

MANN, William D'Alton, soldier, inventor and editor, was born at Sandusky, O., Sept. 27, 1839, son of William R. and Eliza (Ford) Mann, of Puritan descent. After the war of 1812 his father, a native of Pennsylvania, settled in Ohio. William D'A. Mann was educated for the profession of civil engineer, but at the outbreak of the civil war entered the army in the 1st Michigan cavalry as a captain. In 1862 he organized, at Detroit, Mich., the 1st mounted rifles, which afterward became the 5th Michigan cavalry, and Daniel's horse battery. He afterwards, at the request of the governor, organized another cavalry regiment and battery, known as the 7th Michigan cavalry and Gunther's horse battery. These troops became what was known in the army of the Potomac as the Michigan cavalry brigade that had such a reputation under Sheridan. In 1863 and 1864 Col. Mann devised most valuable improvements in the accoutrements for troops, for which he received patents and which were extensively adopted in the U. S. army and in the Austrian army; these returned to Col. Mann a fortune in royalties. After the close of the war he settled in Mobile, Ala., where he was occupied in various industrial enterprises. He was a pioneer in the manufacture of cotton-seed oil, erecting for that purpose the largest mill and refinery then existing. He also became the proprietor of the old Mobile "Register," and for years directed its policy when it



was the leading paper of the South. Actively interested in politics, Col. Mann was the first candidate of the Democratic party for Congress from the Mobile district, under "reconstruction," receiving a large majority of the votes, but was counted out by the carpet-bag managers of the reconstruction state government. In 1871 he devised the boudoir car, patented Jan. 9, 1872, the principal feature of which was the division of the car by transverse partitions, and spent the next ten years in introducing that marvelous improvement in facilities of travel throughout Europe. Returning to this country in 1883, he settled in New York city, and established the Mann Boudoir Car Co. So great was the popularity of the boudoir car, and so prosperous were its makers, that the Pullman Co. found it advisable to buy out the plant and patents of Col. Mann's company. His other inventions are the "vestibule" for cars, patented Jan. 8, 1878, and first applied in England to a train sent to Russia; an improved system of ventilation, and many accessories for cars, most of which are in use by the Pullman and Wagner car companies. In 1891 Col. Mann purchased "Town Topics," and now devotes his entire attention to its management, having made it a most successful journal, with a circulation world-wide wherever English is read. He is a member of several clubs both in this country and in Europe, and is a companion of the Military Order of the Loyal Legion.

TRASK, Spencer, banker, was born in Brooklyn, N. Y., Sept. 18, 1844, son of Alanson and Sarah (Marquand) Trask. He descended from Capt. William Trask, a Puritan who with Endicott and others sailed on the ship Abigail from Weymouth, England, June 20, 1628, and formed at Salem the nucleus of the Massachusetts bay colony. He was a deputy of the general court of Salem; was made captain in 1636, and commanded colonial forces against the Pequot Indians. He donated the land

for the first school in New England, which developed later into Harvard College. On his death, in 1666, he was buried with military honors, and it is recorded in the "Annals," of Salem that "he was one of the first military commanders in Massachusetts," and it may be said that what Capt. Standish was to Plymouth, Capt. Trask was to Massachusetts bay colony. The family was prominent throughout the colonial period, and later ancestors of Mr. Trask fought in the revolutionary war. The Marquands are of French (Huguenot) descent. Spencer Trask was educated by private tutors and at the Brooklyn Polytechnic Institute preparatory to entering Princeton College, where he was graduated in 1866. During his connection with the college he was a member of the leading social organizations and of the American Whig Literary Society. The degree of A.M. was conferred upon him in course. He returned to New York to enter the banking business, and soon after became associated with Henry G. Marquand, to whose banking interests he succeeded about 1870. In that year he became a member of the stock exchange, and formed the firm of Trask & Stone. In 1881 the firm became Spencer Trask & Co., a name of wide distinction throughout the banking world, with branches in Philadelphia, Albany, Saratoga and Providence. Mr. Trask has been a director in the Edison Electric Light Co. almost from its beginning, and president of the Edison Illuminating Co., of New York for years. He is a director in the Rio Grande Western railroad, of which one of his partners, George Foster Peabody is vice-president. He is also president and the largest stockholder of the company that owns the Bowling Green building. He is a member of the Union League, Reform, Metropolitan, Groller and National Arts clubs of New York, and has taken a prominent part in municipal reform and local politics, especially in connection with the national gold Democracy. In 1897 he reorganized the N.Y. "Times," of which he is the largest owner, as well as president of the company. His literary work is limited to editorials contributed occasionally to that paper. Mr. Trask's gifts to Princeton College have been generous, and he has erected at Saratoga, N. Y., St. Christina Home, an undenominational home for children and for the education of girls for domestic service, in which he takes peculiar interest. He is a trustee of the Teachers' College and of St. Stephen's College, and is actively interested in other educational and philanthropic work. He is a communicant of the Protestant Episcopal church, and takes a leading part in church work. His countryseat at Saratoga, called "Yaddo," is a handsome stone building surrounded by about five hundred acres of beautifully wooded land. He was married in Brooklyn, in 1874, to Katrina, daughter of George L. Nichols.

TRASK, Katrina (Nichols), author, was born in Brooklyn, N. Y., May 30, 1853, daughter of George L. and Christina (Cole) Nichols, and a descendant of Anneke Jans. Her father is a well-known merchant of New York city. Mrs. Trask has written numerous stories, essays and poems for the magazines, besides her more important published works. The three poems contained in her first book, "Under King Constantine," were written in three days under an intense mental strain. They were then laid away for several years, and when the persuasion of her husband induced Mrs. Trask to consider publishing them, they were subjected to more than a year of continual revision before their author was willing to send them anonymously into the world. The result was an exquisitely finished production, of which a critic has well said: "As nothing in the literature of the woman heart is so great as