NIKOLA TESLA
EDUCATIONAL CORPORATION

Let's Celebrate

120th

Anniversary

Electric City

Hamilton

DECEW I GENERATING STATION

ONTARIO POWER GENERATION

A brief history of how and why Hamilton became the **Electric City**

1888 – Tesla patents the new system for producing & transmitting electricity

1989 – Westinghouse buys Tesla's patents

1889-1893 - War of Currents AC vs. DC

1893 – Columbus World Fair – Chicago – demonstrates superiority of AC
- Decision – Niagara Falls will use AC system developed by Tesla

1894 – John Patterson & Spectator reporter visit Adams Power Plant Niagara Falls NY

1896 – Tesla consulted and approves plans of 5 Johns to send power to Hamilton

A brief history of how and why Hamilton became the **Electric City**

1896 – Cataract Power Company of Hamilton formed

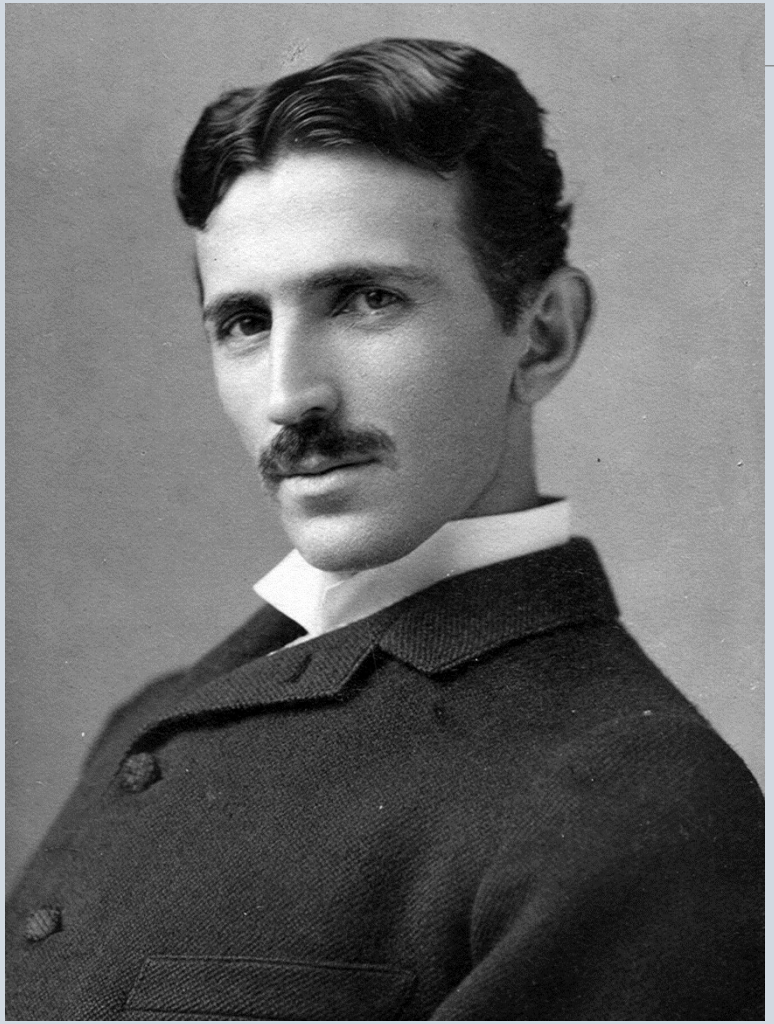
1897 – construction begins on Decew Power Generation Station

1897 – Westinghouse building his plant in Hamilton

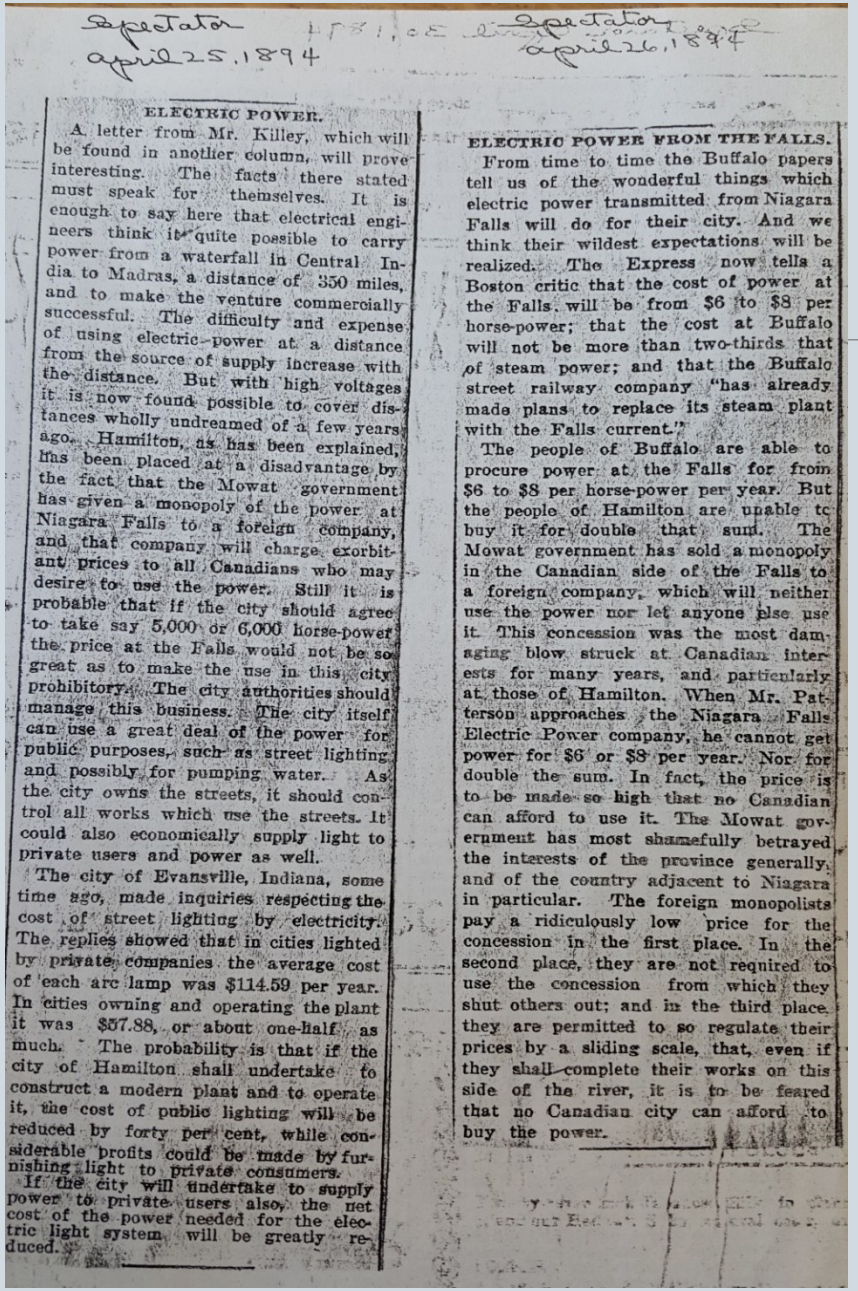
1898 – August 25 – “Power Turned On”

1898 – November 12th – official grand opening of Decew Power Generation Station

IMPOSSIBLE WITHOUT NIKOLA TESLA



May 16th, 1888:
Tesla's Speech
"A New System of Alternate-Current Motors and Transformers" paper was read before the American Institute of Electrical Engineers (now the IEEE) at Columbia University in New York.



