

**HISTORY OF CARRIAGE MANUFACTURING**

**AUTOMOBILE BODY BUILDING,**

**and ACCESSORIES**

**in**

**SALISBURY, AMESBURY, WEST AMESBURY and**

**SOUTH AMESBURY.**

**From 1800 to 1955**

Compiled by JOHN J. ALLEN,

Assisted by

ROLAND H. WOODWELL AND JEREMIAH J. REARDON.

AFTER OR ABOUT 1955

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by

Miss Margaret S. Rise.

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## PREFACE

It is of course to the manufacture of CARRIAGES, that the two towns Salisbury and Amesbury owed their prosperity and reputation in the commercial world, during the eighteenth and nineteenth centuries.

Like every other large enterprise, it has a very small and humble beginning, so insignificant as to be unnoticed at first, but year by year it progressed, until in 1891 the business was one of the most important in this section of the country, and contributed very largely to the prosperity of Amesbury, as it was then called, having united with Salisbury in 1886 as one town.

The history of the carriage trade is familiar to many, but to many more it is new and interesting, especially of the time when the attention of the carriage world was turned toward the pleasant town situated on the banks of the Merrimac River, with the Powow River running through the town.

As will be observed, on further perusal of this sketch, the worthy citizens of Amesbury have always displayed industrial habits, they were never idlers, and while many of their neighbors took to agriculture or sea faring pursuits, the towns people showed a decided taste for all kinds of manufacturing business, represented by the woolen and cotton mills, hat factories, together with many items connected with the manufacture of carriages, such as axles, springs, lamps, leather, and many other articles necessary for the work.

For a century or more carriages were made in South and West Amesbury, Salisbury and Amesbury proper. To be accurate, according to Merrill's History of Amesbury, published in 1880, the starting point of carriage building was in South and West Amesbury

(now Merrimacport and Merrimac), in 1800, when four men, John Little a plater, Michael Emery a body maker, living in South Amesbury, William Little a buckle maker in West Amesbury, and Stephen Bailey a trimmer, starting making the different parts used in building a carriage, in separate buildings, and it was quite a task getting them together, which was by way of exchange, making it a slow process to complete same.

It is believed that the first carriage was built in West Amesbury, although that point has never been settled, as it was claimed by some, that the business was started in Newbury a few years earlier on a small scale.

To illustrate the crude methods employed, it may be stated that all of the work was performed by hand, even to the forging of nuts, bolts, turning of axles, and making of springs, of course, the vehicle then turned out did not bear the slightest resemblance to the conveyances built later, but primitive as they were it required hard work to produce them.

The only style produced was the two wheeled Chaise, of which five hundred were built in West Amesbury in 1834, employing one hundred and fifty workers, with capital invested of thirty thousand dollars.

When the methods adopted then are considered, it is strange that any vehicles were turned out at all, as the different parts were not made under one roof, as there was a shop for every branch of the business, so when a vehicle was once started, it went the rounds of the wood working, blacksmith, painting and trimming shop.

The work was not paid for with money, but by a system of barter, the body maker giving so many

bodies to the painter, for so many painted, and this crude method was employed in all other branches.

This custom necessarily made the production very slow, but little by little the work began to be performed under one roof, however, this was not accomplished all at once, but step by step it finally reached a point where the raw material went in one door, and was turned out at another a finished, handsomely appointed carriage, ready for its fortunate purchaser.

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**THE AMESBURY CARRIAGE CO.-- CARRIAGES.**

Located in the famous F. A. Babcock Co. brick building on Chestnut St. and Railroad Avenue. Builders of Light and Heavy Carriages.

This company consisted of the following officers and directors: Charles W. Morse of Haverhill, President: Frank F. Morrill of Amesbury, Treasurer, John Hasset of Amesbury, Secretary, Charles F. Worthen of Amesbury, General Manager, James G. Noyes, salesman.

**DIRECTORS**

James Hume		Chas. W. Morse
Wm. E. Biddle	(of	Chas. N. Kelley (of
Thomas D. Nelson	Amesbury)	Boyd B. Jones Haverhill)
John S. Poyen		Oliver Taylor
		Martin Taylor

They were organized in December, 1889, under the laws of the State of Massachusetts with a capital of \$50,000.

The company had about 75 employees and a payroll of about \$1,000 weekly.

If there is any advantage to a manufacturing company, in the fact it is acknowledged to have one of the finest and largest plants for turning out carriages in the United States, then that advantage belonged to the Amesbury Carriage Co.

Although the company had only been in business for one season, the number of carriages shipped during that time, and the success with which the business was carried on, as shown at the end of the season was very substantial, and a flattering tribute to the sagacity of the company's management.

During that time the company shipped six hundred carriages, and paid a dividend of five per- cent in addition to building up a surplus fund.

This was an extraordinary record for a company to make in its first year, and not having been able to start so as to be in more than a fraction of the shipping season.

What in their opinion are the prospects for the coming season, can be inferred from the fact that they are running four more blacksmith fires than they were on July 1<sup>st</sup> last, and are pushing every forge to its utmost capacity.

They are now ironing out thirty jobs each week and propose to keep up this rate of production for the entire year giving for next year's business a profitable product of about 1500 jobs.

The company built a complete line of both fine and medium grades of all styles of pleasure carriages.

They were making a specialty over all other manufacturers of Goddard buggies, bringing to bear upon that style all the pressure they could, so as to get the best possible job for the money, and the number they sold was satisfactory evident of the appreciation that the job met with favor from the dealers.

In addition to their domestic trade they made efforts to work up an extensive export trade, and employed F. N. Brundage of #31 Barclay St., New York City as their export agent; he devoted his time solely to that branch of the trade, and they had on their floor ready for immediate shipment to Valparaiso, Chile, one heavy six passenger Cutunder Canopy top Mountain Wagon, and one full platform phaeton with driver's seat; both of these jobs were models of that substantial build that the rough roads of South America required.

The immediate management of the business was in the

hands of Charles F. Worthen, General Manager, John Hassett, Secretary, and James G. Noyes, Salesman.

Mr. Worthen was for a number of years in the employ of the Hume Carriage Co. Mr. Hassett was for a long time and up to its dissolution, in the employ of the F. A. Babcock Co.

In addition to the above were the following gentlemen of wide experience, whose counsel was invaluable on the board of directors: James Hume, than whom we venture to say without fear of contradiction, there was no carriage man in the United States more extensively know or more justly held in high esteem, and whose ability as a builder was more generally recognized: Wm. E. Biddle, Sr., of whom it is sufficient to say that he is President and Treasurer of the Biddle & Smart Co.: John S. Poyen, dealer in carriage materials: T. D. Nelson, manufacturer of paints and colors: F.F. Morrill, cashier of the Amesbury National Bank.

The remainder of the board, while they had no immediate connection with the carriage business, were well known business men of Haverhill.

They continued in business until sometime in the early 1900's.

#### **THE AMESBURY LAMP & PLATING CO.**

Established in 18 , were located off Water St. in the rear of Market Square.

This company consisted of William Bird, senior member, who was a carriage lamp maker by trade born in Amesbury, and always lived there.



James P. Ryan, second member was born in Amesbury and educated in its schools,

Daniel Ryan, the third member was born in Ireland, but came to this country when quite young.

Also interested in the business were Wm. Hawksworth, Frank M. Prescott, James H. Walker, and J. J. O'Brien.

They built up a successful business, and made a specialty of Carriage and Auto lamps, also did lamp repairing and Electro plating of all kinds, with black nickle a specialty.

#### **AMESBURY TOP CO. – AUTOMOBILE TOPS**

The Amesbury Top Co. was established in 1905 by Richard E. Briggs and Charles Schofield. They occupied one floor of the Briggs Carriage Co., located on Cedar St., and employed twenty to thirty hands. They manufactured superior Automobile tops, slip covers, and windshields, and did work of such a high grade, that they established an enviable reputation among the automobile manufacturers, who steadily kept them employed.

#### **AGA LAMP CO.—AUTOMOBILES LAMPS**

Successors to Gray & Davis, after that company moved to Boston in 1921, consisted of Earl C. Amidon and Maurice L. Gordon, who continued manufacturing Auto Lamps and Accessories for eleven years.

They employed 75 hands for five years and paid an average of \$20 weekly, their total payroll for that time was \$375,000.

In 1932 the plant was taken over by the Amesbury Metal Products Co.

**AMESBURY METAL PRODUCTS CO. -- AUTOMOBILE LAMPS, FLORESCENT LIGHTING, ETC.**

In 1932, with the depression at its worst, John J. O'Brien took over the business and saved it to Amesbury.

With much confidence Mr. O'Brien, who had long and successfully been associated with the Automobile business in Amesbury, diligently applied himself to the establishment of the business. In consequence of his efforts there has been constant expansion and steady employment up to the present time, 1955, for many Amesbury people--another example of the old truth, that local industries are in surer and safer hands, when directed by the interest and devotion of native sons.

Their factory was equipped to undertake practically all types of metal fabrication and finishing, from the time the metal is delivered at its own railroad siding until it is shipped out as finished product.

Due to the diversification of the various lines, they have steadily increased their business from year to year.

They occupied the former Gray & Davis factories on Oakland Street, a three story brick building 114 x 50 ft., a two story brick building 150 x 50 ft. and a two story wooden building 150 x 125ft. where they manufactured Automobile lamps, accessories and florescent lighting and metal products of different kinds. They are still in operation 1955.

**AMESBURY METAL BODY CO.—AUTO BODIES**

Consisting of C. H. Prescott, Fred England, J. Albert Davis, and James H. Walker, occupied a portion of the S. R. Bailey Co. building on Chestnut Street, where they manufactured metal automobile bodies for a few years, then moved to Detroit, Michigan.

**AMESBURY FILE WORKS – FILES & RASPS**

Peter A. Wilson, proprietor, was located on Chestnut Street and also on Clark Street. “Old Files and Rasps” reset and warranted. “Vise Jaws” recut and repaired. Closed out in 1909.

**GEORGE ADAMS (W. A.) CARRIAGES**

Manufacturers and Dealers in all kinds of light carriages. Carriages made to order and warranted.

He was located on Locust Street, West Amesbury.

**AMESBURY BRASS & FOUNDRY CO. -- AUTOMOBILE ACCESSORIES**

Consisting of Wm. E. Biddle, George W. Bryant and Wm. Miller, took over the Essex Foundry Co. located on Oakland St. in 1903, and later removed same to Water St., and occupied a one story wooden building 70 x 70 ft., using same as a foundry, where they manufactured door handles, locks and other articles of hardware used in the building of automobile bodies.

They also used a 2 ½ story brick building 100 x 40 ft. for storing patterns on the first floor, and casting flasks on the second.

Soon after moving to Water St., Robert H. Hills, a salesman, took over Mr. Bryant’s share of the business, and the name was changed to the Amesbury Brass & Foundry Co.

The business increased rapidly and in 1920 they erected a large three story wooden building on the opposite side of Water St., from their original plant, and did a large amount of business until the decline of the Automobile Body business in Amesbury during 1930 when same was closed out.

**AMESBURY HARDWARE CO.**

Located at #22 Market St., formerly Greives Paint Co., where they carry a large stock of hardware for all purposes.

Gerard L. Provost, Proprietor.

**AMESBURY BENT GLASS CO. -- GLASS PRODUCTS**

Consisting of Thomas and Michael McHugh, was located at #16 Oakland St., in a one story brick building 35 x 50 ft., used for glass bending, and a two story wooden building 30 x 75 ft., where they did glass grinding on the first floor and the second floor was used for storage.

They furnished beveled and plain glass in all sizes and shapes for carriage and automobile lamps, also plate glass for closed carriage work such as Rockaways, Hacks, etc.

After McHugh brothers passed away, the business was continued under the same name with Michael Howard as manager, and was still in operation in 1955.

**ATWOOD MFG. CO.-- METAL PLATING**

Was established in 1871 at West Amesbury by W. I. Atwood as President and I. H. Atwood as Superintendent, where they did a metal plating business for a number of years, then moved to Amesbury proper, where the name was changed to Atwood Brothers Co.

**ATWOOD BROTHERS CO. -- METAL PLATING & NAME PLATES**

Moving from West Amesbury to Amesbury, they located on Mechanics Row, off Main St., and added the making of name plates for the use of different manufacturers in marking the carriages that they sold at retail

This was a small plate about three inches by three-quarters of an inch, with the name of the dealer who sold the carriage, and was attached to the wooden part of the rear axle, or on the back of the body.

BIDDLE & SMART CO. MANUFACTURERS AMESBURY, MASS.
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They remained in this location a few years, then moved to the “Cammett Building” so-called, located on School St., in 1884, and added the manufacture of carriage lamps.

In 1890 they moved to the Amesbury Carriage Co. building on Chestnut St., where they occupied a part of the third floor, and had a hundred employees, every one of whom was a trained and skilled mechanic. Quite a number of them were Germans, and came to Amesbury from New York and New Jersey.

In 1891 A. H. Atwood retired from the firm and moved to Chicago, taking quite a number of the best workmen with him, where he established a lamp making business.

#### **ATWOOD MFG. CO. (Cont'd) -- CARRIAGE & AUTO LAMPS**

In 1891 the name of the firm was changed back to Atwood Mfg. Co., and Mr. James Hume was admitted as a partner.

They advertised “Extra Fine Lamps That Stay Lit.” “The largest manufacturers of Carriage Lamps and Mouldings in the world”.

Around 1900 they began manufacturing Automobile Lamps and in 1907 were making these only.

In 1905 they moved to the former N. H. Folger factory,

a large five story wooden building 140 x 50 ft. located off Water St., near the railroad track, and the name was changed to Castle Lamp Co.

**CHARLES B. ALDRICH — DASH STITCHER.**

A Dasher stitcher who did work for the different carriage manufacturers, and was located at 79 Elm Street in the Currier-Cameron Co. building, known as the “Colchester Mill”.

**AMESBURY SEAT MFG. CO. — AUXILIARY AUTO SEATS**

This firm consisted of Fred Lunt and Thomas Bassett and they were located on Morrill St., where they manufactured a line of Auxiliary Seats for Automobiles until 1922 when they moved from Amesbury to Ypsilante, Michigan.

**AMESBURY BODY CO. — AUTO BODIES**

Consisted of James H. Walker, Wm. Gelley, and Henry Miller. In 1917 they occupied the former J. H. Clark Co. buildings located on Oakland Sts., which was a three story brick building 150 ft. long by 60 ft. wide, with a three story ell 165 ft. long by 65 ft. wide.

The first floor of the ell was used as a woodworking shop, second floor metal work and the third was used for painting.

They also used the former Hollander & Morrill factory, corner of Chestnut and Oakland Streets, which was a three story brick factory with basement, 115 ft. long

by 50 ft. wide, with blacksmith shop in basement and assembly room on first floor, painting on second, and trim shop on third.

**AMESBURY THERMOMETER CO. — SPEEDOMETERS**

Were located on Mechanics Row in a two story wooden building where they manufactured speedometers etc., with the machine shop on the first floor, assembling room on second floor, with plating and forging in the basement.

Dr. Charles W. Putnam, dentist, Cyrus W. Rowell, Postmaster, and others were interested in the business.

**AMESBURY REED & RATTAN CO.**

Moved from Wakefield, Mass. to Amesbury.

The firm consisted of George Ayscough and (?).

They occupied space in the Amesbury Carriage Co. building, corner of Chestnut Street and Railroad Ave., where they manufactured Reed and Rattan chairs, and furniture.

They also built up quite a business making rattan and wicker work for carriage bodies and seats.

**C. L. & J. W. ALLEN — HARDWARE**

Were located at #7 Market Square, and consisted of Charles L. and James W. Allen, and conducted a general hardware business for carriage work, also carried a full line of tools for carriage body builders.

### **BODYMAKERS**

The following persons built bodies for different carriage manufacturers in Salisbury and Amesbury.

BLAKE & McLEAN—Located in F. D. Parry factory on Pleasant Street—1883.

CHARLES C. BROWN—Located on Congress Street

JOHN COWAN—Located at 65 Powow Street

T. H. CHIVERS--Located on Pleasant Street, 1883, in the F. D. Parry buildings, where he built a line of bodies consisting of Cornings, White Chapels, Extension Phaetons, Russia and Piano Box Buggies.

ALBERT DURLING--Located on Morrill Street

JAMES E. FELTHAM--Located off Elm St., near B. & M. Station.

JOHN LANE--Located at the corner of Elm & Morrill Streets.

M. MONAHAN--Located on Powow Street

ALVIN TRUE--Located on Congress Street.

FRANK VINING--Located on Haverhill Road.

### **BATCHELDER & COWAN — CARRIAGES**

This firm consisted of George Edwin Batchelder and John Cowan who in 1868 built a factory on Powow Street, corner of Centre Street, and manufactured carriages and sleighs, where they continued the business for a few years.

After dissolving partnership, Mr. Cowan built carriage bodies in a shop at the rear of his residence at 65 Powow Street.

Mr. Batchelder conducted a business of selling carriages at retail, which he purchased from local manufacturers and hauled them over the road out in the country, selling them to different customers in other towns and cities.



**BUCHANAN & BURLINGAME — CARRIAGES**

Consisting of George Buchanan and Charles A. Burlingame, began carriage building in 1871 and were located off Whitehall Road. Mr. Buchanan withdrew from the firm after a short time after which,

**CHARLES A. BURLINGAME — CARRIAGES.**

continued the business at the same location until 1882.

A pricelist dated April 24, 1879 shows a variety of carriages from a Concord Wagon, to sell for \$90, to a Brewster Extension Top Phaeton at \$255.

In 1880 his output amounted to \$15,000, producing 150 carriages and employing fifteen men.

Was out of business in 1882.

**AMOS P. BOARDMAN — CARRIAGES**

Successor to Cheswell & Boardman, located at 89 to 91 off Market Street, using buildings with a floor space of 24,000 square feet, with the main factory building seventy-five feet in length by for feed wide, and three stories in height.

Mr. Boardman conducted a very successful business producing all style of light and heavy carriages, also sleighs, for which he found a ready sale in the principal cities of the country. This was in 1874.

In 1880 his production was valued at \$45,000 and he produced 500 carriages and employed nineteen men.

Mr. Boardman died in June, 1890, and the business was continued by his brother, Frank C. Boardman.

**FRANK C. BOARDMAN — CARRIAGES**

Took over the carriage business of his brother Amos in

July, 1890 and continued the same general line of business, carrying on the work commenced twenty-three years before.

Mr. Boardman had ample capital to conduct the business, and kept up the record of the firm.

He erected a large storehouse in 1890 to care for his increasing business.

He occupied seven wooden buildings, 1-2 story 50 x 25, 1-2 story 30 x 75, and 1-2 ½ story 45 x 45, two 2 story 25 x 20, one 1 story 75 x 25 and one 1 ½ story 40 x 25.

He continued the business until the late 1890's.

### **RICHARD F. BRIGGS — CARRIAGES.**

Mr. Briggs was born in Holderness, N.H. in 1837, came to Amesbury when a small boy, and was educated in the public schools here.

After leaving school he learned the machinist trade in Worcester, Mass.

He was a Lieutenant in the Civil War, and on his return from the Army, embarked in the carriage business in 1866, and was located at 99 Friend St., where he commenced manufacturing the famous "Jump Seat" carriages.

He was of an inventive mind, and made several improvements of value and was very successful.

The business increased and he purchased the wooden mill on Cedar St. owned by Cadieu & Clark in 1874, and Mr. James W. Briggs, his brother, was taken in as a co-partner.

At this time the name was changed to

### **R. F. BRIGGS & CO.--CARRIAGES, WHEELS, GEARS and BODIES.**

They at once greatly enlarged their business by adding the manufacture of carriage wheels, gears and bodies, enabling them to build a complete carriage of their own productions.

So fast did the business develop, in 1878 they leased of the Colchester Mill Co. the large three story brick building 100 x 45 feet, located at #79 Elm Street, that was later occupied by the Currier Cameron Co.

The following advertisement in 1877, which shows the variety of work they produced.

R. F. Briggs & Co., Manufacturers of Carriage and Wagon Wood Work, Common Wood Hub Wheels, Patent Iron Hub Wheels. Complete Gears for Carriages or Wagons. Carriage and Wagon Bodies in stock as follows: Full Cut-under Extension Top Phaetons, Howell Gig Phaeton. Queen Phaetons, Light Square Phaetons, Round Back Phaetons, Piano Box, Dexter, Coal Box, Britton, White Chappel, Ivers, Concord, Democrat and Express Wagon Bodies.

Finished Wagons and Carriages. Platform Spring Express Wagons. Two and Three Spring Express Wagons, Democrat and Concord Side Spring Wagons. Two and Three Spring Jump Seat Rockaways. Two and Three Spring Jump Seat Buggies. Two and Three Spring Phaeton Buggies. Piano Box, Coal Box, Side Bar, White Chappel, Dexter and Ivers Buggies. Open or Top, On Side Bar or End Springs.

Carriages shipped to any part of the United States or through Bills of Lading.

Steam Mill—Market Street, Amesbury, Mass.

The business continued to expand and the firm in 1883 erected a large brick factory on Cedar St., which was a three story building 125 x 60 feet to which they moved that part of their business that had been carried on in the Colchester Mill plant on Elm Street.

In 1880 their business amounted to \$200,000, and they manufactured 1800 carriages and had 125 employees.

In 1883 they had 150 employees.

The company had an office and salesrooms in San Francisco, California, which was managed by Frank A. Briggs, son of James W., a member of the firm.

In 1887 they built another brick factory across the street, 125 x 45 ft. three story and basement, and used same for manufacturing purposes.

In 1894 Mr. Richard F. Briggs, founder of the business, passed away and the company was incorporated under the name of Briggs Carriage Co.

#### **BRIGGS CARRIAGE CO. — CARRIAGES & AUTO BODIES**

With Richard E. Briggs as President, who had been the active and hustling head of the company since the death of his uncle. The Secretary and Treasurer was H. Frank Carey, who had been bookkeeper for the old company.

Around 1900 the carriage business began to decline, and they were among the first of the carriage builders to engage in the manufacture of Automobile bodies, which they carried on successfully over a period of years.

They manufactured high grade bodies, painting, trimming, and making the tops for same.

In 1904 they were occupying a three storey brick building 125 x 60, with Repository on the first story also the second, with body making on the third, a two story wooden building 50 x 25 used for storage, a two story wooden building 45 x 25 with blacksmith shop on the first floor and paint shop on the second, a three story and basement brick building 125 x 45 with painting and hanging up rooms on the first floor, painting and varnishing on second and trim shop on the third.

In 1918 they occupied a three story brick building 125 x 45 with blacksmith shop and office on the first floor, painting on second and trimming department on the third, also used one floor of a three story brick building 125 x 60 for a Repository.

The business was closed out in 1926.

#### **BRIGGS CAR CO. — STREET CARS**

This company was organized in 1890 and built a two story brick factory 220 feet long by 65 in width, at the corner of Cedar and Poplar Streets, where they manufactured a line of street cars for a number of the prominent Street Railroad Companies. Their last order was fifty cars for the Brooklyn N.Y. Street Railway Co.

In 1904 they moved their car and wheel making machinery to High Point, N.C. where they carried on a profitable business for a number of years.

**S. E. BABCOCK & CO. — CARRIAGE SUPPLIES**

Was formed by Stephen E. Babcock, and they were located at #48 Elm Street near the Boston & Maine Railroad depot, where they carried a line of carriage building supplies, for a number of years, when the firm name was changed to Babcock & Gray.

**BABCOCK & GRAY — CARRIAGE SUPPLIES**

This firm was formed in 1890 and consisted of S. E. Babcock and Wm. Gray of New York, (not the Gray of Gray & Davis), and the business was carried on at the same location on Elm St., where they carried a full line of Harness, and new feature in the trade here, in addition to their carriage findings.

**BURBANK BROS. — CARRIAGES**

Consisting of Warren and Wilbur Burbank, commenced carriage business in the A. P. Boardman factory located in the rear of #91 Market Street.

In 1900 they took over a portion of the S. Rowell & Son factory off Water Street near the Railroad and manufactured a general line of carriages until their factory was destroyed by fire in 1903.

**F. A. BABCOCK — CARRIAGE SUPPLIES.**

Mr. Babcock came to Amesbury about 1873, and was in the employ of Chas. Wing & Co., dealers in carriage supplies of all kinds, until about 1880 when he engaged in the same line of business for himself in a brick building owned by W. E. Biddle located on Water Street.

In 1885 he sold this business to the Chas. Wing Co., and purchased the carriage

business of James Hume, located on Chestnut Street and Carriage Avenue, on Carriage Hill, in buildings formerly used by Jacob R. Huntington, where he conducted the business under the firm name of F. A. Babcock & Co.

#### **F. A. BABCOCK & CO. — CARRIAGES**

Consisting of Frank A. Babcock and Robert Drummonds, Jr., purchased the carriage manufacturing business of James Hume, located on Chestnut Street and Carriage Avenue (now Oakland Street), on Carriage Hill in 1885 consisting of two or three large four story wooden buildings, built by Jacob R. Huntington in 1869, 135 by 35 ft. wide, and occupied by him until 1875.

The company built a general line of carriages.

In 1887 they purchased two wooden buildings formerly occupied by Edwin Morrill, carriage manufacturer, on Chestnut Street and Railroad Ave., which were torn down and replaced by a four story brick factory extending from Carriage Ave. to Railroad Ave.

In 1887 Mr. Drummond withdrew from the firm and Palmer & Doucet moved from Merrimac, and entered into partnership with Mr. Babcock, occupying the brick factory referred to above.

Their specialty was heavy work such as Rockaways, Coupes, and Hacks.

On April 5, 1888, a fire starting in one of the Babcock buildings, was the largest fire that ever occurred in Amesbury, not only destroying all of the Babcock Company buildings, but also the factories of seven other carriage manufacturers,

including nineteen different buildings, almost completely wiping out the carriage business on “Carriage Hill” (so-called), with a loss of \$800,000.

One of the outstanding features of the Babcock Co. was the steam whistle installed on their factory.

It was something new for Amesbury, and very startling, not only to the residents of this town, but to the surrounding localities, as it could be heard over a territory covering a number of miles.

Together with the whistles of other manufacturers in town, which woke the echoes morning, noon and night, it blended well, and at a distance its tones were not unpleasing, but high above the others of varied keys, this one rose sounding the chromatic scale, octave above octave, then suddenly sinking to a great depth, its slurred tones rising and falling in a wild fantasia of sound.

To any one hearing it for the first time, it was extremely startling and created considerable interest at its installation.

Laudatory odes and poetic productions dedicated to it were published in the local press, but unembarrassed by their attention it sang on, and all conceded that it had an unusually good voice, and so “Babcock’s” mocking-bird whistle was heard and well known in a radius of ten miles.

It was this “Screech Owl” (so called) that gave the first intimation of the big fire on “Carriage Hill” in April 1888, when it started its unmerciful howl to announce that a fire had broken out in one of the Babcock buildings, and it continued until the building collapsed.



After the first the whistle was revamped and placed in use on the new Babcock factory.

In July 1888, three months after the fire a new company was formed, with F. A. Babcock as President and General Manager, H. G. Fay, Treasurer, and John Hassett, Secretary, capital stock \$150,000. the stock of which was held principally in Amesbury.

They immediately started building a four and five story brick factory 600 ft. long by 65 ft. wide, with a total floor space of 183,125 square feet, which was the largest building used for the making of strictly pleasure vehicles, not only in the United States, but in the world at that time.

This building was in the form of a rectangular parallelogram minus one side. In the enclosed space they had an engine room and a lumber drying room, contained in a one story brick structure 50 x 50 ft., and a one story wooden lumber shed 85 x 50, also a two story brick storage building 55 x 25 ft.

The main building was 275 x 65 ft.—four story and basement, an ell on Elm St. and 100 x 55—four stories, main ell on Railroad Avenue was 65 x 150 with five stories. Ell on Washington St. side 75 x 50—three stories and basement. A once story Forge Shop 50 x 35.

The building was built at an expense of \$150,000, and had a sign across the front of the building on the Railroad Avenue side cut into the granite blocks with gold letters F. A. Babcock & Co.

In whatever direction one entered Amesbury, the glittering dome of the tower

could be seen, and close beside it, higher still was the chimney rising one hundred feet from the ground.

Approaching same, one was impressed by the size of the brick structure, which occupied most of the Westerly side of Chestnut St. from Elm St. to Railroad Ave.

At one side of the tower, that rounds the angle of one corner, was a broad flight of steps leading to the front entrance and salesroom, on the Chestnut St. side.

Passing through this entrance you entered into a large room where on the polished floor, arranged along the carpeted aisles were the graceful creations we call carriages.

The airy little speeding wagon stood beside the luxurious Phaeton, the English Kensington, the aristocratic Coupe Rockaway, and an endless variety of pleasure vehicles.

One, a Kensington, was unique, in color a creamy yellow, trimmed in buff leather to match, cushion, dasher and all.

The shining carriage against a background of cherry finish and tinted walls of a neutral color, frescoed ceilings, supported by fluted columns presented a pleasing picture.

Turning to the adjacent offices, the general office was finished the same as the repository, and the private office was richly finished in hard woods, fresco work and walls tinted a shade of blue.

This factory was the most complete for carriage business in the country, supplied with all the latest and best conveniences and improvements that facilitated and systematized labor.

It was heated throughout by the blower system, that is, by hot air forced into the

compartments after circulating among 42,000 feet of steam pipe, by a ten foot fan wheel in the engine room, the hollow pilasters of the walls serving as conductors.

An elevator near each end of the factory afforded communication between the different floors, beside numerous stairways.

One thousand windows lighted the building, those in the top story affording an extensive view of the town and its environment.

The blacksmith department was supplied with twenty-eight forges, trip hammers, drills etc., necessary for use in that work, and was alive with swarthy workmen, and noisy with the ringing of hammers.

Mr. Watson Redden was Superintendent of this department.

Beyond was the wood-working machinery room, with Andrew H. Fielden as Superintendent, and Morton B. Merrill was in charge of the trim shop. J. B. LaGrange, with an experience of thirty years was in charge of the painting department, and George Collins was in charge of the body shop.

John B. Boothroyd had charge of the power plant, which consisted of two 150 horse power boilers, supplying steam to run the 125 horse power Corliss engine, and a 25 horse power engine for heating the factory.

John Hassett was general superintendent.

At the opening of the factory they had one hundred and seventy-five employees.

The company was the continuation in reality, of the F. A. Babcock Co. whose

business was destroyed by the disastrous conflagration of 1888.

Quickly recovering from the shock, Mr. Babcock, by his unusual ability, in three months organized the new company and began construction of their enormous factory.

By push and perseverance, he caused the completion of the building and resumption of work in twelve months. He was a man of unusual executive ability in business enterprise, and prominent in public affairs. He came to Amesbury from New Haven in 1873, and his first venture was in the carriage building business.

The factory when fully underway, was supposed to have a capacity for producing six thousand carriages a year and do a business, at an average of \$200 per carriage, of \$1,200,000 which would have meant quite a business, if the plans could have been carried out.

Owing to dissatisfaction arising among the directors of the company, Mr. Babcock was obliged to sell his interest in the business the latter part of 1889, thus ending what looked to be an important addition to the carriage business of Amesbury.

After Mr. Babcock retired from the business he moved to Buffalo, N. Y. and entered the insurance field.

The building was taken over by the Amesbury Building Co., and the Amesbury Carriage Co. took over the business, occupying the building with various other tenants until 1903, when it was purchased by S. R. Bailey & Co., who occupied it until 1910, then it was sold to the Biddle & Smart Co., and was used by them as an automobile body factory until 1930.

In 1940(?) the building was taken over by the town for taxes, and failing to find any opportunity to procure a tenant or tenants, it was finally sold to a wrecking company and was demolished, much to the disapproval of the towns people.

**S. R. BAILEY & CO. — SLEIGHS & CARRIAGE POLES**

(From "SUN ON THE RIVER")

Samuel R. Bailey began his business career in East Pittston, Maine, and commenced to elevate the sleight business into a fine art as early as 1855, when after trying to persuade Portland carriage and sleigh makers to adopt a new idea he had for making sleighs, he returned home to East Pittston, and began building one himself.

In his father's wagon shed he set about making his sleigh, laboriously bending the runners and shafts of second-growth hickory, by the ancient method of steam and pressure and wooden clamps, assisted by his friends and neighbors.

