



**HAMILTON POLICE  
HISTORICAL SOCIETY & MUSEUM**

**2018/2019**

**ANNUAL REPORT**



# TABLE OF CONTENTS

President's Annual Report 2018/2019 .....	1
Board of Director's Report 2018/2019 .....	3
History Of The Hamilton Police Museum.....	4
Hamilton's Most Famous Riot - 1906.....	7
No. 2 Police Station (1856 To 1929/30) .....	12
Historic Police Vehicles .....	14
Replica 1900 Horse Drawn Police Patrol Wagon .....	16
Honorary Lifetime Member Of The Society .....	18
Call Box – Tuck Shop .....	19
International Police Museum Conferences.....	21
A New Society Logo .....	23
Affiliations .....	23
In Remembrance .....	23
Budget .....	23
Supporting Your Museum.....	24
Join Our Membership Or Donate .....	25



*Photo taken circa 1946 in front of Central Station.*

*From (L) to (R) F. Eddendon. W. Sanderson. H. Brown, D. McFarlane, J. Wade. R. Green. B. Woelke, B. Irwin, I. Hurst, J. Garvie, M. Andrews, W. Coleman, J. Arno, M. Horgan, A.O Jackson, H. Allen*





# PRESIDENT'S ANNUAL REPORT 2018/2019

*By P.C. David Kerkhof, President and HPS Historian*

## These are exciting and changing times for the museum.

In March of 2018, I met with a group of volunteer retired police members to discuss the benefits of formalizing the management of the museum and the relationship with the Hamilton Police Service (HPS). The initial plan was to create a steering committee to oversee the operation of the museum on behalf of the Chief of Police Eric Girt. After some research, exploring best practices of other police museums and societies across the country, we decided to establish the “Hamilton Police Historical Society and Museum”; form a Board of Directors (First Directors of the Society); develop governance functions by drafting a Constitution and Bylaw; create a Society logo; and Incorporate as a not-for-profit corporation.

The Constitution and Bylaw will enable the Board to manage and operate the Hamilton Police Museum within a legal framework and to apply to become Incorporated as a not-for-profit corporation allowing the Society to apply for grants and accept donations that will help to fulfil the mandate of safeguarding and managing the future of the museum. In addition, memberships will be available for those having an interest in police history.

In April of 2019, I met with Chief Eric Girt, Deputy Chief Frank Bergen, Marco Visentini (Legal Counsel) and S/Sgt. Frank Miscione along with other Board members to discuss and review our draft Constitution and Bylaw. It was a productive meeting resulting in some revisions to the Constitution and Bylaw. We also worked through the issue of ownership of the museum property and it was agreed that the HPS will maintain ownership of property of the museum for insurance and liability purposes. It was further agreed that the police historian be a volunteer position approved by the Chief of Police; and the Executive Officer to the Chief of Police be a member of the Board and act as a liaison between the Society and the HPS. We recognize that although the Hamilton Police Historical Society and Museum and the Hamilton Police Service are very separate, they have common interests and a dependent relationship paramount to the future success of the museum.

In August 2019 our Draft Constitution and Bylaw was forwarded to the Ontario Historical Society (OHS) for their review and input.

On September 10, 2019, the Board of Directors met with Rob Leverty, Executive Director, from the Ontario Historical Society and signed a “Motion to Incorporate” as a not-for-profit corporation in the Province of Ontario; and signed and dated our final Constitution and Bylaw.

On **September 16, 2019**, the Society was Incorporated as a new historical organization through affiliation with the Ontario Historical Society (OHS), Special OHS Act, 1899, officially becoming the **“Hamilton Police Historical Society and Museum Inc.”**.



On October 30, 2019, we received our Ontario Corporation Number.

We also had discussions about the future of the Call Box Tuck Shop. The Retirees Association, in conjunction with the Society, agreed that the management and operations of the Tuck Shop be moved to the Society since monies raised by sales are directed to the museum with some funds going toward charitable causes.

During the week of June 5-7, 2018, I had the opportunity to attend the International Police Museum Conference hosted by the Winnipeg Police Museum, in Winnipeg along with David Bowen (Vice President). We appreciate the financial support provided to both David Bowen and me by the Hamilton Police Service. The conference provided us with an opportunity to examine best practices with other police museums across Canada.

There are still exciting things to come as we continue to evolve and grow.

I look forward to continuing to work with Chief Girt, his Executive Officers and members of the Board to further the goals of the Society.

**“There are still  
exciting things  
to come as we  
continue to evolve  
and grow.”**



***It's Official!*** Front Row (L to R) Rob Leverty, Executive Director, Ontario Historical Society, P.C. Dave Kerkhof, David Bowen  
Back Row (L to R) Pieter Ciere, Alison Hood, Bob Slack, Michel Fauvelle, Jayne Lawson, S/Sgt. Frank Miscione  
(Missing from the photo are Board Members Terry Hill and Patti Cole-Sever.)

*Photo taken in front of the Hamilton Police Museum, 314 Wilson St. E., Ancaster on September 10, 2019.*

# BOARD OF DIRECTOR'S REPORT 2018/2019

The Society has been successful in attracting large numbers of visitors to the museum.

May 4 and 5, 2019, the museum participated, for the first time, in Doors Open Hamilton. Hamilton museums participating in the Doors Open Hamilton program are free for those with a valid Library Card. The Hamilton Police museum opened its doors to the public both days between 1000 and 1600 hours and welcomed approximately 240 visitors.

June 14 and 15, 2019, we participated in Ancaster Heritage Days Week and Parade. The museum opened its doors to the public both days between 1000 and 1600 hours and welcomed approximately 240 visitors. In addition, members from the Hamilton Retirees Association drove the 1966 Studebaker police cruiser in the parade where approximately 1,000 were in attendance.

Our museum curator and Board Director, Pieter Ciere, continues to promote the museum and welcome guests for tours.

The process of scanning photographs is ongoing as well as identifying persons in those photos and filing them. We continue to accept donations of memorabilia and artifacts and then catalogue, store and/or display them. In some cases, further research is needed. Our archivist, Jayne Lawson, oversees the database of our collection in electronic and hard copy.

The HPS historian and President, Dave Kerkhof, gave a presentation on Hamilton Police history on September 20, 2018 to the Hamilton Mountain Historical Society, South Gate Presbyterian Church, 120 Clarendon Ave. Approximately 50 people were in attendance. He also attended a Hamilton Civic Museum open forum meeting at Dundurn Castle on April 17, 2019 for the purpose of discussing City wide history and the potential of a City of Hamilton museum. Dave continues to promote Hamilton Police history via social media by posting photos and stories of our history.

We participated in two International Police Museum Conferences - Dave Kerkhof and Dave Bowen attended the conference in Winnipeg, June of 2018 and Pieter Ciere attended the conference in Calgary, June 2019.

In 2019 we formed a Board of Directors and developed and approved the Society's Constitution/Bylaw, in consultation with Chief Eric Girt. On September 16, 2019, the Society was Incorporated as a new historical organization through affiliation with the Ontario Historical Society (OHS), Special OHS Act, 1899, officially becoming the "Hamilton Police Historical Society and Museum Inc.". We also created a Society logo to use for consistent and recognizable branding of online and imprint.

The Board of Directors held three meetings in 2018: March 19, May 28 and September 18 and four meetings in 2019: March 25, June 13, September 10 and November 4. The November 4th meeting was our first Annual General Meeting.

As a newly formed Board, we have much work ahead of us. We are moving forward to accept management and operation of the Tuck Shop; creating memberships for the Society; creating a wall mural of historical photographs in the Office of the Chief and exploring the possibility of developing a website.

