a book that will remind the delegates, guests and visitors of their brief stay in the city.

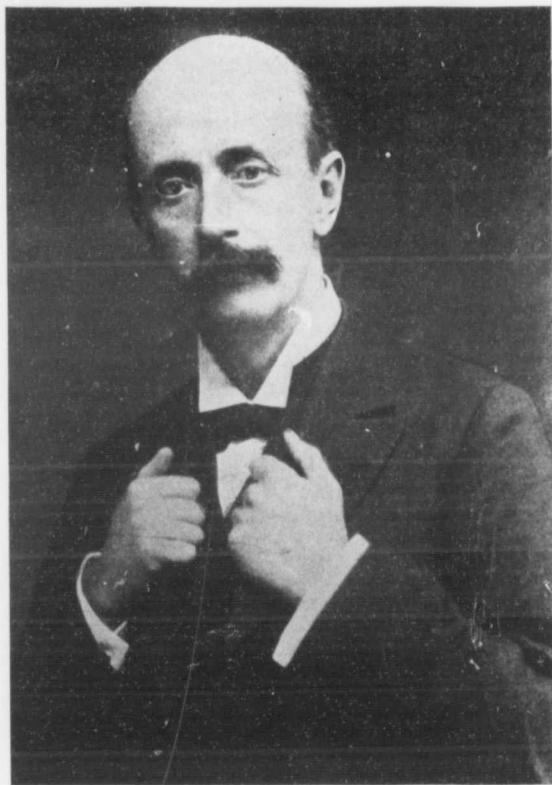
It is particularly gratifying to the members of the Local Brotherhood that this city has been honored by selecting it for this Union Meeting.

This Souvenir is issued in the hope that it will interest the Delegates and visitors, and through it we welcome all our guests to the Capital, and trust that all who honor us with their presence will enjoy to the full their visit among Canadians.

To those of our patrons and friends who have availed themselves of our advertising pages, and others who have in various ways assisted in our efforts to make this gathering a success we tender our most sincere thanks.

THE COMMITTEE.

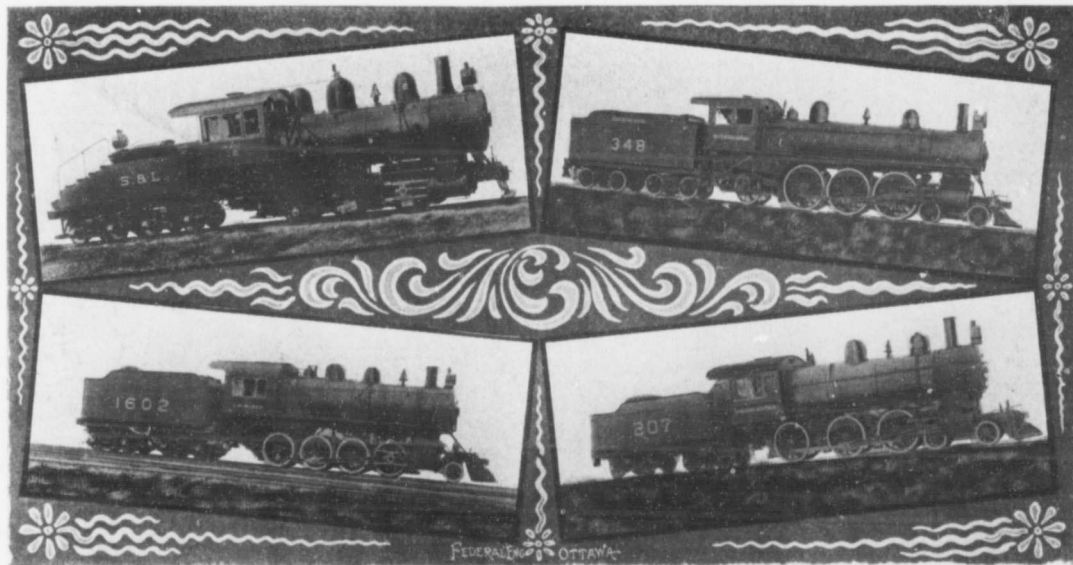




HIS EXCELLENCY THE GOVERNOR GENERAL

The Locomotive and Machine Co. of Montreal, Limited.

BUILDERS OF LOCOMOTIVES FOR ALL CLASSES OF SERVICE.



Principal Office: **IMPERIAL BANK BUILDINGS, MONTREAL.**
Works: **LONGUE POINTE, MONTREAL, P. Q.**

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OUR FAIR CAPITAL.



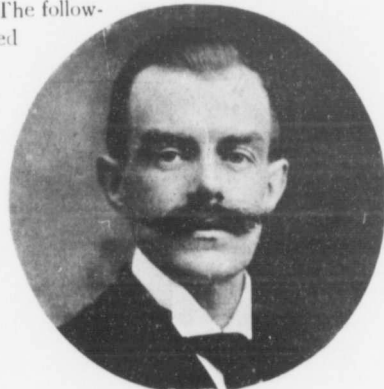
THE birth year of Ottawa City, Capital of the Dominion of Canada, is properly 1826, when Colonel By came out to take charge of the construction of the Rideau Canal. He straightway set about building three barracks, to house his soldiers, on the hill where the Parliament Buildings stand, and fixed his own habitation on the next hill, Major's Hill of to-day. It was a house set among the trees, with a ravishing view from the verandah, as Bouchette tells us, who doubtless enjoyed it as he smoked his pipe in the evening time, never dreaming of the lumber piles and sawdust that were to mar the enjoyment of his successors.

Sir John Franklin happened along, returning home from one of his voyages, and laid the corner stone of the canal locks, in August, 1827, and the work was rapidly pushed forward. A settlement at once sprang up. Upper Town was first laid out in lots, just a few streets, Wellington, Vittoria, Lyon or Sally, and Kent, and just a few blocks on each. These were soon taken. The following spring ('27) Lower Town was well drained into the canal basin and at once surveyed.

In 1828, or thereabouts, there were one hundred and fifty houses in the place, a few on Wellington street, half a dozen on the Flats, the rest divided between Corktown, Rideau and Sussex streets.

In 1847 it was incorporated as a town and in December, 1854, the City of Ottawa was incorporated taking as its motto the word "Advance." Her Majesty, the late Queen Victoria, selected Ottawa as the capital of the Dominion in 1857, and in 1859 the Parliament of Canada ratified the Queen's choice after stormy debates.

The lumber industry has been and is yet one of the leading industries of the Capital. Of the public institutions, the sick, the poor, the aged and the



HIS WORSHIP MAYOR ELLIS



PHONE 1243.

Have your Plumbing and Heating work done by -

CHANDLER & CO.

367 BANK STREET.

ESTIMATES CAREFULLY FURNISHED FOR ALL WORK.

Firemen's Outfits.

We carry just the right things in

OVERALLS, SHIRTS & GAUNTLETS

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You are welcome whether you come to look or to buy



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THE MEN'S WEARMEN.

134 SPARKS ST.

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MERCHANT

TAILOR . . .

247 Wellington Street

OTTAWA.



La Banque Nationale

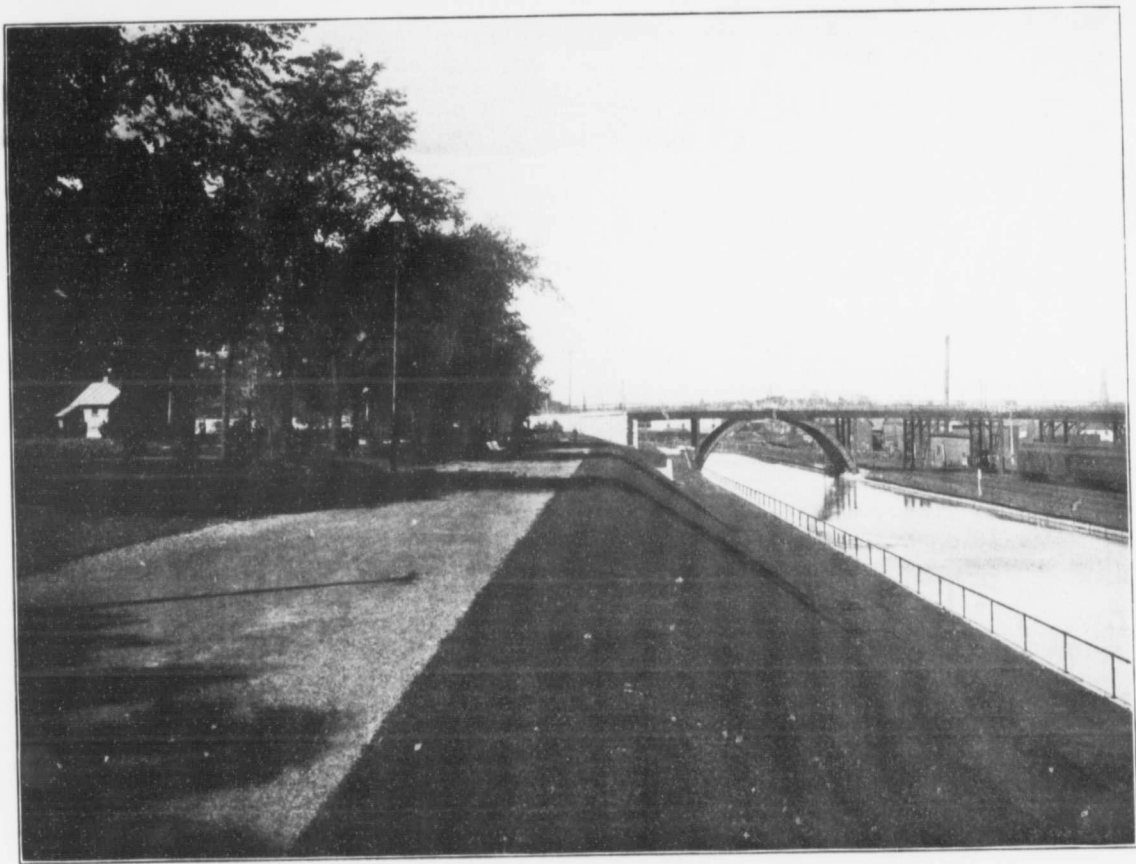
Head Office. - Quebec.

Capital - - - - \$1,500,000
Rest and undivided profits - - - \$588,166 26

DIRECTORS

R. Audette, President Hon. Judge A. Chauveau, Vice-President
V. Chateaufvert J. B. Laliberte Naz. Fortier Nar. Rioux Vic. Lemieux
P. Lafrance, Manager N. Lavoie, Inspector

TWENTY-NINE BRANCHES in the Province of Quebec, one in Ontario.
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INTEREST of three per cent, paid half yearly on savings deposits.
COLLECTIONS effected in all parts of Canada and United States, on moderate terms.
The most scrupulous attention is bestowed on all business intrusted to our care.



PRETTY DRIVEWAY SPOT



THE NAME 



SAFFORD




Is a Guarantee of Superiority.

Its scientific construction avoiding all the weaknesses of other radiators, its screwed nipple connections with iron to iron joints, rendering it absolutely leak-proof, its great adaptability to all positions, conditions and requirements, make it the one radiator with a world-wide popularity. With the

"ARCO" BOILER

the most perfect boiler yet invented, the "Safford" forms a heating system so simple, so effective and so economical that there is no other system will stand comparison with it. Many of the best buildings on four continents use this system. The 'TRIDENT,' the new three column 'Safford,' possesses great adaptability.

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unfortunate are well cared for in Ottawa. There are three general hospitals, a civic isolation hospital, maternity hospital, children's hospital, home for incurables, and both Catholic and Protestant homes for the aged, the friendless and the orphans. Ottawa has been styled a city of parks. The city and federal authorities are working hand in hand to make the Capital a place of which all may be proud. The railway connections are many. The C. P. R. station is commodious and when the Union Station is erected from that standpoint also the Capital can hold its own.

The city owns a costly water works system built up at a cost of over \$2,000,000 and operated by water power. Ottawa has also an excellent sewerage system. The progressiveness of Ottawa, however, may best be learned from the following :

- Area, 3,365 acres. Population, 1903, 61,593.
- Mileage of streets, 100.49.
- Mileage water mains, 104.65.
- Mileage sewers, 73.00.
- Mileage electric street railways, 25.35.



