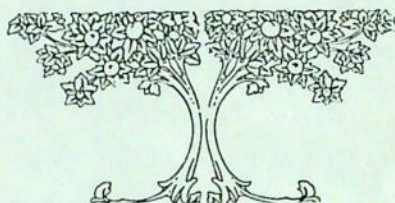


# HISTORY OF THE OTTAWA FIRE DEPARTMENT

Showing its development with the growth of the city, from its earliest volunteer organization up to the present time.



## The Volunteer Fire Department

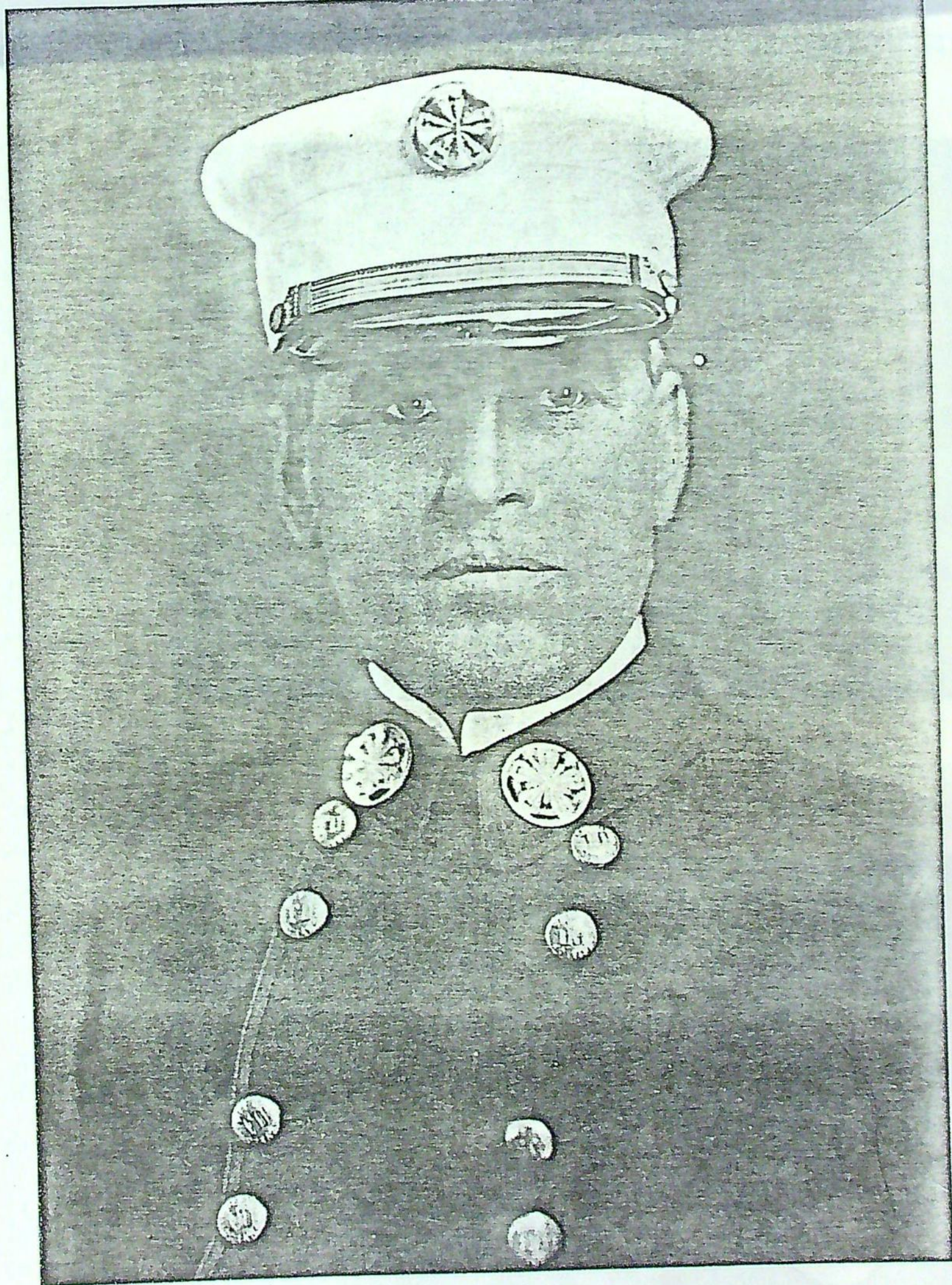
From 1847 to December 1874

**W**HEN Ottawa, then known as By-Town, was a village of not more than a few dozen frame buildings, there had been formed an organization of volunteers, what date they were first organized there is no record to show. The first minutes available, 1848, show the use of a hand engine called the "Mutual," and a second hand engine called the "Alliance," also a hook-and-ladder truck. The engines and truck were apparently bought by public sub-

scription. But nothing to indicate where they were bought or by whom or from where they came.

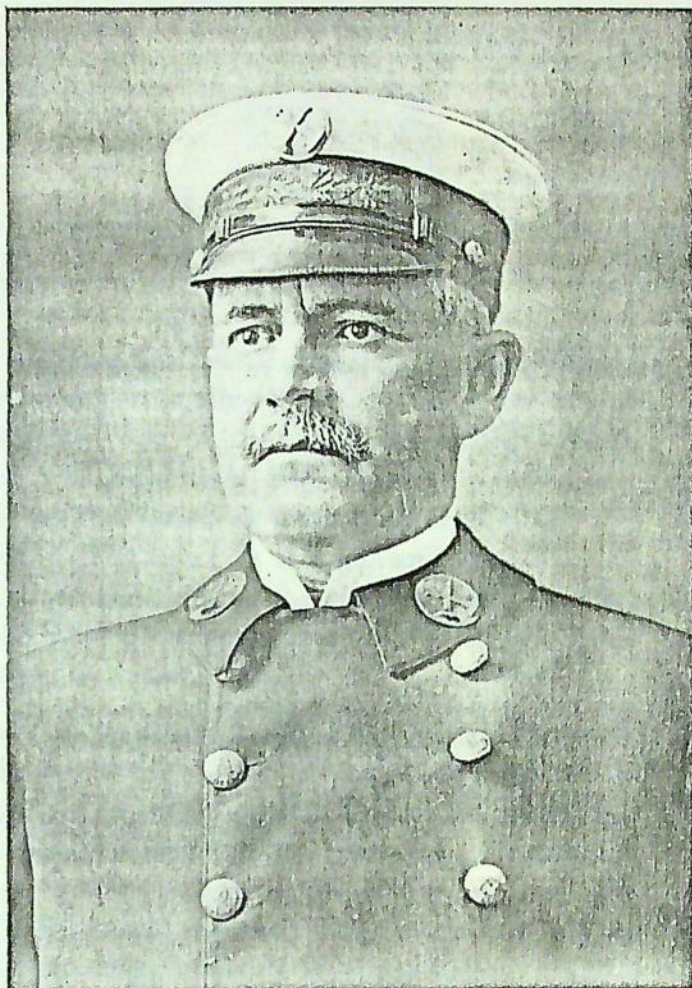
While there is no official record where these companies were housed the "Mutual" hand engine occupied a building on the corner of Lyon and Sally Street, which had been donated by Nicholas Sparks. In 1848 the "Alliance" hand engine company and the hook-and-ladder company sent a petition to the Council praying that a building be erected to house the engine and truck.