Working all summer, early and late, by early Fall, his product, the first of the later famous "Bailey Sleighs" was ready for entry in the Carriage makers' show at the Portland Fair of 1855.

With orders received at the Portland Fair the S. R. Bailey Sleigh & Carriage manufacturing was established.

The head of the firm was eighteen years old: his business was seasonal, and at first devoted to sleighs only.

In 1866 the Bailey Sleigh & Carriage manufactory had outgrown its location in East Pittston, so it was moved to Bath, Maine. Here two machines, useful to carriage builders were patented by Mr. Bailey, a wood rounder and shaper, and shapes and

a wood-bending machine.

In the Bath factory, he also introduced the use of drop forgings for carriage iron work.

In 1872 Mr. Bailey moved to Boston and was associated with the firm of E. A. & G. S. Gillet to develop the Bailey inventions.

Patents for machines and for Improvements in Sleights” were being issued to him from time to time.

In 1878 the firm of Wood, Bailey & Wood was formed in Boston, and they manufactured the Bailey “Portland” Sleights.

After dissolution of the firm of Wood, Bailey & Wood, Mr. Bailey moved to Amesbury, where he was warmly welcomed by the trade on account of his wide reputation as a mechanic and builder of fine work.

The company was located at #77 Elm St., near the Colchester Mill building, which was a three story brick factory 115 ft. long by 45 ft. wide, where he commenced to manufacture Sleights and Carriage Poles.

The reputation of S. R. Bailey & Co. in connection with the “Bailey Sleights” was known wherever snow fell and sleighs were used.

The high grade of the Bailey Sleights and Carriage Poles was kept up from the time the first one was built, and held its own against all competitors. They were the synonym of all that was desirable in structure and were the finest and most scientifically constructed, and they did a large business with these two specialties.

In 1887, Mr. Bailey admitted his son E. W. M. Bailey

into partnership, who took over the business management of the firm.

The business increased rapidly, and in 1889 larger quarters became necessary, so the firm leased 30,000 feet of floor space in the Amesbury Building Corp. factory, on Chestnut St. in the former Babcock building.

After perfecting his sleighs and carriage poles, Mr. Bailey turned his attention to making carriages which would be equal to his other productions.

His skill, foresightedness and inventions of suitable devices for simplifying and producing work, resulted in the achievement of his purpose. His object was to combine the highest style of art and excellence. How well he succeeded, his large and increasing trade amply demonstrated.

The Bailey Co. had an excellent exhibition of Carriage Poles and Whiffletrees at the Carriage Manufacturers' Convention held in Chicago, Ill., October 14-15-16<sup>th</sup>, 1890, which attracted no small amount of attention both for their principle of construction and fine workmanship, which was no finer on the samples shown at the Convention, than on their regular work.

They were represented by Mr. W. E. M. Bailey, of the firm, who was a very genial young man, one whom it was a pleasure to meet.

The Bailey Whalebone Road Wagon was one of the finest carriages ever put out in this line by any one in Amesbury or anywhere else. Mr. Bailey, Sr. gave his personal attention to perfecting this wagon, and would not put same on the market until all the

details were perfected. It was a thing of beauty when finally produced, and a very large business was developed by it.

By this time the Bailey Co. had taken over most all of the Amesbury Building Corp. factory.

Some of the work done by this firm is illustrated by many items shown in the Amesbury Public Library collection of catalogues and pamphlets.

Artistically, the most beautiful item is a colored reproduction of a rural painting scene, in which the central object is a Bailey Whalebone Road Wagon being drawn by a sorrel horse, driven by a young woman who is skillfully reining in her horse to let a pack of hunting dogs cross the road, followed by red-coated huntsmen.

There are pictures of other Bailey carriages using wire wheels and pneumatic tires. One of them shows a station wagon used by the senior member of the firm. There are also pictures of prize winning horses shown with Bailey show wagons.

Other catalogues advertise earlier wooden wheel carriages, made by the firm, including the "Essex Trap".

Several large photographs show rooms in the factory, with employees at work, including a blacksmith and other skilled workers adjusting the spokes of a wire wheel with a precision gauge.

From "CARRIAGE OPENING SOUVENIR OF 1898" - AMESBURY DAILY NEWS:

"The Annual Carriage Opening week started this morning, March 1<sup>st</sup> 1898, and there will be no more interesting novelty shown this week in the carriage repositories nor one that will claim any more attention than the "Whalebone Wagon"



with pneumatic suspension, manufactured by S. R. Bailey & Co.

It is not entirely new this season, for a few of them were introduced last year, and proved so successful that Mr. Bailey devoted all of his time and attention since last season perfecting his model wagon.

He has invented a more flexible spring for it, which he manufactures himself, and also a new seat that is patented. The seat is a great improvement over any seat ever before used on a carriage. The spindles, instead of being wood as commonly used, are made of brass, and are gracefully bowed so that they admit of more room on the seat than has ever been secured before. The rim, into the top of which the spindle is placed, is made of one piece of wood, steamed to the right shape.

The back, which sets upon this rail is also steamed and bent, giving a more graceful shape than could be obtained by the old method.

Another improvement to the wagon this year, is having the axles turned around instead of square, which gives a much better finish.

Mr. Bailey, in constructing this ideal wagon, has gone several steps in advance of the carriage makers of the country. Not only does he make his own wheels, gears and bodies, but he makes his own axles and springs, which are his own inventions.

There are few factories in the country that have such a fine machine shop or better workmen than the Bailey Co.: the machines, many of them built to order and of the finest

workmanship, turn out, as might be expected, the best results.

The axles are made from a straight bar of steel which is reduced to the right size by lathes and bent to the required form.

The rims for the pneumatic wheels are shaped out of a thin flat piece of steel by a powerful machine which does its work perfectly. This is a very difficult part of the work, as the rim has to be a perfect circle in order to have the pneumatic tires, which are made by the Hartford Rubber Co., fit as they should.

The hubs for the wheels are made in the machine room, but the spokes are supplied by a concern who make a specialty of that work.

The gear is made of the best steel tubing.

The fifth wheel, which is Mr. Bailey's invention, is a drop forging made from his dies and pattern, by a firm in Connecticut, who keep five or six men working nearly all of the time on this work.

Nearly all the iron work used on the Bailey Wagon body and shafts was drop forged, and a visit to the stock room reminded one of a hardware store, so many are the different parts which are kept in stock, all from Mr. Bailey's pattern. In fact, this is getting to be an important branch of their business, for they are beginning to sell very largely to other manufacturers. This is seen in their Bull Dog Shaft Eye, for coupling the shaft to the axle, which Mr. Bailey made up to use on his own wagons, but it proved to be so important an invention, others demanded it.

So large is the demand for it, they have some trouble in meeting this demand.

They are just closing out a lot of 20,000 and their next order will be for 50,000, which gives some idea of the demand for them.

The gears are brazed together by skilled workmen, and the wheels are also set up by first class mechanics.

Another of Mr. Bailey's inventions is the body loop, which has become so successful in overcoming the lurch of the old way of hanging the bodies, that a demand is increasing for them also, from other manufacturers. In the construction of the bodies, which are covered by patents, Mr. Bailey's careful thought is seen, the floor is not put in until the body has had its last finishing varnish. The floor is made in sections, which are painted as nicely as the rest of the body, and it fits into grooves in the bottom.

The dasher, another of Mr. Bailey's inventions, is made of wood and makes a much finer product, and more lasting than if they were made of leather.

The seat is equipped with a spring cushion, used only by a few manufacturers.

The whole construction of the wagon makes it the acme of comfort and easy riding. It saves the nerves, saves the horse, and saves repairs. There are no loose parts, and it rides like a hammock.

The pneumatic tires are three-eighths of an inch thick, never puncture, only have to be pumped up monthly, and stand the roughest roads. The above was taken from AMESBURY DAILY March 1, 1898.

Business was so good with the firm that Col. E. W. M Bailey reported it as twenty-five percent better than it was in the best boom years. They are now turning out nine jobs a day and their capacity is ten.

At present they have all they can do to keep up with their orders, and expect a little later to be practically snowed under.

They will give their whole attention now to the Road Wagon, in both high and low wheels and also their celebrated Carriage Poles.

With the Whalebone Wagon will in demand, the Bailey Co. was not as hard hit as many others of the Carriage Hill manufacturers.

In May of 1903, after fifteen years of tenancy, S. R. Bailey & Co. purchased the former F. A. Babcock plant on Chestnut St., Railroad Ave. and Washington St., a four and five story brick building six hundred feet long by sixty five feet wide. A one story Forge shop fifty by thirty-five feet, a one story brick boiler and engine room fifty by fifty, a two story brick storage shed fifty-five by twenty five, and a one story wooden lumber shed eighty-five by twenty-five feet, making a total floor space of 183,125 sq. ft.

This secured to Amesbury, permanently, the valuable industry of S. R. Bailey & Co., whose famous Pneumatic Runabout Wagons were known from one end of the country to the other, and they were seeking a market in foreign countries.

It also secured to the town the model factory, which was the largest and best equipped Carriage plant in the East.

Colonel Bailey was elected President of the National Carriage Builders Association in 1903.

In this same year, a group of Western Businessmen visited Amesbury to study the carriage industry's production of interchangeable parts, and were referred to S. R. Bailey as the man responsible for the standardization.

So it was at this time, a young man named Fred Fisher, one of the group, and a former Amesbury carriage worker, who had gone West, met Colonel Bailey. Twenty-five years later, in September 1928, the Bailey gladd run channels were first shipped to the Fisher Body Co.

At this time the Colonel, seeking new lines to develop, met a man who was working with the Edison Electric Co. of Mount Orange, N. J., who had learned of S. R. Bailey's method of wood bending, called the "Square Bend", and hoped this construction might be adapted for use making Electric Storage Battery boxes, and he made a hurried trip to New Jersey, coming back with orders for the battery boxes, and part of the Bailey facilities were turned to making same.

1907 was a depression year, and in June the last carload of Whalebone Road Wagons, a consignment to the West Coast, was shipped, and Mr. Bailey turned his attention to building a vehicle to be run by electric storage batteries, and produced the "Bailey Electric Victoria Phaeton", equipped with the new Edison electric batteries that would run from one hundred and fifty to one hundred and seventy-five miles on one charge of electricity. "Fast enough and far enough" as advertised at that time.

It was thought at this time that the advent of the Thomas Edison electric battery was likely to have a remarkable effect on the prosperity of Amesbury, as the S. R. Bailey Co. was the first vehicle builder to get in touch with Mr. Edison on the use of the same.

The Bailey Co. kept in such close touch that when the battery was finally produced and ready for the market, they had the only modern pleasure car body ready for the market and had the honor of making all of the original road runs and tests with their machine.

In 1907 the firm name was changed to S. R. Bailey & Co., Inc.

### **S. R. BAILEY & CO. INC.**

In 1908 the people of Amesbury were invited to view in the Bailey factory “The first complete electric automobile to be shipped from here”, which was the Bailey Electric Victoria Phaeton, and was to be exhibited at the Boston Auto Show of that year.

Things seemed to be going along well, as, since January 1910, night and day shifts had been working in the Bailey factory. In the Spring, Mr. Edison himself came to Amesbury to confer with Mr. Bailey on the Edison battery.

These early Bailey cars were described in “The Cycle and Automobile Trade Journal” of April 1910 and May 1911. “Of the makers of electric pleasure cars, S. R. Bailey & Co., of Amesbury, Mass., are notable for producing a light, standard machine. As it is sold today the Bailey light electric is a natty, light, sturdy and efficient vehicle. The Victoria Phaeton type of body is used on the Bailey car, and as here applied, none of the harmonious lines of that type of vehicle are lost. It is but reasonable to assume that

carriage makers who have produced high grade vehicles for the past two generations would be able to fit an electric car with a high class body equipment”.

“The price of the Bailey is \$2,000 to \$2,600, depending on battery equipment.” Axles used are the so-called “Bailey Pivot” type, which in the opinion of builders is the most nearly perfect axle bearing ever evolved.

“The wheels it is said need never be removed for adjustment and will run six months on one oiling”.

The makers state that the cost of operation of a Bailey electric Victoria Phaeton is about one cent a mile, figured at a rate of six cents per kilowatt hours—less than the upkeep of a horse and carriage.”

All through 1909 and 1910, the Edison Road Tests were conducted with the Bailey machine, which by August 1911 had been driven 11,000 miles. This was considered remarkable mileage for an electric, and well above that attained by most gasoline cars at that time.

The Bailey cars with Edison batteries could run one hundred and fifty miles on one charge, and average a speed of eighteen to twenty miles an hour.

Among the trial runs the longest and most difficult, was a trip then known as “The Ideal Trip”: which ran from New York City northward through Connecticut, Massachusetts, Vermont, over through New Hampshire’s White Mountains, down through Maine, Massachusetts, and Connecticut to New York again. With the unpaved

roads of the period, this trip of less than one thousand miles, was the equivalent of a cross-country journey of today. Drivers were advised to take two weeks, but the Bailey test drivers averaged more than ninety miles a day, and completed the trip (plus side jaunt up Mount Washington) in a little over ten days' travel time.

In 1913 Colonel Bailey himself drove the new model Bailey Roadster, equipped with a General Electric Motor and sixty cell A-B Edison battery from Boston to Chicago.

Automobile registration in 1913, following the breaking of the Seldon patent by Ford, jumped to 1,250,000, but most of the expansion was in gasoline motors, and was not reflected in the Bailey business.

In 1914, the year a rumored alliance between the Ford and Bailey companies came to nothing.

October 1915 the Large Bailey factory was sold to the Biddle & Smart Co., and Samuel R. Bailey announced to the newspapers his formal retirement.

Only the Bailey machine shop, with wood benders and rounders were retained by Colonel Bailey, leased from the new owner of the building, and business was carried on by a newly formed organization under the name of the Bailey Manufacturing Co.

Random orders for wood bending and shaping kept the business going until the Colonel, in 1917, was recalled to army service in the Inspector General's Department.

Samuel Robinson Bailey died on July 10, 1917. Amesbury mourned his passing with a sincere grief.

Editorial comment in the town's newspaper ran: "It is hard to realize that a heart so kindly, a brain so clear, and humor so keen, all are stilled."



Amesbury owes more than a passing word to the memory of the man whose skill and inventive genius did so much for the business interest of the town.”

“Loyal and deep in his friendships, tender and kindly in many ways, quaint of humor, proud and fond of his children and grandchildren he has left a memory that will be cherished, and an influence that will long abide in the town that his ability helped to upbuild.

On January 22, 1919 the last director’s meeting of the firm was held and the be cherished and an influence that will long abide in the town that his ability helped to build.dissolution of the corporation voted.

One day in 1919, Colonel Bailey riding with a neighbor in his new enclosed car, was annoyed by the rattle of the window glass, which gave him an idea to work on, and was the starting point in the manufacture of the Bailey Felt Lined Window Glass Channel. Although at this time ninety percent of automobiles being made were open models, closed cars were rapidly gaining in popularity.

With their advent new problems of window glass breakage, numerous squeaks and rattles baffled the body makers.

In his experimental shop in Amesbury, the Colonel worked long hours alone, perfecting his first glass run channel.

Finally satisfied with his experiments, he rented fifteen hundreds square feet of floor space in No. 8 Mill of the Hamilton Woolen Co., located on Main St., and with his sons Edward and David, worked setting up the meager machinery.

In June 1920, Col. E. W. M. Bailey, son of the founder of S. R. Bailey & Co., together with his son, S. R. Bailey, 2<sup>nd</sup>, who had graduated from Pratt Institute

of Brooklyn, NY,., where he won his degree in Electrical Engineering, formed the

### **BAILEY MANUFACTURING CO.**

Before being associated with the Bailey Co., S. R. Bailey, 2<sup>nd</sup>, gained practical experience with S. R. Bailey & Co., The Edison Storage Battery Co., Walker Vehicle Co., and the Electrical Laboratory.

Active operations at this time were continued on an order from the Biddle & Smart Co. for channels to be used on Hudson Automobiles. Progress, as in that early day was slow, but in a few months they were hiring two men, then four. By the summer of 1922 seven men were on the payroll.

Earliest sales agents, in 1921 had been the English & Mersick Co. of New Haven, Conn.

The Colonel himself, pushed the sales as well, and in 1923 made a western trip to approach some of his old acquaintances of carriage days, now engaged in Automobile production. In Flint, Michigan, he met a young man named D. A. Greene, who immediately recognized the possibilities of the old spring device, the first Bailey channel.

Colonel Bailey had often considered the worth of a representative located in the heart of the automotive field, and it was soon decided that Mr. Greene should promote the interests of the Bailey Co. among the automobile manufacturers.

Among the first orders for Bailey Channels was one from the Studebaker Corporation, who as carriage makers had been a customer of S. R. Bailey's early firm.

For over sixty years Bailey products were used by the Studebakers,

who with Hudson motors, paved the way for the eventual adoption of Bailey Channels by the greater part of the automotive industry.

The D. A. Greene Co. through all the years since, has been a companion traveler with the Bailey Company, on the business road, sharing in the hard work, the worry, and heartbreak of reverses, and in the rejoicing at progress and acquisition of new customers.

Felt lined channels were developed by 1924.

The rolling of spring metal into shapes suitable for use, as a run for glass, had not been done previous to this development by the Bailey Co.

In fact, present rollers of metal had expressed the opinion, that it could not be done. However, by patience and determination these two Baileys, father and son, kept at the task until it was finally accomplished.

Again, as in the carriage manufacturing history of the generation before, the slow upward climb was started.

In 1925 David C. Bailey was the second son of the Colonel to become associated with his father and brother in the business, as plant engineer.

David was born in Amesbury in 1903 and was educated in the public schools, Dummer Academy and Worcester Polytechnic.

At this time it became necessary to move to larger quarters, and a portion of the top floor of #14 Mill on High St. was taken over from the owner, The Commonwealth Supply Co., and in another two years a portion of the first floor was added, and in another year the entire building was absorbed, so rapidly became the demand for the “Bailey Channels.”

Co-incident with the demand for the “Bailey Channel”, came the creation of a new type — the Bailey flexible, with a floating head, which could be formed into any number of desired bends by anyone on the production line.

This channel was eagerly seized by the automobile trade, since it provided for a much better product and could be used with a greater degree of efficiency.

David C. Bailey was the creator of this new type of channel.

In 1927 the first foreign advertising was initiated through the firm of Walter M. McKim of Cambridge, Mass., who in 1955, Bailey’s export Department.

July 1928 the first Bailey Channels bought by the General Motor Corporation, were sent to Chevrolet in North Tarrytown, New York. Two months later a shipment went to Fisher Body Co.

The Hamilton-Wade Co. of Brockton, Mass., was taken on in 1929, to handle replacement sales, rounding out with the D. A. Greene Co. and W. M. McKim of Cambridge, Mass., the Bailey Sales Force until 1945, When Fancher et Fils, of Montreal assumed responsibility for Canada’s promotion of Bailey Products.

In 1930 the Bailey Co. was plating ten thousand pieces of channel a day for the Ternstedt Division of General Motors. Over ninety percent of the cars made in the country in that year were closed models requiring glass-run channels.

1932 saw the company employing sixty-one persons, and incorporated under the laws of Massachusetts, assuming the

present name “The BAILEY COMPANY INCORPORATED” with Colonel E. W. M. Bailey as President, Samuel R. Bailey 2<sup>nd</sup> as Vice-President and General Manager, and David C. Bailey as Chief Engineer.

Nineteen thirty three saw an upturn in automobile manufacturing and with increasing popularity of the flexible channel, orders increased to the point where more space was once again needed. With the leasing, at that time, of the present Plant #1, the former #4 Mill of the Hamilton Woolen Co. on Water St., the company began its present period of expansion. This was a four story brick building two hundred feet long by fifty wide, with a basement, and consisted of fifty thousand square feet of floor space.

Here at last it was felt there was ample room for many years to come, but so fast did the development of production grow that in 1936 working space was at a premium.

While a major portion of their production, at this time, was absorbed by the automobile trade, the company also manufactured metal shapes not strictly associated with the motor industry, a real effort was made, with considerable success, to establish a line of decorations and structural mouldings, which were readily accepted by the trade.

Samples of these particular productions of the Bailey plant appeared in railway cars, battleships, and on air-conditioning units, such as stove and heating accessories, on radios and refrigerators, vending machines, and in many architectural applications.

Rapid development was made in this particular field during 1937, and this

intensified development of special shapes, promised to be a fruitful line, as were the lines produced for the automobile trade.

Also this year the company purchased Plant #1 on Water St., which they had been occupying since 1933, from the Merrimac Valley Power & B'ld'g. Co., and leased the Chas. Wing & Co. building adjacent to Plant #1, which was called Plant #2, a three story with basement brick building 100 by 50 ft. and a brick boiler house 40 x 40 with 25,000 square feet of floor space, later purchasing same.

The flexible channel developed for Fisher Body Co., as section 1069-x had been patented in England, France, Germany, Canada and Australia, as well as in the United States.

Perfecta Motor Equipment Ltd., of Birmingham, England, in 1937 had approached the Bailey Co. to obtain machinery for producing this and other channels.

One feature of the Bailey Co., Inc., was its very happy relations with its employees, during the long history of the company, and today on the payroll will be found a number of names of people who have worked more than fifteen years, and some more than ten, also some who had worked for the original company.

The company normally employs 150 persons, but an additional 100 were added at the peak of the production schedule.

Co. E. W. M. Bailey who was founder of the local unit company of the 8<sup>th</sup> Massachusetts Infantry, is President of the Bailey Co., Inc., and although seventy-five years of age, still maintains an active interest in the development of new processes.

Col. Bailey was also affiliated with the Ancient and Honorable Artillery of the State of Massachusetts.

Speaking of the future of the company, Samuel R. Bailey 2<sup>nd</sup> said: “It seems to be particularly promising. We have made extensions, alterations to our plant, added much new equipment and are ready to operate.”

“In common with nearly every industry in the nation, we have felt the effects of the recession, but I confidently believe that there will be improved conditions in business throughout the country, and this will be reflected by slowly increasing production schedules in our shops.”

In 1938 the Bailey Co. sent one of their operators to England to set up machines tooled for Perfecta Motor Equipment Ltd. of Birmingham, England, place them in operation and train the English operators to run the equipment.

Perfecta has since produced the channel on a royalty basis, from time to time requesting and receiving technical advice from the company.

In Melbourne, Australia, Die Casters, Ltd., a plastic and metal working firm, requested the same service and a rolling machine, tooled for the flexible channel, plus the necessary equipment for its production, was sent to them this same year.

In France, machinery to produce the channel was supplied to Binoche Tetin et Cie of Paris.

1939 saw weekly production nearing the one hundred ton mark, and employee rolls had soared to over three hundred. With increased commercial productions, and the

ever expanding automotive business, Plant #3, one of the old Hamilton Woolen Co. mills, #2 on High St., a five story brick building 200 feet long by 50 wide, with 50,000 square feet of floor space, was purchased, bringing total of the three plants to nearly 120,000 square feet.

Col. E. W. M. Bailey died March 8, 1940, on the Island of Barbados where he was spending the winter.

After Col. Bailey's death, Samuel R. Bailey 2<sup>nd</sup> succeeded him as President of the Bailey Co., Inc., David C. Bailey, Vice-President and Edwin M. Bailey, Treasurer

Trained as a Civil Engineer, Edwin M. Bailey, the Colonel's second son returned to work with the company in 1941, after working sixteen years with the Department of Public Works of the Commonwealth of Massachusetts. With out entry into World War II, he did Civil Engineering at Naval Air Bases in Texas and Florida.

With the United States entry into World War II, the Bailey factories were immediately placed at the disposal of the Government.

A large amount of floor space and engineering time was devoted to pressure rolling and drawing of tubing. The work done covered an unlimited variety of articles manufactured.

The launching of the super-dreadnaught "Massachusetts" at the Fire River Yards and Quincy, Mass., was of intense local interest, for buried deep in the superstructure of the giant battleship lay some sixteen thousand feet of special Bailey molding.

From Normandy to St. Lo, the Elbe, and Berlin, from Guam and Okinawa to Tokyo, Bailey products played their part in the American defense effort.



Nearly one-fourth of the men employed at the Bailey plants left to join the armed forces. After the war the service men returned to their accustomed places at benches and desks, at a 15% salary increase.

Numerous additions were made to the different buildings from time to time. Two large Quonset Huts for storage purposes, were built in the Fall of 1947 on Old County Road., off Water St., but even these did not give adequate space for ever increasing production.

When in 1949, General Motors jumped the trade with the Buick hard top, a rush order was sent to Bailey's for a practical yet ornamental moulding for the quarter light, one which would keep out dust, draft and chiefly, the weather, rain, snow and condensed moisture. Perhaps New Englanders are more weather-conscious than their neighbors. At any rate, Bailey engineers came through again, and the result was the Dust Seal Mouldings, still used on Fisher Bodies.

The building formerly used by the Farmer's Food & Supply Co., near the railroad station on Ring and Water Sts., was purchased and converted into a box shop.

May of 1950 saw the building of the new shipping room adjacent to Plant #1 near the Louis Shoe Co. building.

November 7, 1950, the company acquired the large three story brick building 100 by 50 ft. with an ell 25 x 75 ft. with 18,750 square feet of floor space, of the Pettengill Machine Co., located at the corner of Elm and Clark Sts.

An interesting feature of the purchase of this building by the Bailey Co., lies in the fact of its nearness to S. R. Bailey's first Amesbury shop at #77 Elm St. in 1882.

December 20, 1950, Samuel R. Bailey 2<sup>nd</sup>, who had been in ill-health for some time, announced the taking over by his brother David, the General Managership of the Bailey Co., Inc.

Early in May 1951, Sam was confined in a Boston hospital where he died within a week.

After the death of S. R. Bailey 2<sup>nd</sup> in 1951, the company continued with David C. Bailey, President and General Manager, Samuel R. Bailey, 3<sup>rd</sup>, Vice-President, and E. M. Bailey, Treasurer.

The Bailey Co. has now become one of the most important industries in our community.

In 1953 the company still needing more room, purchased a lot of land from the Town of Amesbury located off Water St., on Old County Road, and constructed a one story cement block building 275 ft. long by 90 feet wide, near the Quonset huts, and were using five hundred employees.

When completed that same year, it served as the scene of the twentieth consecutive Bailey Christmas party, attended by nearly one thousand employees and guests, filling the big hall, soon to be the home of heavy machines, drill presses and other machinery for the making of Ford Division Bars.

Gold-plated Bailey channels specially fabricated in the Amesbury plants, were used on General Motor So.'s fifty millionth car, were produced in the fall of 1954.

In the Spring of 1955 the Bailey Co., Inc. took over the Merrimac St. plant of the Merrimac Hat Co., another of Amesbury's old and honored businesses.

By June, the commercial Division was installed in the new Plant #7 with much needed opportunity for growth.

It was characteristic of the carriage era in Amesbury that the men who worked in the factories, were not thought of as laborers: they were friends and neighbors of their employers.

Upon the Bailey Co., sole manufacturing survivor of the old Carriage firms, has fallen their mantle. In this small family corporation, that attitude has come down to the present day.

As early as S. R. Bailey Sr's. day, he insisted that his workmen "be careful of themselves".

At a time when sick leaves and vacations were unknown in industry, S. R. Bailey paid his steady workmen when illness kept them from work, Christmas bonuses in the form of gold pieces were given Bailey employees as long ago as 1885, when it was not easy for management, and it was an early custom to give Thanksgiving turkeys to the men.

Today, in the Bailey Co., not only are all generally accepted benefits of modern industry — insurance of various types, medical and general health sources, and retirement pensions, present; there are many that are not generally known. Company loans to employees are not discussed; aids to municipal projects benefiting the whole community are seldom publicized.

Scholarship awards and employee educational opportunities are quietly conducted.

It is not usual in our present day business life to find men who put love of countryside, a town, and its people above money-making and personal aggrandizement.

Yet such is the case in the story of the Bailey Company. Many have been the pressures put upon them in the past to leave New England. Indeed in many ways it might have been for the best interests of the Corporation to move closer to the automotive center of the country. “But,” says David Bailey, and typically laconic Yankee, “We like it here.”

One of the company’s latest advertising fliers proudly proclaims: We’ve met the challenge of every new automotive design’s advancetoday we’re looking forward to engineering the “Bailey” for the smart new cars of the future.

Employment at this time had reached seven hundred.

#### **DANIEL & CHAS. W. BAILEY — CARRIAGES**

Operated a factory off Elm St., near the depot of the Boston & Maine Railroad, and built a general line of carriages in the 1860’s or 70’s.

#### **BIRD & SCHOFIELD — CARRIAGES**

Patrick Bird and Charles Schofield commenced business in 1895 in the rear of the American House off Main St. in the old A. M. Huntington factory, where they manufactured a general line of carriages.

They later moved to the C. W. Long building, next to the Folger & Drummond factory, near the Boston & Maine R. R. depot.

This was a three and a half story wooden building 200 feet long by 25 ft. wide.

Their business increased and in 1904 they moved to the Biddle & Smart Co.,

(White factory), near the railroad tracks, which was a four story and basement wooden building 150 x 60, of 54,000 square feet of floor space, with woodworking and paint shop on the first floor. Office and Repository on the second, trim shop and storage on the third, storage on the fourth, and blacksmith shop in the basement.

Both partners were practical mechanics, built good work and enjoyed a good business.

They built a line of light carriages.

Still in business in 1913, but closed out soon after.

### **BRIGGS & CLARKSON — CARRIAGE UMBRELLAS**

George H. Briggs and Joseph T. Clarkson commenced the manufacture of Carriage Umbrellas previous to 1872 and were located at #23 Main St. over the grocery store of J. W. Briggs, where they manufactured Patent Jointed Carriage Umbrellas, called “The Tip Top”, the only perfect carriage umbrella made.

“It can be attached to any carriage in ten minutes, and affords protection from sun and rain, and can be easily and quickly adjusted to any desired angle or direction”

They were found useful on all kinds of open vehicles—for Farmers, Professional Men, Movers and Reapers, Artists and seashore use, for Boats and wherever umbrella protection is needed.

In 1876 a thousand of these umbrellas were sold in the New England States, and the universal judgment of those who saw and used them, was that they were the best

carriage umbrella on the market.

They were made in different colors and styles, green, buff and slate, and priced at \$7.00 to \$15.00 each.

The same style umbrellas are used very extensively at all beaches and summer resorts at the present time.

**BLISS BOULTENHOUSE — WHEEL BOXER & TIRE DRILLERS**

Boxed wheels and drilled tires for the different carriage manufacturers. He occupied a room in the Currier & Cameron Co. building #79 Elm St.

**W. E. BIDDLE & CO.**

Mr. Wm. E. Biddle came to Amesbury with his parents from Lowell in 1855, when he was about ten years old.

He attended the common schools of the town, and was a pupil under the tuition of James H. Davis at the old academy.

When not attending school he was employed at his father's bakery, and was also employed in the machine shop of the Salisbury Mills Co., Deacon Daniel G. Bailey, Supt.

Subsequently he went to Columbus, Ohio, and entered the shoe trade, later returning to Amesbury. He bought out his father's bakery business, and added the West Indies goods trade, and did a quite successful business for several years.

His ambition was not satisfied in this line of trade, as his active mind and business ability, demanded a wider scope than that of serving a customer from behind a counter.

In tracing the schoolboy from the baker shop, to the shoe store, from the shoe store to the machine shop, and then to the manager of two branches of trade,

and later to the head of the great firm of carriage builders, one finds the stuff businessmen are made of.

Fortunately Mr. Biddle's opportunity came to him in 1870, when he, in company with Mr. Charles H. Cadieu, became the owners of a mill on Water St., formerly used by Cadieu & Clark in the manufacture of Doors, Windows, Frames etc., also planing work of all kinds, and continued the business under the name of W. E. Biddle & Co., and occupied a two and a half story wooden building located in "Back Landing" so-called.

In 1871 Mr. Biddle bought out his partner and enlarged the plant to include the manufacture of wheels, gears, and general woodwork for carriages.

"Biddle's Mill" as it was called, became widely known for the push and energy of its manager, furnishing employment to a number of people.

In 1876 the factory was destroyed by fire and was replaced by a 2 ½ story wooden building 150 x 50 feet.

In 1880 the whole amount of their business was \$125,000 during the year. 5,000 sets of carriage parts were completed together with a large amount of other work, giving employment to sixty persons.