Spectator
april 25, 1894

ELECTRIC POWER.

A letter from Mr. Killey, which will be found in another column, will prove interesting. The facts there stated must speak for themselves. It is enough to say here that electrical engineers think it quite possible to carry power from a waterfall in Central India to Madras, a distance of 350 miles, and to make the venture commercially successful. The difficulty and expense of using electric power at a distance from the source of supply increase with the distance. But with high voltages it is now found possible to cover distances wholly undreamed of a few years ago. Hamilton, as has been explained, has been placed at a disadvantage by the fact that the Mowat government has given a monopoly of the power at Niagara Falls to a foreign company, and that company will charge exorbitant prices to all Canadians who may desire to use the power. Still it is probable that if the city should agree to take say 5,000 or 6,000 horse-power the price at the Falls would not be so great as to make the use in this city prohibitory. The city authorities should manage this business. The city itself can use a great deal of the power for public purposes, such as street lighting and possibly for pumping water. As the city owns the streets, it should control all works which use the streets. It could also economically supply light to private users and power as well.

The city of Evansville, Indiana, some time ago, made inquiries respecting the cost of street lighting by electricity. The replies showed that in cities lighted by private companies the average cost of each arc lamp was $114.59 per year. In cities owning and operating the plant it was $57.88, or about one-half as much. The probability is that if the city of Hamilton shall undertake to construct a modern plant and to operate it, the cost of public lighting will be reduced by forty per cent, while considerable profits could be made by furnishing light to private consumers.

If the city will undertake to supply power to private users also, the net cost of the power needed for the electric light system will be greatly reduced.

Spectator
april 26, 1894

ELECTRIC POWER FROM THE FALLS.

From time to time the Buffalo papers tell us of the wonderful things which electric power transmitted from Niagara Falls will do for their city. And we think their wildest expectations will be realized. The Express now tells a Boston critic that the cost of power at the Falls will be from $6 to $8 per horse-power; that the cost at Buffalo will not be more than two-thirds that of steam power; and that the Buffalo street railway company "has already made plans to replace its steam plant with the Falls current."

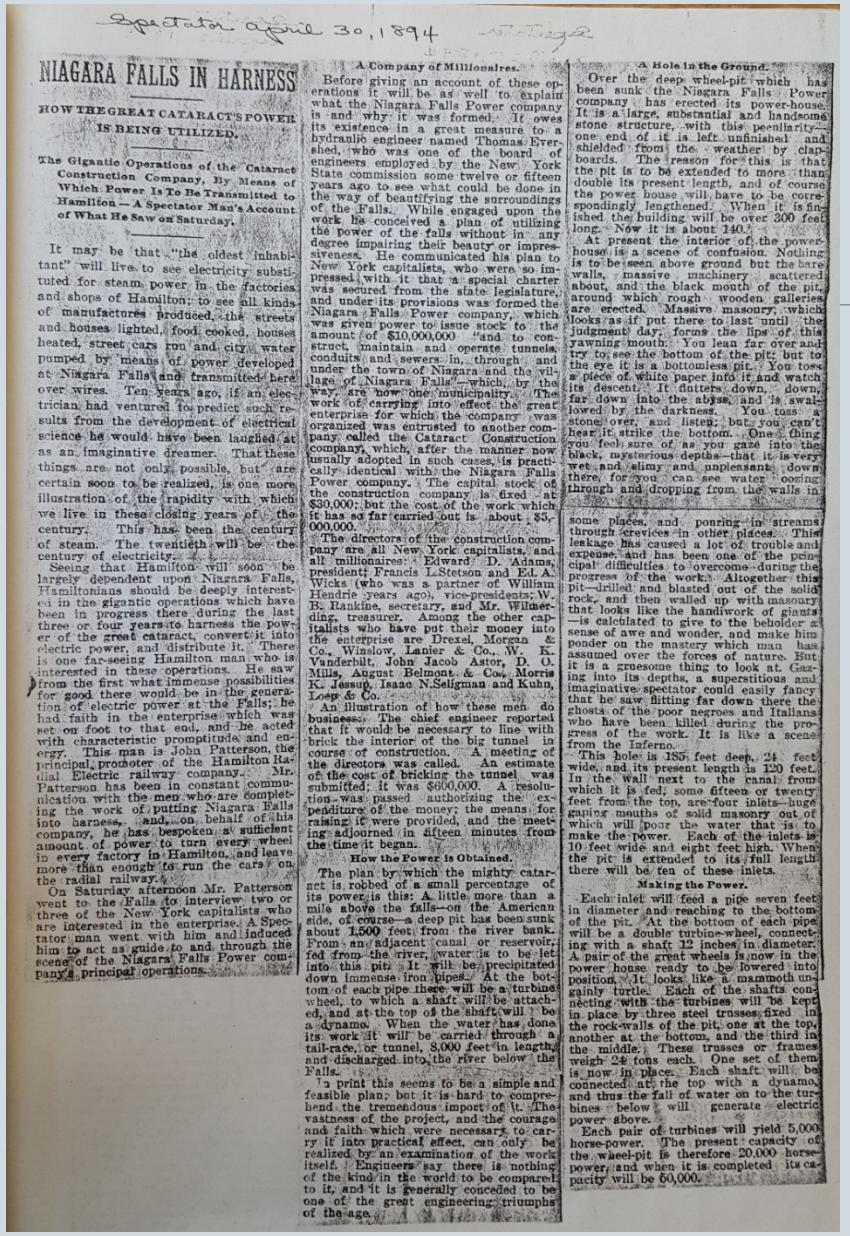
The people of Buffalo are able to procure power at the Falls for from $6 to $8 per horse-power per year. But the people of Hamilton are unable to buy it for double that sum. The Mowat government has sold a monopoly in the Canadian side of the Falls to a foreign company, which will neither use the power nor let anyone else use it. This concession was the most damaging blow struck at Canadian interests for many years, and particularly at those of Hamilton. When Mr. Patterson approaches the Niagara Falls Electric Power company, he cannot get power for $6 or $8 per year. Nor for double the sum. In fact, the price is to be made so high that no Canadian can afford to use it. The Mowat government has most shamefully betrayed the interests of the province generally, and of the country adjacent to Niagara in particular. The foreign monopolists pay a ridiculously low price for the concession in the first place. In the second place, they are not reqnired to use the concession from which they shut others out; and in the third place, they are permitted to so regulate their prices by a sliding scale, that, even if they shall complete their works on this side of the river, it is to be feared that no Canadian city can afford to buy the power.