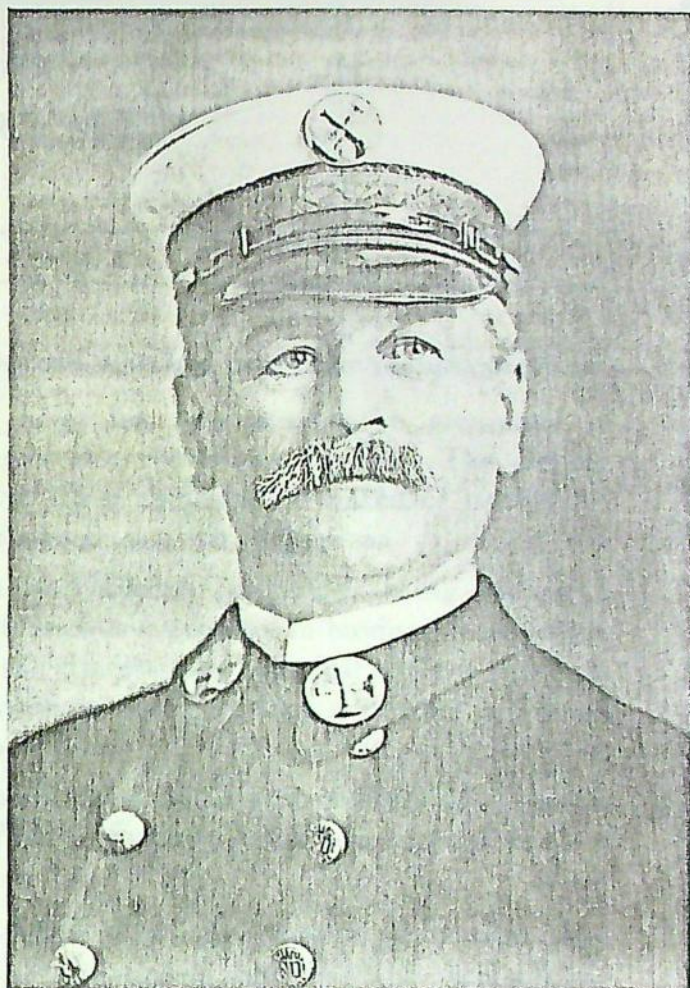


JOHN W. GRAHAM, Chief Fire Department





ROBERT BURNETT  
Assistant Chief, Western Division



J. E. LEMIEUX  
Assistant Chief, Eastern Division



# JOHN W. GRAHAM

## CHIEF, FIRE DEPARTMENT

Born in Ottawa, July 1st, 1867

Chief Graham has been connected with the Ottawa Fire Department practically all his life, being the son of Captain Graham, one of the original members of the Department. When a small boy he lived in No. 3 Station, as all captains' families were quartered in the stations of which they were in charge, and, boy like, attended many of the fires of that period, running after the hose reel when that apparatus, of which his father was in charge, was called out.

He was first appointed to the Department as a spare man and did relief duty in nearly all of the stations at intervals. He was permanently appointed June 1st, 1891, and was assigned to No. 3 Station. From the first his great ambition was to some day become Captain of his father's old station, which ambition was realized when the department was reorganized in 1897. He remained in charge of that station until March 1st, 1910, when he was selected by the unanimous vote of the Board of Control and City Council to succeed the

late Chief Prevost, who had died some months previous.

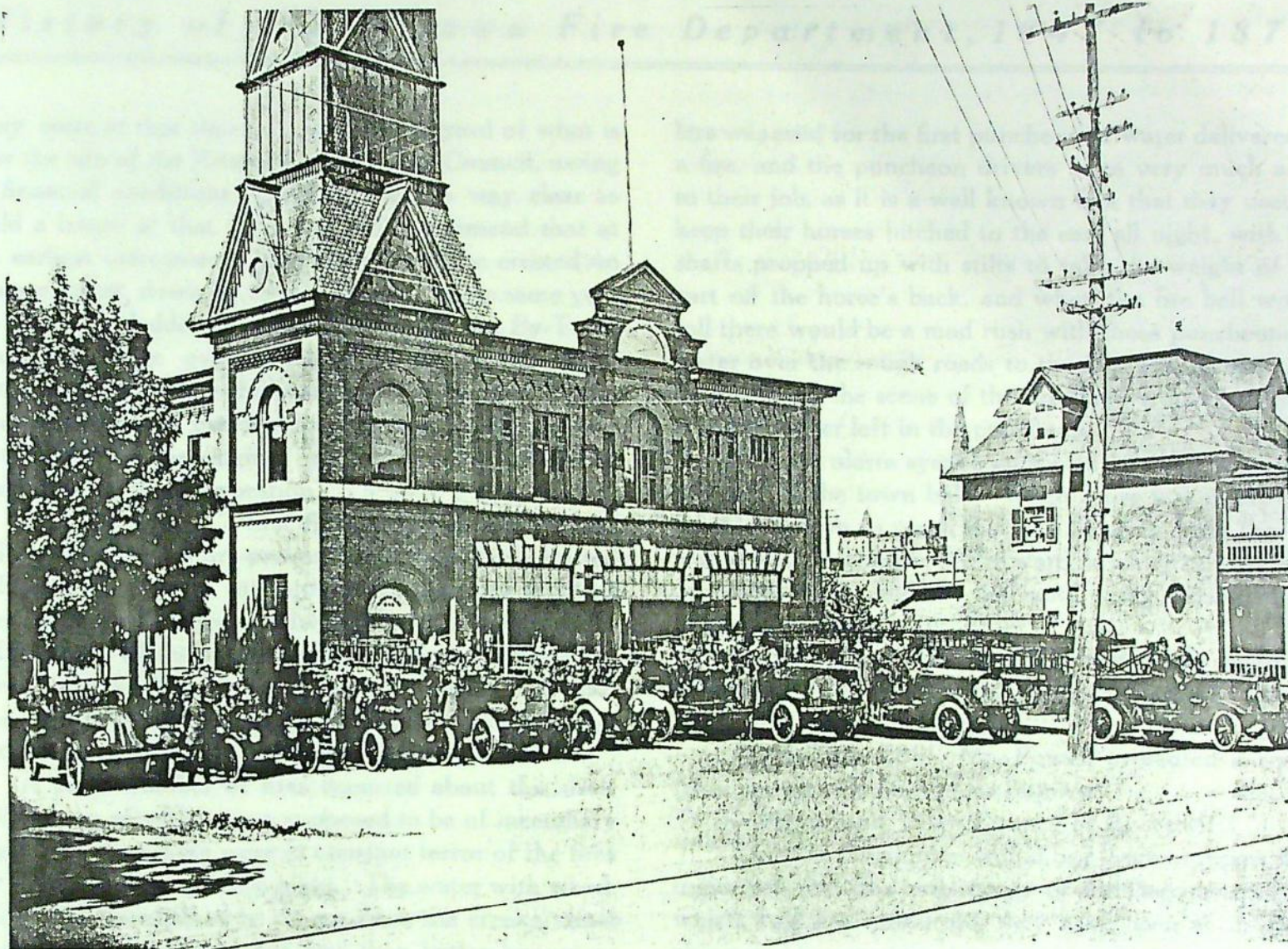
Shortly after his appointment he organized in Ottawa the first fire prevention system. The present drill school, which is the most advanced of its kind in Canada, was also one of his early ideas.

Modern and efficient apparatus being his stand from the first, he was successful in having placed in the Department the combination chemical engines and hose waggons, motor pumping engines and other improved equipment now in use.

He recommended to Council in 1918 the adoption of the Two Platoon System, which was adopted and put in force March 1st, 1919.

Chief Graham is an active member of the Dominion Association of Fire Chiefs, and in 1915 received the signal honor of being elected the first President of that Association when the various Provincial organizations of that kind were merged into one.





MOTOR EQUIPMENT



## *History of the Ottawa Fire Department, 1847 to 1874*

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They were at that time in a shed in the yard of what is now the site of the Russell House. The Council, owing to financial conditions, could not see its way clear to build a house at that time, but did recommend that at the earliest convenience an engine house be erected on George Street, down by the By-Wash. In the same year the hook-and-ladder company petitioned the By-Town Council to take over its indebtedness, amounting to thirteen pounds, three shillings and seven pence. Council authorized this, thereby constituting the taking over municipally of the engines and the hook-and-ladder companies by the Corporation.

In 1849 Ottawa's first fire ordinance was passed, and a splendid set of fire-prevention by-laws were drafted and adopted. Under this ordinance three fire wardens were appointed, Messrs. Edward Burke, Peter Dufour and William Slater. The town was divided into three wards and a warden was appointed for each. The wardens were expected to make a monthly inspection to see that the fire prevention by-laws were being observed.