The Board of Directors would like to thank our volunteers, most of whom are retired police and civilian members, as well as others who have shared their time and expertise to conduct museum tours, assist at open houses and set up displays. Without the support and expertise of our volunteers we would be unable to operate and grow the museum.



## PURPOSES OF THE SOCIETY

The museum was active throughout the year in accordance with the purposes of the Society namely to:

- discover and collect any material related to the local police services;
- promote the research and recording of the history of the local police services;
- provide for the preservation of material collected and to ensure its accessibility to those who wish to examine or study it;
- promote the rebuilding and refurbishing of police equipment and apparatus; and
- advance education by improving the public's understanding and awareness of the history of local police services by hosting events, displays, exhibitions and performances; supporting programs offered by the society/museum; and by producing educational material.







*Chief Alexander David Stewart  
1879-1886*

## HISTORY OF THE HAMILTON POLICE MUSEUM

The first Hamilton Police museum was instituted by **Alexander David Stewart**, formerly a Toronto bank clerk, who became Chief of Police on August 1, 1879 following the death of Chief McMenemy. He served as Chief until 1886.

The 1889 Hamilton Spectator, Carnival Edition, contains an article “All Sort of Conditions of Men” (page 21) which reads:

“Chief Stewart accomplished much the same work for the Hamilton police department that Chief Atchison at the same time was doing for the fire department. He reorganized it, improved its methods and infused discipline into it. He increased the detective force from two to four men, instituted a rogues’ gallery, and in 1884 was the first chief in Canada to introduce a patrol-wagon service.”

A subsequent article in the 1889 Carnival Edition entitled “Police Department” (page 20) describes the location and contents of the first museum as follows:

**“Police Headquarters is at No. 3 station on King William street (near Mary street)”** where the police court, police cells, storerooms for the keeping of goods recovered, police recreation rooms and library, and the office of Sergeant-Major Smith, the statistician of the force, are situated. Also a large and interesting rogues’ gallery and a **museum** containing such nice chirpy articles as razors used in suicides in letting their spirits loose; ropes that have hung prominent murderers; pistols, axes and knives used by said murderers used upon their victims; slung shots, sand bags, bludgeons and kindred weapons that have figured in famous criminal cases; besides a choice assortment of faro layouts, gamblers’ tools, jimmies, chisels, drills and other instruments used in pursuit of his calling by the industrious and painstaking burglar.”

So, it seems Hamilton’s first police museum was initiated by Chief Alexander David Stewart between 1879 and 1886 and it was located at No. 3 station on King William street (near Mary street).

In January 1967, **Chief Gordon V. Torrance** (1973-1985) wrote “The History of Law Enforcement in Hamilton from 1833 to 1967. He was Inspector of Staff Services Division at the time of writing. The document was produced as a Centennial Project; and 50 plus years later it serves an invaluable resource that captures the rich history of the Hamilton Police. Chief Torrance wrote about Alexander Stewart’s policing career adding; that it was with much regret to the citizens, A.D. Stewart severed his connection with the Hamilton Police Department in 1886 and went into the auction business in the City. He was later appointed Crown Prosecutor by the Federal Government, prepared and conducted the case against Louis Riel and attended his execution. Mr. Stewart later served as Alderman and became Mayor of Hamilton in 1894 and 1895. He sought a fortune in the gold field of the Yukon and found instead a lonely grave on the Yukon trail.

Over the decades, the museum has been overseen by various individuals who performed the role of police historian and/or curator. Therefore, we will shine a light on the following individuals who worked to preserve and protect our knowledge and history.

**William Frederick Milne (Bill) Croft** was the first known designated police historian. He joined the Hamilton Police in 1935 and retired August 31, 1964. Bill was a Morality Sergeant.

Constable Darryl N. Buckle wrote an article in the 2004 “The Association” magazine entitled “More Dusty Memories” (page 35) which includes an account of Bill Croft’s life and his work as the police historian. Of interest, is the time and effort Bill spent on researching the No. 2 police station, a stone structure built in 1856 located at the corner of James and Stuart streets. Darryl wrote: “William Croft left a firm, fine legacy that we who followed as departmental historians have been able to build upon”.



*P.C. William Croft walking the beat the north side of King Street walking east about 1938. CIBC building at King & James Streets is in the background.*



In 1977, the Hamilton Police Museum opened on the second floor of Central Station at 155 King William Street, Hamilton. During the 1970's **Darryl N. Buckle** (P.C.) became both the police historian and museum curator. Steve Skuse (P.C.), the assistant curator, helped set up the displays, during Darryl's tenure.

By 1980 the museum closed and was dismantled, and written material and documents were turned over to the Hamilton Public Library to form part of their collection. The display cabinets were destroyed, and artifacts were moved to storage facilities. Darryl Buckle, along with Walt Ireson (S/Sgt.), Liz Latner (P.C.) and Cathy Guidice (Wever) (a civilian member who later became a P.C.) worked together to catalogue, restore and make recommendations as to the value of museum property that was decaying in a storage area at Central Station and elsewhere. Sometime around 1989 Darryl Buckle attempted to write and produce a book about the history of the Hamilton Police Service; however, the book was abandoned.

**Ed 'Doc' Carlstrom** (Sgt.) followed Darryl Buckle when he retired at the end of June in 1992. Sadly, Ed passed away in 2006.

Although the museum ceased to operate in the 1990's due to the lack of a permanent location, a mobile museum was used to display a limited amount of historical material at events throughout the community, such as fall fairs, police week displays, etc. Bob Pope (Insp.) constructed the cabinetry. It was staffed



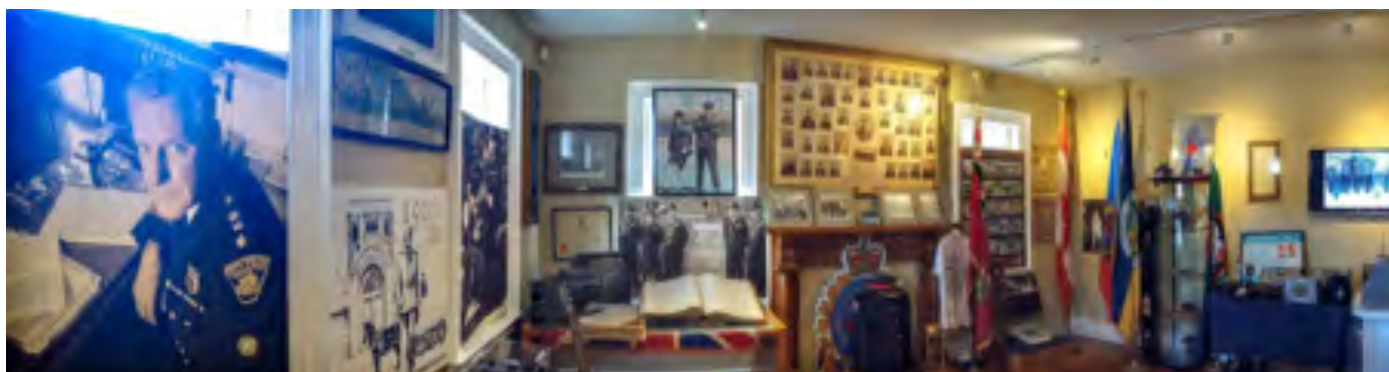
entirely by police retiree volunteers. When it was no longer roadworthy it was replaced by the second mobile museum, which was also staffed by police retiree volunteers. That mobile museum suffered severe damage due to a leaking roof and it was scrapped.

**Tim Fletcher**, a civilian member of the Service working in the Identification Branch, took over the position of the police historian in or around 2006 and remained in that role until his retirement in 2011. **Scott Moore** was also involved with the museum at that time. Between 2005 to 2008 **Art Faguy**, a retiree, was the museum curator. In 2008 **Pieter Ciere** (S/Sgt. retired) began as the assistant curator and became the museum curator in 2010. Jayne Lawson (retired civilian member) works with Pieter as the museum's archivist. Pieter and Jayne remain in those positions

today as well as being active members of our Board of Directors.

