

# Canada Has Second Steel Corporation

## Five Large Companies, All Representing Consolidation of Interests, Merged Into the Steel Company of Canada, Limited, With Capitalization of \$25,000,000.

Montreal, Que., July 8.—Now Canada is to have a great big steel corporation of its own. The expansion and developments of the country require it and it is to be a consolidation of five of the largest iron and steel concerns now operating in the central part of Canada, two of them having their headquarters in Montreal and the other three at different points in the province of Ontario. An interesting development in connection with the consolidation is that each of the five companies included in itself represents a consolidation of other companies.

The new company will be known as the Steel Company of Canada, Ltd. It represents a consolidation of the Montreal Rolling Mills, in which are included the Montreal Rolling Mills, the Pillow Hersey Company and the Hodgson Pipe Works; the Hamilton Steel and Iron Company in which are included the Ontario Rolling Mills and the Hamilton Blast Furnace Co.; the Canada Screw Company and Ontario Tack Co.; the Canada Bolt and Nut Company, a company formed at the beginning of the present year to take over the Cananogue Bolt and Nut Company, the Belleville Rolling Mills; the Toronto Bolt and Nut Co., and the Bradford Sewer Company, and the Dominion Wire Mfg. Company, now controlled by William H. Farrell and other interests formerly identified with some of the subsidiary companies of the United States Steel Corporation and taken over a few years ago from the Cooper-Fairmen people, who played such a prominent part in the early development of the wide business of Canada.

The consolidation has been discussed on and off for the last two or three years, and the men who always took it up were the practical men who seemed to feel that great advantages would accrue to the individual concerns by the elimination of needless competition and the standardizing of the manufactures of the individual plants, for instance, whenever Mr. Hobson, the general manager of the Hamilton Iron and Steel Company went down to Montreal he generally spent part of his time at least in a social way with Mr. William McMaster, the general manager of the Dominion Rolling Mills, and the possibility of the consolidation of their concerns and some other ones which secured most of their supplies from them always came in for a good deal of consideration.

So it was only natural that a few months ago the practical interests behind the different companies that have now been brought together should have discussed the matter among themselves and decided that it would be to the distinct advantage of all the companies if it were possible to find a basis on which all the concerns could come together. It was in this way that Mr. C. S. Wilcox and Mr. Hobson of the Hamilton Steel and Iron Company, Mr. W. M. Aikoff, representing the people in control of the Montreal Rolling Mills, Mr. Cyrus A. Birge of the Canada Screw Company and Mr. Lloyd Harris, M. P. of the Canada Bolt and Nut Company, got together and stayed with their task until such time as they found a basis that should be satisfactory alike to all companies.

**Business Methods.**  
From the outset the proposition seems to have been handled in a thoroughly businesslike way. For instance, it was decided that the assets of the various concerns should be appraised and the books audited by competent appraisal and audit companies, and that their reports should form the basis on which the different companies should get into the consolidation. It was also decided that the different concerns entering the consolidation should agree to accept the bonds of the Steel Company of Canada for two-thirds of the appraised value of the property; that the total issue of preferred stock should represent the remaining one-third of the appraised value which might be termed as the equity plus the liquid assets of the

companies, while the common stock should in its turn represent the earning capacity as demonstrated by the statement of past years, a further indication of the conservative manner in which the whole thing seems to have been arranged is that there is a provision in the charter of the new company which prevents it from paying dividends on its common stock until such time as a sufficient amount of money has been placed in the treasury to provide for the 7 per cent. accumulative preferred dividend being paid for one year in advance.

On these reports being completed the actual amount of the authorized and issued capital were decided on as follows for the Steel Company of Canada, Limited:

Authorized To be issued	Common stock \$15,000,000	\$15,000,000	
Pre. stock	10,000,000	6,000,000	
Tl. stock	\$25,000,000	\$18,000,000	
Bonds 6 p. c.	30 years	\$10,000,000	\$6,850,000

As has been the case with companies included in most of the consolidations that have been effected during the past year, most of the companies that will not be included in the new company of Canada have grown from very small beginnings and have gradually risen to their present large proportions through an endeavor to keep pace with the tremendous development that was occurring throughout the country.