A great number of fires occurred about this date, 1849, many of which were supposed to be of incendiary origin, and the people were in constant terror of the fires that occurred almost every night. The water with which to fight the fires had to be drawn from the creeks, canal or rivers in barrels or what was then better known as puncheons, mounted on a two-wheeled cart. Five dol-

lars was paid for the first puncheon of water delivered at a fire, and the puncheon drivers were very much alive to their job, as it is a well known fact that they used to keep their horses hitched to the cart all night, with the shafts propped up with stilts to take the weight of the cart off the horse's back, and when the fire bell would toll there would be a mad rush with those puncheons of water over the rough roads to the fire, and by the time they reached the scene of the fire there would hardly be a pail of water left in the puncheon.

The fire alarm system consisted of a bell hung over the roof of the town hall. When a fire was discovered the first person to reach the rope hanging from the bell would toll the number of the ward in which the fire was, and then wildly pull the bell until every person in the town was aroused.

In 1851 a fire committee was appointed, consisting of William F. Powell, James Leamy and Charles Laporte. Their first report submitted:

April 28th, 1851, Mr. Powell presented a report from the Fire Committee as follows:

To the Mayor and Town Council of By-Town:

The Fire Committee would beg leave to report that, impressed with the importance of the Department with which they are connected, they have been at considerable pains to ascertain its present condition and requirements, and would now submit the result of their labours



## *History of the Ottawa Fire Department, 1847 to 1874*

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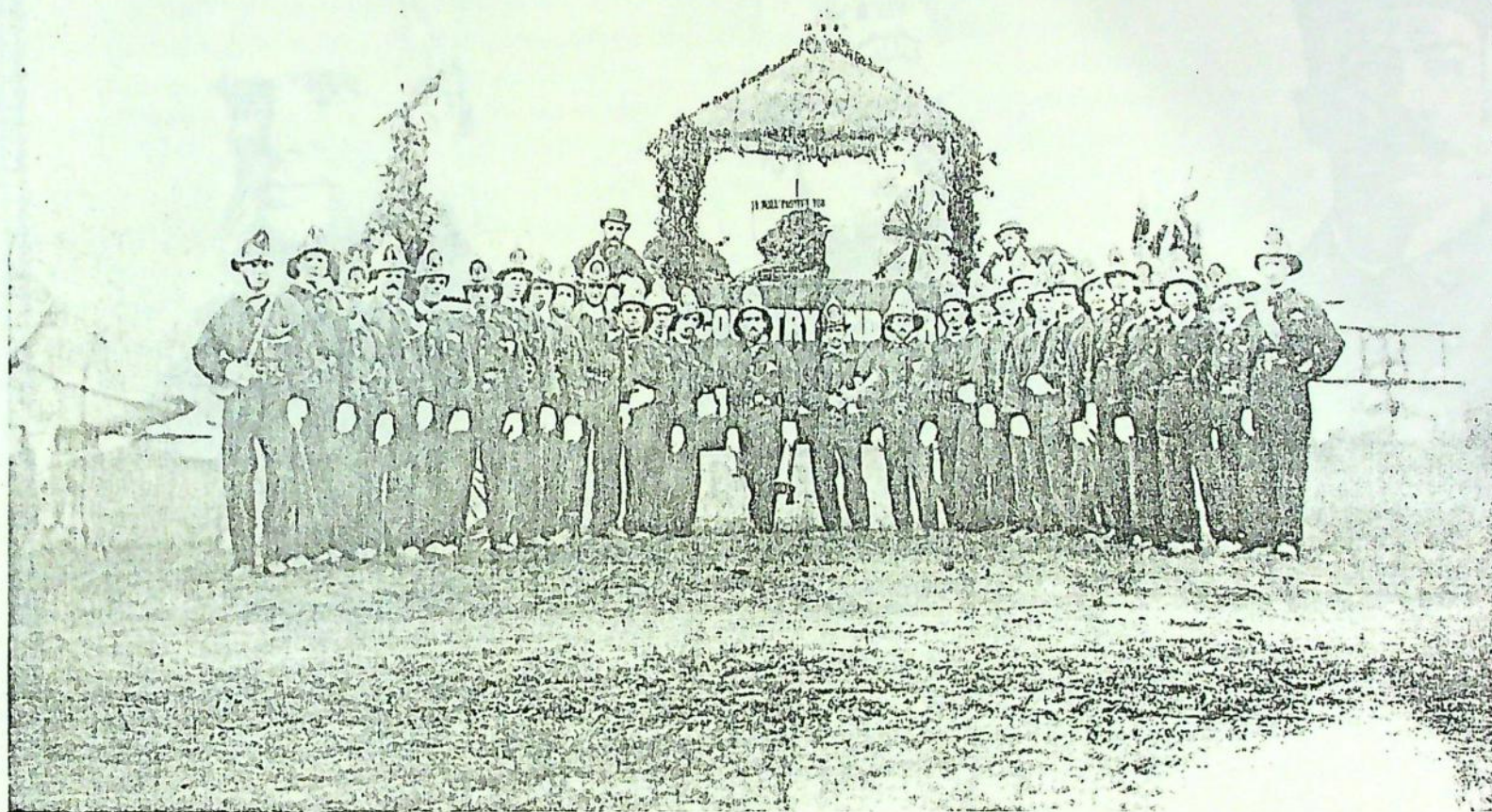
and at the same time suggest such measures as they deem necessary to its efficiency.

From consulting the reports of the Fire Wardens they are happy in being enabled to congratulate the inhabitants of the town upon the remarkable immunity from accidents by fire with which By-town has been privileged since its incorporation, and indeed they might add from the sources of information ever since the first stone was laid in its construction, at the same time they have to add that particularly for the past year this must be attributed rather to the special intervention of the beneficent Providence than to any precautionary measures on the part of those whose duty it was to provide such, especially to the Lower-town is the remark applicable without desiring to impute censure to any or to enquire to what circumstances the reckless improvidence in this respect may be attributed further than may be necessary to avoid their operation in future, they cannot too strongly impress both upon the Council and every owner of property within the limits of the Corporation the duty as well as the advantage of using every means within their power irrespective of all minor considerations to avert and provide against calamities by fire. A great portion of the town is constructed of the most combustible materials and in consequence particularly liable to the influence of this most destructive element, the commonest prudence would dictate the necessity of

at least having efficient Fire Companies and the adoption of such precautionary measures as could be devised for its prevention. Having said this much from feeling it necessary as introductory to what follows, they would now briefly lay before the Council the present condition of the Fire Department in the respective Wards.

With respect to the West Ward your Committee have much pleasure in reporting that the engine is in excellent working order and the Fire Company designated as the "Mutual," numbering twenty members, is a well organized body of men, regular in attendance at their monthly meetings, happily the only service that has been required for some time of them. There are, however, several drawbacks to that efficiency which they would otherwise possess, occasioned by the want of a few small implements of trifling cost and the inadequacy of the engine house to the purpose for which it is designed. Sub-joined will be found a schedule marked "A" of this Company adjuncts with the probable cost, together with an estimate of the expenditure necessary for the enlargement of the engine house, and your Committee with confidence recommends that an appropriation be made for the purpose, believing it to be the duty of the Council to afford every assistance in increasing the usefulness of a body who like the Mutual Fire Company from their activity and zeal deserve so much of the public.





