

Newark, and at once displayed those sterling qualities which have enabled him to advance to the high position he now occupies in the business community. He is President of the Union National Bank; a director of the Fidelity Trust Company, and Vice-President of the Newark Consolidated Gas Company; and one of the sinking fund commissioners of Essex County. He is a member of the Essex Club and the Essex County Country Club.

Mr. Scheerer has advanced to the

various positions which he occupies solely through his own ability. He has always displayed business talents of a high order, and is considered one of the ablest financiers of the State. He enjoys the confidence and respect of all who know him, and is honored for his great integrity and scrupulous fidelity in the performance of duty. He married Louise Durand, of Lake Forest, Illinois, and has four children; viz: Lois Durand, Paul Renner, William, Jr., and Joseph B.

WILLIAM F. ALLEN

SOUTH ORANGE

WILLIAM F. ALLEN, prominent in American railway circles as one of the most representative men allied with those important interests, was born in Bordentown, New Jersey, October 9, 1846. He was a son of Colonel Joseph ~~Warren~~ Allen and Sarah Burns Norcross, and traces his descent from old and honored ancestral stock on both sides. The Allens are of an old Pennsylvania family that settled in that State as early as 1681. Through his mother, who was born in Bordentown, April 5, 1815, and died March 30, 1882, he comes from old New Jersey lineage.

Colonel Joseph ~~Warren~~ Allen, father of our subject, was a distinguished citizen of New Jersey, who, in his day, was active and influential in the political, military and railroad affairs of his State. He was born near Bristol, Pa., July 22, 1811. He was a civil engineer and attained high rank in that profession. He began as a rodman during the construction of the old Delaware Division Canal and was afterward engaged on the construction of the Camden and Amboy Railway at Bordentown, subsequently being identified with the building of the Grand Gulf and Port Gibson Railroad in Mississippi, the Baltimore and Ohio Railroad in Virginia, the Paterson and

Ramapo, and the Flushing (Long Island) railroads, as well as on numerous other public works, including the Dundee Water Power and Land Improvement Company's plant in Passaic, New Jersey, and the operations of the Hoboken Land and Improvement Company. The completion of the Bergen tunnel, now used by the Erie Railroad, was entrusted to his charge as chief engineer. At one time he was a power in the politics of his State. He was twice elected to represent Burlington County in the State Senate and was the acknowledged leader of the Whigs in that body. He was frequently mentioned in connection with the high offices of Governor and United States Senator, and had he chosen to push his ambitions in the political arena he would have unquestionably won eminent preferment. The esteem in which he was held by the leading men of all parties was evinced by the action of the state Legislature at the time of his death, when his body was laid in state at the State House in Trenton and all expenses attendant upon the return of his remains from Hatteras, where he died, and of the military funeral which followed, were borne by the state government.

Colonel Allen was appointed Deputy

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Quartermaster General of New Jersey with the rank of Lieutenant-Colonel by Governor Charles Stratton, a position of honor but without duties until Fort Sumter was fired upon. From that time his best energies were devoted to the interests of his country. He rendered able and efficient service as an aide of Governor Olden in equipping the three months men and all the regiments of three years men enlisted previous to the formation of the Ninth Regiment. The movement which culminated in the organization of the last mentioned command was the outcome of an application made to Governor Olden to recruit a company for the regiment known as "Berdan's Sharp Shooters." The Governor consulted Colonel Allen as to the practicability of raising such a company and it was the Colonel's opinion that a regiment of riflemen could be readily enlisted. The Governor immediately offered to obtain authority to recruit such a regiment, provided Colonel Allen would take command, to which the latter promptly agreed. The project was successfully carried out. The regiment originally consisted of twelve companies of one hundred men each, conforming with the organization recently adopted in the armies of the United States, and the sword carried by Colonel Allen was a gift from Governor Olden as a token of his personal regard and esteem.

