

# JORDAN L. MOTT DIES IN 86TH YEAR

**Iron Works Head and a Notable  
Figure in City's Life Suc-  
cumbs in Old Homestead.**

## ANCESTOR HERE IN 1647

**Son of Ironfounder Was One of the  
Oldest Members of the Cham-  
ber of Commerce.**

Jordan Lawrence Mott, President and Trustee of the J. L. Mott Iron Works, one of the oldest members of the Chamber of Commerce and for many years a notable figure in the life of the city, died last night at 6 o'clock at the old Mott homestead, 2,122 Fifth Avenue, in his eighty-sixth year. With him at the time of his death, which was due to the infirmities of old age, were his son-in-law, Charles F. McLean, former Justice of the Supreme Court and his wife, who was Miss Marie Mott, Mr. and Mrs. Jordan L. Mott, Jr., and Dr. E. W. Perkins of 210 West 131st Street.

Mr. Mott came of distinguished ancestry, being descended from Adam Mott, who came to this country from Essex, England, and settled in New Amsterdam before 1647. His grandfather, Jacob Mott, was prominent in politics in this city and was an Alderman during 1804-10, President of the Board of Aldermen when De Witt Clinton was Mayor, and for a time was Acting Mayor. His memory is perpetuated by Mott Street, which was named after him. Through the wife of Jacob Mott, who was a member of the Lawrence family of Long Island, Mr. Mott was related to Captain James Lawrence, the naval hero of the War of 1812.

Mr. Mott was born in William Street, the city home of the family at that time, and received his early education at Irving Institution in Tarrytown. Later he attended the University of the City of New York, but left during his junior year at the age of 20 to join his father in business. His father was Jordan L. Mott, the first of the name, and who founded the iron works that grew into the present company. He was an inventor, and made the first stove for burning anthracite coal. Mott Haven, on the Harlem River, received its name from the iron works he established there, and he was largely instrumental in building the town of Morristania.

After joining his father Mr. Mott served an apprenticeship of four years, and was admitted into the business in 1853, when the J. L. Mott Iron Works was incorporated. In 1866 he took entire charge of the business, and has continued until his death. Ten years ago he removed the works from Mott Haven to Trenton, N. J.

In addition to the family business Mr. Mott was interested in many other projects. He formed and was President of the North River Bridge Company, which received a charter in 1889 to build a bridge across that river at Twenty-second Street. This charter was attacked, but upheld by the Supreme Court. The project waned, however, and eventually it was decided to build a tunnel instead. Owing to imperfect methods at that early date, this was never done. Mr. Mott was at one time President of the Sta X Foundry Company and the North American Iron Works.

He was for many years an active Democrat and was a Presidential Elector in 1876 and 1888, a member and President of the Board of Aldermen in 1879, and a member of the Rapid Transit Commission which supervised the erection of the elevated railroads.

In 1898, at the outbreak of the Spanish-American war, Mr. Mott offered the use of his yacht, the Puzzle, to the United States Government, and this vessel was used as a fast dispatch boat and privateer during the war.

Mr. Mott was active in the management of the iron works until ten years ago, when he retired and devoted himself to his art collection, one of the most notable in this country and which is housed in his Fifth Avenue home. He was also an enthusiastic yachtsman and owned some of the fastest vessels on the list of the New York Yacht Club.

His Fifth Avenue home was for many years a social centre. Assisted by his daughter, he gave many costly entertainments, his last dinner, three years ago, being given to the Captains and Lieutenants of the Police Department. Since that time he had been in ill-health.

Mr. Mott was a Mason and a member of the New York Yacht, American Yacht, the New York, and Engineers' Clubs, and was an attendant at the Church of the Puritan at 130th Street and Fifth Avenue.

Mr. Mott married Miss Marianna Seaman, a daughter of the late James Seaman of this city, who died in 1898. As the owner of the J. L. Mott Iron Works, one of the largest in this country, and the leader in a number of other successful enterprises, Mr. Mott was said to have been very wealthy.

## GEN. BARRIOS DIES AT SEA.

**Son of ex-President of Guatemala  
Was Nearing Here for Treatment.**

General Antonio Barrios, son of a former president of Guatemala, died on Sunday afternoon of heart disease on board the steamship Sixaola, which arrived yesterday bringing his body into port. He was on his way to this city accompanied by his wife and daughter to consult physicians in regard to his health. General Barrios was born in Guatemala in 1866 and was graduated at West Point Academy in 1889. He had been in ill health for several months and was in charge of a doctor on the ship.

Dr. Ramon Bengoechea of 12 Broadway, Consul General of Guatemala in this city, met the widow and her daughter at the pier. He arranged for the body to be taken to Puerto Barrios, Guatemala, on Thursday.

## Carl Rosenfeld Dead in Berlin.

Carl Rosenfeld, formerly widely known as a theatrical manager here, died last week in Berlin, Germany, according to word received here yesterday. He came to this country with his two brothers in the nineties and for a time managed the Thalia Theatre. Later he was manager of the Lilliputians, a company of dwarfs popular for several years. Then the Rosenfeld brothers leased the Fifth Avenue Theatre, and it was under the management of Carl Rosenfeld that Eleanora Duse played her first engagement in this country. Then the Rosenfelds produced Gerhart Hauptmann's "Hannele" at the Fifth Avenue, following this with a season of comedies adapted from the French. Their greatest success was with the Lilliputians, and when that company was disbanded the family returned to Berlin.