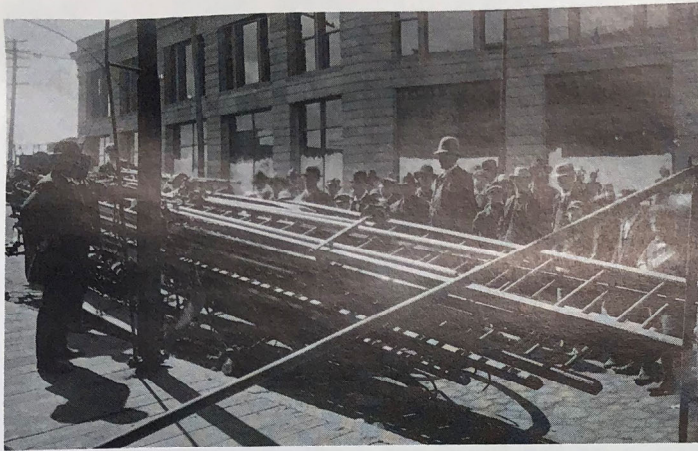


# Dedication

This book is dedicated to the 14 Duluth Firefighters who lost their lives, and to the many others whose lives were shortened or disabled, as a result of injuries received responding to or at the scene of an emergency. These are the stories behind the line of duty deaths.



The scene of the fatal 1898 street car and hook & ladder accident which caused the deaths of Archibald Finlayson and Arthur Twaddle.

**September 7, 1898** - An accident involving a horse-drawn hook and ladder truck, a street car and a telegraph pole resulted in the deaths of **Archibald Finlayson**, 36, and Pipeman **Arthur Twaddle**, 29. Truck No. 3 was responding from No. 1 Station (First Avenue East and Third Street) to a chimney fire at a lodging house on the corner of Lake Avenue and Morse Street. The truck was going down steep Lake Avenue and the street car was slowly passing eastward through the intersection at Lake Avenue and Superior Street. The truck was not able to stop, and the motorman was looking the wrong way and didn't realize the fire rig was coming down the hill until it was only ten yards away from the tracks. When the driver of the truck tried to swerve around the front of the street car, the front of the apparatus cleared, but the rear wheels struck the drawbar and fender of the car, causing the truck to swing around and crash into the curb and telegraph pole. The two men were standing while riding the footboard on the side of the hook and ladder truck and were pinned underneath. The wooden spokes of one of the rear wheels were shattered, one of them being driven three inches into the telegraph pole. Finlayson, hired December 1, 1894, died at the scene and left a widow and three children. Twaddle, who was hired May 1, 1897, died on September 13 from head injuries received. His brother, Lieutenant John Twaddle, was also a Duluth Firefighter.

**December 17, 1899** - Firefighter **William McVittie**, 28, was killed, and Lieutenant John Twaddle and Captain John Welsh were injured when a brick wall fell on them during an early morning fire

at the Duluth Shoe Company, a four story brick building on South Sixth Avenue West.

McVittie, from Southamptton, Ontario, had only been on the department since October 1. He didn't even have a uniform, and he had told an assistant chief that he was seriously considering resigning. A friend of McVittie's family reportedly told Chief Black that McVittie's wife wanted him to resign because "she had a presentiment that something would happen to him." He left a widow and three children.

**September 11, 1902** - The normal driver of horse drawn Hook and Ladder Company No. 2 was away eating breakfast when the fire alarm came in, so First Truckman **Philip Stackmesser**, 38, quickly took his place. The horses dashed out of No. 2 Station and onto Piedmont Avenue. The street surface had been washed away somehow, exposing the street car rails, which created an abrupt, five inch obstruction. The apparatus struck it at an angle, throwing Stackmesser down between the speeding horses. He managed to grab the whiffle tree (the bar that the horses harnesses are attached to) and hold on to it until one of the horses hooves hit him in the head. When he fell, the three and one half ton truck ran over his chest, crushing it. He managed to stagger to his feet, only to fall to the ground, where he lost consciousness. He was taken back to the fire station where two doctors said he could not be moved without bringing instant death. The two doctors stayed with him while he lay unconscious for six hours, when death finally came. Stackmesser was once a Duluth Police Officer, but left the force to join the Fire Department several years prior to his death. He was not married.

**January 15, 1908** - Pipeman **Arthur Rose**, 28, lost his grip and fell from his horse drawn hose wagon as it turned the corner of Eighth Avenue West and Superior Street while responding to a one a.m. fire at a confectionery store at 2001 West Superior Street. J. W. Walsh, in charge of the hose wagon, saw Rose fall, but by the time he was able to climb over the hose to reach the driver to tell him to stop, it was too late. A horse drawn steam pumper responding to the same alarm, came around the corner, and not seeing Rose in the dark, ran over him. He was dead when Hans Erickson, telephone operator for the department, found him a few minutes later on his way to the fire. Rose was stationed at headquarters and was hired December 1, 1907.