RIDEAU FALLS.



QUEEN VICTORIA MONUMENT

- Mileage streets occupied by electric street railways, 14.03
- Number of steam railways entering the city, 7.
- Area of parks, 237.3 acres.
- Value of property owned by the city, \$3,292,225
- Value of government property exempt from taxation, \$10,292,325.
- Value of taxable property, \$32,386,925.

The Better Piano

Every possible improvement has been made use of in our new models that's why they create so many friends. With Violiform Sounding Board an enrichment, instead of the usual flattening, of tone is guaranteed. In the

MARTIN-ORME PIANO

is condensed the best ideas of a lifetime's experience in building high grade Pianos. Every teacher of note in Ottawa recommends the Martin-Orme with pleasure.

If interested ask for the Booklet "Portraits of Canadian Musicians and their opinions" Sent free on request.

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"CANADA'S IDEAL"

Costs no more than others, yet contains every modern improvement. On view and for sale only by

J. L. ORME & SON, 189 Sparks St., OTTAWA.

The Leader of Leaders

This letter, just received from a piano dealer of 20 years experience—speaks for itself.

"Winnipeg, Man.

"The Martin-Orme Piano Co.,
Ottawa.

"Your instruments have quite won our confidence; the other leaders we in it a peer and we are willing to stand to the

MARTIN-ORME PIANO

as long as the present high standard of excellence is maintained.

"We are confident that it is only a matter of a short time when the Martin-Orme Piano will not only win its way to the front, but will lead the present leaders.

A. E. SOULIS & CO.



DELEGATES TO THE CONVENTION.

We will be glad
to see you at :

85 BANK STREET,
(Corner Queen)

We sell Men's Furnishings, Hats and Caps
and the PRICES ARE RIGHT

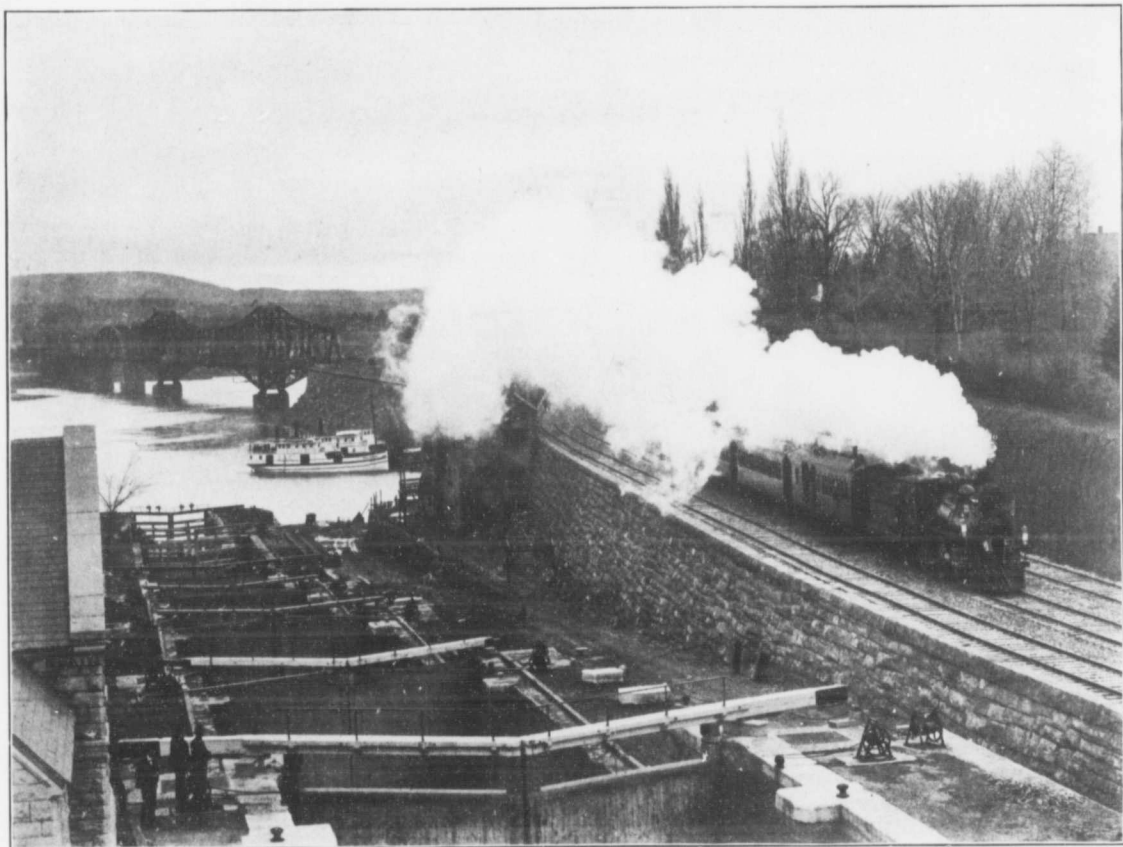
Macdonald & Coy.

You have heard of the early bird etc. But did you ever hear of the little boy who ate the jam off the door.

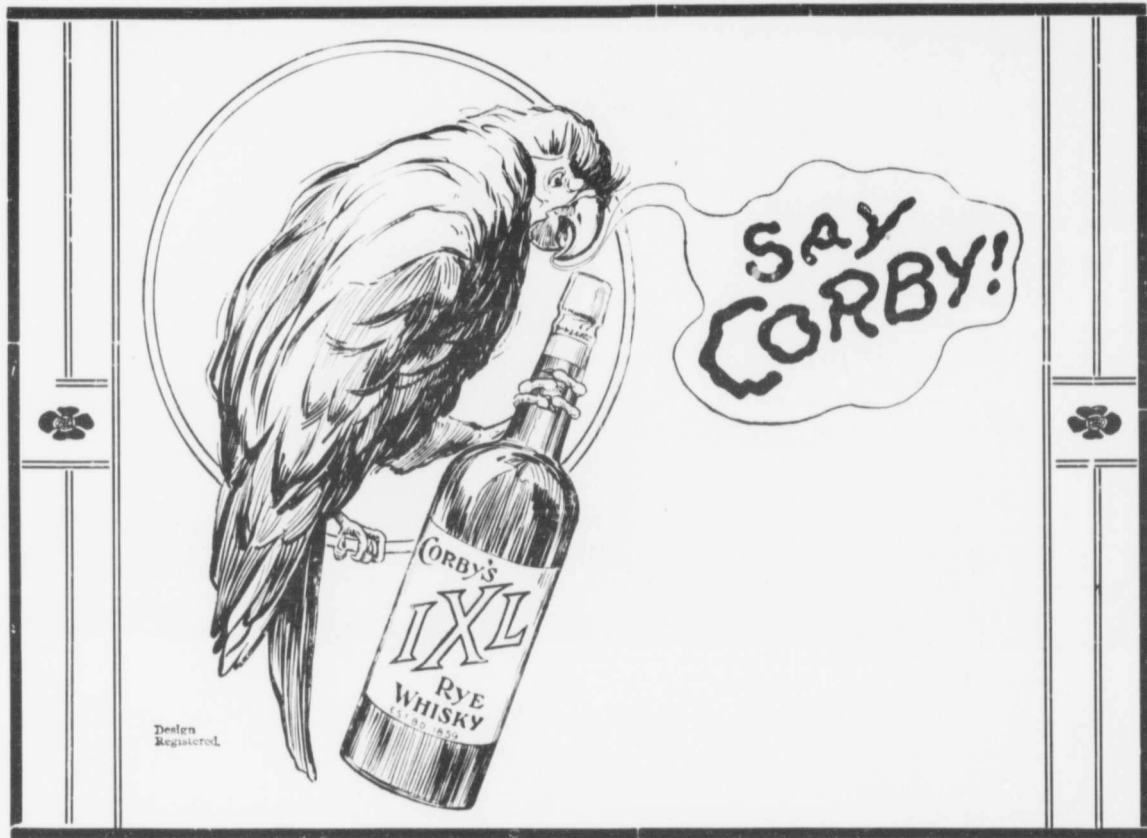
THERE ISN'T THE SUSPICION OF A JAM IN THE FIT OF OUR SHOES, AND WE SHALL BE PLEASED TO DEMONSTRATE THE FACT TO THE VISITING RAILWAYMEN.

R. Clarke Cummings,

101 SPARKS ST.



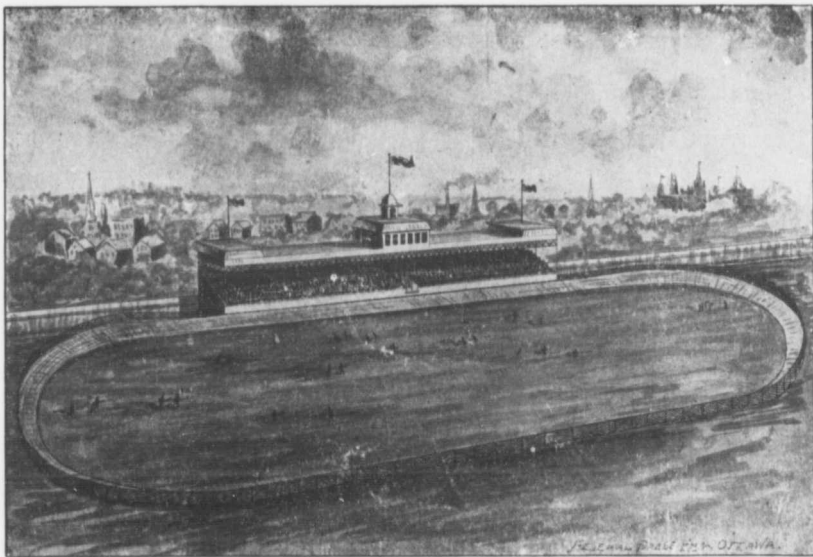
ENTRANCE TO CITY FROM ALEXANDRA BRIDGE



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The Carnegie library costing \$100,000, has been completed. There are also several circulating libraries in the city in addition to the parliamentary library, and the Government has given the contract for a national Geological Museum on an elaborate scale which will provide accommodation for a National Art Gallery and the Fishery Exhibit. On the Experimental Farm an Observatory costing a considerable sum has been erected. Ottawa has numerous handsome



THE OVAL

residences, a beautiful driveway passing through the Exhibition Grounds, many imposing business structures, and with the contemplated improvements on Sussex street and other parts of the city, Ottawa bids fair to rival in a brief period even the most sanguine expectations of those who desire it to be a genuine Washington of the North but had not then realized the possibilities of a greater Ottawa.

CAPITAL (Authorised)	\$3,000,000
CAPITAL (Paid up)	2,914,630
REST AND UNDIVIDED PROFITS-	3,059,274

THE BANK OF OTTAWA.

HEAD OFFICE :
OTTAWA CANADA

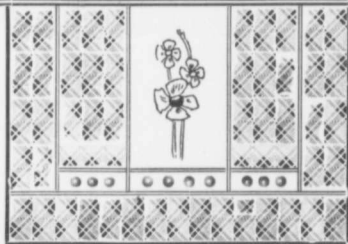
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A Deposit of \$1 will open an account at each of the above branches.

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Headquarters for Souvenir Goods.

ONE of the chief points of interest to the visiting Delegates is our **Souvenir and Fancy Department.** We pride ourselves in having the most complete stock of

FANCY GOODS

in Eastern Canada. Cushion Tops in Patriotic Designs, Fancy China, Photo Frames, Rush Goods, and a varied assortment of natty Souvenirs. Art Needlework a speciality,

L. N. Poulin, Ottawa's Store of Satisfaction.



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BROTHERHOOD OF LOCOMOTIVE FIREMEN

A BRIEF SKETCH OF THE SOCIETY.