In 1880 Mr. W. W. Smart was admitted to the firm (Mr. Smart having been in business for himself on Carriage Hill), and the name was changed to:

**BIDDLE & SMART CO.**

In 1880 they commenced to finish carriages complete, and they occupied nine different buildings.

The main factory was of brick 260 ft. long, 60 ft. wide, and four stories high and was built in 1882.

It was used as the general factory of the firm, and contained the offices. The repository for finished work was of wood with capacity for seven hundred finished vehicles, five stories high, 165 ft. long, 55 ft. wide, built in 1886, and was called the "White Building". Also several minor buildings for body making, blacksmith shops, planing mill for manufacturing wheels and gears, lumber sheds, etc.

Mr. M. D. F. Steere (who had been agent of the Amesbury & Salisbury Woolen Mills, since 1858, resigned that position in 1882 to seek a much needed rest. In 1883-1884 he was elected to the Legislature by nearly unanimous vote). Was admitted to the firm in 1885, and in 1889 Mr. Frank Stinson (son-in-law of M. D. Felton) came from Chicago to Join the firm and the name was changed to

#### **THE BIDDLE & SMART CO.**

Wm. E. Biddle, Sr., was President and Treasurer, Wm. W. Smart, Vice-President and Purchasing Agent, M. D. F. Steere Vice-President, and Frank Stinson, Secretary. "The Big Four".

The General Superintendent was Charles H. Prescott, long employed by the company, but recently appointed to, in part, relieve Mr. Smart from the many arduous duties he was encumbered with. The trimming department was ably superintended by A. R. Sargent, the painting by Wm. S. Marston, and the woodwork by Wm. D. True, for twenty years employed by the firm. The wheel department was in charge of A. H. Carr, and the blacksmith shops by Walter Hatch and George Hopkins.



The salesmen for the company were Seth. M. Chadbourne, Wm. B. Pond and Frank Hardy.

The company desired it known that they built all of their carriage bodies, wheels and gears, also sold besides those used in their own finished work, some 4,000 sets of gears and wheels, to other manufacturers, making a total of 8,000 sets.

From January 1<sup>st</sup> to September 30<sup>th</sup>, 1890, they shipped 4,000 jobs, which showed the tremendous growth of the business. They employed 270 hands.

In 1890 the Biddle & Smart Co. were styled the “Big 4” of the carriage business of Amesbury, as well as of America and used this slogan in all of their advertising.

In April, 1890 the company shipped 721 carriages which was the largest number ever shipped by one concern from Amesbury for one month. In May, they shipped 523 and in June, 385, a total of 1629 in ninety days.

In May, 1890 the company made shipments to their London Branch House. The nerve displayed by this concern in thus “bearding the lion in his den” deserved substantial reward, and no doubt they received it.

The company had the name of the famous “Four Hundred” Buckboard registered as a trademark, and thus protected the name of the widest advertised vehicle, and most popular summer and seaside carriage ever placed before the public. The firm received an order direct from Calcutta, India, for one of their famous “400 Buckboards”, which showed they were as well advertised abroad as at home, and their lights shine brightly in every known quarter of the globe where vehicles were used.

Mr. Biddle was elected a member of the Executive Committee of the Carriage Builders Convention of the United States, held at Chicago in October, 1890.

In 1891 the firm produced 4,000 carriages, and their sales ran close to three quarters of a million dollars, and they furnished employment to 270 hands in the different departments.

After the death of Mr. Smart in 1897 the building of carriages was discontinued, and the firm confined itself to the production of carriage and automobile bodies, body stock and gears.

The Biddle & Smart Co. stood pre-eminently at the head of the carriage business in both Amesbury and New England.

No firm was better known or more popular with the trade, no manufacturer had better facilities for handling a large and extensive business, and there was no firm where executive ability in the many and varied details connected with the construction of fine carriages for either business or pleasure: they were live, energetic men, free distributors of money, prominent advertisers, and their name was familiar to all dealers of carriages in America.

#### AUTOMOBILE BODY BUILDING "BODIES BEFORE FISHER"

The coming in of the automobile caused a natural decline of the carriage business, and like most all local carriage firms, the company changed over to the manufacture of bodies for same.

Upon the death of Mr. Biddle, Sr., on December 23<sup>rd</sup>, 1907, the other members

of the firm having passed away, the management fell upon Mr. W. E. Biddle, Jr., son of the founder, who was made President and Treasurer, developed wonderful business sagacity, and had a larger plant than his father ever had, employing more hands and doing much larger business.

William Eugene Biddle, the active head of the company was born in Amesbury April 4, 1883, and was educated in our public schools, graduated from the High School, attended Phillips Exeter Academy, Exeter, N.H., also Harvard University. Upon completion of this education, he associated himself with the local business, which at that time had just begun to manufacture automobile bodies.

In addition to turning out a high class automobile body, complete as to painting, trimming and all accessories, they ran a very successful brass foundry, with Robert H. Hills as manager, doing a very large business in automobile hardware, under the name of Amesbury Brass & Foundry Co., and were established in 1903 on Water St. Mr. Biddle was Treasurer of this company.

In 1909 Mr. Robert H. Hills took over the position of Vice-President of The Biddle & Smart Co., in charge of the sales department.

An advertisement appeared in the Amesbury Town Crier under date of July-August 1910, as follows:

THE BIDDLE & SMART CO., AMESBURY, MASS.  
BUILDERS OF METAL MOTOR CAR BODIES.

What this company constantly seeks, through a model plant and equipment, and a large and progressive organization is Quality and Efficiency.

At the commencement of the automobile body industry, the Biddle & Smart Co. occupied the following buildings.

One 2 ½-story brick 100 x 45, a 3-story brick 50 x 25, a 2 ½-story wood 115 x 40, one 1-story brick 40 x 25 used as a boiler and engine room, also a 2-story wood 60 x 25 used as a dryroom, all located on Water St. at “Back Landing” also known as “Balmy Whistle”, where they did the mill work required in the wooden bodies they were building at that time, with sheds adjoining for the storage of lumber.

They also occupied one large five story and one four story brick buildings, also a five story wooden one, all near the railroad track off Water St.

The business increased to such an extent, that by 1915, when they were building metal bodies, they purchased the large brick factory building from the S. R. Bailey & Co., located on Chestnut St., Railroad Ave. and Washington St., which was the largest factory building in town. This building extended practically from Elm St. to Railroad Ave., with a five story ell along the railroad tracks, which gave them excellent facilities for shipping.

They also built a large two story brick building, for office purposes, on the Elm St. end of the factory, with a large garage in the rear of same facing Washington St., to take care of the large fleet of trucks used in connection with their business.

At this time, 1915, they had grown to be the largest builders of automobile bodies in the world.

In 1923 they took over the “Colchester Mill” property

(so-called) at 77 and 79 Elm St. two large brick factories, both occupied by the Currier & Cameron Co. to take care of their increasing business.

On June 18, 1925, they purchased the Hollander & Morrill Body Co. plant located in the #2 Mill in the upper mill yard on High St..

At this time they also purchased the T. W. Lane factory and business on Chestnut St., which was a three story wooden building 80x45, surmounted by a tower 16 x 18, sixty feet high from the ground, with a wing 45 x 80.

In 1925 the company shipped the first of the Rolls Royce Co. order for bodies to Springfield, Mass.

In September 1926 the Bryant Body Co. plant on Cedar St., consisting of a two story brick building 20 x 65 ft., formerly used by F. S. Merrill, wheel manufacturers, was taken over.

On March 15, 1926 the company reached a total production of 400 bodies per day, working three eight-hour shifts. The total number of men and women workers on their payroll at that time was 4, 736, the largest number ever employed at any one local plant, and they produced nearly 41,000 bodies that year. Peak payroll \$159,000 a week.

In 1927 the conveyer system of handling the bodies was installed in their #5 plant.

Around 1929 most of the automobile manufacturers, who had been supplied by the Biddle & Smart Co., had either built their own body building factories or purchased them from body builders nearer their own automobile plants, thereby saving the freight charges from Amesbury, and the business discontinued, and closed up in 1930,

thus closing a business that had survived a number of changes and had been in operation continuously since 1870.

Failing to find tenants for the buildings, a few years later the large factory on Chestnut St., the two large brick factories on Water St. near the railroad tracks, and the wooden building adjoining were torn down.

The Bryant Body Co. factory on Cedar St. was taken over by the Merrimac Hat Co., and the Hollander & Morrill building in #2 Mill on High St. was taken over by the Bailey Co.

In 1926 when the company was working at their peak, they were using 580,805 square feet of floor space in twenty-one buildings, located in six different sections of the town as follows: Water St., Railroad Ave., Chestnut St., Washington St., Elm St., High St. and Cedar St., as follows:

Plant #1.

Was the woodworking department, and was located on Water St., at the original site where the Biddle Co. first started business in 1870, and consisted of the following buildings.

A three story brick building 140 x 50 feet with a woodworking shop on the first and second floors, with pattern on the third, and a 1-story brick ell 80 x 50 ft. also used for woodworking. A large brick boiler house and engine room 50 x 60 ft. was used for power and heating, and a 2 ½ -story brick building 100 x 45 ft. used for patterns on the first floor and flasks on 2<sup>nd</sup>, also a 1-story wooden building 75 x 25 and a 2-story 50 x 25 ft. used for lumber and storage, making a total of 43,625 square feet of floor space.

Plant #2.

Was a four story and basement wooden building located on the line of the railroad 165 x 55 ft., with body storage in basement and 1<sup>st</sup> floor, chassis storage 2<sup>nd</sup>, metal work 3<sup>rd</sup>, and small seat making and plating on 4<sup>th</sup>.—45, 375 sq. ft.

Plant #3.

Also situated on the railroad off Water St., was a four story brick building 250 x 60 ft., with 1<sup>st</sup> and 2<sup>nd</sup> floors used for woodworking, 3<sup>rd</sup> used for body frames, and a stock room on the 4<sup>th</sup> floor. Also a one story brick addition 60 x 40 ft. used for a dry room.—62,400 sq. ft.

Plant #4.

A five story brick building 165 x 50 ft., with blacksmith shop and stock cutting shop on 1<sup>st</sup> floor, acetylene welding on 2<sup>nd</sup>, panel edging 3<sup>rd</sup>, metal working shop 4<sup>th</sup> and body filing 5<sup>th</sup>.

Also a two story wooden building 100 x 25 ft. used for storing lumber.—46,250 sq. ft.

Plant #5

Was the former S. R. Bailey & Co. brick building on Chestnut St., Railroad Ave. and Washington St., which the Biddle Co. purchased in 1915. This was the largest factory building in town with an overall length of 600 ft. by 65 ft. wide, four and five stories in height, with basement.

The main building was 275 x 65 ft., four stories and basement, used for storage in the basement, cushion making and stock room on first floor, upholstering second, varnishing room third, painting fourth.

East wing was 55 x 100 ft., four stories, auto repairing 1<sup>st</sup> floor, finishing 2<sup>nd</sup>, painting 3<sup>rd</sup> and servicing 4<sup>th</sup>.

West wing, 150 x 65 ft.--five stories, with shipping room on 1<sup>st</sup> floor, finishing 2<sup>nd</sup>, chassis storage 3<sup>rd</sup>, rubbing and finishing 4<sup>th</sup> and glass mounting 5<sup>th</sup>.

West wing extension three stories and basement 75 x 50 feet.

Also a one story brick boiler house, engine and dynamo room 50 x 50 ft., a two story brick storage shed 55 x 25, and a one story wooden lumber shed 85 x 25 ft., making a total of 183,125 sq. ft. of floor space.

They also built a large two story brick office building on the Elm St. end of the main building, and a large two-story garage, back of office.--22,500 sq. ft.

In 1923 they bought the Currier Cameron 7 Co. business, and the buildings they occupied at 77 and 79 Elm St., consisting of a four story brick building 135 x 50 ft., and a three story brick building 100 x 45 ft.--40,500 sq. ft.

In 1925 they purchased the Hollander & Morrill business located in #2 Mill on High St., which was a five story brick building 200 x 50 ft.--50,000 sq. ft.

In 1926 they took over the Bryant Body Co. plant on Cedar St., formerly the F. S. Merrill wheel factory, which was a two story brick building 220 x 65 ft., and a 1 ½ story wooden building 40 x 50 ft., making 31,600 sq. ft. of floor space.

The T. W. Lane & Sons factory on Chestnut St., was also taken over, this was a three story wooden building, the main part was 45 x 80 ft.



with a three story wing 45 x 63, which was used for storage and shipping purposes. --  
19,305 sq. ft.

A total of 545,805 sq. ft. of floor space used at that time.

May 6, 1926 they purchased the former W. H. Folger carriage factory located off Water St., which had been used by the Witham Body Co. and the Walker Wells Co. This was a five story wooden building 140 ft. long by 50 ft. wide, with 35,000 sq. ft. of floor space.

This, added to the above 545,805 makes their entire floor space 580,805 sq. ft..

### **BROOKS BROTHERS — LEATHER TANNERS**

Tanners of Leather, formerly of Peabody, Mass., came to Amesbury on Nov. 1, 1940, taking over the former Shields Cge. Co. building on Oakland St., consisting of a three story wooden building 30 x 80 with a one story ell 60 x 45 ft., and commenced finishing leather.

Still in business in 1950, but sold out soon after.

### **OTHER LEATHER TANNERS**

Other tanners of leather in Amesbury were:

Patten's Tanneries, Main St., in Patten's Hollow--1832.

Clarks Brothers, 77 Elm St.—1824

Essex Leather Co., Oakland St.—1890

Fox Fuerherm & Mentz, Oakland St.—successors to Essex Leather Co.

**BROWN, MC CLURE & CO. — IRON & STEEL.**

Dealers in Iron and Steel were located on Oak Street and were a branch of their main store in Boston, Mass.

They commenced business in Amesbury some time in the 1880's.

Later the firm name was changed to Brown Wales & Co. and they are still in business in 1955 in Boston under that name. They left Amesbury at the decline of the carriage business.

**BAKER FOUNDRY & MACHINE CO. — CASTINGS**

The advent of the automobile business in the tow naturally developed a few important accessory lines of business.

Among this clan was the Baker Foundry & Machine Co., of which Wm. C. Baker was the founder, President and Treasurer.

They developed an excellent business in the line of brass hardware of all kinds used on automobiles from their brass foundry, where products were varied and of high merit.

They also manufactured all kinds of metal and woodworking machinery, gasoline motors of high standard and efficiency, also automobile parts and boat fittings.

Mr. Baker was born in Sumkin, Georgia in 1863, came to Amesbury in 1887, and for many years was employed in local factories, until he started the above company.

Their factories were located on Oakland St., and consisted of a large three story wooden building 100 x 45 feet, used as a machine shop on the first and second floors, with storage on the third floor.

A once story wooden building 50 x 25, used as a brass foundry, a one story

wooden building 50 x 65 also used as a foundry, and a two story wooden building 50 x 75 used for storage. They were still in business in 1918.

**BELA BODY CO. — AUTOMOBILE BODIES**

In 1915 the Bela Body Co. was formed with Albert G. Bela and William Taylor, who was interested in the Pettingell Machine Co., and were located in the same building, at the corner of Elm and Clarks Sts., formerly occupied by J. S. Poyen & Co.

In 1916 they moved the automobile body manufacturing plant to Framingham, Mass., and went into partnership with R. H. Long, a manufacturer of that town, and continued operations there until 1918, when they sold their share of the business to Mr. Long, and returned to Amesbury.

Soon after, Mr. Bela purchased Mr. Taylor's interest in the company, also his share of the Pettingell Machine Co., thereby becoming owner of both firms, and continued their operation until his death which occurred on May 23, 1927.

**BOSTON & AMESBURY MFG. CO. — AUTOMOBILES.**

The member of this company consisted of John Miller, Sr., Robert Patten, George W. Bryant and J. J. Reardon of Amesbury, and a Mr. Seymour of Boston

They commenced business in 1902 in a building on Oakland St. occupied by Miller Brothers, and later moved to the three story brick building on Oak St.

which was 200 ft. long 56 50 ft. in width, and a three story wooden building 65 x 35 ft. used for storage.

They manufactured a few automobiles, also some automobile parts.

They manufactured the first complete automobile built in Amesbury, but did not continue in business but a short time.

#### **GEORGE H. BRIGGS — CARRIAGE COVERS & UMBRELLAS**

Was located at 23 Main St., (upstairs), where he manufactured “straight stick” and “Tip Top” Carriage Umbrellas, also cotton cloth, enamelled and rubber covers, used for carriage shipping purposes

This business was originally started by Briggs & Clarkson in the early 1870’s, and taken over by Mr. Briggs in the late 1880’s, who carried it on until 1890 when it was taken over by Frank R. Whitcher.

#### **BRIGGS & MILLER — AUTOMOBILE BODIES**

Consisting of Robert W. Briggs and Thomas Miller, manufactured automobile bodies in the former Wm. G. Ellis & Son, factory at #99 Friend St., a two and one half story wooden building 100 x 55 ft., with repository on first floor, painting on second.

Also a three story wooden building 75 x 65 ft., woodworking on first floor, painting on second, with the third floor vacant.

**DAVID L. BARTLETT. — HARDWARE.**

Did a general hardware business for carriage work, and was located in Bartlett Block at the corner of High and Market Sts.

**MARTIN T. BIRD. — CARRIAGES.**

Was located on Maple St., where he did a small business, building a line of Democrat and Concord wagons, also light buggies in 1889, and repair work.

**E. F. BUNKER. — PAINTING AND TRIMMING**

In 1884 Mr. Bunker was located in the F. D. Parry building on Pleasant St. (now Perkins) and carried on a carriage painting and trimming business.

**GEORGE W. BRYANT. — CARRIAGES**

Commenced working for E. S. Felch & Co. before 1888 and in 1889 went into partnership with W. H. Rand under the name of Rand & Bryant, and continued until 1894 when the partnership was dissolved.

After the firm dissolved Mr. Bryant occupied a portion of the Geo. W. Osgood factory on Powow & Center St. and manufactured Concords, Democrats and Buggies.

He also occupied portion of the Amesbury & Salisbury Horticultural Fair building on Market St. opposite the E. S. Felch & Co. factory for a time.

**BRYANT BODY CO. — AUTOMOBILE BODIES.**

Consisted of George W. Bryant, Frank Bryant, James H. Walker, John J. O'Brien and Henry Miller, and commenced business in 1918 in the #4 Mill on Water St., building automobile bodies for different manufacturers.

In 1919 the company purchased the factory on Cedar St. of F. S. Merrill carriage wheel manufacturer, which was a two story brick building 220 ft. long by 65 ft. wide and a 1 ½ story wooden building 40 x 50 ft. They built bodies for the Jordan Co.

They continued in business until 1926 when they sold the plant to the Biddle & Smart Co.

**W. H. COLBY — (S. A.) — CARRIAGES.**

Was in the business of building carriages in South Amesbury (now Merrimacport) some time in 1860, located on Friend St.

**CARR & ALLEN — CARRIAGES.**

Built a shop on Mechanics Row near the Locke & Jewell factory, and the firm consisted of John C. Carr and George Allen, where they did business for a short time.

**SETH CLARK, JR., — CARRIAGES.**

Was making a few wagons and carriages in a small shop on Elm St. at #78 nearly opposite the Colchester Mill about 1860, then moved to a factory on Elm St., used by Amos Pettingell as a steam planing mill and carriage factory, which was destroyed by fire August 16, 1866.

This fire caused a loss to Jacob R. Huntington and John Woodman who had lumber stored there, as well as to Mr. Clark.

In 1880 Mr. Clark did a business of \$80,000 producing 660 carriages, and employed 30 people.

**DENNETT & CLARK — CARRIAGES.**

After the big Carriage Hill fire in 1888, C. N. Dennett who was burned out at that time, went into partnership with Seth Clark, Jr., at 87 Elm St. under the name of Dennett & Clark, and continued same for a number of years.

**CURRIER CARRIAGE CO. — CARRIAGES.**

Eben Currier and J. Woodbury Currier, proprietors.

Mr. Eben Currier, born in Amesbury in 1848, son of a farmer, which occupation he followed to some extent.

When eighteen years of age he left the farm and decided that the trade of a blacksmith would be more profitable and better suited to his desire.

He labored at this trade for three years in the city of Lynn, then returned to Amesbury and entered the employ of Jacob R. Huntington for a period of six years, thereby acquainting himself more thoroughly with the business his ambition prompted him to enter.

Later he worked for James Hume, and in 1889 formed a partnership with J. Woodbury Currier, under the name of Currier Carriage Co., and were located in the Charles Burlingame factory off Whitehall Road, which was a 2 ½ story wood building 75 x 35 ft.

In 1890 they erected a three story brick factory at #11 Carriage Ave., 100 x 50 ft. with a one story ell 50 x 25 ft.

In 1891 J. W. Currier retired from the firm and Mr. Eben M. Currier continued the business, under the name EBEN M. CURRIER.

#### **EBEN M. CURRIER — CARRIAGES.**

Successor to Currier Carriage Co., located on Carriage Ave., where he continued the business and made all leading styles of light carriages and wagons for the New England Trade.

#### **C. D. CAMERON & CO. — CARRIAGE WOOD & IRON WORK, ALSO TRIMMING.**

In 1881 C. D. Cameron and Daniel Trefethen started in the wood and iron and trimming work on carriages, under the firm name of C. D. Cameron & Co., at the F. D. Parry factory on Pleasant St. (now Perkins St.).

They also did leather dash stitching using an Elliot dash stitching machine.

In 1882 Mr. Trefethen (who was a stone mason by trade), sold his interest to Charles Goss and James Drummond and the firm name was changed to GOSS, DRUMMOND & CO.



**MITCHELL J. CAMERON — BABY CARRIAGES.**

Mitchell J. Cameron, brother to Colin D. Cameron, manufactured Baby Carriages in a building located on Rocky Hill Road, opposite the Amesbury Carriage Jack factory operated by David True, from 1876 to 1879.

**CURRIER, CAMERON & CO. — CARRIAGE GEARS, BODIES, WHEELS AND IRON WORK.**

Consisting of John Currier, Colin D. Cameron and Horace Batchelder of Merrimac who had been a wood working mill foreman, with Thomas Batchelder as bookkeeper and George L. Batchelder as draftsman.

They were the successors of Goss Drummond & Co. and started in 1887 and were located at 79 Elm St. in the so-called Colchester Mill, which was a four story brick building 130 x 45, also a three story brick building at 77 Elm St., 100 x 45 ft.

In 1897 Mr. Cameron Sold his interest in the company to Mr. Currier and Mr. Batchelder, who continued the business under the same name, and manufactured all styles of carriage bodies from Berlin Coaches to light open buggies and ironed same, ready for the paint and trim shop, and sold them to other manufacturers to finish out.

They also built wheels, carriage poles, gears and shafts, and the Kron Prince Trap.

In 1900 the carriage business having nearly run its course they started building automobile bodies, doing all the wood and iron work necessary, and the trimming and painting was done by the Shields Carriage Co.

These bodies were made for the Stanley Steamer Co., the Locomobile Co., Stevens Duryea, Orient Buckboard, Grant Bros. and others. In 1918, in addition to the two brick buildings mentioned above, they were using a two story brick dry room 30 x 35 ft. and a lumber shed 75 x 70 ft.

In 1923 they sold their business to Biddle & Smart Co. and retired.

#### **JOHN H. CLARK & CO. — CARRIAGES.**

This firm consisted of John H. Clark and Thomas Clark and commenced business in 1882 in a two story wooden building located on Chestnut St.(Carriage Hill) with a storage building and blacksmith shop.

Their buildings were destroyed in the big fire of 1888, with a loss of \$80,000, and insurance of \$45,000.

After the fire the firm took over the land formerly occupied by Folger & Lewis and C. N. Dennett, and built a three story brick factory 140 x 50 ft., with an ell 130 x 50.

The first floor of the main building was used as an office and repository, second floor as a repository, and third floor for gear storage.

First floor of the ell was used as a blacksmith shop, second floor as a paint and wood shop and the third as a paint and trim shop.

They manufactured a high grade of carriages and did a very successful business, building Broughams, Rockaways, Surreys, Goddards, Phaetons, Top Buggies etc.

When the senior partner, John H. retired in 1904, the business was carried on

by Thomas Clark and his brother James W., and the firm name was changed to The Clark Carriage Co., and continued until 1910, when they sold all of their carriage stock and started building automobile bodies.

**CLARK CARRIAGE CO. — CARRIAGES, AUTOMOBILE BODIES.**

Thomas and James W. Clark, proprietors, continued carriage business, building the same high grade work as the J. H. Clark & Co. did, until 1910 when they sold all of their finished carriages and stock to T. W. Lane & Sons, and changed over to making automobile bodies, limousines, landaulettes, and touring cars for Buick, Oldsmobile and Pontiac.

They also took over on lease the three story brick building 117 x57 ft., formerly used by the Hume Carriage Co., located on the corner of Carriage Avenue and Morrill St., together with a three story wooden building 50 x 30, and a two story building 80 x 30, a one story brick building 75 x 25 and a three story wooden building 140 x 25 ft.

These buildings were used for assembling the Buick bodies, which the Clark company built a large number of, and mounted same on chasses, which were sent to Amesbury from the Buick machine shops and the finished automobiles were then shipped to the Buick New England agencies.

In 1916 the company dissolved and Thomas Clark and his son William moved the business to the Poyen building at the corner of Elm and Clark Sts., where they continued to build automobile bodies.

Later they moved to #4 Mill on Water St., and remained in business for about two years.

Mr. Durant, a Western carriage manufacturer, purchased carriages from the Clark Co., and later, First President of General Motors, was instrumental in interesting the company in building auto bodies as above.

### **JOHN E. CHESLEY & CO. — CARRIAGES**

Consisting of John E. Chesley, a real estate owner, and probably the most successful small fruit grower Amesbury ever had, up to that time, his farm being located on South Hampton Road, and John H. Shiels, formerly with Walker and Shiels and Hume Cge. Co.

They began business in 1887 on Clark St. in the Charles W. Long factory, a four story wooden building 50 x 35 ft., with an ell 75 x 35 ft., and continued here until 1838, when Mr. Chesley erected a five story wooden building 50 x 60 with a three story ell 100 x 30 ft. located at #49 to 51 Elm St.

The first floor was used for a repository and the work rooms were on the floors above.

They built a fine line of light and heavy carriages, consisting of buggies, Goddards, Runabouts and heavy Buggies, for city doctors' use.

In 1888 Mr. James H. Hassett, known as one of the best salesmen, of a pretty bright bunch of salesmen, Amesbury Carriages, developed, joined the firm and the name was changed to Chesley, Shiels, Hassett & Co.

In 1889 Mr. Chesley and Mr. Shiels withdrew from the firm and went into business again in the Chas. W. Long building on Clark St., under the name of

Chesley, Shiels & Co. and Mr. Hassett continued the business on Elm St., under the name of James H. Hassett & Co.

**CHESLEY SHIELS & CO. — CARRIAGES.**

John E. Chesley and John H. Shiels, started business again in the C. W. Long factory on Clark St., and continued until 1890, when Mr. Chesley retired and the business was taken over by John H. Shiels & Co.

**CONNOR CARRIAGE CO. — CARRIAGES.**

Successors to Hagan & Connor, were located on Railroad Ave., in 1889, consisted of Patrick H. Connor and Warren Congdon, who carried on the business in the same set of buildings.

Their factory was destroyed by fire in 1892 or '93 and the company began business again in the three story wooden factory 85 x 50 ft. located on Carriage Ave., formerly occupied by Walton & Colquhoun and Charles Palmer, Jr., where they carried on business for four or five years, then they moved to the three story brick building, at the corner of Morrill St. and Carriage Ave., the main building of which was 130 x 50 ft., with an ell 40 x 60 ft., formerly occupied by David J. Folger and later by Robert Drummond & Son.

The first floor of the factory was used as an office and repository, with the trim shop on second floor, paint and body shop on the third. The ell was used as a machine shop on the first and second floors, with paint shop on the third.

Later they purchased the local business of the S.A.F.E. Co., which was apparently an out of town concern, as C. E. Stone and

D. J. Marston had been agents for them in Amesbury, and managed a branch of the company.

In 1894 the company was reorganized and consisted of Patrick H. Connor, Patrick S. Bird and Warren Congdon.

Mr. Bird retired from the firm in 1895 to enter the firm of Bird & Schofield.

Mr. Connor died in 1904 and the business was closed out.

#### **CHESWELL & BOARDMAN — CARRIAGES.**

Were located in the rear of 89 to 91 Market St., and the firm consisted of Joshua R. Cheswell and Amos P. Boardman. They commenced business in 1867 and built a general line of carriages in use at that time.

Their factories consisted of seven buildings varying in size, affording them a floor space of twenty-four thousand sq. ft.

The dimension of the main building being 7t ft. in length, forty feet in width and three stories in height.

Mr. Cheswell passed away in 1874, and the business was continued by Mr. Boardman, the junior partner, and the name changes to Amos P. Boardman.

#### **CASTLE LAMP CO. — AUTOMOBILE LAMPS**

In 1905 were successors to the Atwood Mfg. Co., makers of automobile lamps, and were located in the former N.H. Folger factory of Water St., near the railroad tracks.

They carried on the business here until 1910 when they sold out to the Willys Overland Co., who continued same until 1911 when they moved the plant to Detroit or Battle Creek, Michigan.

#### **CLIMAX IGNITION CO. — SPARK PLUGS**

Consisting of John Miller, Henry Miller and Cullen B. Snell, manufactured spark plugs for automobiles in the Oak St. Mill in 1902.

**WILLIAM CHASE (W. A.) — CARRIAGES**

Was established in 1838 at West Amesbury (now Merrimac), where they manufactured carriages over a long period of years.

In 1880 he manufactured 40 carriages, valued at \$10,000 and employed eight men. Average price, \$250 each.

**M. G. CLEMENT & SONS (W. A.) — CARRIAGES**

Started carriage building in 1850 at West Amesbury, now Merrimac, and built a fine line of carriages.

In 1880 he built 130 carriages, valued at \$32,000, and employed 22 men. Located off Main St.

Average price, \$245, also located on Main St., South Amesbury.

**HERBERT F. CHASE — CARRIAGES.**

Was located at #22 Carriage Ave., now Oakland St., in 1890 in a factory built especially for his business.

He built a full line of light carriages, making a specialty of the "H. F. Chase Drop

Axle Buggies”, and fine ordered work, confining his trade principally to New England.

He occupied a three story wooden building 100 x 45 ft. and a one story wooden building 50 x 25 ft.

#### **CARR PRESCOTT & CO. — WHEELS.**

Composed of A. H. Carr and Charles H. Prescott, who had been in the employ of W. E. Biddle & Co., purchased the carriage wheel business from Mr. Biddle in 1890, and went into business for themselves.

They were located on the second floor of the former A. N. Parry & Co. building off Water St. near the railroad.

The new firm was well equipped with modern machinery and did a successful business.

Their line was carriage and wagon wheels, tiring and banding the wheels, also fitting rubber tires.

They were still in business in 1904.

#### **COLBY & BALCH — CARRIAGES & SLEIGHS**

Consisting of Thomas Colby and Arthur Balch, and they were located on Clark St. in the C. W. Long & Co. building in 1885 where they built carriages.

Item taken from weekly News August 1885 says Colby & Balch shipped a very neat Original Road Wagon to parties in New York.

#### **CURRAN & BURKE — CARRIAGES.**

Wm. Burke and Wm. Curran started in the carriage business in 1898, and were located on Mill St. in the former A. M. Huntington factory, then moved to Rich’s Court,



where they occupied the buildings formerly used by T. W. Lane, consisting of two wooden buildings, one 1 ½ story 30 x 45 and the other 2 story 30 x 55.

**CADIEU & CLARK — WOODWORKING.**

Consisting of Charles H. Cadieu and a Mr. Clark.

Mr. Cadieu was conducting a wood working and planing mill on Water St. some time in the 1860's, turning out doors, windows, window frames, and other horse building supplies, also planing all kinds of lumber.

In 1870 Wm. E. Biddle was admitted to the firm, and the business was carried on until some time in 1871, when Mr. Cadieu sold his interest to Mr. Biddle, and in company with Mr. Clark, took over a woodworking plant located on Cedar St., where they continued in business until 1874, when they sold out to R. F. Briggs & Co.

