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CLARK, George Whitfield, clergyman and author, was born at South Orange, N. J., Feb. 15, 1831, son of John B. Clark, who was descended from Richard Clark, one of the early settlers of Elizabeth, N. J. A tradition says that the family was partly of Swiss origin. As a child he received strict religious training, and was admitted to membership in the Northfield Baptist Church at the early age of twelve. He showed special ability in mathematics as well as in other lines, and at thirteen purchased a Latin grammar with the intention of preparing himself for college. This, however, was supplemented by school training. When seventeen years old he taught school, and when eighteen entered Amherst College, where he was graduated in 1853, two years later completing his theological course at Rochester Theological Seminary. Dr. Clark's first pastorate was at New Market, N. J., where he was ordained Oct. 3, 1855. Four years later he went to Elizabeth, N. J., and in the spring of 1868 to Ballston, N. Y. In the autumn of 1873 he returned to New Jersey, and became pastor at Somerville, but in 1877 retired from the pastorate in broken health. Having recovered in 1880, he became connected with the American Baptist Publication Society, with which he has since labored in missionary, collecting and literary work. As an author Dr. Clark is widely known. During his college course, he showed some talent for writing verse, as well as for criticism on Biblical topics, and at graduation was the class poet. In the theological seminary he became an enthusiastic student of the Hebrew and Greek originals of scripture, under the celebrated Oriental scholar, Prof. T. J. Conant, D. D., and after entering upon pastoral work continued his exegetical studies for several years, contributing many articles to the periodical press, among them "The Evangelical Armenians of Turkey" and "The Righteous Dead Between Death and the Resurrection." In 1863 he published a "History of the First Baptist Church, Elizabeth, N. J." As a result of several years' study, Dr. Clark brought out early in 1870 "A New Harmony of the Four Gospels in English," which was generously received, and "Notes on the Gospel of Matthew." After these works came "Notes on Mark" (1873); "Notes on Luke" (1876); "Notes on John" (1879); "Brief Notes on the Gospels" (1884); "Harmonic Arrangement of the Acts" (1884); "Notes on the Acts of the Apostles" (1892) and "Commentary on Romans and I. and II. Corinthians" (1897). He has also published brief monographs on the Gospels of Luke and John, and is now engaged in concluding three additional volumes. His accurate scholarship, combined with his experience as a pastor, eminently fit him for the work he has projected, namely, the preparation of "A Popular Commentary on a Critical Basis." His "Harmonic Acts" fills a field heretofore unoccupied in New Testament interpretation. Since 1881 Dr. Clark has resided at Hightstown, N. J., where he has done much toward promoting the prosperity of Peddie Institute, of which he is a trustee, also serving as chairman of its education committee. The degree of D. D. was conferred upon him by Rochester University in 1872. He was married, Sept. 6, 1855, to Susan C., daughter of Rev. Samuel Fish, of Halifax, Vt., and has one son and three daughters.

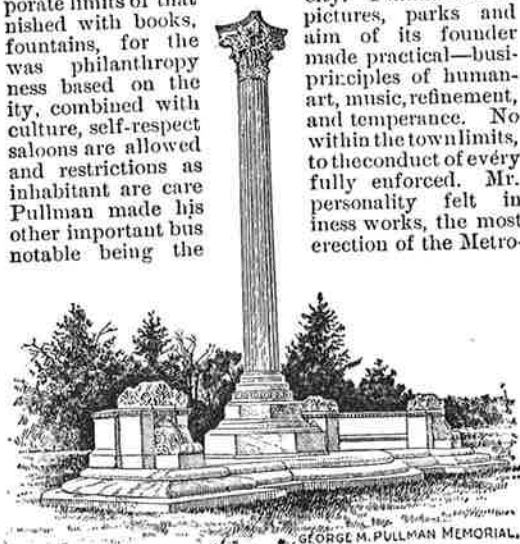
HASSAUREK, Friedrich, author, was born in Vienna, Austria, Oct. 9, 1832. He was educated at the classical gymnasium at which he was graduated in 1848, just when the revolution broke out. He took part in it, and was wounded in a street encounter. Emigrating to America in 1849, he settled in Cincinnati, O., where he engaged in journalism, and founded the "Hochwacher." In 1857 he sold this paper, and devoted himself to jurisprudence, engaging also in politics. Mr. Hassaurek was appointed