LIKE most all the brotherhoods or unions having for main object the fostering of the workers' interest the Brotherhood of Locomotive Firemen had an humble beginning. Thirty-three years ago in December, 1873, eleven men, firemen of the old Erie Road, pledged a mutual, enduring friendship. The result since end of the continuation of Lodge 1, Brotherhood of N. Y., representatives of twelve lodges the records it is ascertained these ance association. At the second con-lodges met. The order then numbered the protective features of the organ-third convention convened at St. Louis to the membership to learn that at this government", and the excellent official established by referendum vote of the steadily ascended, when the great rail-ating the Brotherhood's existence, for that disastrous affair, many members The great railway strike of 1877 was a great uprising of non-union men cause it is not strange that many mem-Firemen became involved. Grand sympathized with the strikers and in the Indianapolis jail for con-released under bond. Judge Drummond said in his decision he felt the testimony insufficient to punish defendant. It will thus be seen that the court first imprisoned and then placed under heavy bond the Grand Secretary and



JOHN J. HANNAHAN, GRAND MASTER

has been more than manifest from one ent to the other. One year after the Locomotive Firemen at Port Jervis, assembled in Hornellsville, and from representatives organized a life insur-vention 46 delegates representing 29 900. It was at this convention that ization were first developed. The in 1876. It will be of particular interest gathering the firemen discussed "self-organ, the "Firemen's Magazine" was entire membership. The membership road strike of 1877 came near termin-although not officially connected with were drawn into the trouble. an "unorganized" strike, that is, it against injustice. This being the bers of the Brotherhood of Locomotive Secretary and Treasurer, W.N. Sayre he, with others, was imprisoned tempt of court, but were finally

THE
Grand Union Hotel



F. J. MURRAY, Proprietor.
O. ELLIS, Manager.

B. of L. F.
Especially Welcome.



ALL THE COMFORTS
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THE OTTAWA DAIRY COMPANY.



*Clean Pure
Milk.*



Cream.



Ice Cream.



Butter.



Buttermilk.



*Dairy
Receipts from
Our Farms.*

2,000 Gallons for
Milk Customers

100 Gallons Cream for
our Cream Customers.

300 Gallons Cream for
Ice Cream Department.

200 Gallons Cream for
Butter Department.



VISIT OUR

PALM GARDEN.

Delicious Ice Cream.

Sodis.

Sodas and Fountain Drinks.

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Treasurer of the Brotherhood of Locomotive Firemen for persuading men to "quit work." The vindictive war waged against the Brotherhood all but disrupted the Organization. Locomotive firemen throughout the country were coerced and frightened to that extent that the members of the Brotherhood renounced their allegiance to the cause of labor. Sayre felt that all was lost. Several years previous to the lodge of the Brotherhood, International Firemen's Union, union, with little or no franchise. It had never taxed its members, generally, had proved these several instances increases in wages. It was at the fourth convention to consolidate the International Firemen's Brotherhood, inviting local branches of lodges of our order without initiation.

All mutual insurance associations depend for their existence upon new material, which must be constantly added if a numerical standard is to be maintained. No insurance association can live long with the same membership of expulsions or lapses, of insurance to those who framed as to drive out a man and at the same time bring remain will get cheap insurance which is truly fraternal can be very cheap, for true fraternity would preserve a standing membership of brothers rather than encourage the idea of substituting new for old material. The longer a member remains in a mutual life insurance association, the greater is the risk assumed by his associates. If, after he has paid in a considerable sum of money, the amount so paid in becomes the property of the remaining members. If,



WM. S. CARTER, GRAND SECRETARY AND TREASURER

and gave way to others. the institution of the first there was organized the International or insurance features. members except for strikes, and quite disastrous although in wages had been obtained. tion that an effort was made tional Firemen's Union with and a resolution was adopted that organization to become incurring the expense of

sociations depend for their which must be constantly is to be maintained. No in- long with the same member- ber of expulsions or lapses, of insurance to those who framed as to drive out a ma- and at the same time bring remain will get cheap insur- association which is truly for true fraternity would pre-

Illinois
Watch
Company



Springfield, Ill.

The Bunn Special
is the best
Railroad Watch
IN THE 18 SIZE.



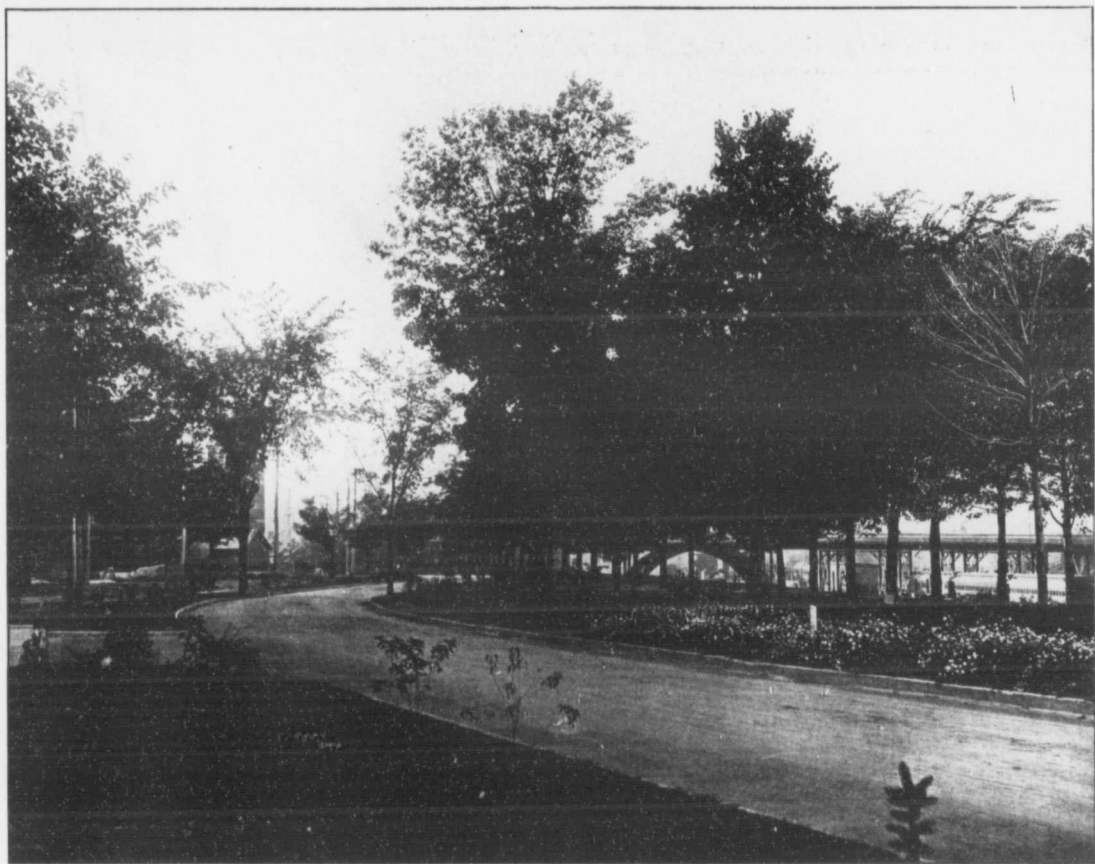
They Cost More Than Other Makes.

IF THEY WERE NOT WORTH MORE WE
WOULD NOT BE ABLE TO SELL ALL WE
CAN POSSIBLY MANUFACTURE

FULLY GUARANTEED BY EVERY JEWELLER
IN THE COUNTRY, BECAUSE WE STAND
BEHIND THIS GUARANTEE.

The Sangamo
is the best
Railroad Watch
IN THE 16 SIZE.





DRIVEWAY—LOOKING FROM CARTIER SQUARE

BRYSON, GRAHAM & Co.

WE keep in stock always a full supply of **Union Made Railway Overalls**. They are made of the best blue denim and are of first class quality. Price \$2.50 per suit. Also in Blue and White Goods, Union Made, same price.

Kentucky Jean Pants, Union Made. Price \$1.25 per pair.

Men's Rain Proof Coats, the best quality. Price \$15.00

Men's Suits of Fine Scotch Tweeds
Also in Navy Blue Serge, made and finished in the latest style. Price \$10.00 to \$15.00.

Pinto Shell Gauntlets, at \$1.00 per pair.

Railroad Gauntlets, unlined, Reindeer shade, long cuff, at \$1.35 per pair.

Railroad Gauntlets, outside seams, Black Cuff, Reindeer shade, at \$1.00 per pair.

Railroad Gauntlets, in saranac and asbestos tan at 50c, 65c and 75c per pair.

Railroad Gauntlets, with one finger, in saranac and asbestos tan, in Muleskin, Sheep, and Bronko, at 45c, 50c, and 75c per pair.

One Fingered Mitt, at 25c, 35c, and 45c per pair.

Railroad Gloves, from 45c to \$1.50 per pair.

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while a member, he should die, the difference between what he has paid in and the amount the association pays to his beneficiary is a loss to the remaining members. These features are most noticeable to associations where a specialty is made of "death" insurance only, for where associations are formed for the purpose of giving financial aid to members, when sick, distressed or out of employment, the membership is seldom changed and the action of the organization then becomes truly fraternal. Railway labor organizations are peculiar to themselves. Perhaps no other organizations are founded and conducted along the same lines. They are labor organizations, or what are properly known as trade unions. They are also fraternal insurance associations which have naught to do with labor or unionism. These dual features have been a source of weakness and a source of strength; employment, not being able to pay strength that those who have em- during panics and wage reductions invested. The vested interest in be conservative in wage matters, more radical labor organizations vent such reductions.

When the fifth convention met had lost both in members and lodges of railway officials, and the impe- From 1879 to the 1884, convention was marked. At this convention sented and the total receipts of the at this convention that the question discussed and a movement started,

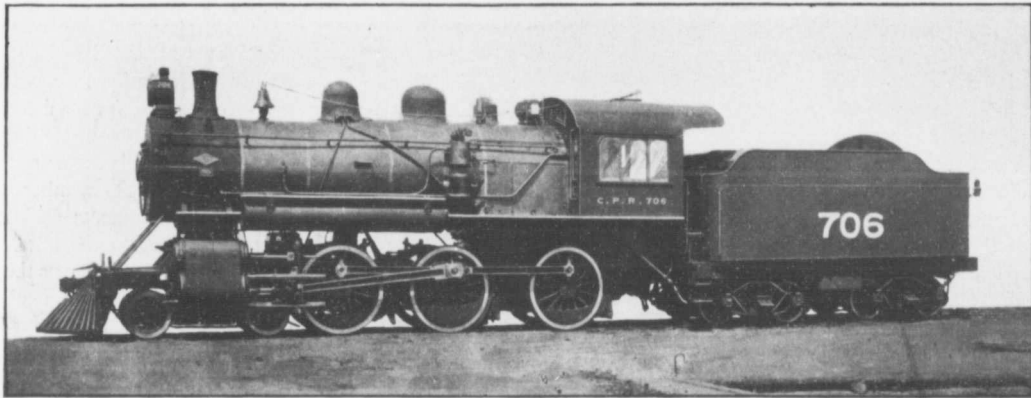
Brotherhood again becoming a labor organization in the true sense. Up to this time the word "white" had not been incorporated in the qualifications of membership, but now this became a part of the law. At the eleventh convention the amount of insurance was increased to \$1,500, and the assessments necessary to maintain the beneficiary fund was increased to one dollar.



CHAS. A. WILSON, FIRST VICE GRAND MASTER

in Buffalo in 1878 the Brotherhood on account of the violent opposition curious conditions of the members, held in Toronto no great progress there were 12,246 members repre- year had been \$119,567.99. It was of the classification of wages was which in the end resulted in the

"KINGSTON ENGINES ARE GOOD ENGINES."



