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Hall, February 23d, 1875. He is a contributor to the Army Medical Museum, and to the Medical and Surgical History of the War.

Dr. Potter was married March 23d, 1859, to Emily A., daughter of William H. Bostwick, Esq., of Lancaster, Erie county. His wife, a native of Erie county, is a lineal descendant of Ethan Allen, of Revolutionary fame, and her family came from Vermont to Erie county in an early day. He has three children, viz.:—Dr. Frank Hamilton Potter, born January 8, 1860; Helen Blanchard, born February 13, 1868; and Alice F., born November 22, 1872; all living in Buffalo. His son, Dr. Frank H. Potter, is engaged in the practice of his profession, and is clinical assistant to the Chair of Surgery in the Medical Department of Niagara University.

Samuel F. Pratt.—It is eminently proper that a brief sketch of the lives of Samuel F. Pratt and of Pascal P. Pratt, should be given a place in this connection. They were brothers between whom existed during all of their mature lives not only the most intimate business relations but a bond of fraternal affection that was severed only by the elder brother's death. Samuel Fletcher Pratt was born in Townsend, Vt., May 28, 1807, and came to Buffalo with his father about the first of September following, making the long journey in his mother's arms. The family came into Buffalo when it was a mere frontier hamlet, in the first carriage that ever passed through its streets. Amid those pioneer scenes the boy grew up to manhood, carefully nurtured by a devoted mother and a fond father. When he was but twelve years of age he went to Canada, where he spent three years in a store, returning to Buffalo to enter the hardware store of G. & T. Weed as a clerk on a salary of $8 a month. After five years of close attention to the interests of his employers, and when only twenty years old he was admitted as a partner in the firm. Ten years later he became sole owner of the establishment and there laid the foundation of the great business enterprises in which he afterward became the leading spirit, and which will be referred to in the sketch of his brother's life.

Samuel F. Pratt was in all respects one of the most useful and respected citizens of Buffalo. At the time of his death it was written of him that "while he was not conspicuous for remarkable traits of character, except those fundamental principles of honor, honesty, integrity and truth in which he was never found wanting—while the influence he exerted over men was not by noisy declamation, for he was a man of few words, yet he was so free from that which mars the character and darkens the life of so many, as in this to be worthy of notice. As one who knew him most intimately said since his death, 'his negative qualities were splendid.' He was especially free from suspicion and envy and willing to accord to every one around him his proper place. He would not involve himself in the angry contentions or unnecessary quarrels of his fellow men, but while he had and held his own opinions on every subject most tenaciously, yet he never allowed them to be so prominent as to arouse any ill feeling among those who might disagree with him."

In this connection a brief quotation from the memorial prepared by the late O. G. Steele, will further delineate Mr. Pratt's characteristics and worth:—

"As a citizen, Mr. Pratt commanded the respect and confidence of our whole community. No man could be a more just and devoted husband and father, and no man better represented the good citizen. In all movements for the public good, his co-operation was certain and effective. His fairly-earned wealth was freely contributed to every public object which commanded his confidence. His charities were numerous and liberal, but never blamed to the world, with his consent."

In his history of the Pratt family Mr. William F. Letchworth thus refers to Mr. Pratt's character and some of the positions of trust to which he was called:—

"It is superfluous to speak of the integrity of one who fulfilled in his daily walk so nearly, if not entirely, the requirements of the divine law. He was the soul of honor and justice, and one soon felt in an acquaintance with him that these attributes were at the base of his character. When financial panics swept through business centers, bankrupting the strongest firms and shaking every business house to its foundation, then the moral power of this man was like a rock in the tempest, a pillar of strength to the house of which he was a member and around which the fury of the storm beat in vain.

"He was never inclined to push himself before the public, and yet he did not shrink from the responsibility when he thought his duty called him to act. During the late war he was treasurer of a citizen's committee of three organized to collect and disburse money for the defense of the Union. This fund was required to be variously appropriated. It was a position of considerable care, requiring discretion and involving on the part of each member of the committee not a little personal responsibility. His duties were so discharged as to give the highest satisfaction. He was several times importuned to allow his name to be used as a candidate for Mayor by the popular party, but he always declined. He never displayed any ambition for political honors. He accepted
the post of Alderman in 1844. There were then but five wards and ten aldermen, and his
associates were a fine class of men. He attended to the duties of his position with scrupulous
care, allowing no matter to pass out of his hands which did not receive the necessary attention.
He made it a point to understand the merits of every question and voted and acted conscientiously
in relation thereto. He was the first president of the Buffalo Gas Light Company, a position he
held from the time of his election, in 1848, to that of his death, in 1872. He invested largely
in this enterprise and worked hard to establish it. He foresaw at the beginning that the erection
of complete gas works here was to be a great acquisition to the city, and he put forth his best
efforts to induce citizens generally to become interested and take stock in it. He even went so far
as to say to some who thought they could not take money from their business for this object,
"Subscribe, and if you find you cannot spare the money, I will take theock off your hands." These
pledges were subsequently redeemed. "He was elected in 1851 the first president of the Buffalo
Female Academy, and was a trustee from the time he relinquished the office of president to the time
of his death."

