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Wyoming Territory, October 1, 1872. On June 21, 1837, he was again married to Miss Harriet Virginia Santee, of Lucerne county, Penn. This lady died December 28, 1859, having borne him three children: Lewis Elwood Selye, born June 2, 1838, and who died April 11, 1852; Harriet Laddell Selye, born January 22, 1841, and who died June 1, 1848; and De Villo White Selye, born February 13, 1848, and who is now a bachelor and a newspaper man, and a resident of Fresno City, California. The death of such a citizen as Mr. Selye, who had prominently identified himself with the growth and prosperity of Rochester for a period of nearly sixty years, could not fail to touch the feelings of the people of that city, and affected all classes. From the numerous resolutions of sympathy passed, the following are selected, owing to the fact of their coming from two widely distinct organizations, in both of which he was warmly interested:

At a meeting of the Board of Trustees of the Monroe County Savings Bank, held on the 30th day of January, 1883, upon the occasion of the death of Lewis Selye, the following resolutions were adopted:

Resolved, That, while we bow to the will of Providence in the removal by death, on the 27th instant, of Lewis Selye from our Board of Trustees, of which he was a prominent member from the first organization of the Bank, we express our sorrow and our sense of personal loss and affliction in this dispensation.

We hereby record our appreciation of his personal fidelity to all his trusts, and of the benevolence and generosity of his disposition, not only in his relations to this Board, but in all his public relations in this community, where he lived so long.

We deeply sympathize with the bereaved family of our late associate, and desire to manifest our feeling by attending his funeral in a body.

Resolved, That the Secretary enter these resolutions upon the minutes of the Bank, and that a copy be transmitted to his family.

JOSEPH CURTIS, President.

DAVID HOYT, Secretary.

The Officers and members of the Selye Citizen's Corps, 8th Separate Company, National Guard of the State of New York, by the death of our friend and patron, Hon. Lewis Selye, are again reminded of the immutability of nature's laws and the uncertainty of life.

We mourn his loss as a citizen, public spirited and generous, who has placed his mark at many points in the history and improvement of our beautiful and prosperous city.

We sorrow with loving friends, remembering full well his oft-repeated acts of kindness and friendship to this organization, whose patron he was, and whose name it bears.

We will cherish his memory as our patron and friend, and as a citizen whose whole-souled individuality will always remain a monument to his name.

CAPT. H. B. HENDERSON,
LIEUT. C. H. MANDEVILLE,
LIEUT. T. A. RAYMOND.

Committee.

In all his walks Mr. Selye was an upright, exemplary, generous man. There is scarcely a public institution of learning in the State of any age but has acknowledged his bounty, while his private benefactions were constant and manifold. Indeed, the fame of his generosity was such that he was beset in his office and on the streets by applicants for that charity which he was continuously dispensing from his ever generous hands.

SIBBLEY, HON. HIRAM, of the city of Rochester, a man of national reputation as the originator of great enterprises, and as the most extensive farmer and seedsman in this country, was born at North Adams, Berkshire county, Mass., February 6th, 1807, and is the second son of Benjamin and Zilpha Davis Sibley. Benjamin was the son of Timothy Sibley, of Sutton, Mass., who was the father of fifteen children—twelve sons and three daughters: eight of these, including Benjamin, lived to the aggregate age of 677 years, an average of about seventy-five years and three months. From the most unpromising beginnings, without education, Hiram Sibley has risen to a position of usefulness and affluence. His youth was passed among his native hills. He was a mechanical genius by nature. Banter with a neighboring shoemaker led to his attempt to make a shoe on the spot, and he was at once placed on the shoemaker's bench. At the age of sixteen years he migrated to the Genesee Valley, where he was employed in a machine shop, and subsequently in wool carding. Before he was of age he had mastered five different trades. Three of these years were passed in Livingston county. His first occupation on his own account was as a shoemaker at North Adams; then he did business successively as a machinist and wool carder in Livingston county, N. Y.; after which he established himself at Mendon, fourteen miles south of Rochester, a manufacturing village, now known as Sibleyville, where he had a foundry and machine shop. When in the wool carding business at Sparta and Mount Morris, in Livingston county, he worked in the same shop, located near the line of the two towns, where Millard Fillmore had been employed and learned his trade; beginning just after a farewell ball was given to Mr. Fillmore by his fellow workmen. Increase of reputation and influence brought Mr. Sibley opportunities for office. He was elected by the Democrats Sheriff of Monroe county, in 1843, when he removed to Rochester; but his political career was short, for a more important