In 2010 the Hamilton Police Museum opened its door to the public at the historic **Samuel Tisdale House (built circa 1825) located at 314 Wilson St. E., Ancaster**. Tisdale House is believed to be the oldest standing home in Ancaster. In the 1820's the building was occupied by charcoal burner John O'Neil and housed two charcoal kilns. Later the home became a funeral parlour by George Moore. The Hamilton Police Service agreed to lease the historic Tisdale House, a 2,570 square foot home from the City of Hamilton for \$2.00 per year over 10 years.

Currently the Hamilton Police Museum is being operated by the volunteer **Board of Directors of the Hamilton Police Historical Society and Museum Inc.** at Tisdale House with





*Photo of mobile museum May 2001 taken in front of Central Police Station.*

*L to R – Winn Webb, Bob Pope, Ted Yarmel, Bob Melick, Jim Galloway, Gord McFarlane, Marie Allard, Ed Kodis, Bernie Morelli (Police Services Board), Chief Ken Robertson, Tom Shea, Gary Ashbaugh, The Honorable Lincoln Alexander, Bob Slack, Bill Slack, Phil Slack, Bob Collings and Warren Waters*

the support and space provided by the Hamilton Police Service.

In or around 2011, **Dave Oleniuk** (Sgt.) became the museum historian and then in 2013 **David Kerkhof** (P.C.) took on the volunteer role as the police historian. David remains in that position today as well as fulfilling the role of President of our Board of Directors.

We recognize and appreciate the commitment of each of our historians and curators who have dedicated countless hours to share, preserve and protect the history of the Hamilton Police Service and the museum.

In addition, there are many other individuals who have volunteered their time and expertise over the years; or graciously contributed to our collections. Although we cannot name every individual, we wish to acknowledge and thank the following:

Bob Rankin, John Rayner, Bob Pope, John Neilson, Kelly Dziemianko, Rod & Liz Latner, Michael Csoke, Kathy Bond and Scott Rastin.



# HAMILTON'S MOST FAMOUS RIOT - 1906

By P.C. David Kerkhof, President and HPS Historian

## “Street Railway Men Are on Strike”

In 1906 policing in Hamilton was much different than it is today. There were no patrol cars. Hamilton police officers walked the beat wearing a tunic and carried a truncheon (nightstick) for protection. On nightshift Officers carried a firearm. The decision for police officers to carry firearms came about three years earlier, after Police Constable (P.C.) James Barron was shot to death in the Line of Duty. Despite this tragic unsolved murder, Hamilton was a relatively peaceful City where law and order was maintained.

During the summer of 1906, the contract between the Hamilton Street Railway (HSR) (owned by Cataract Company) and its employees was ending. Shortly after talks began, they came to a halt because two other companies, the Hamilton & Dundas Street Railway (HDSR) and the Hamilton Radial Electric Railway (HRER), had joined their Union since the previous contract. Ironically, these two companies were also owned by Cataract. The Union felt that a new HSR contract should apply across the board as one contract, rather than three separate contracts; however, the Company maintained their position that there should be three separate contracts. Compounding this argument was the fact that equipment and employees were often interchanged between the three companies.

At the same time, the Ontario Railway and Municipal Board (ORMB) was investigating the HSR after complaints were received by the City of Hamilton about the poor conditions of rail cars and tracks. When the ORMB was asked to become a contract arbitrator the Union rejected their involvement.

Eventually talks continued; strike votes were averted; and the Union agreed to three separate contracts but to negotiate them at the same time. The main dispute was over wages and hours of work as



they related to wages. In late September, HSR and HDSR contracts were settled; however, the HRER refused to sign as they had not received the same wage increases their counterparts had. As a result, employees of the HRER left the Union in October, feeling they had been betrayed.

HSR's contract required the Company to hire more personnel to fill the extra hours that employees worked without pay. The Company hired some new employees, but not as many as they had agreed to, and the hiring process ended. On Sunday, November 4, the Union met with the Company over the failure to fulfill the terms of the contract. When the Company refused to fulfill their end of the contract, workers overwhelmingly voted to strike resulting in all HSR and HDSR operations ceasing. When the Company attempted to resume HDSR operations citizens from Hamilton and Dundas supported the Union by boycotting services. The Cataract Company subsequently informed striking employees they would be required to turn in any Company equipment and collect their paycheques; essentially firing all the employees. Employees refused to return

equipment or to collect their wages. The Company then commenced hiring replacement workers.

The Union had much support from the citizens of Hamilton who were already frustrated by poor conditions on the rail cars. Many citizens donned blue support ribbons that read “We Walk” and donated money to the Union to cover the lost wages of striking workers. Mary Baker McQuesten (1839-1934) of Whitehern sent a letter to Calvin McQuesten MacLeod in Alberta on November 5, 1906 in which she stated, “On Saturday night the streetcar men went on strike, so no cars are running. The Company never kept its word to the men, so we do not blame them.”

Later that month she wrote a letter to the Editor of the Hamilton Evening Times published under the title “A Woman's Opinion: Prominent Lady Writes in Support of the Men”:

*Sir, this morning it is reported that unless the citizens support the employees in this street railway trouble [strike] and refuse to ride in the cars--until their demands are granted--the men will be worsted in the struggle. We who are outsiders cannot be thoroughly acquainted with*

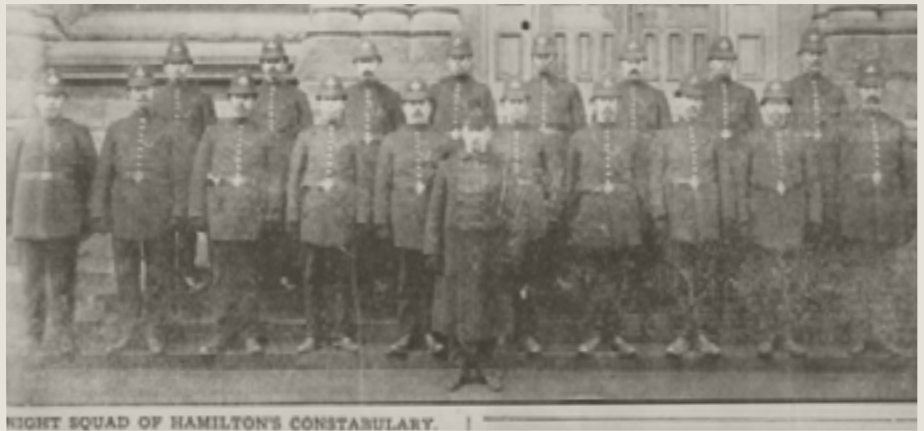
*the working of the street car system, or presume to say just where the fault lies, which has driven the employees to desperation; but we feel quite sure that all our citizens believe that whatever the difficulty may be the men should not suffer.*

*When we think of all these faithful men endure in all sorts of weather, at all seasons, and at all hours of the day and night, whilst we enjoy the comfort, it makes one's blood boil, to think of them having to fight in this way for their daily bread. No wonder there is no love between employers and employed, when nothing is given graciously, because it is well deserved.*

*We who are housekeepers, know full well the tremendous increase in cost of living and no matter what the disagreement at headquarters, it is a very great sin to take the services of these men and not sufficiently pay them. To many this walking seems an impossibility but let every one of us resolve to get up a little sooner and we shall be surprised how far we can walk, and enjoy it too. If we really sympathize with these men and their families let us be willing to deny ourselves and support them.*

*Thanking you very much for your valuable space, Yours sincerely--Mary B. McQuesten. "Whitehern" Saturday. (Whitehern Museum Archives Online)*

Problems began to surface on Monday, November 5, when a crowd of peaceful protesters grew violent at the HRER/HDRS station located at James & Gore Streets (James & Wilson). As cars were



leaving the station, people began hurling insults at the drivers, but as the night wore on people began throwing rocks and bottles, shattering windows. Hamilton police were called as the crowd moved south to City Hall. A citizen named Dennis Bennett filed a complaint after Police Constable Billy Campaign struck Bennett with his baton. P.C. Campaign was attempting to clear the crowd and Bennett refused to move out of the way expeditiously and began talking back to the officer (The complaint was later dismissed). A young lad named Russell Hymers was arrested later that night when he set fire to a flat car. He was later sentenced to close to five years in prison. Police were also called to the Stuart Street barn to keep order and to International Harvester where similar incidents took place and employees were injured.

