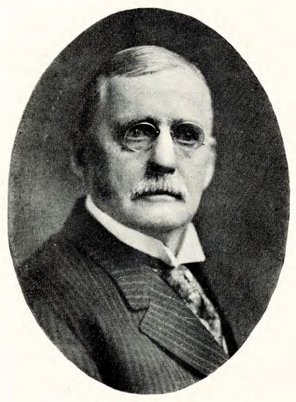
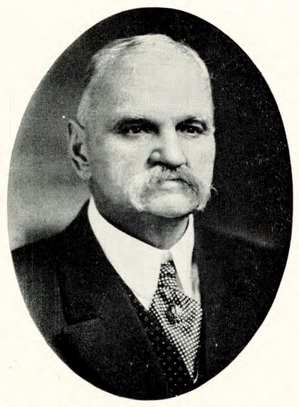
THE HOOVEN, OWENS, RENTSCHLER CO.

Builders of Hamilton Corliss Engines, Gas Engines, Blowing Engines, Pumping Engines, Sugar Machinery, Air Compressors and Special Heavy Semi-Steel and Gray Iron Castings.

Success in any line of manufacture can not be maintained longer than it is sustained by the qualities that produce it and that is the keynote of the unparalleled success of The Hooven, Owens, Rentschler Company, builders of the world known Hamilton Corliss Engine. The Hooven, Owens, Rentschler Company plant today is a monument to its founders and shows the wisdom of their judgment in keeping ahead of their competitors in design, material and workmanship of their products. This company was incorporated in January, 1882, and is today one of the largest manufacturing concerns turning out engines in this or any other country. Its president is J. C. Hooven, who began life in the City of Hamilton in a rather humble way. Prior to 1877, Mr. Hooven was engaged in the agricultural implement business in this city and it was about this time he designed and built the Monarch portable engine and Monarch thrasher. His boilers were built in one shop and his engines in another, a procedure which he did not consider sufficiently efficient, therefore, when a short time afterwards the Owens, Lane & Dyer shops in this city were offered for sale, he, with G. A. Rentschler, Henry Sohn, George Helvey, Job Owens and James Campbell assumed charge of this concern and operated it until 1882, when the present name, The Hooven, Owens, Rentschler Company was assumed and since their possession of the more modern works they have made wonderful strides in their several lines of manufacture. The present officers of the company are J. C. Hooven, President; G. A. Rentschler, Vice-President; Henry Sohn, Treasurer; C. E. Hooven, Assistant Treasurer and W. B. Mayo, Secretary and General Manager.



J. C. Hooven, President.

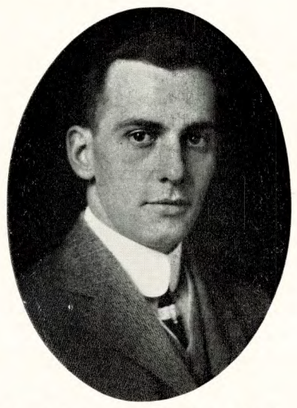


G. A. Rentschler, Vice President.

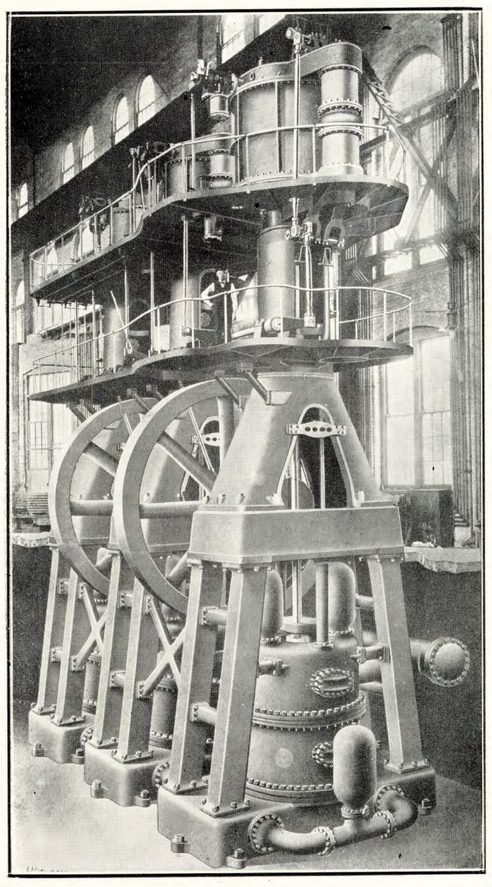
Henry Sohn, Treasurer.

W. B. Mayo, Secretary and General Manager.

C. E. Hooven, Assistant Treasurer.

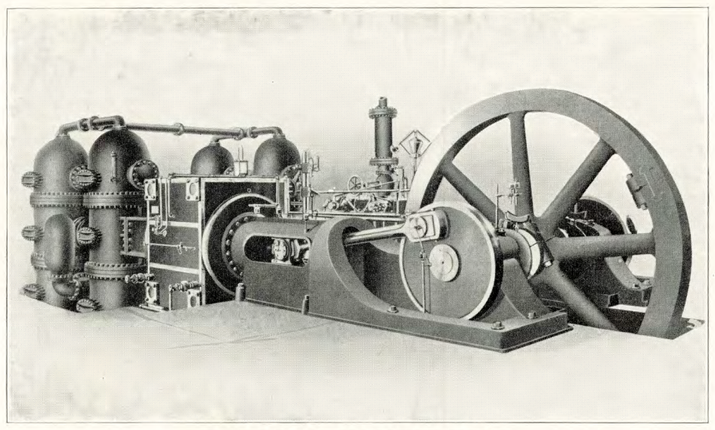


Don Hooven, Purchasing Agent.

