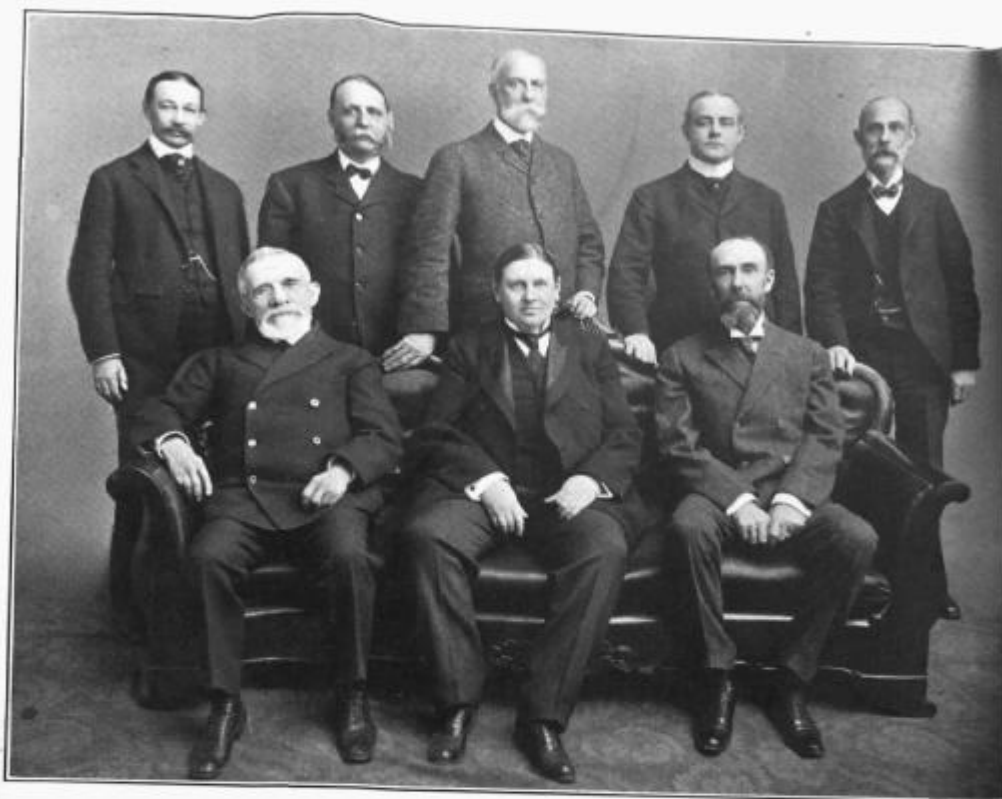


THE THOMAS  
IRON COMPANY

1854—1904



From Photograph taken February 28, 1904

Top row extreme right - James W. Weaver, Secy. & Treas.  
Board of Directors

Reading from left to right

William P. Hardenbergh - J. Samuel Krause

Joseph S. Rodenbough - Fred R. Drake

Those seated

Samuel Thomas

B. F. Fackenthal, Jr. President & Gen. Manager

William H. Hulick, Vice-president

1854-1904

THE THOMAS IRON COMPANY

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PROCEEDINGS

OF

SPECIAL MEETING OF STOCKHOLDERS

JUNE 1, 1904

TO CELEBRATE THE

FIFTIETH ANNIVERSARY

OF THE

FORMATION OF THE COMPANY

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SPEECHES AND EXTRACTS FROM LETTERS  
AND NEWSPAPER REPORTS



# THE THOMAS IRON COMPANY

1854———1904

PROCEEDINGS OF JUBILEE CELEBRATION

JUNE 1, 1904

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The object of this publication is to present to the stockholders of the Thomas Iron Company and others who may be interested, an account of a special meeting of the stockholders, held at Hokendauqua, Pa., on Wednesday, June 1, 1904, to celebrate the fiftieth anniversary of the formation of the Thomas Iron Company.

As the circular letter of invitation sent to the stockholders fully sets forth the object of the meeting, we have thought best to copy it in full as follows:

EASTON, PA., May 9, 1904.

*To the Stockholders of the Thomas Iron Company:*

Fifty years have passed since the Thomas Iron Company was organized, February 28, 1854, and in compliance with a resolution adopted at the last annual meeting, a special meeting of stockholders will be held at Hokendauqua on June 1, 1904, to celebrate this semi-centennial anniversary.

No business will be transacted at this meeting, and a special invitation is, therefore, also extended to the women stockholders, as well as to members of the families of all stockholders, to attend this jubilee celebration.

A brief history of the Company has been prepared by the President, and is now in the hands of the printer, which will contain half-tone portraits of the twenty-six founders of the Company; also, a number of other half-tone portraits and views, including views of the works. A copy of this book will be given to every stockholder who

desires to have one, whether present at this meeting or not. It is hoped to have the book ready for distribution at the time of the stockholders' meeting.

A luncheon will be served about one o'clock; if the weather permits, it will be served in the open air. A short excursion during the afternoon will be made over the Ironton Railroad.

Arrangements will be made with the Lehigh Valley Railroad Co. to stop all its trains at Hokendauqua on that day, and all trains on the Central Railroad of N. J. will be met at Catasauqua station.

It is necessary for us to know the number of people likely to attend this meeting, and we, therefore, respectfully ask for a prompt reply stating whether you will be present, and how many members of your family will accompany you.

Yours truly,

JAMES W. WEAVER,

*Secretary.*

#### LEHIGH VALLEY RAILROAD.

	Train leaves	Arrives Hoken- dauqua	Train leaves	Arrives Hoken- dauqua
NEW YORK (Twenty-third St.)	7.40 A.M.	} 10.38 A.M.	10.25 A.M.	} 1.01 P.M.
(Cortlandt Street) .....	7.50 A.M.		10.30 A.M.	
PHILADELPHIA (Reading Ter.)	8.30 A.M.		10.32 A.M.	
EASTON .....	9.45 A.M.		12.21 A.M.	
BETHLEHEM .....	10.20 A.M.		12.44 A.M.	

#### CENTRAL RAILROAD OF NEW JERSEY.

##### TRAIN LEAVES.

NEW YORK (Liberty Street).....	9.10 A.M.
EASTON .....	11.17 A.M.
BETHLEHEM .....	11.35 A.M.

##### TRAIN ARRIVES.

CATASAUQUA .....	11.54 A.M.
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In addition to the above trains on the regular schedule, the Lehigh Valley Railroad Company also runs a special train between Easton and Hokendauqua, leaving Easton at 12.20 P.M. and, returning, leaving Hokendauqua at 5.00 P.M.

Invitations were also sent to a number of friends to join with us in celebrating the event. Acceptances were received from 526 persons, and arrangements were made to have the luncheon served in the open air. It was fortunate, however, that precautions had been taken to erect a covered

pavilion, for the day proved to be stormy, and, in consequence the number of people present was somewhat less than if the day had been pleasant.

The pavilion (a cut of which is shown on page 64) had a seating capacity for the accommodation of 448 persons. It is estimated that there were about 425 stockholders and invited guests present, nearly one-half of whom were women.

The luncheon was served by Trower, of Germantown, who has catered at the Thomas Iron Company stockholders' meetings for the past twenty-two years. Music was furnished by Groman's orchestra, of Bethlehem, Pa. The excursion over the Ironton Railroad was made during the afternoon in a train consisting of five coaches. The history of the Thomas Iron Company, prepared by the president, was presented at the meeting. Copies have since been sent to all stockholders, as well as to friends and customers of the company.

It is not our intention, however, to enter into any detailed account of the meeting, because the newspapers have reported the proceedings so faithfully that we prefer to copy what they have so kindly said about us.

Shortly after one o'clock dinner was announced, and the guests having all assembled in the pavilion, Rev. Dr. James A. Little (who has been pastor at the church at Hokendauqua for the past thirty-six years) was called upon by the president and offered the following invocation:

"O God the Father, the Son and the Holy Ghost! We thank Thee for the fifty years of our successful history, and pray for Thy blessing on the Thomas Iron Company and all of us, for Jesus' sake. Amen."

Mr. Fackenthal announced that, as this was a stockholders' meeting, a presiding officer would be elected in the usual way, and nominated Hon. Charles F. Chidsey, of Easton, Pa., who was thereupon unanimously elected, and in accepting the honor conferred upon him, entertainingly spoke as follows:

**Address by Charles Francis Chidsey, Son of Russell S. Chidsey, one of the Founders and First Directors of The Thomas Iron Company.**

LADIES AND GENTLEMEN :

I thank the Almighty that he has permitted us to have this celebration. I thank you for asking me to preside. It is an honor that I appreciate; and I accept it in spite of Butler's lines in Hudibras :

"Ah! me, what perils do environ  
The man that meddles with cold iron."

To our President, as "the head of the ring" of the Thomas Iron Company, who placed me here, I return thanks; but I want to say that had he looked over the list of stockholders he could not have selected any one less versed in the manufacture of iron than myself. I know as little about it as the schoolboy did of mountain peaks in this country. When asked by his teacher to name the three highest, he said, "Pike's Peak, Chesapeake, and Peek-a-boo." I know as little about it as the fashionable lady did of the English language, when she was telling of her husband's appearance at a masquerade ball. A friend said, "How was he dressed?" "Oh!" she replied, "he just looked too sweet in the garbage of a monk." I know as little of it as I did this morning of my own family. Coming up in the cars we saw a lady enter with *three* bright boys and one girl. I said to my wife, "She reminds me of you, with all our little children"; and my wife said, "We have *four* boys, dear, and one girl." I had forgotten one boy. (Laughter.)

Fifty years ago, in 1854, Franklin Pierce was President, being the fourteenth President of the United States. Our Union had then a population of 25,000,000. Now we have over 80,000,000. Our State had 2,000,000. Now more than 6,000,000. Fifty years ago this Thomas Iron Company was born. The year before witnessed an exhibition of the arts of industry of all nations in New York City. It was held at the



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Crystal Palace. It covered ~~4,000~~ acres; and it was the first World's Fair held in America. I do not doubt that our ancestors received an impetus from the Crystal Palace exhibition that made them, so soon after its close, assemble in February, 1854, at White's Hotel, at Easton, and talk over the subject of forming an iron company. Fifty years ago one stack was started and it was completed in 1855—a few months before Asa Packer, the contractor who built the Lehigh Valley Railroad, had completed that road and handed it over to the company. Now we have nine stacks, with a yearly capacity of 260,000 tons.

I look back and can remember well those grand old men, those sterling business men, who formed this company. David Thomas, whose name the company bears, comes from that small but noble race—the Welsh. Do you know, my friends, that the great orator and statesman—one of the greatest that we have ever had—Daniel Webster, was descended from the Welsh on his mother's side; that our own William Penn, the Founder of Pennsylvania, was of Welsh extraction; that Chief Justice John Marshall, the first expounder of the Constitution, was the grandson of a Welshman; and that Thomas Jefferson always boasted of his Welsh blood—his ancestors having been born at the foot of Mount Snowden, in Wales. We have a good Welsh name, and the company has prospered under it. We are glad that the present General Superintendent of our works is a descendant of that grand old man, David Thomas, of Wales. (Applause.)

My friends, we are all glad to come to this Golden Jubilee. I know it. It seems to be implanted in the human heart to enjoy occasions of this character. Were I of the Hebrew race I would be one of the most zealous in entering into the joviality and the kindly feeling of their celebration of the fiftieth year, when the jubilee was sounded. From that historic event we get the happy name of "Jubilee."

Amid all our joyous feelings to-day I cannot help but think of this solid old company, that it is something to us stockholders

like a kindly, generous, watchful father, whose chief virtues are love of home, love of God, and love of country. (Applause.)

If you look back over the records of the Thomas Iron Company you will find that we have men in our employ who have been working here fifty years—during the entire life of the corporation. We have never had a strike at these works, and never any trouble with labor. We have homes for the men that will vie with the homes of any manufacturing establishment anywhere. We have also a library and a reading-room fitted up for the employees. The directors, too, have never been backward in making the homes of us stockholders happy, by liberal dividends whenever they could; and let me tell you, that in the last fifty years, the aggregate paid in cash and stock in dividends amounts to 560.91 per cent.

A man, visiting a Southern camp of Union soldiers during the war, was very much bothered with the mosquitoes; and as he passed the tent of the general commanding he said to the colored servant, who was at the door, "I suppose the general is very much annoyed by the mosquitoes here, is he not, Daniel?" and the colored servant answered, "No, sah; in the evening Massa George 's so 'toxicated he don't mind the mosquitoes; and in the morning the mosquitoes 's so 'toxicated they don't mind Massa George." (Laughter.) It seems as if these directors, when the night of financial gloom comes, as it has come over this company several times in its history, are so absorbed with the heavy burden upon them, steering our financial bark through the troubled waters of the times, that they do not bother the stockholders; and when the morning of prosperity comes, as it always has come to us, they just issue those little checks, which we are all so glad to get, and they give us liberal dividends. Then the stockholders are so "toxicated" with delight that they do not think of bothering the directors.

I want to say that besides love of home this company has shown love to the great Almighty Superintendent of all. Here, in Hokendauqua, the Thomas Iron Company, after locating the first furnace, established a church, giving \$3,500 and donat-

ing the land. Then they soon knew that they must get that which ought to be next to the church, namely, the schoolhouse. Having only the church is apt to breed bigots. Having only the school is apt to bring forth skeptics. So we have the church and the school, both planted by this company here; and both, in the main, sustained by it to this day. The Thomas Iron Company also donated property for a schoolhouse and land and money for a church at Alburdis, where are situated two of the furnaces, and afterwards gave \$1,000 for a cemetery, and then \$500 for a parsonage here at Hokendauqua. Rev. Dr. Little, who made the invocation, asking God's blessing at this Jubilee banquet, has been pastor at Hokendauqua for thirty-six years. Down at the Richard mine our directors again voted money and land for a schoolhouse and church; and land was given for both school and church at High Bridge, N. J. Oh! the old Thomas Iron Company—dear to the hearts of us all—loves the home, loves the Great God, and the records show how well this company loves our country. (Applause.)

In 1862, when there was a draft made, the directors met and said, "To any man in our employ who does not want to go to the war, but will procure a man to take his place, we will give \$200. Seven of them received \$200 each and furnished substitutes. Then in 1863, when the Governor issued a call for men for ninety days, this company came together and resolved, that every man who enlisted in defense of this State should receive full pay for ninety days; and then at the close of the war—I want all to hear this—at the close of the war this company made a generous gift of money to erect a soldiers' monument in Fairview Cemetery. The names of five men who were employees here, and who gave their lives for their country, are on that monument; and the point I wish you to remember is, that *that* was the *first* monument erected in the United States in memory of men who died for the Union in the Civil War. (Applause.)

The war tax on pig iron alone paid to the United States

Government by the Thomas Iron Company, from July, 1864, to July, 1866, was \$200,423.32.

Many of you here present remember our meeting on September 11, 1901.