Spectator April 1894

Electric Power

Mowat gov't gave rights to foreign company…

Mr. Patterson approaches the Niagara Falls Electric Power Company, he cannot get power … Not for double sum. In fact **the price is made so high that no Canadian can afford to use it.**



Spectator April 30, 1894

NIAGARA FALLS IN HARNESS

HOW THE GREAT CATARACT'S POWER IS BEING UTILIZED.

The Gigantic Operations of the Cataract Construction Company, By Means of Which Power Is To Be Transmitted to Hamilton — A Spectator Man's Account of What He Saw on Saturday.

It may be that "the oldest inhabitant" will live to see electricity substituted for steam power in the factories and shops of Hamilton; to see all kinds of manufactures produced, the streets and houses lighted, food cooked, houses heated, street cars run and city water pumped by means of power developed at Niagara Falls and transmitted here over wires. Ten years ago, if an electrician had ventured to predict such results from the development of electrical science he would have been laughed at as an imaginative dreamer. That these things are not only possible, but are certain soon to be realized, is one more illustration of the rapidity with which we live in these closing years of the century. This has been the century of steam. The twentieth will be the century of electricity.

Seeing that Hamilton will soon be largely dependent upon Niagara Falls, Hamiltonians should be deeply interested in the gigantic operations which have been in progress there during the last three or four years to harness the power of the great cataract, convert it into electric power, and distribute it. There is one far-seeing Hamilton man who is interested in these operations. He saw from the first what immense possibilities for good there would be in the generation of electric power at the Falls; he had faith in the enterprise which was set on foot to that end, and he acted with characteristic promptitude and energy. This man is John Patterson, the principal promoter of the Hamilton Radial Electric railway company. Mr. Patterson has been in constant communication with the men who are completing the work of putting Niagara Falls into harness, and, on behalf of his company, he has bespoken a sufficient amount of power to turn every wheel in every factory in Hamilton, and leave more than enough to run the cars on the radial railway.

On Saturday afternoon Mr. Patterson went to the Falls to interview two or three of the New York capitalists who are interested in the enterprise. A Spectator man went with him and induced him to act as guide to and through the scene of the Niagara Falls Power company's principal operations.

A Company of Millionaires.

Before giving an account of these operations it will be as well to explain what the Niagara Falls Power company is and why it was formed. It owes its existence in a great measure to a hydraulic engineer named Thomas Evershed, who was one of the board of engineers employed by the New York State commission some twelve or fifteen years ago to see what could be done in the way of beautifying the surroundings of the Falls. While engaged upon the work he conceived a plan of utilizing the power of the falls without in any degree impairing their beauty or impressiveness. He communicated his plan to New York capitalists, who were so impressed with it that a special charter was secured from the state legislature, and under its provisions was formed the Niagara Falls Power company, which was given power to issue stock to the amount of $10,000,000 "and to construct, maintain and operate tunnels, conduits and sewers in, through and under the town of Niagara and the village of Niagara Falls" which, by the way, are now one municipality. The work of carrying into effect the great enterprise for which the company was organized was entrusted to another company called the Cataract Construction company, which, after the manner now usually adopted in such cases, is practically identical with the Niagara Falls Power company. The capital stock of the construction company is fixed at $30,000; but the cost of the work which it has so far carried out is about $5,000,000.

The directors of the construction company are all New York capitalists, and all millionaires: Edward D. Adams, president; Francis L. Stetson and Ed. A. Wicks (who was a partner of William Hendrie years ago), vice-presidents; W. B. Rankine, secretary, and Mr. Wilmerding, treasurer. Among the other capitalists who have put their money into the enterprise are Drexel, Morgan & Co., Winslow, Lanier & Co., W. K. Vanderbilt, John Jacob Astor, D. O. Mills, August Belmont & Co., Morris K. Jessup, Isaac N. Seligman and Kuhn, Loeb & Co.

An illustration of how these men do business. The chief engineer reported that it would be necessary to line with brick the interior of the big tunnel in course of construction. A meeting of the directors was called. An estimate of the cost of bricking the tunnel was submitted; it was $600,000. A resolution was passed authorizing the expenditure of the money; the means for raising it were provided, and the meeting adjourned in fifteen minutes from the time it began.

How the Power Is Obtained.

The plan by which the mighty cataract is robbed of a small percentage of its power is this: A little more than a mile above the falls—on the American side, of course—a deep pit has been sunk about 1,500 feet from the river bank. From an adjacent canal or reservoir, fed from the river, water is to be let into this pit. It will be precipitated down immense iron pipes. At the bottom of each pipe there will be a turbine wheel, to which a shaft will be attached, and at the top of the shaft will be a dynamo. When the water has done its work it will be carried through a tail-race, or tunnel, 8,000 feet in length, and discharged into the river below the Falls.

To print this seems to be a simple and feasible plan; but it is hard to comprehend the tremendous import of it. The vastness of the project, and the courage and faith which were necessary to carry it into practical effect, can only be realized by an examination of the work itself. Engineers say there is nothing of the kind in the world to be compared to it, and it is generally conceded to be one of the great engineering triumphs of the age.

A Hole in the Ground.

Over the deep wheel-pit which has been sunk the Niagara Falls Power company has erected its power-house. It is a large, substantial and handsome stone structure, with this peculiarity—one end of it is left unfinished and shielded from the weather by clapboards. The reason for this is that the pit is to be extended to more than double its present length, and of course the power house will have to be correspondingly lengthened. When it is finished the building will be over 300 feet long. Now it is about 140.

At present the interior of the power-house is a scene of confusion. Nothing is to be seen above ground but the bare walls, massive machinery scattered about, and the black mouth of the pit, around which rough wooden galleries are erected. Massive masonry, which looks as if put there to last until the judgment day, forms the lips of this yawning mouth. You lean far over and try to see the bottom of the pit; but to the eye it is a bottomless pit. You toss a piece of white paper into it and watch its descent. It flutters down, down, far down into the abyss, and is swallowed by the darkness. You toss a stone over, and listen; but you can't hear it strike the bottom. One thing you feel sure of as you gaze into the black, mysterious depths—that it is very wet and slimy and unpleasant down there, for you can see water oozing through and dropping from the walls in some places, and pouring in streams through crevices in other places. This leakage has caused a lot of trouble and expense, and has been one of the principal difficulties to overcome during the progress of the work. Altogether this pit—drilled and blasted out of the solid rock, and then walled up with masonry that looks like the handiwork of giants—is calculated to give to the beholder a sense of awe and wonder, and make him ponder on the mastery which man has assumed over the forces of nature. But it is a gruesome thing to look at. Gazing into its depths, a superstitious and imaginative spectator could easily fancy that he saw flitting far down there the ghosts of the poor negroes and Italians who have been killed during the progress of the work. It is like a scene from the Inferno.