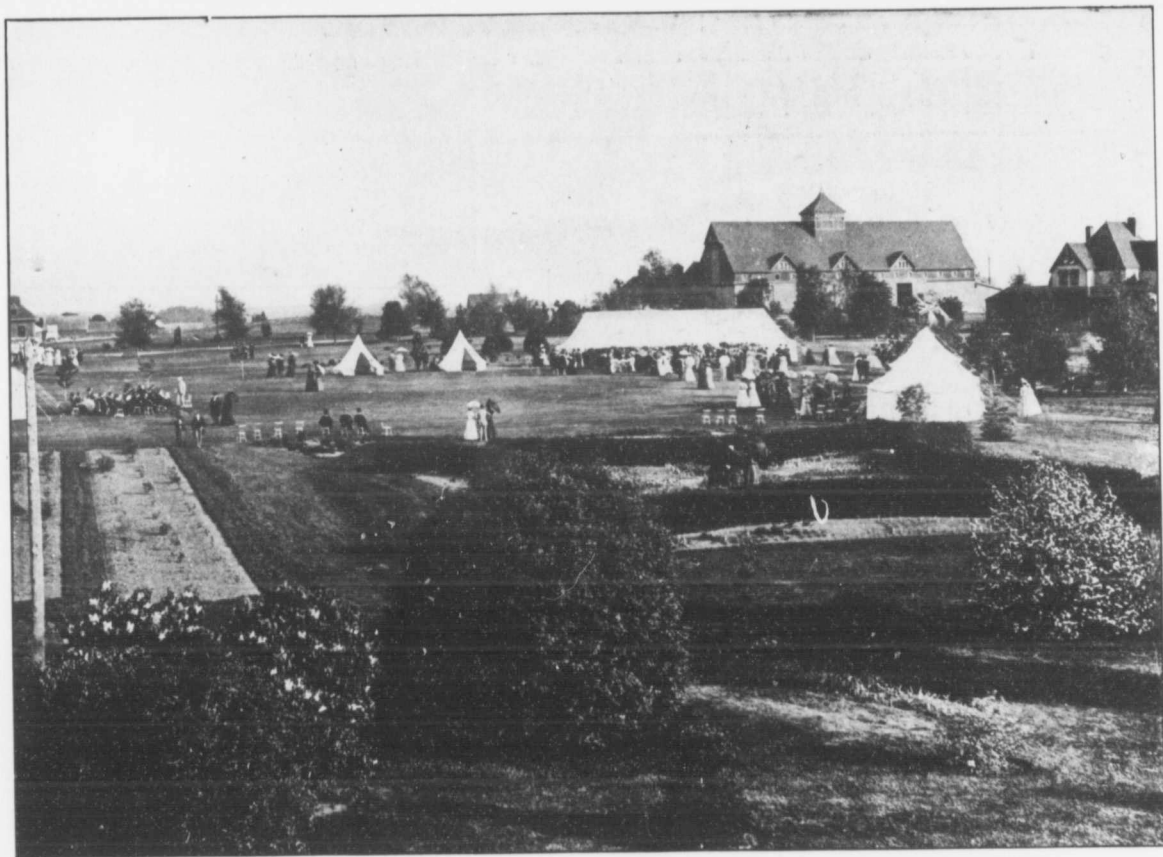
This is one of the Kingston Engines which have broken all records for efficiency on the C.P.R.

ITS WEIGHT IN WORKING ORDER IS	188,500	DIAMETER OF CYLINDER	21 in.
" " ON DRIVERS	140,300	STROKE " "	28 in.
" " OF TENDER	128,200	DIAMETER OF DRIVERS	63 in.
" TOTAL OF ENGINE AND TENDER	316,500	WORKING PRESSURE	200 lbs.

It is equipped with Superheater; was designed by Mr. H. H. VAUGHAN, Sup't of Motor Power, C.P.R.,
 . . . and Built by . . .

CANADIAN LOCOMOTIVE Co., LTD.,
KINGSTON, ONTARIO.

H. TANDY, Sup't.



OTTAWA EXPERIMENTAL FARM

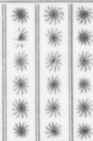
The Railroad Man's Great Reliance.

*The Canadian Railway
Accident Insurance
Company.*

OTTAWA & CANADA.

Authorised Capital

\$500,000.00



Subscribed Capital

\$200,000.00



ISSUES MORE PERSONAL ACCIDENT POLICIES
THAN ANY OTHER COMPANY IN CANADA.

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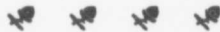
G. H. Millen, Manufacturer

David Kelley, C.P.R.

Thos. Lowry, M.C.R.R.

Alonzo Grant, L.C.R.

Albert McLaren, Lumbermen.



All Railroad men should be insured in this Company in preference to any other

BECAUSE—This Company was organised by the railway men of Canada, and therefore its prosperity and phenomenal success as a railroad institution is a credit to their ability and intelligence.

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The twelfth convention met in Philadelphia in 1885, and here began the third epoch of the Brotherhood's history. After six years of "ignoring" strikes, it returned to the original policy and became a labor organization. That this pronounced reversal of principle came from below, from the rank in file, and in direct opposition to the officers, the proceedings of the convention gave ample proof. Greeting was sent to organized labor and the assertion publicly made that the men would henceforth be counted and were willing to fight for it if protective or strike fund was made following being the resolution as Lodge 244, and adopted by the special assessment be levied on all or before June 1st, 1886, the same be used in case of emergency. Whenever it may be necessary to Grand Master, Vice Grand Master shall be, and are hereby, authorized as may, in their judgment, be of members of the Order in case of

Joshua A. Leach is the recognized founder of the Organization; it was he who instituted the first convention. He remained Grand Master of the Organization by re-election until the third convention,

when he declined longer to serve. The financial condition of the order in 1885 was excellent, as, in deed, it has been ever since.

Previous to the 12th convention the Locomotive Firemen's Magazine had been sustained by individual subscriptions. A law was enacted increasing the "grand dues" from \$1.00 to \$1.50. The expense of publishing the Magazine was thereafter paid from the General Fund, and copies were furnished free to each member. Where the Brotherhood had been receiving \$1 for Grand dues and \$1 for the Magazine, it now only received \$1.50 for Grand dues; yet, in the face of this decrease in revenue, the size of the Magazine was increased to 80 pages for the year 1888



TIMOTHY SHEA, SECOND VICE GRAND MASTER

OTTAWA'S LEADING HOTEL.



The Russell House



AMERICAN PLAN
\$3.00 to 5.00 per day.

EUROPEAN PLAN
\$1.50 to 3.50 per day.



PROPS.
G. E. MULLIGAN
Formerly of Louisville, Ky.



\$65,000.00 Spent Upon Improvements.

Particularly pleasing for a Summer
Visit.



Special Rates to
Members of B. of L. F.
\$2.50 to 4.00 per day
American Plan.



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Formerly of New York.



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During the
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JOHN J. HAN

CHAS. A. WI

TIMOTHY SH

CHAS. W. MA

During the period intervening between the twelfth convention and biennial in 1888 it may be said that the Brotherhood of Locomotive Firemen maintained an aggressive policy, that is, advantage was taken of the prosperous period to secure industrial benefits for its members. The culmination of the aggressive policy was the C. B. and Q. strike. This cost the Brotherhood nearly half a million dollars in assessments, and perhaps netted the membership ten million dollars in increased wages, payment for overtime,

As it would take considerable space to mention briefly many of this powerful brotherhood, which membership, and wields such in that the ninth biennial convention 19th, 1904, pointed to the prosperity manner. The membership was re-1898, and the volume of business proportion.

The Grand officers of this or-

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CHAS. A. WILSON,
First Vice Grand Master
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CHAS. W. MAIER, THIRD VICE GRAND MASTER.

lightening of labor, etc. more space than we have at dis- the notable facts in the progress of has, and is doing so much in its own fluence in railway life, let it be said held in Buffalo, N. Y., on September of the brotherhood in a significant placed at double the figures since had increased in the same startling

ganization are :—

EUGENE A. BALL,
Fourth Vice Grand Master
WM. S. CARTER,
Grand Secretary and Treasurer
JOHN F. McNAMEE,
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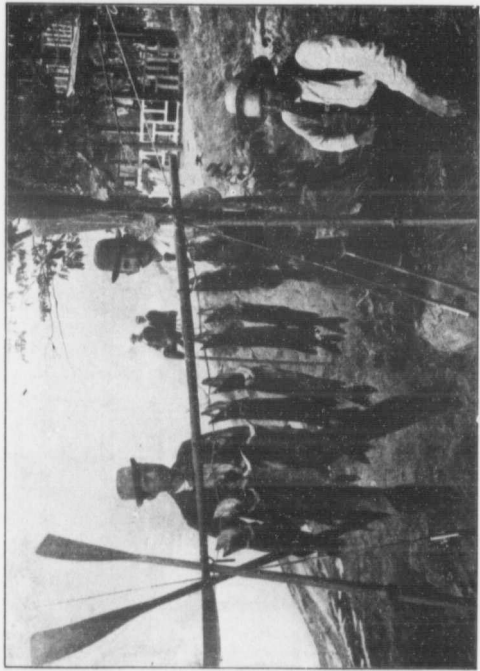
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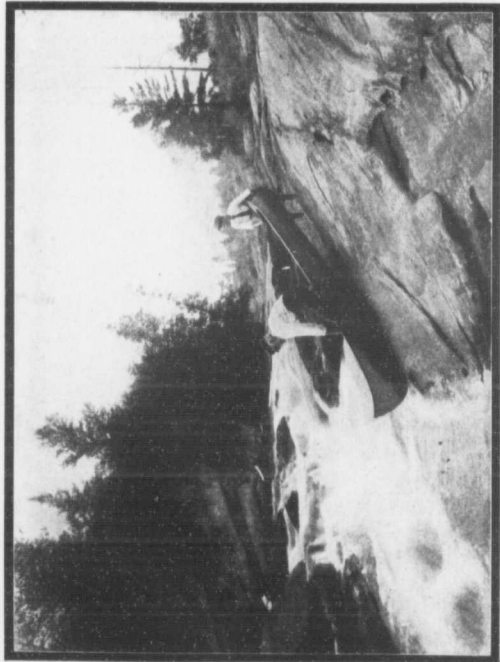
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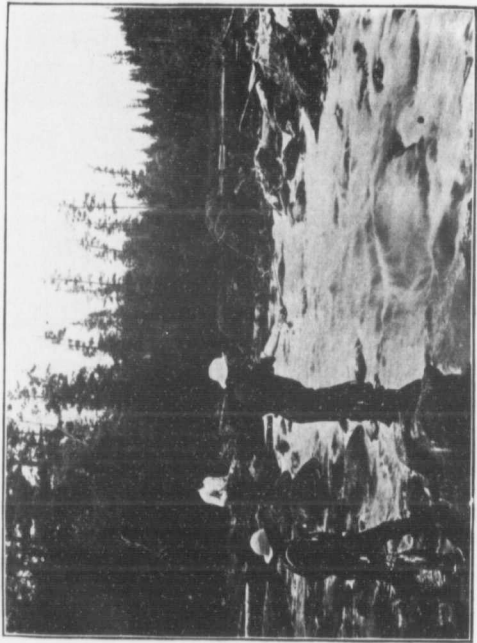