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Hiram Sibley

matter was occupying his mind. From the moment of the first success of Professor Morse with his experiments in telegraphy, Mr. Sibley had been quick to discern the vast promise of the invention; and in 1840 he went to Washington to assist Professor Morse and Ezra Cornell in procuring an appropriation of \$40,000 from Congress to build a line from Washington to Baltimore, the first put up in America. Strong prejudices had to be overcome. On Mr. Sibley's meeting the chairman of the committee having the matter in charge, and expressing the hope that the application would be granted, he received for answer: "We had made up our minds to allow the appropriation, when the Professor came in and upset everything. Why! he undertook to tell us that he could send ten words from Washington to Baltimore in two minutes. Good heavens! Twenty minutes is quick enough, but two minutes is nonsense. The Professor is too radical and visionary, and I doubt if the committee recommend the sum to be risked in such a manner." Mr. Sibley's sound arguments and persuasiveness prevailed, though he took care not to say, what he believed, that the Professor was right as to the two minutes. Their joint efforts secured the subsidy of \$40,000. This example stimulated other inventors, and in a few years several patents were in use, and various lines had been constructed by different companies. The business was so divided as to be always unprofitable. Mr. Sibley conceived the plan of uniting all the patents and companies in one organization. After three years of almost unceasing toil he succeeded in buying up the stock of the different corporations, some of it at a price as low as two cents on the dollar, and in consolidating the lines which then extended over portions of thirteen States. The Western Union Telegraph Company was thus organized, with Mr. Sibley as the first President. Under his management for sixteen years, the number of telegraphic offices was increased from 132 to over 4,000, and the value of the property from \$220,000 to \$48,000,000. In the project of uniting the Atlantic and Pacific by a line to California, he stood nearly alone. At a meeting of the prominent telegraph men of New York a committee was appointed to report upon his proposed plan, whose verdict was that it would be next to impossible to build the line; that, if built, the Indians would destroy it; and that it would not pay, even if built, and not destroyed. His reply was characteristic: that it should be built, if he had to build it alone. He went to Washington, procured the necessary legislation, and was the sole contractor with the Government. The Western Union Telegraph Company afterwards assumed the contract, and built the line, under

Mr. Sibley's administration as President, ten years in advance of the railroad. Not satisfied with this success at home, he sought to unite the two hemispheres by way of Alaska and Siberia, under P. McD. Collins's franchise. On visiting Russia with Mr. Collins in the winter of 1864-65, he was cordially received and entertained by the Czar, who approved the plan. A most favorable impression had preceded him. For when the Russian squadron visited New York in 1863,—the year after Russia and Great Britain had declined the overture of the French Government for joint mediation in the American conflict,—Mr. Sibley and other prominent gentlemen were untiring in efforts to entertain the Russian Admiral, Lusoffski, in a becoming manner. Mr. Sibley was among the foremost in the arrangements of the committee of reception. So marked were his personal kindnesses that, when the Admiral returned, he mentioned Mr. Sibley by name to the Emperor Alexander, and thus unexpectedly prepared the way for the friendship of that generous monarch. During Mr. Sibley's stay in St. Petersburg he was honored in a manner only accorded to those who enjoy the special favor of royalty. Just before his arrival the Czar had returned from the burial of his son at Nice: and, in accordance with a long honored custom when the head of the Empire goes abroad and returns, he held the ceremony of "counting the Emperor's jewels;" which means an invitation to those whom his Majesty desires to compliment as his friends, without regard to court etiquette or the formalities of official rank. At this grand reception in the palace at Tsarskozele, seventeen miles from St. Petersburg, Mr. Sibley was the second on the list, the French Ambassador being the first, and Prince Gortschacoff, the Prime Minister, the third. This order was observed also in the procession of 250 court carriages with outriders, Mr. Sibley's carriage being the second in the line. On this occasion Prince Gortschacoff, turning to Mr. Sibley, said: "Sir! If I remember rightly, in the course of a very pleasant conversation had with you a few days since, at the State Department, you expressed your surprise at the pomp and circumstance attending upon all court ceremony. Now, Sir! when you take precedence of the Prime Minister, I trust you are more reconciled to the usages attendant upon royalty, which were so repugnant to your democratic ideas." Such an honor was gratefully appreciated by Mr. Sibley; for it meant the most sincere respect of the "Autocrat of all the Russias" for the people of the United States, and a recognition of the courtesies conferred upon his fleet when in American waters. Mr. Sibley was duly complimented by the members