**J. T. CLARKSON & CO. — CARRIAGES.**

Consisting of Joseph T. Clarkson and his son William.

Mr. Clarkson ranked among the generation of men born in Amesbury, who had to fight their way to recognition in the business world, overcoming the environment of adverse circumstances and conditions which surrounded them in early life.

He was educated in our common schools, and was early compelled to earn his sustenance by toil. He pushed ahead, upward and onward.

His first business venture was shoe manufacturing, and later he became manager of the extensive shoe trade established by Enoch Stevens, and continued the business for a few years after the decease of Mr. Stevens.

In the early 1870's in partnership with George H. Briggs, under the name Briggs & Clarkson manufactured carriage umbrellas and carriage covers and were located at #23 Main St...

In 1873 Mr. Clarkson was appointed Postmaster of Amesbury, and re-appointed by President Hayes in 1877, serving two terms, and conducted the business of the office in a manner satisfactory to the public.

Mr. Clarkson started a carriage business in 1888 and was located on Pleasant St., now Perkins St. in the rear of #108 Friend St., in buildings formerly occupied by Felix D. Parry.

They were among the first manufacturers to bring out the interchangeable seat traps which were so popular in the 1890's. They took out many patents for improvements in carriages, and also made a variety of pony carts.

These various new-formed creations on wheels were received with favor at home and abroad, and found a ready sale.

They were inventors of the "Clarkson Carriage Spring", "Clarkson Two Wheels", "Clarkson Delivery Wagon", "Clarkson Postal and Carrier Carts", also other wheeled inventions.

The "Two Wheelers" were an innovation, and in various forms were found on the

country roads and in the fashionable driveways of Central Park in New York City and at Newport, R.I.

They had quite a number of patented specialties in carriages which were popular and furnished work for a goodly number of mechanics.

In 1894 they were located in the Samuel Rowell & Son factory off Water St. near the railroad, and in 1896 moved to the three story brick factory building 50 x 100 ft. located at the corner of Elm and Clark Sts.

The first floor was used for repository and office, with painting and trimming on second floor and blacksmith shop on the third.

They were still in business here in 1904.

#### **CLARK BROTHERS — LEATHER TANNERS.**

Seth Sr., Edmund, Joseph and Thomas.

Conducted a leather tanning business at #77 Elm St. in Salisbury (now Amesbury), in 1824 on "Back River".

#### **CAMERON & HINDS — CARRIAGE BODIES & GEARS.**

Consisted of C. D. Cameron, formerly with the Currier Cameron & Co., who went to Springfield, Mass in 1897 after leaving that company, and engaged in the drug business.

Returning to Amesbury after a short time, he went into business with Alan Hinds, and took over the wooden mill on Cedar St., formerly used by the Briggs Carriage Co., and commenced manufacturing carriage bodies and gears.

They did a successful business until 1902, when the building was sold to

J. N. Leitch & Co., and they were obliged to vacate so the business was discontinued.

**J. G. & J. M. CLEMENT (W. A.) — CARRIAGE BODIES.**

Manufacturer and dealer — light carriage bodies of every description — located in West Amesbury.

**L. W. COLBY (W. A.) — CARRIAGES.**

Was a manufacturer of carriages in West Amesbury and was located on Church St. opposite the cemetery.

**WM. H. DAY — FILES.**

Manufactured files and rasps of all kinds for carriage use, and had a shop on Chestnut St. in the Edwin Morrill & Co. building and later moved to #77 Elm St. where he carried on the same business, employing six to eight hands who turned out 2,500 dozen files per year.

**JOHN L. DAVIS — CARRIAGE BODIES.**

Was located at #190 Market St. and did a small business building carriage bodies.

**GRANVILLE DOW — BLACKSMITH.**

Was located on Oakland St., in a two story wooden building 50 x 25 ft., where he made a specialty of carriage and wagon sill irons, beside a general blacksmith line of work.

**CHARLES DANA — CARRIAGE PAINTERS.**

Did carriage painting and finishing at #78 Elm St. for a number of years in a two story wooden building 30 x 45.

**DENNETT & CLARK #1 — CARRIAGES.**

Consisting of Charles N. Dennett and George Clark, was formed in 1866 and built a 2 ½ story and basement wooden building 30 x 75 ft. on Clark St., where they built carriages and sleighs for a few years.

Mr. Dennett retired from the firm in 1870 and purchased a half-interest in the carriage business of Mr. Chas. W. Patten, located on the corner of Market and Cedar Sts., and continued with him for four years.

**C. N. DENNETT & CO. — CARRIAGES.**

After selling his interest in the carriage business of Chas. W. Patten, back to Mr. Patten in 1874, he started in business again under the name of Chas. N. Dennett & Co., and occupied a factory at the corner of Powow and Centre St., where he built the famous “Dennett Jump Seat” carriage, which proved to be a ready seller.

He remained here a few years, when the business grew to such an extent that he built three large wooden buildings on “Carriage Hill”, located on Carriage Avenue, where he manufactured the same line of carriages, until he was burned out in the big “Carriage Hill” fire in 1888.

He sustained a loss of \$35,000, with an insurance of \$25,000.

In 1880 Mr. Dennett did a business of \$50,000, producing 300 carriages, and employing 25 persons.

After the fire Mr. Dennett went into partnership with Seth Clark, Jr. under the name Dennett & Clark.

**DENNETT & CLARK #2 — CARRIAGES.**

After the 1888 Carriage Hill fire, C. N. Dennett entered into partnership with Seth Clark, Jr., carriage manufacturer who had carried on the business since 1860, and was located at 87 Elm St. in a three story flat roof wooden building 125 x 40 ft., and continued to build the famous “Dennett Jump Seat” with other lines of carriages.

The following advertisement appeared in the AMESBURY VEHICLE of July 1890.

“Yes, we make the Dennett Jump Seat.

Years may come and years may go.

While down beside the winding Po

We shall still continue to build

THE DENNETT JUMP SEAT.

And why? Because they are the best

And the only Jump seat that gives satisfaction.

Their reputation is World wide.

They are sold in every state in the Union.

And the people like the.

THE DENNETT JUMP SEAT.

Will sell when other styles cease to exist.

Because they are a good sensible carriage.

Adapted to all kinds of weather.

Well made, easy to work and won't get out of order.

And the price is low. Send for a circular.

“Sold by

DENNETT & CLARK--87 ELM STREET  
AMESBURY, MASS.”

**C. N. DENNETT & CO. #2 — CARRIAGES.**

After Mr. Clarks' retirement the name of C. N. Dennett & Co. was reinstated and about 1904 they occupied the Wm. G. Ellis factory on Friend St., where they carries on business for a few years, and then moved to the Folger & Drummond building on Railroad Ave., where he remained until the decline of the carriage business, then closed out.

**DRUMMOND TAYLOR & CO. — CARRIAGES**

Robert Drummond Sr., who had been in business with James Hume until that business was sold to F. A. Babcock & Co. in 1885.

Robert Drummond, Jr., a member of the Babcock Co. for two years, and James W. Taylor, started in business in 1887.

They were located at #12 Carriage Ave. corner of Morrill St. in a large three story brick factory 45 x 150, built and occupied by W. W. Smart for a number of years, then by David J. Folger until 1887, where they manufactured a fine line of carriages of a variety of kinds.

They were occupants of one of the only two factory buildings that escaped the large fire of 1888 which was where the fire was stopped.

In July, 1889 Mr. Taylor withdrew from the firm and the name was changed to Robert Drummond & Son.

**ROBERT DRUMMOND & SON — CARRIAGES.**

Consisting of Robert Drummond Sr., who was a weaver in Galashiels, Scotland, and came to this country in 1870, working at the Hat Factory for a few years, then went to work for James Hume, and later became a member of the firm, and Robert Drummond, Jr., who had previously been with the F. A. Babcock Co.

The firm was justly celebrated for the fine grade of carriages produced in their factory, and the high order of workmanship characterizing all their vehicles.

For eighteen years the senior member was connected with carriage manufacturing in Amesbury and was one of the successful men whose energy placed the town in the position it occupied.

The junior member of the firm grew up in the business and was well versed in every department.

Their Extension Top Cutunder Carryalls, on half platform and full platform springs, also Extension Top Surrey on elliptic springs, and side bar, were very light and handsome, and were extensively sold.

They manufactured a very fine line of Loop Phaetons, Ladies' Phaetons and Gentlemen's Phaetons in many styles.

Also a full assortment of Piano Box and Corning Buggies.

They made a specialty of Kensington Wagons of a new design, Kron Prince Traps, also English Surries in quartered oak, with fancy trimmings of the latest pattern to match.

New styles were constantly being added to their stock.

Their market was not confined to this country wholly, but many of their carriages found the way to other countries and their export trade increased rapidly.



**DENNETT & RINES — CARRIAGES.**

Consisting of Moses M. Dennett and Thomas Rines, commenced business in 1881 in the 3 ½ story wooden factory building 30 x 65 ft., with a 3 story ell, and a 2-story building 25 x 25 ft. located on School St., where the Central Fire Headquarters now stands, and their factory was crowded to fullest capacity.

Their trade was principally through the South and West, where their Jump Seat carriages met with good success.

One of their carriages exhibited at Richmond, Virginia, in November 1883 took first prize of a blue ribbon.

Outgrowing the factory on School St. they moved to “Carriage Hill” and located on Carriage Ave., in 1884, and occupied three buildings formerly occupied by Charles E. Stone, consisting of one large building and two smaller ones, and continued business there, until burned out in the big fire of 1888, with a loss of \$14,000 on which they had insurance of \$11,000.

After the fire, the firm dissolved and the business was continued by Mr. Dennett.

**MOSES M. DENNETT — CARRIAGES.**

Started business again in the Sam'l. Rowell factory, off Water St. near the Boston & Main R. R. Station, where he carried on business for a short time, then moved to Mill St., in buildings formerly used by Huntington & Ellis and others.

He manufactured Harlem and Colchester Traps, also other styles of carriages.

The business was closed out in 1905 and Mr. Dennett retired.

**GEORGE C. DEWHURST — CARRIAGES.**

Started about 1861 building carriages in a shop on Friend St., near Whitehall Rd., and had his carriages ironed in a blacksmith shop located on Friend St. just above the Quaker Church, owned and operated by Hiram Macomber.

Later he built a blacksmith shop in the rear of his own factory.

When Mr. F. D. Parry returned from the Civil War, he and Mr. Dewhurst formed a partnership, but it did not continue long, as they could not agree on many things, so Mr. Dewhurst sold his interest to Mr. Parry.

**DOMAN MARKS CO. — AUTOMOBILE ENGINES.**

Founded in November 1933 by Karl T. Doman and Edward S. Marks, former Franklin Motor Co. engineers, when they located in Plant #4 of the Walker Body Co. on Oakland St. in the former J. H. Clark & Co. building. Here they created a heavy-duty air-cooled engine, suitable for many transportation and general commercial uses.

Many engines were shipped to foreign countries.

James H. Walker was associated with same.

**BENJAMIN C. DEROCHEMENT — IRON FOUNDRY.**

Operated an Iron Foundry and was located on Mechanics Row, and built u quite a business in this line, producing parts for carriage making machinery.

**WM. G. ELLIS — CARRIAGES.**

Wm. G. Ellis, founder of the firm was born in Elgin, Scotland, May 30, 1832.

When the gold discoveries in Australia were made known, he went to that country. There he labored for seven years, and during his residence in the land of gold never slept under a roof, or upon a bed, except one of pine boughs.

In one claim he worked seven weeks, and took out two hundred and forty-five pounds of solid gold.

After enduring all the hardships incident to the life of a “gold Digger”, he came to America.

A little incident directed his attention to Amesbury.

Before leaving Scotland, in wandering one day up the mountain seeps, he seated himself on a grassy slope to rest. His attention was directed to a torn newspaper near by, and taking it in hand, he read the account of a fair held in #8 mill in 1863, by the ladies of the town of Amesbury, in aid of the soldiers.

The Paper proved to be a copy of the VILLAGER, which someone in Amesbury had sent to friends in Scotland.

Mr. Ellis came to this country in 1863, worked as a common laborer, at whatever he could find to do, notwithstanding he brought with him \$2,500 in gold. At that time, gold was at its highest premium. He sold it in the markets, doubled his money, and invested the same in government bonds at \$7.20.

Some of his friends advised him not to invest his money in government bonds;

but with a firm belief in the perpetuity of the Union, he informed them that if the government did not stand, all value would be destroyed.

#### AS A CARRIAGE MANUFACTURER.

He worked for several years as a painter in the factory of James Hume, and then from 1867 for eight years was in business with A. M. Huntington, brother of Jacob R. Huntington, under the firm name of Huntington & Ellis: their factory was on Mill St., back of Main St.

The firm dissolved in 1875 and Mr. Ellis purchased the Briggs factory located on Friend St., and started in business for himself.

He immediately built an addition to the factory and later added more space as business increased.

In 1880 he did a business of \$63,000 building 600 carriages, and employed 23 men.

He built an average of 700 carriages per year from 1875 to 1886 amounting in value to \$1,145,000 during that time.

In 1886 third firm of

#### WM. G. ELLIS & SONS.

Was formed with his two sons David and William being admitted to same.

They occupied three wooden buildings, the main one being three story 125 x 40 ft., a three story 75 x 60 and a two and a half story 40 x 85, used as an office and repository.

After the death of William in 1890, another son, James, entered the firm, the business was given up to the sons to carry on.

The Ellis factory employed about sixty men and produced six carriages a day in the busy season.

Many of their carriages were sold in the south, and others were exported: many being shipped to Africa.

A patented Buckboard was popular for several years.

The Public Library has an Ellis catalogue which shows a wide variety of open carriages, including a fourteen-passenger Break.

Part of the factory is still standing, and is used as a garage and gasoline station. One of the largest buildings was destroyed by fire, and others were torn down.

#### **ELLIS CAR CO. — STREET CARS.**

After retiring from manufacturing carriages, Mr. Ellis gave his attention to the street car business.

He visited the largest establishments in the country, getting such information as he could respecting same.

With his usual keen insight, he believed the field a promising one.

A location for a plant on Oak St. was secured, on the line of the railroad, and capital was at hand to establish necessary buildings. The he leased, and Jan. 1<sup>st</sup>, 1889 commenced work in this new branch of business, employing nineteen mechanics. Slow, but sure, was the progress of the enterprise.

There was much to be learned, but he started in with the motto, "That his work should recommend itself".

In 1891 eighty first-class mechanics were employed and his cars were in demand by the largest firms in the United States: The West End Co., of Boston: Valley City and Cable Car Co., Grand Rapids Mich.: Thomson-Houston Electric Car Co., Boston: Union Electric Car Co., Boston: and various other lines being among the customers.

Associated with him in the car business were his two youngest sons, George and Robert.

A representative of the "Street Railway Review", calling at the plant of the Ellis Car Co. in 1891, found every wheel moving, and the works at their full capacity turning out sweepers and snow ploughs, beside a large line of handsome cars.

They built both horse and electric cars, also cars for the E. Moody Boynton's (of West Newbury, Mass.) Monorail railway, made to run on a single rail, and were used somewhere in Connecticut, but the road was not in existence long.

They occupied a three story wooden building 160 ft. by 50 ft. wide, and also a part of the Oak St. Mill.

The wooden factory was destroyed by fire in 1892, and the business discontinued.

#### **WM. S. EATON--CARRIAGES.**

Established carriage business in January 1890 at the old stand of Huntington & Ellis and G. W. Marden & Co. on Mill St. in the rear of American House, and met with flattering success.

He ran three or four blacksmith fires and employed twenty-five men, turning out three hundred and sixty five carriages that season.

For 1891 he planned to make six hundred vehicles.

Twenty different styles were manufactured, including Goddards, Surreys and Buggies.

He occupied four wooden buildings, including one two-story & basement 50 x 35, one two story 40 x 25, one two story repository 45 x 35 and one two story blacksmith shop 20 x 20.

#### **EASTERN BICYCLE CO. — BICYCLES.**

A. H. Atwood. Proprietor.

Mr. Atwood retired from the firm of Atwood Bros. Mfg. Co., carriage and automobile lamp manufacturers in 1891 and moved to Chicago, Ill., taking a number of the best lamp makers with him, where he established a lamp manufacturing business.

He remained in Chicago until 1896, when he returned to Amesbury, and commenced building bicycles under the name of Eastern Bicycle Co., and was located on Mechanics Row.

In 1897 they moved to the Amesbury Carriage Co. building on Chestnut St., and continued a few years, when the business was closed out.

#### **J. F. ESTEN & SON--CARRIAGES.**

In 1887 Mr. Esten, who had been agent of the Hamilton Woolen Co., together with his son Frank, purchased the carriage business and plant of D. E. Gale & Co. at #11 Collins St., and manufactured a number of different style carriages both light and heavy.

His specialty was “Gale’s Patent Jump Seat” which attained a wide reputation. All work from this establishment was first class.

**GEORGE W. ELLISON — BLACKSMITH.**

Was located off Market St., in the rear of Cedar St., where he carried on the business of ironing ca

**GEORGE W. ENGLAND--MACHINE SHOP.**

Carried on a shop for general machine work, and also carriage working machinery for a number of years, and was located in the Amesbury Carriage Co. building on Railroad Ave.

**EMERY & LITTLE — CARRIAGES (W. A.).**

Michael Emery & Wm. Little, located over in West Amesbury, were established in 1800, which is the first record of carriages being built in Amesbury.

Michael Emery was a body maker, Wm. Little a buckle maker, and John Little a plater. The trimmer was Stephen Bailey.

The several parts were built in different shops, and it was quite a task to get them together, as most everything was done by way of exchange of work, which made it a slow process to complete a carriage, and must have taken a lot of time.



**ESSEX LEATHER CO. — LEATHER MFGRS.**

Located at #22 Oakland St., were manufacturers of all kinds of leather used in carriage construction, and the company was composed of Walter W. Lawson, President, George W. Richards, Treasurer, and Lewis Bal, General Manager.

The business was started some time in the late 1880's, and their factories consisted of a 2-story main building 50 x 75, with a 1-story addition 90 x 25, also a 1-story building 75 x 40, with a 2-story addition 55 x 20, all wooden, which were built for their use.

This company was the only establishment in Amesbury where all grades of carriage leather were made from the raw material. Their factory was well-equipped, and they did a large business, their products finding a ready sale, not only in Amesbury, where they were located in the midst of large consumers, but in other localities.

One of their specialties was patent grained dasher leather, which was grained to imitate the natural grain of the wood, used for carriages finished in the wood, of which there were large numbers manufactured at that time, by nearly all of the firms in the carriage business.

Although young in years, the firm was composed of experienced men who gained a reputation for their goods, second to none.

They continued in business for several years, when same was sold out to Fox, Feuerherm & Mentz Co. who came to Amesbury from New Jersey.

**DAVID D. ELLIS — CARRIAGES.**

Son of Wm. G. Ellis, was engaged in carriage building for export in 1904, in factory on Friend St. formerly occupied by his father.

**ROBERT G. ELLIS — CARRIAGE REPAIRS.**

Son of Wm. G. Ellis was engaged in carriage repairing in the same building about the same time.

**ESSEX FOUNDRY CO. — BRASS FOUNDRY.**

John and William Miller proprietors, started business about 1902 on Oakland St. in former Essex Leather Co. building.

They manufactured a line of brass fittings for automobiles, consisting of door locks, handles, etc.

The company was later take over by Wm. E. Biddle and George W. Bryant and the business moved to Water St. in one of the Biddle buildings, and the named changed to Amesbury Brass & Foundry Co.

Robert H. Hills, salesman, later over Mr. Bryant's share of the business.

**JOHN FRANCIS — CARRIAGE BODIES & BODY STOCK.**

Mr. Francis was born in Trowbridge, England in 1842, came to Amesbury in 1862, and went to work in the woolen mills, where he remained a short time.

Coming out of the mills, he learned the carriage body making trade of Andrew H. Fielden at the factory on Friend St., after finishing his trade, he went to work for the pioneer carriage manufacturers, Jacob R. Huntington, remaining with him for a number of years.

After leaving the employ of Mr. Huntington, he established business for himself of making carriage bodies and body stock, locating on Church St. (now Thompson St.) off Pond St. This was in 1875 where he did a successful business until 1880, when his factory was entirely destroyed by fire.

The factory was immediately rebuilt, and Wm. B. Smith who was born in No. Dighton, Mass., in 1858, where he partly learned the trade of body making, came to Amesbury in 1879 to finish his trade, and went to work for Mr. Francis shortly before the fire.

After the fire Mr. Smith was taken in as a partner, and the firm name changed to FRANCIS & SMITH, and the buildings replaced.

**FRANCIS & SMITH — CARRIAGE BODIES, BODY STOCK & GEARS.**

With only a capital of nine hundred dollars, when they started in 1880, their business rapidly increased and in 1890 had reached \$60,000 a year.

In 1892 they added the manufacture of carriage gears to their other work.

The plant was increased from time to time, until it covered 15,000 sq. ft. of space and 35 workmen were steadily employed the year round, turning out 4,000 carriage bodies, and 4,000 sets of gear stock.

They consumed sixteen cars of lumber annually.

No shut-down was known in the factory, the work in the dull season accumulating only to be sold when the rush came.

The firm was on a solid basis, having some of the best carriage makers in town for customers, and this trade was wholly local.

In 1894 fire again destroyed their factory, and Mr. Francis retired, while Mr. Smith in 1894 entered the firm of Lunt, Smith and Co.

**E. S. FELTCH & CO. — CARRIAGES.**

Mr. Feltch was born in Kensington, N.H., in 1828, and attended the public schools there. He learned the carpenter's trade.

He came to Amesbury when twenty years of age, and worked at his trade here and in South Hampton, N.H.

Mr. Feltch's first experience in the vehicle business was the making of wheelbarrows which he manufactured in the basement of Sm. Downing's residence at South Hampton.

In 1856 "Master Fletch", as he was called, started carriage building, off Elm St., located on the "Hilton Farm", He remained for a year, then moved across Elm St. and worked there a year.

In 1858 with Jacob R. Huntington, he went to Cincinnati, Ohio, where they inaugurated the plan which was so successfully carried out later, of building one style of carriage in quantities.

They were thus the founders of Cincinnati's distinctive industry, as well as being the pioneers of carriage building in Amesbury.

On his return from Cincinnati, in a year or more, Mr. Feltch started in business again on Elm St.

Mr. Feltch, being a carpenter by trade, built his own residence on Market St., #2 So. Hampton Rd.

In 1862 he moved to Market St., corner of California St., (now Russell St.) in a small building formerly occupied by Felix D. Parry, of whom he purchased the building and stock.

From time to time he enlarged the factory, until he was occupying five wooden buildings, one 3-story 110 x 40 ft., one 3-story 50 x 25, one 4-story 90 x 35, one 1-story 55 x 30 and one 2-story 75 x 30 used as a repository.

In 1880 they manufactured 500 carriages, valued at \$80,000 and employed 45 workers.

In 1883 Fred W. Nelson was admitted to the firm as a partner.

The business increased from year to year, so that in 1891 the plant covered an acre of ground, and included seven buildings seventy people were employed, and they were turning out 1,000 vehicles annually.

In 1883 Charles E. Stone and Benjamin F. Sargent, Sr., were also associated with Mr. Felch. They enjoyed a large export trade, and their carriages were shipped all over the world.

Their business was confined to light carriages at first, getting out many novelties, later they entered the field of heavy work.

Among their large selling stock were Rockaways, Goddards, Saxonss and two-seated Canopy Wagons, which were first class in every respect.

In the later years of his life, not desiring the cares of a large business, he confined himself to expert work in a small way, up to the time of his death in 1903.

The business was closed out then, and later the buildings were torn down.

#### **FOLGER & LEWIS — CARRIAGES.**

Nathaniel H. Folger and Benjamin F. Lewis, commenced building carriages in 1880, and were located on School St. in a 3 ½ story wooden building 30 x 65 ft., with a 3-story ell 25 x 35, also a 2-story ell 25 x 25 ft., where the Central Fire Headquarters are now.

In 1881 they moved to Carriage Ave., on “Carriage Hill”, and occupied three wooden buildings and one 2-story brick building 145 x 60 owned by James Hume.

On January 9, 1885 they dissolved partnership, and the business was carried on under the same name by Mr. Folger.

#### **NATHANIEL H. FOLGER — CARRIAGES.**

The first two settlers of the Island of Nantucket, Mass., went from Amesbury and Salisbury.

Goodman Macy, whom Whittier has immortalized in verse, went from Amesbury, and Joshua Coffin, From Salisbury.

In company with Peter Folger of New Bedford, Mass., and others, they purchased the island.

The Folgers descended from the early colony in the sea-girt isle, and have been prominent men in business circles the world over. N. H. Folger of Amesbury had the spirit and energy of his race.

In 1868, he went to West Amesbury and learned the carriage maker’s trade, after which he came to Amesbury. The town possessed such attraction to him,

he settled within its borders. Here he commenced to toil, and following the bent of his ambition, in 1880, he engaged in the carriage trade and was successful in his venture.

He started in business with B. F. Lewis as a partner, under the firm name of FOLGER & LEWIS, and was located on School St.

In 1881 they moved to Carriage Ave., and continued until 1885 when Mr. Lewis withdrew from the firm, and Mr. Folger continued, using the same name.

In 1888 the buildings he had been occupying were destroyed by fire in the big blaze of that year. His loss was \$75,000 with insurance of \$21,500. At the time of the fire he had 50 employees.

After the fire he erected a five-story wooden building off Water St., and started in business again under the name of N. H. Folger. This building was 140 ft. long by 50 ft. wide, with blacksmith shop and crating and shipping rooms on the first floor, painting and woodwork on the second, repository and office on the third, trimming and storage on the fourth, and storage on the fifth.

Having considerable inventive genius, he produced several new types of carriages, one of which was known as the "Climax Buckboard".

He also built a large number of sleighs, buying them in the wood and iron, and painted and trimmed them, doing a good business, if, and when there was any snow.

He continued in business until his death in March, 1904 and the business was closed out in 1905.

The factory was destroyed by fire in 1933.

**ANDREW H. FIELDEN — CARRIAGE BODIES.**

A builder of carriage bodies—was located on Friend St. some time about 1860, where he continued business for a number of years.

**FOX FUERHERM & MENTZ CO. — LEATHER MFGRS.**

Came to Amesbury from New Jersey some time in the 1890's and took over the Essex Leather Co., located on Oakland St. where they continued making the same quality of leather as the former company.

They continued in business a number of years, then closed out.

**FOLGER & DRUMMOND — CARRIAGES.**

The firm consisted of David J. Folger, formerly in business by himself on "Carriage Hill", corner of Carriage Ave. and Morrill St., and James Drummond, formerly of Goss, Drummond & Co.

They started in business in 1887 and erected a large five story brick factory 175 ft. long by 55 ft. wide with an ell 67 x 45 three stories high, located on Railroad Ave., near the Boston & Maine Depot which they occupied in 1888.

The first floor ell and part of main building was used as a blacksmith shop, and balance of main floor used for leading wheels and gears. Second floor painting and shipping departments. The entire third floor was used as a repository, office



and salesroom with ell used for storage.

Fourth floor painting and storage, fifth floor finishing and trimming.

The building was equipped with all modern facilities for conducting their business, with an elevator to all floors.

The repository and offices were finished in the natural wood, which gave them one of the finest, if not the finest, show rooms in town, and they carried a stock of carriages well worth inspection.

Their specialties were heavy carriages for physicians' use, and they sold these largely in New York City and Brooklyn—also all kinds of pleasure vehicles, including the Essex Trap.

They also did quite a business in finished sleighs, buying them in the wood and iron, also made automobile tops, and did automobile painting.

Mr. Folger retired from the business soon after the turn of the century, and it was carried on by Mr. Drummond until 1911 when the stock was sold to T. W. Lane.

In the height of the carriage business they employed 75 to 80 workers, and built a thousand carriages a year, doing a business of \$150,000 annually.

The building was sold to the Walker-Wells Co. in 1911, and occupied by them until 1930, and a few years later was torn down.

The writer was bookkeeper and salesman for the firm for a number of years.

**DAVID J. FOLGER — CARRIAGES.**

Mr. Folger, a brother of N. H. Folger, came to Amesbury from Nantucket, Mass., in 1869 and entered the employ of Charles W. Patten, a successful carriage manufacturer, who did business on Market St., corner of Cedar St.

Upon the retirement of Mr. Patten in 1880, Mr. Folger succeeded to the business, which he conducted at the old stand, until some time in 1881 when he moved to the former Sm. W. Smart factory on Morrill St., corner of Carriage Ave., which was a three story brick building 150 ft. long by 45 ft. wide.

He continued doing business here until 1887 when James Drummond, formerly of Goss, Drummond & Co. was admitted to the firm as junior partner, under the name of Folger & Drummond, and the business was moved to their new brick factory off Railroad Ave. near the Boston & Maine Depot.

Mr. Folger's line consisted of two-seated surreys that could not be beaten for style and finish, Goddards, Buggies, Side Bar Road Wagons on Timken springs, and many other styles.

**FOSTER HOWES & CLEARY — (W. A.) — WHEELS & GEARS.**

Makers of carriage wheels and gears, were located on Green St. in West Amesbury, some time in the late 1850's or early 1860's, and carried on a successful business until 1870.

On the fourth day of February, 1870, fire started in the main factory, and that, with adjoining buildings was burned to the ground, together with wheels and carriage parts in all stages of manufacture. A large lot of seasoned lumber, and much valuable machinery also burned, with total damage estimated at \$28,000.

**WILLIAM FINN (S. A.) — PAINT MANUFACTURERS**

Was a carriage painter, also manufactured paints and fillers for carriage work and was located on High St. in South Amesbury.

**FLANDERS & RICHARDSON CO. — (S. A.) CARRIAGES**

Manufacturers and dealers in carriages, sleighs and harness of all description, were located on Main St. in South Amesbury.

**EDWIN FOSS — HARNESS MAKERS.**

Was located at #2 Merchants' Row, where he manufactured and repaired harness of all kinds.

**GOSS DRUMMOND & CO. — GEARS & BODY STOCK**

Charles Goss, James Drummond and C. D. Cameron, in 1882 took over the business of C. D. Cameron & Co. and carried on same under the name of Goss Drummond & Co. at the same location on Pleasant St., now Perkins St. where they manufactured carriage gears and body stock, also did leather dash stitching.

On September 1, 1882 they moved the business to #79 Elm St. in the "Colchester Mill" so-called, which formerly had been occupied by R. F. Briggs & Co.

This was a four story brick factory 130 ft. long by 45 ft. wide, and all four floors were used in manufacturing their products, to which they added carriages ironed out complete and sold in the white, not finished.

Mr. Goss retired from the firm after a short time, and the business was continued under the same name by Mr. Drummond and Mr. Cameron until 1887, when Mr. Drummond sold his interest to John Currier, who had been foreman of the blacksmith department, and with the addition of Horace Batchelder of Merrimac, who had been a wood working mill foreman, they formed the Currier Cameron & Co., and continued in the same location.

#### **GALE & MORRILL #1 — CARRIAGES**

Foster Gale and Wm. C. Merrill started building carriages in 1868 under the name of Gale & Morrill, and were located on Clark St. in the building formerly occupied by Dennett & Clark. In 1870 Mr. Morrill retired from the firm and Mr. Gale continued under the name of Foster Gale.

#### **FOSTER GALE — CARRIAGES**

In 1870 took over the business formerly conducted by Gale & Morrill on Clark St., Salisbury, and continued to build carriages for fifteen years.

He built a general line of work, including Canopy Top Phaetons, light carriages of all kinds, and carriages made to order.

Special attention given to Southern and Western orders.

In 1880 he did a business of \$38,000, building 450 carriages and employed 20 workers.

Before going into the carriage business he was an architect and builder.

July 24, 1885 his factory was destroyed by fire, with a loss of \$8,000 on stock which was insured for \$4,500. The building insurance was \$1,500.

After the fire he retired from business, and passed away in 1902.

#### **GALE & MORRILL #2 — CARRIAGES.**

In 1877 Dudley E. Gale and Osgood Morrill formed a partnership under the name of Gale & Morrill, for the purpose of building carriages and built a factory on Morrill St.

They did not remain together very long when they dissolved partnership, Mr. Morrill continuing the business under his own name, and Mr. Gale formed a new company under the name of D. E. Gale & Co.