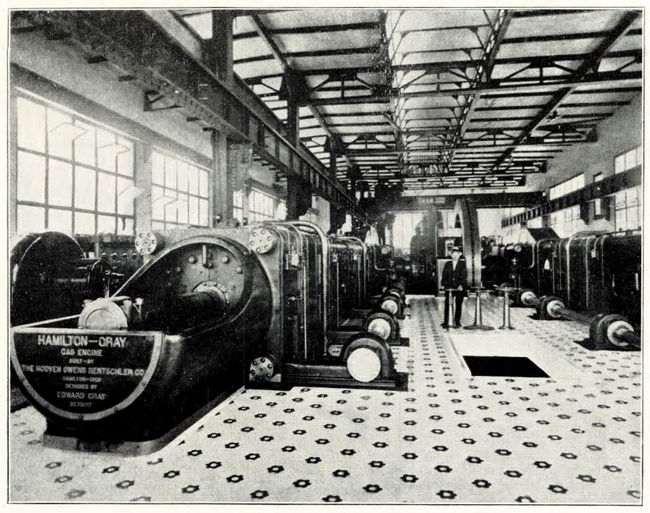


VERTICAL PUMPING ENGINE.
23 Million Gallon Capacity.

In 1900 it was found that the demands for the product of this well-known concern could not be successfully met with the equipment then in use and the space at that time available for carrying on the work of the mammoth plant. Accordingly plans were drawn up and finally approved looking to the doubling of the capacity and in 1901, the additions were completed, including the new main machine shop, foundry and power house The most modern machinery was installed and many of the machines were designed and built to meet the peculiar requirements of the firm. A system of traveling crane service was installed in all departments and this system is considered by manufacturing concerns the best balanced in the United States. Some idea of the magnitude of the enlarged works may be gained when it is known that the foundry has a melting capacity of 250 tons daily.



HORIZONTAL PUMPING ENGINE.
10 Million Gallon Capacity.



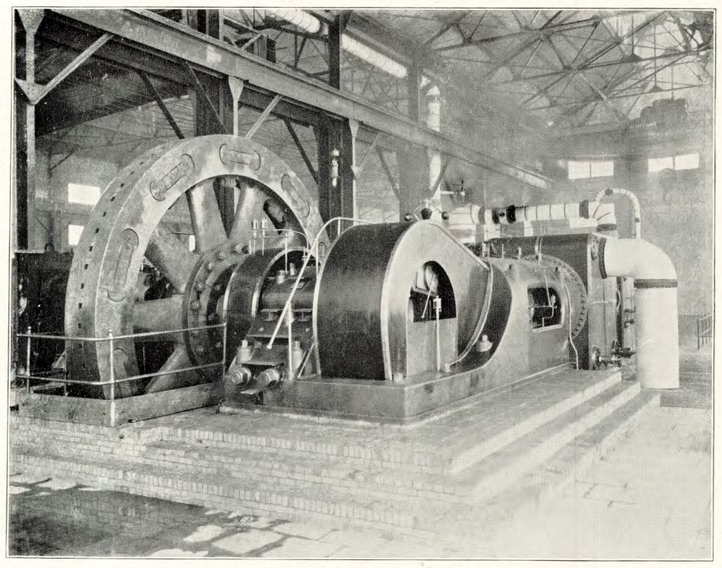
6,000 HORSE POWER GAS ENGINE.

Hamilton as a manufacturing center is "Known in the World's Markets," and the plant of The Hooven, Owens Rentschler Company is a credit to the city of whose life it has become such an important part, and year after year the increasing demand for its products is the best criterion to judge from. It is located at the corner of Heaton and Fourth streets, occupying more than two squares, between Buckeye street on the south and Vine street on the north. The shipping facilities are unsurpassed in any city and arrangements were made when the new plant was constructed for the most systematic and modern use of the railroads. For instance, it is bounded on the east side by the Pennsylvania railroad and on the west by the tracks of the C., H. & D. branch of the B. & O. system. There is a belt spur running through the shipping department whereby cars may be switched from the Pennsylvania railroad to the C., H. & D. or vice versa.

Hamilton Corliss engines are the standard of merit throughout the world and are one of the greatest advertisers for the "Buckeye" State. Many of the largest Rolling Mills in the world use Hamilton Corliss Engines as the motive power and it is well known that this is the severest service to which an engine can be subjected. They are used as the prime movers in electric railway power plants, textile mills, paper mills; in fact in all branches of manufacture where steam is the motive power, and in size they range from 50 horse power up to the largest commercially successful units.

During the progress of the World's fair in St. Louis several years ago, Hamilton Corliss engines were selected by the Directors of this big enterprise to drive the greater part of the machinery that was on exhibition at that place. How satisfactory these engines performed this work is now a matter of industrial history.

There also has been a great and growing demand for Hamilton Corliss engines to drive sugar machinery and now this enterprising firm, not only manufactures the motive power, but recently began the building of large sugar mill machinery and has turned out some of the largest sugar mills ever built.



4000 HORSE POWER STEAM ENGINE.

One of the recent installations of this firm was the four 23,000,000 gallon Vertical Triple Expansion Crank and Fly Wheel Pumping Engines for the City of New York.

When the Ford Motor Company decided to enlarge their plant they selected the Hooven, Owens, Rentschler Co. to build the gas engines to operate their immense plant and the Hamilton-Gray gas engine just installed is the largest internal combustion engine ever built. It is rated at 6,000 horse power and is direct connected to an electrical generator. The best evidence of its successful operation is attested by the fact that the Ford Motor Company has just made a contract with The Hooven, Owens, Rentschler Company to build four more of those mammoth 6,000 horse power units.

It may be of interest to state that the first Hamilton Corliss engine built is at the present time operating a flour mill in Hamilton, Ohio—an enviable record indeed.