**Thriving Industries.**  
The Hamilton Steel and Iron Company for instance on its formation about 1899 when it took over the two companies now included in it, only had one blast furnace and rolling mill, while today it has two large blast furnaces with a daily capacity of 550 tons of pig iron a day, four open hearth furnaces with a production of 100,000 tons a year, complete rolling mills and other small plants. The Montreal Rolling Mills was established away back in 1868 and has three large manufacturing plants in Montreal. The Canada Screw Company was established at Hamilton in 1866 and has always played a very prominent part in the development of the steel industry of the country. The Dominion Wire Manufacturing Company was established at Lachine, outside of Montreal in 1883 and was taken over by the group now in control something like three years ago. The Canada Bolt and Nut Company formed earlier in the year to include four different concerns operating in the Province of Ontario, bring into the consolidation plants that secure a very large amount of their raw material from the other companies included in it.

**Wilcox is President.**  
The men who have been at the head of the different companies for several years will all be identified with the new company, it being announced that Mr. C. S. Wilcox for a number of years past the president of the new company, while Mr. Robert Hobson, formerly general manager of the Hamilton Steel and Iron Company will act in a similar capacity for the new company. The first board of directors will also include Mr. Cyrus A. Birge, for a year or two years head of the Canada Screw Company, Mr. Lloyd Harris, the president of the Canada Bolt and Nut Company, while the other members of the board will be as follows: Senator William Gibbons, president of the Bank of Hamilton; E. B. Oster, M. P., president of Dominion Bank and director of the C. P. R.; William Southam, director Hamilton Steel and Iron Co.; H. S. Hill, president of the Royal Bank of Canada; Charles Alexander, Providence, R. I., president American Screw Co.; I. H. Been, M. P., London, England, and John Milne, director of the Hamilton Steel and Iron Company.

Mr. C. S. Wilcox, the president of the new company when asked what results might be looked for, remarked to your correspondent: "The reduction of cost of administration, economy in the purchase of supplies and material reduction of selling, distribution and transportation charges and increased efficiency by specializing the manufacturers of the individual plants."

# NEW FARM FOR UNCLE SAM NOW

## Big Experimental Station to be Established Near National Capital on Land Granted by Charles II. to Snowdens.

Washington, July 6.—Purchase has just been made by the Department of Agriculture of a tract of land north of Washington for a new experimental station. The deal was closed on the last day of the expiring fiscal year and secures to the government a piece of property belonging originally to the English government. The tract just bought was a part of a grant of land made to the Snowden family by Charles II., so by the present sale it returns to the crown, but not to the same crown.

The tract is to be used as a dairy farm and by the division of animal husbandry, both under the Bureau of Animal Industry. There are about 475 acres in the two farms that comprise the tract. The most of the land is cleared, but there is a good sized tract of valuable oak timber on one part of it and about an equal tract of second growth pine on another. The work of fencing the tract will be begun at once, and then a topographical survey will be made to see how it can best be utilized for the two stations. It is such a short time since the deal was concluded that it has not yet been determined just what buildings will be put up. There will be model buildings for the dairy work, however, and the department will see if it is possible to utilize the power of a small stream on the place for generating electricity.

**To Illustrate Methods.**  
There are some experiments that the department wants to make in breeding dairy stock, and there will be a demonstration of producing milk and butter under sanitary conditions. The chief interest that the place will have for the farmers who can visit it will be that it will show the most modern and sanitary methods of handling and housing cattle and handling milk products. It has been suggested that the department is aiming at breeding cows by artificial selection into a race that would be free from, and that would yield pasteurized milk and butter already churned, and that live without feeding, but there was no official confirmation given to these reports at the department.

There will be a herd of milk goats kept there, however, and from this there may develop some things of interest to people who have invalids and young children to look after. It is known that goat's milk is exceptionally valuable as a diet for infants and invalids, and is sometimes ordered by physicians, and that it would be difficult to get it for the extreme difficulty in getting it.

**Goat Industry.**  
The department has wanted for several years to raise a strain of milk goats and put the industry on a commercial basis in this country. Some years ago a large herd of very fine milk goats was imported from Malta, but Malta fever was imported with them and at least one death resulted. All the goats finally had to be destroyed. This spring arrangements were made to import a large lot of Swiss goats, and some private parties were arranging to take advantage of the knowledge of the department expert who was going to Switzerland and were going to import a commercial herd at the same time. This scheme was negated by an outbreak of foot and mouth disease in Switzerland and the goats that had to be abandoned. The greatest trouble that the department has experienced in importing animals from Europe is the danger of importing disease with them.