Probably the most beloved president, with the single exception of Abraham Lincoln, that this country ever had, William McKinley, had been shot by a treacherous assassin on the 6th of September, 1901. When we met in stockholders' annual meeting on the 11th, our patriotic, able and worthy president, Mr. Fackenthal (applause), suggested that this company send its message of love, hope and sympathy to the stricken president. It seems as if I can almost see that chamber of death, where McKinley lay dying. He knew that the shades of that night, which has no morning in this world, were coming on him, and he delighted, so we were told, to repeat the beautiful hymn of Cardinal Newman:

"Lead kindly Light; amid the encircling gloom,  
 Lead Thou me on.  
 The night is dark and I am far from home;  
 Lead Thou me on.  
 Keep Thou my feet; I do not ask to see  
 The distant scene; one step enough for me."

And then his secretary, Cortelyou, read, in softened tones, the message of sympathy, of hope and of love from the Thomas Iron Company, of Hokendauqua, Pennsylvania. Above all commercial consideration, this corporation has a soul, full of love for God, for home, for country. We are proud of it. It is an honor to be connected with it; and we trust that it may live to a ripe, old age. (Applause.) One of the stockholders in the cars said to me this morning: "I do not expect to attend another semi-centennial," and I said to him, "No! when another fifty years have rolled away I hope that you and I will be living where there is no thought of a furnace." (Laughter.)

We are told that iron is one of the seventy-eight elements,

and that it is one of the most useful and common of metals; and it is a remarkable fact, if you open your bibles, that way back in Genesis, in the 4th chapter, 22d verse, you will read of Tubal-Cain, who was an instructor of every artificer in brass and iron. In Deuteronomy we read of the "iron furnace," and how Og, King of Bashan, the last of the giants, had a bedstead made of iron.

You read of iron furnaces in the history of every civilized race, and of some not civilized. Down in West Africa, near Lagos, where I have a daughter, a Christian missionary, they are making iron. They have their crude furnaces. They have a little bellows to furnish the cold-blast; and the iron they produce would probably make as fat a pig as these given to us to-day by our thoughtful president. So that, while iron is abundant and its manufacture general, one fact looms up more gratifying to me than all others, and that is, that the Thomas Iron Company is the only one in the United States that has gone on for fifty years under one corporate name, without any re-organization, or any break, to make the very best foundry iron that is made in the whole United States. (Applause.)

Now, I want to ask this company to remember—I was going to say by standing—(the assemblage rising to its feet)—there are so many standing that I will ask those who are sitting to join those who are standing—and now, in this way, to do honor to one of the twenty-six founders of our company. Out of the twenty-six there is only one living, and that one is here with us to-day. He is not in strong health and so declines to make a speech. The president invited him, and he said he "could not make a speech, but could make iron." That man, for years, was president of this company. He is the only living ex-president; and I want to join with his name the name of the living president. I feel always thankful, as I move through life, that I was made and permitted to fill some niche in God's glorious creation; but here and now I feel especially thankful that we have such a man as President Fackenthal to

succeed our worthy line of presidents. (Applause.) So I suggest to this company—I do not request it—they will be glad to do it,—that they will, all standing, do honor to Samuel Thomas and Benjamin F. Fackenthal, Jr. (Great applause.)

I have the pleasure of introducing one of the directors of the present time. He is of the third generation from one of the first directors and founders of the company, John Drake. I take great pleasure in introducing Captain Fred R. Drake, Thomas and Benjamin F. Fackenthal, Jr. (Great applause.)

### Remarks by Captain Fred R. Drake.

MR. CHAIRMAN, LADIES AND GENTLEMEN :

Mr. Samuel Thomas and Mr. Fackenthal, in refusing to speak, have done what we did in college, made the freshmen do the work. I can, however, talk about other people, and in this case I have the pleasure of talking about the work of the present administration, the work of our president, Mr. Fackenthal, who is so modest that we cannot get him to say for the administration what he should say for himself.

I have heard Mr. Samuel Thomas say many times—"Ah! my boy, the foundations of this company were laid deep." And that is the reason, fellow stockholders, the wise foresight of our elders, made it possible through all these years for you to receive the benefits that have accrued to you by reason of being stockholders. In all these fifty years since the furnaces have been started they have never been shut down. That is a record that is hard to equal.

When so many of our old and respected directors passed away, five of them in a few short years—Messrs. Marsh, Runkle, Clarke, Knight and Drake—the board became constituted almost as it is to-day, and that board has had the pleasure of upholding the hands of Mr. Fackenthal and his able lieutenants in the management of the company.

When Mr. Fackenthal took charge of the company, in 1893, we had the old plant here at Hokendauqua and the old

plant at the Richard Mine. To-day we have two large new furnaces here, and the plant at the Richard Mine has been completely remodeled and is to-day a thoroughly up-to-date mining plant with all the modern appliances known to the mining art. We will not stop here. Our blowing-engines no longer furnish sufficient air for these large furnaces. The contract has now been let for larger engines which will produce sufficient blast to blow them to their capacity. Our stock-yards are to be remodeled, and the Thomas Iron Company is to be put, so far as we can make it, and we will make it, regardless of the unfavorable conditions prevailing to-day in the iron business—the Thomas Iron Company will be made modern in every way so far as money can make it. (Applause.)

In 1893 we had a bonded indebtedness of \$350,000. In these eleven years these bonds have been paid off, and of a truth, this is a company which the stockholders own in fee simple. No bondholders have a mortgage on our plant to-day; we have not one dollar of bonded indebtedness, neither do we have any floating or current indebtedness that is ten days old. During this period it was necessary to pass two semi-annual dividends, but we tried to make that up to you when we had fat years, so that it is a question whether you stockholders could have had your money invested in any other industry or occupation that would have produced more for you than the Thomas Iron Company has in the past eleven years. During the past seven years our dividends have averaged eight per cent. per annum, and during the past eleven years you have had sixty-nine and three-quarters per cent. on your stock, or an average of six and one-third per cent. per annum; and we hope that the next eleven years will make as favorable a showing. May this company, which has never been managed for the present moment alone, but always with regard to the interests of the stockholders and the permanency of the company—may the next fifty years find us without any debt and still earning money for the then stockholders. (Applause.)



BY HON. CHARLES F. CHIDSEY.—Before introducing other speakers, I want to say to this assemblage that if any of you feel like coming here when the sun is shining to look over this beautiful town and to go through the works, the president and directors cordially invite you to do so. It was told of a lady who entered a trolley car at the Country Club. She was to go to Bethlehem and the conductor was from Allentown. The lady was annoyed very much by a person, opposite her, who was expectorating on the floor of the car to a great extent. When the conductor came, the lady, pointing to a sign in the car, said, "What is that sign for?" and the conductor said, "What sign?" and she answered, "Why that sign which reads 'Spitting on the floor of this car is not allowed.' Doesn't that mean anything?" and he said, "No, dot sign don't mean nothin'. You yust spit wherever you please." (Laughter.) And so we desire to say to you, that when you come here at some future day, when the considerate heavens are not trying to cool the furnaces with rain for our comfort as now, and you see signs up with "No admittance" upon them, you will know that "dot sign don't mean nothin'" for stockholders of the Thomas Iron Company. (Applause.)

BY MR. CHIDSEY.—Our relations with sister corporations, engaged in iron manufacture, have ever been cordial and harmonious. No envy has spread the seeds of bitterness and strife. We are pleased to-day to have with us the much-esteemed head of a rival iron company; and it is an honor to introduce as the next speaker, Mr. Edgar S. Cook, president of the Warwick Iron & Steel Company, of Pottstown, Pa. (Applause.)

### Remarks by Edgar S. Cook.

MR. PRESIDENT, LADIES AND GENTLEMEN:

Upon my return from Philadelphia last evening I found a telegram, reading, "Will expect short speech from you tomorrow, representing our neighbors.—B. F. Fackenthal, Jr." I could only conclude that some peculiar stress of circum-



stances had occurred to force your president to depart from his usual good judgment in making such a selection. The only gleam of his well-balanced self is in the word "short."

This is an unusual occasion, especially as applied to a blast-furnace company. Very few industrial corporations, comparatively speaking, live to celebrate their golden anniversary without at least having passed through one or more reorganizations.

The history of the Thomas Iron Company represents the growth of the anthracite blast-furnace from infancy through the years of a vigorous manhood and, indeed, covers the whole growth and development of the industry in the United States. As measured by tons of iron produced, the once meager infant has grown into a fellow of immense proportions, spreading over a vast district, too large, many of us think, for his own comfort.

The substitution of coke in part for anthracite fuel is only an incident of the progressive movement. The fluctuations in the business, the vicissitudes and crises through which the company has successfully passed can be the better appreciated by those of us who have been intimately associated in the same line of industry, and who can recall the once strong companies that have passed from the scene of action and live only in memory. The founders of the company, some few of whom still live to look with pride upon their creation, and the present stockholders are to be congratulated upon the able managements that have succeeded one another with the lapse of years and still maintain the company as the most important factor in the Eastern merchant blast-furnace business.

The company I represent has been "a neighbor" and a more or less active competitor for about half the life of your company. While at times commercially the competition has been severe, yet from a technical standpoint the relations have always been of the most friendly character, and there has been the utmost freedom and cordiality in the exchange of experiences. This has doubtless been the case with respect to

other neighbors, and we all have been benefitted to a greater or lesser extent by the wide and varied practical experiences of the Thomas Iron Company. We youngsters, therefore, are disposed to look up with more or less reverence to our aged but still vigorous preceptor, though in the pride and flush of youth we may be rash and not disposed to accord the full measure of credit and praise to the pioneers who have made plain to us, who followed, many of the problems that they solved only by trials and hardships, that can only be appreciated by those who have lived with a blast-furnace. I do not hesitate to acknowledge my debt of gratitude to the name of "Thomas." My path was made the brighter and easier because of the knowledge that the Thomas furnaces were accomplishing and had accomplished for years what I was striving to accomplish. (Applause.)

I have no doubt that all of the neighbors of the Thomas Iron Company will join with me in wishing the present management the most abundant success, and that the officers may be enabled to hand over to their successors, in due course, the affairs of the company in even a more prosperous condition than when they assumed control, so that after the lapse of another half-century the centennial anniversary may be celebrated by the stockholders and their friends in as pleasant and agreeable manner as we to-day are celebrating the fiftieth anniversary. (Applause.)

BY MR. CHIDSEY.—The iron business of the Lehigh Valley is so interwoven with transportation that one cannot exist without the other. As Longfellow compares man and woman to the bow and the cord—"Useless each without the other"—so we, in the making of iron, and the railway companies that do the carrying of materials, are mutually dependent upon each other. Just so, let me add, are the relations of capital and labor, and all men ought to recognize the fact. It gives me great pleasure to introduce Mr. W. G. Besler, first vice-

president and general manager of the Central Railroad of New Jersey. (Applause.)

### Remarks by W. G. Besler.

MR. TOASTMASTER, LADIES AND GENTLEMEN:

On behalf of the railroad companies represented here to-day I wish to extend felicitations and to express our high appreciation of the pleasure which has been given us in this opportunity to be with you to-day. Macauley says in his third chapter of the "History of England," "Of all inventions, the alphabet and the printing-press alone excepted, those inventions which abridge distance have done the most toward the civilization of our species." I believe Macauley must have had peculiarly in mind inventions pertaining to the iron industry in writing these lines, for in modern transportation, as we understand it, the iron industry is so interwoven with transportation as to make them inseparable. The one cannot stand without the other. I believe therefore, we may claim to be a child or a member of the family in this gathering which comes together to-day to celebrate this auspicious occasion. I think that, as a member of the family, we have—Mr. Fackenthal, this is intended for you—done our part in the past development of the iron business or the iron industry.

We have with us to-day, as our honored guest, Mr. Thomas, a man who could give us, if he would, a history in minute detail of the development from its infancy not only of the iron industry, but of the transportation problem as we have it to-day, and it would make a most interesting story. So much for the past. For the present and for the future—and this again for you, Mr. Fackenthal—I wish to say that, as in the past, we have always risen to the occasion, when it was necessary for the railroad companies to come forward and do their part, so also for the future I wish to assure you that we may still be depended upon to do our part in whatever it may be necessary to do in order to take care of the various industries located along our lines of railroads.

Now, ladies and gentlemen, the lateness of the hour and the condition of the weather suggests to me a story, perhaps applicable to this time. A little colored boy had been fishing, and the result of his day's effort was a large snapping-turtle which he had by the tail as he went up the street to his home; in passing the hotel there happened to be a traveling-man sitting on the porch who was a ventriloquist, and he, seeing the little colored boy pass with the snapping-turtle, threw his voice into the turtle and said, "Mose, where are you taking me"? Mose was simply electrified, and gazed at the snapping-turtle, when again the voice came, "Mose, where are you taking me"? Consternation and dismay were depicted on every line of his face, when for the third time came the voice, "Mose, where are you taking me"? This was too much for flesh and blood, and Mose exclaimed, suiting action with his word, "I takes you nowhar, I's dropping you right here."

BY MR. CHIDSEY.—One of the owners of the famous Port Henry iron ore mines has put aside great and important business duties to give us one day of his valued time. He is the vice-president of the big Tennessee Coal, Iron & Railroad Company, and a member of its executive committee. We feel honored by his presence with us; and I know that the Thomas management appreciates his acceptance of its invitation to come here and to make an address. It is exceedingly gratifying to us all that I now introduce Mr. F. S. Witherbee, of New York. (Applause).

### Remarks by F. S. Witherbee.

MR. TOASTMASTER, LADIES AND GENTLEMEN:

I am not so fortunate as my good friend, Mr. Cook, who was notified last night, he says, that a speech was expected from him, while I was notified only a few minutes ago at luncheon. Between the good luncheon and meeting so many old friends I have had no time to think out a speech, and, as

you will all soon learn, I am no extemporaneous after-dinner talker; but I should be untrue to myself and still more untrue to the interests which I represent in the North and South if I did not extend to the Thomas Iron Company a cordial greeting and heartiest congratulations upon their fiftieth birthday.

The territory you have given me to represent, Mr. Toastmaster, is rather an extended one. From the South I bring you greetings from your Alabama pig iron brethren, while from Northern New York I bring you greetings no less cordial from your iron ore brethren. From Birmingham to Port Henry is a pretty large territory, and it seems all the larger when one contemplates the territory in which iron was produced fifty years ago. If I mistake not, the boundaries of iron manufacture at that time were probably circumscribed by a district which extended as far east as Maine, as far north as Canada, as far south as Virginia and probably no farther west than the Hanging Rock district of Ohio.

No other industry illustrates better than the iron trade the wonderful growth of this country. It has developed by leaps and bounds, and yet great as its growth has been in the past fifty years, I doubt if there is any one present here to-day who can have any adequate conception what its growth will be in the next fifty years.

But while we have witnessed this marvelous growth, we have also seen many companies fail. In my own State of New York I have, during my business career, seen twenty-four blast-furnaces razed to the ground; right here in the Lehigh Valley many of your furnaces exist now only in history, and it is, therefore, all the more noteworthy and creditable to the Thomas Iron Company that it has existed, and I might say prospered, through all the business vicissitudes of the past fifty years. Few, if any other corporations in this country have had a more successful career.

Now what has made this company so prosperous? Admirable as its location is for cheap fuel and ore-supply and the distribution of its product, yet other plants have enjoyed these

same advantages and failed. What, therefore, is its success due to? I should say largely to the men who have managed so successfully its past and present affairs. With the history of this company must ever be linked the names of the Thomases, father and sons, B. G. Clarke and B. F. Fackenthal, Jr., all true captains of industry. These men, not its location alone, have made this company what it is. (Applause.)