Mr. Pratt united with the Presbyterian Church when he was eighteen years of age, and his life
was guided by the teachings of Christianity. He was very fond of music and during nearly all of
his mature years he was a member of the choir of the First Presbyterian Church.

In the fall of 1835, when Mr. Pratt was twenty-eight years old, he was married to Miss Mary
Jane Strong, a lady "endowed with rare personal charms, all of which had been carefully and relig-
iously nurtured." Two daughters, Jeannie, born February 18, 1841, and Helen, were the offspring of
this union—a union that was productive of all the domestic happiness and peace that is ever vouch-
safed to humanity. Jeannie Pratt was married to William J. King in June, 1860, and died September
24, 1872. Helen Pratt was married to Frank Hamlin, February 27, 1872, and died in Paris
January 17, 1873.

In October, 1866, Mr. Pratt, accompanied by his wife, one of his daughters and Miss King, a sister
of his son-in-law, made an extended European tour, being absent about a year. At another
time he accompanied his brother, Pascal P. Pratt, on another visit to Europe.

Mr. Pratt died on Sunday morning, April 27, 1872, at the age of sixty-five years, and his remains
were buried in the beautiful Forest Lawn Cemetery, on Wednesday, May 1, 1872. The eloquent
funeral discourse spoken by the Rev. Dr. A. T. Chester concluded as follows:

"At nine o'clock on Sabbath morning, just as the worshippers were preparing for the sanctuary
below, he went up to begin the ceaseless worship of the upper courts. And if that is in some respects
as we are taught, a service of song, may he not be especially fitted for it by his life on earth? You
that remember him as joining so long and so heartily in the choir below, may yet hear him again as
with a spirit's voice he unites with the great company of the saved, as they sing the praises of redeem-
ing love."

James O. Putnam is a descendant in the seventh generation, of John Putnam, who came
from Buckinghamshire, England, in 1634, and settled in Salem, Mass. At a later day his family
became principal proprietors of Danvers, Mass. The father of James O. was the late Hon. Harvey
Putnam, who was born in Brattleboro, Vermont, and settled in Attica, Wyoming county, N. Y.,
in 1817. He was a lawyer and represented his district many years in the State Senate and in the
United States House of Representatives. His mother was a daughter of James Osborne and a
grand-daughter of Colonel Benjamin Symonds, of Williamstown, Mass. Colonel Symonds was one
of the original proprietors of that town and an officer in the army of the American Revolution.

James O. was born in Attica, July 4, 1818. He graduated at Yale College in the class of
1839. He entered upon the study of the law with his father and was admitted to the Bar in 1842.
Immediately after his admission he settled in Buffalo and was for two years a partner of the late Hon.
George R. Babcock. In 1844, he was appointed secretary and treasurer, and in 1846, attorney and
counselor of the Attica & Buffalo and Buffalo & Rochester Railroad Companies; positions he held
until their consolidation with the New York Central Railroad Company.

In 1851 he was appointed postmaster of the city of Buffalo by President Fillmore, which
position he retained during the residue of Mr. Fillmore's term. In 1853 he was elected State Sena-
tor. While his political studies led him to sympathize with the conservative branch of the Whig
party, he uniformly resisted the aggressions of the slave interest, which was then trying to force
the institution of slavery upon the new territories. By speech and vote in the Senate he united in the
protests of his State against the repeal of the Missouri Compromise.

As a Senator he was best known as the author and supporter of what is known as "The Church
Property Bill," which required real estate consecrated to religious uses to be vested in trustees in accord-
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ance with the general policy of the State, and with the statute relating to religious corporations. As his action in that connection grew out of a movement in the city of Buffalo, and within the Roman Catholic Church, and as it has had a marked influence upon the policy of that communion, it is proper to state briefly here its history. In the general council of Roman Catholic bishops held in Baltimore in 1829, an ordinance was passed that—

"In future no church be erected or consecrated unless it be assigned by a written instrument to the bishop in whose diocese it is to be erected, for the divine worship and use of the faithful whenever this can be done."

This was approved by Pope Gregory XVI. Little attention was paid to this ordinance, and in 1849, at another council held in Baltimore, the following ordinance was passed:

**Article 4**—The Fathers ordain that all churches and all other ecclesiastical property which have been acquired by donations or the offerings of the faithful or for religious or charitable use, belong to the Bishop of the Diocese, unless it shall be made to appear and be confirmed by writings, that it was granted to some religious order of Monks or to some congregation of Priests for their use.

Several German Roman Catholic churches in the United States refused to surrender their charter in obedience to the ordinance, and a very bitter controversy grew up between them and their respective Bishops. Among them was the church of St. Louis, of Buffalo, composed of German and French citizens, which was incorporated under the laws of the State of New York relating to religious corporations. The whole power of the Catholic hierarchy was brought to bear to compel this church to convey its splendid property to the Bishop of the Diocese. The church petitioned to the Legislature for relief and in their petition they said:

"For no higher offence than simply refusing to violate the trust law of our State, we have been subjected to pains of excommunication and our names held up to infamy and reproach. For this cause, too, have the entire congregation been under ban. To our members the holy rites of baptism and of burial have been denied. The marriage sacrament is refused. The priest is forbidden to minister at our altars. In sickness and at the hour of death the holy consolations of religion are withheld."