The plan now is to bring here a strain of milk goats that will be as satisfactory milk producers as the imported ones and at the same time will have the advantage of being acclimated and free from disease.

**Poultry Raisings.**  
Aside from the strain of milk goats there will be a section devoted to chicken raising. Experiments will be made with trap nests, increasing egg production, systems of feeding and the like.

It is also intended to move the zebras and their parents from the experiment station at Bethesda to the new quarters. The department is very well pleased with the result of the zebra cross.

It will be remembered that some time ago the experiment station at Bethesda crossed a zebra and two burros that were in the new hybrid which was known as a zebro, had any points of advantage over either of its parents. It seems that it has. The two zebroids are decidedly larger than either the zebra or the burro, and they are not only very handsome, but are gentle, and promise to make valuable harness animals.

The department is not sure whether the increase in size is due to the cross entirely or to better feeding and general conditions. The burros were originally brought from the southwest when the department was doing some experimenting in serum making several years ago. The present burros are the offspring of the original imports. They are a good deal bigger than their ancestors and the zebroids promise to be bigger than either.

There will be some horse breeding done at the new station, but the most of this is carried on in New England and there will be no speciality made of it. But there will be enough work done after the station gets running to make it an interesting place to visit.

**The New Directory.**  
The St. John Directory, 1910-11, appeared today. The directory contains 19,103 names this year, an increase of eighty-seven over last year. This gives us an approximate population of 57,309. This increase compares favorably with that of other Eastern Canadian cities, and also those in the Eastern States. There are at the present time ninety-two houses and fifty-four shops vacant in the city.

# A Tragedy of Vacation



HOW THE FRONT YARD LOOKS TO THE BOY WHO HAS TO CUT THE GRASS ON THE DAY ALL THE REST OF THE KIDS ARE OFF TO THE CREEK.

## WOMAN AVIATOR IS FATALLY INJURED

Betheny Plain, Rhems, July 8.—The second distressing accident of the aviation meeting now in progress here occurred today when the Baroness De La Roche, driving a Voisin biplane, lost her nerve when at a height of 50 metres shut off the power and fell with her machine to the ground. Her legs and arms were broken and she also suffered severe contusions, but the doctors who have her case in hand, hope for her ultimate recovery. At first it was believed she had sustained a fracture of the skull, but this proved not to have been the case. At a height of 80 metres the Baroness De La Roche had flown once around the big field. The spectators in the grandstand were applauding her valiantly. Suddenly she appeared to become frightened at the approach of two other aeroplanes, one of which, a Sommer driven by M. Lindpalter, passed directly over her. The baroness, in a period of consciousness after the accident, said that the rush of air from the motor overhead had thrown her into consternation and that she was unable to maintain control of the biplane. At first the machine glided on an even keel, but suddenly it turned over and fell like a meteor to the ground and was wrecked.

**Lynching Threatened.**  
The crowds rushed out on the field and tenderly extricated the mangled and bloody form of the woman from the tangled debris and she was conveyed hurriedly in an ambulance to a nearby hospital. Meanwhile Lindpalter had descended and the crowd believing him to have been responsible for the accident, threatened to lynch him. Gendarmes however, threw a cordon about the aviator and dispersed the excited spectators.

An inquiry by the judges committee in the accident showed that Lindpalter was in no way responsible for it.

The first accident of the meeting occurred last Sunday the opening day, when Charles Wachter's Antoinette aeroplane, collapsed at a height of 500 feet and dropped like a stone, instantly killing Wachter.

**Records Broken.**  
Betheny Plain, July 8.—Oleslager, not satisfied with his record of one hour, 58 minutes, 20 seconds, for the 150 kilometers set out again and cut it to one hour, 54 minutes, 54.25 seconds. He used a Bleriot machine.

Two other records were broken during the day, both of them by M. Leblanc, who also used a Bleriot monoplane.

The first was the 10 kilometers which was made in 6 minutes, 33.45 seconds and the second the five kilometers, the time for which was 3 minutes, 12.45 seconds.

In the single flight for distance, the prize for which was \$4,000, Oleslager, in a Bleriot, won. He covered 140 miles in 2 hours, 55 minutes, 52.15 seconds.