CENTRAL HOOK AND LADDER COMPANY, 1866, OTTAWA



FORMER CHIEFS OF THE FIRE DEPARTMENT



JOHN LANGFORD  
1847-1872

*Chief 1867-1872*

*Joined 1847*



WILLIAM YOUNG  
1872-1897

*Joined 1859*



P. PROVOST  
1897-1909



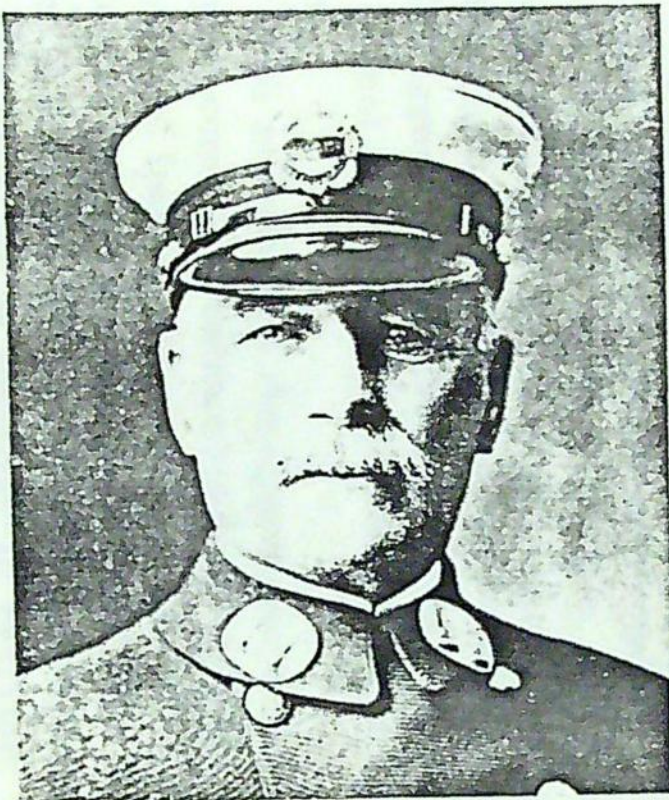
## *History of the Ottawa Fire Department 1847 to 1874*

In the East and Centre Wards it is with much regret your Committee have to report that everything connected with the Fire Department is in a most lamentable condition. The engine, owing to neglect and exposure to the weather, is out of order and requires considerable repairs before it could even be made use of. The "Alliance" and Hook-and-Ladder Companies are completely disorganized, or in fact do not exist as such, and in short at this moment Lower Town may be said to be at the mercy of the destructive element of Fire whenever such a calamity should occur without having one single effective means of its prevention. This unfortunate state of things is more deplorable when it is recollected that some two years since there was probably no place in the province with more efficient or better organized companies than the "Alliance" under Captain Patterson, and Hook-and-Ladder Company under Captain J. L. Campbell. As far as your committee have been able to learn, two causes have mainly contributed to occasion this unpleasant contrast—the first the neglect or indifference with which the respective petitions of these bodies were treated by former Councils in urging the necessity for the construction of an engine and hook-and-ladder house and other necessary improvements. The second, the appointment of Fire Wardens without consulting their wishes and indeed in direct violation of them. Your committee do not put forward these statements from

any invidious feelings towards former councils, but from a desire that this body of whom they form a part should be in the possession of facts to guide them in the exercise of their judgments when invited to remove these influences which have operated so banefully.

Your committee would now recommend that an appropriation be authorized for carrying out these improvements suggested in schedule "B 2," of which a general estimate is also attached. The first is for the construction of an engine house and shed for the Hook-and-Ladders as soon as a suitable site can be provided. It will be observed that in this way they have not considered themselves warranted in the present financial circumstances of the town in recommending the construction of so costly a structure as that of which a plan was submitted by the street surveyor at the last meeting of the Council. Instead of building the engine and hook-and-ladder house of stone, as the contemplated cost of which is estimated at £154-3-8, they would suggest that the engine house only be built of stone and a wooden shed which may be erected for a mere trifle would answer for the hook-and-ladder equally well, while the whole cost would thereby be reduced nearly two-thirds, should it at any future time be considered advisable that this latter should also be of stone, it can be added without any increased cost as it will be observed from the plan submitted by the street surveyor it is designed to have a side



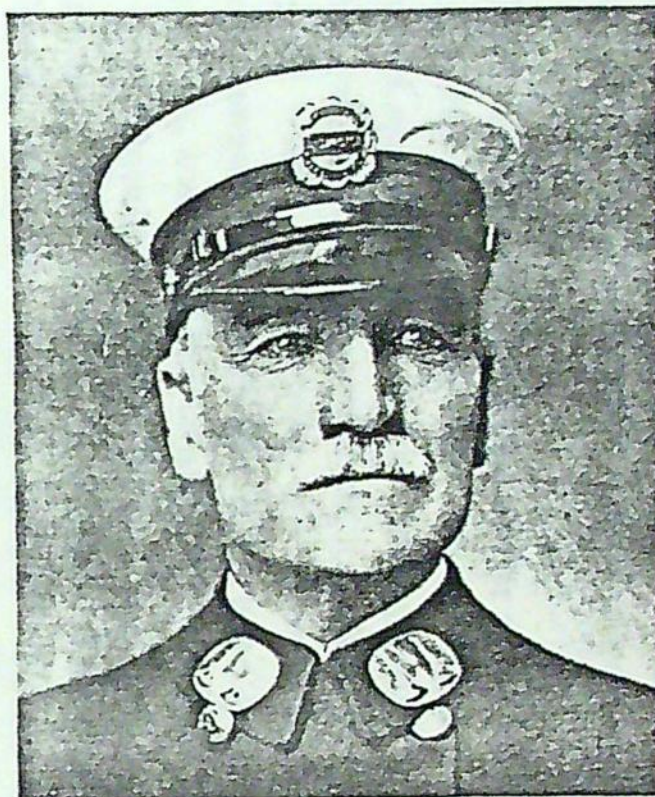


THOS. STANFORD

Fire Inspector *IN JAN 1914*

Died March 30, 1919, after serving 40 years  
in the paid Fire Department.

*✓ Born 1841*  
*Date App 1874 @ 33 yrs old.* *45 yr service.*  
*Died 1919 @ age 78*