U. S. minister to Ecuador by Pres. Lincoln, and his stay in that country extended to 1865, during which time he gathered the material for his best work: "Four Years Among Spanish-Americans." This book had a wide circulation, passed through three editions, and was favorably received by the critics, one of whom wrote of it: "A journey from the sea coast to the interior, a sojourn at Quito, and a principal excursion into northern Ecuador, such is the frame upon which this agreeable, almost charming, and altogether instructive book is built. There is scarcely any point as to which the average or the cultivated reader might desire to be informed that the author has omitted in these graphic pages. . . . The author is not only cognizant of his subject, but has it well in hand, knows especially what to select and what to reject, and withal is a capable observer and a trustworthy narrator."—"Nation," vol. 477. On his return from Ecuador he became editor of the Cincinnati "Volksblatt," and contributed largely to other periodicals. He published: "Hierarchie und Aristokratie," a romance (1855); "Four Years Among Spanish-Americans" (1867; 3d ed., 1881); "The Secret of the Andes: a South American Romance" (1879), and a collection of poems entitled, "Welke Blätter und Blüten" (1877). He died in Paris, France, Oct. 3, 1885.

PULLMAN, George Mortimer, manufacturer, was born at Brocton, N. Y., March 3, 1831, son of James Lewis and Emily Caroline (Minton) Pullman, and the third in a family of ten children. His father, a man of keen intelligence and sterling integrity, was born in Rhode Island; his mother's native place was Auburn, N. Y. After attending the public schools of Brocton, the son, at the age of fourteen, became clerk in a general store, where he remained one year. At seventeen he assumed a share in the cabinet-making business of his eldest brother at Albion, N. Y., but in 1852 the death of his father brought the added care of the widowed mother and four young children. His needs thus exceeding the income from the shop, he braved the perils of youth and inexperience, undertaking a contract for elevating the buildings along the line of the Erie canal, and he successfully raised them to the new level required by the canal enlargement then in progress. This occupied about four years, at the end of which time he went to Chicago with a capital of some six thousand dollars. The entire business section of that city was then being raised from the original grade, and Mr. Pullman's experience was put to the test. Fortified by a natural inventive faculty and a grasp of mechanical expedients, however, he was enabled to take advantage of this profitable field, and many large buildings of brick and stone were raised by him to the new level. In 1858 Mr. Pullman's attention was drawn to the sleeping-cars just introduced on the Lake Shore railroad; and as the first of these carried only fixed berths, he soon conceived the idea of a palace car designed for continuous and comfortable travel over long distances during both day and night. In 1859 he remodelled into sleeping-cars two passenger coaches belonging to the Chicago and Alton railroad; and, though these were far below their inventor's ideal standard of comfort and elegance, when placed in service they proved a long step in advance and created the demand for what followed. Having engaged in mining and other enterprises in the West, he was called to Colorado, where he remained



until 1863; but in that year he returned to Chicago and resumed the study and construction of a palace sleeping-car. He obtained from the Alton railway company the use of a repair shed, hired the most skilled workmen and began the erection of the "Pioneer," the first Pullman palace car, which was completed a year later at a cost of \$18,000. It was first used in the funeral train which bore the body of Lincoln to its burial, and for this association is still preserved at Pullman, Ill. In 1867 he organized the Pullman Palace Car Co., of which he was president until his death. It is one of the largest and most successful manufacturing corporations in this country, employing a capital of \$40,000,000, giving work to 14,000 persons, furnishing a railway service of 120,000 miles, and operating an equipment of over 2,000 cars. He adopted the vestibule system in 1887. Thus, from the "Pioneer," which was first condemned as excessive in both weight and cost, have gradually evolved the solid vestibule trains, costing more than \$100,000 each, and averaging nearly a tenth of a mile in length. The town of Pullman was founded by him in 1880, some twelve miles south of Chicago, but was later embraced within the corporate limits of that city. Pullman is furnished with books, fountains, for the was philanthropy nessed based on the ity, combined with culture, self-respect saloons are allowed and restrictions as inhabitant are care Pullman made his other important bus notable being the



politan Elevated railway of New York, where he served as president of the construction company. In 1867 he was married to Harriet Sanger, and had two daughters and two sons: Florence, Harriet, George M., Jr., and Walter Sanger. He died in Chicago, Ill., Oct. 19, 1897.