## MUCH HOLIDAY SPORT

Lovers of sport and recreation in the country are hoping for fine weather today when there is a good programme of sports to be enjoyed in different sections of the city and suburbs.

The first big running races that have been held in this section of the country for many years will commence at the Moosepath Park track, and the Saturday half holiday persons who are looking for something good in the horse racing line will flock to the old track, which has been put in excellent repair, and there see good racing to their heart's content.

Then there is a baseball match on the Victoria grounds between the St. Johns and the Clippers, and there are a great many fans who will witness a game that promises to be an exciting one from start to finish, as both teams will have their strongest line-up on the diamond. The fact that the Clippers have been winning the last few games from the St. Johns is making the champion fight rather interesting.

## WHEAT YIELD WILL REACH 100,000,000

Port Arthur, Ont., July 8.—In spite of the improved weather conditions, reports of bush fires are still coming in and hundreds of thousands of dollars' loss have been sustained by settlers and contractors in the destruction of houses, barns, hay, logs, timber, etc.

Toronto, July 8.—The World today prints the following Winnipeg despatch:

"Features of the past couple of days' campaign in Manitoba is the stumping tour of R. A. Bonnar, solicitor of the Grain Growers' Association and independent candidate in Assiniboia in the interests of the Liberals.

Bonnar claims that the government is insincere in its policy of government ownership of elevators and at the close of the elections will abandon the scheme. Bonnar has always been a Conservative, and was spoken of as a Conservative candidate for Winnipeg at the last Dominion elections.

Bonnar says that he was offered the Conservative nomination but refused. Tonight Hon. Robert Rogers vigorously denied this, and said that Bonnar had come to him and offered

### EASTERN CANADA'S GREATEST FAIR

# Dominion Exhibition

## St. John, N. B., Sept. 5 to 15

### GRAND NATIONAL EXPOSITION!

—OFFICIAL FAIR FOR CANADA IN 1910—

## Immense Industrial Exposition

DEMONSTRATING CANADA'S WONDERFUL PROGRESS.

East vs. West in Friendly Rivalry. Outside Countries too.

## National Cattle and Horse Show

HUNDREDS OF ENTRIES FOR LARGE CASH AWARDS.

Promising to be the most representative competition yet held.

## Agricultural and Horticultural

PRODUCTS OF THE EARTH FROM ALL SECTIONS.

Particularly Fine Display of Fruits and Vegetables.

GOVERNMENT EXHIBITS  
FORESTRY DISPLAYS  
MINERAL RESOURCES  
FISH AND GAME SHOWS  
NATURAL HISTORY  
EDUCATIONAL CONTESTS  
ELECTRICAL NOVELTIES  
AUTO AND MOTOR CRAFT

MANUFACTURING ON THE SPOT  
PURE FOODS SHOW  
POULTRY AND PET STOCK  
DAIRY SHOW AND LECTURES  
WOMEN'S WORK DEPARTMENT  
BEES AND HONEY MAKING  
MUSICALS AND CONCERTS  
DOMESTIC SCIENCE

### New and Larger Buildings, Increased Facilities in Every Department

FREE! Twice Daily Grand Open Air Programme of Daring Auto Dashes, High Wire Acrobatics and Other Acts being Negotiated. FREE!

### Fireworks --- Vaudeville --- Horse Races

Continuous Concerts by Ladies' Bostonia Orchestra and Military Brass Bands

### Excursions from Everywhere!

# MRS. E. F. YOUNG IS PRESIDENT

## Woman Superintendent Of Chicago Schools Elected Over Report Of Nominating Committee.

Boston, Mass., July 8.—Mrs. Ella Flagg Young, superintendent of the Chicago schools, was yesterday elected the first woman president of the national education association during one of the most bitter fights ever waged within that body.

It was a triumph for the women teachers and was the result of an organization started several years ago with the expressed purpose in view of allowing the women, who paid the same dues as the men, a right equal to that enjoyed by the men.

Not only is the election of a woman president without a precedent in that organization, but in the campaign which her friends waged in her behalf, that resulted in her name being defeated at the meeting of the nominating committee and consequently her name not appearing on the ballot, she was nominated from the floor by Catherine Devereaux Blake, of New York, all of which is strange to the usual methods of this body of educators.