This hole is 185 feet deep, 24 feet wide, and its present length is 120 feet. In the wall next to the canal from which it is fed, some fifteen or twenty feet from the top, are four inlets—huge gaping mouths of solid masonry out of which will pour the water that is to make the power. Each of the inlets is 10 feet wide and eight feet high. When the pit is extended to its full length there will be ten of these inlets.

Making the Power.

Each inlet will feed a pipe seven feet in diameter and reaching to the bottom of the pit. At the bottom of each pipe will be a double turbine-wheel, connecting with a shaft 12 inches in diameter. A pair of the great wheels is now in the power house ready to be lowered into position. It looks like a mammoth ungainly turtle. Each of the shafts connecting with the turbines will be kept in place by three steel trusses fixed in the rock-walls of the pit, one at the top, another at the bottom, and the third in the middle. These trusses or frames weigh 24 tons each. One set of them is now in place. Each shaft will be connected at the top with a dynamo, and thus the fall of water on to the turbines below will generate electric power above.

Each pair of turbines will yield 5,000 horse-power. The present capacity of the wheel-pit is therefore 20,000 horse-power, and when it is completed its capacity will be 50,000.

Spectator April 30, 1894

Niagara Falls in Harness

How the great cataracts power is being utilized

"**It may be "the oldest inhabitants" will live to see electricity substitute power** in the factories and shops of Hamilton; to see all kinds of manufactures produced, the streets and houses lighted, food cooked, houses heated, street cars run and city water pumped by means of dover developed at Niagara Falls and transmitted here over wires."

"On Saturday afternoon **Mr. Patterson** went to the Falls to interview two or three of the New York Capitalist…"

Electrical News – August 1896

CANADIAN
ELECTRICAL NEWS
AND
STEAM ENGINEERING JOURNAL.

VOL. VI. AUGUST, 1896

ELECTRICAL POWER TRANSMISSION TO HAMILTON.

THE Cataract Power Company has been incorporated at Hamilton, with a capital stock of $99,000, for the purpose of transmitting electric power from DeCew Falls to Hamilton, a distance of 32 miles. The promoters of the company are Hon. J. M. Gibson, James Dixon, John Moodie, John William Sutherland, John Patterson, and Edmund Brown Patterson, all of Hamilton. DeCew Falls are situated about two miles from St. Catharines and receive a constant and unfailing supply of water from Lake Erie. The height of the fall is about 270 feet. The depth of water at the brow of the fall is about 5 inches, and the width about 18 feet. This comparatively small body of water, operating upon water wheels from the height mentioned, is capable of generating 2,500 horse power. The only purpose served at present by this magnificent water power is the operation of a couple of small mills. The Cataract Power Company have acquired the sole ownership of the water privilege, and are understood to have gone very thoroughly into the practicability of the scheme for transmitting the power to Hamilton. No particulars are as yet obtainable regarding the system or methods to be adopted for transmission, but the details are said to have been carefully worked out and submitted to Nikola Tesla and other electrical experts, who have approved of them.

HON. J. M. GIBSON,
President Cataract Power Company, Hamilton.

The company have submitted to the Hamilton Street Railway Co., Hamilton and Dundas Railway Co., Hamilton, Grimsby and Beamsville Railway Co., Hamilton Electric Light and Power Co., and other large power users, a proposition to supply them with power at a cost very much below what they are paying under present conditions. The proposition is that the power shall be supplied under guarantee, so that the purchaser is asked to assume no risk whatever. If the company succeed in getting the acceptance of their proposition from the leading power users, the work of installing the necessary plant will be at once proceeded with. The total cost of carrying the enterprise to completion is estimated at nearly a quarter of a million dollars. If carried out this will be the longest electric power transmission line in the Dominion, and one of the longest in the world.

The further development of so important an enterprise, and one which bears to some extent the character of an experiment, will be watched with much interest. The recent declaration of Nikola Tesla that he has solved the means of successfully transmitting electric power for commercial purposes to a distance of 500 miles, augurs well for the success of this and enterprises of like character in the future.

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The Hamilton Spectator

HAMILTON, CANADA, FRIDAY, AUGUST 26, 1898.

POWER TURNED ON

Cataract Company's Powerful Machinery Set in Motion at Decew's Falls Yesterday Afternoon.

The Current Reaches Hamilton and Makes Things Lively at the Sub-Station.

Volts, Numbering 22,000, Are Converted to 2,400 Volts—The Start Was Most Successful.

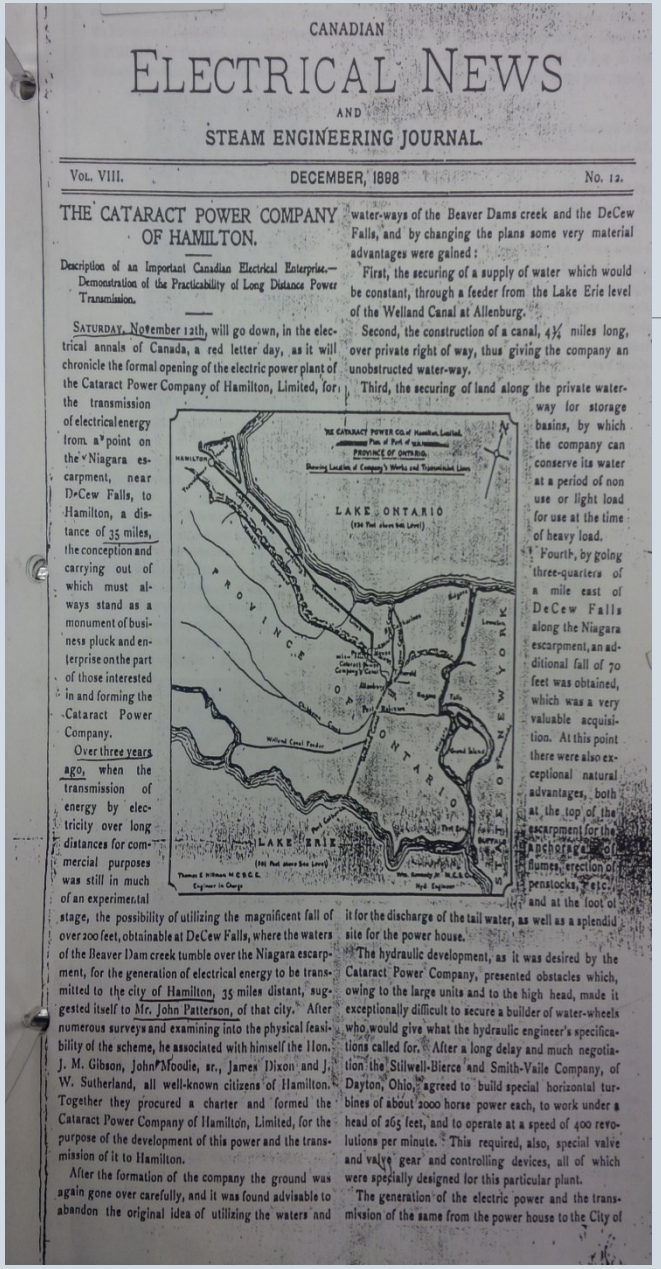
Yesterday was an important day for the directors of the Cataract Power company. It marked the near completion of the company's plans for supplying city business men with power for their works and factories. Out at Decew's falls—33 miles away—were gathered representatives of the company and Manager Leyden, and the big machinery was set in motion without a hitch. The water from the Welland canal was turned into the penstock, and 200 feet below the big turbines revolved and set the generators in motion to turn out electrical power and send it along the wires to Hamilton.

