BIOGRAPHICAL SKETCH OF DAVID McNEELY KNOX STAUFFER.
Compiled by JOHN W. JOBDAH.

David McNeely Knox Stauffer, the eminent civil engineer, author and antiquarian, who became a member of the Historical Society of Pennsylvania, September 4, 1876, died at his home "El Roncador," Yonkers, New York, on the evening of February 5, 1913. His father, Jacob Stauffer, a lawyer by profession, was of Swiss, and his mother, Mary Ann McNeely, of Scotch ancestry, who were early settlers in the Province. Mr. Stauffer was born in Mount Joy, Penna., March 24, 1845, but his boyhood was spent in Lancaster city. As a boy he won the scholarship to Franklin and Marshall College, by taking the five-year school course in three years and standing at the head of his classes throughout the whole time. During his Freshman year came the Civil War, when he volunteered on two different occasions, serving in the Antietam and Gettysburg campaigns.

After these experiences, he returned to college for a short period, when he was appointed in the navy as Master's Mate, and ordered to join the Mississippi Squadron under Admiral Porter. He was assigned to duty on the U. S. S. "Alexandria," a converted yacht, which was detailed for dispatch service between Admiral Porter and Admiral Farragut on the river, and General Canby who was in command of the land forces. Owing to the illness and subsequent relief of his commanding officer, Mr. Stauffer became Commander of the "Alexandria" and remained so until the end of the war, when he was honorably discharged with the thanks
of the department. Not yet twenty years of age, he planned to finish his college course, but soon realized that the experiences of these years of responsibility had unfitted him for a return to the usual life of a boy and he took up, at once, the profession of civil engineering.

The twenty years of his life after the Civil War, were spent in the pursuit of his profession, his first experience being on the Columbia and Port Deposit Railway. Later he became Division Engineer of the Philadelphia and Reading Railway, and in 1870, was engineer in charge of the South Street Bridge, Philadelphia, in the building of which he was the first American engineer to use the then novel Plenum-pneumatic process in sinking the cast-iron columns which were to form the piers. His work was so successful that at the suggestion of various interested men of his own profession he wrote an account of it for the Franklin Institute Journal, which was also published in the New York Railway Gazette and republished by the Institute of Civil Engineers of London.

Mr. Stauffer became known as an expert in this line of engineering and in 1874 was elected a member of the American Society of Civil Engineers and later on a member of the Institute of Civil Engineers in London, being the second American to receive that honor. At this time also, he was one of the founders and an early Vice President of the Philadelphia Society of Engineers. In the same year he became Assistant Chief Engineer of the Delaware and Bound Brook Railway, and when that road was completed was appointed Engineer of Construction in the Philadelphia Water Department. In 1879 he built the Dorchester Bay Tunnel in Boston, and in 1881 entered the service of the Philadelphia Bridge Works.

After a year of activity in this field, during which he built the large grain elevators at Point Breeze, on the
Schuylkill, he determined to open an office as consulting engineer, and went to New York for that purpose. There several important works were planned and carried out—for the Worthington Pump Company; the complete plan of water supply for the city of Wichita, Kansas, and a plan for the proposed water supply of Portsmouth and Suffolk, Va.

It was at this time that he became interested in the "Engineering News," a technical journal, of which he was part owner and editor in chief for twenty-three years, until his retirement from active business in 1905.

Mr. Stauffer has since devoted himself largely to literary and artistic pursuits. In 1900, at the formation of the Interstate Palisades Park Commission, he was appointed a member and served as Vice President and Treasurer until his death, taking the keenest interest in the work.

In 1881 Mr. Stauffer received the honorary degree of Master of Arts from the Franklin and Marshall College, and in 1903 received the degree of Doctor of Literature from the same institution.

He was a member of several clubs and societies: the Loyal Legion, the Naval Order of the United States, Union League Club and the Penn Club of Philadelphia; the Hamilton Club of Lancaster, Pa., the Century Club of New York, the Grolier Club; was for sometime Vice President of the Pennsylvania Society in New York; the American Association of Civil Engineers and of the Royal Institute of Civil Engineers in London; and the Sons of the American Revolution. For five years he served on the Board of Education of Yonkers, and was an officer of the Sanitary League. He was Senior Warden of St. Paul's Church, of Yonkers; and was generally interested in the civic and social life of the town in which he lived since 1893.

In the midst of a very busy life, he was able to give
David McNeely Knox Stauffer.

much time to travel. He had a keen appreciation of
art; his collection of engravings is an unusually fine
and complete one, while his extra-illustrated books and
many autograph letters, relating to the early history
of this country, are of great value, both historically and
intrinsically.

During the period of his life spent in Philadelphia,
he started to extra-illustrate "Westcott's History of
Philadelphia," and this work, which has occupied so
much of his time and attention since then, has expanded
to a collection of 32 folio volumes, containing protraits
of persons mentioned in the text, signed letters and
manuscripts relating to the city and period, together
with maps and plans, and contains in all, over 12,000
illustrations, including nearly 600 sketches by his own
pen or brush.

In 1907 he wrote, and the Grolier Club published, a
work on "American Engravers," in four volumes,
which met with the most flattering success and is
recognized as an authority on the subject. In writing
this history of the development of American engraving,
he had a large collection of examples of the work done
in the very early days of these colonies, bringing it
down step by step to the time when the process work
became commercially possible and so took the place of
the work done by the hands of the earlier artists. In
all that pertains to the art of engraving, more especially
in America, Mr. Stauffer stood pre-eminent, and was
constantly consulted by authorities in other countries
as well as our own.

Among his collections are many of the most valuable
and interesting exhibits of Americana, collected and
mounted by his own hand, including: The Generals of
the Continental Army; The Framers of the Constitu-
tion; Washington's Military Family; Members of the
Continental Congress (4 vols.); Cabinets of the United
States (6 vols.); The Supreme Court of the United

His extra-illustrated work of D'Aubigne’s History of the Reformation in six volumes, contains, among other rare prints, some of the earliest portraits of Martin Luther, passing from the realism of the early period to the idealism of the latter. The Diary of Samuel Pepys is in six volumes, and is illustrated almost entirely with contemporaneous portraits and prints.