#### **D. E. GALE & CO. — CARRIAGES.**

After leaving the firm of Gale & Morrill in 1878 Mr. Gale formed a new company under the name of D. E. Gale & Co., and built a set of buildings on Collins St., suitable for his business.

The main factory was of wood 3 ½ stories in height, and with adjoining shops had a capacity for turning out 500 carriages yearly.

In 1880 they did a business of \$15,000, turning out 140 carriages, and employing 15 workers.

In 1887 the business was sold to J. F. Esten & Son, at which time his employees presented him with a silver service.

**CHARLES GANDY — CUSHION STITCHER.**

Mr. Gandy had a shop in the rear of his residence on Powow St., where he stitched carriage cushions for most of the carriage manufacturers of Amesbury.

The method used was, for the different factories to cut the stock for the cushions, then they were taken to his shop, where they were stitched and returned.

**GRAVES & CONGDON INC. — AUXILIARY AUTOMOBILE BODY SEATS**

Incorporated July 9, 1906 with capital stock of \$10,000 by James R. Graves, Arthur Congdon and Harvey L. Joudrey—located on Railroad Ave.

The first year was directed to painting and trimming automobile bodies.

In 1907 Mr. Graves conceived the idea that there was a want in the automobiles which had not been supplied to any extent, but would become a necessity for all large automobiles as they were built at that time. He invented and manufactured what was termed a “Luxury Folding Seat”, which allowed a five-passenger car to carry seven people by attaching a pair of auxiliary folding seats.

This developed into quite a business for a number of years.

On account of lack of capital, it became evident in 1910 a change would be necessary in order to continue the business successfully.

In November of that year George E. Hodge, a former partner in the Hassett & Hodge carriage business purchased the stock of three of the holders, after which the company continued to expand, and the capacity was ten pairs of seats per day, with fifteen men employed.

On July 22, 1911 the name was changed to Hodge & Graves Co.

**OSCAR T. GOVE — HARDWARE.**

Located at #7 Market Square, formerly occupied by C. D. & J. W. Allen, where he conducted a general hardware business.

**GUNNISON & CO. (W. A.) — CARRIAGES.**

Established in West Amesbury in 1879, and commenced building carriages.

In 1880 they manufactured 100 carriages valued at \$25,000 and employed 15 men.

**WM. B. GALE — BLACKSMITH.**

Was a blacksmith by trade and built wagons of different kinds.

He was located on School St., where the Ordway School building is now, later moving to a shop on Highland St.

**JOHN GALE — CARRIAGES.**

Built carriages in South Hampton, N. H., in 1850, and later wanted to enlarge his business, but was unable to do so, on account of people objecting to the noise.

**JOHN H. GOODWIN — CARRIAGE BODIES.**

Was a carriage body builder whose house and shop was located at Pleasant Valley on the Merrimac River.

His business was established around 1870, and he sold the bodies in Amesbury, also to Arthur W. Chase of West Amesbury.

The building was later sold to Augustin Goodwin and the shop taken down, and a barn built in its place.

**A. E. GOODWIN (W. A.) — CARRIAGE FINDINGS.**

In 1825 occupied a store on Main St., near the square in West Amesbury, where he manufactured different kinds of carriage supplies, and in 1830 he added a line of carriage findings, then in 1840 Francis and Albert Sargent became associated with him, and the business was carried on under the name of Goodwin & Sargent.

**GOODWIN & SARGENT (W. A.) — CARRIAGE FINDINGS.**

Continued the business started by A. E. Goodwin and beside the articles they manufactured, sold enameled and patent leather, enameled cloths, broadcloths, coach lacings, carpeting, fringes and all kinds of hardware and carriage trimmings.



**WM. GUNNISON (S. A.)—CARRIAGES**

Manufacturer and dealer of carriages of every description — was located on Main St. in West Amesbury and on the corner of High and Main St. in South Amesbury.

**GRAY & DAVIS — CARRIAGE LAMPS, AUTOMOBILE LAMPS,  
ELECTRIC AUTOMOBILE STARTERS**

The firm consisted of Wm. C. Gray, a salesman, and James Albert Davis, a former carriage trimmer.

They commenced business in 1896, located in a building on Elm St., where they started making carriage lamps.

They remained here for a short time, but on account of their increasing business, they were obliged to seek larger quarters, and moved to #1 ½ Mill located on Mill St.

Later, the demand for more room compelled them to seek larger quarters in the Amesbury Building Corp. factory on Chestnut St. and Railroad Ave., where they carried on a very successful business, and were acknowledged to be the leading carriage lamp builders in America at that time.

Soon after the turn of the century in the early 1900's, automobiles began to be manufactured, and the Gray & Davis Co. turned their attention to making lamps for the different style cars, good lighting being essential.

Every improvement, every innovation in automobile illumination had its beginning in the Gray and Davis factory, and car manufacturers looked to them to make these improvements.

Around 1903 their business had expanded to such an extent as to require more room, and not being able to find sufficient quarters the company commenced the erection of a new plant, and selected a location on Oakland St. near the railroad.

Their first building was of brick, 150 ft. long by 40 ft. wide, used for general work, also a one story wooden structure used for a buffing room and general storage.

The following year they erected a three story brick building 115 x 50 ft., then followed a two story brick 100 x 50 ft., a one story wood 40 x 75, one story brick 50 x 50 and a one story wooden 35 x 30.

J. Albert Davis retired from the company in 1906, and Lambert Hollander was admitted as a partner.

While other manufacturers were content with gas and oil lamps, Gray & Davis were taking the big stride forward; they saw “the hand-writing on the wall”—they began the development of the first practical electric lighting system that made possible the world-wide electric movement of today.

When motorists were still battling with the inconvenience of the dangerous “engine crank”, Gray & Davis developed and built the now famous Gray & Davis 6-volt Electric Starter.

The plant here grew to be a large factory—but not large enough to meet the demand for Gray & Davis products.

In 1913, five great factories, located outside Amesbury, with an enormous service organization were engaged in producing Gray & Davis Electric Starters, Lighting Dynamos and Electric Lamps, that stood pre-eminently above all other equipment for automobiles, giving the highly efficient service that quality equipment should give, and making these products the standard of the world.

The local lamp factory was the first in the world to be erected for the exclusive manufacture of automobile lamps: it was also the best equipped. The most modern machinery and the most advanced methods were used.

Each Gray & Davis lamp was made by steel dies, thus enabling them to replace any part so that it would fit perfectly.

They made their own dies, and kept them, when not in use in a fireproof vault with a double iron door, so that in the remote case of fire, the company's dies were fully protected. The purchasers of their lamps could order and easily obtain any part desired, five or ten years after.

During World War I, their factory was turned into an ammunition factory and an additional one story wooden building 135 x 160. ft. was built and used for making three-inch shell cases.

In 1921 the company moved its business to Boston, and later was absorbed by the Borsch Mfg. Co.

The executive offices were located at 58 Landsdown St., Boston, Mass.

In 1918 the company occupied the following buildings.

Plant #1, a three-story brick building 125 x 50, where they did Plating, Testing and Repairing on the first floor, Lamp making on the second, Soldering and Enameling on third.

Plant #2, a 2-story building 100 x 50 ft. with Buffing, department on the 1<sup>st</sup> floor, Packing and Office on 2<sup>nd</sup> floor.

Plant #3, a 1-story brick 150 x 45 ft., used as a Press Room.

Plant #4, a 1-story wood 40 x 75 used for storage.

Plant #5, a 1-story brick, 50 x 50 used as a Machine Shop, with a fire-proof annealing room 35 x 35 attached.

Plant #6, a 1-story wood 125 x 50 ft. used for storage and a 2-story wood 90 x 25 attached, used for the same purpose.

Plant #7, a 1-story wood 135 x 160 ft., used for making 3-inch shell cases in World War I.

Total floor space used was 68,725 square feet.

After the company moved to Boston in 1921 the buildings were taken over by the Aga Lamp Co., who carried on business for eleven years, and in 1932 the plant was taken over by The Amesbury Metal Products Co., who are still in business in 1955.

#### **C. S. GRIEVES PAINT CO.**

Purchased the paint manufacturing plant of Thomas D. Nelson & Co. on Water St. and a sales store at 13 Elm St., later moving to 23 Market St. where he continued the business for a number of years.

#### **HINCKLEY & BAXTER — AUTOMOBILE BODY STOCK**

Composed of Samuel Hinckley and Herbert Baxter, established a wood working business in 1912 and they were located in #8 Mill at the corner of Main and Friend Sts.

Their business was getting out Automobile Body stock, which they sold to Hollander & Morrill, also to other manufacturers.

**HOWARTH, ROGERS & CO. — CARRIAGE BODIES & GEARS,  
AUTOMOBILE BODIES.**

In 1903, John Howarth, James Rogers and Wm. B. Smith formed a partnership under the firm name of Howarth, Rogers & Co. Howarth and Smith were formerly connected with the firm of Lunt, Smith & Co., located on Mill St.

The new firm was located on Oak St., in a three story brick building, 200 feet long by 50 feet wide, occupying two floors of same, where they commenced making carriage bodies and gears.

They also occupied two wooden buildings, one 1-story and basement 175 x 50 feet, the other, 1-story 150 x 50 feet.

In a short time they added the manufacture of automobile bodies to their line.

On November 27, 1905 one wooden factory was destroyed by fire, after which the business was continued in the brick factory.

In 1913, John Hassett, formerly of Hassett & Hodge, was admitted to the firm, and the name was changed to Hassett, Rogers & Co., who carried on the business until 1915.

**JACOB R. HUNTINGTON — CARRIAGES.**

Was born in Amesbury in 1830, but shortly afterwards his parents moved to Maine; returning to his native town in 1844 while a boy, he learned the trade of yarn spinning at the Salisbury Mills, but did not see any advantage for him to continue that trade.

He quit his job in the mill, and worked for Leonard Brown, a grocer on Market St., where he earned his first hundred dollars.

His second hundred dollars was earned when he made a contract with Charles H. Palmer, a carriage builder in West Amesbury (now Merrimac) to do a job of painting for that amount.

He at once set to work, but finding it impossible to secure a boarding place in that town, he was compelled, for the six weeks that it took to finish his contract and came into possession of the second installment of his fortune, to walk from his home in Amesbury to West Amesbury and back every day, five miles each way, carrying his tin dinner pail in his hand.

The experience doubtless has great weight in fixing Amesbury's destiny.

The carriage industry of Amesbury finds its beginning in the firm purpose of a young man who one day made up his mind that he would succeed in establishing a business for himself.

He had a friend, an intelligent, open-hearted man of letters, and together they saw grow up in Amesbury, an industry that promised to reach millions of dollars in its annual product.

One day in 1853, the young man who was to guide the destinies of Amesbury toward prosperity called at this friend's office, and with an emphasis which fixed determination, born of months of inaction and uncertainty, alone could give, said, "Bill, within ten years I will make a fortune equal to the biggest in town." With the remark, he brought his fist down on his friend's desk so emphatically as to leave no doubt of his earnestness.

His friend looked at him and remarked, “Well, Jake, you can do it, but there is only one way to get there: if you will say to yourself “Money, money, money” from early in the morning until late at night, and repeat it to yourself while you eat, while you work, while you play, and while you ought to sleep — you can do it.”

The meeting ended, and Jacob had committed himself to his purpose, and had registered his vow with his friend.

That purpose, and the response which it called forth, will be found to be the key to the life and action of Jacob R. Huntington, the founder of Amesbury’s immense carriage business.

His friend’s warning did not lead him to abandon his purpose to make a fortune, but he coupled with that purpose the fixed determination that he would acquire his wealth without becoming a monomaniac on the subject, that he would secure it by honorable means, and that he would use it as a true man should.

The six weeks ended, and the hundred dollars in his pocket, the young man felt that the time had come to make a movement for himself: he would build a carriage.

For this purpose he secured in Joseph N. Clark’s building in the old Tan House, located on Elm St., just beyond Clark St., a small room, twelve feet square and set to work.

The difficulties attending the building of such an all-comprehensive institution as a carriage in a new locality, can never be appreciated without experience.

Doubtless it required a good many miles of travel to bring together into Amesbury, the parts necessary to construct the first carriage.

There were no telephones in those days that would whisper the complete outfit into the factory from Poyen's or Wing's. On the other hand, Mr. Huntington could not send a coy for the parts he wanted to West Amesbury or Boston: he must go himself to secure the right thing.

Statistics are not known of how many such trips were made: or how many days the ambitious builder had to spend, waiting for the stock to arrive, or the paint to dry: or how many parts were spoiled in fitting: or how many splicings were required to make the pieces meet: of the many joints that didn't join: of the tires that didn't tire: all these troubles have passed into oblivion.

The one fact remained that after eight weeks of determined effort, the pioneer carriage of Amesbury rolled out of the shop completed.

The great struggle had been made. Amesbury's first manufacturer had brought forth his first vehicle.

It was not a top carriage, but something resembling a Concord Wagon. He sold it for thirty-two dollars to a Mr. Bartlett of Salisbury, Mass.

Twenty years later the builder saw it running in good condition, but some time afterward it passed into other hands, and out of sight. Could it be traced now, it would be a valuable relic.

Mr. Huntington continued at the business, encouraged by the thought that he had completed one carriage in eight weeks, including all details necessary to the establishment of a new industry.



The business continued to grow, stimulated by the energetic action of the founder, who could never be weary while there was work to do. He looked after all the parts: he was superintendent, salesman, blacksmith, bookkeeper, paymaster, shorthand amanuensis, and financial manager.

During the next year he completed thirteen vehicles, all very much like the first.

For two or three years after that he continued in business in the same line, developing the methods, organizing the business, and educating the workmen of Amesbury to build carriages.

In 1858, under the impression that he could establish there a large and extensive business more easily than in Amesbury, in company with E. S. Felch, went west to Cincinnati, Ohio.

When he arrived in that city, he found some carriage factories in operation, but conducting business on a different plan from that he proposed to introduce.

They were turning out a few carriages, each following no particular system, but building them after the most expensive method. He saw his opportunity to establish a systematic business for producing duplicate work. In fact, he inaugurated in Cincinnati the plan, used so successfully there, of building one kind of carriage in quantities.

In other words, he was the founder of Cincinnati's immense carriage industry, for it was upon that basis her business was carried on: so that Cincinnati as well as Amesbury, owes much of its industrial development to Jacob R. Huntington.

That system he established there differed from the one which owed its existence to him in Amesbury, shows again the remarkable foresight of the man.

Each system was successful under its own conditions.

In the East, the wealth, the easy luxury of the carriage buyers led them to want the new and unique: a spirit which spread, too, to the business man, whose wealth and enterprise warrant the outlay. The people, for their pleasure carriages and their business vehicles, in the East, desired something that would distinguish them from all others. The West, on the other hand, sought only the useful, and the useful business carriage was the vehicle which Mr. Huntington saw would be in demand there.

Selecting, therefore, the two best patterns, he decided to build them and no others. He was successful, and in one year constructed and sold several hundred of these carriages.

At the end of the year, however, the physician advised that his oldest daughter, who was less than two years old, should be taken back to Amesbury for her health.

Mr. Huntington, therefore, sold out the business and returned to his native town after the absence of one year.

He found James Hume, to whom he had sold his business when he went West, and who had learned his trade with him, successfully conducting carriage manufacturing.

At once Mr. Huntington opened up business in the old machine shop of Enoch Osgood off Elm St., near the railroad station.

At this stand, and afterwards in the set of buildings on Rich's Court off Elm St., later occupied by T. W. Lane, later in the rear of the American house off Main St., on Mill St., and still later in Lincoln Court, where he erected a building, and continued to push a constantly growing business, till he was trimming out one carriage every day.

While he was conducting business successfully at the last named place, and had accumulated all the appliances for producing carriages, with a good plant, and a good line of customers, hem, on a morning in April 1869, found his factory in ashes.

The building and stock was valued at \$18,000, and the insurance he received was only \$2,800.

His accumulations during the hard struggle thus far had all been wiped out: he had left, experience, energy and determination and these were sufficient to enable him to secure in a few years the success which he vowed to obtain in ten years, but which he did secure in about twenty.

On the day following the fire, he finished out a carriage in a room which Mr. M.D.F. Steere allowed him to occupy, on the grounds of the Hamilton Woolen Co. He continued his business in this place, while he started at once to erect a permanent building on "Carriage Hill".

From lumber standing in the forest, he erected a building one hundred and thirty-two feet long, thirty-sox wide, and four stories high, within sixty days after his other plant had been consumed.

In August, 1869, this factory was in operation on Chestnut St: this building contained a blacksmith shop and storage space on the first floor, wood shop and trimming department on the second floor, and a painting room 132 ft. long on the third floor.

All of the rooms were high, well-ventilated and sunny.

Mr. Huntington took pride in what were then model factory conditions, and in the high wages paid, which averaged between twenty and thirty dollars a week.

In this building and one or two others which he added to it later, he continued the carriage business until 1875, when he sold out again to Mr. James Hume, and retired from business.

The accumulations on which he retired were all made between 1869 and 1875.

Always anxious to develop skill among his workmen, he was ever ready to afford the ambitious opportunity to profit by their own efforts,

A long roll of names could be called of those who learned in his employ, the best methods, and received from him the inspiration to start business for themselves.

Out from his factory, many of them having learned their trade there, went James Hume, A. P. Boardman, E. S. Lane, A. M. Huntington, W. G. Ellis, Geo. J. Hunt, Charles Burlingame, T. W. Lane, C. N. Dennett, W. W. Smart, Osgood Morrill, and John Francis.

All were well-known as managers of their own carriage manufacturing establishments in Amesbury.

**HUNTINGTON & ELLIS — CARRIAGES.**

Consisted of Alexander M. Huntington and Wm. G. Ellis, both of whom learned their trade of Jacob R. Huntington, brother of Alexander M.

They started in business in 1867, and were located on Mill St., in the rear of the American House (which was situated on Main St.) in buildings formerly occupied by J. R. Huntington, and commenced building light carriages of different kinds.

The buildings they occupied consisted of four wooden ones—one 2-story 50 x 35, one 2-story 40 x 25, one 2-story repository 45 x 35, and a 2-story blacksmith shop 20 x 20.

In 1875 the firm dissolved, Mr. Ellis retiring and Mr. Huntington continued under his own name, occupying the same buildings.

**A. M. HUNTINGTON — CARRIAGES.**

Brother of Jacob R. Huntington — continued in 1875 the business formerly conducted under the name of Huntington & Ellis, located on Mill St., and manufactured a similar line of carriages, he also had a repository on Lincoln Court.

In 1880 Mr. Huntington's sales amounted to \$45,000, and he built 500 carriages, employing 19 workers.

In November, 1882, he leased his shops to Philbrick & Marden, and retired from business.

**JAMES HUME — CARRIAGES.**

Was born April 23, 1835, in Galashiels, a country village in Scotland.

When eighteen years of age, together with his two brothers John and William, came to America and made his home in Saugus, Mass., where his work was chopping in the woods.

On January 1, 1854 he came to Amesbury, where he worked as a spinner in the woolen mills, which occupation he followed for about a year.

Quitting this business, he went to work for Jacob R. Huntington, where he learned the trade of carriage painting. He continued with Mr. Huntington until 1857, when he returned to Scotland, and for a time worked at carriage painting in Edinburgh.

His stay in Scotland, however, was short.

Returning to Amesbury in the same year, he started in business for himself at the age of twenty-two, and was located on Mill St., in the rear of the American House, off Main St., where he commenced building carriages in a small way, and from a small beginning he became a leader in the carriage industry in Amesbury.

In 1858 he purchased the business of Jacob R. Huntington, who left town to go to Cincinnati, Ohio, his plant was also located on Mill St..

Later Mr. Hume erected a two story brick factory 145 x 60 ft. on Carriage Avenue, also one three story and two 2-story wooden buildings, where he continued business, building a general line of open and top carriages.

These buildings were later occupied by A. N. Parry, and Folger Lewis.

In 1875 Mr. Hume again purchased the carriage business of Mr. Huntington, who had returned from Cincinnati in 1859, and established himself in one large four story wooden building, 132x36 ft. wide, located on Chestnut St., and another somewhat larger on Carriage Ave., used for storage purposes, called "The Ark".

Mr. Robert Drummond came to Amesbury from Galashiels, Scotland about 1870 and after working a few years at the Hat factory, went to work for Mr. Hume, later being interested with him in the business.

In 1880 Mr. Hume's business amounted to \$170,000. He built 1200 carriages and employed 52 workers.

Mr., Hume was the first manufacturer to make and introduce the Extension Top Cabriolet, first to build the sidebar Brewster Buggy, first to put on the market the standing top "Jump Seat" "Cook's Patent", and led the procession in Amesbury in bringing out the first trap design ever made here, the "Gladstone" or Premier Wagon", as it was called.

This was the actual commencement of the manufacture of fancy traps in Amesbury, a trade for which he was justly famous all over the United States.

He early saw the comparatively poor and limited way in which carriages were being made, and as business grew and prospered, he added one luxury and convenience after another, until he probably made as perfect carriages as could be turned out at that time.

One of the reasons why he was so successful in the building of carriages was because he was a practical horseman, as well as a thorough mechanic.

He knew the fine points of a good horse, and rode behind one of the best in the country every day, and he knew not only how a carriage should look in the shop and repository, but how it ought to ride, and his customers from the Atlantic to the Pacific, got the benefit of his expert judgment.

Mr. Hume, at one time owned the racing horse Roan Wilkes, whose record of 2.05 ½ stamped him as another member of that family of pacing kings, whose performances upon the turf have made the blue grass of Kentucky the equine Paradise of the world.

With Roan Wilkes, Mr. Hume owned Belle Brandon, 2:19, and Dr. Fritz, 2:12. Belle Brandon won first prize in the last coaching parade ever held in Amesbury.

Dr. Fritz was one of the speediest horses, not only in town, but in the vicinity.

One remarkable thing about Mr. Hume was the fact that although a great lover of horses and horse racing, he never bet on a race in his life.

He admired the noble sport for the sport itself, and not for the money he could make out of it.

In 1881, Mr. Hume doubled his factory capacity.

Mr. Hume remained in business until 1885, when he sold out to Frank A. Babcock, who had been in the carriage findings business in Amesbury since 1875 and retired.

After that time, while he did not take an active part, he had an interest in a number of other manufacturers, such as the Hume Carriage Co., Amesbury Carriage Co., of



which he was a director, Atwood Mfg. Co., and others, in fact he was interested in carriage business practically up to its going out of existence.

At the time of the big fire in 1888, Mr. Hume owned two houses on Washington St., one 3-story wooden building on Carriage Ave., used by A. N Parry & Co. for storage, one 2-story brick factory 145 x 60 ft., and two 2-story wooden buildings on Carriage Ave., occupied by Folger & Lewis, also two wooden buildings on Chestnut St. occupied by John H. Clark & Co.

The above were all destroyed in the fire.

### **WILLIAM HUME — CARRIAGES.**

Was a native of Berwickshire, Scotland, and began to earn his own living before he came to this country, as a weaver in a cloth mill in Scotland.

He came to Amesbury, like his brother James, and entered the employ of Jacob R. Huntington to learn the carriage trade.

In 1857 he commenced business for himself in a building located on Elm St. opposite "Colchester Hill", and carried on business here until 1861, when he formed a partnership with Charles W. Morrill, his brother-in-law, and they built the first building on "Carriage Hill" to be used for the manufacture of carriages.

This was located at the corner of Morrill St. and Carriage Ave. (now Oakland St.) in Salisbury, (now Amesbury).

This was a two-story wooden building, also a one-story brick blacksmith shop, and carried on business under the name of Hume & Morrill.

**HUME & MORRILL — CARRIAGES.**

Continued to build carriages until 1870 when the business was taken over by John Hume.

**JOHN HUME — CARRIAGES.**

John Hume, a brother of James and William, came to Amesbury from Scotland at the same time his brothers did.

Soon after his arrival here, he established a tailor shop on Main St., next to the American House, which he carried on for a number of years.

Seeing more prospects in the carriage business, he started in same in 1870, taking over the Hume & Morrill business.

In 1880, he did a business of \$50,000, built 600 carriages and employed 30 men.

He continued in business until 1885, when he sold out to Walker & Shiels and retired.

**HUME CARRIAGE CO. — CARRIAGES.**

In 1885, Walker & Shiels purchased the carriage business of John Hume, located at the corner of Morrill St. and Carriage Ave., taking possession in December.

After taking over the business, they changed the name to Hume Carriage Co. with George Walker, Sr., John H. Shiels and William Hume as members of the firm, and continued manufacturing carriages.

In 1887 Mr. Shiels withdrew from the firm, and later John Hume was associated with the business.

Their factory consisted of a two story wooden building, with a large wooden storage shed and a one story brick blacksmith shop.

These buildings, with the exception of the blacksmith shop, were destroyed in the big fire of 1888, with a loss of \$30,000, insured for \$20,000.

After the fire, they built a three story brick factory 110 x 55 ft., at the same location, with the first floor used for a repository and office, paint shop on second, and a trim shop and paint shop on third.

A two-story wooden building 80 x 30 ft. with blacksmith shop on first floor and wood shop on second, also a one story brick building 75 x 25 ft. used as a blacksmith shop, a three story wooden building 140 x 30 ft. for storage, and a three story wooden building 50 x 30 used for storage, hanging up room and wood shop, giving them 37,875 sq. ft. of floor space.

They manufactured all kinds of light and heavy carriages, and made a first class line of work which was sold all over the United States.

Mr. James Hume, who retired from active business in 1885, was directly behind the establishment, and his advice as well as his financial support, made it a tower of strength.

He was always the first one to arrive at the factory in the morning, and the last to leave at night.

His employees all felt that they had in him, not only an employer, but a friend and well-wisher, his constant advice to them being, "Whatever you do, boys, don't drink!"

In 1898 George Walker, Sr., who for the past ten years had been the head of the Hume Co., sold his interest in the business to Wm. Hume, one of the members of the firm.

The company was re-organized with William Hume as treasurer, Charles F. Robinson, who had been with the company as bookkeeper for a number of years, to look after the financial department as its secretary, Perley A. Sanborn had charge of the body making and drafting: James W. Hume, son of James, Sr., was at the head of the shipping department.

James Hume, Sr., who once more entered actively into the carriage business as the company's business manager, was one of the most widely known and reputable carriage manufacturers in the country, and had just been elected one of the Vice-Presidents of the National Carriage Builders Association.

The change will mean much to the employees of the company, as work the past few years has not been so steady as formerly.

In 1903 the company was incorporated under the laws of the state of Maine, with Wm. Hume, President, James W. Hume, Vice-President, Perley Sanborn, Secretary and Charles F. Robinson, Treasurer.

In 1908 Perley A. Sanborn and James W. Hume sold their share in the business to Nathaniel Pierce, of Boston, Mass.

In 1909 the company moved to Boston, Perley A. Sanborn going with them as superintendent.

The company was located on Stanhope St., later moving to Columbus Ave., and remained in business until about 1918.

**HODGE & GRAVES CO. — AUXILIARY AUTOMOBILE BODY SEATS.**

George E. Hodge, Proprietor, were located in a building near the Boston & Main Railroad Station, where they took over the business of the Graves & Congdon Co., July, 1911, and continued the manufacture of auxiliary body seats for automobiles, which were quite largely in demand at that time, and moved to Oak St. the same year.

Larger equipment was added as required, until they were producing seventy-five sets of seats per day, and were employing fifty persons.

Larger quarters being required, they moved to a three-story and basement, wooden factory 65 x 35 ft. located on Oak St.

They were still operating in 1913.

**HASSETT ROGERS & CO.— AUTOMOBILE BODIES.**

Successors to Howarth Rogers & Co. were located on Oak St. and consisted of John Hassett and James Rogers, where they manufactured automobile bodies for a few years, 1913 to 1915.

**JAMES H. HASSETT & CO. — CARRIAGES.**

In 1889, Mr. Hassett, who had been associated with Chesley, Shiels & Hassett, carriage manufacturers, purchased Messrs. Chesley and Shiels' interest in the business, continuing on the same lines and at the same location #49-51 Elm St.

They had a first class show room right near the Boston & Maine passenger station in Amesbury, and gave their attention to specialties.

A member of this firm one day, visiting in a New England city, recognized one of their recently constructed vehicles, which was very stylish. He, desirous of learning how the world looked at things, asked the coachman having it in charge where it was built.

The coachman, who thought he knew it all, replied "It was built in New Haven, Conn., especially for us, there is no other carriage round here like it."

Such is fame. Gentlemen of the highest respectability ride in Amesbury carriages, when they ride in the best; some know it, some do not.

In 1890 George E. Hodge a well-known carriage trimmer, was admitted to the firm, and the name was changed to Hassett & Hodge.

#### **HASSETT & HODGE — CARRIAGES.**

This firm, which was organized in 1890, was composed of James H. Hassett, senior member, who was one of the original members, and organizer of the firm of Chesney, Shields & Hassett, remaining with that firm until the present firm was organized.

He was a practical mechanic, and had worked at the business for sixteen years.

He was acknowledged to be one of the best carriage salesmen of the bunch of salesmen Amesbury carriage business developed.

A prominent member of the Board of Trade, and took a great interest in all things pertaining to the welfare of the town.

George E. Hodge, junior partner, was a well-known carriage trimmer, and a practical mechanic, having had charge of the trimming departments in several carriage factories for a number of years.

Both were Amesbury young men, graduates from local factories, both workers: with this knowledge of the requirements of the trade, they became leaders in their line.

The large and fine factory on Elm St. was built and leased to the firm by John Chesley, Mr. Hassett's former partner, and was well adapted to their prosperous business.

This was a five story wooden building at #49-51 Elm St., 50 x 60 ft. with an ell 100 x 30 ft., three story wooden building. The street floor was used as a repository, with offices on the same floor, and the work rooms were above.

They kept forty men employed the first year and turned out three hundred carriages, which largely increased in the following years.

Among the twenty different styles they manufactured, were four and six passenger carriages: also a fine line of Goddards which they made a specialty of, and claimed they "can't be beat".

With this style they made a reputation which was recognized by buyers in all parts of the country.

Another line of theirs was making carriages to order, of which they turned out quite a number.

They manufactured the highest grade of carriages in natural wood, solid oak, also painted in colors.

In 1895 or '96 John Hassett who had been associated with F. A. Babcock & Co. as superintendent, and later with the Amesbury Carriage Co. as secretary, was admitted to the firm, and inaugurated the system of making identical parts for different styles of carriages, so that manufacturing costs could be reduced, the parts being interchangeable for making repairs, etc.

This process Hassett & Hodge pioneered in following.

In 1898 they leased the large brick factory of the Biddle & Smart Co., located off Water St. near the railroad, this was a four-story building 250 ft. long by 60 ft. wide, with the first portion of the building 100 ft. long, used as a repository and offices on the first floor, with paint shop on second and third floors, also part of same used as a hanging-up room; and the fourth used for storage.

The other portion of the building 150 ft. long was used as a blacksmith shop and stock room on the first floor, with body building shop on second, trim shop on third, gear storage and lead room on fourth.

They also used a one-story wooden building 50 x 35 for crating carriages for shipment.

James H. Hassett was manager of the sales department, John Hassett, purchasing agent, and George E. Hodge looked after the trimming department.

John Hassett was President of the National Association of Carriage Manufacturers in 1906-1907.

#### **GEORGE J. HUNT — CARRIAGES.**

Was established in the Daniel C. Bailey building off Elm St., near the B & M Railroad station in 1876, where he built carriages for a number of years.



He occupied one 2-story wooden building 35 x 55 and one 2-story 50 x 85.

In 1880 in business amounted to \$20,000, building 220 carriages, employing 16 men.

#### **LAMBERT HOLLANDER — CARRIAGES.**

Started business in November 1885 on Albion St. in a three-story wooden building 35 x 24, which he built near his home, where he built carriages in a small way.

In 1887 he moved to a narrow four story brick factory on Chestnut St., and enlarged his business.

He was burned out in the big fire of 1888 with a loss of \$12,000 and had insurance of \$9,000.

After the fire he purchased the site of the A. N. Parry & Co. factory on the corner of Chestnut St. and Carriage Ave. and built a three story brick building 100 x 50 ft. near the railroad.

The first floor was used as an office, repository and wood shop, the second used for trimming and storage while the third was for painting and storage.

He also used a one story wooden building across Carriage Ave., 100 x 35 ft. for a blacksmith shop.