I have had close business relations with this company for over one-half of its existence, and I have never yet known it to ask for a single concession on any contract or to fail to carry out all its obligations to the letter, even when subsequent business conditions have been very adverse. They have ever been as jealous of the reputation of their output; and purchasers have always known they would get what they contracted for from the Thomas Iron Company.

Such business methods pay, as is evidenced by the success of this company, and that they will be continued and that this company will prosper in the future, as in the past, is guaranteed by the fact that it has as its head such liberal-minded, progressive and true a man as Benjamin F. Fackenthal, Jr. (Applause.)

By MR. CHIDSEY.—There is no one present who has not heard of, and few who do not read, *The Iron Age*. It is one of the most influential industrial newspapers in the world. We are honored on this occasion by the presence of its associate editor, Mr. George W. Cope. As the representative of the great, free and enlightening press of America—of which we are justly proud—Mr. Cope will be the next speaker, and I now take special pride in presenting him to this happy assemblage. (Applause.)

#### Remarks by Mr. Geo. W. Cope.

MR. CHAIRMAN, LADIES AND GENTLEMEN:

The theme which has been given me this afternoon is one on which I might speak for an indefinite time. The subject of

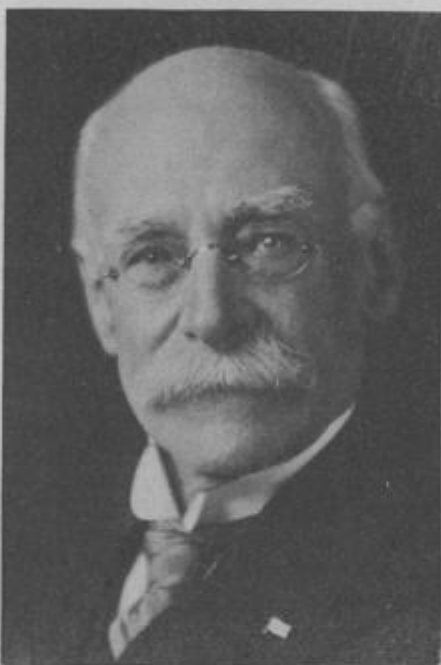
the press is capable of great expansion, as you may judge from the size of the Sunday papers in these days. You can imagine, when you think of the enormous papers thus issued, to what length a man might talk if he should take full advantage of such an opportunity as this. But I will promise you that I will be very brief after hearing the magnificent addresses made by the preceding speakers.

I will only say that it is the mission of the press to record the progress of the times, and in pursuance of that purpose, it is necessary to deal with men, with corporations and with whatever they may accomplish. We of the press have followed with great interest the achievements of the Thomas Iron Company from the time it made its start. In that time we have seen a great many firms and corporations rise, prosper for a season, and then pass out of existence; but the history of the Thomas Iron Company has been totally different. It has prospered from the very beginning; it has accomplished a very great deal in every way; it has built itself up from a small establishment, having only two blast-furnaces, to the great concern which now spreads over a considerable part of two states. During all that time it has contributed to the development of the best in every community to which its operations have extended. The men who founded it had high ideals, and the elevated standard which they fixed has been faithfully maintained by all those who have been entrusted with its management. Few employers of labor can be found who can look back over an existence of fifty years and say, as this company can, that they have never had a strike. The consequence is that while other manufacturing companies may have been severely criticized in different ways for what they have done, and for many things they have left undone, yet in the entire half-century of its history the press has never had anything to say about the Thomas Iron Company but good. That is a most remarkable career, and I am pleased this afternoon to be permitted to stand before you and pay my tribute to such a corporation. (Applause.)



## G. W. Cope, Dean of Trade Journalism, Retires

George W. Cope, pioneer in trade journalism and for more than a generation in constant contact with the iron and steel trade in various capacities, has rounded out a distinguished career of service and capa-



GEORGE W. COPE

bility. On May 1, <sup>1917</sup> he retired from active participation with the editorial direction of *The Iron Age*. Mr. Cope entered the service of the American Iron and Steel Association at Philadelphia in 1873, where he became associated with James M. Swank. At this time the pig iron output of the country was about 2,500,000 tons, and in the 44 years of his connection with the iron trade Mr. Cope has watched the annual output grow to nearly 40,000,000 tons. During the first years of his connection with the American Iron and Steel Association, Mr. Cope's duties were to meet iron and steel producers, win their confidence and secure their co-operation in the association's plans for building up the industry. He laid the foundations for the statistical work which made that institution famous.

In 1883, Mr. Cope became associate editor of *The Iron Age* in New York. Two years later he resigned to become secretary of the American Iron and Steel Association, Mr. Swank having been elected general manager. In 1887, Mr. Cope again joined the staff of *The Iron Age*, this time as western editor with headquarters at Chicago. His service at this post lengthened into 15 years, after which, in 1902, he returned to the home office in New York. He has spent most of the past 15 years as managing editor, in addition to pursuing editorial writing, conducting the copy desk, and carrying on other supervisory duties.

The outstanding characteristics of Mr. Cope's editorial career have been his untiring industry, his uniform courtesy which gained and held for him a legion of friends, and his keen sense of responsibility in handling the important questions involved in iron and steel market reporting. A number of Mr. Cope's business associates recently tendered him a dinner at the Engineers' Club, New York, "to signalize more than a generation of distinguished service in iron trade journalism—years of never flagging industry and of unswerving devotion to high ideals."

as you may judge from days. You can imagine, ers thus issued, to what take full advantage of will promise you that I gnificant addresses made

on of the press to record rsuance of that purpose, h corporations and with f the press have followed f the Thomas Iron Com-. In that time we have tions rise, prosper for a e; but the history of the otally different. It has t has accomplished a very lt itself up from a small urnaces, to the great con- siderable part of two states. ed to the development of hich its operations have had high ideals, and the has been faithfully main- trusted with its manage- be found who can look and say, as this company ike. The consequence is mpanies may have been for what they have done, undone, yet in the entire ; has never had anything any but good. That is a pleased this afternoon to i pay my tribute to such a



BY MR. CHIDSEY.—It is a common rule in our glorious republic for the gentlemen of the bar to do most of the talking at public meetings, as well as to hold most of the offices in the state. As far as the talking is concerned, that rule on this occasion has been “honored in the breach;” and yet our celebration would be incomplete without a voice from that noble profession—the law. The first legal advisers of the Thomas Iron Company were the Hon. Alexander E. Brown and the Hon. Andrew H. Reeder, both of Easton; and no abler lawyers then lived in Pennsylvania. To represent the legal profession at our jubilee, we are favored by having with us one of the foremost members of the bar of this state. I have the honor to introduce Russell Chidsey Stewart, Esq., of Easton, Pa., a grandson of one of our founders, a son of a long-time director, an ex-District Attorney, and one of the most valued members of the Northampton County bar. (Applause.)

### **Russell Chidsey Stewart, Esq.**

MR. CHAIRMAN, LADIES AND GENTLEMEN:

Not long ago I attended a convention and listened to an elderly gentleman who was telling us of the wonderful discoveries and inventions of the past fifty years. He told us about the telephone, the electric light, the trolley car, and then, much to his confusion, somebody asked whether he had not invented natural gas; he could not go on; and after an introduction like that which the chairman gave me this afternoon, implying that the lawyer was expected to do the talking upon an occasion like this, it seemed to me as if I was in the position of the man who was said to have invented natural gas; and it might be good policy on the part of a representative of the profession not to say anything, in view of the splendid addresses that have been listened to from men representing business affairs. And it has brought very forcibly to my mind this fact, that if fifty years ago there was a meeting of the stockholders of the Thomas Iron Company I suppose a good

deal of the talking would have been done by a lawyer or by a clergyman; but times have very materially changed, and to-day men who are really leading the affairs of this land, although, perhaps, they may not be holding the offices, as the chairman says, but the men who are the real directors of our national life are the men of affairs, men who are just like the directors and the managers of your Thomas Iron Company. The bar and the pulpit have, in a large degree, yielded their supremacy to the business-men of to-day, and as I listened to these addresses of your chairman, who gave us what this company had accomplished historically, how it has always kept abreast in its good work from the time of the Civil War down to the present day; and when I listened to the promises of the director representing our board, and the reports of the gentlemen who spoke for sister organizations in various parts of the country, I said to myself, how easy it would be to have a response from almost anybody in this crowd. If I should ask at what time was gold discovered in California, you would all answer, in the latter 40's; or what time was the great Comstock lode discovered in Nevada, and you would all answer, in the latter 50's. But how few of us here could tell you of the date when there was that vast change in the manufacture of iron, which was brought about by the inventive genius and by the practical application of David Thomas, when he struggled for so many years to build that furnace, type of which is in use these days. And if anybody should ask which was relatively of the most value to the country, the gold or the silver, or the iron, we, all of us, would say at first blush, why certainly the gold or the silver; and yet, when you think but a moment, you find that at the very base of every one of the great industries of the country stands the iron industry. We are all accustomed to saying that the farmer is the most important member of the community, and that the earth is the mother of us all; and yet, what would the crops of the great West be, what would our farmer in this community do if he did not have the improved machinery which the iron industry has given him?

How could the great crops of the West be moved if you did not have the thousands and thousands of miles of railroad and the big ships of steel and iron to carry the vast crops of this country all over the civilized world? Therefore, I say that it needs only the slightest reflection to see that those who are engaged in the iron industry, from every point of view, occupy the most important positions in our national life.

On behalf of the stockholders of this company I know it is a matter of congratulation that the history of this company is so unique, that its present prospects are so encouraging, and that its future is so bright.

## LETTERS OF REGRET.

Mr. Fackenthal said he had received letters of regret from Robert H. Sayre, John Fritz, Dr. Thomas M. Drown, James Gayley, Dr. R. W. Raymond, George F. Baer, E. B. Thomas, Theodore Voorhees, Henry S. Drinker, J. F. Schaperkotter, John Birkenbine, Dr. Edward Hart, Dr. Porter W. Shimer, Frank Firmstone, John Ruddle, and a long list of other friends who could not be present.

Two letters of regret were read: one from John Hobart Warren, who became interested in the company in 1861 and has continued to own his stock ever since. The other one from Oliver Williams, both old customers of the Thomas Iron Company.

The letters are reproduced as follows:

NEW YORK, N. Y., May 18, 1904.

Mr. James W. Weaver,  
Easton, Pa.

Dear Sir:

I have just returned from making a visit to my kith and kin in Philadelphia, and find awaiting me your tempting invitation to be present at the fiftieth anniversary of the Thomas Iron Company.

I recollect well Mr. Chidsey's visit to Fuller, Warren & Morrison at Troy, and Mr. Fuller and myself becoming stockholders, and our promise to use the iron at our foundry and to stimulate its use in Albany, which we did faithfully; and my recollection of Mr. Knight and Mr. B. G. Clarke are most agreeable. Our friendship lasted many years—both sterling, charming men.

The first stockholders must now be few in number. My business relations with Mr. J. W. Fuller lasted until his death, about twelve years ago. I was 73 my last birthday, and possibly I am one of the last of the old stockholders. The past record of the Thomas Iron Company has been splendid; the future prospects, with all the compe-

tion, cannot be so flattering, but I hope, by keeping up with all the new modes of iron manufacture, the company will continue to give good returns to the stockholders.

I fear I shall not be able to attend the meeting on June 1st, but shall wait with interest for a report of the meeting, and trust it may be most enjoyable.

I am, respectfully yours,

(Signed) JOHN HOBART WARREN.

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CATASAUQUA, PENNA., May 24th, 1904.

Mr. B. F. Fackenthal, Jr.,  
Easton,  
Pennsylvania.

Dear Mr. Fackenthal:

This morning's mail brought me your kind invitation to attend the fiftieth anniversary of the Thomas Iron Company. It is with real regret that I am compelled to decline this invitation, owing to the continued and serious illness of Mrs. Williams.

While I was not present at the birth of the lusty infant, I well remember with what joy and hope its coming into the Lehigh Valley was hailed, and as I look back over fifty years I can but admire the wonderful foresight that was given to its founders and the ability that has been manifested in its management from that date to this. What a pleasure it would have been to David Thomas, John T. Knight, B. G. Clarke, John Thomas, and many others who labored in its behalf, if they could see this fruition of their labors. Trusting that its future will be as successful as its past has been, I remain,

Very sincerely yours,

(Signed) OLIVER WILLIAMS.

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A large number of letters have also been received from stockholders, friends and customers, acknowledging receipt of the printed copy of the "History of The Thomas Iron Company." Two of these letters, both from customers of the

company, have been selected for this publication as being of unusual interest, although there are scores of others that could be published with almost equal interest.

THE UNION STOVE WORKS.

PEEKSKILL, N. Y., July 14, 1904.

Wm. R. Thomas, Esq.,  
Sales Agent, Thomas Iron Co.,  
95-97 Liberty Street,  
New York City.

Dear Sir:

Replying to your favor of the 1st inst., would say that we are in receipt of your valued favor of the Thomas Iron Company's souvenir, celebrating their fiftieth anniversary, and we herewith extend our thanks for your kind remembrance. We rejoice with you and the stockholders of the company in the successful consummation of a half-century of prosperous business. The company has outlived most of its builders, and its early officers and sales agents, but the same high standard of honor in its business transactions and the excellence of its output are ably maintained by its present management. We began to use Thomas iron in 1855-6, when the attention of Mr. U. Hill, Jr., our president, was called to it by Mr. Chidsey, their sales agent and an old customer of ours in connection with his hardware business. Since then we have hardly been without Thomas iron in our yard, purchasing through Mr. Clarke and of late years from you.

Yours sincerely,

(Signed) THE UNION STOVE WORKS,  
EDWARD F. HILL, *Secretary*.

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WILMINGTON, DEL., June 18, 1904.

Mr. B. r. Fackenthal, Jr.,  
President, Thomas Iron Company,  
Easton, Pa.

My dear Sir:

I have been handed, by my sons of the Betts Machine Company, a copy of your beautifully printed and ably edited history of the Thomas Iron Company.

I went into the foundry business as a boy, 63 years ago, and continued in it up to this time, as Betts & Stotsenburg, E. Betts & Co., Betts, Pusey & Co., Betts & Seal, E. & A. Betts, and the Betts Machine

Company, in their order. I must have bought your iron as B. P. & Co., pretty soon after 1854, and the different firms have, I think, bought it moderately ever since.

It is needless to say that I have perused the pages of the work with very great pleasure, and while I am not sure that I have ever met any of your managers (unless it be Mr. Knight), yet many of the names are very familiar to me, and recall old times very vividly as I read them over.

It was always a pleasure and a satisfaction to order from your company; the buyer was sure to get good iron, full weight and fair prices; no need to dicker, as we knew that only the market price would be charged, whether on a two-line letter or a half-day's talk. Indeed, I can remember cases where iron was bought for present and future delivery, and the market falling before the close, Mr. Knight had it "billed" at the then lower market price. Such treatment inspired the greatest confidence.

I remember, when a very young man, being told, by a prominent Philadelphia iron manufacturer, that "there were no favors in trade." I have not found it so. I recall many instances of favor, kindness and liberality in my long business career. I may have granted some, but I am sure I have received many. I do not know that I had ever to ask extensions or unusual credit from your company, but feel sure that if asked for they would have been granted.

