

their attention to the manufacture of woollens. In 1839 Mr. Peatfield invented and built a warp machine, which was also the first of its kind ever made in this country, and with its advent came the beginning of the great industry which has now extended over the United States, and in the prosecution of which millions of dollars are invested. In 1842 he associated himself in business with his brother Sandford and erected a brick mill, continuing the manufacture of woollen goods. In 1877 he retired from active business and had since led a life of quiet retirement, devoting himself to horticulture and pomology.

OBITUARY.

MRS. S. L. M. BARLOW.

The announcement of the death of Mrs. Alice Cornell Barlow, the widow of Samuel L. M. Barlow, at Glen Cove, yesterday, will bring a shock of sad surprise to the multitude of her friends in this city, although it cannot be said to have been wholly unexpected. She had been an invalid for several years, suffering from a disease from which there was scarcely hope of recovery. From the fact that she was only occasionally confined to her room, and that during some of the stages of the disease she seemed free from distress and able to drive out, it was thought that the failure of her health might be retarded, sparing her to her family and friends for several years, but the fatal character of her ailment was never a matter of doubt.

The death of her husband early in the Summer prostrated her, and not only served to aggravate her malady, but it also led to a recurrence of paralytic symptoms, from which she had formerly suffered. She recovered sufficiently, later in the Summer, to take daily drives through the Long Island woods in the neighborhood of her country home at Glen Cove. Her condition, however, was plainly precarious, and was a subject of deep and constant concern to the members of her household, consisting of her son, Peter T. Barlow, and his wife, and Stephen T. Olin and his two children, the children of Mrs. Barlow's deceased daughter, Mrs. Olin.

Immediate apprehension that the end was near came only late on Friday last. Mrs. Barlow sank steadily after that, and died yesterday morning. All of the members of the household were present. Ex-Judge Shipman of the law firm with which Mr. Barlow was connected was summoned after her death, and went out to Glen Cove early in the day. Funeral arrangements will be made by him. The services and burial will take place at Glen Cove, where her husband and daughter lie in the Episcopal graveyard.

Mrs. Barlow's death will be felt in quarters that have enjoyed her many unobtrusive benefactions and by the charitable organizations, to which she was a lavish contributor. She was the daughter of Peter Townsend, a wealthy merchant, whose family have been well connected socially in this city for many years.

AUGUSTUS VAN PELT.

By the death of Capt. Augustus Van Pelt Sandy Hook pilots lose one of the oldest and most famous members of their organization. He quietly passed away at his home in Stapleton, S. I., on Saturday at the age of seventy.

Perhaps the most interesting period of Capt. Van Pelt's life was when he was a partner of John McGinn, the man who fought the Board of Pilot Commissioners for years. In 1845 the New-York merchants and underwriters, tired of the exactions of the pilots, established a Board of Commissioners, the merchants appointing two and the underwriters three members, the five constituting the entire board. The board was legalized at Albany. McGinn and Van Pelt led the opposition to the new board. The former went to Albany and got the law repealed. The pilots were jubilant, but their joy was shortlived. The fight was unequal and McGinn was beaten.

His influence was strong enough, however, to gain for himself the appointment as Harbor-master at the hands of Gen. Dix. All through his term of office McGinn, aided by his partner, harassed the Pilot Commissioners by recognizing those pilots who had been refused licenses by the board. Van Pelt was keen enough to see that the fight his partner and he were waging was a losing one, and he dissolved their business ties and cut adrift from McGinn. This was nearly thirty years ago. McGinn died in 1887.

Capt. Van Pelt in his day sailed and was part owner of the pilot boats New-York, Enchantress, Isaac Webb, and Columbia. He commanded the Webb twenty-eight years ago. It is about a dozen years since this boat foundered just off the harbor of New-London. The Enchantress was lost off the Jersey coast during the blizzard, all hands perishing. The New-York is now in trade along the Japanese coast. The Columbia was run down a few years ago by the Alaska just off Fire Island. None of the crew was saved, and Capt. Van Pelt took the blow so much to heart that he never went aboard a pilot boat again. He got out of business himself, surrendering his interests to his son, Frank P. Van Pelt.

The funeral services will be held at Capt. Van Pelt's residence at 1 o'clock to-day.

DANIEL PACKER.

The death of Daniel Packer, who has been for many years a resident of Brooklyn, and connected with the Lehigh Valley Coal Company, was reported yesterday from Packersville, Conn. Mr. Packer was born in 1810. His father, Col. Packer, an uncle of the late Judge Asa Packer, became interested in the cotton manufacturing business in the town of Plainfield, Windham County, Conn. At Col. Packer's death his son, Daniel, succeeded him in this business. The family had become large owners of land and valuable water-power privileges, and the little village which sprang up in the neighborhood of the mills was named Packersville.

About the year 1852 Mr. Packer came to New-York, where he soon engaged in the coal business. Some years later he went into partnership with his brother Elisha A. Packer in the same business, but afterward became associated with the Lehigh Valley Railroad Company. Mr. Packer retained the old homestead and other property at Packersville and was accustomed to pass most of his Summers there. He was taken seriously ill at his country home about three weeks ago, and his sickness yesterday resulted fatally. His brother Elisha A. Packer survives him. He leaves a widow and four children, the former being the daughter of the late Hon. Amos Briggs of Schaghticoke, Rensselaer County, N. Y. Mr. Packer was an ardent Republican and a member of the First Presbyterian Church of Brooklyn.

THE REV. WILLIAM R. NAIRN.

The Rev. William R. Nairn of Nutley, N. J., died in St. Luke's Hospital in this city on Saturday evening last of cerebral hemorrhage, after a two weeks' battle with typhoid malarial fever. He came to this city as a delegate to the Protestant Episcopal Convention, and was living with his brother-in-law, Dr. T. E. Satterthwaite, at 17 East Forty-fourth street, when he was taken ill. He was sent to St. Luke's on Saturday morning for special treatment, but his long illness had so enfeebled him that he was beyond medical help. Mr. Nairn was born in Baltimore in 1846, and was a graduate of the General Theological Seminary of this city. He was at one time chaplain at the Hannah More Academy in Reisterstown, Md., and was for the last ten years rector of Grace Church, Nutley, where the funeral services will be held to-morrow afternoon at 12:15 o'clock. He leaves a wife and four children.

JAMES PEATFIELD.

The well-known inventor of Ipswich, Mass., James Peatfield, whose name is so intimately associated with the early lace and wool manufacturing of the country, died yesterday. He was born in Arnold, England, near Nottingham, in 1803. In 1827 he sailed for this country, landing at this port. He went almost immediately to Ipswich and entered a lace factory. He quickly made extensive improvements in the old and cumbersome English machines which he found in use. He invented the first lace machine made in this country, whose productive power was so largely in excess of that of any of the machines in vogue that it speedily attracted the attention of other manufacturers and won its young inventor fame.

When the lace manufacturers began to languish in this country Mr. Peatfield's employers turned