This condition of affairs continued for five years. The question raised by this petition of St. Louis Church was squarely presented, whether the ordinance of the Council of Bishops or the policy of the State in relation to religious corporations should prevail. Mr. Putnam prepared and introduced into the Senate a bill requiring religious societies to be incorporated under the general law as to religious corporations, under penalty for non-compliance, of forfeiture to the State of its real property, which was to hold the same in trust until the proper organization of such corporation.

Mr. Putnam advocated his measure in a speech which is remarkable for the profound impression it made upon the country at the time. It is not too much to say that no words have ever been spoken before nor since in the Legislative halls of New York, which echoed so far and moved so wide a feeling.

The speech was published in the public journals in every section of the Union and everywhere called out the most cordial expressions of admiration and approval. His bill passed the Legislature by an almost unanimous vote. The great effect of this speech on the church property bill was due not more to its power and brilliancy as an effort of oratory, than to the large liberality of the view in which he exhibited the momentous issues of the question in dispute, and the conscientious temper in which it discussed them. It was not for Protestantism that Mr. Putnam spoke, neither to sound its alarms nor to summon its defenders, but simply and altogether for the Republicanism of America, and for the spiritual independence which is the soul of all its franchises. The immediate constituency which he represented in speaking, was a body of faithful worshipers in the Roman Catholic communion, who claimed protection in their own liberties as such, against the policy of the Catholic hierarchy.

It was a singularly apt and fortunate occasion for examining freshly the grounds and principles of the policy of the Republic in religious concerns, and for confirming anew among the people the wise jealousy of ecclesiastical power, in which they have been traditionally trained. Mr. Putnam lost nothing of the opportunity. When he had finished his speech the controversy was ended. The Roman episcopacy had suffered defeat in its long-cherished design to acquire possession and title in itself of the entire real property of the Roman communion. The courageous trustees of the St. Louis Church of Buffalo were vindicated victoriously, and the religious corporation whose legal rights
they so valiantly and successfully maintained, has enjoyed peacefully ever since the spiritual fellowship that was being denied it. The same is true of other churches in the country that made like resistance to the Baltimore policy.

Some years later, and after the end of this controversy with the churches, another act was passed by the Legislature of New York and accepted by the church authorities, providing for the incorporation of Roman Catholic churches under the general act relating to religious corporations. The act places such corporations under the supervision of the Legislature and the Courts, as all other corporate trusts are placed; and so has ended the claims and discipline of the Baltimore councils.

In 1857 Mr. Putnam was the candidate of the American party for the office of Secretary of State. He labored for the union of the American with the Republican party, newly organized to resist the aggressions of the slave interest, and in 1860 was one of the two (Lincoln) State Presidential electors-at-large.

In 1861 he was appointed by President Lincoln, United States Consul at Havre, France. His absence under this appointment covered the period of our civil war, when Paris was a center of loyal Americans on the continent. Upon our national occasions in the French capital, he was repeatedly called to act a principal part. The address of American citizens abroad, to their government, upon the death of President Lincoln, was from his pen. The oration at the celebration of the 22d of February, in Paris, after the close of the war, was by him.

In 1880 he was appointed by President Hayes, United States Minister to Belgium. While abroad upon this mission, he was appointed by the United States Government its delegate to the International Industrial Property Congress, which sat in Paris in 1881.

A published volume of Mr. Putnam's "Orations, Speeches and Miscellanies," reveals in some degree his relations to the institutions of the city during the last thirty years, and the scope of his public services as an interpreter of its benevolent sentiment and patriotic feeling. He was for a time trustee of the State Agricultural College, in Ovid, Seneca county. After the passage of the law authorizing a State Board of Public Charities, he was appointed by the Governor member of the Board for the Eighth Judicial District. His health did not admit his acceptance of the trust. He has been a member of the Council of the Buffalo University since its reorganization in 1846. He is a trustee of Houghton Seminary, in Clinton, N.Y.

Mr. Putnam has been twice married. On the 5th of January, 1842, he married Harriet Palmer, daughter of George Palmer, of Buffalo. She died May 3, 1853. The children of that marriage are George Palmer Putnam, Harriet Osborne Putnam, and Mrs. Robert Keating.

On the 15th of March, 1845, he married Kate F. Wright, daughter of Rev. Worthington Wright, of Woodstock, Vt. The children of that marriage are Kate E. Putnam, Dr. James Wright Putnam, Harvey Worthington Putnam, and Frank Curtiss Putnam.

GORHAM FLINT PRATT.—The subject of this sketch was born in the town of Redding, Mass., on the 4th of July, 1804. His boyhood, until he was about sixteen years old, was spent at his home, during which period he enjoyed the advantages of the union schools of his native place. Between the year 1820 and the time when he left his home, Mr. Pratt taught school several terms. The death of his mother when he was quite young, and the subsequent second marriage of his father, resulted in the young man’s departure from home and locating in the State of New Hampshire, where he pursued a collegiate course. He then began the study of medicine, subsequently taking the degree of M. D., in the Medical College at Fairfield, New York, then a prominent insti-

Before the completion of his medical studies, he removed to Black Rock, but soon after located in Buffalo, where he continued in active practice until his death. Dr. Pratt formed a partnership soon after his arrival in Buffalo with Dr. Cyrenius Chapin, the pioneer physician and heroic defender of Buffalo in the war of 1812. This partnership continued until the death of Dr. Chapin, in 1836. Dr. Pratt afterwards continued his practice without office associates.