of the Royal family and others present, including the Ambassadors of the great powers. Mr. Collins, his colleague in the telegraph enterprise, shared in these attentions. Mr. Sibley was recorded in the official blue book of the State Department of St. Petersburg as "the distinguished American," by which title he was generally known. Of this book he has a copy as a souvenir of his Russian experience. His intercourse with the Russian authorities was also facilitated by a very complimentary letter from Secretary Seward to Prince Gortschacoff. The Russian Government agreed to build the line from Irkootsk to the mouth of the Amoor River. After 1,500 miles of wire had been put up, the final success of the Atlantic Cable caused the abandonment of the line at a loss of \$3,000,000. This was a loss in the midst of success, for Mr. Sibley had demonstrated the feasibility of putting a telegraphic girdle round the earth. In railway enterprises the accomplishments of his energy and management have been no less signal than in the establishment of the telegraph. One of these was the important line of the Southern Michigan and Northern Indiana Railway. His principal efforts in this direction have been in the Southern States. After the war, prompted more by the desire of restoring amicable relations, than by the prospect of gain, he made large and varied investments at the South, and did much to promote renewed business activity. At Saginaw, Mich., he became a large lumber and salt manufacturer. He bought much property in Michigan, and at one time owned vast tracts in the Lake Superior region, where the most valuable mines have since been worked. While he has been interested in bank and manufacturing stocks, his larger investments have been in land. Much of his pleasure has been derived from reclaiming waste territory and unproductive investments, which have been abandoned by others as hopeless. The satisfying aim of his ambition incites him to difficult undertakings, that add to the wealth and happiness of the community, from which others have shrunk, or in which others have made shipwreck. Besides his stupendous achievements in telegraph and railway extension, he is unrivaled as a farmer and seed grower, and he has placed the stamp of his genius on these occupations, in which many have been content to work in the well worn ruts of their predecessors. The seed business was commenced in Rochester thirty years ago. Later Mr. Sibley undertook to supply seeds of his own importation and raising and others' growth, under a personal knowledge of their vitality and comparative value. He instituted many experiments for the improvement of plants, with reference to their seed-bearing quali-

ties, and has built up a business as unique in its character as it is unprecedented in amount. He cultivates the largest farm in the State, occupying Howland Island, of 3,500 acres, in Cayuga county, near the Erie Canal and the New York Central Railroad, which is largely devoted to seed culture: a portion is used for cereals, and 500 head of cattle are kept. On the Fox Ridge farm, through which the New York Central Railroad passes, where many seeds and bulbs are grown, he has reclaimed a swamp of 600 hundred acres, making of great value what was worthless in other hands, a kind of operation which affords him much delight. His ownership embraces fourteen other farms in this State, and also large estates in Michigan and Illinois. The seed business is conducted under the firm name of Hiram Sibley & Co., at Rochester and Chicago, where huge structures afford accommodations for the storage and handling of seeds on the most extensive scale. An efficient means for the improvement of the seeds is their cultivation in different climates. In addition to widely separated seed farms in this country, the firm has growing, under its directions, several thousands of acres in Canada, England, France, Germany, Holland, and Italy. Experimental grounds and greenhouses are attached to the Rochester and Chicago establishments, where a sample of every parcel of seeds is tested, and experiments conducted with new varieties. One department of the business is for the sale of horticultural and agricultural implements of all kinds. A new department supplies ornamental grasses, immortelles, and similar plants used by florists for decorating and for funeral emblems. Plants for these purposes are imported from Germany, France, the Cape of Good Hope, and other countries, and dyed and colored by the best artists here. As an illustration of their methods of business, it may be mentioned that the firm has distributed gratuitously, the past year, \$5,000 in seeds and prizes for essays on gardening in the Southern States, designed to foster the interests of horticulture in that section. The largest farm owned by Mr. Sibley, and the largest cultivated farm in the world, deserves a special description. This is the "Sullivant Farm," as formerly designated, but now known as the "Burr Oaks Farm," originally 40,000 acres, situated about 100 miles south of Chicago, on both sides of the Wabash, St. Louis and Pacific Railroad. The property passed into the hands of an assignee, and, on Mr. Sullivant's death in 1879, came into the possession of Mr. Sibley. His first step was to change the whole plan of cultivation. Convinced that so large a territory could not be worked profitably by hired labor, he divided it into small tracts, until there are now many hundreds