I must congratulate you most heartily on your great success. It is no small matter to have passed safely, in a new and young country, through fifty years that covered panics, fires, floods, civil war and strikes; and I trust your good fortune may continue indefinitely. Many of your strong men have passed beyond and cannot receive the praises which are so well their due, but those that are left can and should receive their meed of praise. While all have benefitted themselves, they have also been of great service to the community surrounding them, and also to the country at large.

I am now in my eightieth year and must soon pass on also, but enjoy thinking of old friends and of old times.

Believe me,

Very truly yours,

(Signed) EDWARD BETTS.

BY MR. CHARLES F. CHIDSEY.—Before the benediction is pronounced, I wish to convey an invitation to all our guests,

from the directors, through President Fackenthal, to take an excursion over the Ironton Railroad.

Let me say that this road belongs to the Thomas Iron Company. It is about twelve miles long, running from Coplay along the base of the Kittatinny Mountains, in Lehigh County. It was purchased in 1882; and just to give a little idea of the advance made in one of our industries, let me tell you that in 1882 there were 85,000 barrels of Portland cement produced in the United States. In 1882, when we bought the railroad, there was not a Portland cement mill along the line of that road. Now there are ten mills; and the total production of Portland cement in the United States during the year 1903 was 18,000,000 barrels. From 85,000 barrels a year to 18,000,000 barrels annual product in twenty-one years. That ought to make us go away feeling that the future may have in store for us an accumulating business for our little Ironton Railroad. Another thing to remember as we separate, is this: that the highest price paid for our No. 1 X pig iron was \$75 a ton. That was in 1864, when gold was about 256½. That may make some of you feel that the price of iron may soar quite high even yet in our day. Remember, once it was \$75 a ton! Then, if you feel too exuberant, let me tell you that the lowest price was in 1898, when the same iron sold for \$10.60 a ton, and we still live.

There is no other announcement to make, excepting that Mr. Fackenthal, the president, and the directors thank you all for your presence here to-day. The male guests appreciate the presence of the ladies, who, despite the rain, have come to join with us in this Golden Jubilee. We thank them most heartily. In an eloquent apostrophe to woman, a certain orator suddenly exclaimed, "Take away the women, and what would follow"? A man in the rear of the hall answered in a loud voice "We would"! And he was right. Of course we would. (Laughter.)

Speaking for the stockholders, I desire to thank President Fackenthal and the other officers and directors of these Iron



Works for this delightful celebration, for the handsome historical volume which each stockholder is to receive by mail, and for the bronze "pig" paper-weight. In showing the latter to our friends, it may not be inappropriate, even if an incorrect pronunciation, to call it a "sow-venir." (Laughter.)

The benediction will now be pronounced by the Rev. Henry Levan Bunstein, of Milford, Delaware.

**Benediction by Rev. Bunstein.**

"Now may the peace of God which passeth all understanding, guard your minds and hearts in Christ Jesus forever. Amen."

### **Extracts from Newspapers.**

The newspapers published in the Lehigh Valley, as well as the scientific press, have reported the proceedings of our celebration so fully, and, moreover, have given us elaborate reviews of our "History of The Thomas Iron Company," and said so many kind things about us, that our records would be incomplete without repeating what they have written.

In selecting the following extracts for this publication, we have endeavored to avoid, as far as possible, a repetition, particularly of such information as is contained in the published history of the company.

We have, however, copied one report in full, but in doing so, we wish also to express our appreciation for the complete reports contained also in the other papers.

[From *The Bulletin of the American Iron and Steel Association*,  
June 25, 1904.]

The most tasteful, best printed, most artistically illustrated, and every way the most complete history of any iron or steel company in this or any other country that we have ever seen was presented to the stockholders of the Thomas Iron Company at the celebration at Hokendauqua, on June 1st, of the semi-centennial of the organization of this well-known and always well managed company, which now owns nine blast-furnaces in Lehigh and Northampton Counties, Pennsylvania, as well as limestone quarries, local railroads, etc., in the vicinity of the furnaces, and iron-ore mines in New Jersey. The book is a veritable history of the company, with views of its furnaces and other properties at various periods, accompanied by biographical sketches and photographic likenesses of all its founders. A photograph of the original subscriptions to the stock of the company is an interesting feature. All in all, this beautifully printed and handsomely bound volume is a model souvenir publication. The historical features are from the pen of the president of the company, Mr. B. F. Fackenthal, Jr.

[From *The Iron Trade Review*, June 2, 1904.]

Fifty years have passed since the Thomas Iron Co., the famous Lehigh Valley producer of pig iron, was organized in 1854, in Mrs. White's tavern in Centre Square, Easton, Pa. Wednesday, June 1, was set apart for the commemoration of the anniversary and a dinner to the stockholders was given at Hokendauqua, Pa., with other features, including an excursion over the company's Ironton Railroad to one of its ore properties. A more permanent commemoration of this important event in the history of the iron industry in the United States was the preparation of a splendid souvenir volume, giving in detail the history of the Thomas Iron Co., illustrating and describing its properties and graphically portraying its evolution into the far-famed corporation of to-day. The souvenir, with its photographic reproductions of the plants that have made such noteworthy records, its portraits of the founders of the Thomas Iron Co., and its intensely interesting narrative—a veritable romance of American iron-making—is one of the most noteworthy volumes yet published dealing with the development of the country's most conspicuous industry.

The valley of the Lehigh is one of the garden spots of the United States, and the early owners of its fine farms won from the soil the money that later was available for industry, when the abundance of ores, the availability of anthracite coal for smelting and the proximity of flux suggested that iron-making had its place alongside the tilling of the soil as a native industry.

The souvenir book prepared for distribution among the stockholders of the Thomas Iron Co. at this week's celebration was written by B. F. Fackenthal, Jr., president of the company, and is admirable in the writer's conception of what history is and how it should be presented. The beginnings of the Thomas Iron Co. have been recorded in a fragmentary way in papers for historical and engineering societies, but never with the completeness of the present volume. The views of ore mines, railroads, blast-furnace properties, superintendents' and workmen's houses, and the portraits of all but one of the 26 founders of the company are features full of interest, and the accompanying story is doubly so.

The Thomas Iron Co. was named after David Thomas, who has been called the father of the anthracite iron industry in America. Though some anthracite iron had been made in the United States before he settled in Pennsylvania, he was the first to make a success of anthracite practice. He was actively engaged in the management of the Crane Iron Works at Catasauqua, Pa., when the Thomas Iron Co. was formed and was a leading promoter of the latter, negotiating

for the site and advising as to other matters, but was not an officer until 1880, when he became a director.

Samuel Thomas, the only one of the founders of the Thomas Iron Co. now living, is the son of David Thomas, and was appointed superintendent of the company on its organization, being entrusted with the construction and management of the works. He became president of the company in 1864 and resigned the office in 1887 to carry out a long-cherished plan of establishing iron works in Alabama. He is still, however, a member of the board of directors.

The capital subscribed by the original 26 stockholders was \$200,000. The Thomas Butz farm, about a mile above Catasauqua, Pa., containing 185 acres 90 perches, was bought for \$37,112.50. The town of which this was the site was at first called Coplay, but afterward Hokendauqua. Two blast-furnaces were constructed at first. The boilers cost \$9,353, and the two beam blowing-engines \$42,600. The engines had steam-cylinders 56 inches diameter and blowing-cylinders 84 inches diameter by 9 feet stroke.

At the close of 50 years the Thomas Iron Co. has nine active stacks, four at Hokendauqua, two Lock Ridge furnaces at Alburtis, one Keystone furnace at Island Park, and two Saucon furnaces at Hellertown. The total annual capacity is 260,000 tons of pig iron.

No. 1 furnace at Hokendauqua was first put in blast on June 1, 1855; No. 2 furnace on Oct. 23 of the same year. Both were 60 feet high, 18 feet diameter at the bosh and 8 feet tunnel-head. Their combined output was upwards of 20,000 tons a year. Henry's "History of the Lehigh Valley," published in 1860, gave the largest output of the two furnaces in one week as 605 tons and the largest week's output for one furnace 351 tons. No. 1 furnace to-day is 17 ft. by 80 ft. No. 2 furnace has been abandoned, as has No. 4, built in 1863. No. 3 is 17 ft. by 80 ft. and Nos. 5 and 6, 17 ft. by 60 ft.

The Lock Ridge Iron Co. was chartered Dec. 26, 1866, and the entire capital stock was taken by the Thomas Iron Co. May 1, 1868. The property contains 170 acres, and in addition to the two furnaces—14 ft. by 60 ft. and 16 ft. by 60 ft.—there are limonite ore lands and dolomite quarries.

Keystone furnace is  $2\frac{1}{2}$  miles from Easton, Pa. It was purchased in 1882 from D. Runkle & Co. It is now 16 ft. by 65 ft. The property consists of 61 acres. Brown hematite ore is supplied from Williams township mines. This is the only furnace remaining in the Lehigh Valley between Easton and Bethlehem, 10 other stacks belonging to four other companies having been abandoned.

The two Saucon furnaces at Hellertown—16 ft. by 75 ft. and 16 ft. by 60 ft.—were purchased by the Thomas Iron Co. in 1884. The property contains 73 acres. There is valuable limonite ore within hauling distance. Most of the ore is high in manganese, making this location especially desirable for the manufacture of basic pig iron. The flux is dolomite from quarries near by. The company owns the Saucon Valley Iron & Railroad Co., which connects with the Philadelphia & Reading near Bingen and runs from there to the zinc mines at Friedensville.

The Wawayanda property, in Passaic and Sussex Counties, New Jersey, was purchased by the Thomas Iron Co. in 1870. It contains 5,902½ acres, in addition to mineral rights on 493 acres. The property was purchased on account of its known deposits of iron ore.

The Richard mine is the most important and valuable of all mines owned by the company. It is in Morris County, N. J., 2½ miles north of Dover and 1½ miles north of Wharton (formerly Port Oram), N. J. It is part of the old Mount Hope tract. The company's holdings consist of 83 acres at an original cost for land of \$32,360. In 1867 the Thomas Iron Co. joined with other mine owners in the Mt. Hope district in building the Mt. Hope mineral railroad which reaches the Richard mine. The total output of the Richard mine since its purchase by the company in 1856 has been 2,212,838 tons. The ore is magnetic, of high grade. The average analysis for the past 12 years, representing shipments of over 1,000,000 tons, was 60.19 per cent. metallic iron. The highest average was 61.89 per cent. and the lowest 58.54 per cent. The phosphorus averages about 0.75 per cent., silica 6 per cent., and alumina 3 per cent.

For two years after the starting of the Hoken dauqua furnaces all ore from near-by Lehigh Valley hills was carted to the furnaces by team, but in 1856 the Thomas Iron Co. joined with the Crane Iron Co. in building the Catasauqua & Fogelsville railroad. The road was opened to Rupps station in 1857 and later extended to the mountain at Rittenhouse Gap to reach the magnetic ore mines at that place. The road is also the connecting link between Alburdis and Hoken dauqua furnaces. The Thomas Iron Co. now owns 40 per cent. of the stock; the balance is owned by the Philadelphia & Reading Railway Co. The Hoken dauqua works are connected with the Philadelphia & Reading, Lehigh Valley and New Jersey Central roads.

The Ironton Railroad was chartered in 1859 to connect with the Lehigh Valley road at Coplay. It is owned entirely by the Thomas Iron Co. and extends to its brown hematite ore mines at Ironton and to its limestone quarries.

Reference has been made above to the official connection with the company of Samuel Thomas, the only one of the founders now living. His brother, John Thomas, was appointed superintendent July 1, 1867. He resigned March 1, 1893, and died March 19, 1897. The present general superintendent, David H. Thomas, son of John Thomas, immediately succeeded his father and has been employed by the company for 25 years and 10 months. He entered the machine shop at Hokendauqua in 1875; in 1880 was appointed superintendent at Lock Ridge furnaces; resigned in 1885 to manage a plant in Alabama; became superintendent of the Troy Steel & Iron Co.'s furnaces on Breaker Island, N. Y., and in 1888 reentered the employ of the Thomas Iron Co.

B. F. Fackenthal, Jr., president of the company to-day, was elected director and president in 1893 and thus has been at the head of the company for eleven years. James W. Weaver was elected secretary and treasurer in 1893 and is still in office. The vice-president is Wm. H. Hulick. The directors are Samuel Thomas, B. F. Fackenthal, Jr., Wm. H. Hulick, Fred R. Drake, W. P. Hardenbergh, J. Samuel Krause, J. S. Rodenbough.

Frank S. Hartman, the present cashier, entered the company's employ in 1864 and has thus been connected with it for over 39 years. Nine other employees in responsible positions, including two mine superintendents, have been with the company for long terms, these ranging from 17 to 25 years.

Joseph McFetridge finished 50 years in the company's employ on April 18, 1904. He was the engineer who hoisted the stone for building Furnace No. 1. In 1856, when the company put in service its first locomotive, "Hokendauqua," he became its engineer and filled the position many years. He is still active at the age of 70 and has the position of storekeeper. Eighty-five employees—mechanics, furnacemen and laborers—have been with the company 20 years or more, eight of them for more than 40 years and 31 for more than 30 years.

The above details are gleaned from Mr. Fackenthal's *Souvenir History*. The following interesting data are taken from the same source in their original form:

"Percy's Metallurgy," pages 380 to 385, published at London, in 1864, selected the Thomas Iron Co.'s furnaces at Hokendauqua as "standing pre-eminent" in illustrating the furnaces of America. In speaking of the manufacture of iron with anthracite coal, the author says:

"But the principal manufacture must always cling to the Lehigh, Schuylkill and Lower Susquehanna valleys, in Pennsylvania, where ore is abundant, the coal near at hand, and the flux on the spot;

where the whole land is a garden, and therefore food cheap and plentiful, and the great seaports not far off. For all these considerations, as well as for beauty, size, and convenience of build, and for its historic interest, the Thomas furnaces, which have been selected as illustrative of the American manufacture for this work, stand pre-eminent."

His description of the Thomas works is accompanied with two large folding sheets of drawings of Nos. 1 and 2 furnaces. Dr. Percy reports No. 1 furnace as having made an average of 248 tons 7 cwt. 3 quarters of pig iron per week during a blast of 186 weeks, with a fuel consumption of 1 ton 19 cwt. 3 quarters (4,452 lbs.) per ton of pig iron. Henry's "History of the Lehigh Valley" refers to the largest weekly yield of No. 1 furnace, 351½ tons, as being "an amount unprecedented in the annals of iron making."

To show the progress that has been made at the Thomas Iron Co.'s works, we need only say that No. 1 furnace, which was rebuilt in 1894, and equipped with regenerative stoves in 1897, has produced as much as 1,327 tons of foundry-iron per week, with fuel consumption for periods of six months of 2,428 pounds, or but a little more than half of the quantity reported by Dr. Percy.

Nos. 2 and 4 furnaces, at Hokendauqua, were abandoned in order that the machinery might be concentrated on the remaining four furnaces. All other furnaces have been enlarged and improved, except Nos. 7 and 8 at Alburtis, which continue to operate on anthracite exclusively. The pig iron from these furnaces is preferred by many of our customers.