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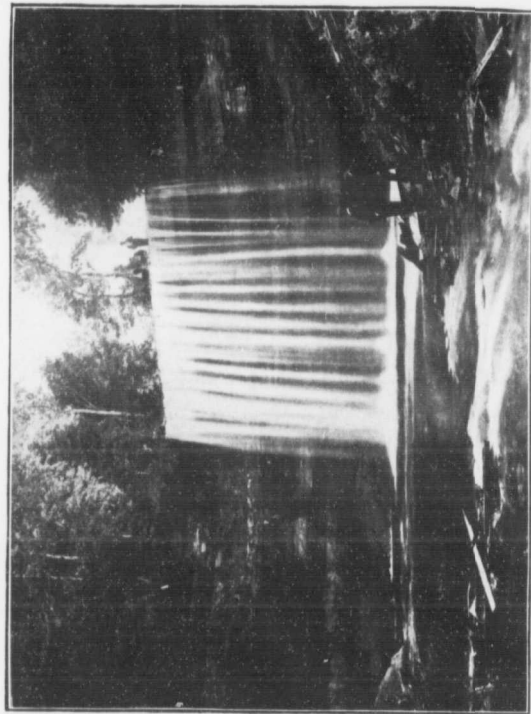
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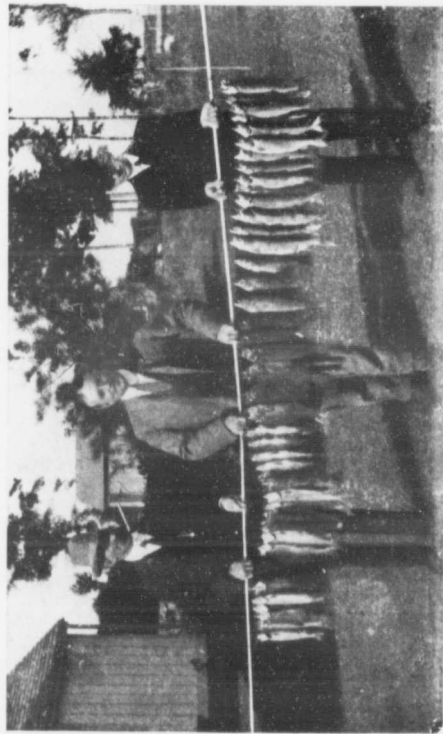
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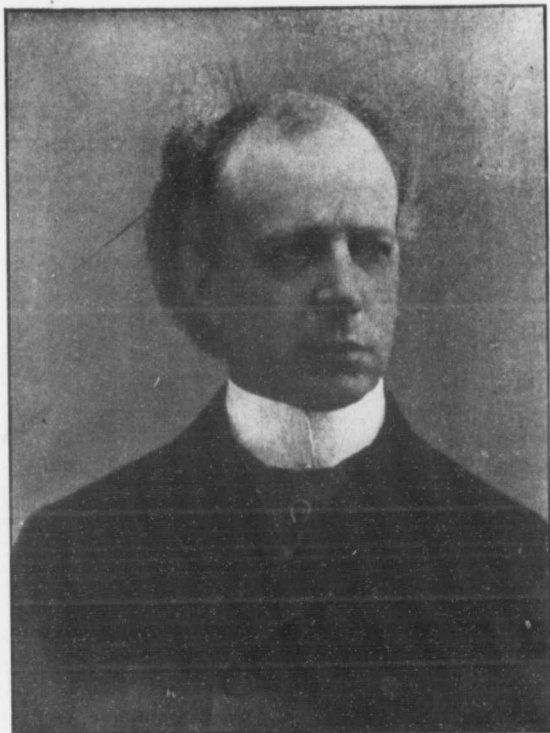
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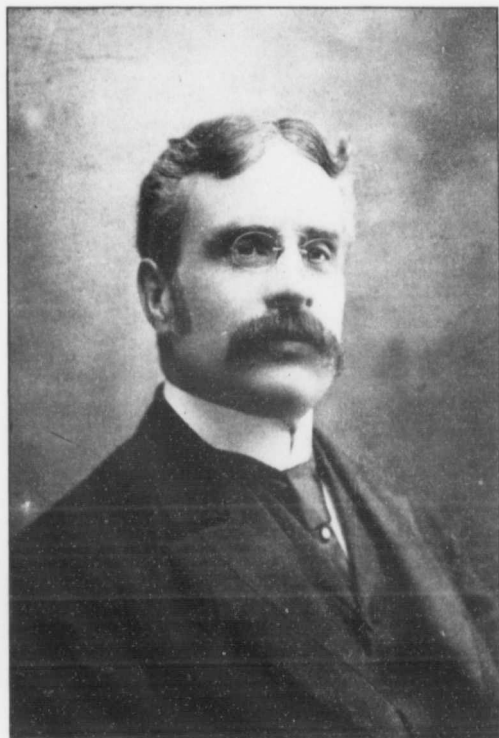
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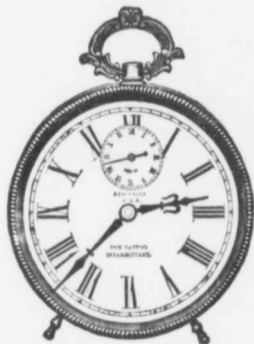
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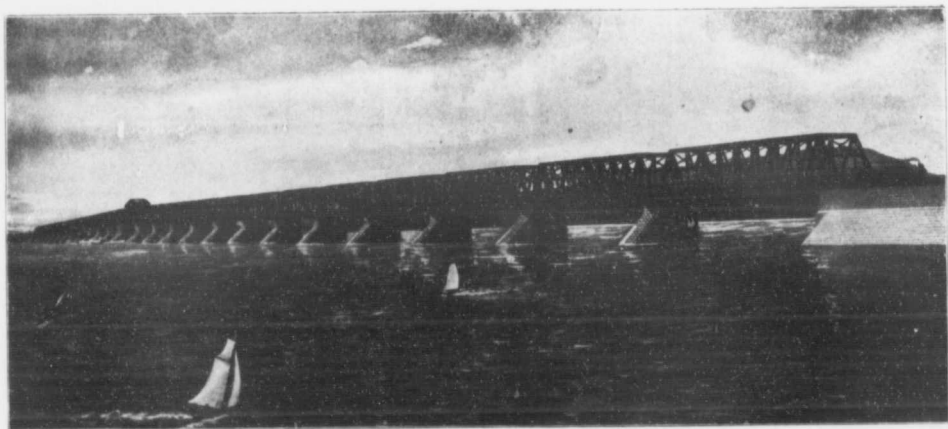
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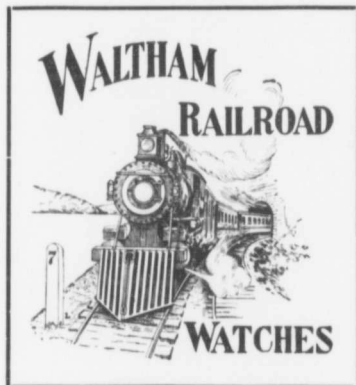
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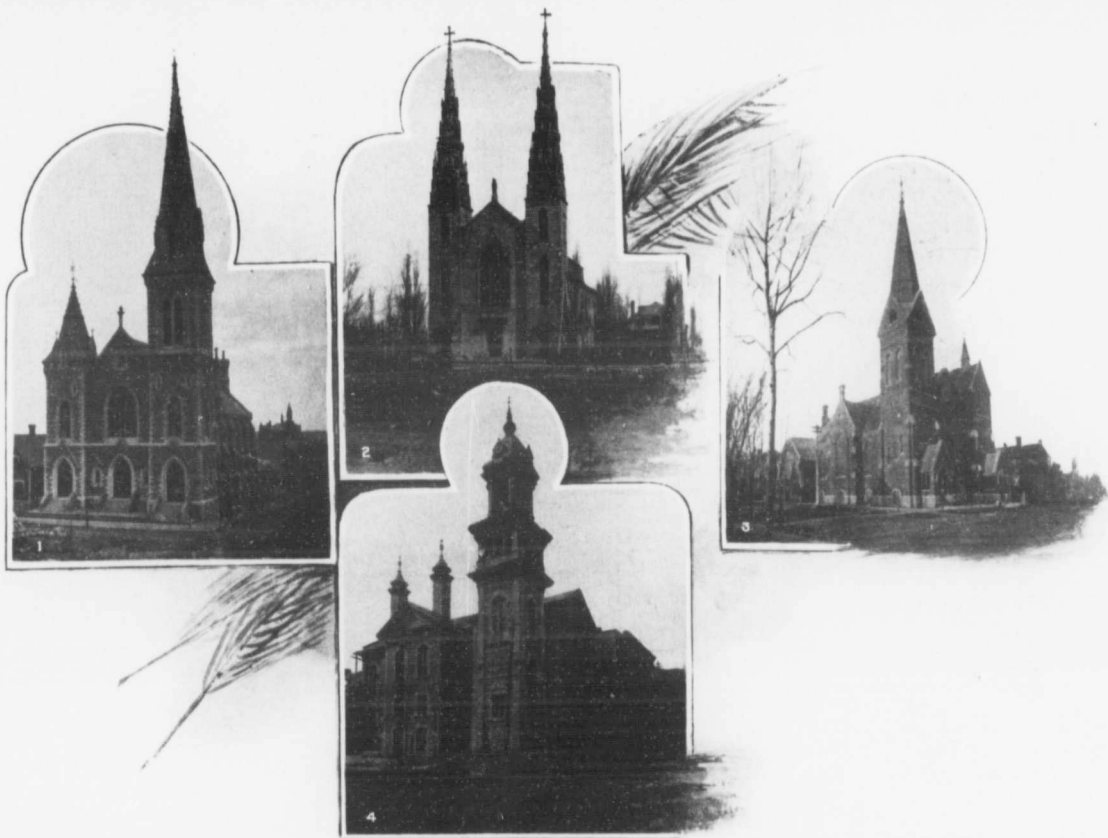