He confined himself to building a medium grade of Coaches, Rockaways, Landaus, and Coupes, and claimed that he built the best Rockaway in the world for the money, and his claim was well-founded.

Mr. Hollander was admitted to the firm of Gray & Davis in 1906, and continued with them for a number of years.

In 1909 he retired from the carriage business and same was taken over by George H. Hollander and Gayden W. Morrill, under the name of Hollander & Morrill.

**HOLLANDER & MORRILL — AUTOMOBILE BODIES.**

Consisting of George H. Hollander, son of Lambert of Amesbury, and Gayden W. Morrill of Newburyport, and were located in the former Lambert Hollander factory on Chestnut St., in 1909.

They commenced building automobile bodies on special order for private individuals, making a high class of work in every way.

They also built bodies for the Cadillac Co., who sent the chasses to Amesbury and they finished out the jobs complete, then they were shipped direct to the customers.

In 1918, requiring more room they moved of #2 Mill, located on High St., where they continued in business until 1925, when they sold out to the Biddle & Smart Co., who used the factory for the manufacture of automobile bodies in connection with their other factories.

#2 Mill was a five-story brick building 200 ft. long by 50 wide. The first Story was used for storage, second story hanging-up room, third story trimming, fourth story, painting and fifth story, rubbing and priming.

The quite, although stead operation of this firm, was one of the mainstays of the automobile industries which caused the reputation of Amesbury's high grade craftsmanship throughout the nation and earned a stamp of approval by many automobile manufacturers.

**HAGAN & CONNOR — CARRIAGES.**

This enterprising and energetic firm consisted of James P. (Daddy) Hagan, a former carriage trimmer, and Patrick H. Connor, a local store keeper, with John C. Risteen as superintendent, a former Woolen Company bookkeeper and paymaster.

They commenced business in 1888, and were located on Railroad Ave., in a new and commodious four-story and basement wooden building 75 ft. by 30 with a five-story ell 40 ft. by 40 ft., which was erected specially for their use, being well adapted to their needs, and fitted up with all modern improvements, with a large showroom and offices on the first floor.

Their productions consisted of all the leading styles of light and heavy carriages, including the latest novelties of the day, such as Kensingtons, Game Wagons, Surreys, Road Wagons, etc., many of which were trimmed with Bedford Cord's corduroy, leather and broadcloths, and they were finished in natural wood or painted in colors to match.

Their styles reminded one of the wonderful advance which had been made in the carriage industry, especially in Amesbury, the past few years.

Mr. Hagan retired from the firm in 1889 and Mr. Connor continued the business under the same name, with Warren Congdon as a member of the firm.

Their factory was destroyed by fire in 1893, and they started business again under the name of Connor Carriage Co., in the three-story wooden building 85 ft. by 40 ft. on Carriage Ave., formerly used by Walton & Colquhon and Charles H. Palmer, Jr.

**HODGE & CLARK — AUTOMOBILE BODIES.**

Consisting of George E. Hodge, formerly of Hassett & Hodge, and Thomas Clark of Clark Cge. Co., were located in #4 Mill on Water St., where they did a business building automobile bodies for a couple of years, after which the business was carried on by Bryant Body Co.

**WILLIAM V. JONES — WHEEL BOXING & TIRE DRILLING.**

Was a wheel boxer and tire driller, located on Water St., in one of the E. W. Biddle's buildings, where he used the first floor of a two-story brick building 45 x 25 ft.

This work was done for different manufacturers who had no boxing or drilling equipment.

**GEORGE JANVRIN — CARRIAGE CRATING AND SHIPPING.**

Was a crater of carriages of single jobs or carload lots, who succeeded to the business of Shumway & Janvrin and was located in the railroad yard.

This work was done for different carriage manufacturers.

**JUDKINS & GOODWIN (W.A.) — CARRIAGES.**

Established 1857 in West Amesbury—was located on Main St., building a fine grade of carriages.

The firm later was changed to J. B. Judkins.

**J. B. JUDKINS (W.A.) — CARRIAGES.**

Who continued the business at the same location.

In 1880 he manufactured 165 carriages valued at \$45,000, at an average price of \$275, and employed 30 men.

**J. B. JUDKINS & SON (W.A.) — CARRIAGES.**

Successors to J. B. Judkins. Their factories had been increased to large proportions, occupying a whole block on Main St., West Amesbury (changed to Merrimac).

They continued building the same fine grade of carriages until the decline of the carriage business when they changed over to automobile body building, doing a large business on special orders, also for some of the different automobile manufacturers.

After the auto body business dropped off they manufactured automobile trailers for some time, finally closing out the business, after a long and successful career.

Later the factories were dismantled and the buildings torn down.

**NATHANIEL J. KEENE — BLACKSMITH.**

Located at Salisbury Point, on a wharf at the foot of Rock Hill Road, where he carried on a large business in carriage blacksmith work and horse-shoeing.

In 1886 Mr. Keene enlarged his shop to twice its former size.

He had a large amount of carriage blacksmith work to do, and people from miles around visited his shop to have their horse-shoeing done, as he stood high in that line of work.

**FRED F. KENDALL — CARRIAGE BODIES.**

Started building carriage bodies in 1887 in a small shop located on Church St. (now Thompson St.) adjoining the factory of Francis & Smith, where he carried on the business for six months, when Wm E.Lunt entered into partnership with Mr. Kendall under the name of Kendall Lunt & Co.

**KENDALL LUNT & CO. — CARRIAGE GEARS & BODIES.**

The well-known firm of Kendall Lunt & Co. manufactured carriage gears and bodies. It was composed of Fred F. Kendall, a practical body and gear maker, and Wm. E. Lunt, a practical gear maker, who continued the business started by Mr.Kendall, and then moved to Mechanics Row, off Main St., to a building of the Pettingell Machine Co.

They remained here two years, when business increased so rapidly, they were forced to seek larger quarters. Accordingly, they moved to Mill #6 located on Mill St., which was a 3 ½-story brick building 90 x 35 ft.

This they equipped with a full line of modern machinery for the manufacture of bodies and gears.

About the first of January, 1890, Charles S. Lockwood of Merrimac, who had been a practical wheel maker for twenty years, was admitted to the firm.

They gave employment to thirty-five men in the factory the year round.

The work turned out by them was first class, and found a ready sale locally.

In 1894 the business was taken over by Lunt Smith & Co.

**JOSEPH KLIEN — CARRIAGES.**

Commenced carriage building in 1898, and was located in one of the former Seth Clark factories in the rear of #87 Elm St., which was a two-story wooden building 65 x 50 ft., where he manufactured a line of Democrat and Concord Wagons.

His factory was destroyed by fire in 1903.

**KLIEN CGE. MFG. CO. — CARRIAGES.**

After being burned out on Elm St., Joseph Klien commenced carriage business again in 1904, and occupied the Chas. W. Long factory of Clark St. off Elm.

This was a four-story wooden building 50 x 35 ft. with blacksmith shop on first floor, repository on second, paint shop on the third, and trimming on the fourth.

He continued in business until his factory was again burned in 1905.

**KEENE PEASLEE CO. — PAINT MFGRS.**

Frederick B. Keene and Bartlett Peaslee, Proprietors, took over the paint and color grinding business of Thomas D. Nelson & Co., located on the second floor of a three-story brick building 50 x 25 ft. owned by the W. E. Biddle & Co., located on Water St., in 1909.

Both partners had previously been salesmen for paint and varnish distributors.

The following advertisement was taken from “The Town Crier” of July-August 1910:

“It’s a small thing to ask for, and a big thing to get —

Insist that Nelson’s Colors and Surfacer, for thirty-five years the standard of the Vehicle World, be used on your coach, carriage or automobile.

They finish smoother, look better and last longer.

Manufactured By  
KEENE-PEASLEE COMPANY.

Successors to the T. D. Nelson & Co., Amesbury, Mass.”

They continued in business until 1910 when Mr. Keene withdrew from the firm and Mr. Peaslee continued under the name of Peaslee Paint Co.

#### **F. B. KEENE — PAINTS AND HARDWARE.**

In 1911 Mr. Keene opened a retail paint store on Friend St., where he did a retail business of paints and hardware.

He remained in business here for a number of years, then moved to #52 Main St., where he did a large business grinding paint and colors and selling at wholesale and retail, especially to the auto body manufacturers.

After the decline of the automobile industry he increased his stock of general hardware and continued same until his death in .



**J. B. & B. A. Kelly (W. A.) — CGE. WHEELS & BODIES.**

Manufactured carriage wheels and bodies and were located on Birch Meadow Road, West Amesbury.

**B. F. LEWIS — CARRIAGES.**

Commenced to learn the carriage trade in 1862, came to Amesbury in 1872, worked as a journeyman until 1879, when believing in the old adage that “There’s always room at the top”, for all who strive to go higher, resolved to build and sell in own carriages, commenced his business career in 1880.

At that time he formed a partnership with N. H. Folger under the name Folger & Lewis, and continued until January 8, 1885, when the partnership was dissolved, and Mr. Lewis withdrew from the firm.

In March of 1885 he again started in the carriage business under his own name, with Cyrus W. Rowell as bookkeeper.

October 30, 1885 he moved to the newly reconstructed building on Clark St., formerly occupied by Foster Gayle, which was destroyed by fire, July 24, 1885.

This was a two and a half story wooden building 75 x 30 ft. with the 1-story additions.

He also took over the upper floor 100 x 50 ft., of the John S. Poyen & Co brick building, corner of Elm and Clark Sts., formerly used as a skating rink, and used same for storage purposes.

He manufactured “Pleasure carriages of the highest class”.

He was the inventor of the “Lewis Oblique Spring”, which was regarded with high favor by all who used them.

He turned out a wide range of work such as Victorias, Cabriolets, Surreys, Kensington Wagons, Goddards, Phaetons, Piano Box Buggies, Corning Buggies, Ladies' phaetons, Physicians' Phaetons, Road Wagons, Business Wagons.

He was always alert to introduce whatever was new and taking in style, and orders placed with him, always received prompt attention.

**LOCKE & JEWELL — CARRIAGE BODIES WHEELS & GEARS.**

Joseph R. Locke and Hiram Jewell came to Amesbury from New Hampshire in 1867 and started making carriage gears and wheels, having erected a factory in "Patten's Hollow" on the banks of "Patten's Pond" on Mechanics Row off Main St.

Previous to this all wheels and gears and about everything in carriage findings came from West Amesbury.

Their business was successfully carried on until 1880 when they added the manufacture of finished carriages to their line.

In 1880 their business amounted to \$100,000, building Wheels, gears and 600 finished carriages, employing sixty workmen.

In 1882 they built several wagons in "Natural Wood" and placed them on the market under the name of "Amesbury Road Wagon".

This style did not seem to hit the public taste very strong at first, it seemed to everybody to be too gaudy.

Trade in them languished for a while, but evidently only while the popular taste should be developed, perhaps in a tendency of the times in that direction, in interior house finished and in furniture.

They were on the right track however, as persistence brought the public to appreciate their idea.

In two or three years other manufacturers joined them in trying out novelties in “Natural “Wood” in the shape of Park Carts, also four wheel vehicles for fancy driving. Nearly every firm building carriages in Amesbury took up the idea. The leaders of fashion at the seaside adopted them, and from that time they grew in popularity on fashionable drives so that a large part of the vehicles were light-colored.

All in all, these “Natural Wood” carts were the most stylish vehicles on the road.

They were the oldest established firm in Amesbury manufacturing wheels and gears.

With years of experience in all departments of the trade, from manufacture of wheels and gears, also body work, to the ironing, painting and trimming of all variety of vehicles, they had the reputation, not in turning out the largest number of carriages, but work that would give the best of satisfaction to hundreds of buyers.

The “Chicopee Wagon” and “English Pleasure Phaeton” were specialties of theirs that were appreciated by the riding public.

The carriage trade generally were indebted to this firm for many inventions in carriages and carriage machinery which did more to establish the manufacture of high grade carriages in Amesbury, than any other feature in the business.

In 1857 their factory buildings were swept by fire, and replaced with a large four-story wooden building 150 c 50 ft., where they continued in business until they were again burned out in 1891. Their new loss was \$100,000, and the buildings were never replaced, and the company retired from business.

They did a large business in 1890, and were preparing to do a larger one in 1891.

**CHARLES W. LONG & CO. — CARRIAGES.**

Erected a large wooden factory on Clark St. about 1873, which was a four-story building 50 x 35 with a two-story ell 75 x 35 ft., where he commenced the building of light carriages and sleighs and established a successful business.

In 1884 he took over two wooden buildings, one 2 ½ -story and basement, 65 x 35 ft., the other a 2-story 50 x 30 ft., located on Ring St., next to the Boston & Maine railroad depot, formerly used by his father for a livery business, and transformed them into a carriage factory, where he produced many attractive and elegant designs of light vehicles, trimmed and painted in rare combinations of colors.

Albert G. Willey, one of Amesbury's best known carriage painters, from every angle, was affiliated with Mr. Long in the business.

In June, 1887 he built an addition to his factory across "Back River" near the Folger & Drummond building.

This was a 3 ½ -story wooden building 200 ft. long by 30 ft. wide, which allowed him to increase his output materially, and continued in business until some time in the late 1890's.

**EDWARD S. LANE — CARRIAGES.**

Erected a set of buildings at the corner of Oak and Elm Sts., about 1870, consisting of one 2-story wood 75 x 30 ft. with a one-story addition 50 x 25, a two-story 30 x 35, and one 25 x 30.

He built a line of wagons and carriages of medium grade until 1903 when he died, after which the business was taken over by his brother J. Nelson Lane.

**J. NELSON LANE — CARRIAGES.**

Continued the business of his brother at the same location for a number of years building mostly Democrat and Concord wagons. Wm. Colby was his partner for a few years.

**THOMAS W. LANE — CARRIAGES.**

Was born in Hampton, N. H., December 1, 1840.

His father was a farmer and blacksmith, and from him he learned his trade.

In 1861 he went to west Amesbury and worked at his trade, and afterwards came to Amesbury.

In 1865 he went to Lynn and worked at the blacksmith business for three years, returning to Amesbury in 186, he entered the employ of Jacob R. Huntington, remaining with him until 1874.

In 1874 he started in business for himself on Elm St. in a building formerly

occupied by Seth Clark, Jr. and Mr. Hume, later moving to Rich's Court where he remained a short time, then moved to a building in the rear of his residence at 119 Elm St.

In 1879 the invention of the "Lane Cross Spring" gave his business a great impetus, increasing his yearly sales from less than three hundred to more than six hundred carriages in two years.

His sons E. Lewis Lane and Fred W. were associated with their father in 1886.

In 1890 the firm built a new three story factory on Chestnut St., the main building being 80 x 45 ft., surmounted by a tower 16 x 18, sixty feet high from the ground, with a wing 63 x 45 ft., three stories in height with a basement, all of wood.

At this time he used all of this building, besides a large repository, two stories in height 55 x 30 ft., in the rear of 119 Elm St., together with space in the Bailey building, giving them a floor space of twenty thousand square ft.

A specialty was made of order work, and more than thirty styles were made in the factory.

His carriages were noted for their durability, as well as style and finish.

In 1901 the firm built about six hundred carriages and had thirty-five employees.

Their catalogues showed Concords and various types of box buggies, some with rubber tires and a Stanhope with pneumatic tires. There were other types of open carriages, including an "Ideal Democrat" and an "Ideal Republican".

On special order any carriage could be equipped with Timken Roller-Bearing Axles”.

After the sale of their Chestnut St. factory to the Biddle & Smart Co. in 1925, the firm continued to build, sell carriages and do repair work at the Elm St. building they previously used as a repository.

In 1909 they purchased the stock and materials of H. P. Wells, in 1910 of the Clark Carriage Co., and in 1912 of Folger & Drummond.

They built a Concord Buggy to order as late as 1924 or 1925, and did repair work for several years after that date.

They were the last firm in Amesbury to issue a catalogue, and the last to build a carriage.

#### **J. A. LANCASTER (W.A.) — CARRIAGES.**

Commenced building carriages in 1858 and was located on Locust St. between Pleasant and Green Sts. In West Amesbury, and manufactured a line of pleasure vehicles.

Later the name of the firm was changed to Little & Lancaster, who advertised as manufacturers and dealers in carriages and harness of every description, at the same address.

In 1880 the firm built 325 carriages valued at \$50,000 and employed 30 workers.

Later the firm name was changed to J. A. Lancaster & Son, who carried on the business for a number of years, then moved to South Bend, Inc.

**JOHN G. LANG — BLACKSMITH.**

Was located on Pond St. near the bridge and moved later to Chester St.

He did general blacksmith work, and shod horses and oxen. Was still in business in 1913.

**F. P. LYONS INC. — TRAILERS.**

Came from Manchester, N. H. in 1920 and located on Clark St. where he started building Folding Trailers, for tourist use, forerunner of the present Auto Trailers, but not proving practical. The company lasted only a short time.

**LOCKWOOD & BROWN — WHEELS.**

Consisted of Charles S. Lockwood, who came from Merrimac in 1890 and was associated with Kendall Lunt & Co., in charge of their wheel department.

In 1895 he withdrew from the firm, and with a Mr. Brown, took over the wheel department of their business, which was located in #6 Mill on Mill St., continuing there for six years.

In 1901 they moved to the John S. Poyen Co. building on Elm St., corner of Clark, where they occupied an ell on the Clark St. side, which was a three-story brick building 50 x 25 ft. where they tired wheels.

On the second floor was a machine shop and the third was used for putting on rubber tires, of which they made a specialty.

They were still in business in 1904, but retired soon after.



**LUNT SMITH & CO. — CARRIAGE BODIES & GEARS.**

In 1894 J. H. Howarth and Wm. B. Smith purchased Mr. Kendall's interest in the firm of Kendall, Lunt & Co., and changed the name to Lunt Smith & Co. continuing the manufacture of gears and bodies, also wheels, until 1895 when Lockwood & Brown took over the wheel dept. and they continued building bodies and gears.

In 1903 a new firm was formed consisting of John H. Howarth, James Rogers and Mr. Wm. B. Smith, under the name of Howarth, Rogers & Co.

**JAMES N. LEITCH & CO. — CARRIAGE BODIES, GEARS AND  
AUTOMOBILE BODIES.**

In 1894 the business of Spofford & Smart was taken over by J. N. Leitch & Co., consisting of James N. Leitch, President and Treasurer, and James L. Irving, Vice-President and General Manager, who continued the same line of work, building carriage bodies and gears until 1899, when they turned their attention to building automobile bodies.

The business increased so fast, that in 1902 they purchased the old wood working factory of Briggs Cge. Co. located on Cedar St., this was a three-story and basement wooden building 75 x 40 ft., with dressing and storage in the basement, planing and sawing first floor, with body making on second and third.

Later they erected a three-story brick building 85 x 40 ft. with an ell 45 x 25 ft. used for their increasing business.

They claimed to have been the "Pioneer Automobile Body Builders of New England".

They did a very successful business and were still operating in 1913, but later sold out and moved to California.

**L.C. LOUD (W.A.) — CARRIAGES.**

Was located at the corner of Pleasant and School Sts., West Amesbury around 1870, where he carried on a successful carriage business over a period of years.

Later the name was changed to Loud Brothers, consisting of Lemuel and Abraham, who continued the same.

**HIRAM MACOMBER — BLACKSMITH.**

Was located on Friend St. near the Quaker Church, where he did a general line of blacksmith work, ironing carriages for one or two carriage builders beside his other work.

**F. S. MERRILL — CARRIAGE AND WAGON WHEELS.**

In 1888 Mr. Merrill came to Amesbury from Merrimac, where had had been employed as agent for the Merrimac Mfg. Co., manufacturers of carriage and wagon wheels, and purchased the wheel making business of Dudley J. Marston, located in the Currier Cameron mill on Elm St.

In 1890 he moved to the Oak St. mill on Oak St., occupying a portion of that factory.

Mr. Merrill's long experience with the West Amesbury Mfg. Co., (name later changed to Merrimac Mfg. Co.) gave him a good reputation to start with in Amesbury, to which he constantly added.

In 1903, needing more room, he purchased the two story brick factory on Cedar St., Former used by the Briggs Car Co. which was 220 ft. long by 65 ft. wide,

and had a storage space and blacksmith shop on the first floor, with wheel making on the second.

The children in the book 'Helen's Babies', who wanted to see the wheels go round, should have been where they could see F. S. Merrill's teams deliver them to about all the Amesbury factories, and from them to their customers, going round through the country, to the satisfaction of all the people who used them.

Mr. Merrill did a very successful wheel business, until the decline of the carriage industry, when he sold his factory to the Bryant Body Co. in 1919, and retired.

### **OSGOOD MORRILL — CARRIAGES.**

Commenced business in 1877 in company with Dudley E. Gale under the name of Gale & Morrill, in 1878 Mr. Morrill bought out Mr. Gale's interest and continued the business under the name of Osgood Morrill.

He was located in a set of wooden buildings on Morrill St. between Elm St. and Carriage Ave., where he built a general line of light and heavy carriages, and built up a large business and a good reputation, by building honest work and by square dealing.

In 1890 Harlan P. Wells, formerly of Wells & Spofford, body and gear manufacturers, who was a thorough mechanic, and an inventor of no mean talents, became associated with Mr. Morrill.

Through their combined efforts they added many new designs of vehicles, such as Dexter spring carriages for physicians, Brunswick Traps, a patented novelty,

besides a large variety of other novelties and new designs of vehicles, which they controlled by letter patents.

They personally superintended the construction of their vehicles in every separate detail, thereby insuring good work.

In 1892 he made extensive alterations and additions to his factory, besides putting in an electric motor which furnished power throughout his establishment.

These improvements, which he found necessary to make, added greatly to his facilities and allowed him to employ more help.

In 1900 Mr. Wells retired from the firm, and Mr. Morrill continued the business.

In 1904 he was occupying the following buildings, all of wood — one 3 ½ story 60 x 45 with an ell three stories, 20 x 30, with a machine room on first floor, with offices, repository and wood shop on second, paint shop on third, gear storage in attic — one 2 ½ story 890 x 40 ft., with shipping and crating room on first, repository above — one 2-story 85 x 25 — and one 1-story 25 x 35, both used repositories — one –story 100 x 35 ft.

The business was closed out soon after.

#### **WM. C. MORRILL — CARRIAGES.**

Once a partner of Foster Gale, started a shop on Chestnut St. on “Carriage Hill”, but did not continue in business very long.

**EDWIN MORRILL — CARRIAGES.**

Commenced building carriages about 1870, and was located on Laurel Place, off Main St., Salisbury Point, where he occupied a 2 ½-story and basement wooden building 50 x 100 ft., and a 1½ - story wooden building 55 x 25.

He also occupied a 2 ½ -story wooden building 85 x 45, and a 2 ½-story wood 40 x 75 on Chestnut St., near the railroad on Carriage Hill.

These last two buildings were taken over by F. A. Babcock & Co. before the big fire in 8-1888, and torn down.

On the top of one of his buildings on Laurel Place he used a Hack Body for advertising purposes.

His line consisted of open and top buggies, Phaetons, Rockaways, Carryalls, Wagons etc. He also manufactured the celebrated "Lawrence" Jump Seat.

After the fire in 1888, his buildings at the Point were occupied by A.N. Parry & Co., until their new factory off Water St. was completed.

**MERRIMAC MFG. CO. — WHEELS.**

After West and South Amesbury were separated from Amesbury in 1876, the West Amesbury Mfg. Co. changed their name to Merrimac Mfg. Co.

In 1880 they made 4094 sets of wheels and 3800 sets of carriage parts, value at \$75,266.

F. S. Merrill was Agent at that time, and in 1888 he moved to Amesbury.

**MILLER BROTHERS — BLACKSMITHS.**

The firm of Miller Bros., consisting of John, Thomas, Robert and William, was founded in 1888, after the big fire on Carriage Hill.

All of the members of the firm having previously worked in local factories that were burned, throwing them out of employment, so they commenced business for themselves at that time.

Their factory was located on Market St., corner of Hill St., and consisted of a two-story wooden building, 40 x 25 ft., used as a body shop, and a one-story 75 x 25 ft., used as a blacksmith shop.

Miller Bros. was one of two local firms, who at that time built carriages “in the wood and iron”, or as it was sometimes called, “in the white”. This meant that the carriages were not trimmed and painted, but were sold to other manufacturers to be finished out by them.

They also did quite an export business to Germany, Arabia, Bermuda and Puerto Rico.

They followed a policy not common locally of varying the style of work made each year, and issued a catalogue annually.

In 1895 they were located so far from the railroad, it made it necessary to transport all of their carriage shipments, on a drag to the freight yards for shipping, and all out of town customers coming to Amesbury to see them, had to be driven from the station to their factory, which necessitated the keeping of a number of horses and

equipment for that purpose, so they moved to a 2 ½-story building 125 x 25 ft. wide, built for them by John S. Poyen, on Carriage Ave.

They did business here until 1902, when needing more room, they moved to a large five-story brick building off Water St., near the railroad tracks, and occupied four floors, 150 ft. long by 50 ft. wide, with shipping facilities, so their products could be put in cars right at their door.

The 1906 catalogue was the last copy issued by the firm, in this they showed a variety of carriages, including Depot Wagons, Broughams, and Opera Bus, and many types of open work, including a twenty-passenger Break, which was very popular at summer colonies on the North and South shores.

In 1907 they moved to the Folger & Drummond factory near the railroad, where they occupied three floors in the ell of the building, and did some carriage work, later they took up the work of building automobile bodies, finishing them out complete.

They moved from here to the Bailey building on Chestnut St., where they used a portion of the second floor.

They employed about sixty hands.

The firm later dissolved and Thomas Miller took over the business, using the same name, first in the Agricultural Society building on Market St., then at the Ellis factory on Friend St.

#### **GEO. W. MARDEN & CO. — CARRIAGES.**

Mr. Marden was born in Kensington, N. H., 1846. He spent his early years upon a farm, coming to Amesbury in 1866, and commenced work in the carriage factor of J. R. Huntington, afterwards entered the employ of A. M. Huntington on Mill St.

In 1882, in company with a Mr. Philbrick, he leased the buildings of his employer and continued the carriage business under the name of PHILBRICK & MARDEN, until sometime in 1882, when Mr. Marden bought Mr. Philbrick's interest and continued under the name of G. W. MARDEN & CO., IN THE SAME LINE OF WORK. In 1888 Geo. W. Tyner of Boston was admitted to the firm, and they moved to a spacious three-story brick factory on the corner of Chestnut St. and Carriage Ave., 100 x 50 ft.

Mr. Tyner was born in Boston in 1863, and for eight years had been a popular salesman for his father, Richard Tyner, a well known carriage establishment.

He was well versed in all the details of the trade, and the firm was well made up.

They did a prosperous business in manufacturing and selling light carriages of every description, and their work had an established reputation.

#### **D. J. MARSTON — CARRIAGE WHEELS.**

Mr. Marston came to Amesbury from Chester, N. H., some time in 1870, and commenced the manufacture of carriage and wagon wheels, and was one of the earliest firms to take up that line.

His place of business was in the Wm. E. Biddle factory after it was enlarged, and was located on Water St.

On December 24, 1872, he patented an iron hub for wheels, and created quite a business of this style.

He also built two wheel Trotting Sulkies for racing purposes.



In 1876 the Biddle factory was destroyed by fire, which compelled Mr. Marston to seek other quarters, so he started in again on the upper floor of Colchester Mill building, located at #79 Elm St.

In 1888 he sold his business to F. S. Merrill, who came here from Merrimac.

Later Mr. Marston collaborating with Charles E. Stone, formerly with E. S. Felch & Co., invented several useful improvements in carriages, which they disposed of to the S. A. F. E. Co., with whom they were associated in managing a branch of that company's factory in Amesbury. This business was later taken over by the Connor Cge. Co.

In 1904 Mr. Marston was with the Briggs Car & Wheel Co. at High Point N.C.

**G. W. J. MURPHY CO. — AUTOMOBILE CURTAIN FASTENERS.**

G. W. J. Murphy and Edward N. Cummings came to Amesbury from Merrimac in 1916, and started manufacturing curtain fasteners to use on automobile tops.

They located in the former Hume Cg. Co. factory at the corner of Morrill and Oakland Sts.

This was a three-story brick building 140 x 60 ft., with a machine shop on the first floor, metal stamping on the second, polishing and plating on the third, also a three-story ell 45 x 50 ft., with brass room on the first floor, office on the second, shipping on

the third, and a one-story brick brass foundry 125 x 50 ft., which gave them a floor space of 38,100 square feet.

In this factory ninety-nine percent of all automobile fasteners of the world were produced during the time the company operated in Amesbury.

They employed 125 persons and did a very successful business until 1931, when they moved to Boston, where they are still in business under the name of The Car Fastener Co. (1955).

**MORSE & GRIEVES — CARRIAGE PAINTING.**

Wingate Morse and Charles S. Grieves, started the business of carriage painting April 22, 1887, and were located at #78 Elm St., where they did business over a period of time.

**AMOS MORRILL — SAW FILER.**

Was located in the Worthen block near the Boston & Maine depot, and carried on quite an extensive business, filing saws of all description for carriage workers.

**MOORE & LUNT — CARRIAGE GEARS & SHAFTS.**

In 1903 Charles Moore and Wm. Lunt took over the shaft and gear making business of the former Lunt, Smith & Co., located in the #6 Mill on Mill St., and continued same for a number of years.

**ALFRED W. MORRILL & CO. (S.A.) — WHEELS.**

Were manufacturers of wheels in South Amesbury on “Patten’s Creek”, where “Wright’s Mill” was erected, and a dam was built for power purposes.

**WILLIAM J. MURPHY — METAL FOUNDRY.**

Mr. Murphy came to Amesbury from Merrimac, July 1st 1915, and hired a brick building on Mill Street, called “The Old Gas House”, owned by the Hamilton Woolen Co., and started the business of Metal Moulding.

His first order was for one hundred pair of bronze seat castings for Packard automobiles, from the Hodge & Graves Co., manufacturers of Auxiliary Auto Body Seats.

About July 1st 1918, a stock company was organized, under the name of the Murphy Aluminum and Bronze Foundry Co., Inc., with Norman Russell of Newburyport, President, William J. Murphy, Treasurer and Manager, and William H. Clark Secretary.

In 1920 the company built a one story brick building at #144 Elm Street, one hundred and sixty feet long by fifty wide, which they occupied until the Amesbury body business “Went West”, and small parts for automobiles were stamped out by machinery.

**NEAL & BOLSER — CARRIAGES.**

This firm was established in 1890 at 258 Main Street, near Kendrick’s Court, and consisted of James Neal, who had previously worked for Samuel Rowell & Son, and Charles Bolser, who had been a body maker in local factories.

The firm manufactured a line of expensive carriages, finely made and limited in number, to about three hundred a year.

Among the types of carriages built were Game Carts, Traps, Pony Carts and Basket Phaetons, some with English canopy tops, and rumble seats for a footman. One of these carriages was sold to Mark Hanna, who was quite a celebrity in those days.

Their carriages were bought and retailed, as were others built in Amesbury, by various large firms, including Studebaker Brothers, Van Tassell & Kearney, Keyes & Wilson and J. B. Brewster & Co., all of New York City, and F. F. French & Co. of Boston, all of whom were leaders in their line of business.

The firm received a Bronze Medal awarded at the Chicago World’s Fair in 1892.

They occupied three large wooden buildings on Main Street, one 3 ½-story 100 x

35 with office, hanging up and shipping room on the first floor, paint and trim shop on the second, paint shop on the third: one 2-story wood, 100 x 25 ft., with repository on first floor, repository and body shop on the second: one 2-story wooden building 100 x 30 ft. with blacksmith shop on first floor and gear storage on second floor.

They were still in business in 1904, but closed out soon after.

**THOMAS D. NELSON & CO. — CARRIAGE PAINTS AND COLORS.**

Successors to Walker & Nelson paint and color grinders, continued the business at the same location in the W. E. Biddle factory on Water St., he also continued a retail paint store at #13 Elm St., where he did quite a large and successful business for a number of years, after which he sold same to the Charles S. Grieves Paint Co.

**C. H. NOYES (W.A.) — CARRIAGES.**

Started in the carriage business in 1846, and was located on Main St., corner of Mill St., West Amesbury.

In 1880 he turned out 75 carriages and employed 15 men.

**GEORGE W. OSGOOD — CARRIAGES.**

In 1870 Mr. Osgood started in the carriage business and established a plant at #258 Main St., near Kendrick's Court, where he continued the trade for a few years.