The first shipment of pig iron from No. 1 furnace was made July 2, 1855, to Butz & Yard, Easton, Pa., grade No. 1 X, price \$27 per ton. The highest price received was \$75 per ton at the furnace for No. 1 X, on Aug. 20, 1864. On this date, however, gold was selling at 256¼ to 257¼. The lowest price received for No. 1 X was on March 3, 1898, when an order was entered for 300 tons at \$10.60 per ton at furnaces. A large tonnage of gray forge and No. 3 foundry was sold during the first half of 1898 at \$9 per ton at furnace. The present prices are as follows: \$15 for No. 1 X; \$14.25 for No. 2 X; \$13.50 for No. 2 plain; \$13.25 for No. 3 foundry, all f. o. b. at furnaces.

The present output of the Richard mine in one year is now as great as it was for the first ten years, from 1856 to 1865, inclusive. The output of the furnaces has increased almost in the same ratio. The total amount of pig iron produced in 50 years is 4,512,030 tons 9 cwt. One year's output at the present time is as great as it was during the first nine years after the furnaces commenced producing.

This is due, first, to the greater number of furnaces, and second, to the increased capacity.

Early in recognizing the importance of the chemical laboratory, the company engaged Dr. P. W. Shimer as its first chemist, Nov. 17, 1878, the first laboratory being established at Alburdis. The main laboratory, at Hokendauqua, is a model iron works laboratory, complete in all its equipment, with elaborate arrangements for sampling and crushing ore, including a small Blake ore crusher, drill, lathe, etc., all operated by power. Mr. Clemens C. Jones was chief chemist at Hokendauqua from Sept. 1, 1885, to Nov. 1, 1892, when he resigned, and was succeeded by Walter Wyckoff, the present chief chemist. Mr. Wyckoff entered the laboratory May 20, 1888, as chemist, and has, therefore, been with the company almost 16 years.

There is also a mechanical laboratory, fitted with apparatus for testing materials, including a 100,000-lb. Richlé testing machine. Every car of ore, coke and limestone entering the different works, and every car of pig iron leaving them, is carefully tested by experienced men, and as carefully tested in the chemical laboratory.

In making "Thomas" foundry iron, the ore mixture is maintained as uniform as possible. It is made up approximately of 25 per cent. Richard, 25 per cent. other magnetic, 25 per cent. brown hematite, and 25 per cent. Lake ore, with occasionally some foreign hematites. Puddle furnace cinder and heating furnace cinder are not and never have been used in the manufacture of "Thomas" iron.

The number of stockholders at present is 487, made up as follows:

	Shares.
211 men.....	19,471
193 women.....	18,183
75 estates and trustees.....	11,302
8 banks and trust companies.....	1,044
487 shareholders.	50,000

The stock of the company has never been used for speculative purposes, and is largely held to-day by the families and descendants of the people who established the company fifty years ago. In fact, the personnel of the present board of directors shows that they are descendants or representatives of the original founders of the company.

Joseph S. Rodenbough is the son-in-law of Russell S. Chidsey; William P. Hardenbergh is the son-in-law of Benjamin G. Clarke; Fred R. Drake is the grandson of John Drake; J. Samuel Krause is the



son of Matthew Krause; William H. Hulick is the son of Derrick Hulick; and Samuel Thomas is himself one of the original founders.

The company has made three issues of bonds during the past fifty years: First, May 21, 1856, \$75,000, at 6 per cent., to provide funds on account of construction of C. & F. R. R.; this issue was paid off at the end of six years, and the mortgage was satisfied of record. Second, July 1, 1875, authorized issue of \$600,000 at 7 per cent., of which \$537,500 were sold, the balance remaining in the treasury. These bonds were issued to provide for losses sustained through the purchase of the South Mountain Iron Co., Oct. 21, 1872. The failure of this venture was in great part due to the financial panic of 1873. This issue of bonds was paid off at maturity and the mortgage was satisfied of record. Third, July 1, 1890, authorized issue of \$500,000 at 5 per cent., of which \$350,000 were sold; this was, in fact, not a new loan, but intended to take up and refund in part the 7 per cent. loan. Some of the bonds were purchased from time to time and cremated, as follows: Jan. 26, 1897, \$15,000; June 22, 1898, \$5,000; Nov. 25, 1898, \$42,000. As the issue was subject to call after five years, the remainder, \$288,000, was duly and regularly called for payment June 30, 1899. By July 24, 1900, they were all in and were cremated. The mortgage was satisfied of record, since which time there has been no bonded debt.

The present capital stock is \$2,500,000, divided into 50,000 shares, having a par value of \$50 per share. The total amount of stock issued for cash is \$466,155. The balance, \$2,033,845, represents surplus earnings for which stock dividends have been made.

The Lock Ridge, Keystone and Saucon divisions, as well as all sums for improvements and betterments of the plant, have been paid for out of surplus earnings.

In addition to the stock dividends, which amount to 208.16 per cent., cash dividends have been paid semi-annually on Feb. 1 and Aug. 1, almost without interruption, and amount to 352.75 per cent., making the stock and cash dividends during the past fifty years aggregate 560.91 per cent. The first dividend was declared July 27, 1856; the last one was paid Feb. 1, 1904.

During the fifty years of its progress, the company has passed through many anxious periods, and has naturally made mistakes and failures. Investments in coal mines and ore mines did not always turn out profitably but the good investments have counterbalanced the bad ones; and at the end of the half century the company finds itself in strong financial condition.

The operations of the furnaces have often been interfered with by accidents, short fuel supply, floods, and financial panics. The first

serious accident occurred on July 4, 1855, about one month after starting No. 1 furnace, when a fire, caused by some carelessness at the "open front" of the furnace, destroyed the cast-house and hoist-tower.

Strikes at the anthracite mines have frequently compelled furnaces to be blown out or banked. The anthracite strike of 1871, which lasted for several months, forced all the furnaces to be blown out except No. 2. During the strike which prevailed in the entire anthracite region from May 10 to Oct. 23, 1902, all the furnaces, with one exception, were either banked or blown out.

Of all the financial panics (1857, 1873, 1893, etc.), through which the company has passed, that of 1857 was perhaps the most trying, since it occurred before the financial credit of the company had become fully established. The effect of this panic was far-reaching. Cash payments were suspended. Customers owing large amounts asked for extensions; some settlements were made at 50 per cent., while some accounts became a total loss. Heroic measures were necessary to meet the situation. Shipments of pig iron were in a large measure suspended. On Sept. 22, the superintendent was directed to reduce mining operations one-half; ten days later, on Oct. 1, he was ordered to stop mining altogether. On Nov. 5 he was authorized to resume mining in New Jersey, provided he could do so and not use more than \$100 per month in currency, the balance to be paid in four months' notes. The men were supplied by the company with provisions, the price of which had greatly advanced. Flour was selling at \$15 per barrel, and for one lot of 50 barrels, \$16 per barrel was paid.

The minutes show that the directors were frequently called upon by the banks to give their individual endorsement, which was cheerfully done. During the panic of 1857, the following directors and stockholders not only endorsed the paper of the company, but filed with the banks at Easton and Catasauqua a personal bond guaranteeing its credit: Ch. Aug. Luckenbach, David Thomas, Samuel Thomas, John Brown, Ephraim Marsh, William H. Talcott, Russell S. Chidsey, John T. Knight, John Drake, Derrick Hulick.

During the panic of 1873, due bills, convertible into notes of the company, payable in three months with interest, were authorized. These were used in lieu of cash to carry on the business of the company, as well as to pay the men their wages.

On Nov. 20, 1873, the directors, without security of any kind, gave their individual guarantee for twelve months to the Allentown National Bank to protect the paper offered for discount. The following was the personnel of the board at that time: David Thomas, Samuel Thomas, William W. Marsh, John T. Knight, Charles Stewart, Benjamin G. Clarke, Daniel Runkle.

It will doubtless be a matter of surprise to some of the younger stockholders, as well as of interest to all, to learn that the national tax paid by the company directly to the United States Government on pig iron alone from July, 1864, to December, 1866, amounted to \$200,423.83.

The company has earned and maintained a reputation for high class foundry iron, as well as for basic and mill iron, and points with pride to a record of 50 years during which time it has used all-ore mixtures. It also claims to be the oldest company in America manufacturing pig iron that has not been reorganized or had its original corporate name changed.

The continued use of brown hematite (limonite) iron ores has been of especial advantage to its mixture, as the use of such ore enables it to control the silicon in the pig iron, and supply its foundry customers with any reasonable percentage of silicon they may require. The composition of standard Thomas iron is shown by the following analyses :

	Silicon.	Sulphur.	Graphitic carbon.	Combined carbon.
Special Thomas Scotch	3.50% and over	.01 to .02%	3.70%	.25%
No. 1 X Thomas.....	up to 3.25	.01 to .03	3.70	.25
Thomas Scotch.....	3.00 to 3.50	.02 to .03	3.60	.30
No. 2 X Thomas.....	up to 3.00	.02 to .03	3.50	.35
No. 2 Soft.....	2.50 to 3.00	.03 to .04	3.40	.40
No. 2 Plain.....	2.00 to 2.50	.03 to .05	3.30	.50
No. 3 Foundry.....	1.50 to 2.00	.04 to .06	3.20	.60
Gray Forge.....	.75 to 1.50	.06 to .10	3.00	.80
Basic.....	under 1.00	under .05		
Phosphorus...	.60% to .90%.	Manganese... .40% to .75%.		

The company has endeavored to progress with the times, and further improvements at the furnaces are contemplated. An order has just been placed for two pairs of modern compound blowing-engines for furnaces Nos. 1 and 3 at Hokendauqua, each capable of blowing 40,000 cubic feet of air per minute, under a pressure of 25 pounds, which will enable the company to increase greatly the output of these two furnaces.

The capital stock is \$2,500,000. The company has no bonds, is entirely free from debt, and has a large surplus.

[From the *Iron Age*, June 2, 1904.]

The *Iron Age* issued June 2, 1904, contains several columns of historical matter taken from the history published by the company, with the following comments:

An interesting feature of the fiftieth anniversary of the Thomas Iron Company was the presentation to each of those present at the gathering this week, of the history of the Thomas Iron Company, prepared by President B. F. Fackenthal, Jr., of Easton, Pa. This is a magnificent work, constituting not only a history of the company, but presenting so many portraits of men identified with the company, views of works and maps of properties, that it forms an album. It comprises 100 pages and is a superb specimen of printing and engraving.

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[From the *Iron Age*, June 9, 1904.]

The Thomas Iron Company celebrated their attainment of fifty years by appropriate exercises at Hokendauqua, Pa., on June 1st. This company occupies a unique position among the iron-producing companies of the United States. They are the only iron-making company of their age who are conducting business under their original name, without change or reorganization in any way whatever. The company do not occupy relatively as prominent a position as they did ten or fifteen years since. The iron trade has seen great changes within that time. Huge corporations have sprung into existence through the consolidation of separate business establishments into greater organizations. The company who fifteen years ago were considered a great business aggregation may, therefore, be a comparatively modest enterprise to-day. This is the position of the Thomas Iron Company. They have seen other corporations surpass them in capitalization, in the expansion of property interests and in tonnage of products turned out, but they have only been surpassed in these respects. They have not been surpassed in their efficiency of management, their power to maintain a high standing in the trade, their sturdiness of purpose to please their customers and their ability to make satisfactory returns to their stockholders. They may be considered, to use a Western phrase, the little giant of the iron trade. They are especially the little giant of the pig iron trade, as from their foundation until the present time they have confined their energies to the production of pig iron alone. From their formation the Thomas Iron Company have steadily pursued the policy of only making pig iron and of holding their trade by the quality of the iron.

The celebration of the passage of fifty years was largely of the character of a family gathering. It was primarily a stockholders' meeting, as all the stockholders of the company had been invited to be present, but invitations were extended to quite a number of persons connected with outside interests. The weather was not propitious for such an occasion, but, notwithstanding a heavy downpour of rain, the attendance was large, running up to more than 400, including many ladies. Among the guests were representatives of other manufacturing interests in the Lehigh Valley, makers of iron in the Schuylkill Valley, and prominent business men from New York and Philadelphia. With wise precaution the company had erected a pavilion not far from their office building to accommodate the gathering and provide a suitable place for the exercises in case of inclement weather. The visitors who made their appearance during the morning were taken to one of the blast-furnaces where they witnessed a cast. This was the extent of the attention given to the company's processes. The weather forbade any extended inspection of the plant, as had been contemplated. At one o'clock the visitors gathered in the pavilion for luncheon, arrangements for which were exceptionally satisfactory. An orchestra discoursed popular airs during the dinner.

Upon the completion of the *menu*, President B. F. Fackenthal, Jr., announced that, as this was a stockholders' meeting, he would nominate one of the stockholders present to fill the chair and take charge of the proceedings. He proposed Hon. Charles F. Chidsey, ex-mayor of Easton, and his choice was unanimously ratified. Mr. Chidsey, upon accepting the chair, delivered an interesting address, which was largely historical. Many of the facts given by him will be found in the historical sketch of the company, from which extracts were published in our last issue. In the course of his remarks Mr. Chidsey referred to the presence of many who had been long connected with the company, among whom was Samuel Thomas, their former president and the only one surviving of the original stockholders. He stated that Mr. Thomas, owing to the condition of his health, had declined to speak, saying that he "could not make a speech, but could still make pig iron." Hearty cheers were given for Mr. Thomas and President Fackenthal.

Captain Fred R. Drake, of Easton, was called upon in behalf of the management. Mr. Drake is one of the present Board of Directors and represents the third generation of his family, who served in that capacity. Mr. Drake stated that from the existence of the company the plant had never ceased its operations. This was a record hard to equal. He dwelt at some length upon the splendid financial record made by the company and stated that the directors would do all in their power to maintain the high reputation enjoyed by the company.

Edgar S. Cook, president of the Warwick Iron & Steel Company, Pottstown, Pa., responded on behalf of the company's neighbors. Mr. Cook alluded to the fact that the Warwick Company had been neighbors and competitors of the Thomas Iron Company for twenty-five years. Their relation, however, had been of an extremely pleasant character and cordiality was always in evidence.

W. G. Besler, first vice-president of the Central Railroad of New Jersey, spoke for the railroad interests. Mr. Besler expressed a desire of the railroad companies to do everything within their power to promote the welfare of manufacturers along their lines. He stated that the iron business of the Lehigh Valley was so interwoven with transportation that one could not stand without the other.

F. S. Witherbee, of New York, vice-president of the Tennessee Coal, Iron & Railroad Company, was called upon and extended his congratulations to the stockholders. Mr. Witherbee paid a well-deserved tribute to the management of the Thomas Iron Company, stating that the success of the company was due to the high character of those who had been entrusted with the management.

R. C. Stewart, of Easton, a representative of the legal profession, made a polished address, in which he extolled the forensic ability of the business men whom he had heard express themselves so eloquently in the proceedings, alluding to the fact that at such a meeting of stockholders fifty years ago most of the talking would have to be done by lawyers and clergymen. Brief remarks were made by George W. Cope, of the *Iron Age*, representing the press, who stated that during the entire life of the company the press had had occasion to say nothing but good of them.

A noteworthy feature of the occasion was the deference paid to the religious sentiment of the community. The exercises began with an invocation by Rev. Dr. J. A. Little, of Hokendauqua, and ended with a benediction by Rev. Henry L. Bunstein, of Milford, Del., formerly of Easton. No spirituous beverages were served. Several of the speakers referred with strong expressions of approval to the manner in which the management of the company had always given substantial encouragement to churches, schools and general philanthropic movements in every locality in which they conducted mining or manufacturing operations.