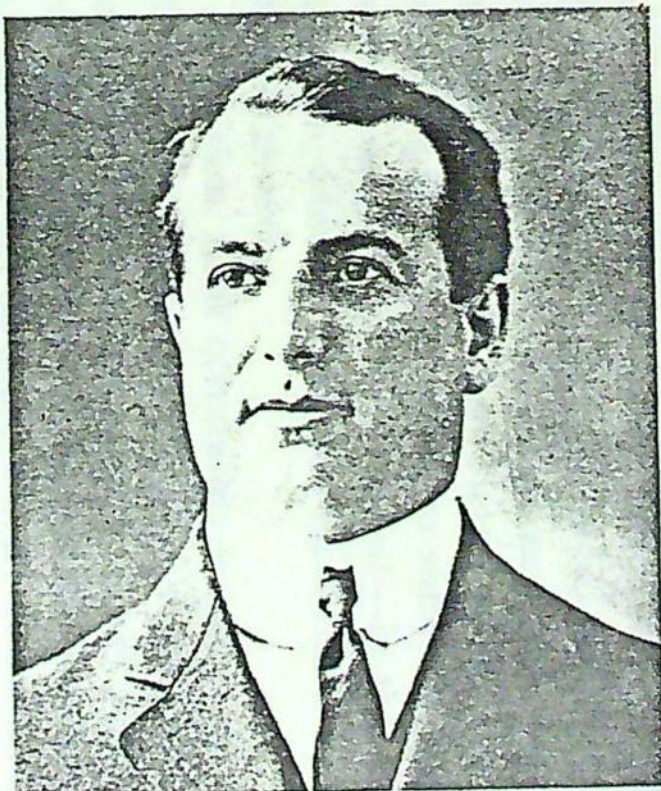
INSPECTOR JAMES LATIMER

Chief Inspector, Fire Department *JAN 1914*

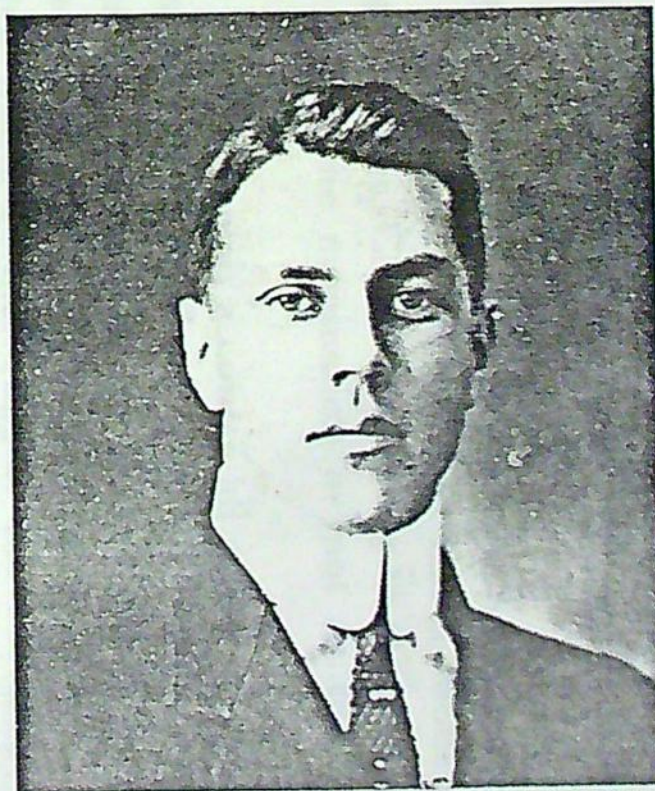
*Born 1846-7*

*79 or 80 in 1926*

*Date of App June 18, 1877*  
*Aug 1.*



W. J. LALONDE  
Chief Electrician



H. C. ARGUE  
Secretary Fire Department



## *History of the Ottawa Fire Department, 1847 to 1874*

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wall between the two buildings under any circumstances. As a site for the building they would suggest that some place in George Street, in the vicinity of the By-wash be selected, both on account of its centrality and from the great width of the street, no inconveniences would be occasioned by what might otherwise form a serious obstruction, owing to the control reserved by the Ordinance Department over the streets laid out under their supervision, according to the terms of Ordinance Vesting Act it would be necessary that the application should be made to the Board of Ordinance for permission to construct such a building.

They would, therefore, recommend that the Mayor be at once authorized to make such application in behalf of the Municipality. In the meantime, as they look upon the organization of the Fire Department as a matter too urgent to be unnecessarily delayed for a single day, they would suggest that the Fire Committee should be authorized to rent some suitable building without further loss of time.

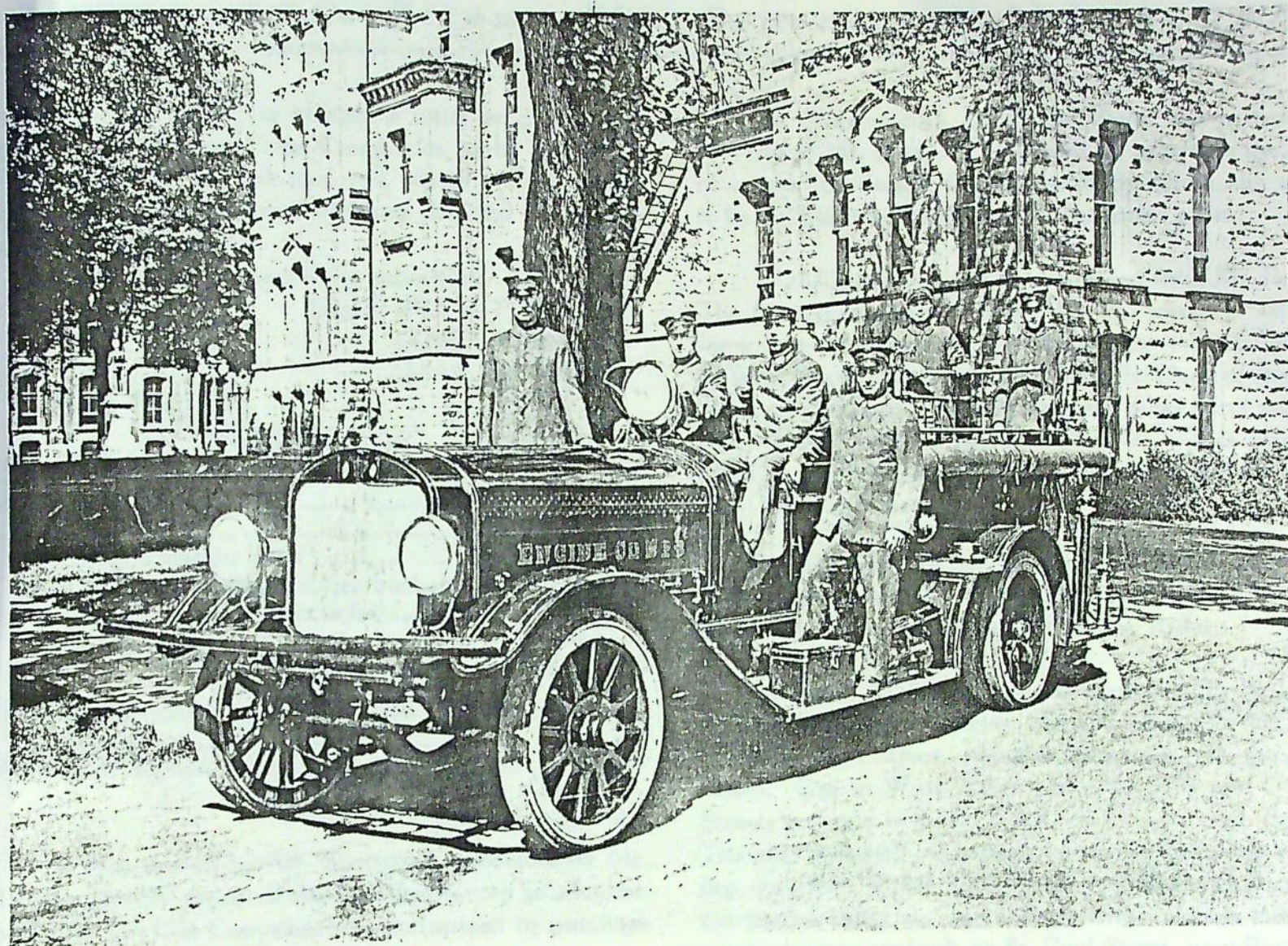
With reference to the appointment of Fire Wardens, your committee cannot but feel the great advantage to be gained from the existence of mutual cordiality and confidence between those officers and the Fire Companies with which they are immediately connected. Indeed this must be so apparent to everyone that they would not urge a single word on the subject, fully admit-

ting its force. Your committee would recommend that the Fire Companies of the different wards should nominate the Wardens, Council reserving to themselves the right to ratify the nomination or not as they might think fit.

By pursuing such a course all cause of complaint on the part of the Fire Companies will be removed and at the same time the prerogative of the Council to appoint all officers of the municipality will be preserved. Your committee would further suggest the necessity of instructing the Fire Wardens to enforce to the fullest extent the by-laws of the corporation which they have good reason to believe are in many instances violated in some of their most important particulars. Although this may be in some instances attended with individual inconveniences the interest of the communities require it as those who comply in the strictest sense with every provision of the by-law are liable to suffer by the negligence of their neighbours who do not—in the event of accident by fire, which is seldom confined in the building in which it originates.

In conclusion, your committee would observe that although the improvements suggested in this report will necessarily involve some expenditure, they recommend them with confidence, believing that the funds of the municipality could not be laid out more beneficially, irrespective of the saving of property which may be effected





TRIPLE COMBINATION, OTTAWA FIRE DEPARTMENT



## *History of the Ottawa Fire Department, 1847 to 1874*

thereby. The saving in insurance must be great, as it is the policy of Insurance Companies to be guided in their charges by the risk incurred, which must be sensibly administered by the confidence inspired by an efficient Fire Department.

All of which is respectfully submitted,

(Sgd.) WM. F. POWELL,  
JAMES LEMAY,  
CHAS. LAPORTE.

April 20th, 1851.

### SCHEDULE "A"

Enlargement of Engine House.....	£12- 0-0
Stove and kettle .....	2- 0-0
Oil can and oil .....	- 5-0
2 doz. Indian leather pails .....	9- 0-0
2 doz. leather or Indian rubber buckets.....	9- 0-0
1 doz. small axes in leather cases .....	4-10-0

### SCHEDULE "B"

Building Engine and Hook - and - Ladder House, say .....	£36-15-0
Repairs of engines .....	\$60- 0-0
	5- 0-0
	£65- 0-0

It was moved by Mr. Sherwood, seconded by Mr. Lemay, that the report of the Fire Committee be adopted, and that the Fire Committee be authorized to purchase the necessary implements.—Carried.