At the city end—in the sub-station on Victoria avenue north—yesterday afternoon were waiting a small party of interested citizens, among them John Patterson, J. Moodie and J. Moodie, jr. At 4 o'clock the power flowed into the two transformers and a 30 horse power motor, giving ample indication that the work so far was a success. From 4 to 10 o'clock the power continued, the visible evidence, besides the motor, being an immense star inside and a maple leaf outside the building, both in incandescent lamps, and an arc lamp.

The power being brought from the generating station is 22,000 volts, the highest potential known in Canada. By means of the two transformers this is reduced to 2,400 volts for city use. When all the connections are complete the power will be carried from the transformers along ducts in the floor of the station, through which air is blown by a fan. From there it will be carried to the wires, and into the premises of those who have purchased power. The company's biggest customer is the Hamilton Electric Light and Power company, and the Cataract managers will get their lines into the works as soon as possible. They hope to have everything in working order within a few weeks.

The power at the Victoria avenue station will be turned on again this afternoon.

It is intended to have a formal opening of the works as soon as things have been fixed up in ship-shape order



CANADIAN

ELECTRICAL NEWS

AND

STEAM ENGINEERING JOURNAL.

VOL. VIII. DECEMBER, 1898 No. 12.

THE CATARACT POWER COMPANY OF HAMILTON.

Description of an Important Canadian Electrical Enterprise.—Demonstration of the Practicability of Long Distance Power Transmission.

SATURDAY, November 12th, will go down, in the electrical annals of Canada, a red letter day, as it will chronicle the formal opening of the electric power plant of the Cataract Power Company of Hamilton, Limited, for the transmission of electrical energy from a point on the Niagara escarpment, near DeCew Falls, to Hamilton, a distance of 35 miles, the conception and carrying out of which must always stand as a monument of business pluck and enterprise on the part of those interested in and forming the Cataract Power Company.

Over three years ago, when the transmission of energy by electricity over long distances for commercial purposes was still in much of an experimental stage, the possibility of utilizing the magnificent fall of over 200 feet, obtainable at DeCew Falls, where the waters of the Beaver Dam creek tumble over the Niagara escarpment, for the generation of electrical energy to be transmitted to the city of Hamilton, 35 miles distant, suggested itself to Mr. John Patterson, of that city. After numerous surveys and examining into the physical feasibility of the scheme, he associated with himself the Hon. J. M. Gibson, John Moodie, sr., James Dixon and J. W. Sutherland, all well-known citizens of Hamilton. Together they procured a charter and formed the Cataract Power Company of Hamilton, Limited, for the purpose of the development of this power and the transmission of it to Hamilton.

After the formation of the company the ground was again gone over carefully, and it was found advisable to abandon the original idea of utilizing the waters and water-ways of the Beaver Dams creek and the DeCew Falls, and by changing the plans some very material advantages were gained:

First, the securing of a supply of water which would be constant, through a feeder from the Lake Erie level of the Welland Canal at Allenburg.

Second, the construction of a canal, 4¼ miles long, over private right of way, thus giving the company an unobstructed water-way.

Third, the securing of land along the private water-way for storage basins, by which the company can conserve its water at a period of non use or light load for use at the time of heavy load.

Fourth, by going three-quarters of a mile east of DeCew Falls along the Niagara escarpment, an additional fall of 70 feet was obtained, which was a very valuable acquisition. At this point there were also exceptional natural advantages, both at the top of the escarpment for the [illegible] flumes, erection of penstocks, etc., and at the foot of it for the discharge of the tail water, as well as a splendid site for the power house.

The hydraulic development, as it was desired by the Cataract Power Company, presented obstacles which, owing to the large units and to the high head, made it exceptionally difficult to secure a builder of water-wheels who would give what the hydraulic engineer's specifications called for. After a long delay and much negotiation the Stilwell-Bierce and Smith-Vaile Company, of Dayton, Ohio, agreed to build special horizontal turbines of about 2000 horse power each, to work under a head of 265 feet, and to operate at a speed of 400 revolutions per minute. This required, also, special valve and valve gear and controlling devices, all of which were specially designed for this particular plant.

The generation of the electric power and the transmission of the same from the power house to the City of

Canadian Electrical News

and Steam Engineering Journal December 1898

- *"Saturday* ***November 12th, will go down in the electrical annals of Canada , a red letter day,*** *as it will chronical the formal opening of the electrical plant of the Cataract Power Company of Hamilton… DeCew Falls, to Hamilton, a distance of 35 miles, the completion and carrying out of which must always stand as a monument of business pluck and enterprise on the part of those interested in and forming the Cataract Power Company."*

- The 5 Johns overcame, at that time what was a seemingly insurmountable obstacle to transmit energy over such a distance.
- At that time, the highest pressure used was 10,000 volts
- Cataract used 22,000 volts.

Hamilton – Leader in Innovation

Late 1800's – Early 1900's the city was a leader in Innovation

Businesses established and expanded in Hamilton, in part due to the cheapest power anywhere

New manufacturing processes were developed and implemented that propelled Hamilton into a major manufacturing centre.

Nikola Tesla Educational - NTEC

- October 2013 –not knowing history – wanted to link Nikola Tesla to Hamilton
- Surprised by little known fact of Hamilton history
- September 4th, 2014 – NTEC appeared before GIC
- October 2015 – NTEC present to Planning Committee
  - Council Approves Nikola Tesla Blvd – subject to funding to cover signage costs
- April 2016, Funding in place
- July 10th, 2016 – Tesla 160th birthday Nikola Tesla Blvd officially renamed.