Despite the best efforts of Hamilton's Mayor S.D. Biggar to get both sides back to the table, talks broke down with no resolution as of November 6, 1906.

Tuesday, November 6, a decision was made not to run cars at night from the James and Gore Streets station because of the violence. Crowds still gathered and made a lot of noise but were peaceful for the most part. However, cars did run at International Harvester (HRER) but were pelted with rocks and sticks thrown from the Grand Trunk Railway bridge north of Barton Street and employees were injured.

Saturday, November 10, the Cataract Company re-issued their order for striking employees to turn in Company issued equipment and collect their wages.

Monday, November 12, daytime streetcar service resumes. Each rail car was required to have two crews as well as a police officer on board. Word of the renewed service spread quickly, causing a large crowd to form at King and James Streets. Verbal insults turned into egg throwing with one egg striking Hamilton Police Chief Alexander Smith in the face. Once the eggs were gone, people threw stones. Police were overpowered and were unable to make arrests as the crowds intervened. People climbed onto building and threw bricks at cars. Some even resorted to throwing acid at the police horses. Police Constable Harry Tuck was thrown from his horse after it reacted from the acid. The Mayor ordered streetcars to the Sanford yard until further notice.

Friday, November 16, things had settled until a decision was made to resume railcar service. Strike breakers (replacement workers) had enough of delays and demanded to be allowed to operate or they would quit. Streetcars began running in the early afternoon. Police were deployed to King and James Streets en masse and kept the crowds calm. The following day, negotiations broke down again. During that week, vandalism sprouted up in the form of rocks being thrown and debris pulled over tracks.

The Cataract Company made several requests to Mayor Biggar to supplement policing by bringing in militia; however, the Mayor refused the request.

Friday, November 23 the Company resumed evening streetcar service by running four cars after dark. Crowds gathered on James to await the first car





which arrived at 7:30 p.m. to the usual shouting and insults. A crowd grew at James and Market Streets next to the Arcade where stones were thrown at a southbound streetcar, breaking its windows. Hamilton police officers, who had been on stand-by inside City Hall, marched out in a double line along James Street between Gore and York Streets to escort streetcars. Despite this, people still hurled stones in their direction. Within an hour, the street was full of an angry mob. Detective Campbell attempted to make an arrest on a youth for throwing stones, but the crowd turned on him. Detective Dave Coulter (who would later become Chief) came to Campbell's assistance by wielding his nightstick. After hitting several protesters, the crowd turned on Detective Coulter and he was forced to

draw his revolver. This, and the fact that another streetcar had arrived allowed Coulter and Campbell to cross the street back to City Hall as the crowd threw stones at the streetcar.

The pandemonium was enough for Mayor Biggar to call in the militia. Troops came from Toronto and London as using local Hamilton Troops to battle fellow citizens was prohibited. By 9:00 p.m., the HSR stopped streetcar service as tracks were being damaged north of Barton Street. This caused the crowd to focus on smashing the windows of the HRER/H&D station at the corner of James and Gore Streets. Police once again were deployed in a line across James Street and moved the crowd north on James to Vine Streets where they began to disperse. During this time youths

began damaging buildings on Hughson Street and another crowd formed at the barns located at Sanford Avenue and King Street. Strike breakers took matters into their own hands and waded into the crowd of protesters swinging axe handles. One person went to hospital. Later that night, someone returned and threw a stick of dynamite onto the roof of the barn. The explosion ripped open the roof and blew out the windows of the streetcar underneath.

During the melee on James Street, another crowd moved up to 22 Hunter Street East where strike breakers were being housed. The windows were smashed with rocks and the front door was kicked in. Police arrived just prior to the protesters gaining entry to the house. Police Constables Yaxley and Gibb attempted to affect an arrest, but the crowd swarmed them and took Yaxley's revolver. The two officers fled in a flurry of bricks and rocks. Yaxley made it to the YMCA and Gibbs took shelter in a hotel. By 11 p.m. things had settled down and the crowd dispersed. Only four arrests were made that night.

Saturday, November 24, Toronto militia arrived shortly after midnight in the early morning hours and were stationed in the Armouries on James Street North. The regiments that arrived were members of the Royal Canadian Dragoons, the





### CROWDS WRECKING A STREET CAR.

[This is the incident, which occurred early Saturday evening, and which forced the officials to read the Riot Act with all its dreadful consequences.]

Royal Canadian Infantry, and the Royal Canadian Artillery. They formed a mounted troop of fifty men. Later in the morning, additional resources from the Royal Canadian Regiment in London arrived. They were deployed in Squads later that afternoon to King and James Streets, City Hall, James and Gore Streets, Jackson Street West and to the car barns. This show of force drew the interest of crowds who came downtown to see the troops and to begin gathering for another night.

By early evening, bricks and stones were already flying at streetcars at James and Market Streets. Hamilton Police were deployed to the front of City Hall in a line. Sheriff Middleton appeared on the front steps and read out the Riot Act.

*"Our Sovereign Lord the King commands all persons being assembled immediately to disperse and peaceably to depart to their habitations or to their lawful business, upon the pain of being guilty of an offence, on conviction of which they may be sentenced to imprisonment for life. God save the King."*

Hamilton Police then moved their line to face north on James Street with nightsticks in hand and swinging. Everyone to the north of them was moved beyond Gore

Street. The militia squad deployed bayonets on the end of their rifles and moved everyone to the south past King Street. Once this was done, further mounted troops were deployed from the Armouries and worked their way through the crowds southbound to King and James Streets meeting up with the first squad of troops. Mounted troops then turned around and began clearing sidewalks with the flat sides of their swords. Once at York Street, one section split off and continued west while the rest continued north. The troops that remained at King and James Street spread out along King Street in both directions as well as King William Street and south on James Street.

Some crowds attempted to reassemble as police and troops passed and continued throwing stones at passing streetcars which were now outfitted with wire netting over the windows. At one point a City Alderman attempted to make a speech from the front steps of City Hall which incited the crowd causing police to charge in. The Alderman fled when police attempted to arrest him. City Hall was used as a temporary jail as 26 arrests were made that night. Police called in a doctor to mend the wounded prisoners.

At 9:00 p.m. a streetcar was westbound on King at Walnut Streets when it was blocked by a pile of debris set out by the crowds. The driver attempted to ram through the debris but was unsuccessful. Seeing this, the crowd swarmed the streetcar and caused significant damage. The crew attempted to flee in the car, but they ended up derailing as they went backwards into another pile of debris. Mounted troops arrived and dispersed the crowd. The streetcar driver, and other workers were sent to hospital with injuries. Police Constable Hallisey was also injured in the chest by a brick and sent to hospital. Within the hour, crowds dispersed, streetcars were returned to barns and troops were able to return to the Armouries.