As a physician, Dr. Pratt occupied a prominent position, met with excellent success and was given a large practice. He was particularly successful as an occultist, and performed many operations requiring the highest professional skill.
On the 4th of November, 1834, Dr. Pratt was married to a lady of the same name, though in no way related—Miss Sophia C. Pratt, daughter of Samuel Pratt, Jr., and Sophia Fletcher, of Buffalo, and grand-daughter of Samuel Pratt, Sr., the pioneer who came to the little frontier hamlet of "New Amsterdam" in 1804, bringing his family and effects in the first carriage that ever traversed the roads of Erie county. Samuel Pratt, Jr., was born in February, 1787, at Westminster, Vt., and was married in June, 1816, to Miss Sophia Fletcher. In the year 1807 he brought his wife and child to Buffalo, locating first on the North side of Exchange street, between Main and Washington; he afterwards removed to the corner of West Eagle and Main streets, where the family resided when the village was burned in the winter of 1813-14.

By a life of integrity, industry and public spirit, aside from his honorable and successful career as a physician, Dr. Pratt attained a position in society and in his profession that was enviable in all respects. He is survived by his widow, who still resides in Buffalo, and one son, William F. Pratt. The latter was born July 26, 1835, and is a well-known farmer of the town of West Seneca. He was married June 17, 1867, to Miss Antoinette Fisher.

Orrin P. Ramsdell.—Among the most successful and respected business men of Buffalo is Mr. Orrin P. Ramsdell, wholesale boot and shoe dealer. The subject of this sketch was born in Mansfield, Conn., on the 19th of July, 1811. His immediate ancestors were of Scotch descent, his father being Isaiah Ramsdell, a native of Lynn, Mass. His mother was Clarissa Collins, who was born in Mansfield, Conn. The boyhood of Orrin P. Ramsdell was spent at the home of his parents, in Mansfield, where he attended the common schools regularly until he was about sixteen years old, acquiring a good English education.

Mr. Ramsdell's first business enterprise on his own account was the establishment of a retail boot and shoe store in New London, Conn., previous to which he gained a good knowledge of mercantile business as a clerk in a dry goods store, a portion of the time in New York city.

His career since that time stamps him as a self-made man, in the broadest sense of the term. His first business venture in New London was made on a borrowed capital of $1,000, which was invested exclusively in boots and shoes; his failure was freely predicted, his store being the only one of the kind in that section. Within a year of his start, however, the general stores in the vicinity were forced to drop boots and shoes from their lines, and Mr. Ramsdell found himself master of a profitable business, which he continued until 1835. He then sold out to good advantage and came to Buffalo, where he permanently located and established a retail boot and shoe store in 1837, which soon developed into a wholesale establishment, and is now one of the leading houses of the city.

Mr. Ramsdell has always shown himself a public-spirited citizen; he has been closely identified with all enterprises having for their object the welfare and advancement of Buffalo. He has long been connected with all of the public and charitable institutions of the city, giving freely of his of time and means for their benefit. While he has always been looked upon as the pioneer shoe dealer of Buffalo and has for over forty years continued at the head of a prosperous boot and shoe house, still, that business for many years past has received but a small share of his attention—has been a sort of side issue. His enterprise led him to throw off the details of his regular business, leaving them to the care of trusted associates, while he turned his attention to other important enterprises. In 1801 he built the Erie Basin Elevator and purchased large pieces of property adjoining it, and although he afterwards associated with him John C. Clifford and Charles Ramsdell, (formerly of Buffalo) and his brothers Albert N., and Thomas Ramsdell, of Connecticut, his was the directing hand in a large elevating business. He finally, in the year 1867, sold the entire property at a very large profit, to J. Langdon & Co., the great coal firm, of Elmira, N. Y. These and other operations secured for Mr. Ramsdell a wide reputation as a man of rare business sagacity; the elevator enterprise was pronounced on all sides as one of the most successful undertakings of the kind ever carried out in Buffalo.

Mr. Ramsdell was an early and enthusiastic believer in railroads, investing largely in different lines. His early ventures in this direction proved very successful, and ever since he has been largely interested in various roads both East and West. Mr. Ramsdell was also early identified with the banking interests of Buffalo; he was one of the original stockholders of the Manufacturers' and Traders' Bank, and has remained a stockholder ever since. He is also interested in several other
Buffalo banks, serving on several of their past Boards of Directors. He was one of the Directors of the Buffalo & Southwestern railroad, from which he retired at the last election.

Mr. Ramsdell has been a man of large charities, and although this has been shown by many public gifts, he has in a more modest way made himself lived and respected.