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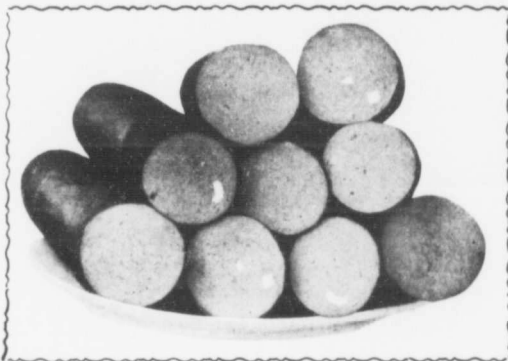
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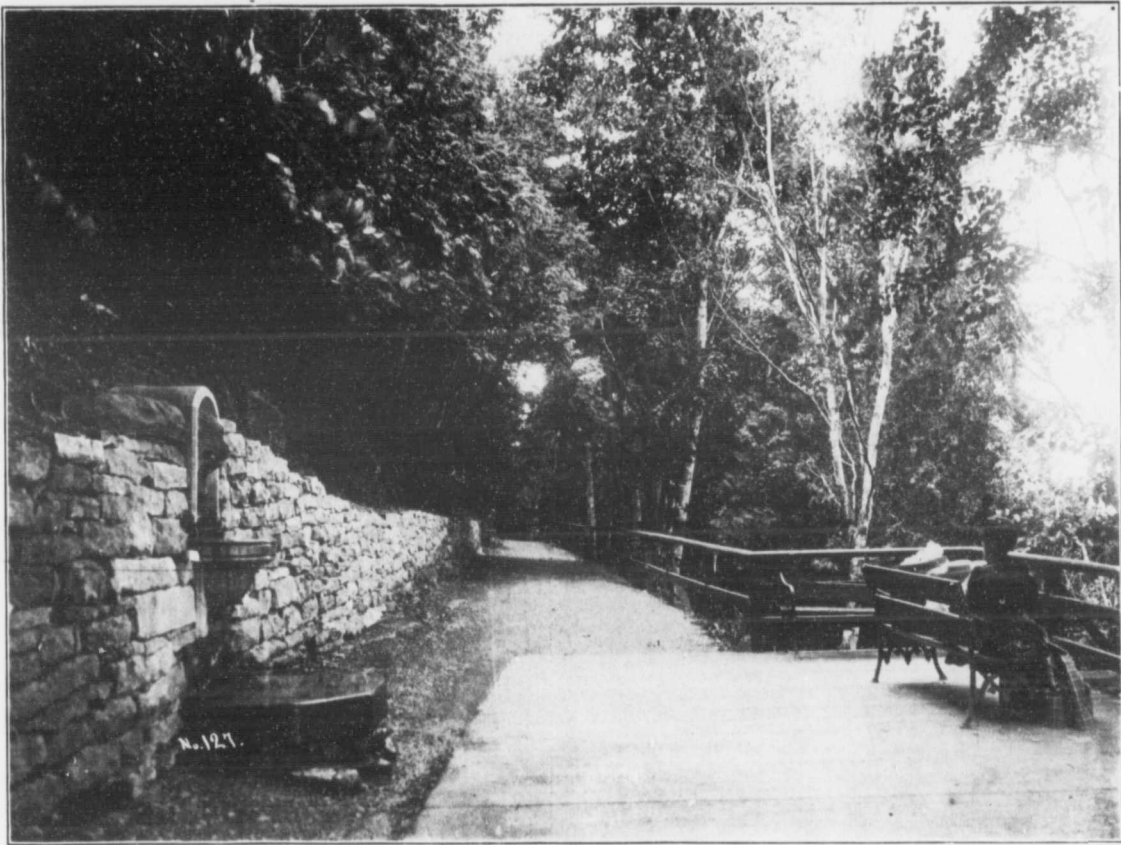
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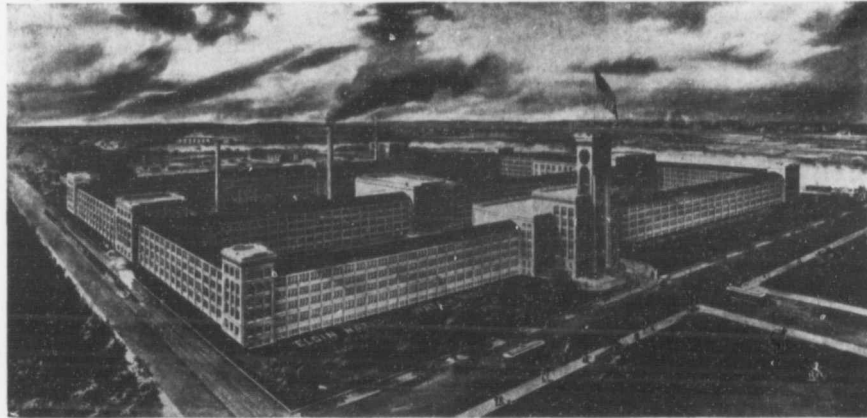
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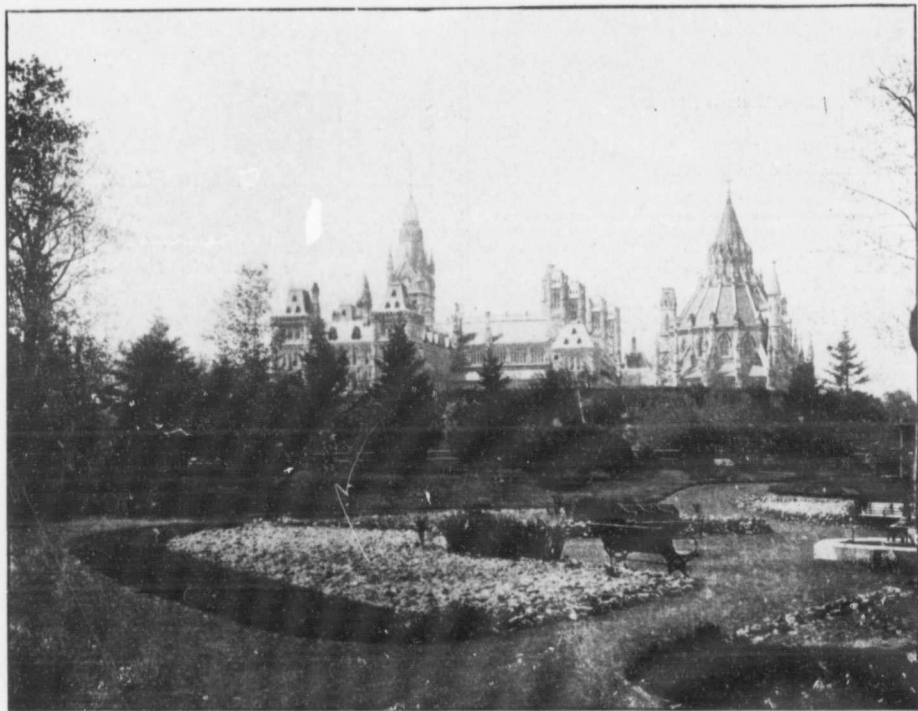
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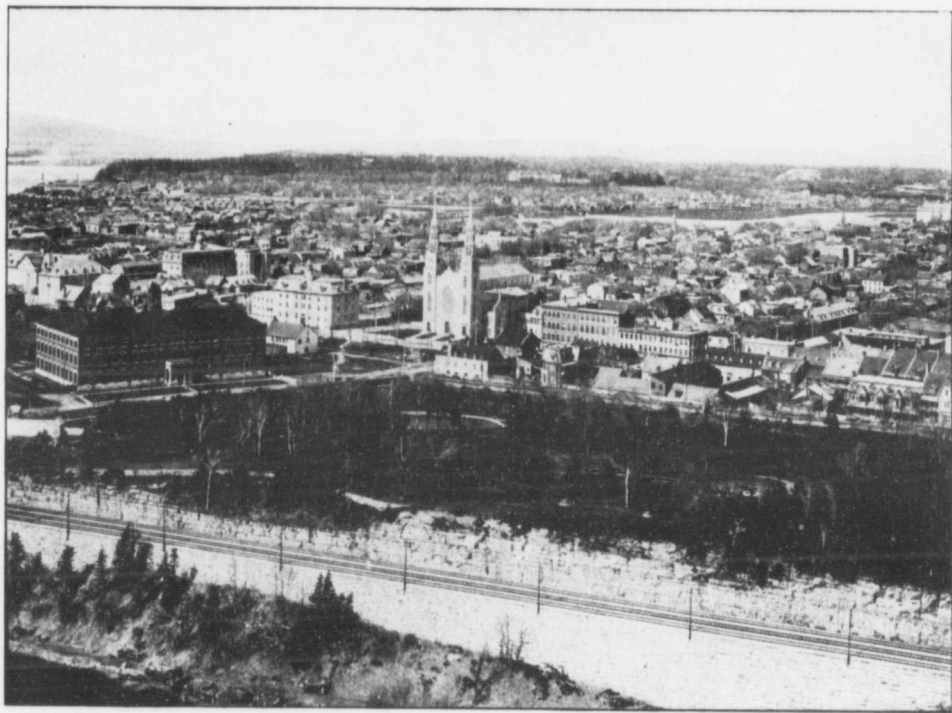
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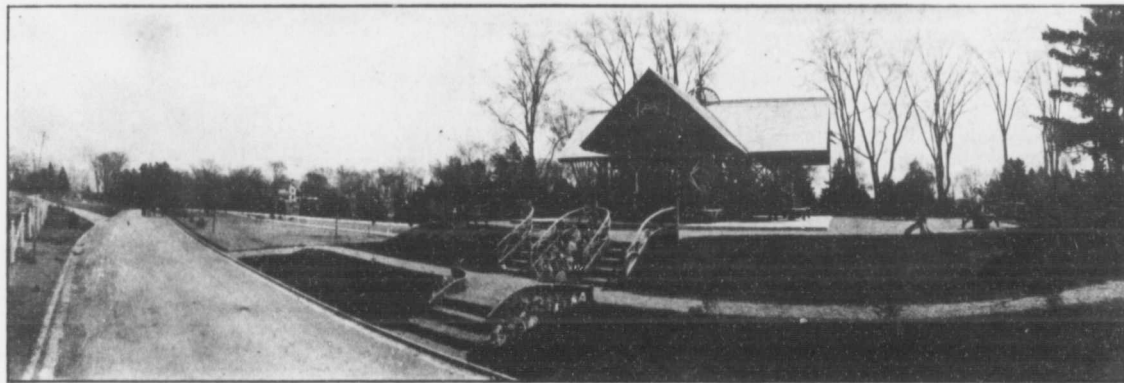
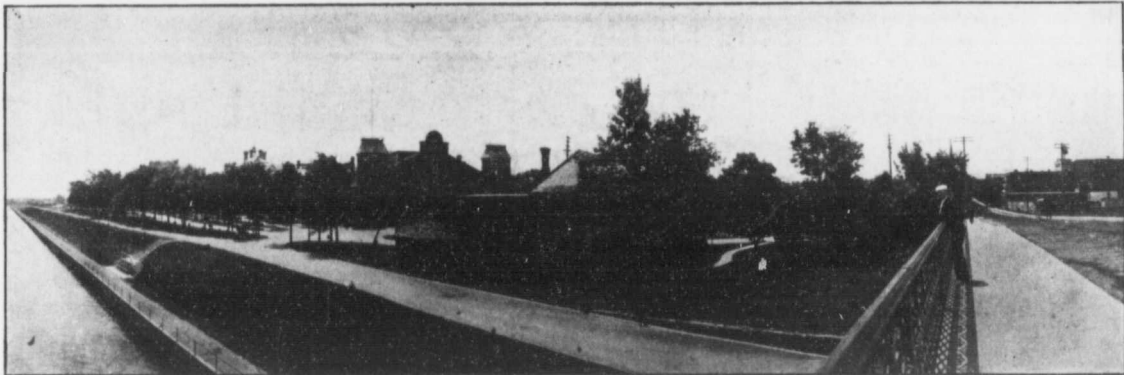
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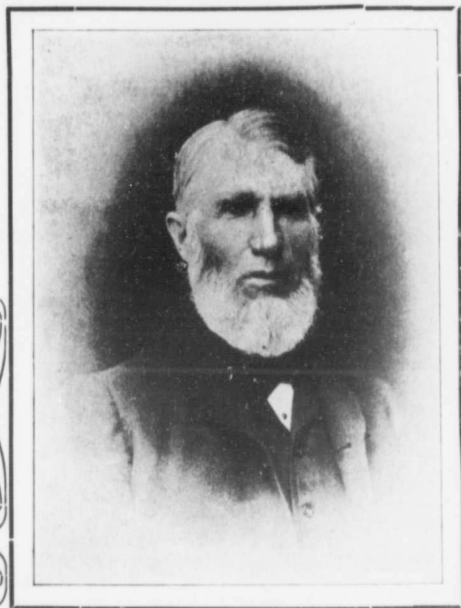
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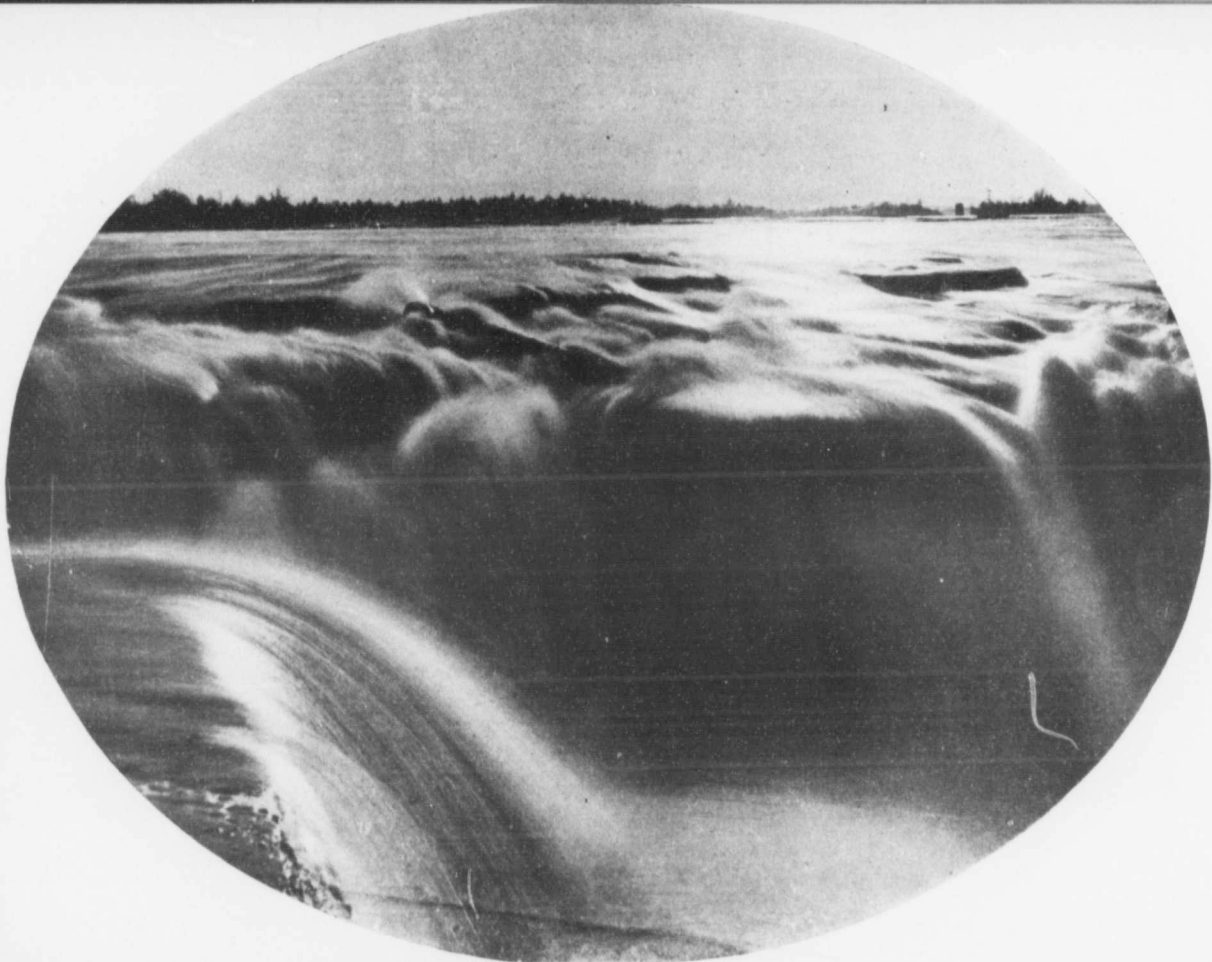
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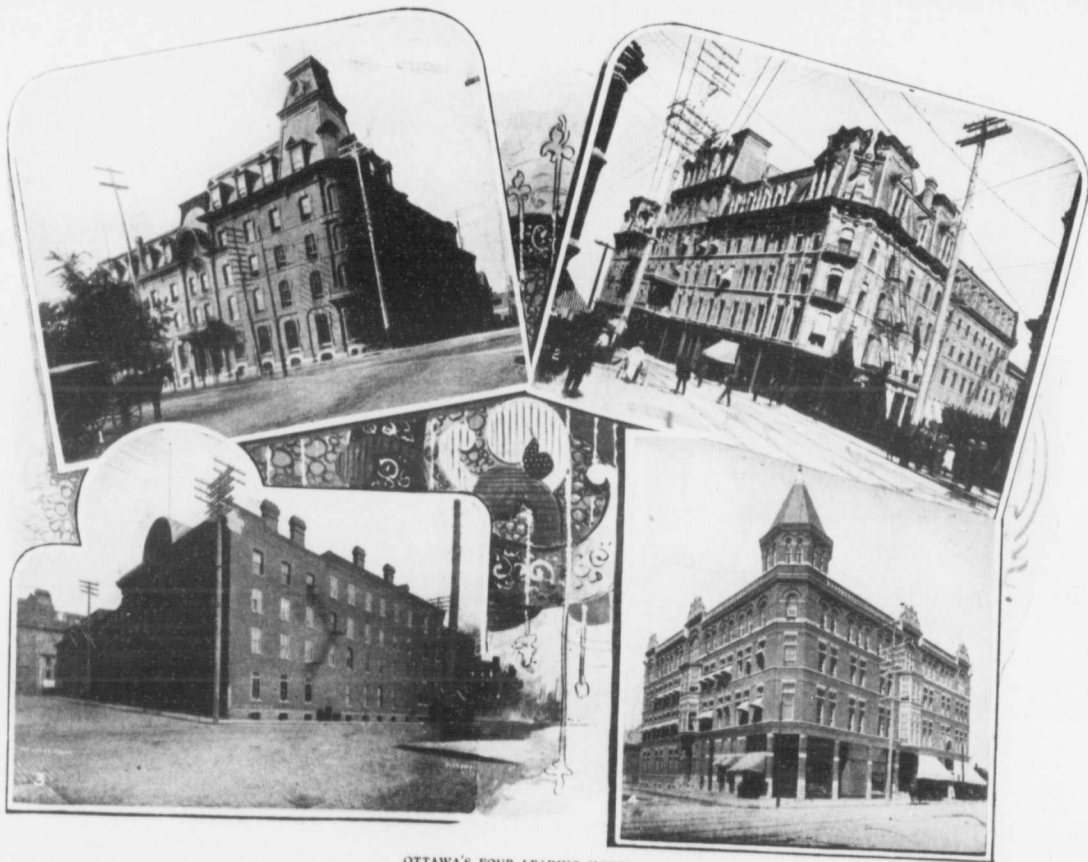
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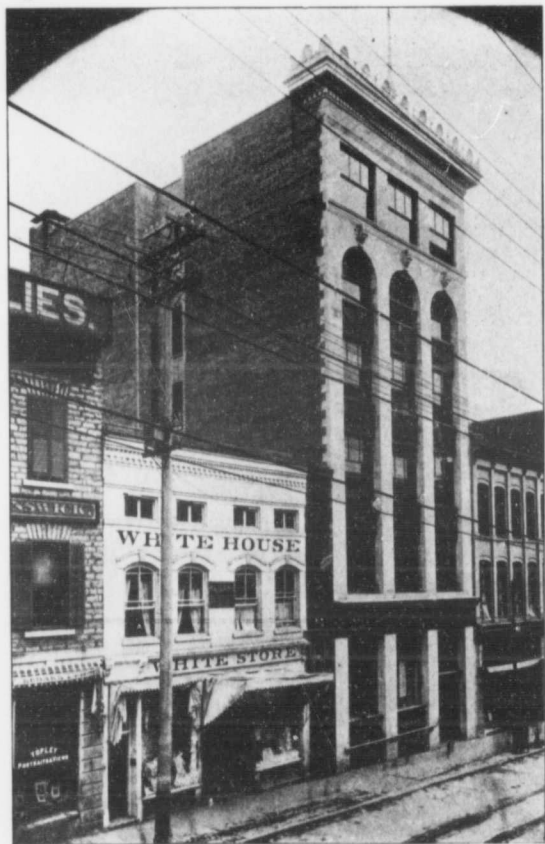