of such farms: 146 of these are occupied by tenants working on shares, consisting of about equal proportions of Americans, Germans, Swedes, and Frenchmen. A house and a barn have been erected on each tract, and implements and agricultural machines provided. At the centre, on the railway, is a four-story warehouse, having a storage capacity of 20,000 bushels, used as a depot for the seeds grown on the farm, from which they are shipped as wanted to the establishments in Chicago and Rochester. The largest elevator on the line of the railway has been built at a cost of over \$20,000: its capacity is 50,000 bushels, and it has a mill capable of shelling and loading twenty-five cars of corn a day. Near by is a flax mill, also run by steam, for converting flax straw into stock for bagging and upholstery. Another engine is used for grinding feed. Within four years there has sprung up on the property a village containing one hundred buildings, called Sibley by the people, which is supplied with schools, churches, a newspaper, telegraph office, and the largest hotel on the route between Chicago and St. Louis. A fine station house is to be erected by the railway company. Mr. Sibley is the President and largest stockholder of the Bank of Monroe, at Rochester, and is connected with various institutions. He has not acquired wealth simply to hoard it. The Sibley College of Mechanic Arts, of Cornell University, at Ithaca, which he founded, and endowed at a cost of \$100,000, has afforded a practical education to many hundreds of students. Sibley Hall, costing more than \$100,000, is his contribution for a public library, and for the use of the University of Rochester for its library and cabinets: it is a magnificent fire-proof structure of brown-stone, trimmed with white, and enriched with appropriate statuary. Mrs. Sibley has also made large donations to the hospitals and other charitable institutions in Rochester and elsewhere. She erected, at a cost of \$25,000, St. John's Episcopal Church, in North Adams, Mass., her native village. Mr. Sibley has one son and one daughter living: Hiram W. Sibley, who married the only child of Fletcher Harper, Jr., and resides in New York, and Emily Sibley Averell, who resides in Rochester. He has lost two children: Louise Sibley Atkinson and Giles B. Sibley. A quotation from Mr. Sibley's address to the students of Sibley College, during a recent visit to Ithaca, is illustrative of his practical thought and expression, and a fitting close to this brief sketch of his practical life: "There are two most valuable possessions, which no search warrant can get at, which no execution can take away, and which no reverse of fortune can destroy: they are what a man puts into his head—*knowledge*; and into his hands—*skill*."

SMITH, HON. ERASMUS DARWIN, LL. D., ex-Justice of the Supreme Court and of the Court of Appeals of the State of New York, was born at De Ruyter, Madison county, on the 10th day of October, 1806. De Ruyter, the south-western town of Madison county, was settled about the commencement of the present century. Among its pioneers was Dr. Hubbard Smith, who removed from Stephentown, Rensselaer county, in 1801 or 1802, having previously married Eunice Jones of that place, one of a family of ten children. Dr. Smith was engaged in an extensive practice at De Ruyter for more than forty years. He was the first Postmaster, a Justice of the Peace, and for several terms one of the Judges of the Court of Common Pleas, of Madison county. At the outset of his professional life, the celebrated Dr. Erasmus Darwin, the father of the still more celebrated Charles Darwin, was in the full tide of success and popularity as a poet and philosophical writer, and Dr. Smith gave to his son the name of the author. Erasmus Darwin Smith was studious and self-reliant, and, having received a good common school education, at the age of fifteen years became a school teacher, following the avocation for five successive winters, and using his earnings to secure a classical education. During three summers he pursued preparatory studies at Hamilton Academy, and in the fall of 1826 entered Hamilton College. Soon occurred the long controversy between Dr. Davis, the President of the College, and the Trustees, in consequence of which no students were graduated in 1829 and 1830. The advantages of study were so much impaired that most of the students left in 1828. In the following winter Mr. Smith commenced the study of the law in the office of Gregory & Humphrey, at Rochester, which he continued with Ebenezer Griffin, Esq., of the same place, until his admission to the bar at the October term of 1830, when he went into partnership with Mr. Griffin, whose daughter, Janet Morrison, he afterwards married. The year 1828 was a Presidential year, and Mr. Smith, being somewhat active in politics as a supporter of Gen. Jackson for the Presidency, came into collision with an old merchant of Rochester, of the family of Smith, who as an individual was also distinguished by the name of the English Physician. This Erasmus Darwin Smith was opposed in politics to Gen. Jackson, and not at all inclined to endorse the acts and sayings of the youthful partisan of the same name. The latter was accommodating, and, having no desire to appear to sail under another's colors, avoided the difficulty by agreeing to suppress a portion of the prenomen, and has ever since written his name E. Darwin Smith. The interruption which he had en-