Mr. Ramsdell's personal characteristics, as shown in his business career, are a strong preference for conservative methods, an intuitive and generally correct judgment of men, a manner always courteous and gentlemanly. These traits contributed in no small measure to his success and have given him a very extended circle of business friends and acquaintances. It has been said by one who possesses complete knowledge of Mr. Ramsdell's life, that "after so many years of active business competition, it can scarcely be said that he has an enemy." Mr. Ramsdell is a staunch friend to all whose interest he has at heart; a business man whose integrity and uprightness have always been above reproach, and a citizen who enjoys the respect of the entire community. He has never cared for, sought, nor held public office.

Mr. Ramsdell was married in 1851 to Miss Anna C. Titus, of Brooklyn, N. Y., a daughter of Thomas W. Titus, of New York, and Deborah Smith, of Flashing, L. I. Nine children have been born to Mr. and Mrs. Ramsdell, as follows: Albert N., born in 1853, and died in 1878; Thomas T., born in 1854, now in business with his father in Buffalo; Orrin P., Jr., born in 1856, and died in 1860; Belle C., born in 1857, now Mrs. E. A. Bell; Bessie H., born in 1858, and died in infancy; Alfred C., born in 1860, died in infancy; Anna K., born in 1862; Clarissa C., born in 1865; and Evelyn, born in 1868, living with their parents in Buffalo.

Though advanced in years, Mr. Ramsdell still devotes much attention to his large business and estate interests, and lives in the enjoyment of his well-earned competence.

JEWETT MELVIN RICHMOND.—The ancestors of the subject of this notice, on both sides, came originally from England and were among the early settlers of New England. His father was Anson Richmond, who was born February 4, 1790, near Taunton, Mass. He was the son of Josiah Richmond, and his mother's maiden name was Betsey Hatheway, who was also born near Taunton. Both were lineally descended from members of the Plymouth Colony. Josiah Richmond was a farmer by occupation and fought as a volunteer in the war of the Revolution. He removed from Taunton to settle in Barnard, Vt., where his son Anson became one of the volunteers of the Green Mountain State in the war of 1812. In 1813 or 1814 he left Vermont and settled in Salina, (now the First ward of the city of Syracuse, N. Y.), which was then quite a flourishing village, and the seat of the manufacture of Onondaga salt. From the time of his arrival in Salina until his death, which occurred September 23, 1834, Anson Richmond was engaged in the manufacture of salt. He became a man of prominence in the village; was several times elected a trustee, and once or twice was chairman of the Council. He was for many years before his death a member of the Methodist Church. He left a reputation for unimpeachable integrity and a character that gained him the unqualified respect of his acquaintances. The mother of Jewett M. Richmond was Betsey, daughter of Captain Moses Melvin; she was born January 7, 1800, and her mother's maiden name was Betsey Brackett. She died January 23, 1885.

J. M. Richmond was born on the 9th of December, 1830, in Onondaga county, N. Y. His boyhood was passed at home of his parents, where he availed himself of such limited educational advantages as were furnished by the common schools. When he had reached about sixteen years of age he first began the active business career which has continued almost without interruption to the present time. His first occupation in this direction was as a clerk in the store of Sampson Jaqueth in the village of Liverpool, near Syracuse, N. Y. He remained there two years, when he entered the employ of Lucius Gleason as clerk, in the same village. Two years were spent there when he was engaged to take charge of the grocery store of William F. Gere, in Salina, (now the First ward of the city of Syracuse.) This brought him down to the winter of 1853-54, at which time he formed a co-partnership with William F. Gere, William Barnes and two of his own older brothers, A. and M. M. Richmond, as dealers in and manufacturers of salt and flour. This connection constituted a strong business alliance, and offices were opened by them in Syracuse, Salina, Oswego, Buffalo and Chicago. In the spring of 1854 Mr. Richmond also began business in the same line, under the firm name of J. M. Richmond & Co., at the same place, which was continued until 1860, when he retired from the firms of Gere, Richmond & Co., Syracuse; Gere, Barnes & Co., Salina; A. Richmond,
Chicago, and J. M. Richmond & Co., Buffalo, (all forming the before-mentioned alliance) and formed a co-partnership with H. A. Richmond, second son of the late Dean Richmond, under the firm name of J. M. Richmond & Co., for the purpose of carrying on the grain, commission, storage and elevating business in Buffalo. Three years later, in the winter of 1863-’64, he erected the Richmond Elevator in Buffalo.

From the time when Mr. Richmond first began business down to 1864, his life had been one of the utmost activity, resulting in a large degree of success not often attained by men in the same period of time. He therefore felt the more inclined to gratify his earnest desire for foreign travel. The firm of which he was then a member was dissolved and he spent the greater portion of the year 1864 in Europe. Returning in the following year he again took up the active duties of life by forming the co-partnership of J. M. Richmond & Co., with M. M. Richmond. Alonso Richmond joined the firm at a later date. This firm continued until 1867, carrying on a large forwarding and elevating business.

In 1867 Mr. Richmond was elected president of the Marine Bank of Buffalo. The following year he made a second European tour, being absent the greater part of the year. Returning in the latter part of 1868, and finding his large commission business and his official position in the Bank too much of a tax upon his energies, he sold, in 1869, the controlling interest to S. M. Clement and present owners, but still retaining an interest in the institution, of which he is at the present time the vice-president.