In a signed statement, the new president expressed her thanks as follows:—"I cannot tell you how happy I am for the honor of being the first woman ever chosen by the National Education Association president of that body. I wish to thank all of my friends who worked so hard for my election, and also those that voted for me. I shall do everything possible in my power for the advancement of this great body."

himself "body, soul and breeches" provided they would see that he was not defeated in Assiniboia.

Betheny Plain, Rhems, July 8.—The Baroness De La Roche, the French woman aeroplanist, was fatally injured here this afternoon by falling from a height of fifty metres.

The Baroness De La Roche had flown around the field once at a height of eighty metres when suddenly in the midst of the applauding tributes she appeared to become frightened and confused at the approach of two other aeroplanes. She started to descend, but while still fifty metres from the ground lost control of the machine. The aeroplane turned over and fell like a log. The baroness' legs and arms were broken. Her mangled body was removed from the wreckage and conveyed to the hospital where she is lying. At the hospital it was found that her skull was fractured. This is the second fatal accident at this meeting, Wachter having been killed last Friday.

While momentarily conscious the baroness explained that the rush of air from a motor passing over her head had frightened her. She cut the ignition and lost control of her machine.

# PRO AND CON ON THE FIGHT PICTURES

Kingston, N. Y., July 8.—Mayor Irwin, of this city, can find nothing in the city ordinances to prohibit exhibitions of the Jeffries-Johnson fight pictures, and he thinks that to attempt to bring them under the state laws prohibiting public nuisances, would be far fetched.

Woonsocket, R. I., July 8.—Mayor Mullen has ordered the police to prevent the exhibition of the Jeffries-Johnson prize fight pictures in this city.

Norfolk, Va., July 8.—Mayor Riddick said today that although there is a legal point involved he will suppress the Johnson-Jeffries fight pictures if it lies within his power.

Anniston, Ala., July 8.—Addison D. Snow, the colored mayor of Hobson City, the exclusively negro town near here, announced today he would not permit the fight pictures to be shown in Hobson City, lest they augment race feeling.

The Reo Motor Car Co. has decided to build a popular-priced power wagon, and extensive improvements are now being made on the plant in Detroit.

An Illinois trolley line has equipped its cars with a rope to be used in pulling automobiles out of mud holes.

# HOTELS.

**Dufferin**  
Levy McMillan, Montreal; D A McBeath, Moncton; A D Wetmore, Truro; G H Walker, Detroit; Helen Taft, L Cairns, Washington, DC; Dr and Mrs R C Skinner, Boston; Geo L Merrill, Danvers; Fred Clarke, New York; Jack Golden, Philadelphia; E L J Stephens, Liverpool, Eng; J A Sarvis, Toronto; J G Watson, Scotland; E Crotty, Geo J Green, Alex Mersereau, McAdam Jct; T P O'Neill, Yancosboro; D J McDonald, Point Prim, PEI; A M Hatheway, R L Woodward, Boston; A P Coleman, Halifax; C H McGee, St George; V A Barwell, Amherst; Rob Stanley, Toronto; R B Elliott, Truro.

**Royal**  
Mr and Mrs A L Bullou, Frank Martin, New York; Dr S W Livingstone, A R Rennie, New Britain, Conn; J N Muldoon and wife, J J Todd, J O Lantaul, Jas R Foster, Mrs Wm H Deal, Boston; Dr W H Henningway, New York; J L Hill, Miss Adelaide Perkins, Salem, Mass; H M Wyllie, Halifax; W B Dickson, Hillsboro; Hilton McKnight, Fredericton; Eva M Strange, Edmonton; Mr and Mrs J D Kuppenheimer, N Y; W M Foster, Boston; J S Leighton, Jr, Mohnton; W M Tiffany, Montreal; P L Burns, Bathurst; A Mercer, Halifax; E D Weldon, Baltimore; Mr and Mrs H M Merriman, Campobello; Mr and Mrs F W Longfellow, New York; J L Halliway, Truro; V Taylor, Toronto; W H Howard, Montreal; W J Butler, Halifax; H L Pratt, D F Maxwell, F W Dakin, Toronto.

The Golden tour pathfinding car will probably not lay out the route for next year's tour until about a month before the date of the start. The roads encountered this year made even the veteran drivers pick.