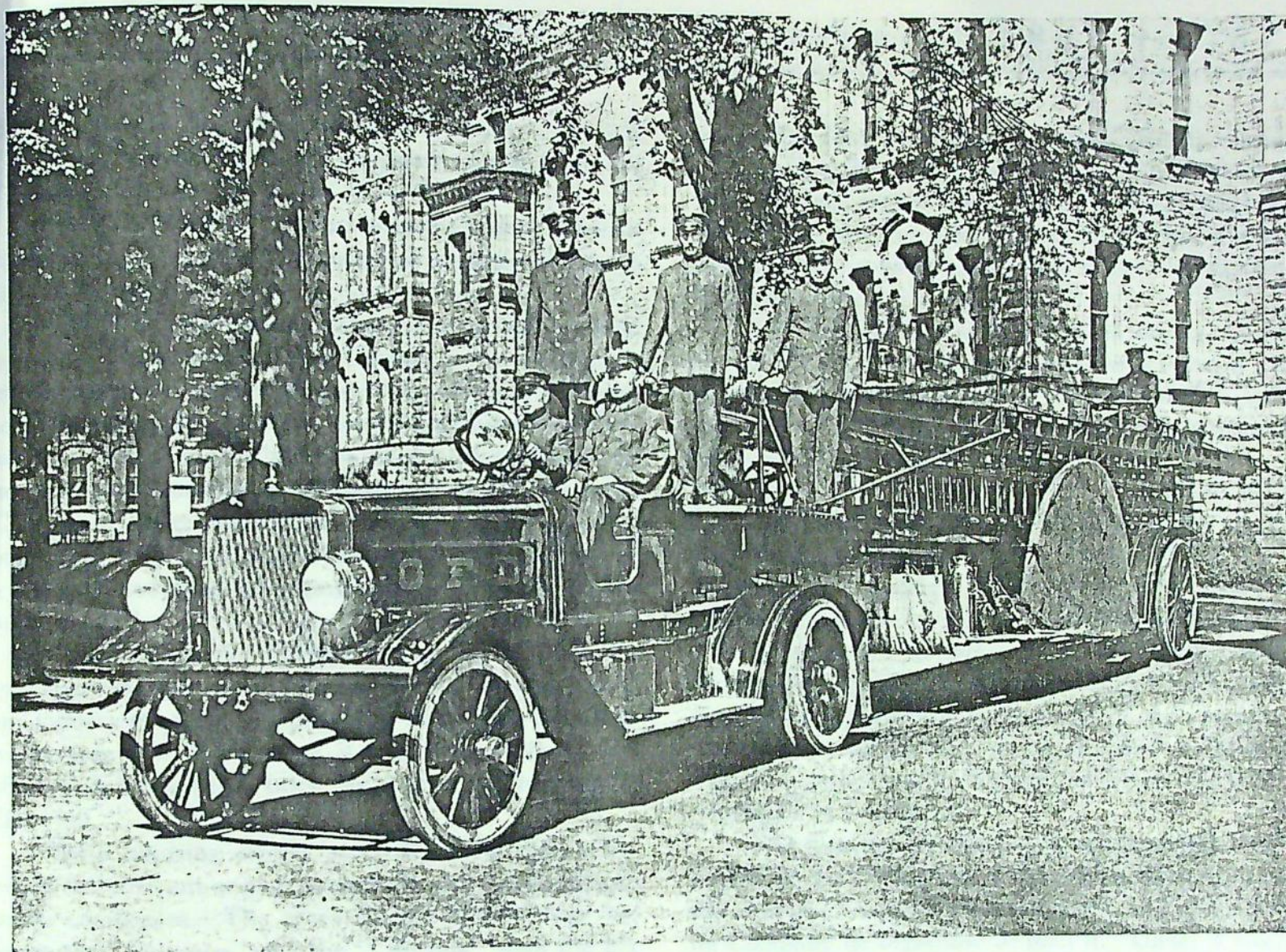
On October 20th, 1851, the Mayor was instructed to write to Mr. Perry, of Montreal, to ascertain the cost of a new Fire Engine for the use of By-Town, the same to be built of best materials and warranted good.

In 1853, two engines were ordered from Mr. Perry. The first received was called the "Chaudiere." At the same time a fire company of eighty men was established in West Ward, this company taking the place of the old "Mutual Company. Shortly after the other Perry engine was received and called the "Ottawa." This was located on the west side of B-Ward Market, between York and Clarence Street.

In September of the same year a further purchase of another engine was authorized from Lepage & Son, Montreal. This engine was called the "Rideau."

In April, 1853, authority was granted for the erection of three engine houses. One in Centre Ward, corner of George Street, opposite Mosgrove, at the By-Wash. One in West Ward, corner of Sally and Queen Street, and one in East Ward, on Cumberland Street. The old "Alliance" Company housed in the same building with the "Ottawa," but the members of the two companies could not agree, so to avoid trouble another engine house was built on St. Paul Street, now Besserer





AERIAL LADDER, OTTAWA FIRE DEPARTMENT



## *History of the Ottawa Fire Department, 1847 to 1874*

Street, between Nicholas and Waller Street. The old "Alliance" was later replaced by a new engine called the "Queen."

In 1854, the Fire Committee recommended the establishment of the Fire Department on basis similar to that in Montreal.

The Hook-and-Ladder company were still without a home. They petitioned the Council for permission to make alterations in the George Street station. This according to the memory of old timers must have been done as they were stationed there for some time, but there are no records concerning it. This company, known as the "Sappeurs," afterwards moved their truck to the corner of Murray and Cumberland Street and had it housed in a wooden shed until the organization of the paid department in 1874.

About this time, 1854, another hook-and-ladder company was organized, known as the "Central" hook-and-ladder company, and although records do not show where they were first housed, it is known that they were afterwards located in a brick building in the rear of the City Hall.

Many amusing stories are told of the rivalry between the different engine companies and the hook-and-ladder companies. The races on the 24th of May between the "Sappeurs" and the "Centrals" were the big event of the year, and the pumping competitions be-

tween the different engine companies usually ended up in a small riot. The annual fireman's ball which was generally held around New Years was the social event of the season, and was always attended by the elite of the town, as almost every prominent citizen was connected with one of the fire companies.

In 1855, owing to dissatisfaction among the different fire companies, a reorganization was effected, defining the rank and precedence of each company. This resulted in an investigation, report of committee appointed follows:

June 4th, 1855.

The Fire Committee in presenting its second report respectfully submits:

That the suggestions contained in the report from the Fire Inspector have been carefully considered.

In reference to that part of the communication recommending that the "Alliance" engine be thoroughly repaired and painted at the expense of the corporation, and that the stockholders and such others as they may select be authorized to form themselves into an independent Fire Company.

The Committee also beg to recommend that the engine in the Wellington Ward engine house known as the "Mutual," be repaired and painted, and that a Juvenile Company be organized to man it. Under a meeting to be called by the Fire Inspector the Committee con-



## History of the Ottawa Fire Department, 1847 to 1874

ceives that the formation of such a company would be attended with beneficial results, inasmuch as it would form a nursery for the other fire companies, for as the young men advanced in years they would join the other companies and bring experience and intelligence along with them, and thereby infuse new life into them. Besides, at all fires numbers of boys congregate to the annoyance and hindrance of those actively engaged thereat, instead of which was this recommendation carried those boys could be made very useful.

The Committee further concurs with the Fire Inspector as to the necessity of having two H. & L. Companies organized within the city, one for Lower and the other for Upper Town.

Finally, should the recommendations contained in this report be approved by the common council, the Committee suggests that the different Fire Companies rank and take precedence as follows:

No. 1 Company, Chaudiers.

No. 2 Company, Ottawa.

No. 3 Company, Rideau.

No. 4 Company, Alliance Fire Engine Independent Company.

No. 5 Company, Mutual Fire Engine Juvenile Company.

The whole of which is respectfully submitted.

Sept. 11th, 1855.