One story is recounted by Police Chief Thomas Brown who was a Constable at the time:

*He was assigned to ride on a streetcar from the Sanford Avenue barns to the Bayfront to protect the passengers from injury. By the time they got to King and James Streets, every window in the car was broken by demonstrators throwing rocks. Miraculously, no one was hurt, but the car never finished its run. At one point, a group rolled a large boulder on top of the car from some high point and*





*it came through the roof of the car. Demonstrators rushed then and the car was de-railed and turned over on its side with the passengers, driver and then Police Constable Brown fleeing for their lives. (Gordon V. Torrance, Inspector (former Chief of Police), The Hamilton Police Department, Past and Present, The History of Law Enforcement in Hamilton from 1833 to 1967, dated January 1967)*

Sunday, November 25, store owners on James and King Streets begin the cleanup of their broken windows. HSR streetcar service resumed at 3:00 pm. Crowds again gathered downtown, but as the evening passed, there was little activity. Some rock throwing occurred near City Hall and near Barton and James Streets at around 8:00 pm as evening church services ended. Streetcar service ended at 8:30 p.m.

Monday, November 26, in the morning, a stick of dynamite was discovered, hidden in a pile of bricks at James and Guise Streets. Many striking HSR employees attended HSR Head Office to turn in their Company issued equipment and collect their wages under the threat of expensive legal action. Rumours began to fly that people had been purchasing handguns to take to the demonstration

that night. The crowd that night was large, but no shots were fired.

Negotiations continued throughout the week of December 1st. Many HSR

drivers returned to work. Troops left the City. A brief conflict arose between Unionized and Non-unionized workers of the three rail companies. Finally, on December 6th, contracts were signed by all three companies. The City cleaned up, streetcars were running, and the Hamilton Police went back to regular duties.

The Riots of November 23 and 24, 1906 were among the largest in Canadian History. Never or since has there been a conflict in the City of Hamilton that caused so much damage and injury and we hope it will never happen again.

I would like to give special thanks to Hamilton Transit History (<http://www.trainweb.org/hamtransithist/1906Strike>). Without their research from the Amalgamated Transit Union Local 107 and the William Ready Division of Archives and Research Collections of Mills Library at McMaster University, this article would not have been possible.

Hamilton Spectator, The Globe



SCENE OF SATURDAY NIGHT'S RIOTING IN HAMILTON.  
 (King street end and James street, where the troops charged the mob. The inset picture is a portrait of Constable William Halliday, who was seriously injured in the rioting.)



## No. 2 POLICE STATION (1856 to 1929/30)

### Where is the 1856 Cornerstone?

Recently, our Board members were discussing the whereabouts of the cornerstone from the No. 2 Police Station, which was a stone structure located at the north-west corner of **James and Stuart Streets**, and served as a combination fire and police building. Unfortunately, we did not know where one of our earliest artifacts had gone.

No. 2 Police Station was erected in 1856 by George Armitage, whose grand-daughter, Mrs. C. W. Callahan, lived on Charlton Ave. West up to 2004.<sup>1</sup> John Carruthers was the Chief Constable at that time and his office was in the James and Stuart Street Station in the 1860's.<sup>2</sup> He served as Chief Constable from 1853 to 1865.

It wasn't until we came across an article written by **Darryl N. Buckle** (retired Police Constable and former Hamilton Police Historian) in 2004 in "The Association" magazine that lead us to the location of the cornerstone. But, first a bit of history from Darryl's article that is worth repeating.

"Bill Little reported in his column for the Hamilton Spectator in May of 1957 that workmen demolishing a house unearthed a stone bearing "No. 2 POLICE STATION 1856" that was used ... "as a bottom step in a row of stairs leading to the doorway of an old house near Spring Garden. It is believed the stone was taken there after the old No. 2 Station was wrecked in 1929 or 1930 to make way for the expansion of the CNR tracks".

One of our earlier historians, Bill Croft spent a great deal of time and effort researching the No. 2 Police Station. **William Frederick Milne (Bill) Croft** was the first known designated Hamilton Police Historian. He joined the Hamilton Police in 1935 and retired August 31, 1964. Bill was a Morality Sergeant. He found several ex-policemen in Hamilton who remembered the north end station.

*"Robert Lenz, a retired Police Sergeant, carries the key to the station on his key ring. He recalls the front room of the station, with its pot-bellied stove,*



table and telephone. North-end residents continually poured into the station to use the telephone – one of the few in the district – to make emergency calls. He worked out of the station from 1902 until 1912.”

“Retired Sergeant Bert Goddard remembered the station so well he drew a detailed sketch of the building for Officer Croft.”

Darryl suggested the sketch from Sgt. Goddard was used by Bill Croft to render his own fine drawing of the former station, which is shown above. It may be the only representation of the old station that exists. According to Bill Croft’s daughter (Mrs. Swenor), he attended art school while still in Scotland.

“Another Hamilton resident, Samuel Fuller, recalls the back section of the station was his home. His father, a policeman, lived with his wife and seven sons in the station. The Fullers’ moved into the station in 1891.”

“Before the Fullers’, Alex Smith made the station his home. This former resident became Chief of Police in 1895.” (Alexander Smith was Chief Constable from 1895-1915.)

At the end of Darryl’s article, we learned the cornerstone could be found at the Ontario Police College (OPC) in Aylmer.”<sup>3</sup> So, thank you Darryl for taking time to document and share your story about Bill Croft’s research, his fine drawing and your findings.

We are grateful the cornerstone has been in safekeeping with the OPC for the past 35 years, but now we are ready to receive and display the cornerstone at the museum for all to enjoy.

On February 7, 2020 the cornerstone was transported from the OPC to the Hamilton Police museum by two of our newest recruits, Ryan Howatt and Kyle Vermeulen. We appreciate the assistance of Ryan and Kyle, as well as Sergeants Michael Donaldson and Ken Putt, who helped make the move possible.

**The cornerstone is now on display at the Hamilton Police museum where it will provide visitors with an opportunity to learn about our rich history. It has had quite the history in the last 164 years!**

We leave you with an interesting final concluding remark from our former historian, Bill Croft, to the Spectator that:

“he hoped the old facing stone may be incorporated in the cornerstone of a new Number 2 Station, if ever such a structure should be built”.<sup>4</sup>



Sergeant Bill Croft examines one of the earliest artifacts from Hamilton Police history days after it was relocated in May 1957. It was “lost” when the #2 Police Station built in 1856 was torn down from James and Sturges Streets in 1929 or 1930.



L to R- Pieter Ciere, Hamilton Police museum curator, along with Kyle Vermeulen and Ryan Howatt taken on February 7, 2020 at the museum with the No. 2 Police Station 1856 cornerstone.

1,3 Darryl N. Buckle, *The Association*, “More Dusty Memories”, 2004, P35-37

2 Gordon V. Torrance, *The Hamilton Police Department, Past and Present, The History of Law Enforcement in Hamilton from 1833 to 1967*. Gordon V. Torrance became the Chief of Police from 1973 to 1985. The following was found within his document:

Officer Lenz is mentioned in Chief William R. Whatley’s (1915-1924) Orders of 1920 and 1921, P36

Officer Goddard is mentioned in the names of constables in Hamilton Police reports of 1923, 1924 and 1925, P38

Samuel Fuller is mentioned as one of the Officers and men of the Hamilton Police Department in 1889, P23

4 Bill Little, *The Hamilton Spectator*, May 1957

Mrs. Swenor, Drawing of No. 2 Police Station and photo of Bill Croft courtesy of Mrs. Swenor.



1966 Studebaker – Hamilton Police Cruiser

## HISTORIC POLICE VEHICLES

The Hamilton Police Service maintains historic police vehicles to be driven and shown by Hamilton Police Retirees Association volunteers at community events, including local fairs, parades and cruise nights.