Colonel Allen was drowned off Hatteras Inlet, January 15, 1862, while on the "Burnside Expedition." A noteworthy evidence of the enduring nature of the impression that he made upon the regiment was presented two years later, in 1864, when an imposing monument was erected over his grave in Christ Church yard in Bordentown by the surviving officers and men of the command. The memorial is fifteen feet and six inches in height, the base being of Pennsylvania marble and the shaft of white Italian marble. There are appropriate carvings in relief of flags, muskets, shield and Masonic emblems, with crossed swords

and an ivy and oak wreath. The inscriptions are as follows:

"Joseph W. Allen, Colonel Ninth Regiment New Jersey Volunteers, drowned at Hatteras, North Carolina, January fifteenth, 1862, in the fifty-first year of his age."

"This monument is erected by the officers and men of the Ninth Regiment, New Jersey Volunteers, as a tribute of grateful respect to the memory of their first commander, who, while faithfully serving his country in the darkest hour of her peril, even to the sacrifice of his life, endeared himself to the hearts of his whole command."

Colonel Allen has been described by a biographer as "an exemplary citizen, a self-sacrificing patriot, a devoted husband and a loving father. Of fine physical proportions and manly bearing, his personal characteristics secured the confidence and respect of all who knew him." He was married November 27, 1833, to Sarah Burns Norcross, by whom he had six children, Bethea B. Allen (Young), William Norcross, Joseph W., Jr., William F. and Edwin S. Allen.

William F. Allen was educated at the Model School in Bordentown, New Jersey, and the Protestant Episcopal Academy of Philadelphia, Pennsylvania. He received the honorary degree of master of science from Princeton University in 1906. He became interested in military affairs at the outbreak of the Civil War and was commissioned by Governor Charles S. Olden as the first lieutenant of Company C, Second Regiment, Burlington Brigade of the New Jersey Uniformed Militia on June 26, 1861, before he was fifteen years of age because of his proficiency as a drill master. On account of the death of his father, he left school when only sixteen years of age and in May, 1862, he began work as a rodman on the engineering corps of the Camden and Amboy Railway. In 1863 he became assistant engineer on the survey and construction of a branch from Jamesburgh to Monmouth Junction, New Jersey. During 1864-65, he was on the survey and con-

struction of the Long Branch and Sea Shore Railroad, and in June, 1866, he had charge of the party on the survey and construction of the Pemberton and Hightstown Railroad, subsequently being assistant engineer on the survey and construction of the Camden and Burlington Counties Railroad. From February, 1868, to October, 1872, he was resident engineer in charge of maintenance of way of the West Jersey Railroad. He also had charge of the track of the Cape May and Millville and Salem Railways. In 1870 he completed the Swedesboro Railroad and took charge of its tracks. He was chief engineer on the first survey of the Woodstown and Swedesboro Railroad. He surveyed and laid out the town site of Wenonah, New Jersey, making a survey there for water power. He made a survey for a branch from the West Jersey Railroad to May's Landing, New Jersey, and made surveys for and rebuilt three miles of heavy work on the main line.

In October, 1872, Mr. Allen was appointed assistant editor of the "Official Railway Guide," and in June, 1873, he was appointed editor, and business manager of its publishers, The National Railway Publication Company.

In April, 1875, he was elected secretary of the General Time Convention and in October, 1877, was elected secretary of the Southern Railway Time Convention. These were united in 1886 and he was elected secretary of the organization, the name of which was changed in 1891 to that of The American Railway Association. The system of standard time now in use in this country in the practicable shape in which it was adopted in November, 1883, was devised by and proposed to the railroad companies by Mr. Allen. He was appointed a committee of one on the subject by the General Time Convention in October, 1881, and to him was assigned the duty of securing its adoption. His first report was made in April, 1883, and his final report was presented in April, 1884.