NTEC – Delivered

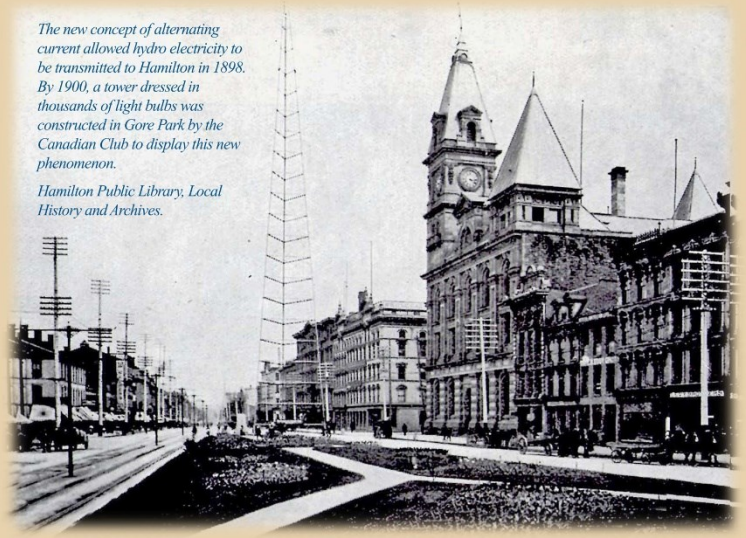
Funding for Nikola Tesla Blvd

Awards to students

1. 54 Nikola Tesla Awards to Grade 8 Students
2. 47 BASEF Nikola Tesla Awards
3. Platinum Sponsor at BASEF 2017
4. $10,000.00 Nikola Tesla Scholarship awarded at McMaster University (only available to local students) – funding for 5 years in place

Presented to over 2,000 students; “Hamilton the Electric City, Nikola Tesla & 5 Johns.”

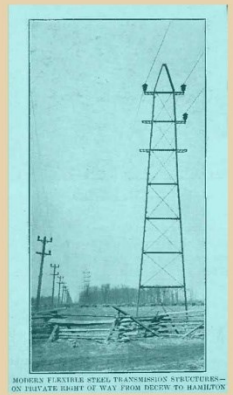
HAMILTON: THE ELECTRIC CITY



The new concept of alternating current allowed hydro electricity to be transmitted to Hamilton in 1898. By 1900, a tower dressed in thousands of light bulbs was constructed in Gore Park by the Canadian Club to display this new phenomenon.

Hamilton Public Library, Local History and Archives.

From the beginning of the 19th century, settlers were attracted to this region by the power of water cascading over the Niagara Escarpment. But it was not until 1896 that five Hamilton businessmen known as "The Five Johns" (John Dickenson, John Gibson, John Moodie Sr., John Patterson and John Sutherland), had the foresight and courage to invest in the new concept of hydro-electric generation and transmission. Backed by the economic strength of the Bank of Hamilton and technical advice from the Royal Electric Company, they formed the Cataract Power Company. With water drawn from the Welland Canal, inexpensive hydro-electric power was generated at DeCew Falls and transmitted 27 miles (43 kilometres), an unheard of distance, to a power sub-station on Victoria Avenue. Thus, Hamilton became the foremost electrified city in Canada and achieved world leadership in electrical power development.



MODERN FLEXIBLE STEEL TRANSMISSION STRUCTURES—ON PRIVATE RIGHT OF WAY FROM DECEW TO HAMILTON

www.archives.org

Postard ca. 1907 showing artist's conception of proposed Hamilton Terminal Station. The glass-covered bay area to the left of the building was never built. www.hamiltonpostcards.com

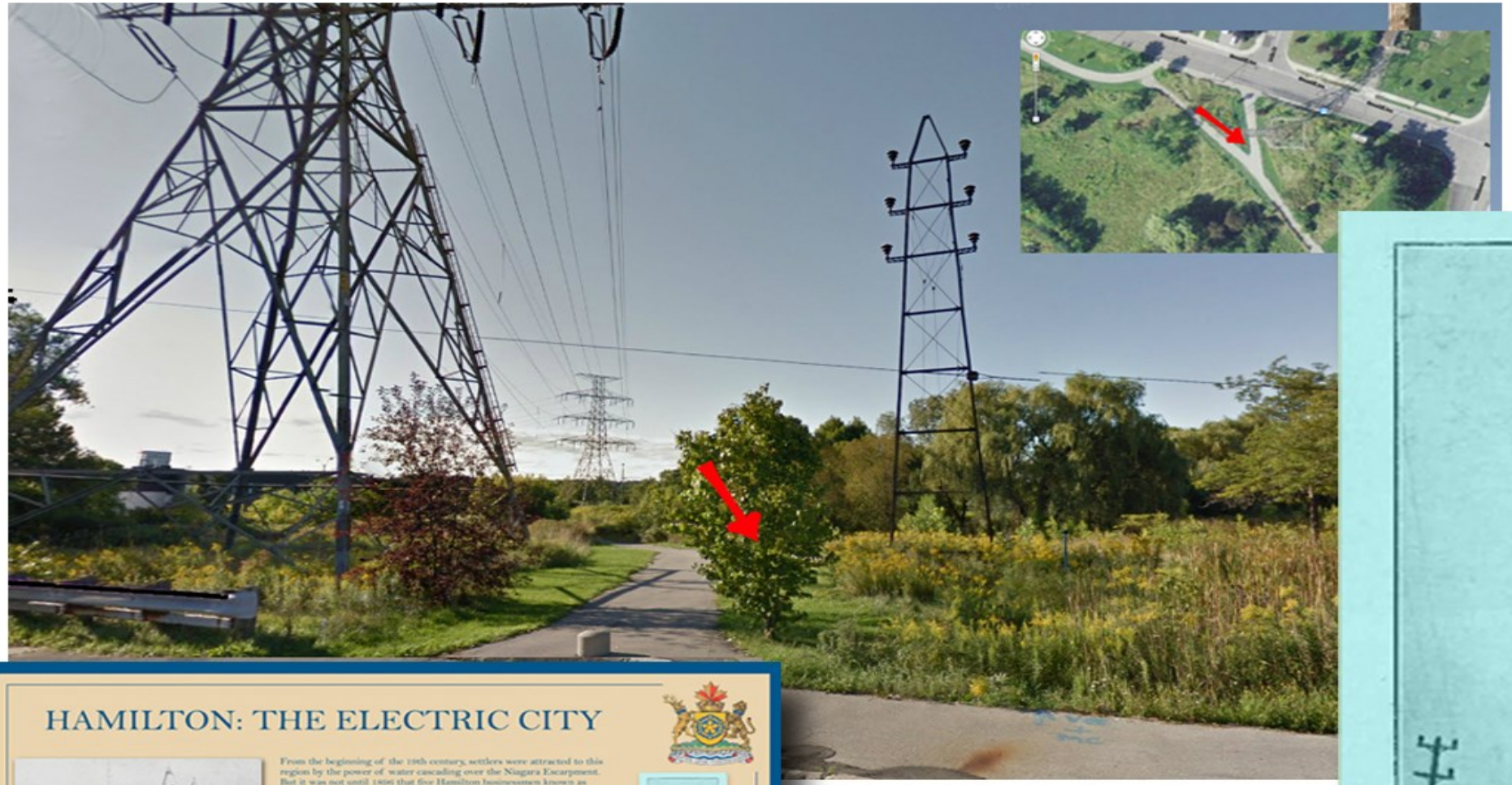
The Cataract Power Company evolved into the Dominion Power and Transmission Company in 1907 with head offices at the Hamilton Terminal Building (seen at left), which became the hub of one of the country's most extensive interurban electric railway systems offering service to Brantford, Dundas, Oakville and Grimsby. The horse-drawn Hamilton Street Railway was one of the first to adopt electricity.