### 1966 Studebaker – Hamilton Police Cruiser

An idea to restore our sense of history and hometown pride through the restoration of a 1966 Studebaker came from the **Chief's Retiree's Liaison Group**. In 2006, **Chief Brian Mullan** assigned **Deputy Chief Kenneth Leendertse** to work with the Hamilton Police Retiree's Association to locate and purchase a Studebaker. A 1964 V8 four door Studebaker, which was manufactured in Hamilton, was located with a collector in Aylmer, Ontario and subsequently purchased by the Hamilton Police Service for the restoration project.

After the better part of one year and hundreds of hours of volunteer work, the restored 1966 Studebaker was unveiled on May 14, 2007 to kick-off the Annual Police Week. Since then, the Studebaker has been a major draw at community events from young and old alike.

### What was the relationship between Studebaker and the Hamilton Police Service?

The Canadian Studebaker car plant opened in Hamilton in 1946, with the first Studebaker rolling off the line in 1946.

In the 1950's the City of Hamilton bought Studebakers for City and Police department use. In 1964, when Studebaker Corporation was faced with serious financial trouble, Hamilton Police purchased twenty 1966 Studebaker Commanders to show their support to the local auto manufacturer. The Studebaker Commanders became the pride of the Hamilton Police fleet.

Sadly, on March 17, 1966 the last vehicle left Hamilton's Studebaker car plant and the auto division closed its doors for good.

### How was the 1964 model Studebaker converted to a 1966 model?

The changes were simply the rear taillights that have a venting system to allow air to travel through vehicle.



Photo taken at the unveiling.

L to R

Bill Hendry, Tom Shea, Ted Yarmel, Ron Bond, Dianne Jackson, Gary Ashbaugh, Bob Slack, Bill Cook, Winn Webb, Ed Kodis, Jim Garchinski



1966 Studebaker - Bob Maxwell



1950 Studebaker Fleet

## Who worked on the 2006 restoration?

The Hamilton Police Retiree's Association, in conjunction with The Hamilton Police Service and with the support of the Hamilton Police Services Board, worked together with the help from local businesses, groups and volunteers to restore the Studebaker.

**Mountain Auto Body, Ed Cummings**, who was a former Hamilton Police Officer, and his team were the first to assist in restoration of the bodywork and dash.

**Lockwood Motors** where **Ron Lockwood** assisted with the restoration.

The Studebaker was then moved to the **Fleet Services Branch** at the Hamilton Police Service where members of the Branch continued to reassemble and restore the vehicle. **Bill Hendry**, retired HPS Maintenance Section Manager, was the “**primary restorer**”. Bill brought a wealth of knowledge, experience and talent to the project.

**The Studebaker Drivers Club, Hamilton Chapter**, one of the largest auto clubs in the world volunteered their time and expertise to complete the restoration. In 2007, Barry Leppan was President of the Hamilton Chapter. Many members of the club volunteered to work on the project.

Other supporters of the restoration were: **Mountain Collision Centre, Bridgestone/Firestone Tire, John Dixon, Auto Service & Supply and Danny's Transmission.**



1953 Studebakers with Insp. A.O. Jackson (center)

## What happened to the 1966 Studebaker as it began to age?

In 2017, a problem with the ‘rear end’ had developed and rust was showing. Once again, **Bill Hendry**, the initial primary restorer, volunteered his knowledge and expertise. He located a ‘rear end’ and made it available for the project and completed the repair.

Members of the **Road Runners Car Club of Hamilton** volunteered to restore the Studebaker as a community project. Two of their members, Al Schultz and Keith Holloway, are Hamilton Police Officers. The Club provided 176 hours of volunteer service to complete the restoration which would have amounted to roughly \$19,000 in body shop costs...a tremendous amount of volunteer hours and talent went into the restoration. The Road Runners Club of Hamilton was established in 1956 and is the oldest active car club in the Hamilton area.

Today, the **Hamilton Police Service continues** to own the Studebaker and it is managed and proudly shown by volunteers of the **Hamilton Police Retiree's Association.**

*Road Runners Car Club of Hamilton*

*L to R - John Tuck, Ron Lightfoot, George Muldoon, Allen Schultz, Fred Stott, Andy Schriener, Wayne Hamilton and Archie Kopoian*



## REPLICA 1900 HORSE DRAWN POLICE PATROL WAGON

In 1966 a **Horse Drawn Wagon** was rebuilt to resemble a 1900 Horse Drawn Police Patrol Wagon for the Hamilton Police Association.

Restoration work was done by Bill Hendry, Sgt. Jack Brabbs, P.C. Eugene Lucas and P.C. Gordon Hockridge. They drove the replica patrol wagon with a horse to Ottawa and to Expo '67 which took place in Montreal. Following that it was used for community events. In or around 1980, the horse drawn patrol wagon was sold to Insp. Eugene Williams, P.C. Steve Ellis and S/Sgt. Bob Maxwell and it was rebuilt once again. In 1995 it was sold to the Hamilton Police Service and rebuilt for a third time by Bill Hendry.

Patrol wagon service was introduced in Hamilton by Chief Alexander D. Stewart in 1884. **Chief Stewart was the first Chief in Canada to introduce patrol wagon service.**<sup>1</sup> He served as Hamilton's Chief Constable from 1879 to 1886.

P.C. David Coulter was the first patrol wagon driver when the patrol wagon was introduced.<sup>2</sup> He later served as Hamilton's Chief Constable from 1924 to 1935.

In the Police Commission minutes for February 26, 1887, **Chief Hugh McKinnon** (1886-1895) comments on patrol wagon service:

*"It is a pleasure for me to call the attention of the Board to the orderly manner in which everything is kept and the commendable taste displayed by drivers Harris and Coulter in beautifying the patrol wagon station."<sup>3</sup>*

Patrol wagons were an innovation of the times and had quite an effect on rowdies. The Department was able to move policemen into areas of disturbances very quickly and scoop up offenders.<sup>4</sup>



L to R Sgt. Jack Brabbs, Controller Jack MacDonald (A/Mayor), P.C. Gord Hockridge, P.C. Eugene Lucas.  
23 July 1967



Prior to the patrol wagons, prisoners were brought in by various means.

*“Drunks were usually carried to the station on the back of the officer, “drunks” weren’t considered drunk if they could walk and keep out of street brawls. If the distance was too great, a passing horse drawn vehicle was hailed by the bluecoat and commandeered. The citizens’ services then were rewarded with 50 cents per trip, but the police never called on a carter unless his man was particularly unwieldy. Officers were known to carry a drunken man a distance of one mile.”<sup>5</sup>*

The first patrol wagon was kept at George Mathew’s livery stable on Market Street,

until the No. 4 Police Station was opened at Napier and Bay Streets.<sup>6</sup>

In 1889, Chief Hugh McKinnon had 50 men and 2 patrol wagons at his command.

*“No. 4 Station was opened when the patrol wagons were introduced and is situated near the corner of Napier and Bay streets. Here are stationed the two patrol wagons and the new ambulance lately put in commission. The patrol station is fitted with hanging harness, automatically-opening doors and all the latest improvements. The wagons are of the regulation pattern and will carry about a dozen men each. One of them with a squad*

*of men responds to every fire alarm to render assistance to the firemen by keeping the crowd back and protecting property.”<sup>7</sup>*

Horse drawn patrol wagons were in service for up to 28 years. A memo taken from **Chief Alexander Smith’s** (1895-1915) Standing Orders, April 12, 1912 reads:

*“Constables English and Aiken are instructed to take special care of the auto patrol. Constables Clark and Wallace to attend to the wagon and ambulance and see that the horses are properly fed and groomed and that the harness and equipment are kept in good condition.”<sup>8</sup>*



<sup>6</sup> The Hamilton Spectator, Carnival Edition, “All Sorts of Conditions of Men”, August 1889

<sup>7</sup> The Hamilton Spectator, Carnival Edition, “Police Department”, August 1889

<sup>1,2,3,4,5,8</sup> Gordon V. Torrance, The Hamilton Police Department, Past and Present, The History of Law Enforcement in Hamilton from 1833 to 1967. P.18,37,20,34,35



## HONORARY LIFETIME MEMBER OF THE SOCIETY

### **Congratulations to our first Honorary Lifetime Member of the Hamilton Police Historical Society and Museum**

**Darryl N. Buckle**, retired Police Constable and former HPS historian and curator, was selected by the Board of Directors to be our **first Honorary Lifetime Member** of the Hamilton Police Historical Society and Museum.