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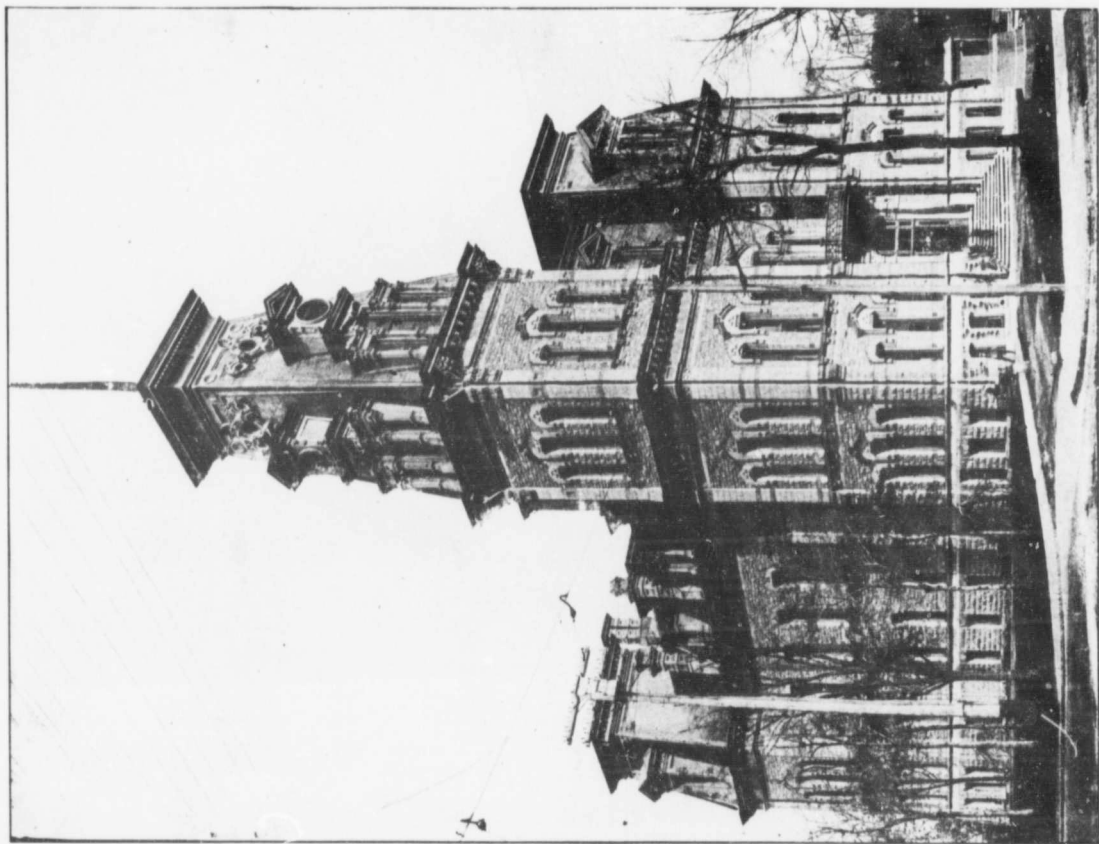


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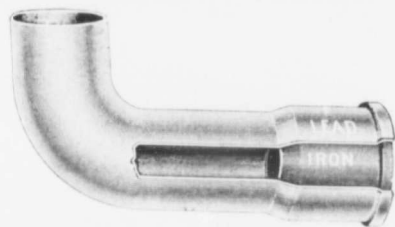



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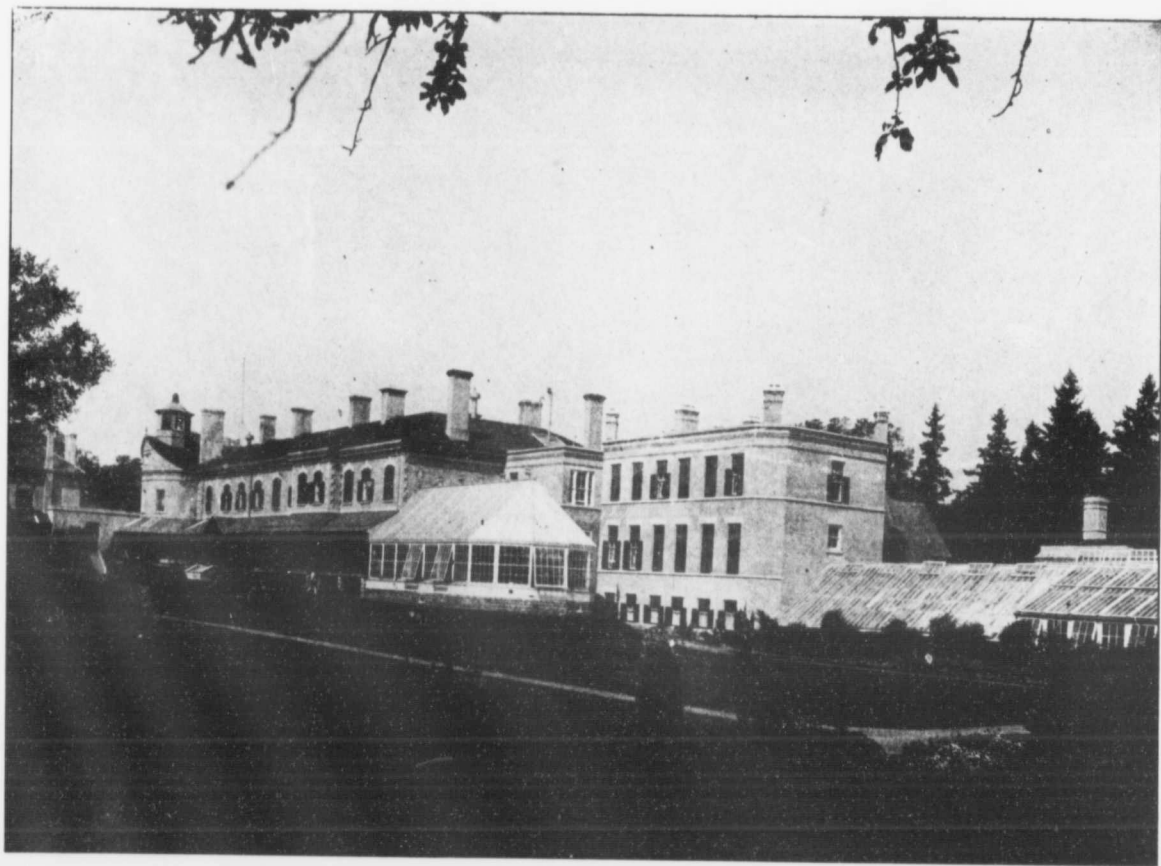
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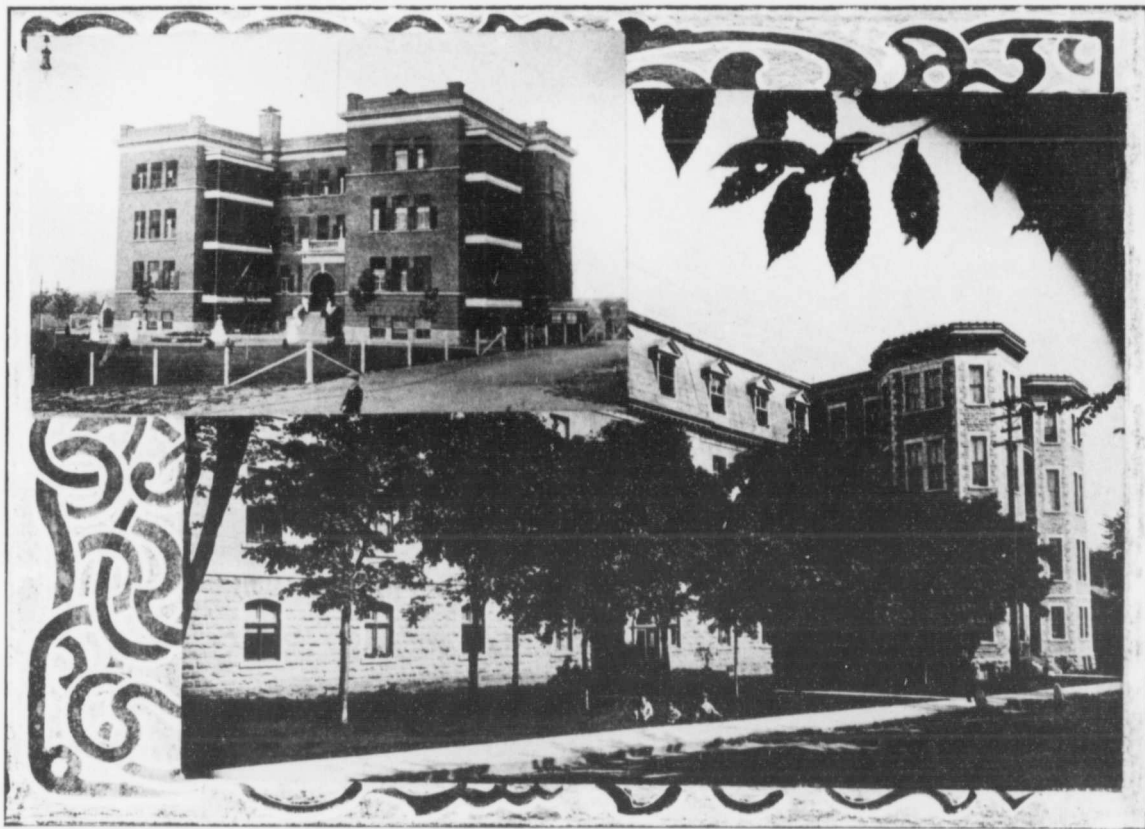