The By-law Committee beg leave to report that they have given the most careful attention to the subject referred to them, that is to the report of the Fire Inspector relative to the question of precedence between the Chaudire and the Ottawa Fire Companies, the information that your Committee has been able to obtain is as follows:

Section 109, By-law No. 19, passed in 1850, provides that the Captains of the Companies take precedence according to the number of the Company to which they appertain, the Alliance No. 2 and Mutual No. 1, the East Ward Company to form No. 3, and on the 7th March, 1853, the Committee reported that a public meeting had been held to form a Fire Company and some signatures were obtained. The report does not state in what Ward. On the 8th August, 1853, the following motion was passed: "That the engine from the West Ward be named Chaudiers; Central Ward, Ottawa; East Ward, Rideau."

Aug. 19th, 1853. Engine Chaudiers was received and the same date the Fire Committee reported as follows:

Your Committee would recommend that measures be taken to establish a Fire Company of able men in the West Ward. The report was adopted, and the Councilors of the West Ward be a committee to organize a Fire Company of not less than eighty men. The Engine



## *History of the Ottawa Fire Department, 1847 to 1874*

Chaudiere to report on Monday, the 29th inst., the Company to be formed under the rules and regulations of the Fire Department. On 5th September, 1853, the Fire Committee reported that 84 men had been enrolled and they had agreed to abide by the Constitution and By-laws of the Company called Mutual.

On the 9th September, 1853, the Engine Rideau was received.

On the 31st October, 1853, the Engine Ottawa was received.

On the 21st November, 1853, a motion was passed ordering the formation of Fire Companies in the East and Centre Ward as follows:

That the fire company to be formed in the Centre Ward shall be styled Ottawa, and shall consist of 100 men, and the members of the Company shall name their officers, the Captain to report on organization; the engine "Ottawa" to be the engine of the Company.

The Committee beg leave to enclose a communication from Fire Inspector giving his views on the precedence at fires. As the views of that officer (conversant as he must be with the details), will be of conse-

quence in the matter. Your committee are at a loss as to any recommendation for the settlement of the difficulty, for absurd as the matter in dispute may seem to the public generally, there is a strong feeling on the subject in the Fire Department. The Committee being desirous of viewing the matter apart from local feeling which seems to actuate, the fire companies nevertheless desire that the Council should adopt such a course as would satisfy so useful an organization as the Fire Department. The best mode of meeting the difficulty would be to abolish the numbers and substitute the names of the engines. The first Company arriving at a fire to take precedence.

In conclusion, your Committee trust the Council will be able to act promptly in the matter, so that the Fire Brigade, which may be easily rendered perfect, and among the different Companies, which, apart from this slight difficulty, there prevails a friendly feeling, should be placed in good condition.

During this same year the first chief, John Langford, was appointed, centralizing the system under a chief. He held this office until 1872, when he retired and died shortly after.



## *History of the Ottawa Fire Department, 1874 to 1920*

*@ 34 yrs.*  
William Young, then a member of the Central Hook-and-Ladder Company, was appointed to succeed him.

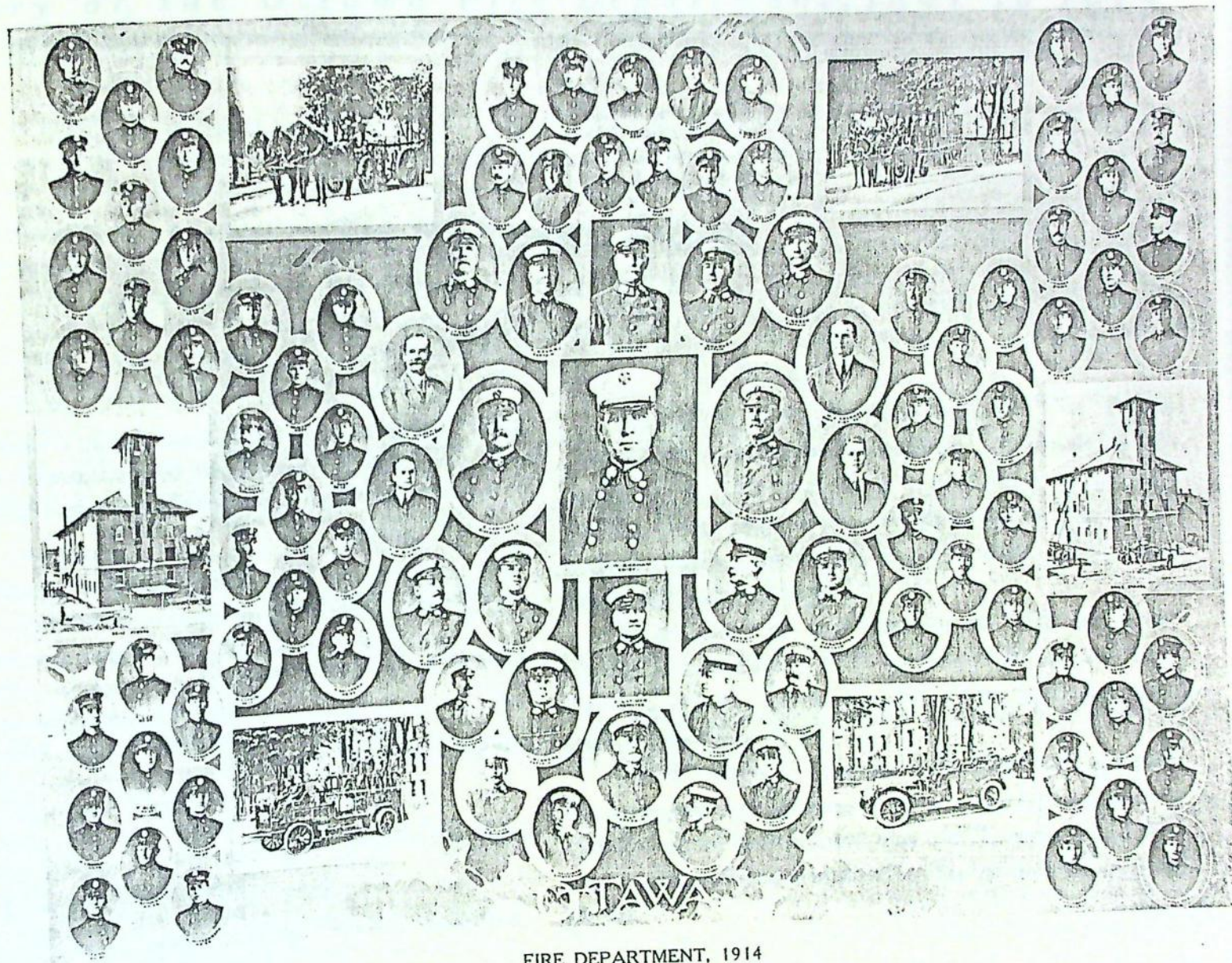
From this time on the volunteer firemen with their hand engines had many serious fires to contend with, and after By-Town became the City of Ottawa the question of a water works system was earnestly advocated, but it was not until the year 1870 that the work was finally started. About this time there was an agitation started towards getting steam fire engines. The first steam fire engine was purchased that year by the mill owners at the Chaudiere. It was a Amoskeag engine purchased in Manchester, New Hampshire, and was called the "Union," and was manned and operated by the mill men.

The first steam fire engine to be purchased by the city was bought from Merryweather & Sons, of London, England, and named the "Conqueror." This was a more powerful machine, having a pumping capacity of 1,400 gallons per minute. It was equipped with leather hose with copper rivetted seams. This machine still remains in the possession of the city.

About the same time the "Chaudiere" company purchased a Ronald engine, which they named the "Chaudiere." The "Ottawa" company also purchased a Silsby rotary engine and christened it the "John Heney," in honor of honest John Heney, a member of this company and an alderman for many years in By Ward.







OTTAWA  
FIRE DEPARTMENT, 1914



# History of the Ottawa Fire Department, 1847 to 1874

## The Professional Brigade

From 1874 to 1920

William Young received the appointment of Chief, and Paul Fevereau was appointed deputy chief. Five fire stations were established, with eighteen men all told.

Location	Officers.
No. 1 at Pooley's Bridge, next to aqueduct .....	Joseph Mills, guardian.
No. 2 Corner Lyon & Queen Street .....	Thos. Stanford, guardian.
No. 3 Besserer Street, between Waller & Nicholas Street .....	Francis Graham, guardian.
No. 4 Cumberland Street, between Murray & Clarence Street .....	William Walsh, guardian.
Central Hook-and-Ladder and Engine Co., By Ward Market, York Street .....	Alex. Peacock, guardian.