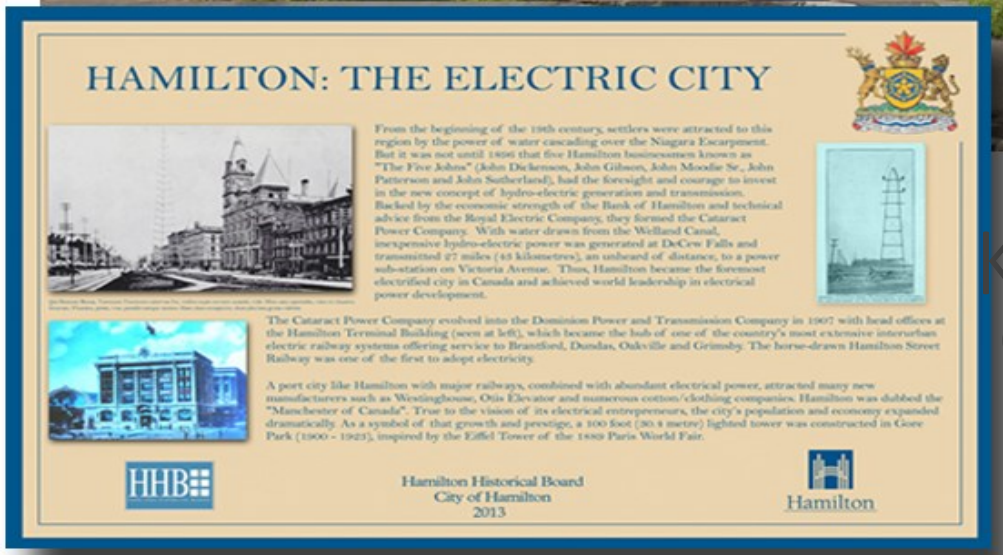
A port city like Hamilton with major railways, combined with abundant electrical power, attracted many new manufacturers such as Westinghouse, Otis Elevator and numerous cotton/clothing companies. Hamilton was dubbed the "Manchester of Canada". True to the vision of its electrical entrepreneurs, the city's population and economy expanded dramatically. As a symbol of that growth and prestige, a 100 foot (30.4 metre) lighted tower was constructed in Gore Park (1900 - 1923), inspired by the Eiffel Tower of the 1889 Paris World Fair.

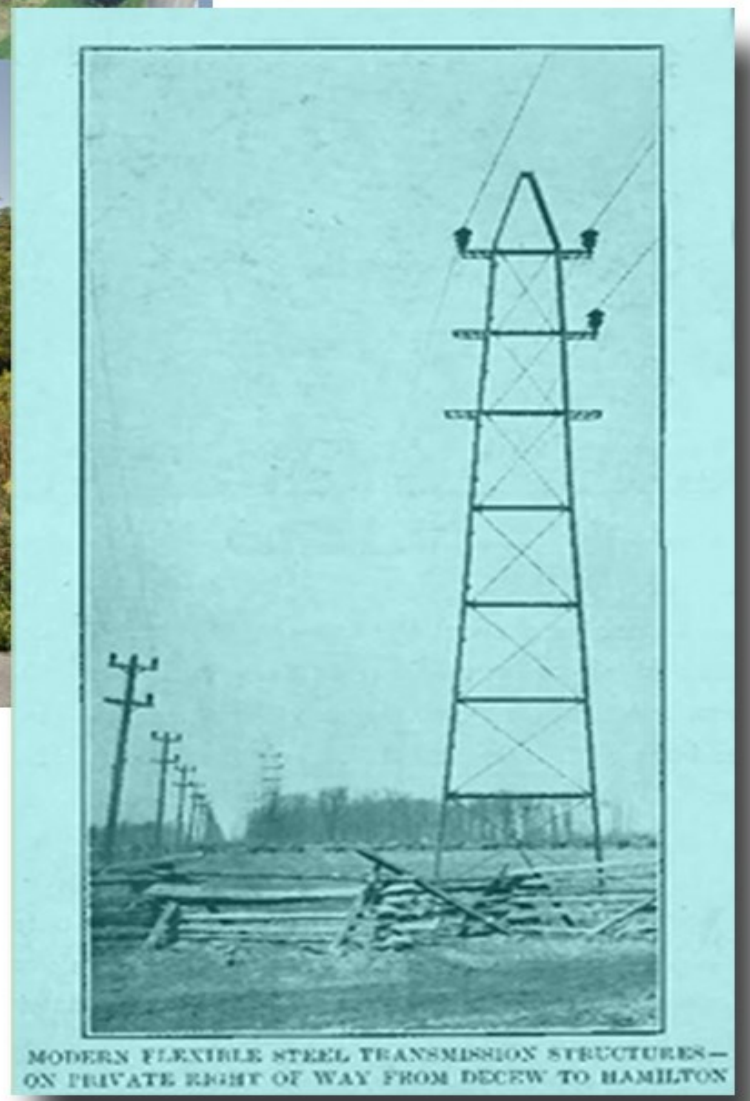
HHB
HAMILTON HISTORICAL BOARD

Hamilton Historical Board
City of Hamilton
2013

Hamilton







King's Forest Greenhill & Malta

NTEC Requests of City re: 120th Anniversary of Electric City

1. Request for the City of Hamilton to formally recognized 2018 as the 120th Anniversary of Electric City
2. Request City of Hamilton to actively promote and participate in event celebrations
3. Waive rental fees for events held at City Hall and at Hamilton Steam & Technology Museum.
4. Hold press conference to promote the 120th Anniversary