In the year 1871, after the city had voted to take a million dollars of the stock of the Buffalo & Jamestown Railroad, a meeting was held for the organization of the Company. As had been his custom in all enterprises promising benefit to the city, Mr. Richmond had subscribed for a few thousand dollars of the stock of this railroad; at the meeting of stockholders he was, entirely without his solicitation, and even without his knowledge or desire, elected a director and president of the road; the latter office was urged upon him until he finally accepted it, expecting that the raising of the necessary funds for its completion would be a work of comparative ease and the road be finished in a year. The stringency of financial matters in 1873 operated against the project, rendering necessary the most vigorous and active work to save it from failure. In short, it needed just such a man as J. M. Richmond proved himself to be to place it upon a firm footing, and it is no disparagement to the active participation of others in the successful accomplishment of the work to say the final completion of the road was largely due to his material aid.

On the final completion of the line in 1875, he refused a re-election to devote his attention to his own large private business. He retired from active business in 1881, now finding his chief occupation in looking after his large real estate interests, in which he has been liberally investing for a number of years past. He is now (1884) just completing the Richmond Block, corner of Seneca and Ellicott streets—one of the finest business blocks in Buffalo.

Mr. Richmond has been a familiar figure upon the docks and in the streets of Buffalo for many years, where, by his affable manner and especially by his open-handed promptness in supporting any enterprise that promised material benefit to the city, as well as in aid of deserving individuals, he has gained a host of earnest friends. His chief personal characteristic is, perhaps, his indomitable nervous energy in the prosecution of any undertaking to which he turns his attention. No obstacle has ever yet arisen in his business path of sufficient magnitude to turn him from his settled purposes. He is a far-seeing, sagacious operator, who weighs well and judiciously all the features of an enterprise; but when he has once decided that it is worth his energies, no man could be more daring in elevating his means to its accomplishment or more energetic in his efforts. His faith in Buffalo as a future great city has never wavered, and if he has ever refused to aid and encourage any enterprise or institution calculated to benefit the community it is not known to the writer. He is a life member of the Young Men’s Association; of the German Young Men’s Association; a member of the Buffalo Historical Society; life member of the Fine Arts Academy and Society of Natural Science, and a member of many of the social institutions of the city. He is president of the Buffalo Mutual Gas Light Company, and vice-president of the Buffalo Insurance Company. In none of these positions of honor or trust has he ever failed to justify the good opinion entertained of him by his friends.

Mr. Richmond was married in 1870 to the daughter of John Rudderow, of New York city. They have had six children, four of whom are now living.
SHELDON PEASE was born in Derby, New Haven county, Conn., on the 26th of August, 1809. In 1817 he left Derby and came to Black Rock, Erie county, to reside with his uncle, Sheldon Thompson. While residing in Black Rock in the year 1818, he witnessed the building of the steamboat, *Walk-in-the-Water*, and was on her deck when she was launched into the Niagara river, at Black Rock. The *Walk-in-the-Water* made an excursion from Black Rock to Point Abino, on the 14th of September, 1818, and Sheldon Pease witnessed it as an attachée of the "Horn Breeze Brigade." After navigating Lake Erie until 1821, she encountered a severe gale and was driven ashore in Buffalo Bay a complete wreck; he assisted in taking care of a portion of the cargo shipped by S. Thompson & Co., as it came ashore. He also witnessed the launching of the steamboat *Superior*, the immediate successor of the *Walk-in-the-Water*, into the Buffalo creek at the foot of Main street, Buffalo, on the 16th of April, 1822.

For a number of years subsequent to 1817, Robert Hunter and associates at Albany managed a transportation line from Albany to Black Rock, composed of freight wagons drawn by five or six horses, transporting light and valuable goods to the latter point, and returning loaded principally with furs belonging to the American Fur Company, which were collected at Green Bay and Mackinac, and vicinity, and brought to Black Rock by water.

Sheldon Thompson contracted to excavate a portion of the channel for the Erie Canal between Black Rock and Buffalo; this was the first movement of earth in the construction of the canal between those points, and the first day's work thereon was performed by Curtis Thompson and Sheldon Pease.

In 1822, Mr. Pease left Black Rock and went to Oswego to reside, where he entered the employment of Alvin Bronson, who was engaged in the transportation business. While in Mr. Bronson's employ, he discharged the canal boat *Carnarvon*, Captain P. F. Parsons, at Oswego, she being the first canal boat that came from Troy to Oswego with merchandise. While in the same employ he assisted in loading the schooner *Winnebago*, Captain V. R. Bill, of Oswego, being the first vessel that passed through the Welland Canal with a cargo of merchandise, destined to Cleveland, Ohio. Her cargo each way did not exceed fifty tons. In the year 1832, while a member of the firm of Gidings, Baldwin, Pease & Co., he loaded the canal boat *Cleveland*, Captain W. T. Mather, at Cleveland, with merchandise for Portsmouth, Ohio, being the first canal boat that reached the Ohio river from the lakes. In the year 1837 while a member of the firm of Griffith, Pease & Co., they loaded the schooner *Ohio*, owned by Sheldon Pease, with a cargo of flour, provisions, etc., and disposed of the same at the ports of Chicago, Michigan City, St. Joseph, and Racine, for the wants of emigrants.