During the same year the Gamewell Fire Alarm system was installed with George F. McDonald as Superintendent. The first alarm to come in over the electric fire alarm system was received from Box No. 2, Russell House corner, on December 18th, 1874, for a fire in the Customs House.

New Edinburgh was annexed in 1887 and a fire station was established at the corner of Sussex and John Street, and James Latimer, of No. 3 Fire Station was appointed guardian.

No. 8 Station, in the rear of the City Hall, was built the same year and Thomas Cluff was appointed guardian. The first aerial ladder, known as the "Langevin Ladder," was purchased and installed in this station when completed.



## *History of the Ottawa Fire Department, 1874 to 1920*

Rochesterville was annexed in 1890, and a fire station was built on Somerset Street, between Arthur and Bell Street, and John Lowrey, of No. 1 Station, was appointed guardian.

The apparatus that was first purchased for the paid department was two-wheeled reels, with a drum on which was carried 500 feet of hose, which was drawn by one horse. There was only one hook-and-ladder company, and all of the apparatus responded to all parts of the city on the first call. The men at that period were on continuous duty, the guardians being quartered with their families over the stations.

No improvements had been made to any great extent in the way of new apparatus from the time of organization until 1897, when, after a series of disastrous fires, it was decided to reorganize the department. Chief Young and some of his officers and men were then retired, and Peter Prevost, of the Montreal Fire Department, was appointed chief, with Thomas Stanford and James Latimer as assistant chiefs. John W. Graham, for five years a member of No. 3 Station, was then promoted to captain of that station.

Much new equipment was purchased. The two-wheeled reels were abandoned and replaced by hose waggons and an up-to-date aerial truck was purchased, and also a quick steaming fire engine. Some of the old stations were repaired and several new ones built in other

localities to replace some of the old ones, and another one built in a new locality, and a large number of men were added to the strength of the department.

As this chief had been given absolute control of the department, a marked improvement in the discipline was noticeable.

After the disastrous fire of 1900, which was one of the worst in the history of Canada, two additional steam fire engines were purchased.

In 1908, Hintonburgh was annexed and a fire station was established at the corner of Fairmount and Wellington Street.

Chief Prevost remained in control of the Department until his death in December, 1909, and John W. Graham, Captain of No. 3 Station was appointed to succeed him on March 1st, 1910.

Ottawa South and Ottawa East were annexed about this time and a fire station was established at the Exhibition Grounds.

The first organized fire inspection system was inaugurated this year.

In 1911 the first piece of motor driven apparatus was purchased, this being a combination chemical engine and hose wagon.

During this year new No. 4 Fire Station, Cumberland Street, was built, which has a drill tower and gymnasium attached, comprising a drill school to which every



## History of the Ottawa Fire Department, 1874 to 1920

probationer must attend for one month before becoming permanently attached to the Department. The work in connection with this school consists in all lines of fire department work being participated in regularly by every member of the Department, thereby rendering the men absolutely familiar with all manner of equipment, which has the effect of doing away with all unnecessary excitement at fires. This school has been given the name by experts of being the most thorough and up-to-date school in Canada.

During the years 1911 and 1912, one steam fire engine and two hook-and-ladder trucks were added to the Department, and all hose waggons were equipped with 35 gallon chemical tanks, thereby making them combination chemical engines and hose wagons. These have proved their value in subduing fires, as in 1918 over sixty per cent. of the total number of fires were extinguished with chemicals.

In 1914, the existing Fire Prevention Bureau was inaugurated, and Assistant Chiefs Stanford and Lattin were appointed Chief Inspectors. Captain R. Burnett and Captain E. Lemieux were appointed Assistant Chiefs of the Department.

In 1915, three triple combination pumping engines, chemical engines and hose waggons were purchased and installed. These motor pumping engines are a vast improvement over the old steam fire engine. During this

year the aerial ladder that had been in service since 1897 was remodelled and equipped with a rapid hoisting device and attached to an 80 H.P. tractor.

In 1917, the Firemen's Benevolent Association, which had been in existence and self supporting since 1874, was reorganized and the Ottawa Firemen's Superannuation and Benefit Fund was inaugurated. Previous to the adoption of the Superannuation scheme, very little provision had been made for members retiring through old age or disability.

March 1st, 1919, was marked by the adoption of the Two Platoon System in the Department, meaning that in place of the firemen working twenty-four hours each day he now works one week day duty and the next night duty, which results not only in much greater efficiency, but makes the life of the firemen much more pleasant.

At the present date the manual force of the Fire Department consists of 147 officers and men, the active fire fighting force being formed of the Chief, two Assistant Chiefs, 11 Captains, 12 Lieutenants, six Sergeants, one Chief Mechanic and 108 privates.

As no official record had been made of the history of the Fire Department since first organized, 1847, up to present time, this information was secured with much difficulty, portions from old residents, minutes of council records, and personal recollections, it is

2 p.m. 1919  
8.15 am  
10.45 am  
1.45 am



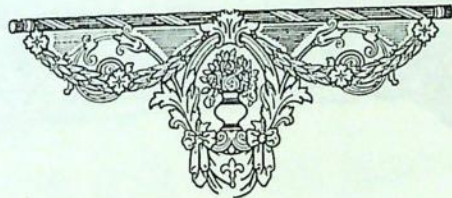
## *History of the Ottawa Fire Department, 1874 to 1920*

impossible for me to give names of the gallant old volunteers who so bravely fought fires for the benefit of mankind without compensation, but I would like to here take advantage of the opportunity to pay tribute to their memories. Of the original members of the paid fire department only three are now alive, Patrick Murphy and Fred McNeight, of Ottawa, and Hugh Latimer, of Riverside, California. I might here state that the members of the Ottawa Fire Department have been most fortunate

in the fact that only four members received injuries in the performance of their duties which resulted in death, they being Francis Graham, John Lowrey, Ovila Lachance and Bernard Thomas.

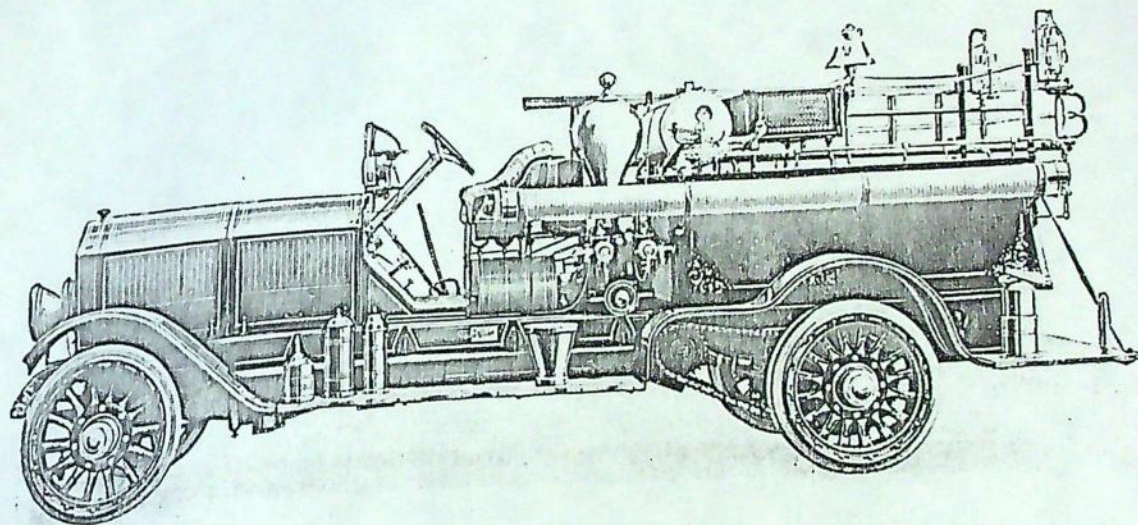
During the Great War twenty-two members of the Department volunteered for service, two (C. Lynn and W. Macdonald) making the supreme sacrifice.

JOHN W. GRAHAM,  
Chief Fire Department.





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