

Times,
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COPPELL.

George Coppel of Tenafly, who died on last Friday morning at his New York City residence, No. 40 Fifth avenue, was prominent in financial circles, and had accumulated a large fortune by his own exertions. In the late '50's Mr. Coppel came from England, his birthplace, to the city of New Orleans, where he started out to make his own career. He was a young man full of energy and determination, and by dint of perseverance he obtained employment in the old established English banking house of A. & J. Dinistown & Co. He remained with these bankers until the year 1860, when he became the assistant of William Mure, Esq., the English Consul at New Orleans. A short time before Admiral Farragut's fleet passed Forts St. Phillip and Jackson, in 1862, Mr. Mure, the English Consul, died, leaving the consulate with no one in charge but young Coppel. The blockade prevented communication with the British government, but George Coppel continued in charge of the consulate until the arrival of Gen. Benj. F. Butler in New Orleans in May, 1862, when communication with his government was opened and he was ordered to take charge as acting Consul, which he did and continued in that position for three years afterwards. His protection of English subjects in New Orleans brought him into collision with Gen. Butler on more than one occasion, but George Coppel was invariably the victor by reason of his firmness, sound judgment and diplomacy. It is a remarkable episode in the history of the occupation of New Orleans by the Federal troops that the vast interests of English subjects at so critical a time should have been, by a singular state of things, left to the care of and under the protection of one so young as was George Coppel at that time; but the history of the occupa-

tion of the city of New Orleans by Gen. Butler would not be complete without the part played in this drama by him who was in charge of the English Consulate.

Mr. Coppel came North and entered the firm of Maitland, Phelps & Co., becoming the senior member in 1884. His interests in several railroad corporations were large, he always occupying a prominent place in whatever organization he became attached to.