The official history of his services in this connection is recorded in the published "Proceedings of the American Railway Association," covering, with its "Supplement," the period from 1872 to 1893, inclusive. This system of standard time, based upon Greenwich Meridian time, has since been adopted on the continent of Europe and is now in use in Holland, Belgium, Spain, Sweden, Denmark, Germany, Switzerland, Austro-Hungary, Italy, Bulgaria, Roumania and Turkey. It is also in use in Japan, Australia, Peru and the Argentine Republic. On the suggestion of Mr. Allen, it was introduced in 1899 by the United States government in Puerto Rico and the Phillipine Islands, and for military purposes in Cuba.

Mr. Allen was appointed by President Arthur one of five delegates, on the part of the United States, to the International Meridian Conference held in Washington in October, 1884. The other American delegates were Rear Admiral C. R. P. Rodgers; Commander and afterward Rear Admiral W. T. Sampson; Professor Cleveland Abbe and L. M. Rutherford. At this conference, which was attended by the delegates of twenty-five nations, the meridian of Greenwich was adopted as the International Prime Meridian and Standard of Time Reckoning. In 1895 Mr. Allen was one of the delegates of the American Railway Association to the fifth session of the International Railway Congress held in London, England, in June and July of that year. He was a delegate of the United States Government and also of the American Railway Association to the sixth session of the International Railway Congress held in Paris, France, in September, 1900. At the seventh session, held in Washington, District of Columbia, in May, 1905, he was again a delegate and was chosen as associate secretary of the Congress. He was also secretary of the American Section of the Congress and as such had charge of all the local arrangements for the session and for the reception of the distinguished delegates.

He has been appointed as a reporter or contributor to the eighth session to be held in Berne, Switzerland, in 1910.

Mr. Allen is president of the Knickerbocker Guide Company, treasurer of the American Railway Supply Company, secretary and treasurer of the American Railway Association, vice-president of the Railway Equipment and Publication Company, and vice-president of the New York Transfer Company. He is also connected with the American Railway Guide Company, the Gamewell Fire Alarm Telegraph Company, the Manhattan Fire Alarm Company, and other corporations. He is a member of the American Metrological Society, the American Society of Civil Engineers, the American Academy of Political and Social Science, the American Statistical Association, the American Geographical Society, the National Geographic Society, the New Jersey Historical Society, the American Economic Association, the American Association for the Advancement of Science, the American Forestry Association, the Washington Academy of Science, the Navy League of the United States, the Municipal Art Society of New York, and is an honorary member of "Die K. K. Geographische Gesellschaft" of Vienna, Austria. He is also a member of the Military Order of the Loyal Legion, a charter member and Past Master of the American Railway Guild, and holds membership in the Lawyers, Railroad, Transportation, Traffic, Engineers and Underwriters Clubs, of New York, the Union League Club, of Chicago,

and the Transportation Club of Buffalo. He is a member and former president of the South Orange Field Club, president of the Meadow Land Society of South Orange, a member and former counsellor of the New England Society of Orange, and a member and former president of the Republican Club of South Orange. He is a member, also, of the Republican Club of East Orange. He is a member and Senior Warden of the Protestant Episcopal Church of the Holy Communion, and a member of Century Lodge, Free and Accepted Masons.

Mr. Allen has been quite prominent and active in the local affairs of South Orange, where he is regarded as a public spirited citizen. He has served one term as a member of the Board of Assessment and one term as a member of the Board of Trustees of the Village. He was a delegate of the Eighth Congressional District of New Jersey to the National Republican Convention held in Chicago in June, 1908. In 1906 he was decorated by the Belgium Government as a Chevalier of the Order of Leopold.

Mr. Allen married Caroline Perry Yorke, a native of Salem, New Jersey, and the daughter of the Honorable Thomas Jones and Margaret Johnson (Sinnickson) Yorke, of that place. To this marriage have been born the following children: Yorke, Frederick ~~Warner~~, Eugene Yorke, born in Camden, New Jersey, and John Sinnickson, born in South Orange, New Jersey.

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