NTEC Plans for 120th Anniversary of Electric City

Events planned to date:

1. Official launch of 120th Anniversary at City Hall (March 2018)
2. Tesla Electric City Festival
3. Tesla Electric City Gala
4. Decew I Power Generation Station open house
5. NTEC will invite Burlington Teen Tour Band to enhance Decew open house

Tesla Electric City Festival

at Hamilton Steam & Technology Museum

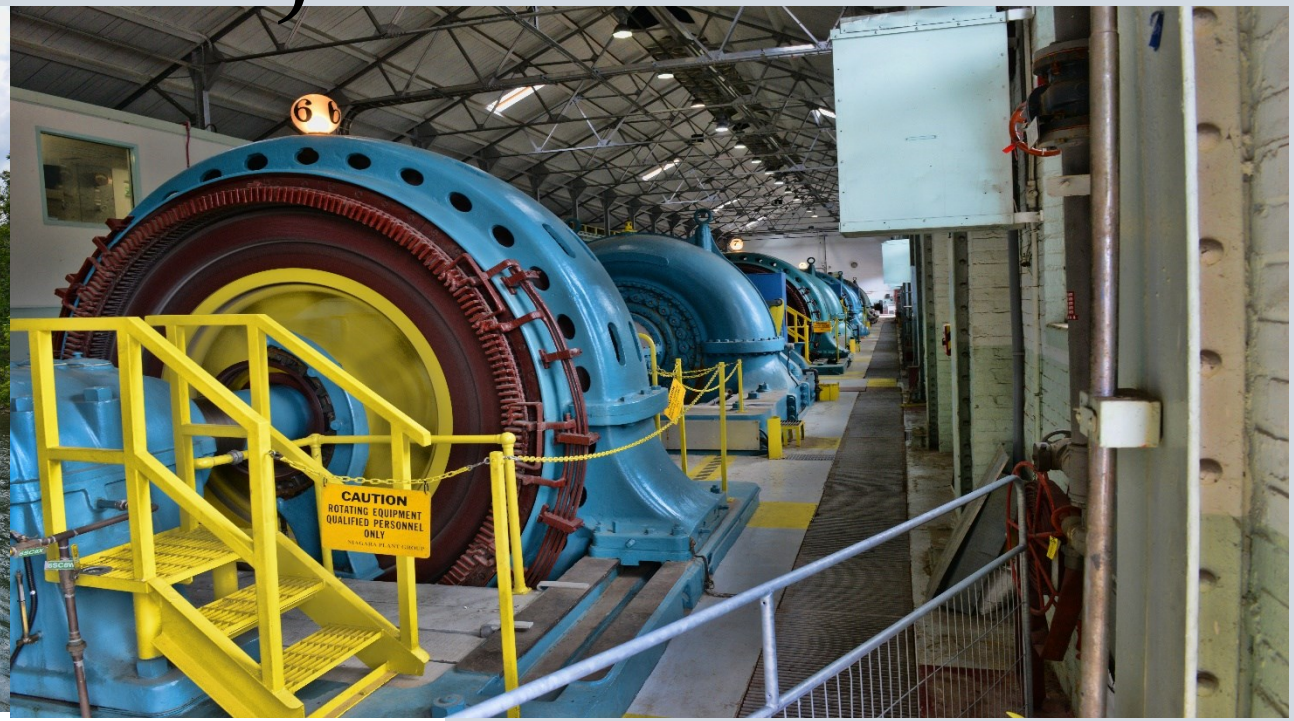
Tesla Electric City Gala
October 7, 2018

NIKOLA TESLA
EDUCATIONAL CORPORATION

Open to the Public

ONTARIO POWER GENERATION

October 13, 2018



DECEW I GENERATING STATION

Hamilton – A Call to Action

- Residence discover your own family history - How and why are you here in Hamilton?
- Corporate world –Does your company have a direct link to this period?
  - Bank of Hamilton => CIBC
  - Cataract Power Company => Hamilton Hydro => Alectra
    - Radial =>HSR
  - Dominion Foundry & Steel => Arcelor Metal Dofasco
  - Steel Company of Canada => Stelco (again)

A Call to Action – **WE** all have a roll to play and participate

- **Residence** discover Hamilton History & your own
- **Corporate** – Sponsor events & Donate to Public Art
- **School Boards** – Teach our students **OUR** history so they can be inspired
- **Media** – Report on OUR history and the celebrations
- Mayor should not have to answer Question

  Why Nikola Tesla BLVD?
- Hamilton – **This is yours to discover & be proud.**

NTEC Fundraising for
Approved Hamilton Public Art Project

- NTEC officially launching fundraising campaign to fund share of the Public Art Project titled:
  - **“Hamilton the Electric City, Nikola Tesla & the 5 Johns”**
- All proceeds and funds raised at events, will be dedicated to fund the Public Art Project
- NTEC is a registered Charity. All Donation received are eligible for Income Tax Credit that could exceed 40% of the donation.
- Donors are reminded that the City will match donation to $100,000.00

NAME THE SCHOOL

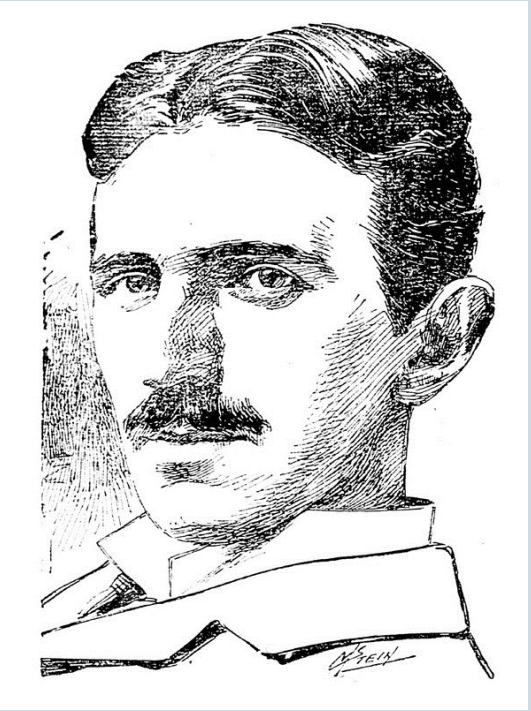
HAMILTON-WENTWORTH DISTRICT SCHOOL BOARD

The New North High School

Needs a name that will inspire and educate...

Nikola Tesla Secondary School

Give Tesla ONE MINUTE of your time.



Petition https://goo.gl/SbQZkf

HWDSB survey. https://goo.gl/NQBJSz

Hamilton 1st in Innovation

Hamilton can make the claim based on the history

Hamilton home to world class University & Innovation Park

Innovation will attract both research funds and businesses.