As a souvenir each visitor was presented with a bronze pig paper-weight, bearing on the pedestal the inscription, "Thomas, 1854-1904."

After the speaking the visitors embarked on a train of passenger cars and took a trip over the company's Ironton Railroad. \* \* \* \* The excursionists were brought back to Hokendauqua at five o'clock, and shortly afterwards departed for their homes by the various trans-

portation routes. Among those present were William H. Hulick, of New York, vice-president of the company; W. P. Hardenbergh, of New York, member of the Board of Directors; J. Samuel Krause, of Bethlehem, member of the Board of Directors; Leonard Peckitt, of Catsauqua, president of the Empire Steel & Iron Company; J. M. Fitzgerald, secretary of the Empire Steel & Iron Company; Abraham S. Schropp, of Bethlehem; John M. Hartman, of Philadelphia; Walter Wood, of R. D. Wood & Company, Philadelphia; W. R. Thomas, of New York; T. B. Koons, general traffic manager of the Central Railroad of N. J.; W. R. Taylor, vice-president of the Philadelphia & Reading Railway Company; C. A. Blood, general freight agent of the Lehigh Valley Railroad Company; G. M. Harleman, superintendent of the Lehigh Valley Railroad Company; J. S. Pearson, of the Lehigh Coal & Navigation Company; S. H. Chauvenet, of the Robeson Iron Company; W. S. Pilling, of Pilling & Crane, Philadelphia.

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[From *Engineering and Mining Journal*, June 9, 1904.]

The history of the iron industry in this country during the past fifty years is one of wonderful growth and sweeping changes. It is not necessary to outline that history here, but the fiftieth anniversary of a company that has never been reorganized and that has an honorable name among all users of foundry iron calls for more than passing mention. The Thomas Iron Company celebrated its anniversary at Hokendauqua, Pa., the site of its first furnaces, on June 1st. In commemoration of this anniversary the company distributed to its stockholders a souvenir volume giving an account of its history and present status. The account was written by the President of the company, Mr. B. F. Fackenthal, Jr., and is noteworthy for its containing many views of ore mines, furnaces, superintendents' and workmen's houses, and the portraits of all but one of the 26 founders of the company, and chiefly for its interesting and illuminating narrative of the development of the iron industry in the Lehigh Valley. It is a narrative that all interested in the history of iron-making in this country will want to read.

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The present directors are nearly all descendants or representatives of the original founders. They are Samuel Thomas, B. F. Fackenthal, Jr., W. H. Hulick, F. R. Drake, W. P. Hardenbergh, J. S. Krause and J. S. Rodenbough. The officers are B. F. Fackenthal, Jr., president; W. H. Hulick, vice-president; J. W. Weaver, secretary



and treasurer. The cashier, F. S. Hartman, has been connected with the company over 39 years, and the company has among its employees 85 men who have been with it over 20 years.

The anniversary celebration on June 1st unfortunately had wretched weather, but nevertheless proved an enjoyable family reunion. Over 400 guests assembled at luncheon. C. F. Chidsey, of Easton, was toast-master, and the speakers included Capt. Fred R. Drake, of Easton, who responded for the company; Edgar S. Cook, of the Warwick Iron & Steel Co., of Pottstown; W. G. Besler, first vice-president of the Central Railroad Company of New Jersey; F. S. Witherbee, of the Tennessee Coal, Iron & Railroad Company, New York; and R. C. Stewart, of Easton. After luncheon the stockholders and guests took a trip by special train over the line of the Ironton Railroad. \* \* \* Each stockholder and guest received as a souvenir of the occasion a bronze paper-weight of appropriate design.

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[From the *Easton Express*, June 1, 1904.]

The rain this afternoon did not prevent a fitting celebration of the anniversary of one of the most important events in the history of the Lehigh Valley, of the State of Pennsylvania—the organization of the Thomas Iron Company, which was one of the first concerns in the country to manufacture anthracite iron, and which for years was the dominant factor in that business.

The celebration was held at Hokendauqua, the home of the corporation that is known from the Atlantic to the Pacific and beyond the sea, wherever iron is used.

Most of the Eastonians went up on a train over the Lehigh Valley road that left this city a few minutes before 10 o'clock. In the special cars were President B. F. Fackenthal, Jr., J. W. Weaver, secretary and treasurer, and the corps of clerks from the company's main office in this city. Another party from this locality went up on a special train at 12.20 this afternoon.

The celebration took place in a large pavilion in which there were placed two long lines of tables and from which 500 people were served dinner, after prayer had been offered by Rev. J. A. Little, of Hokendauqua.

After the dinner a meeting of the stockholders was called on the pavilion by the president. Charles F. Chidsey was elected chairman. No business was transacted. The time was devoted to hearing addresses.

Fred R. Drake, of Easton, was one of the speakers.



Samuel Thomas, one of the original stockholders, was at the celebration.

President Fackenthal's history of the company, a copy of which is to be presented to every stockholder, contains much information that is of interest not only to the people identified with the company, but to the public as well. The company was born in Mrs. White's tavern, which stood upon the site of the present Easton post-office building in the Square, and subsequent events in its history are closely identified with this city.

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The present officers of the company: President and General Manager, B. F. Fackenthal, Jr.; Vice-President, William H. Hulick; Secretary and Treasurer, James W. Weaver; Directors, Samuel Thomas, William H. Hulick, W. P. Hardenbergh, B. F. Fackenthal, Jr., Fred R. Drake, J. Samuel Krause, J. S. Rodenbough.

There were about 500 visitors present at the celebration. Of that number 125 or 150 were from Easton. The latter included J. S. Rodenbough, John I. Kinsey, John McNeal, Jr., Geo. M. Odenwelder, Prof. and Mrs. J. Madison Porter, Mrs. J. S. Rodenbough, Mrs. Mary Titus, A. D. Chidsey, Chas. F. Chidsey, Dr. J. J. Detwiller, Fred R. Drake, Miss Laura Drake, John Eyerman, Peter Brady, John Bacon, Mrs. Armstrong, Mrs. Emma Bixler, Jesse F. Carter, Mr. and Mrs. J. Whit Wood, Mr. and Mrs. H. F. Semple, Mrs. W. S. Hulick, H. G. Siegfried, Russell C. Stewart, W. G. Stewart, Mr. and Mrs. Charles Stewart, Charles R. Rodenbough, Miss Frances Rodenbough, Mr. and Mrs. Clarence Semple, Mr. and Mrs. Harry Lesner, Mr. and Mrs. E. S. Lawall.

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[From *Easton Express*, June 2, 1904.]

Yesterday's celebration of the golden anniversary of the Thomas Iron Company by a "family reunion" at Hokendauqua was a decided success, in spite of the rain. In addition to the address made by Charles F. Chidsey, of Easton, who presided as chairman and toast-master, after the dinner had been served, there were "blasts" by several other very able, entertaining talkers.

Fred R. Drake, a member of the Board of Directors, spoke in behalf of that body and bid welcome to the guests who had braved the storm to attend the celebration.

Edgar S. Cook, of Pottstown, brought congratulations from the Warwick Iron & Steel Company, which he was there to represent.

W. G. Besler, first vice-president of the Central Railroad of New Jersey, told how closely the railroad company and the iron manufacturing company were allied; how each was a great benefit to the other, and how hard a time one would have getting along without the other.

F. S. Witherbee, of New York City, present as the representative of the Tennessee Coal, Iron & Railroad Company, paid a pretty tribute to the worth and energy of the men who established the Thomas Iron Company and to those to whose care it has since been entrusted.

Congratulatory remarks were made by G. W. Cope, of New York, associate editor of the *Iron Age*.

Letters of regret were read from a number of persons who were unable to be present, including Oliver Williams, of Catsauqua, and John Hobart Warren, the latter one of the oldest stockholders.

The closing address, and one of the most interesting of the day, was by R. C. Stewart of this city, who spoke of the discovery of gold and silver in this country and then of the discovery of how to make iron by the use of anthracite coal. The latter, he explained, had resulted in far more benefit than the finding of the precious metal.

The exercises in the pavilion ended with the benediction by Rev. Henry L. Bunstein, of Delaware, a former resident of Easton.

President Fackenthal was tireless in his efforts yesterday to make everybody feel "at home." He was repeatedly congratulated for the excellent manner in which the celebration had been planned and executed.

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After the exercises in the pavilion, the stockholders and guests were given a trip over the Ironton Railroad and afforded an opportunity to see the cement mills in operation along the line.

Souvenirs of the occasion were given to all present. They consisted of bronze pigs, nicely finished, as paper-weights.

Another pretty and much more valuable souvenir that is being distributed, although but few were given out yesterday, is a history of the Thomas Iron Company that includes the portraits and brief biographical sketches of the men who started the company back in 1854, as well as those who have had charge of its affairs up to the present time. The history was compiled by President Fackenthal. It is a rare specimen of the art of printing.

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[From *Easton Free Press*, of June 2, 1904.]

Notwithstanding adverse weather conditions, the celebration of the fiftieth anniversary of the Thomas Iron Company, at Hokendauqua,

on Wednesday, proved to be a most enjoyable event and, in the language of many present, was a very pleasant "family gathering."

This corporation has been closely identified with this section for half a century, its growth and development have contributed greatly toward industrial progress, and the present prosperity of the company is a source of much gratification to all who are interested. It is not to be wondered at therefore that much enthusiasm was manifested over the Golden Jubilee. About 385 stockholders and 141 guests accepted invitations to be present. Many ladies were among the list of stockholders and guests.

On the company's property, near the office at Hokendauqua, a large pavilion had been erected. Dinner was served there by Trower, the Germantown caterer, and a corps of assistants. Covers were laid for 448, and from all appearances every seat about the tables was taken. Groman's orchestra, of Bethlehem, discoursed music during the dinner.

After the discussion of the menu, President B. F. Fackenthal, Jr., called upon Rev. Dr. J. A. Little, of Hokendauqua, to offer prayer. Ex-Mayor Charles F. Chidsey, of Easton, was selected as toast-master, and the choice was an excellent one, for Mr. Chidsey was never in better form than while presiding at the jubilee dinner.

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President Fackenthal said he had heard from Robert H. Sayre and John Fritz, of Bethlehem, and other friends of the company, stating they were unable to be present. He also read letters of regret from Oliver Williams, of Catasaqua, and John Hobart Warren, of New York, one of the oldest stockholders.

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The stockholders and guests, after the dinner, were taken on a trip over the Ironton Railroad, owned and operated by the Thomas Iron Company. In 1882, when this road was purchased by the Thomas Iron Company, the output of Portland cement in the United States was 85,000 barrels per year. At the present time there are ten mills on the line of the Ironton Railroad, and the output in the United States in 1903 was 18,000,000 barrels. The ten mills are, the Lehigh Portland Company, four mills; American Cement Company, four mills; Coplay Cement Company, one mill; and Central Cement Company, one mill. These ten mills produce 5,000,000 barrels per year. Along the railroad is Deshler's fort, an old stone house built in 1760, used as a refuge from the Indians.

Samuel Thomas, the only one surviving of the original stockholders, was warmly greeted by his many friends. He took a great interest in the proceedings.

Joseph McFetridge, for fifty years in the company's employ, and now storekeeper at the Hokendauqua plant, was congratulated on all sides. He is still in good health and actively attends to the duties of his position.

Among the railroad men present were G. M. Harleman, superintendent of the local division of the Lehigh Valley Railroad, and T. B. Koons, general traffic manager of the Central Railroad.

Douglas Craig and wife, Miss Harriet Craig and John B. Dolon were the representatives of Mauch Chunk. Mr. Craig's grandfather, E. A. Douglas, was one of the original stockholders.

William H. Hulick, vice-president of the company, and W. P. Hardenbergh, of New York, and J. Samuel Krause, of Bethlehem, of the board of directors, took an active part in the celebration.

Ex-Senator H. D. Heller, of Hellertown, headed a delegation of stockholders from that place.

S. H. Chauvenet, of the Robesonia Iron Company, represented that corporation at the celebration, and Abraham F. Schropp, secretary of the Bethlehem Steel Company, was a prominent guest.

The Lehigh Coal & Navigation Company was represented by J. S. Pearson, of Easton.

About 129 stockholders and guests from this city were in attendance. Many took advantage of the special run by the Lehigh Valley Railroad at noon. Nearly all of the Eastonians returned on the special leaving Hokendauqua at 5 P.M.

The company provided a unique souvenir for the occasion consisting of a bronze pig, bearing the inscription "Thomas—1854-1904."

The history of the company, printed for the celebration, is a beautiful piece of work and copies will be mailed to all of the stockholders.

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B. F. Fackenthal, Jr., president of the Thomas Iron Company, was born at Doylestown, Pa., and is a son of B. F. Fackenthal, for many years a resident and practicing attorney of Easton. He went to work at the Durham furnace in 1866 and grew up with the iron business. He remained at Durham, gradually advancing himself, until he became superintendent of the works under Cooper & Hewitt, who acquired possession of them in 1870. While Cooper & Hewitt owned the plant Mr. Fackenthal superintended the construction for them of what was then the largest blast-furnace in the United States. On January 19, 1893, Mr. Fackenthal severed his connection with the Durham furnace and became president of the Thomas Iron Company, in which position he has demonstrated his great executive ability and knowledge of the iron business.

[From *Catasauqua Dispatch*, June 4, 1904.]

On February 14, 1854, at a meeting in Easton, the following persons were present and subscribed for stock of the Thomas Iron Co.: David and Samuel Thomas, Catasauqua; E. A. Douglas, Mauch Chunk; Charles A. Luckenbach, Matthew Krause and Jacob P. Scholl, Bethlehem; Dr. Henry Detwiller, Peter S. Michler, John Drake, Derrick Hulick, Russell S. Chidsey, John T. Knight, Daniel Whitesell and Carman F. Randolph, Easton; Benj. G. Clarke, New York; Ephraim Marsh and Wm. H. Talcott, New Jersey.

David Thomas and sons had emigrated from Wales in 1839, and under the auspices of the Lehigh Navigation Co. had built and successfully managed the Crane Iron Works, and neighboring capitalists were induced to erect another plant on a farm of 185 acres in Whitehall township, purchased of Thos. Butz. In March, 1854, Samuel Thomas as superintendent commenced the erection of two furnaces, each 60 feet high, with 18 feet bosh. No. 1 was blown in June 1, 1855, and No. 2 October 23 of the same year. Subsequently additions increased the plant to six furnaces, and purchases of two furnaces at Lock Ridge, one at Chain Dam, and two at Hellertown, completes the plant of the corporation to-day, besides very valuable magnetic ore mines in New Jersey and hematite mines in this state. What is remarkable about the corporation to-day is that it is without a parallel in regard to its success and longevity, having retained its organization for the past half century throughout the vicissitudes of trade, prices ranging from \$75 per ton in 1865 to \$13 per ton in 1901. The company has never had a strike with its employees, and one man, Joseph McFetridge, has been in its employ since its organization. Samuel Thomason, our townsman, has been a director, superintendent and president since the company was organized, and is the only survivor of the original board of directors. The present officers are: B. F. Fackenthal, Jr., president; James W. Weaver, secretary and treasurer; D. H. Thomas, general superintendent; and Horace Boyd, superintendent. Directors: William H. Hulick and W. P. Hardenbergh, New York; B. F. Fackenthal, Jr., president, Riegelsville; J. Samuel Krause, Bethlehem; Samuel Thomas, Catasauqua; Joseph S. Rodenbough and Fred R. Drake, Easton.