The firm of Gidings, Baldwin, Pease & Co., was dissolved at the end of the year 1836 and was succeeded by the firm of Griffith, Pease & Co., who built the steamboat *Cleveland*, at Huron, in 1835 or 1836, intended for carrying passengers exclusively between Cleveland and Buffalo; and one of the finest passenger steamers then afloat.

The firm of Griffith, Pease & Co. was dissolved in 1838, and was succeeded by the firm of Pease & Allen in the same year. This firm did a large and successful business for many years, building propellers, sailing vessels and canal boats, and flouring mills at Buffalo and Oswego. The firm built the propeller *Emigrant* at Cleveland, it being the third built on this continent. The firm also built the *Phoenix*, propeller, which burned at Sheboygan Pier. The next propeller built by them was the *Oneida*. All of the above were built at Cleveland in the years 1842-43. They also built the brigs *Ashland*, *Fashion*, and the schooners *Trident* and *Andover*. The above sailing vessels were built between the years 1841 and 1845.

In 1843 Sheldon Pease planned and caused to be built for the propeller *Oneida*, then building at Cleveland, Ohio, the first horizontal tubular boiler used in America. Had he patented it, he could have realized millions of dollars from it, as it is in general use in America and Europe, and no essential improvement has been made in it up to the present time.

About 1838 Professor Ericsson came to the United States and made the acquaintance of Captain Van Cleve, at Oswego, where he exhibited to him his submerged propeller wheel to propel steam vessels. Captain Van Cleve called on Mr. Doolittle, a vessel builder at Oswego, and induced him to build a vessel on his principle, which he did; she was named the *Vandalia*. The second was built at Buffalo and named the *Hercules*; the *Emigrant* was the third and was built at Cleveland; the fourth was built at Buffalo and was named the *Samson*. 
In 1853 Mr. Pease was appointed General Western Freight Agent of the Erie Railroad, located at Cleveland, and occupied that position until 1857. During the period of his agency of the railroad he contracted and built the following propellers at Cleveland: Olean, Elfinia; and the New York at Buffalo. These propellers operated and run between Cleveland and Dunkirk.

In 1857, in connection with Dean Richmond, the New York Central railroad and the Cleveland & Pittsburgh railroad, a line of propellers was established between Buffalo, Cleveland and Chicago, under the management of Mr. Pease, who was part owner of propellers Galena, Mendota, Winona and Dakota.

The propeller Idaho was built at Cleveland in 1861 by Dean Richmond, Sheldon Pease, Henry A. Richmond, J. M. Richmond. In 1860-61 Dean Richmond and Sheldon Pease purchased the following propellers: Fountain City, Evergreen City, Chicago and Cuyahoga. The propeller Fountain City was rebuilt at Buffalo in 1865, and made the finest passenger propeller running between Buffalo and Chicago. About 1852 the schooner Acon and another schooner collided about two and a half miles from the pears at Cleveland and sank in eighty-two feet of water; she was believed to be an entire loss. At that time Pease & Allen owned the steamboat United States, and with her and the aid of a vessel on each side of the wreck, the Acon was raised and taken into harbor; the vessel was saved and the cargo in a damaged condition.

In the month of February, 1870, John Allen, president of Western Transportation Company, purchased of the Buffalo, Cleveland & Chicago Line the propellers Idaho, Fountain City and Chicago, and Sheldon Pease then retired from the lake transportation business.

Nothing need be added to the above to indicate that Sheldon Pease has been one of the most prominent men in Buffalo in connection with the lake marine. During his long life his character has been fully established as one reflecting honor upon himself and his associates.

Mr. Pease was married to Miss Marianne Humphreys, a family of prominence in Revolutionary days. It was her great uncle who took Cornwallis's sword from the hands of General Washington at the surrender of the former. He was afterwards Minister to Spain, whence he exported to America blooded horses, with cattle and sheep from England and established stock-breeding at Derby, Conn.; where he also operated the first woolen factory in America.

Mr. Pease has been the father of three children, all of whom, with his wife, are dead. The first was Catharine, who died in childhood. The second was Alfred H. Pease, a pianist who had won a national reputation, when he was called from earth before he had reached the zenith of his power. The third child was Arthur W. Pease, who, with his wife, was killed in a railroad accident near New Hamburg, February 6, 1884.