In 1877 he was located on Powow St., corner of Centre, Salisbury Mills, Mass.,

in buildings formerly used by Batchelder & Cowan, where he erected an extensive plant, which was enlarged several times to accommodate his increasing business.

Here he manufactured all kinds of light carriages, also Victorias, Surreys, Rockaways, Phaetons, Goddards and a line of specialties in Depot, Game Kensington and Derby Wagons in natural wood.

He also manufactured a line of single and double sleighs.

His light speeding sleigh, painted a pure white with trimmings to match, attracted a great deal of attention.

In 1880 he manufactured 475 carriages, 150 sleighs, valued at \$65,000, employing 25 men.

In 1881 he built 700 carriages and 200 sleighs.

In 1890 he purchased some buildings on Chestnut St. and Carriage Ave. that had been built for the temporary use of F. A. Babcock & Co, while their new factory was being built after the fire of 1888.

These consisted on one 3-story 40 x 65, with sales room and repository on first floor, trimming and painting on the second, body shop on the third: one 1-story 170 x 40 used for storage, hanging up room and blacksmith shop: one 1-story 190 x 25 used for storage, all of wood.

He was still in business in 1904, but closed out soon after.

#### **JONATHAN H. OSBORNE — CARRIAGE BODIES.**

Established a carriage body making business in a building at the rear of his residence on Challis Hill, located on the Haverhill Road, sometime in the early 1870's.

Also finished out a few carriages each year.

**ALONZO W. OGDEN — CARRIAGE BODIES.**

Was located on Maple St., where he built carriage bodies in a shop near his residence.

**ISAAC OSGOOD — MACHINIST.**

Conducted a machine shop on Elm St. in 1859 for a number of years, and invented a number of items used in carriage business, among them were axles, springs etc.

He closed out his business in 1886, and left Amesbury soon after, but came back in the late 1890's and operated a shop for a short time.

**ENOCH OSGOOD — MACHINE SHOP.**

Was located off Elm St. near B & M station, where he conducted a machine shop. He did a general business until 1886.

**JOHN S. POYEN & CO. — CARRIAGE FINDINGS.**

John S. Poyen, Sr., was of French descent, his father removing from the West Indies to East Haverhill many years ago, where Mr. Poyen was born in 1818.

They commenced business in West Amesbury about 1850, making trimmings and findings for carriage manufacturers' use, doing an increasing and successful business, adding new features until they had a complete stock of carriage cloths, carpets, leather, springs, axles and hardware. Were located on Main St.

In the middle 1870's they built a large three-story business block in the square at West Amesbury, at the corner of Main and Church Sts., where they carried on business over quite a period of years.

John S. Poyen, Sr. died February 22, 1880. The business was carried on by John S. Poyen, Jr. and Herbert Delano, under the same firm name.

In 1884 their business had increased so rapidly in Amesbury and Salisbury, they erected a three-story brick business block 100 x 50 ft. with an ell 50 x 25 ft., at the corner of Elm and Clark Sts.

Their stock of carriage goods was unequalled in quality, quantity and variety, and in it was found complete lines of standard makes of carriage hardware and forgings, besides many special articles of their own design and control, illustrated by their ability to show nearly a hundred different dimensions and styles of carriage axles.

They kept all grades of enameled and patent leathers, and a most complete line of different colored foreign and domestic carriage cloths, which they could supply in the finest and medium quality of goods for the different grades of pleasure and business vehicles.

The fact that the present partners have kept pace with the growth of the carriage industry, and have sustained the high standard made by the founder, is due to strict attention to the business, and ability to foresee the requirements of carriage manufacturers, aided largely by continued control of standard makes of carriage materials originally sold by the senior J. H. Poyen.

No concern could better testify to the growth of the American cloth industry, they having purchased the first of the Slater Wool Co.'s cloths, made about 1889, and remained their agent for a long term of years.

They saw from their first few hundred pieces, the growth to the largest and best carriage cloth manufactured in the country, a grade more desirable in many respects than the famed English makes, which fast disappeared.

They could show bills for axles made by hand in New Hampshire under date of 1852, and bills from concerns who turned out by finest machinery 1600 sets of axles in ten hours.

To know the facts of changes in prices of manufactured goods that were contained in the books of J. S. Poyen & Co., is a revelation of what American invention and improved machinery have done for the driving public.

The business in Amesbury was closed out in 1904.

#### **FELIX D. PARRY — CARRIAGES.**

Mr. Parry was born in Canada in 1823, and came to West Amesbury in 1848, where he worked at the carriage trade.

In 1859 he came to Salisbury (now Amesbury), and went to work for E. S. Felch, who had just started manufacturing carriages on Elm St.

After working a few months here, he started in business for himself on Market corner of California St. (now called Russell St.), the same year.



He continued the business until 1862 when he sold out to Mr. Feltch, and entered the army for the Civil War.

In 1865 he returned from the war, and again started in carriage business on Pleasant (now Perkins St.), in company with George C. Dewhurst, but did not continue long.

Mr. Dewhurst sold his interest in the business and went to Worcester, Mass., where he carried on a successful carriage business for a number of years.

Mr. Parry was the first manufacturer to send carriages out West, having in 1868 started sending circulars out there.

He manufactured a line of Pony and Doctors' Phaetons, Top and Open Box Buggies, Extension Top Phaetons, Slide Seat Buggies, Jump Seats, Light Carryalls, Beach Wagons, etc.

They were kept on sale in warehouses at Boston and New York City, as well as at the factory.

Mr. Parry's son A. N. Parry, was associated with him for a few years until 1875, under the name of F. D. Parry & Son.

The plant covered two acres of ground, consisting of 15 wooden buildings. One of them was a wood working mill, another a drop forging and machine shop equipped with modern machinery.

In 1880 he did \$50,000 worth of business, building 495 carriages, and employed 25 workers.

Later he employed fifty men in the factory the year around, his work commanding a ready sale.

**PATTEN & BLAISDELL — CARRIAGES.**

In the 1870's Robert A. Patten and a Mr. Blaisdell built a factory on Pleasant St. (now Perkins St.) near the F. D. Parry shops, where they carried on Carriage business for a short time.

**POWOW MFG. CO — METAL FOUNDRY.**

Consisting of Wm. Greaney, James H. Walker and John J. (June) O'Brien— operated a brass and aluminum metal foundry and were located at #22 Oakland St. where they manufactured a line of automobile door handles, locks and other metal work used on automobiles.

**PHILBRICK & MARDEN — CARRIAGES.**

Consisting of Mr. Philbrick and George W. Marden — in 1882 leased the carriage factory of A. M. Huntington, located on Mill St., and continued the business formerly conducted by him, and operated same until 1883, when Mr. Marden purchased Mr. Philbrick's interest, and continued the business under the name of George W. Marden & Co.

**SAMUEL C. PEASE (W. A.) — CARRIAGES.**

Started carriage building in 1860, and was located on Main St. at the square in West Amesbury, where he built a fine line of carriages for a good many years.

In 1880 he built 200 carriages, valued at \$60,000, an average of \$300 each, and employed 40 workers.

**PEASLEE PAINT CO. — PAINT MANUFACTURERS.**

In 1910 Bartlett Peaslee purchased Mr. Keene's interest in the Keene-Peaslee Paint Co., located in the Wm. E. Biddle building on Water St., and continued the paint and color grinding business for a few years.

**CHARLES H. PALMER (W. A.) — CARRIAGES.**

Started carriage building in West Amesbury in the early 1870's, and was located off Main St. in the rear of the Adams House, later called the Monomac House, where he built a line of fine grade heavy carriage work, including Rockaways, Hacks, Broughams and Coaches.

The firm name was later changed to PALMER & DOUCETT, who in 1886 moved to Amesbury and became associated with the F. A. Babcock Co., and were located in a new three-story brick building on Chestnut St. and Railroad Ave., building the same grade and style of work as they did in West Amesbury, and continued here until they were burned out in the "Carriage Hill fire of 1888.

**CHARLES H. PALMER, JR.**

After the fire, Mr. Palmer continued the business in the former WALTON & COLQUHOUN factory on Carriage Ave.

This was a three-story wooden building 80 x 30 ft., with a one-story ell 60 x 45, where he continued to build the same fine line of work, and was the only builder in Amesbury of exclusive work such as Coupes, Broughams, Rockaways, Hacks and Coaches.

Mr. Palmer was a practical mechanic, of well-known reputation as a first class

builder—he knew the business from A to Z. His work was of the best and compared with the high-grade work turned out by the Merrimac manufacturers, and commanded the highest prices.

They were handles and sold by all the first class dealers in New York City, such as Brewster Bros., Van Tassell & Kearney, and Keyes & Wilson, also F. F. French & Co. of Boston, all leaders in their line.

**CHARLES F. PETTINGELL — CARRIAGE MACHINERY.**

Manufacturer of all kinds of machines for making carriage and wagon wheels, spokes and other wood-working machinery pertaining to the building of carriages.

He was located on Mechanics Row, off Main St., adjacent to the Locke & Jewell carriage gear and wheel factory, some time about 1870.

Having limited capital, he was unable to follow the line of his ambition: yet he pushed on against all adverse circumstances, resolved to win success.

It cost something to invent machinery, and double capital was required to push his enterprise forward, over the expense of an ordinary machine shop.

To conceive all the multiplied forms of machinery designed for special work, make the plans, secure the patents and mould them into creative things, subject to the control of the mechanics to do perfect work, is not only to tax the mind, but makes a demand upon capital.

To succeed under all these trying conditions is a triumph indeed.

In the midst of his labors, fire destroyed his business in 1887, but phoenix-like, he rose from the ashes, and, though cast down, was not destroyed.

The line of industry was soon under way again with a full head of steam, and whoever wanted carriage machinery of any known pattern, soon found at this establishment ready means and skilled workmen to fill orders.

An important factor in developing the carriage business of Amesbury was the carriage machinery turned out at the machine shop of the Pettingell Company.

The list of improvements in the special lines of manufacturers using woodworking machinery, and in entirely new inventions, enabled the trade to enter into successful competition with the best established trade marts in the Union.

Probably in no one department of mechanized industry has the inventive genius of our mechanics been more active and wrought so many labor saving machines.

This fact became widely known, and wherever business was established, Pettingell's carriage machinery became a part and parcel of the plant.

In 1901, the company was receiving orders for their improved wood working machinery from all over the United States, as well as from many other countries.

In May, 19054, they leased floor space in a three-story brick factory 100 x 45 ft., at #77 Elm St., and the name was changed to THE PETTINGELL MACHINE CO.

**PETTINGELL MACHINE CO. — CARRIAGE MACHINERY.**

In 1907 the company was taken over by Wilbur Taylor and Albert G. Bela.

In 1912 the company moved into the John S. Poyen & Co. building at the corner of Elm and Clark Sts., a three-story brick block 100 x 50 ft. with an ell 50 x 25 ft., with the first and second floors used as a machine shop, and the third as a stock room. The first floor of the ell was used as a blacksmith shop, with patterns on the second and a pattern shop on the third.

In 1918 Mr. Bela purchased Mr. Taylor's interest in the business, also the building, and continued to build automobile body making machinery.

Mr. Bela came to this country as a youth, and worked his way to a position of prominence in the life of Amesbury, being one of its leading citizens, also one of the founders of the Amesbury Hospital, and a generous contributor to same.

Possessed of great skill as a craftsman, he manufactured machines to do by power, the same kind of work that had been done by hand, and as a manufacturer of such machinery, he acquired wealth, and came to be one of the leaders in his line of business.

Of more importance to the community, however, were his high ideals, his love of American democracy institutions, and his personal good will and generosity. He was also a naturalized citizen.

When operating to their fullest capacity, the company did a yearly business of \$90,000 to \$100,000, and employed fifty workers.

When Mr. Bela died in May, 1926, the whole community mourned the passing of a generous benefactor, a kind friend, and a public-spirited citizen.

After the passing of Mr. Bela, the company became the property of David Gootleib and Mrs. Joseph Gluck of Hungary, and the business was carried on Miss Addie True, who had been secretary of Mr. Bela for a number of years, and by George H. Temple, superintendent.

In August, 1941, a new type of pressure hammer was developed by the company, for shaping metal, and three of them were sold to the government.

The equipment was not a new invention, it was explained by the local concern, which had for years specialized in the making of Rotary Shears and Bumper Hammers.

The new "hammers" were designed to save space and provide for more efficient use.

Prior to its advent, power hammers, it was explained, had to be attached to posts in shops, resulting in loss of time, and inconvenience.

However, the new apparatus was a single unit, weighing 5400 pounds, and its frame was made entirely of cast iron. The base and main center post were cast by the Merrimack Valley Iron Foundry Co., of this town.

There were two bumping hammers at either side of the apparatus. Both could be used at the same time, or singly, each being provided with an independent motor.

The hammer heads, which were a specialty with the local concern, an establishment of many years' standing, were interchangeable. Large or small

heads could be used, depending on the type of work to be turned out.

The machine was capable of shaping #14 gauge steel, and could also take heavier stock, but the builders recommended only up to #14 gauge steel be used.

The equipment was built under the supervision of George H. Temple, plant superintendent.

The three machines, built for government, were shipped and delivered to factories in Corpus Christi, Texas; Jacksonville, Florida, and Quonset Point, R. I., factories engaged in defense work, making airplanes and naval equipment.

On September 11, 1941, the plant of the company was taken over by the Alien Property Custodian for the United States, as the owners were citizens of a hostile nation.

Even under these conditions, however, the records show that effective work was done, much of it helpful to the efforts of the United States.

After the plant was seized by the agency, the business was continued with Miss True as manager, and the important work for the navy moved along without interruption.

July 18<sup>th</sup>, 1944, three Amesbury men, Selectman Arthur P. Willett, co-proprietor of the Amesbury Specialty Co., Fred O. Gonthier, former selectman, proprietor of the Merrimack Valley Iron Foundry Co. and Earl C. Amidon, sales manager for the Amesbury Specialty Co., purchased the Pettingell Machine Co., and continued it for some time, when Mr. Gonthier bought the interests of the two others, and continued the business.



November, 1950 the Bailey Co. of Amesbury purchased the building and the Pettingell Co. was obliged to vacate.

**CHARLES B. PATTEN — CARRIAGE BLACKSMITH.**

Mr. Patten moved to Salisbury from West Amesbury in 1836, and commenced the work of repairing and making the iron work for carriages.

In 1890 one of our carriage firms displayed a carriage built by Mr. Patten in 1836, of which the wood work and trimming was done at West Amesbury.

The old-fashioned vehicle did not bear much resemblance to the finer artistic work of later days, yet like the "Deacon's One Horse Shay", it was strong and durable.

Fifty-four years of wear it had sustained, and gave evidence that it could run a half century longer.

Mr. Patten continued this branch of the business until his death in 1846, when he was succeeded by his son, George B. Patten.

**GEORGE B. PATTEN — CARRIAGES.**

Continued the business started by his father until 1859, when his brother Charles W. Patten was taken into partnership and they began building carriages complete in their own factory, and continued for a time, when C. W. bought his brother's interest.

**CHARLES W. PATTEN — CARRIAGES.**

Mr. Patten was born in Salisbury on January 29, 1830, at #81 Market St., and with the exception of two years, was always a resident of that town.

At fourteen years of age he entered the employ of his father, Charles B. Patten, the pioneer carriage builder at the Mills Village, located at the corner of Market and Cedar Sts., and witnessed the carriage industry grow here, from a dozen carriages per year to yearly sales amounting to hundreds of thousand dollars.

His father died in 1846, and his elder brother George was given the business in charge, and Mr. Patten completed his trade with him.

In 1858 he entered into business for himself, doing the work of ironing carriages for the West Amesbury manufacturers.

In 1859 he entered into partnership with his brother George, and they built carriages complete.

Purchasing his brother's interest later, he continued in business until 1870, at which time a half interest was sold to Charles N. Dennett.

Four years later, in 1874, Mr. Patten again obtained control of the business which he conducted until 1880, when he disposed of same to David J. Folger, a carriage trimmer, who was in his employ.

He built a line of light carriages, also single and double Portland sleighs.

**A. N. PARRY & CO. — CARRIAGES.**

Mr. Parry worked for his father, F. D. Parry for a few years, then was associated with him in the carriage business under the name of F. D. Parry & Son, and was located on Pleasant St. (now Perkins).

In 1875 he started business for himself at the same location under the name of A. N. Parry & Co.

In 1880 he built a brick factory three stories high, 100 x 50 ft. in Salisbury (now Amesbury), located on Chestnut St., corner of Carriage Ave., which extended down to the railroad tracks, where he built a line of light carriages until he was burned out in the big Carriage Hill fire of 1888.

In 1885, Horace E. Morrill of Salisbury Point, became a partner with Mr. Parry.

The firm's loss in the 1888 fire was \$100,000, on which they carried an insurance of \$45,000.

After the fire they built a large five-story brick factory 160 x 50 ft., located off Water St., near the railroad, where they continued the building of high grade work, and sustained the same reputation they had already established as builders of fine carriages.

They remained at this location for a few years after which the business was sold out, and Mr. Parry went into the carriage finding business, suing the same firm name.

**H. PILLSBURY (S. A.) — CARRIAGES.**

Carriage manufacturer — was located on Main St., South Amesbury.

**A. N. PARRY & CO. — CARRIAGE FINDINGS.**

In 1895, Mr. Parry started in business again, using the same name, as dealers in carriage hardware and supplied of all kinds used in carriage construction, and located in the building on Chestnut St., that replaced the one he was burned out of in 1888, using one floor and the basement, where he carried on for a number of years.

Later they moved to Oakland St., and were located in a 2 ½-story wooden building 140 x 35 ft., next to the brick factory formerly occupied by D. J. Folger, R. Drummond & Son, and others.

In 1929 Mr. Parry sold out to George H. Hollander and Leslie A. Todd, who continued the business, using the same name, A. N. PARRY & CO., and carried a full line of automobile trimming supplies, paints and hardware. In 1939 Mr. Hollander sold his interest to Mr. Todd, who was still operating the business in 1955, under the same name A. N. PARRY & CO.

**PATTEN TANNERIES — LEATHER TANNERS.**

Were located on Main St. at the foot of Patten's Hill, where a successful business was carried on for a number of years, by Robert Patten, who was born in South Amesbury, October 28, 1776. On attaining his manhood, he moved to the centre of town and built a Tannery below his residence on Main St. He was also engaged in the manufacture of bricks at the same location.

**RAND & BATCHELDER — CARRIAGE DEALERS.**

Wm. H. Rand and George Edwin Batchelder, a former carriage builder, established the business of buying carriages from local manufacturers, driving out through neighboring cities and towns with a string of three or four carriages at a time, selling them as they went along, and taking orders for later delivery

**RAND & BRYANT — CARRIAGES.**

Wm. H. Rand and George W. Bryant commenced carriage building in the former Charles A. Burlingame factory off Whitehall Road, which was a two and a half-story wooden building 75 x 35 ft., where they built a line of light carriages.

In 1894, Mr. Rand bought Mr. Bryant's interest in the business, and continued under the name W. H. RAND & CO.

**W. H. RAND & CO. — CARRIAGES.**

Continued carriage building in the Burlingame factory for a number of years, later moving to the Cammett building on School St.

In 1904, they moved to the C. W. Long building, near the Folger & Drummond factory, a 3 1/2 -story wooden building 200 x 25 ft., where he carried on business for a number of years. He was still in business in 1913, but closed out soon after.

**CHARLES ROWELL & SON — CARRIAGES.**

In 1876 Charles Rowell and his son Jacob started building carriages at #98 Friend St. opposite the Wm. G. Ellis factory. Mr. Charles Rowell had previously been in business with his brother Samuel.

They occupied a three-story French roofed wooden building 75 x 40 ft. with paint shop and boxing on first floor, trimming and hanging u rooms on second, and varnish room on third.

Also a two and a half-story wooden building 50 x 65 ft., used as a repository, a one-story blacksmith shop 75 x 20 ft., and a 75 x 25 ft/ storage shed.

In 1880 they did a business of \$40,000, built 400 carriages, and employed 25 workers.

The firm was one of the first manufacturers to export carriages. They also finished sleighs, bought in the white from other builders.

In the July, 1890 issue of the AMESBURY VEHICLE the following advertisement appeared:

“We are manufacturers of the very poorest quality of carriages, there is no style to our work, and it is liable to fall to pieces.”

“Don’t believe what you hear, but come and see, or order a sample job.”

On the death of the senior Mr. Rowell, his son Jacob continued the business until 1905, when the business was closed out.

The main factory was destroyed by fire in 1933, and the repository was torn down later.

**JEREMIAH J. REARDON — CARRIAGE TRIMMERS.**

Conducted a carriage body trimming business in 1904 in the former C. W. Long building on Clark St., until the factory was destroyed by fire in 1905.

After the fire he moved across the street to the Clark factory formerly occupied by B. F. Lewis, where his line consisted of automobile tops, motor boat cushions, etc., and continued in business until he sold out in March, 1918 to Harold S. Toggerson.

**WATSON REDDEN & CO. — CARRIAGES.**

Mr. Redden, a long time blacksmith and a fine workman, in 1893 began manufacturing carriages in the Clark factory on Clark St., formerly occupied by B. F. Lewis.

Later he moved to the Chesley Shiels & Hassett factory at #49-51 Elm St.

Mr. Redden employed ten men and made a specialty of very fine work, in fact, the best made in Amesbury, consisting of Box Buggies, Phaetons, and Goddards.

Mr. Watson's health failing hi, the business was taken over in 1895 by George T. Thompson.

**CHARLES & SAMUEL ROWELL — CARRIAGES.**

Commenced carriage business in 1873, and was located off Pond St., where they continued same until 1876, when the partnership was dissolved, and the business taken over by Samuel Rowell & Son.

**SAMUEL ROWELL & SON — CARRIAGES.**

Samuel Rowell and his son Samuel Jr., took over the carriage business of Charles & Samuel Rowell in 1876, located on Pond St. where extra buildings were erected as follows: one 2-story and basement 70 x 45 ft. with a 1-story addition 60 x 20, one 2 ½-story 75 x 25 ft., used as a repository, one 1-story 55 x 20 ft., two 1-story buildings, one 60 x 20 ft., the other 40 x 25 ft., and one 2-story 75 x 45 ft., all wooden.

They built a general line of carriages.

In 1880 they produced 620 carriages, valued at \$46,576, and employed 32 men.

They enlarged their plant in 1886 by the erection of a four-story and basement wooden building 90 x 40 ft., off Water St., near the Boston and Maine railroad, where they had better facilities for shipping their carriages.

Here they built a full line of pleasure carts, together with all descriptions of latest style carriages, also did a large export Trade. Their capacity was 1800 carriages a year.

In 1890 the senior Mr. Rowell passed away, and the business was carried on by Samuel, Jr., under the same name, and continued for a few years.

The building near the railroad was sold to George W. Bryant, and was destroyed by fire in 1903, when it was occupied by Burbank Brothers and Charles F. Worthen.



**ROWELL & NEAL — CARRIAGES.**

Samuel Rowell, Jr., and James Neal started carriage business in 1887, and were located in the factory formerly occupied by George W. Osgood at 258 Main St., where they carried on until 1890, when the business was taken over by Neal and Bolsen.

**CHARLES L. ROWELL (S. A.) — TANNERS.**

Operated a leather tanning and currying business in South Amesbury.

A dam was built across the small stream sometimes called "Patten's Creek", which gave a good opportunity for grinding bark to pursue the business.

**RANDALL & MILLER — SPARK PLUGS.**

Manufactured spark plugs for automobile engines for a few years, and were located on Mechanics row, off Main St.

**WM F. SARGENT — CARRIAGES.**

Was an early builder of carriages in Amesbury, beginning about 1860, and continuing for ten or fifteen years, building the standard styles for that time. He was located on Market St.

**WILLIS P. SARGENT (W. A.) — CARRIAGES.**

Commenced carriage building at West Amesbury in 1835.

In 1880 he did a business of \$17,500, producing 100 carriages. He employed ten men.

**JOHN H. SHIELS & CO. — CARRIAGES.**

The firm consisted of John H. Shiels, John J. Preveux, G. E. Batchelder, (son-in-law of John Hume), and J. Woodbury Currier, and was located in the C. W. Long building on Clark St..

They manufactured all kinds of carriages, from a one man light buggy to a six passenger Rockaway on full platform gear. This was in 1890.

In 1893 Mr. Shiels went to Watertown, N. Y., to work for the Watertown Carriage Co. as a salesman, and remained with them until 1896, when he returned to Amesbury.

During Mr. Shiels' absence the business was carried on under the supervision of J. W. Currier, a member of the firm, and Geo. E. Collins, who was bookkeeper for the concern.

In 1897 Mr. Currier and Mr. Collins took over the business, and changed the name to The Shields C'G'E. CO.

**THE SHIELDS CARRIAGE CO. — CARRIAGES.**

In 1897 J. Woodbury Currier and George E. Collins took over the carriage business of John H. Shiels & Co., located in the Chas. W. Long factory on Clark St., where they continued the same line of work.

In 1900 they purchased the Eben Currier brick factory at #11 Carriage Ave., which was a three-story building 100 x 50 ft., with a one-story ell 50 x 25 ft., where they continued building carriages until the demand for same dropped off, when they changed to automobile body work, being one of the first of the local manufacturers to do so.

These auto bodies were built by the Currier-Cameron Co., and trimmed and finished by the Shields Co.

They were very successful in this line, and turned out first class work.

In 1909 Nathaniel W. Currier, son of J. W. was admitted to the firm.

A memorable fact was that this firm painted and trimmed the first automobile body built by Currier Cameron Co. for the Stanley Brothers of Newton, Mass., makers of what turned out to be the famous "Stanley" steamer automobile, which made a name for themselves in the automobile world, and were quite popular for an extended period.

They also finished bodies for the Locomobile Co., Stevens Duryea, Orient Buckboard, Brant Bros., and others.

These steamers sold for one to five thousand dollars each, and met with a ready sale. The local firm turned out five hundred bodies a year for them.

The company discontinued the manufacture of auto bodies in 1923 (having built 14,000), and did a little jobbing and repair work for a year or two later.

#### **CHARLES E. STONE — CARRIAGES.**

In 1874 Mr. Stone had a large shop and two smaller buildings erected on Carriage Ave., opposite Morrill St., and started in the carriage business.

He built a line of fine wagons for a time, then added Top Carriages to his product.

In 1880 he did a business of \$20,000, producing 200 jobs, and employing 15 men.

In 1883 he gave up the business and went with E. S. Felch & Co., as superintendent of their factory, remaining with them for fourteen years.

The buildings he formerly occupied were destroyed in the big 1888 fire.

Mr. Stone was later employed by the S.A.F.E. Co., and with D. J. Marston, a former wheel manufacturer, invented several improvements in carriages, which they disposed of to the company for whom they managed a branch in Amesbury. Later Mr. Stone went to Buffalo, N. Y. with the Buffalo Spring and Gear Co.

#### **WILLIAM W. SMART — CARRIAGES.**

Learned his trade in West Amesbury (now Merrimac) from George Larkin in 1861, at the age of seventeen, and served his apprenticeship there as a painter at a salary for the three years of \$35, \$50 and \$75 a year respectively. He remained with the same firm for a year and a half afterwards, then came to Salisbury and had charge of Dennett & Clark's paint shop for two years.

At that time, in 1867, he was appointed superintendent of painting in the factory of Jacob R. Huntington, and remained with him until 1875, when Mr. Huntington sold out and retired.

In 1876 Mr. Smart built a three-story brick factory building 150 x 45 feet on the corner of Morrill St. and Carriage Ave., and occupied it until 1880, when he entered partnership with Wm. E. Biddle.

He built 120 carriages the first year and 420 the fourth year.

In 1880 he did a business of 45,000, building 420 carriages and employed 26 workers.

In 1880 Mr. Smart was admitted to the firm of Biddle & Smart Co., and his business was taken over by David J. Folger in 1881.

**SPOFFORD & SMART — CARRIAGE BODIES AND GEARS.**

In 1889 Joseph Smart took over the interest of H. P. Wells in the firm of Wells & Spofford, and changed the name to Spofford & Smart, continuing at the same location in the three-story brick building 200 x 50 ft. on Oak St., using the third floor of same.

They built carriage bodies, making some styles that they controlled, and were continually getting up new styles.

Manufacturers in other sections found them ready to serve with novelties.

The firm was composed of two practical and enterprising men of marked ability in their line of business.

In 1894 they sold out their business to J. N. Leitch & Co.

**E. P. SANDERSON & CO. — IRON AND STEEL**

Importers and dealers of iron and steel for carriages, they carried a line of special sizes and brands not found elsewhere in stock.

Their salesroom was at #77 Elm St. near the Currier Cameron Co. factory.

The main office of the company was in Boston.

**SCOTT & SPINNEY — CARRIAGES.**

Robert Scott and C. H. Spinney were in carriages business on the corner of Market and Cedar Sts. For a short time in buildings formerly occupied by C. W. Patten, also D. J. Folger.

**ELMER F. SARGENT — CARRIAGE SUPPLIES.**

Mr. Sargent was one of the earliest dealers in carriage hardware and trimmings in the early 1860's and was located on Market St. opposite the Bank in Salisbury.

He was succeeded by D. L. Bartlett, who continued the business for a few years.

**SHUMWAY & JANVRIN — CARRIAGE PACKERS AND SHIPPERS.**

H. H. Shumway and George Janvrin did a business of crating carriages for shipment, both single and carload lots for different manufacturers. They were located in the Boston and Maine freight yard.

The business was later taken over by Mr. Janvrin, and continued for a number of years.

**JONATHAN B. SARGENT (W. A.) — AXLES & SPRINGS.**

Commenced the manufacture of axles in West Amesbury about the year 1834, and was located on Main St.

Later adding the manufacture of steel carriage springs.

He enjoyed a profitable business for many years, the business was later called West Amesbury Spring & Axle Co., and was closed out in 1873.

**IRVING SEAVEY — BLACKSMITH.**

Was located in the rear of the Seth Clark Jr. carriage factory at 87 Elm St., where he carried on the business of ironing out carriages for different manufacturers, also a general line of blacksmith work.

**H. O. & H. W. STEVENS (W. A.) — CARRIAGES.**

In 1869 they started doing carriage building and were located on Liberty St., West Amesbury, where they manufactured a high priced line of carriages.

In 1880 they built 200 carriages, valued at \$80,000, and employed 50 men. Average price, \$400.

**ELMER P. SARGENT (W. A.) — CARRIAGES.**

Commenced carriage business in 1871, and was located on Main St. in West Amesbury, near the square.

In 1880 they manufactured 125 carriages, valued at \$25,000, and employed 20 men.

**PERLEY A. SANBORN — CARRIAGES.**

In 1891 purchased the assets of W. S. Eaton on Mill St. and continued building carriages about a year, then sold out to M. M. Dennett, who occupied part of the same factory.

**TITUS & WALKER — METAL PLATERS.**

Consisting of George W. Titus and Ambrose E. Walker—started the metal plating business in 1890. They were located in the Wm. E. Biddle building on Water St., where they did a large business in silver, gold and nickel plating, sleigh dashers and screens, also carriage name plates.

**WARREN V. TUXBURY — CARRIAGES.**

The first competitor that J. R. Huntington had was W. V. Tuxbury, an active Amesbury boy, who continued in business but a short time.

This was in the 1860's, and he built a few wagons in a shop on Friend St. near Lake Attitash.

Mr. Tuxbury was one of the first volunteers for Amesbury quota in Civil War, in 1862.

**GEORGE T. THOMPSON — CARRIAGE TRIMMING.**

Was located on Clark St. in the C. W. Long shop, where he conducted a carriage trimming business, doing work for different manufactures, including Watson Redden & Co., from 1893 to 1904.

After Mr. Redden moved to #49-51 Elm St. his health failed and he was obliged to give up business. It was taken over by Mr. Thompson, who continued until 1904, when the business was sold to J. J. Reardon.

**DAVID TRUE — CARRIAGE JACKS.**

The inventive spirit so strong in Amesbury was well exemplified by the invention of a carriage jack by David True, who conducted a wood working plant on Rocky Hill Road, where he occupied three wooden buildings, one 2-story 30x 20 ft., used as a dry room.

This jack was considered the best article of its kind ever invented, and put on the market, and found a ready sale.

He was still in business in 1904.