The fiftieth anniversary of the company's organization was mentioned at the last annual meeting of the stockholders and they ordered a celebration of the event, and June 1st was made the date. In preparation of the event invitations to the stockholders and prominent men connected with the trade were sent out and acceptances received from 526 persons, of which number 385 were stockholders. A large pavilion, 200 feet long by 25 feet wide, with caterer's departments ad-

joined, was erected at Hokendauqua, with chairs provided for 448. The weather was altogether unruly, and the wisdom of erecting the pavilion was fully demonstrated. All Lehigh Valley trains on that day stopped at Hokendauqua for the accommodation of guests. Trower, the Germantown caterer, and frequently called on to provide for the annual meetings, had prepared an elegant dinner, and Berger, of the same place, furnished the flowers and decorations. Groman's orchestra of ten pieces rendered beautiful music during the assembling of the diners, which included many persons from the Lehigh Valley and other towns.

Notwithstanding the weather, the diners thoroughly enjoyed themselves. The *menu* consisted of mushroom croquettes, deviled crabs, lobster cutlets, sweetbread patties, chicken salad, cold ham and tongue, rasped rolls, ice cream and ices, strawberries, fancy cakes, salted nuts, bon-bons, lemonade, coffee and ginger ale, etc.

At the close of the feast President Fackenthal, Jr., called upon Hon. Charles F. Chidsey, of Easton, to act as toast-master, and he amply filled the bill, thanking the company for the courtesy of presiding, and giving a concise historical résumé of the corporation throughout the fifty years. Rev. James A. Little, D.D., opened the program by a short invocation. He was followed by Capt. Fred R. Drake, who spoke in behalf of the administration, followed by Vice-President W. G. Besler, of the C. R. R. of N. J.; Edgar S. Cook, of the Warwick Iron & Steel Co.; G. W. Cope, associate editor of *The Iron Age*; F. S. Witherbee, of the Port Henry Iron Co. and vice-president of the Tennessee Coal & Iron Co.; Russell Chidsey Stewart, Esq., Easton. President Fackenthal read letters of regret from Oliver Williams, of this place, and John H. Warren, of New York. Rev. Henry L. Bunstein, of Milford, Del., offered the benediction. At the close of the speech-making, which was of an interesting, historical vein, the company was invited to a ride over the Ironton Railroad, traversing a twelve mile route dotted with immense cement plants, ore beds, etc.; returning from the trip the Lehigh Valley trains were stopped to allow all persons living at a distance to board same, thus completing a most interesting and profitable afternoon's enjoyment.

The Central Railroad officials came to town in a special car, drawn by the officials' engine No. 900, and inspected the bridge improvements being made for the betterment of the Crane Iron Works.

Many distinguished iron and railroad men came together at Hokendauqua, but business was not talked. Sociability and good-will was uppermost, the officials of the Thomas Iron Company receiving many compliments as to the past fifty years' success.

In all our experience at public banquets we never saw as large a gathering served so expeditiously and satisfactorily; Trower evidently is an expert at handling large crowds. The dinner was most excellent and abundant.

The published souvenir of the occasion is a very comprehensive and handsome book, elaborately illustrated with portraits of the originators and views of the several plants and is valuable historically. Each guest was presented with a souvenir (Chidsey dubbed it a "sow-venir") in the shape of an iron pig paper-weight, flanked on either side by the name "Thomas," and dates "1854-1904."

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[From *Bethlehem Times*, June 2, 1904.]

Fifty years of existence under the one corporate name; with never a labor strike among its employes and never a day when the entire plant was closed down; with a continuous harmony of relationship between employer and employee that approaches the ideal; with nearly all its principal stockholders to-day lineal descendants of the men who founded it; with its workmen happy and contented and receiving as good wages as they could get anywhere; and its stockholders paid stock and cash dividends in those fifty years that aggregate 560.91 per cent.; with a continued fatherly interest in the progress and welfare of the community and the community's people; with its condition to-day strong, financially and industrially; with not a dollar of bonded indebtedness, or floating indebtedness, or a current indebtedness that could not be paid in ten days, the Thomas Iron Company, of Hokendauqua, the pioneer in the completely successful manufacture of pig iron by anthracite coal in America, has rounded out a half century of social usefulness and industrial activity and advancement that places it in an enviable position among the industrial institutions of the country.

At "Hockyondocquay," to call it by the old Indian name, "where the whole land is a garden," looking its cheeriest and prettiest just now, its green fields and bright woodlands in striking contrast to the smoke belching and age and dust-begrimed stacks of the furnaces that have sustained it for fifty years, there gathered yesterday to celebrate the company's jubilee, men, women and children, to the number of 400. They included stockholders of the company, with their families, and a number of invited guests, among them men prominent in railroads and industries.

It was a great, big, happy family gathering that inherited too much of the indomitable spirit of the pioneer iron men to be dis-



heartened or repressed by the rain that fell all day. There were many men "who have done things" there, but the one among all those present in whom most interest centered was the sole survivor of the twenty-six founders of the company, Samuel Thomas. Bearing his 77 years buoyantly and gracefully, Mr. Thomas was kept busy acknowledging the many and hearty congratulations on the fiftieth anniversary of the industry in the success of which his father, David Thomas, "the father of the American anthracite iron industry," after whom the company is named, and himself had played such important parts. Samuel Thomas, now lovingly referred to by everybody in Hokendauqua as "Father Thomas," is one of the company's present most active directors and has served as its president and its first superintendent. All trains on the Central and Lehigh Valley Railroads stopped at Hokendauqua yesterday and each of them brought its quota of visitors to the jubilee. Acceptances of invitations to attend had been received from 385 stockholders and 141 others, but the inclement weather kept a small proportion of that number away. President B. F. Fackenthal, Jr., General Superintendent David H. Thomas and other officials of the company met the guests on their arrival. About noon a cast was made at the No. 1 blast-furnace, the first furnace erected by the company, and which produced its first pig iron on June 3, 1855. It has, of course, been much enlarged and improved since. Of the furnaces constructed by the company it now has nine active stacks—four at Hokendauqua, two at Alburty, one at Island Park and two at Hellertown, with a total annual capacity of 260,000 tons.

After an inspection of the furnaces at Hokendauqua the guests partook of a fine luncheon that was served in a frame building, specially erected for the purpose and capable of seating 500 people. Groman's orchestra, of Bethlehem, furnished a program of excellent music. At the conclusion of the luncheon President Fackenthal rapped for order, and the Hon. Charles F. Chidsey, of Easton, was chosen to take charge of the postprandial program. In an eloquent address Mr. Chidsey traced the growth of the country and the company during the half century. He declared the motto of the Thomas Iron Company to be "Love of God, Love of Home and Love of Country," and dwelt impressively on the help given by the company to churches and schools; its care for its old employees, its watchfulness over their welfare, and of the aid extended the Union cause during the Civil War. The speaker paid splendid tributes to the late David Thomas, to Samuel Thomas and to President Fackenthal, and at the conclusion of his stirring peroration the crowd rose to its feet to tender an ovation to ex-President Thomas and President Fackenthal. Captain Fred R. Drake, of Easton, a descendant of one of the founders, John Drake,



spoke on the business affairs of the company. He praised the work of President Fackenthal, during whose eleven years of incumbency of that office a bonded indebtedness of \$350,000 has been paid off and dividends aggregating 69 $\frac{3}{4}$  per cent. declared. He predicted a prosperous future under such wise management.

Edgar S. Cook, President of the Warwick Iron & Steel Company, of Pottstown, responded to the toast, "Our Neighbors." W. G. Besler, First Vice-President of the Central Railroad of New Jersey, in an earnest address, promised that the railroads would aid in the future, as they had in the past, in the promotion of the interests of the industry and the community. F. S. Witherbee, of New York, a representative of the Tennessee Coal, Iron & Railroad Company, spoke in a reminiscent vein of his personal dealings with the company and with Mr. Thomas, and praised highly the business honesty and integrity of the Thomas Iron Company. G. W. Cope, of New York, associate editor of the *Iron Age*, responded briefly to the toast, "The Press." Russell C. Stewart, of Easton, dwelt on the progress and accomplishments of the company and of the ability of the men at its head. President Fackenthal read letters of regret from a number who were unable to be present. The Rev. Dr. James A. Little, of Hokendauqua, offered prayer before the luncheon, and a benediction by the Rev. Henry L. Bunstein, of Milford, Del., one of the stockholders, marked its close. A trip over the Ironton Railroad, which is owned by the Thomas Iron Company, and which runs along the cement plants, brought the jubilee celebration to an end.

Among those from the Bethlehems who were present were J. Samuel Krause, one of the directors of the company and a son of the late Matthew Krause, one of its founders; Capt. Andrew Luckenbach, Rev. Paul deSchweinitz, Charles H. Eggert, Herman Frueauff, Mr. and Mrs. Jacob Grim, Miss Grim, Mrs. J. Samuel Krause, Miss Anna Rondthaler, Harry Morris, Mr. and Mrs. Charles E. Leibert, Mr. and Mrs. James F. Laubach, T. H. Kampmann, Mrs. Reuben Luckenbach, Mr. and Mrs. W. V. Knauss, Mr. and Mrs. H. A. Doster, Mrs. Detweiler, Albert Brodhead, Richard Dodson, Dr. E. T. Wilhelm, W. M. Flickinger, Mr. and Mrs. G. M. Harleman, Abraham S. Schropp, A. E. Borie, Edward T. Clymer, Mr. Bean and others. Dr. and Mrs. H. D. Heller, of Hellertown, and Mr. W. R. McIlvain were also among those in attendance.

Bronze iron pigs, marked "Thomas, 1854-1904," were distributed as souvenirs. The company has had prepared for distribution among the stockholders a history of the company in a handsomely bound book,

containing half-tone portraits of the founders and a number of other half-tone portraits and views.

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The present officials of the company are: B. F. Fackenthal, Jr., President; William H. Hulick, Vice-President; Jas. W. Weaver, Secretary and Treasurer; David H. Thomas, General Superintendent; Joseph S. Rodenbough, William P. Hardenbergh, Fred R. Drake, J. Samuel Krause, William H. Hulick and Samuel Thomas, Directors; Horace Boyd, Superintendent; Walter Wyckoff, Chief Chemist.

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[From *The Daily City Item* of Allentown, June 1, 1904.]

Fifty years have passed since the Thomas Iron Company was organized, February 28, 1854, and in compliance with a resolution adopted at the last annual meeting, a special stockholders' meeting was held at Hokendauqua to-day to celebrate this semi-centennial anniversary.

No business was transacted at this meeting. Special invitation was extended to the women stockholders, as well as to members of the families of all stockholders, to attend this jubilee celebration.

A brief history of the company has been prepared by the President and contains half-tone portraits of the 26 founders of the company; also a number of other half-tone portraits and views, including views of the works. A copy of this book will be given to every stockholder, whether present at the meeting or not.

A lunch was served at one o'clock. A short excursion was made during the afternoon over the Ironton Railroad.

Arrangements were made with the Lehigh Valley Railroad Company to stop all its trains at Hokendauqua to-day and all trains on the Central Railroad of New Jersey will be met at Catasaqua station.

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Only one of the original stockholders is living and he is Samuel Thomas, of Catasaqua, who has been continuously with the company since its inception. The present officers are: President, B. F. Fackenthal, Jr.; Vice-President, Wm. H. Hulick; Secretary and Treasurer, James W. Weaver, all of Easton; Superintendent, David H. Thomas; and Directors, Samuel Thomas, Wm. H. Hulick, Wm. P. Hardenbergh, B. F. Fackenthal, Jr., Fred R. Drake, Joseph S. Rodenbough, and J. Samuel Krause.

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[From Allentown *Chronicle and News*, June 1, 1904.]

The unpleasant weather somewhat marred the pleasure of the celebration of the fiftieth anniversary of the Thomas Iron Company, at Hokendauqua, and kept many away who would have otherwise attended. The stockholders and their friends and invited guests, who did attend, were taken in charge by a reception committee and escorted to the office and the quarters of the Hokendauqua Republican Club where a pleasant time was arranged for them. When dinner was announced at noon nearly all of the 448 chairs in the pavilion on the beautiful lawn on the hill in the rear of the office were filled. 'Twas a wise move of the company to have the pavilion covered and the diners were amply protected from the rain. Trower, of Germantown, was the caterer. He was assisted by an efficient corps of waiters. The tables presented a pretty sight with decorations of palms, ferns, American Beauty roses, peonies, hydrangeas and arecas. William Berger, of Germantown, furnished the floral decorations. Despite the shabby conduct of the elements without, the diners thoroughly enjoyed themselves. The *menu* consisted of chicken croquettes and peas, deviled crabs, lobster cutlets, sweetbread patties, chicken salad, cold ham and tongue, rasped rolls, ice cream and ices, strawberries, fancy cakes, salted nuts, pickles, olives, bon-bons, fruit, lemonade, crackers, cheese, coffee, ginger ale and white rock.

Hon. Charles F. Chidsey, of Easton, who was named toast-master, drove away all uncomfortable feelings with a witty address in which the weather man came in for a scathing rebuke. He congratulated the company on the exalted position it occupies among the iron industries of the country, referring to it as the most staunch and solid establishment of its kind in Pennsylvania. He spoke in eloquent terms to the name it bears, that of the pioneer anthracite iron master in America. He introduced in order the speakers who very lucidly instructed the guests as to the part the Thomas Iron Company had played in the manufacture of pig iron in the last half century. Rev. Dr. J. A. Little, pastor of the Hokendauqua Presbyterian Church, opened the program with an invocation. Addresses were made by Captain Fred R. Drake of Easton, for the management; Edgar S. Cook, President of the Warwick Iron & Steel Company, Pottstown; W. G. Besler, Vice-President and General Manager of the Central Railroad of New Jersey; F. S. Witherbee, of Witherbee, Sherman & Co., owners of the celebrated Port Henry iron-ore mines, and Vice-President of the Tennessee Coal, Iron and Railroad Co.; and Russell C. Stewart, Esq., of Easton, Pa. R. W. Leslie, of Philadelphia, who was on the program to speak on the cement industry, sent word that he would be unable to attend.

The stockholders and guests were presented with a handsome souvenir of the occasion in a beautifully bound book, having a comprehensive history of the various plants of the company and portraits of the men who have been at the head of the company and of iron-making itself. The records are published showing a facsimile of the original subscription list.

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The guests were also presented with remembrances in the shape of a bronze pig, having the dates 1854 and 1904 and the name Thomas.

All the directors of the company were in attendance, as follows: William H. Hulick and W. P. Hardenbergh, New York; B. F. Fackenthal, Jr., president, Easton; J. Samuel Krause, Bethlehem; Samuel Thomas, Catsauqua; Joseph S. Rodenbough and Fred R. Drake, Easton. James W. Weaver, of Easton, secretary and treasurer, and D. H. Thomas, of Hokendauqua, general superintendent, also sat at the head of the table.