During the 1970's, Darryl became both the police historian and museum curator and held those positions until he retired at the end of June 1992. His knowledge and passion for police history have made a difference in helping to share and preserve historical information about the Hamilton Police Service.

On Friday, December 13, 2019, Darryl was presented with a framed Honorary Lifetime Member Certificate. In the photo are L to R, Dave Bowen (Vice President), Pieter Ciere (Director and museum curator), Sergeant Brian Buckle, The Royal Hamilton Light Infantry (Darryl's son), Tim Fletcher (retired member of the Identification Branch and former museum curator), P.C. David Kerkhof (President & HPS historian) along with Darryl Buckle in front.

## CALL BOX – TUCK SHOP

The Tuck Shop was approved by Chief Kenneth Robertson in July 2001 and has operated under an agreement with the Chief's office since then.

The Tuck shop is operated entirely by volunteers from the Hamilton Police Retirees Association with support and space provided by the Hamilton Police Service. All profits are used to support a variety of charities and the museum at the direction of the Hamilton Police Retirees Association.

Retirees Ted Yarmel and Tom Shea were the first volunteer operators of the Tuck Shop known as The Call Box. They have spent countless hours volunteering their time and expertise to ensure the success of the Tuck Shop along with the following retiree volunteers:

Lloyd Mirka	John Courtney	Bob Slack
Dave Bowen	Michel Fauvelle	Maggie Pepe-Hutton
Sandra Muir	Ron Morelli	Wendy Passmore

In 2019, the Board of Directors of the Society had discussions with the Hamilton Retirees Association about moving the management and operation of the Tuck shop to the Society since the monies raised by sales were being directed to the museum. It was agreed that the move would take place when the Society became Incorporated as a not-for-profit corporation.

On September 16, 2019, the Society was Incorporated as a new historical organization through affiliation with the Ontario Historical Society (OHS), Special OHS Act, 1899. Since that time, the Society is moving forward to accept management and operation of the Tuck Shop. In addition, a new agreement with the Hamilton Police Service has been developed.

The Call Box Tuck Shop has an array of merchandise proudly sporting the Hamilton Police Service crest including golf shirts, t-shirts, jackets, mugs, lanyards, etc. More recently the Tuck Shop has several different Challenge Coins available for sale. The Hamilton Police Service logo is shown on one side of the coin and on the opposite side are shown various units (e.g. K-9 Unit, Marine Unit, Communications) including the Hamilton Police Museum.

Hours of operation: Tuesdays and Thursdays – 2:00 pm to 4:00 pm

Location: Central Police Station, 155 King William Street,  
Hamilton, ON L8R 1A7

Telephone: (905) 540-6290

E-mail: [hps.tuckshop@gmail.com](mailto:hps.tuckshop@gmail.com)

**“The Call Box Tuck Shop has an array of merchandise proudly sporting the Hamilton Police Service crest**



*Bill Tasker, Photo taken in 1920 at Barton & Sanford Streets.*



ONLY  
**\$20**  
EACH

# HAMILTON POLICE SERVICE CHALLENGE COINS

- HIGH QUALITY CRAFTSMANSHIP
- STANDARD 1.75" SIZE
- 3-DIMENSIONAL
- DOUBLE PLATED

ALL COINS HAVE THE HPS  
LOGO ON ONE SIDE AND  
ARE UNIT SPECIFIC ON THE  
OTHER SIDE

K-9 UNIT



MARINE UNIT



HONOUR GUARD



COMMUNICATIONS



HISTORICAL SOCIETY



\*COURTS

UNIFORM PATROL



TRAFFIC



FOR INQUIRIES OR TO PLACE AN ORDER EMAIL [HPSHISTORIAN@GMAIL.COM](mailto:hps historian@gmail.com).  
PAYMENT IS ACCEPTED THROUGH E-TRANSFER. IF SHIPPING IS REQUIRED, PLEASE ADD \$5.00 S&H.

LIMITED QUANTITIES ARE AVAILABLE FOR CASH PURCHASE AT THE CALL BOX TUCK SHOP.  
ALL PROCEEDS SUPPORT THE HAMILTON POLICE HISTORICAL SOCIETY AND MUSEUM.



# INTERNATIONAL POLICE MUSEUM CONFERENCES

## International Police Museum Conference, Winnipeg, Manitoba, June 5-7, 2018

Constable David Kerkhof (President and HPS Historian) and retired Inspector Dave Bowen (Vice President) attended the three-day conference with funding support from the Hamilton Police Service. Retired Superintendent Lynda Bowen also attended the conference. There were approximately 40 attendees, half of which were from the United States and the rest from Canada.

The first day began at the new Winnipeg Police Headquarters, which was built in a renovated Canada Post Depot, where we were greeted by Police Chief Smyth and Winnipeg Police Museum curator, retired Constable Randy James. The morning was spent discussing how to exhibit questionable material in a sensitive and appropriate manner.

The early afternoon was spent touring the Winnipeg Police Museum which is located right off the front lobby of the Winnipeg Police Headquarters allowing for easy public access. The museum consists of 5,000 square feet of displays showcasing the history of former amalgamated departments, unit histories, Fallen Officers and a section containing three police motorcycles and a REO Speedwagon. On the opposite side of the lobby is another space containing an old wagon, hovercraft and police cruiser. They also have a 5,000 square foot storage space off-site. The museum operates a small gift shop with proceeds directed back to the museum. The museum is operated by an independent, charitable organization called the Winnipeg Police Museum and Historical Society. This Society is made up of current and former police members who operate the museum on behalf of the Police Service. As a charitable, independent organization, they fund the operation of the museum through donations and government grants in addition to their gift shop sales. This model seems to be a best practice amongst other agencies with whom we had contact.

The late afternoon was spent at Lower Fort Garry National Historic Site. Dating back to the 1850's, the Fort was a central trading ground for the Hudson's Bay Company who shipped pelts and furs back to England. The Fort also served as a barracks for military as well as Northwest Mounted Police and even includes a gaol on site.

Wednesday morning was spent exploring ways to tell the interesting stories of history without relying on merely giving facts. We looked at how to make signage, how to pick fonts and colours as well as installing low-cost but effective LED lighting for displays. In the afternoon we toured historic sites around the City of Winnipeg including a boat and trolley tour. The evening was spent at the newly established Canadian Human Rights Museum - one of the few federal museums outside of the Ottawa Region. This museum is an architectural marvel and has become an iconic symbol for the City of Winnipeg with a glass tower that allows for a view of the whole City. The museum had many thought-provoking displays dealing with subjects such as the Holocaust, genocide, women's rights, LGBTQ2+ rights and Indigenous Residential Schools.