RUFFNER, David, manufacturer, was born in Page county, Va., in 1767, son of Joseph and Anna (Heistand) Ruffner, and grandson of Peter Ruffner, who emigrated from the German-Swiss border to Pennsylvania in 1739, and later settled in Page county, Va., where he became owner of an immense tract of land. Joseph Ruffner, in 1795, sold his Shenandoah estate, purchased 502 acres in the Kanawha valley (now in West Virginia), and removed there with his family. This property included the salt spring on the Kanawha river, at which a band of Indians had camped in 1753, while returning from a raid with their white prisoners. One of these, Mrs. Mary Inglis, made her escape afterward and described the spring where the Indians had supplied themselves with salt by boiling down the water. Although Ruffner realized the potential value of this spring, he died in 1803 without developing it, willing it to his sons, David and

Joseph. Before 1803 the spring was producing 150 lbs. per day, by simple methods, and the salt was noted for its superior quality, but desiring to obtain a larger supply, the brothers began to look for the source. They traced it to the "Great Buffalo lick," just at the river's edge, six miles above Charleston; this was twelve or fifteen rods in extent. In order to reach the bottom of the quicksand through which the brine flowed, they set a platform on the top of a hollow sycamore tree about four feet in diameter, and by means of a pole with its fulcrum on a forked stick, a bucket made of half a whiskey barrel could be filled by one man armed with pick and shovel, and emptied by two men standing on the platform. Rigging up a long iron drill with a two-and-a-half inch chisel, they attached the upper end to a spring-pole by a rope, and with this primitive instrument finally bored forty feet through solid rock, reaching several cavities filled with strong salt water. This was brought to the surface undiluted, through wooden tubes, joined together and wound with twine. Thus was bored, tubed, rigged and worked the first drilled salt well west of the Alleghenies, if not in the United States. Considering the Ruffners' lack of preliminary study or experience, working in a newly settled country, without steam power, machine shops, materials or skilled mechanics, this is a wonderful engineering feat. In a crude way they invented nearly every appliance that has since made artesian boring possible. In February, 1808, the first salt was taken from the furnace, and the price reduced to four cents a pound. Ruffner Bros. were the pioneers of salt manufacture in the Kanawha valley, an industry that as early as 1817 comprised thirty furnaces and twenty wells, producing 700,000 bushels yearly. David Ruffner, the leader, was educated in the Page county, Va., schools, and engaged in farming until he began the manufacture of salt. Subsequently he made many improvements in drilling appliances, some of which are still in use. He became the leading man in Kanawha county, which he repeatedly represented in the Virginia legislature and he was for many years presiding judge of the county court. He was married, in 1789, to Ann, daughter of Henry Brumbach, of Rockingham county, Va., and had by her four children: Henry, who became a Presbyterian minister and was president of Washington college, Lexington, Va.; Anne E., Susan B., and Lewis Ruffner. His brother, Joseph (b. Feb. 14, 1769; d. 1837), sold his interest in the salt works and went to Ohio, where he bought land which eventually became a part of Cincinnati. Judge Ruffner died in Cincinnati, O., in 1837.

ORTON, James, naturalist, was born at Seneca Falls, N. Y., April 21, 1830, son of Dr. Azariah Giles Orton, the theologian. He was graduated at Williams College in 1855, and at Andover Theological Seminary in 1858, and then traveled for some time in Europe and the East, contributing letters of interest to the New York "Tribune." On July 11, 1860, he was ordained pastor of the Congregational church in Greene, N. Y., and in the following year accepted a call to Thomaston, Me., where he remained for three years. In 1864 he became pastor in Brighton, N. Y. He was appointed instructor in natural sciences in Rochester University in 1866, and in 1867 led an expedition of students from Williams College across South America by way of Quito, the Napo and the Amazon. They discovered the first fossils found in the Amazon valley. In 1869 he accepted the chair of natural history at Vassar College, filling it until his death. In 1873 he made a second journey across South America, from Para, up the Amazon to Lima and Lake Titicaca, collecting rare Inca relics. A third journey was undertaken by him in 1876 with the object of exploring