JAMES COOKE HARRISON, the subject of this notice, was the son of Jonas Harrison, whose name has necessarily often been written in this work, as that of one of the most prominent of the early residents of Buffalo. He was born on the 14th of December, 1819, at his father's home, corner of Batavia and Washington streets, then the most pretentious brick dwelling in the village, and erected soon after the burning of the place. A few years later his mother removed to Lewiston, N. Y., and her son remained with her until he was fourteen years of age, at which time he joined his brother, Jonas Harrison, in Erie, Pa., entering the store of Tracy & Harrison, (the latter being his brother) as a clerk. Soon after, Jonas Harrison died, and James C. entered the store of Aaron Kellogg, where he remained until 1838. It was during this period that Mr. Harrison made the acquaintance and friendship of General Charles M. Reed, a fact which proved to be the governing influence over his after life, as far as his business career was concerned. Mr. Reed was largely interested in the building and running of passenger steamers on the lakes, and Mr. Harrison was employed by him to come to Buffalo, open an office and take charge of all of his interests at this port. Mr. Harrison had previously, in 1838, accepted a clerkship on board the steamer Erie, which was burned with great loss of life, in July, 1841. Mr. Harrison having given up the clerkship the previous year. His successor lost his life in the ill-fated vessel. He devoted himself to the utmost in the recovery and burial of the victims of the disaster. It has been said by those who knew him well, that this sad work undoubtedly contributed largely in developing those qualities of sympathy with suffering which were so characteristic of him in after life. The passenger traffic on the lakes at that time was very extensive; the present railroads to the West were not in existence and nearly all of the heavy emigration in that direction was by water. This led to the establishment of extensive
passenger lines of steamers and the organization of large transportation companies. One of the largest operators in this direction was General Reed, in whose employ Mr. Harrison found himself before he had yet reached man's estate. The passenger boats on the lakes were many of them magnificent examples of ship-building, and General Reed was owner and builder of a large number of the finest ones. The construction of several of these passenger steamers was placed under the direction of Mr. Harrison, a fact which clearly indicates the degree of confidence placed in him by General Reed.

Of his management of Mr. Reed's business in Buffalo, a newspaper of Erie thus spoke at the time of Mr. Harrison's death:

"Mr. Harrison took charge of General Reed's commercial interests at Buffalo and continued to do so with great acceptability so long as General Reed had either steam or sail vessels in commission. Indeed, for nearly the whole of the ensuing forty-two years up to the time of death, as agent or executor, he continued his oversight of these important interests, while largely engaged in later years in commercial business. In the meantime by his sterling integrity, his keen foresight and systematic business habits, he had acquired a reputation among the foremost of the business men of his adopted city. His name had become a synonym for honesty and reliability."

In the year 1861, in connection with General Reed, he built the Reed Elevator in this city, which they operated in conjunction with a large transportation business. Mr. Harrison was elected one of the trustees of the Erie County Savings Bank at the time of its organization, and served several succeeding years as its vice-president. On the death of Colonel William A. Bird, then president of the Bank, Mr. Harrison succeeded to that important office, which he held until his death, discharging the responsible trust with fidelity and ability.

Mr. Harrison possessed artistic taste of a high order and was an enthusiast in his love for the works of the best artists. This was gratified by the purchase and accumulation of a large and valuable collection of paintings, the selection of which evinced the best of critical judgment. He was for many years a curator of the Buffalo Fine Arts Academy, to which position he gave much attention. He was formerly a director of the Buffalo & Erie Railroad, and was a director in the old International Bank. He held the office of Alderman and was a candidate for Mayor against Eli Cook. In politics he was a strong Republican since the formation of the party. His judgment in real estate matters, where large interests were involved, was highly valued, and he was frequently sought in the capacity of appraiser. None of the positions to which he was called were sought by him; they were the unsolicited and deserved bestowals of those who knew him best.

Mr. Harrison was a prominent member of Trinity Church, wherein he often served as a vestryman. His church interests, as well as all other deserving causes and charities, received liberal and substantial aid from him.

In an extended notice of his death the Commercial Advertiser said:

"In social life he was of a most genial temperament and delighted to entertain his friends with hospitality surpassed by none. He was of the most sterling integrity and uprightness, and probably no man in Buffalo enjoyed to a greater extent the confidence and respect of his fellow citizens. In short, he was a good man in every respect and his memory will long be cherished. He was especially kind and charitable, and took the utmost pleasure in doing good in quiet, unostentatious way."

Mr. Harrison's death occurred on the 21st of November, 1882, at his home on the corner of Delaware Avenue and Virginia Street. An elegant eulogistic address was pronounced by Rev. Dr. Van Boklen, from which the following extract contributes to the portrayal of his character:

"Mr. Harrison was a Christian full of sunshine. He had faith in God as a Father. He found great pleasure in the impressive services of the book of common prayer, and loved to worship God in the beauty of holiness and with those accessories of music and symbolism which reach the heart through the ear and the eye. When in health he was seldom absent from his place in church. His pietist was none the less genuine because unostentatious; nor was it the less pure and fervent because it was mingled with those qualities of wisdom and wit which made him the most delightful of companions and at times the embodiment of genial, glowing mirth.

"He knew how to rebuke insincerity and scourge actions of meanness and doubtful integrity; yet he did it kindly and often by withholding his confidence than by harsh words of condemnation. I have yet to meet the man who justly spoke harshly of James Cooke Harrison. I can emphasize the words of one who knew him intimately—words which in themselves are a brilliant eulogy: 'Of few men can it be truthfully said that they enjoyed throughout life the respect and good will of all who knew them; but James C. Harrison was one of those rare men.'"

Mr. Harrison was married in August, 1842, to Miss Mary Pearce, daughter of the late Lieutenant George Pearce, of the United States navy, who, with a daughter, Mrs. G. Stedman Williams, of Buffalo, survive him.