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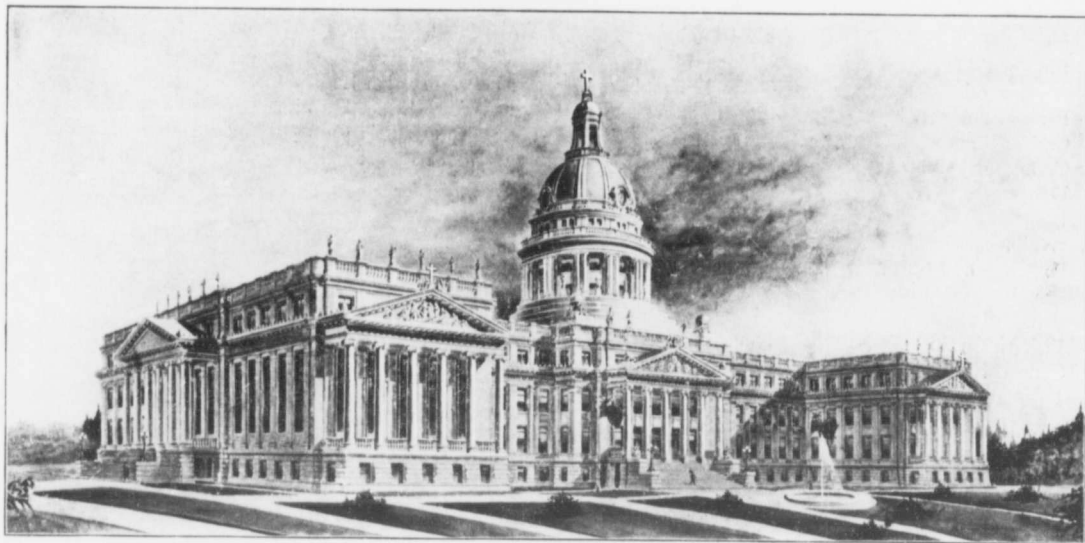
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UNIVERSITY OF OTTAWA

PLACES OF INTEREST IN OTTAWA

- | | | | |
|-------------------------|---------------------------|----------------------|----------------------------|
| 1. Art Gallery | 6. Geological Museum | 11. Patent Office | 16. Britannia Boating Club |
| 2. Chaudiere Falls | 7. Government Driveway | 12. Alexandra Bridge | 17. Lovers' Walk |
| 3. Collegiate Institute | 8. House of Commons | 13. Basilica | 18. Notre Dame Cemetery |
| 4. City Hall | 9. Langevin Block | 14. O. A. A. C. | 19. Strathcona Park |
| 5. Court House | 10. Library of Parliament | 15. Banks | 20. Martin-Orme P. Works |

- | | | | |
|-----------------------------|------------------------------|-------------------------------|---|
| 21. Jail | 35. Lord Dundonald Park | 49. Quebec Slides | 63. International Portland Cement Works, Hull |
| 22. Bingham's Park | 36. Major Hill Park | 50. Pulp Mills | 64. Ottawa Dairy Co. |
| 23. Beechwood Cemetery | 37. Normal School | 51. Presbyterian Ladies' Col. | 65. Ottawa River |
| 24. Britannia-on-the-Bay | 38. Model School | 52. Water Street Hospital | 66. Post Office. |
| 25. Cartier Square | 39. Rideau Locks | 53. Protestant Hospital | 67. Rideau Hall |
| 26. Cathedral de Notre Dame | 40. Printing Bureau, Gov. | 54. St. Luke's Hospital | 68. Rockcliffe Park |
| 27. Departmental Buildings | 41. Lansdowne Park | 55. Royal Mint | 69. Rideau Canal |
| 28. Drill Hall | 42. Rideau Falls | 56. Y. M. C. A. | 70. Supreme Court |
| 29. Exhibition Grounds | 43. Rifle Range (Rockcliffe) | 57. Y. W. C. A. | 71. Ottawa University |
| 30. Experimental Farm | 44. Senate Chamber | 58. Carnegie Library | 72. Varsity Oval |
| 31. Royal Observatory | 45. Water Works | 59. Lumber Mills | 73. Russell Theatre |
| 32. E. B. Eddy Manfg. Co. | 46. Rideau River | 60. Rideau Canoe Club | |
| 33. Fisheries Exhibit | 47. Nepean Point | 61. Ottawa Canoe Club | |
| 34. Central Fire Hall | 48. Central Tower, Par. Bdg. | 62. Victoria Yacht Club | |



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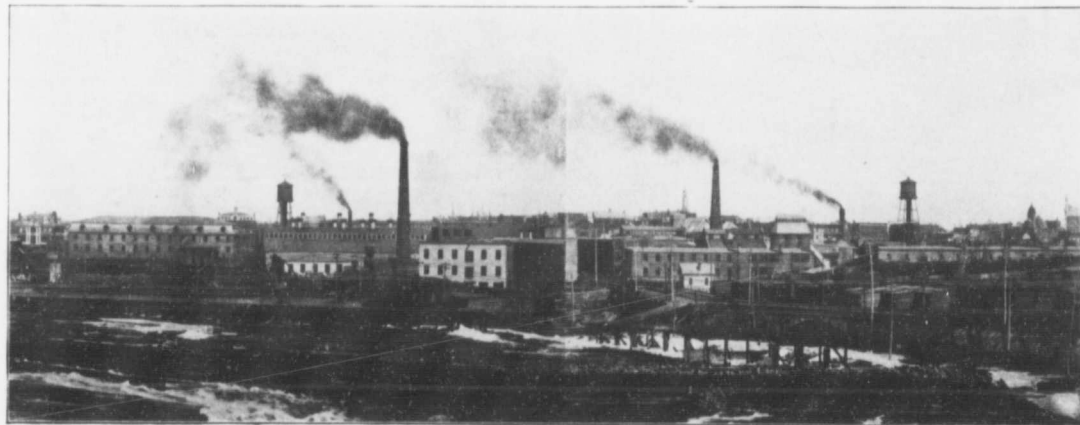
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Places of Interest in Hull.

- | | | | |
|--------------------------|---------------------------|-----------------------------|-----------------------------|
| 1. Chaudiere Falls | 7. Water Works | 13. Eddy's Mills | 19. Electrical Plant |
| 2. Cement Works | 8. Matthews' Pork Packing | 14. Notre D.St.Grace Church | 20. Interprovincial Bridge |
| 3. St. Redemption Church | 9. Chaudiere Bridge | 15. Court House | 21. Electric Cars to Aylmer |
| 4. City Hall | 10. Aylmer Road Cemetery | 16. Golf Links | 22. Notre Dame Cemetery |
| 5. Skating Rink | 11. Champagne Park | 17. Gilmour & Hughson Mill | 23. Eddy Park † |
| 6. N.-D. de Grace Hall | 12. Grey Nuns Convent | 18. Police and Fire Hall | 24. Public Schools |



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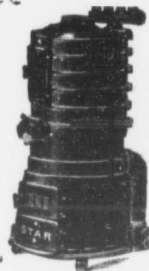
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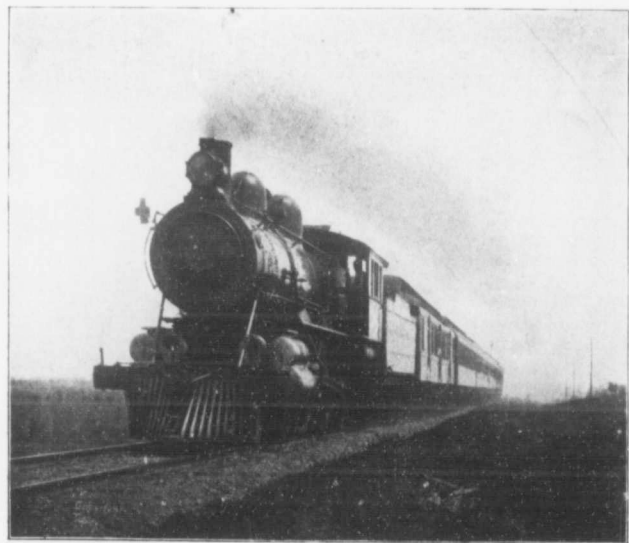
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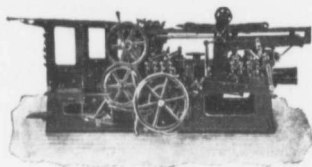
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Our warmest thanks are also due His Worship the Mayor, the Board of Aldermen for their most liberal grant, which has been of material aid to us in the organisation of our Programme of Entertainments. Also do we desire to specially mention the many favors bestowed upon our efforts by the Canadian Pacific Railway, who have met our requests for train transportation with unexampled liberality, and the press and representatives who have been most lavish in the chronicling of every step towards the organisation of this Grand Union Meeting of the Brotherhood of Locomotive Firemen.

To all our friends, in conclusion, we wish to extend our heartfelt and most sincere appreciation for whatever part they may have been instrumental in assisting in the forwarding of the interests which had been entrusted to us, and which we admit, could not have been successfully carried out without this most generous and hearty general support.

