

work in early life, a position in a bank, the management of one, and operations in real estate in the growing city of his home, sum up the essential points of his career. He is one of the men swept into riches by the rush of population to a town, whose merchants had made it a center of a far reaching trade and a hive of industrial activity. Life has been a quiet one with Mr. Marty—no political office, no large corporations, no clubs and little else outside of purely business transactions having interrupted the even tenor of his way. Dec. 15, 1874, he married Nellie A. Gates, daughter of a prominent merchant of Kansas City, and they have three sons—Jemuel, Arthur Matthias and Samuel Clinton Marty.

EDWARD MARTIN, railroad builder, born, Feb. 18, 1811, on a farm in Dutchess county, N. Y., son of John and Isabelle Fulton Martin, the latter a relation of Robert Fulton, died, Dec. 3, 1893, at the home of his niece, Miss Serena Martin, Red Hook, N. Y. The old Martin homestead, built by his grandfather, Gottlieb Martin, the rafters of which were placed on the stone walls, July 4, 1776, and the stone house of Hendrick Martin, Gottlieb's father, who emigrated to the Beekman patent in 1727, are both yet standing. Edward Martin left the farm, a youth of seventeen, and landed from the Hudson river steamboat in New York city with \$5.00 in his pocket and his clothing in a bandanna handkerchief. In the shops of the West Point Foundry, Beach and West streets, William Kemble, manager, he learned the art of design and helped build an engine for The Charleston & Hamburg Railroad in South Carolina, said to have been the first locomotive built in America which ever drew a train of cars.

About this time, Robert L. Stevens employed Mr. Martin as engineer for The Camden & Amboy Railroad & Transportation Co., and a division of the road was built by him. Mr. Martin started for Chicago in 1835, being three weeks *en route*, but arriving before the first sale of public lands. How much he purchased and at what price is not known; but it is fair to assume that he invested as much of his savings as possible. One fact is clear, he bought property for \$1.25 per acre, which he could have disposed of afterward at \$2,000 per acre. Journeying to Mississippi, he worked for five years in railroad building, but continued to buy Western lands. In 1842, he went to Cuba to direct the construction of other railroads, and later returned to New York, where Mr. Stevens made him treasurer of The Hoboken Land & Improvement Co. and assigned him to duty in connection with The Camden & Amboy Railroad. His next service was as a civil engineer on the line of The Hudson River Railroad, and, in charge of a locating party, he laid out the road from Albany to Hyde Park. He then accepted the general superintendency of the old Galena & Chicago Railroad for a few months.

Many acres in and near Chicago belonged to Mr. Martin. One year, he raised 40,000 bushels of corn on land he had purchased for \$1.25 per acre, a yield of seventy bushels per acre, selling the same for 95 cents per bushel. In 1877, he gave a 160 acre vegetable farm to the Reformed Episcopal church of Chicago, on certain conditions, to be used as the site of a university, but the gift lapsed. Mr. Martin gave largely to churches, irrespective of denomination. He was abstemious in personal habits and a man of high character. Worth, at one time, \$3,000,000, he gave a million to relatives.

ANTHONY LAWS MASON, financier, who died in Kansas City, Mo., Nov. 20, 1892, was born in Orleans county, N. Y., Dec. 7, 1827, son of Anthony Mason, a Connecticut man, who had moved to Orleans county in 1820, and cleared a farm on which he lived for over forty years. The wife of Anthony Mason was Sophia, daughter of Oliver