Thursday morning, we listened to a lecture from the curator of the Canadian Museum for Human Rights, Dr. Jeremy Maron, who discussed undoing cultural erasure and the importance of honesty and sensitivity. Following this, retired Winnipeg Police Chief Devon Clunis and retired Staff Sergeant Steve Jones talked about their trip to New York City after the 9/11 attack to assist in debriefing Emergency Services personnel involved in rescue and recovery and the trauma they experienced. Their lecture served as a model for helping front-line officers deal with and process tragedy in a manner which helps them appropriately process traumatic events and be able to return to work and be functional and productive again. The afternoon was spent listening to the



keynote speaker for the week, Alexandra Drakakis, curator for the 9/11 Museum at Ground Zero in New York City. The museum occupies a space of 110,000 square feet. She discussed how the museum created exhibits that come from a difficult narrative - to tell the story in a way that preserves and honours the lives lost but doesn't traumatize those that visit. Her lecture was very informative and inspirational.

The conference was very worthwhile, both from a knowledge-gaining and networking perspective. We were encouraged, especially by members from the Sudbury Police, OPP, and Toronto Police to incorporate our Society allowing us to be eligible for Charitable donations and government grants, thus taking strain away from police budgets. Next year's convention is being hosted by Calgary, and in California for 2020. For the year 2021, Toronto and the OPP volunteered to co-host.

## **International Police Museum Conference, Calgary Alberta, June 24-27, 2019**

Retired Staff Sergeant Pieter Ciere (Director and HPS Curator) attended the three-day conference. Unfortunately, conference funding support was not available in 2019.

The Calgary Police Museum is attached to the Calgary Police Headquarters. The title of the museum is Youthlink Calgary Police Interpretive Centre. This Museum collects archives from retired members, families of members who have passed away and from the Police Service. The Police Service collects and donates notes, emails, uniforms and other items they find from their long and interesting history.

The building is a five million-dollar two story building. A helicopter is displayed hanging from the ceiling. The museum is supported by donations from community volunteer groups. There are 20 full time and 30 volunteers that manage and collocate the items. They are sorted by years of use, male or female, paper, and uniform items.

The aim of the museum is to reach out to youth of the community. Students are transported to the museum from the city using their own buses. At the museum the students learn about various police related areas of operations. Students see how police wear the various pieces equipment while on patrol during their tour of duty, including tasers, asps, bullet resistant vests, winter gear just to name a few.

Students also learn how to avoid conflicts with the use of audio video equipment. They are shown a film of how a former street gang leader, now in jail, recruit youth to become street gang members. It even shows some of the street gang members who were killed.

Highlights of the conference included a visit to the Calgary City Museum, The Armed Services Museum and the Calgary Zoo where we had breakfast with the pandas on loan from the Chinese Government.





## A NEW SOCIETY LOGO

A new Society logo was created and adopted by the Board of Directors at a meeting on September 18, 2018. The logo was designed for the purpose of consistent and recognizable branding for online and imprint.

## AFFILIATIONS

The Hamilton Police Historical Society and Museum Inc. is an affiliate member of the **Hamilton-Wentworth Heritage Association** and the **Ontario Historical Society**.

## IN REMEMBRANCE

In remembrance of **Margaret Houghton**, from the Hamilton Public Library, whose knowledge, expertise and support of police history has been of tremendous help to our museum. She will be greatly missed.

## BUDGET

The Hamilton Police Historical Society and Museum's financial year commences on the 1st September and ends on the 31st of August in each calendar year. Commencing in 2020, the Society will prepare an annual budget and report on financial matters in future Annual Reports.





## SUPPORTING YOUR MUSEUM

The Hamilton Police Historical Society and Museum's success is due to the generosity of active, former and retired members and their families who donate artifacts and photos. We gratefully accept these items and incorporate them into our archives and/or exhibits. Please keep the Museum in mind if you have old photographs, digital images, or other articles of police memorabilia you would like to share with us or donate to the Museum.

The Museum is regularly looking for volunteers to assist with projects and tours. Please contact the HPS Historian, Dave Kerkhof if you would like to become involved.

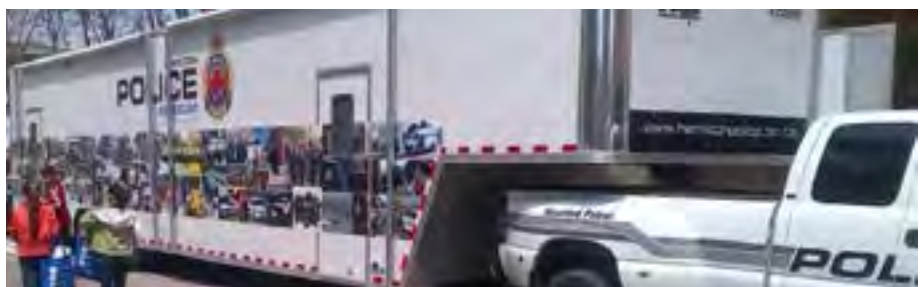
**HAMILTON POLICE HISTORICAL SOCIETY AND MUSEUM, INC.**  
**314 Wilson Street E., Ancaster, Ontario, Canada**

**Mailing Address:** 155 King William Street  
 Hamilton, ON L8R 1A7

**E-mail:** [hpshistorian@gmail.com](mailto:hpshistorian@gmail.com)

**Voicemail:** (905) 648-6404

**Hours of operation:** Fridays from 2:00 to 4:00 p.m.



# JOIN OUR MEMBERSHIP OR DONATE

Annual Memberships are available for those who have an interest in police history and wish to join a group of people committed to the preservation, protection and promotion of our shared police history. You may also choose to donate to support our activities.

## 1. ANNUAL MEMBERSHIP CATEGORY

☐ **Active Membership \$20.00**

Individuals who support the purposes of the museum and who are: (please check applicable box below)

☐ presently serving member of the Hamilton Police Service;

☐ retired member of the Hamilton Police Service;

☐ retired member of a department which amalgamated to become the Hamilton Police Service;  
or an employee of the Hamilton Police Association.

*Active members are Voting members.*

☐ **Associate Membership \$20.00**

Individuals who support the purposes of the museum.

*Associate members are Non-voting members.*

***All memberships are subject to approval by the Board of Directors.***

## 2. ADDITIONAL DONATION

I would like to make a donation: ☐ In Honor/Memory of \_\_\_\_\_ \$ \_\_\_\_\_

## 3. PAYMENT INFORMATION

☐ Cheque/Money Order payable to: **Hamilton Police Historical Society and Museum Inc.**

☐ Cash (accepted in person only – do not mail cash)

**Please contact us by email at: [hpshistorian@gmail.com](mailto:hpshistorian@gmail.com) or leave a message on our voice mail at (905) 648-6404 for Annual Membership information/payment or should you wish to make an extra donation to help in our efforts.**





# HAMILTON POLICE HISTORICAL SOCIETY AND MUSEUM, INC.

## Board of Directors

(First Directors of the Society)

<b>P.C. David Kerkhof</b>	President
<b>David Bowen</b>	Vice President
<b>Alison Hood</b>	Secretary
<b>Michel Fauvelle</b>	Treasurer
<b>Pieter Ciere</b>	Director
<b>Patti Cole-Stever</b>	Director
<b>Terry Hill</b>	Director
<b>Jayne Lawson</b>	Director
<b>S/Sgt Frank Miscione</b>	Director
<b>Bob Slack</b>	Director

Note: Patti Cole-Stever (retired P.C.) and S/Sgt. Frank Miscione have resigned from the Board. Our sincere thanks to both Patti and Frank for their important contribution of time and effort to serve as Board Members.

We welcome new Board Members **Kelly Dziemianko**, a retired police civilian member, and **S/Sgt. Greg Doerr**, Executive Officer to the Chief of Police.

## THANK YOU

The Board wishes to express their sincere gratitude and appreciation for the ongoing support of Chief Eric Girt, the Hamilton Police Service and the Hamilton Police Services Board. Their support directly results in our continued success.

ANNUAL REPORT 2018/2019

Editor: **Alison Hood**

Assistant Editor: **Dave Kerkhof**