Among the guests, men prominent in iron and other industries, in attendance were: G. W. Cope, associate editor of *The Iron Age*, New York; W. S. Pilling, Coucilman John M. Hartman, W. R. Taylor, of the Philadelphia & Reading Railway, Philadelphia; G. M. Harleman, of the Lehigh Valley Railroad; Samuel Boileau, R. A. Shimer, Riegelsville; Douglas Craig, Mauch Chunk; Granville Henry, Nazareth; P. E. Wright and W. R. Thomas, sales agents for the company at Philadelphia and New York; I. P. Pardee, Hazleton; Hon. H. W. Allison, George Ormrod, Samuel Lewis, Col. H. C. Trexler, E. T. Clymer, John W. Eckert, Allentown; S. B. Patterson, Leonard Peckitt, H. J. Seaman, Catsauqua; Abraham S. Schropp, A. E. Borie, Francis Luckenbach, Bethlehem; T. B. Koons, general traffic manager, Central Railroad, L. W. Francis, New York; W. R. McIlvaine, Reading; James P. Roe, Pottstown; S. H. Chauvenet, Robesonia; F. S. Witherbee, of the Port Henry Iron Company, New York; and Walter Wood, of R. D. Wood Company, Philadelphia.

Acceptances of the invitations were received from 526 people. Of this number 385 were stockholders. During the afternoon supper music was furnished by Groman's orchestra, 10 pieces, of Bethlehem. The guests were given a ride over the Ironton Railroad to the terminus at Siegersville after dinner.

Among the banqueters were Joseph McFetridge, the company's storekeeper, who has been in the employ of the company continuously since its organization; Samuel Thomas, of Catsauqua, the only living director of the company of 1854, who has been a director for the 50 years, was also present.

The speakers paid eloquent tributes to the memory of the late John Thomas, for many years general manager of all the works, who

was the most vitally interested in the village and whose memory is revered by every person in the place.

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The success the company has attained has been produced by honest effort and their increasing trade is due to the continued practice of the business methods that have obtained for them such an enviable reputation. The constant aim has been to produce goods, the quality of which would be unmistakable.

The employees of the company enjoy many advantages not found elsewhere. Hokendauqua has developed entirely through the operations of this industry, and its population, consisting of nearly 1,000 people, is dependent upon the works. The company introduced both spring and river water into the town. When the town was laid out lots were donated for a church and a schoolhouse. The company gave \$5,000 toward the erection of the church and built the first schoolhouse. The company also built a station for the Lehigh Valley Railroad and the post-office is located there. Almost an entire building was given as headquarters to the Hokendauqua Republican Club.

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[From Allentown *Leader*, June 2, 1904.]

The Thomas Iron Company on Wednesday celebrated the fiftieth anniversary of its organization with a dinner to the stockholders at Hokendauqua, the site of the parent plant.

If it had been fair the dinner would have been given on the lawn. Preparing for all emergencies, the management built a pavilion 200 feet long for rainy weather, and it was in the pavilion that the dinner was given.

Acceptances came from 526 people, 385 stockholders and 141 guests. The pavilion was built to seat 448.

The entire Board of Directors was present, including B. F. Fackenthal, Jr., president, of Riegelsville; Samuel Thomas, Catasauqua; William H. Hulick, New York; W. P. Hardenbergh, New York; J. Samuel Krause, Bethlehem; Joseph S. Rodenbough and Fred R. Drake, of Easton. James W. Weaver, of Easton, secretary and treasurer, was also in attendance.

Of all the distinguished assemblage the central and most interesting figure was Samuel Thomas, of Catasauqua, the only survivor of the 26 original stockholders. Mr. Thomas is about 76 years of age. Although not so vigorous physically as he used to be, his brain is marvelously clear. He knows more about pig iron and its history than any other man in the United States. Another man much talked about

was Joseph McFetridge, the one man who has been an employee of the Thomas Iron Company during the 50 years of its existence. He was first a locomotive engineer, then yard foreman and is now storekeeper. Samuel Thomas, iron master, and Joseph McFetridge, iron worker, are the only two men left who have been associated with the Thomas Iron Company all its days.

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To each stockholder was given a history of the Thomas Iron Company, prepared by President Fackenthal, a magnificent publication, almost a *de luxe* book, splendidly illustrated with portraits of David Thomas and other founders of the Thomas Iron Company, and pictures of the works at Hokendauqua and the plants at other places. Each guest received as a souvenir a bronze pig paper-weight.

All trains on the Lehigh Valley Railroad stopped at Hokendauqua for the day, and Central Railroad trains were met by coaches at the Catasaqua station.

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[From *The Allentown Morning Call*, June 2, 1904.]

The semi-centennial of the Thomas Iron Company was most fittingly celebrated yesterday at Hokendauqua when the stockholders and their families and a number of invited guests gathered, enjoyed a dinner, listened to a number of speeches and then had a ride over the Ironton Railroad, which is owned by the company. There were more than 500 people present who arrived on various trains during the morning and up to one o'clock p.m. One easily noted among the many stockholders their feeling of sincerity in being owners of the stock of the company.

The company is without doubt one of the most substantial in the country. There is not a cent of bonded indebtedness, the bonds having all been paid off during the past eleven years, and the company has no indebtedness it cannot easily satisfy in ten days. The stockholders are the owners of the various plants, and in these days of overcapitalization and overbonding, a company that has kept free from these things and is paying eight per cent. dividends at once commands respect and esteem.

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In an especially erected wigwam near the works long tables extended, seating 448 people. These were tastily decorated and Trower, of Germantown, was the caterer, serving an excellent banquet. Groman's orchestra, of Bethlehem, furnished the music.

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President Fackenthal read letters of regret from Oliver Williams, of Catasauqua, and John H. Warren, of New York.

Rev. Henry L. Bunstein, of Milford, Del., offered the benediction after which the party enjoyed a trip on the Ironton Railroad in a special train. Among the Allentown people there were E. H. Reninger, Samuel Lewis, H. W. Allison, Col. H. C. Trexler, Dr. H. K. Hartzell, George Hunsicker, E. M. Young, J. W. Eckert, J. Norton Martin, George Ormrod, Charles A. Matcham.

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The success this company has attained has been produced by honest effort, and their increasing trade is due to the continued practice of the business methods that have obtained for them such an enviable reputation. The constant aim has been to produce goods the quality of which would be unmistakable.

The officers of the company are B. F. Fackenthal, Jr., president, James W. Weaver, secretary and treasurer, and D. H. Thomas, general superintendent. Samuel Thomas, who is still a director, is the only survivor of the original incorporators. The present general superintendent, D. H. Thomas, succeeded his father, John Thomas, who was general superintendent from 1867 to 1892, retiring in the latter year, his death occurring March 19, 1897. Mr. Thomas is a grandson of David Thomas, and is a practical man, having spent all his life in this line of industry.

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[From *The Allentown Morning Call*, June 9, 1904.]

"There are only a few of this kind of corporations in this country," said a well-known financier, after he read the statement that the Thomas Iron Company had paid off its bonded indebtedness and that the stockholders are now the sole owners of these valuable plants and lands worth millions of dollars.

There are only a few indeed, and when one looks over the field for the last few years and sees the financial murders committed by overcapitalization and the watering of stock, one cannot help but to feel a keen sense of regret because of the existing conditions in nearly every section of the country.

There are wrecks of valuable properties as investments on all sides and the generation of small investors has been in the school of experience and learned its lesson well because they have paid for it. Many of the properties sacrificed are still good, but are so overloaded with obligations that they either stagger or have fallen. The directors of the Thomas Iron Company have done their work well, they held sacred the obligations to their stockholders, recognizing them as the true owners and its servants have been loyal to their trust. This



company has had its vicissitudes. There were times when things did not look bright. There were miscalculations, though well meant, and there were investments that did not prove a success, and there were days and years of poor markets, but whenever bonds were issued the money realized was invested for the company, which became all the stronger for the debt.

In the carefully prepared history, presented in book form, by its president to its stockholders at last week's semi-centennial, appears this record of the company's bond issues, as follows: "May 21, 1856, \$75,000 at 6 per cent. to provide funds on account of construction of the C. & F. R. R. This issue was paid off at the end of six years and the mortgage was satisfied of record. Second, July 1, 1875, authorized issue of \$600,000 at 7 per cent., of which \$537,500 were sold, the balance remaining in the treasury. These bonds were issued to provide for losses sustained through the purchase of the South Mountain Iron Company, October 21, 1872. The failure of this venture was, in a great measure, due to the financial panic of 1873. This issue of bonds was paid off at maturity and the mortgage was satisfied of record. Third, July 1, 1890, authorized issue of \$500,000 at 5 per cent., of which \$350,000 were sold. This was in fact not a new loan, but intended to take up and refund in part the 7 per cent. loan. Some of the bonds were purchased from time to time and cremated, as follows: January 26, 1897, \$15,000; June 22, 1898, \$5,000; November 25, 1898, \$42,000. As the issue was subject to call after five years, the remainder—\$288,000—was duly and regularly called for payment June 30, 1899. By July 24, 1900, they were all in and were cremated. The mortgage was satisfied of record, since which time there has been no bonded debt. The present capital stock is \$2,500,000, divided into 50,000 shares, having a par value of \$50 per share. The company is entirely free of debt and has a large surplus."

How many of the stockholders would be willing to sell out at par to-day? How many would sell at a premium? One does not hear of much Thomas Iron Company stock changing hands. It is too precious an article and instead of floating about seeking buyers it is handed down from sire to son and guarded as a precious gift. All honor to the careful managers of this company. They did not fear to venture in building this vast corporation, but they were careful to see that obligations incurred could be paid. They had confidence in their property and saw that it was properly developed and thus it became a fine dividend payer. They could have wrecked easier than they built, and the result would have been dismantled furnaces and millions of losses, but their mission was that of upright men, who left a heritage that stands as a monument to-day and bids fair to continue. There are lighted fires, there are happy homes, and there are prosperous sections.



due to the strong financial condition of this company and would there were more of them, but then, "There are only a few."

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[From Allentown *Democrat*, June 8, 1904.]

The unpleasant weather somewhat marred the celebration of the fiftieth anniversary of the Thomas Iron Company at Hokendauqua on Wednesday. When dinner was announced at noon, however, nearly all of the 448 chairs in the pavilion on the lawn on the hill in the rear of the office were filled.

Hon. Charles F. Chidsey, of Easton, was the toast-master. Addresses were made by Capt. Fred R. Drake, of Easton, for the management; Edgar S. Cook, president of the Warwick Iron & Steel Company, of Pottstown; W. G. Besler, vice-president and general manager of the Central Railroad of New Jersey; F. S. Witherbee, vice-president of the Tennessee Coal, Iron & Railroad Company; Russell C. Stewart, of Easton; and G. W. Cope of *The Iron Age*. Among the guests was Mrs. Dr. J. C. Guernsey, of Philadelphia, daughter of Samuel Thomas, who applied the match to the first furnace erected.

The stockholders and guests were presented with a handsome souvenir of the occasion in a beautifully bound book, having a comprehensive history of the various plants of the company and portraits of the men who have been at the head of the company and of iron-making itself.

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The guests were also presented with remembrances in the shape of a bronze pig paper-weight, having the dates 1854 and 1904 and the name "Thomas."

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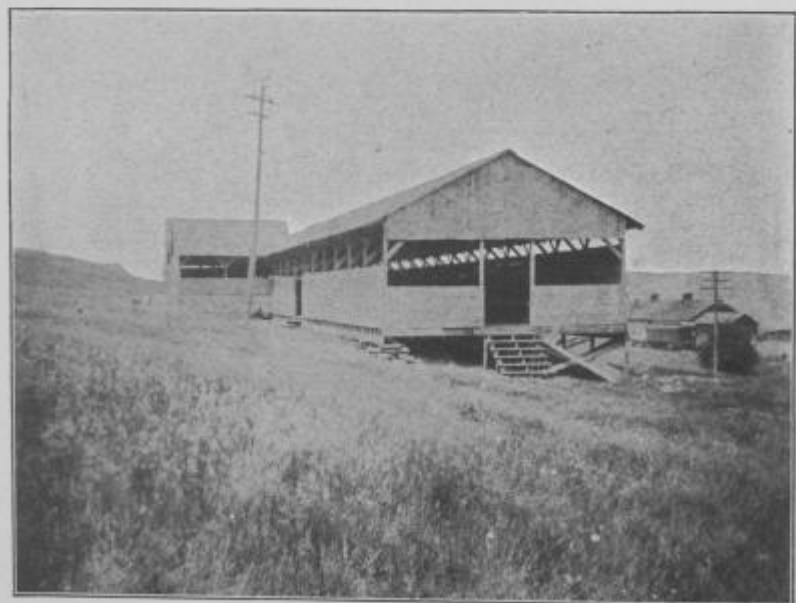
Only one of the original stockholders is living and he is Samuel Thomas, of Catasauqua, who has been continuously with the company since its inception. The present officers, all of whom were present, are: President, B. F. Fackenthal, Jr.; Vice-President, William H. Hulick; Secretary and Treasurer, James W. Weaver; General Superintendent, David H. Thomas; and Directors, Samuel Thomas, William H. Hulick, W. P. Hardenbergh, B. F. Fackenthal, Jr., Fred R. Drake, Joseph S. Rodenbough and J. Samuel Krause.

The Thomas Iron Company has been in successful operation ever since its organization, fifty years ago, and appears to be the only company manufacturing pig iron in the Lehigh Valley, or, in fact, doubtless in the entire country, that has continued in operation for so long a time without reorganization or having been absorbed by some other company, or having its original corporate name changed.







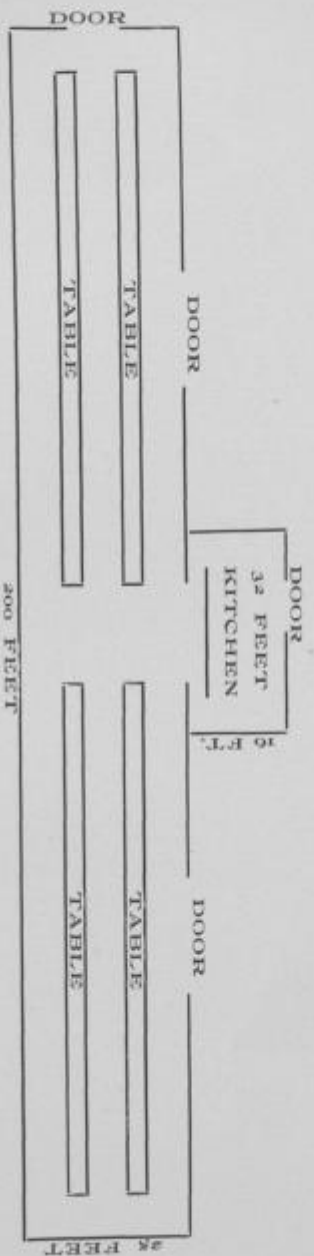


GROUND PLAN OF PAVILION

FOR

Thomas Iron Company Jubilee Celebration

JUNE 1, 1904



Four tables, each laid with 110 plates, 55 on each side, and one at each end

Total seating capacity, 448



PROJECTOR OF  
THE THOMAS IRON COMPANY  
1854



*David Thomas*

First President  
American Institute of Mining  
Engineers  
Elected at Wilkes-Barre  
meeting, May 16,  
1871

Presided at Bethlehem meeting  
Packer Hall  
Lehigh University  
August 17, 1871