**HAROLD S. TOGGERSON — AUTO TOPS, ETC.**

March 1, 1918, Mr. Toggerson purchased the auto top business of Jeremiah J. Reardon, situated on Clark St., and continued same for three or four years.

He built automobile tops, motor boat cushions, etc., with the addition of work on automobile folding trailers for F. P. Lyons, located in the same business.

Later he moved to #20 Pearl St., where he is still manufacturing automobile tops-1955.

**UNIT MFG. CO. — AUTO TRUCK BODIES.**

Occupied the factory buildings formerly used by the J. N. Leitch Co. on Cedar St. in 1918, where they manufactured a line of automobile truck bodies.

**CHARLES WING & CO. — CARRIAGE HARDWARE & SUPPLIES.**

Charles Wing, the founder of the company, was born in Uxbridge in 1816, and engaged in the hardware business in 1848, coming to Salisbury in 1872, at which time he purchased the hardware store of Benj. E. Fifield, located on Water St.

He gradually added such articles as were in use by the carriage manufacturers, until this early beginning grew into what was one of the largest outfitting concerns in New England, if not in the world at that time.

They occupied a large three-story and basement building 100 by 50 ft., located on Water St., also two large storehouses.

In 1879 the firm secured the services of Wm. W. Hawkes who was fully acquainted with the hardware business in all of its details.

From this time on, new lines were added, so that everything needed for the carriage industry was carried in stock.

Upon the death of Mr. Wing in 1891, the company was incorporated under the name of THE CHAS. WING CO. INC., with Mr. Hawkes as president, and Charles A. Steere as secretary. Under this management the firm developed and increased their trade all over the country.

They were still in business in 1919, but closed soon after. (Not until after 1930.)

#### **HARLAN P. WELLS — CARRIAGES.**

Started in business in 1886 as a partner in the firm of Wells & Spofford, remaining there until 1889, when he withdrew from the firm and went into business for himself in a building on Oakland St.

In 1890 he entered into partnership with Osgood Morrill, where he remained until 1900, when he went into business again for himself, under the name of H. P. WELLS, building about the same line as Mr. Morrill.

He occupied a portion of two floors in the S. R. Bailey building on Chestnut St., with office and salesroom in basement, and workshop on second floor.

In 1909 Mr. Wells sold out his stock of finished and unfinished carriages to T. W. Lane, and joined the Walker Wells Co., remaining with them until 1918, when he retired, and passed away in 1920.

**PETER A. WILSON — FILES.**

Formerly with Wm H. Day File Manufacturer, opened a file plant of his own on Pond St., in 1888, later moving to Chestnut St., when the name was changes to AMESBURY FILE WORKS.

The business was closed out in 1909.

**CHARLES F. WORTHEN — CARRIAGES.**

Came to Amesbury as local agent for the Boston & Maine railroad in 1879, remaining with them until 1887, when he entered the employ of the Hume Cge. Co.

E remained with them until 1889, when he was appointed general manager of the Amesbury Cge. Co., which position he held until 1896. At that time he decided to enter business for himself.

He was located in the former Sam'l. Rowell & Son shop off Water St. near the Boston & Maine railroad, where he built a general line of carriages, remaining here until January, 1903, when the factor was destroyed by fire.

Obtaining quarters on "Carriage Hill" at the corner of Chestnut St. and Carriage Ave., formerly occupied by George W. Osgood, in a three-story wooden building. He continued in business for a few years.

**WITHAM BODY CO. — AUTOMOBILE BODIES.**

Were located in the former J. N. Leitch & Co. factory on Cedar St., where they operated an automobile body business for a time, then moved to the former N. H. Folger factory off Water St. near the Boston & Maine railroad.

They remained in business for a few years.

**FRANK R. WHITCHER — CARRIAGE COVERS AND UMBRELLAS.**

In 1890 Mr. Whitcher purchased the carriage cover and umbrella business of George H. Briggs, located at #23 Main St. (upstairs), where he continued the manufacture of carriage covers for use in shipping carriages, also umbrellas used on open carriages and wagons. These umbrellas were the same as are used today at all summer resorts and beaches.

He also made shaft and pole covers for shipping purposes, together with street-car covers.

He was still in business in 1913, but closed out soon after.

**WILLIAM WOODARD — DASHER STITCHERS.**

Was a stitcher of leather dashers used on carriages, and was located on one floor of a 40 x 25 ft. wooden building in the rear of the Osgood Morrill factory, this building being off Oakland St.

These dashers were stitched by machine for the use of different manufacturers.

**PHINEAS WHITTIER — DASH STITCHERS.**

Also carried on a business of dash stitching.

**WELLS & SPOFFORD — CARRIAGE BODIES AND GEARS.**

Harlan P. Wells and Jason Spofford commenced making carriage bodies and gears in 1886, and were located in the three-story brick factory on Oak St., 200 x 50 ft., of which they used the third story.

They also made a specialty of Well's patent Jump Seat carriages.

Their business increased rapidly, and needing more room, the owners of the mill erected a three-story wooden building 65 x 35 for their use.

In 1889 Mr. Wells sold his interest in the business to Joseph Smart, and they changed the name to SPOFFORD & SMART.

**S. D. WARWICK — CARRIAGE LAMPS.**

In 1889 Mr. Warwick moved from New York to Amesbury and started making carriage lamps in the F. A. Babcock Co. building on Chestnut St.

He was an experienced lamp maker, and made thousands of lamps for the market before coming to Amesbury.

He manufactured Coach and Signal Lamps, did metal spinning, made carriage mouldings, and was a gold, silver and nickel plater.

His goods were first class, and prices low.

**WALKER & NELSON — PAINT MFGRS.**

In 1874 Charles P. Walker and Thomas D. Nelson commenced manufacturing paints and colors for the carriage trade, and were located on Water St. in the Wm E. Biddle building.

They also conducted a retail paint store at #13 Elm St.

After Mr. Walker's death, Mr. Nelson continued the business under the name of T. D. NELSON & CO.

**WEST AMESBURY AXLE CO. — CARRIAGE AXLES & SPRINGS.**

This business was started in 1834 by Jonathan B. Sargent, Esq., and was located on Main St. in West Amesbury.

Later a company was formed under the name of WEST AMESBURY SPRING & AXLE CO., and did a large business making carriage springs and axles.

They suspended operations in 1873, and the machinery and stock were closed out.

**WENTWORTH BROWN & CO. — AUTO TRUCK BUILDERS.**

In 1915 were located on Cedar St., building light automobile trucks, employing 35 hands, who were busy fitting new bodies to auto chasses for light delivery work.

**WALTON & COLQUHOUN — CARRIAGES.**

Started carriage business in 1887, and were located in a large three-story wooden building 85 x 50 ft., on Carriage Ave., where they operated for a short time.

**WALKER & SHIELS — CARRIAGES.**

George Walker, Sr., and John H. Shiels formed a partnership in 1885 under the name of WALKER & SHIELS, and built a four-story brick factory on Chestnut St., also a large five-story brick building on Railroad Ave.

Before completing the buildings they had an opportunity to purchase the carriage business of John Hume, located at the corner of Carriage Ave. and Morrill St., taking possession in December.

Wm. Hume remained with the new firm.

The new firm leased the four-story narrow building to Lambert Hollander, and the five-story building was let to different manufacturers for storage purposes, and it was full of finished carriages at the time of the big fire of 1888.

These buildings were both located on land later covered by the F. A. Babcock & Co. large brick factory.

After taking over the Hume plant, the name was changed to HUME CARRIAGE CO., and consisted of George Walker, Sr., John H. Shiels and William Hume.

In 1887 Mr. Shiels withdrew from the firm and became a partner in a new firm under the name of JOHN E. CHESLEY & CO. Messrs. Walker and Hume continued the Business.

#### **WALKER CARRIAGE CO. — CARRIAGES.**

George Walker, Sr. for a long time with the Hume Carriage Co., and James H. Walker, his son, began manufacturing carriages in 1898 in the S. R. Bailey & Co. factory, formerly the Amesbury Carriage Co. plant, where they carried on a good business until there was a strike of the carriage workers of Amesbury in 1903. At that time they moved to Merrimac.

The company remained in Merrimac until 1908, when they moved the Amesbury branch back to Amesbury, and still carried on the Merrimac branch under the supervision of George Walker Sr., and his son George T. Walker.

They occupied the factory buildings next to the Massachusetts Northeastern Bus Co. garage on Main St., Merrimac.

#### **WALKER BODY CO. (MERRIMAC) — AUTO BODIES.**

Consisted of George T. Walker, Frank Prescott and George Wildes, were located in Merrimac where they did the painting and trimming of auto bodies built in Amesbury by the Walker Body Co., and transported them back and forth over the road.

**WALKER & WELLS — AUTOMOBILE BODIES.**

In 1909 James H. Walker and Harlan P. Wells went into partnership under the name of WALKER & WELLS, and were located in the former John S. Poyen & Co. building at the corner of Elm and Clark Sts., where they started manufacturing automobile bodies.

This was a three-story brick building 100 x 50 ft., with a three-story ell 30 x 25 ft., and they occupied same until 1911.

**WALKER WELLS CO. — AUTOMOBILE BODIES.**

January 1, 1911, the WALKER WELLS CO. was organized with George Walker, Sr., James H. Walker, Harlan P. Wells and Henry Miller as members of the firm, succeeding the Amesbury branch of the WALKER CARRIAGE CO.

On September, 1911, the company purchased the Folger & Drummond factory located on the line of the Boston & Maine railroad, near the depot.

This was a five-story brick building 175 x 55 ft., with a three-story ell 65 x 45 ft.

The first floor of the main building was used for mill work, with a metal body shop on the second, there was also a body shop on third and wood working machinery on the fourth, with the fifth floor used for storage.

The ell first floor was used as a wood working plant, with metal body shop on second and setting up shop on third, making 56,900 sq. ft. of floor space.



**WALKER WELLS CO. INC. — AUTOMOBILE BODIES.**

January 1, 1913, the company was incorporated with the following officers: Harlan P. Wells, President, George Walker, Sr., Vice-President, James H. Walker, Treasurer and Henry Miller, Secretary.

In 1913 they were one of the largest manufacturers of closed bodies in the white in New England.

They also produced large quantities of Roadsters and Touring Car bodies, practically all of them were made of aluminum, all of the highest quality.

In 1918, in addition to their brick factory, they used a 3 ½ -story wooden building 200 x 25 ft. next to the factory, with 50 ft. of same used for storage on the first floor, rubbing room on second, hot air drying on third.

The balance of 150 ft. was used as a blacksmith shop on first floor, rubbing room on second, painting on third.

Also a one-story and basement wooden building, in the rear of factory, 100 x 45 ft., used for storage in basement and metal beating on first floor.

They also used a five-story wooden building 140 x 50 ft., across the tracks, formerly used by N. H. Folger, for storage

The above buildings were known as plant #1, and had a total of 118,400 Sq. ft. of floor space.

**PLANT #2.**

Was located on Oak St., and consisted of a three-story brick building 200 x 50 ft., which was used on the first floor as a blacksmith and welding shop, machine shop on the second, and metal shop on third.

A three-story and basement wooden building 40 x 80 ft. used for storage and crating.

A one-story wooden building 65 x 25 ft. used for hammering.

A one-story wooden building used for lumber storage, 165 x 65 ft. A one story brick dry house 65 x 35 ft., and a three-story wooden building 400 ft. long by 65 ft. wide, used for manufacturing purposes.

Making a total of 135,425 sq. ft. of floor space of #2 Plant.

They also used the G. W. J. Murphy & Co. building on Oakland St., corner of Morrill St., about 1926 or 1927, which consisted of a three-story brick building 120 x 60 ft., with a three-story ell 40 x 50 ft., and a one-story extension 130 x 50 ft., making a total of 34,100 sq. ft.

Making a total of 287,925 sq. ft. of floor space occupied by the firm.

The company also carried on an extensive business in stamping auto door locks, fly wheels, guards, engine guards, fenders and housings, together with other metal accessories used in connection with the manufacture of automobiles.

This work was done at Plant #2

In 1918 Mr. Wells retired from the company and it was then merged with the Walker Body Co.

#### **WALKER BODY CO. — AUTOMOBILE BODIES.**

Consisting of James H. Walker, George T. Walker, George Wildes and John J. "June" O'Brien—manufactured automobile bodies in the former J. H. Clark & Co. building on Oakland St.

This was a three-story brick building of 140 x 50 ft., using the first floor for an office and for storage, with body shop on second, painting on third: also a three-story ell 130 x 50 ft. with woodworking on first floor, metal work on second, and painting on third.

In August, 1918 the H. H. Franklin Mfg. Co., for whom the Walker Co. had built bodies for a period of years, took an interest in the company, carrying on the business under the name of WALKER BODY CO., continuing same until 1930, when the Franklin Co withdrew from the firm.

The Walker Co. continued until 1931, when the business was closed out.

A statement published in 1926 represented that the company manufactured that year eight to ten thousand automobile bodies, which would bring the total for that year about the same as built in 1925.

They employed about fifteen hundred men and women, and built bodies for some twenty automobile manufacturers, among them Franklin and Holmes.

#### **WEST AMESBURY MFG. CO — CARRIAGE WHEELS.**

In 1848 a company was incorporated in West Amesbury for the manufacture of carriage and wagon wheels, with a capital of \$40,000. Thomas T. Merrill was appointed agent.

Their factory was located on Mill St., near Humphrey Nichols Mill on Cobbler's Brook.

Hitherto, wheels had been made entirely by hand, and the slow work gave employment to many wheelwrights.

At this factory, nicely adjusted machinery performed nearly all of the work.

At a later date, the manufacture of carriage parts was added to the business.

In 1880 they made 4094 sets of wheels and 3800 sets of carriage parts, valued at \$75,266. F. S. Merrill was agent at that time. Later he came to Amesbury and went into the wheel business for himself.

The name of the company was changed to MERRIMAC MFG. CO. after the town of Merrimac was incorporated in 1876.

#### **WILMAN & ELLIS — CARRIAGE SALESMEN.**

This firm consisted of George P. Wilman and George Ellis son of Sm. G. Ellis, and brother-in-law of Mr. Wilman.

They occupied an office in the Wilman Block, now the Masonic Block, and did a carriage sale business. They had no factory, but sold carriages built by Wm. G. Ellis & Sons, and other manufacturers.

WEST AMESBURY FIRMS  
(1800-1876)

The following named firms were in carriage business or accessories in West Amesbury from 1800 to 1876.

ATWOOD MFG. CO.		METAL PLATING
ADAMS, GEORGE	LOCUST ST.	CARRIAGES
BETTS, WM.	MILL ST.	"
CLEMENT, M. G. 1850	OFF MAIN ST.	"
COLBY, L. W.	CHURCH ST.	"
CLEMENT, J. S. & J. M.		CARRIAGE BODIES
CLEMENT, GEORGE	LOCUST ST.	"
CHASE, WM. 1838		CARRIAGES
COLBY, W. A.		"
ENGLAND, J. J.	GREEN ST.	BLACKSMITH
EMERY & LITTLE 1800		CARRIAGES
FOSTER HOWES & CLEARY	GREEN ST.	WHEELS & GEARS
GOODWIN, A. E. 1830	MAIN ST.	CGE.FURNISHINGS
GOODWIN & SARGENT 1840	MAIN ST.	"
HALL, J.	SCHOOL ST.	CARRIAGES
JUDKINS & GOODWIN 1857	MAIN ST.	"
JUDKINS, J.B. & SON	MAIN ST.	"
KELLY, J. B. & B.A.	BIRCH MEADOW RD.	WHEELS & BODIES
LOUD, L. C.	SCHOOL ST.	CARRIAGES
LANGLEY, T. V.	GREEN ST.	BLACKSMITH
LITTLE & LANCASTER	LOCUST & GREEN ST.	CARRIAGES
LARKIN, GEORGE		"
LANCASTER, J.A. 1858	LOCUST & GREEN ST.	"
NOYES, C.H. 1846	MILL ST.	"
NICHOLS, J.S.	FOREST ST.	"
OSGOOD, E.	GREEN ST.	BLACKSMITH
PATTEN, T.B.	MAIN ST.	CARRIAGES
PEASE, SAMUEL 1860	MAIN ST.	"
PALMER, C. H.	OFF MAIN ST.	"
PALMER & DOUCETTE	MAIN ST.	"
POYEN, J.S. & CO. 1850		CGE. FINDINGS
SARGENT, E.P. 1871	MAIN ST.	CARRIAGES
SARGENT, O.H.	CHURCH ST.	"
SARGENT & NELSON	LIBERTY ST.	"
STEVENS, H.O. & H.W. 1869	"	"
STEVENS, G.	MAIN ST.	BLACKSMITH
SAYRE, W.H.		CARRIAGE BODIES
STEVENS, S.	MAIN ST.	BLACKSMITH
SARGENT, C.	BIRCH HAVEN RD.	CARRIAGES
SARGENT, M.	BIRCH HAVEN RD.	"
SARGENT, GOODWIN & HANLON & CO.		"
SARGENT, JOHATHAN B. 1834	MAIN ST.	AXLES & SPRINGS
SARGENT, WILLIS P. 1835		CARRIAGES
W. A. MFG. CO. 1848	MILL ST.	CGE. WHEELS
W. A. SPG. & AXLE CO.	MAIN ST.	AXLES & SPRINGS
WATERHOUSE, A.M.	SCHOOL ST.	CARRIAGES

SOUTH AMESBURY FIRMS  
(1800-1876)

The following firms were in carriage business or accessories in South Amesbury from 1800 to 1876.

COLBY, W.H. 1860	FRIEND ST.	CARRIAGES
FINN, WM.	HIGH ST.	PAINT & FILLERS
FOURTIN, J.D.	CHURCH ST.	BLACKSMITH
FLANDERS & RICHARDSON	MAIN ST.	CARRIAGES
GUNNISON, SM.	MAIN & HIGH ST.	"
GUNNISON, GEORGE		CARRIAGE TRIMMERS
KIRSCH, ERNEST		CARRIAGE BODIES
LAWSON, A.D.		" "
LAWSON, ALEX		" "
MORRILL, ALFRED W. & CO.	PATTEN'S CREEK	CGE. WHEELS
PILLSBURY, H.	MAIN ST.	CARRIAGES
ROWELL, C.L.	TANNERY LANE	TANNERS
SARGENT, J.W.	HIGH ST.	CARRIAGES
SAWYER, T. C.	MAIN ST.	"
SCHOFIELD, J. & S.	MAIN ST.	"
TUCKWELL, S.	PLEASANT ST.	"
WILLIAMS, C.E.	" "	BLACKSMITH
WRIGHT, D. B.	" "	CARRIAGES
GARDNER S. MOODY	EAST SALISBURY	CARRIAGES

**SALISBURY AND AMESBURY FIRMS BY STREET (1800-1912)**

	BUSINESS	BUILDINGS
<b>ALBION STREET.</b>		
LAMBERT HOLLANDER 1885	CARRIAGES	TORN DOWN
<b>CHESTNUT STREET.</b>		
AMESBURY CARRIAGE CO. 1889	CARRIAGES	TORN DOWN
AMESBURY FILE WORKS	FILES	“ “
AMESBURY REED & RATTAN CO.	RATTAN WORK	“ “
BABCOCK, F.A. & CO. 1885	CARRIAGES	BURNED DOWN 1888
BABCOCK, F.A. & CO. 1889	“	TORN DOWN
BAILEY, S.R. & CO. 1889	“	“ “
CLARK, J.H. & CO. 1882	“	BURNED DOWN 1888
DAY, WM. H.	FILES	“ “ “
HUNTINGTON, J.R. 1869	CARRIAGES	“ “ “
HUME, JAMES 1875	“	“ “ “
HOLLANDER, LAMBERT 1889	“	STILL IN USE
ENGLAND, GEORGE W.	MACHINIST	
LANE, T. W. 1890	CARRIAGES	OBSOLETE
MORRILL, WM.C.	“	BURNED DOWN 1888
MORRILL, EDWIN 1870	“	TORN DOWN
MARDEN, G. W. & CO. 1888	“	STILL IN USE
PARRY, A.N. & CO. 1880	“	BURNED DOWN 1888
WELLS, H.P. 1900	“	TORN DOWN
WARWICK, S.D. 1889	LAMPS	“ “
WALKER & SHIELS 1885	CARRIAGES	BURNED DOWN 1888
WALKER CGE. CO. 1898	“	TORN DOWN
GRAY & DAVIS 1896	CARRIAGE LAMPS	“ “

**CONGRESS STREET.**

BROWN, CHAS. C.	CARRIAGE BODIES
TRUE, ALVIN	“ “

**CLARK STREET.**

AMESBURY FILE WORKS	FILES	
CHESLEY, JOHN E. 1887	CARRIAGES	BURNED DOWN
CHESLEY SHIELS & CO. 1889	“	“ “
COLBY & BALCH 1885	“	“ “
DENNETT & CLARK 1886	“	“ “
GALE & MORRILL 1868	“	“ “ 1885
GALE, FOSTER 1870	“	“ “ 1905
KLIEN CGE. CO. 1904	“	“ “
LEWIS, B. F. 1885	“	“ “
LONG, C.W. 1873	“	“ “
REARDON, J.J. 1904	CARRIAGE TRIMMER	“ “ 1905
SHIELS, J.H. & CO. 1890	CARRIAGES	“ “
SHIELS CGE CO. 1897	“	“ “
THOMPSON, GEO. T. 1893	“	“ “
WATSON REDDEN & CO. 1893	“	“ “

NOTE: The above list covers two buildings. Only two or three firms occupied them when burned--  
FOSTER GALE, KLIEN CGE. CO., J. J. REARDON.

**SALISBURY AND AMESBURY FIRMS BY STREET (1800-1912) (Cont'd)**

	YEAR	BUSINESS	BUILDING
<b>CARRIAGE AVENUE</b>			
AMESBURY BENT GLASS CO.		CGE LAMP GLASS	STILL IN BUSINESS
CURRIER, EBEN M.	1891	CARRIAGES	STILL IN USE
CLARK, J. H. & CO.	1888	"	" " "
CONNOR CGE. CO.	1893	"	" " "
CHASE, HERBERT F.	1890	"	TORN DOWN
DENNETT, C. N. & CO.	1878	"	BURNED DOWN 1888
DENNETT, & RINES	1884	"	" " 1888
DRUMMOND TAYLOR & CO.	1887	"	STILL IN USE
DRUMMOND, ROB'T & SON	1889	"	" " "
DOW, GRANVILLE		CGE. IRON SILLS	TORN DOWN
FOLGER & LEWIS	1880		BURNED DOWN 1888
FOLGER, N. H.	1885	CARRIAGES	" " 1888
FOLGER, DAVID J.	1881	"	STILL IN USE
HUME, JAMES		"	BURNED DOWN 1888
HUME, MORRILL	1861	CARRIAGES	BURNED DOWN 1888
HUME, JOHN	1870	"	" " 1888
HUME CGE. CO.	1885	"	STILL IN USE
STONE, CHARLES E.	1874	"	BURNED DOWN 1888
WALTON, COLQUHOUN	1887	"	STILL IN USE
WOODWARD, WM.		CGE. DASH STITCHER	TORN DOWN
WORTHEN, CHAS F.	1903	CARRIAGES	TORN DOWN
OSGOOD, GEO W.	1890	"	" "
PALMER, C. H. JR.	1888	"	STILL IN USE
<b>CHURCH STREET.</b>			
FRANCIS, JOHN	1875	CGE. BODIES & GEARS	BURNED DOWN 1880
FRANCIS & SMITH	1880	" " "	" " 1893
KENDALL, FRED F.	1887	CARRIAGE BODIES	" " 1893
KENDALL & LUNT	1888	CGE. BODIES & GEARS	TORN DOWN
<b>CEDAR STREET.</b>			
BRIGGS, RICHARD F.&CO.	1874	CARRIAGES	STILL IN USE
BRIGGS CGE. CO.	1894	"	" " "
BRIGGS CAR CO.	1890	STREET CARS	" " "
CADIEU & CLARK	1871	WD. WRK. MILL	TORN DOWN
CAMERON & HINDS	1899	CGE. BODIES & GEARS	STILL IN USE
ELLISON, GEO W.		BLACKSMITH	TORN DOWN
MERRILL, F. S.	1903	CGE. WHEELS	STILL IN USE
<b>COLLINS STREET</b>			
GALE, D. E. & CO.	1878	CARRIAGES	TORN DOWN
ESTEN, J. F. & SON	1887	"	" "



## SALISBURY AND AMESBURY FIRMS BY STREET (1800-1912) (Cont'd)

	YEAR	BUSINESS	BUILDING
<b>ELM STREET</b>			
ALDRICH, CHAS. B.		CGE. DASH STITCHERS	TORN DOWN
BRIGGS, R.F. & CO.	1878	CARRIAGES	“ “
BABCOCK, S.E. & CO.		CGE. FINDINGS	“ “
BABCOCK & GRAY	1890	“ “	“ “
BAILEY, S.R. & CO.	1882	CGE POLES & SLEIGHS	STILL IN USE
BOULTENHOUSE, BLISS		CGE. WHEEL BXS. T	ORN DOWN
CLOUTIER, PIERRE		BLACKSMITH	
CLARK, SETH, JR.	1860	CARRIAGES	BURNED DOWN
CLARK BROTHERS	1824	LEATHER TNR.	TORN DOWN
CURRIER CAMERON & CO	1887	CGES. IN WOOD & IRON	“ “
CHESLEY SHIELS & HASSETT	1888	CARRIAGES	“ “
CLARKSON, J.T. & CO.	1896	“	STILL IN USE
DAY, W. H.		FILES	
DOUGLASS, E.A.		BLACKSMITH	TORN DOWN
DANA, CHARLES		CGE. PAINTER “ “	
DENNETT & CLARK	1888	CARRIAGES	BURNED DOWN
FELTHAM, JAMES E.		CGE. BODIES	TORN DOWN
FELTCH, E.S. & CO.	1856	CARRIAGES	“ “
GOSS DRUMMOND & CO.	1882	CGE. BODIES & GEARS	“ “
HUNTINGTON, J.R.	1853	CARRIAGES	“ “
HUME, WM.	1857	“	“ “
HASSETT, JAMES H. & CO.	1890	“	“ “
HASSETT & HODGE	1890	“	“ “
HUNT, GEO. J.	1876	“	“ “
KLIEN, JOSEPH	1898	“	BURNED DOWN
LANE, T. W.	1874	“	TORN DOWN
LOCKWOOD & BROWN	1901	CGE. WHEELS	STILL IN USE
MARSTON, D. J.	1876	“ “	TORN DOWN
MORSE & GRIEVES	1877	CGE. PAINTERS	STILL IN USE
MORRILL, AMOS		SAW FILER	STILL IN USE
OSGOOD, ENOCH		MACHINE SHOP	TORN DOWN
POYEN, J. S. & CO.	1884	CGE. FINDINGS	STILL IN USE
PETTINGELL MACHINE CO.	1905	CGE/ MACHINERY	“ “ “
SANDERSON, E. P. & CO.		IRON & STEEL	“ “ “
SEAVEY, IRVING		BLACKSMITH	TORN DOWN
STARKEY & CROWTHIER		“	“ “
SANDS, ELMER B.		“	1955 STILL IN BUS.
STARKEY, NAHUM		BLACKSMITH	
STARKEY & OSGOOD		“	
THURSTON, GEORGE		“	
CROWTHER & COOMBS		“	
WHITTIER, PHINEAS		DASH STITCHER	
GRAY & DAVIS	1896	CGE. LAMPS	TORN DOWN
F. S. MERRILL	1888	“ WHEELS	“ “
PETTINGELL, AMOS		WD. WKG. MILL	BURNED DOWN

**SALISBURY AND AMESBURY FIRMS BY STREET (1800-1912) (Cont'd)**

	YEAR	BUSINESS	BUILDING
<b>FRIEND STREET</b>			
BRIGGS, RICHARD F.	1866	CARRIAGES	STILL IN USE
BLAKE & MCLEAN	1883	CGE. BODIES	TORN DOWN
CHIVERS, THOMAS H.	1883	“ “	“ “
DENNETT, CHAS. N.&CO.	1904	CARRIAGES	“ “
ELLIS, WM.G.	1875	“	“ “
ELLIS, WM.G.& SONS	1886	“	BURNED DOWN
ELLIS, DAVID D.	1904	“	“ “
ELLIS, ROBERT G.	1904	CGE. REPAIRING	“ “
FIELDEN, ANDREW H.	1860	CGE. BODIES	TORN DOWN
KEENE, F. B.	1911	HDWE, & PAINTS	STILL IN USE
MACOMBER, HIRAM		BLACKSMITH	TORN DOWN
ROWELL, CHAS. & SONS	1876	CARRIAGES	BURNED DOWN
TUXBURY, WARREN V.	1860	“	TORN DOWN
<b>HAVERHILL ROAD</b>			
OSBORNE, J.H.		CARRIAGES	TORN DOWN
VINING, FRANK		CGE. BODIES	“ “
<b>LINCOLN COURT</b>			
HUNTINGTON, J. R.		CARRIAGES	BURNED DOWN 1869
<b>MAIN STREET</b>			
BRIGGS, GEO. H.	1880	CGE. COVERS & UMBRELLAS	STILL IN USE
BRIGGS & CLARKSON	1870	CGE. COVERS & UMBRELLAS	STILL IN USE
KEENE, F. B.		HARDWARE & PAINTS	“ “ “
NEAL & BOLSER	1890	CARRIAGES	TORN DOWN
OSGOOD, GEO. W.	1870	“	“ “
PATTEN TANNERIES	1832	LTHR. TNRS.	“ “
ROWELL & NEAL	1887	CARRIAGES	“ “
WHITCHER, F. R.	1890	CGE. COVERS & UMBRELLAS	STILL IN USE
KEENE, NAT. J.		BLACKSMITH S.P.	TORN DOWN
MORRILL, EDWIN	1870	CARRIAGES S. P.	BURNED DOWN
<b>MECHANICS ROW</b>			
STANDARD THERMOMETER CO.		SPEEDOMETERS	
ATWOOD BROS. CO.		METAL PLATING	
AMESBURY THERMOMETER CO.		SPEEDOMETERS	
CARR & ALLEN		CARRIAGES	TORN DOWN
DE ROCHMENT, B. C.		IRON FOUNDRY	TORN DOWN
LOCKE & JEWELL	1867	CGE. WHEELS & GEARS	BURNED DOWN 1887
			BURNED DOWN 1891
PETTINGELL, CHAS. F.	1870	CGE. MCHNRY	“ “ 1887
LOCKE & JEWELL	1880	CARRIAGES	“ “ 1887

**SALISBURY AND AMESBURY FIRMS BY STREET (1800-1912) (Cont'd)**

	YEAR	BUSINESS	BUILDING
<b>MILL STREET</b>			
BIRD & SCHOFIELD	1895	CARRIAGES	TORN DOWN
CURRAN & BURKE	1898	"	" "
DENNETT, M.M.	1890	"	" "
EATON, WM. S.	1890	"	" "
HUNTINGTON & ELLIS	1867	"	" "
HUNTINGTON, A.M.	1875	"	" "
HUNTINGTON, J.R.		"	" "
HUME, JAMES	1858	"	" "
KENDALL & LUNT	1888	CGE. BODIES & GEARS	" "
LUNT, SMITH & CO.	1894	" " "	" "
LOCKWOOD & BROWN	1895	CGE. WHEELS	" "
MARDEN, G. W. & CO.	1882	CARRIAGES	" "
MOORE & LUNT	1903	CGE. BODIES & GEARS	" "
PHILBRICK & MARDEN	1882	CARRIAGES	" "
SANBORN, P.A.	1891	"	" "
HOWARTH ROGERS&CO	1903	CGE. BODIES & GEARS	" "
<b>MORRILL STREET</b>			
DURLING, ALBERT		CGE. BODIES	TORN DOWN
LANE, JOHN		" "	" "
GALE & MORRILL	1877	CARRIAGES	BURNED DOWN
MORRILL, OSGOOD	1878	"	" "
SMART, WM.W.	1876	"	STILL IN USE
<b>MARKET SQUARE</b>			
ALLEN, C.L. & J.W.		HARDWARE	STILL IN USE
BARTLETT, D.L.		"	" " "
GOVE, OSCAR T.		"	" " "
<b>OAK STREET</b>			
BROWN, MC CLURE & CO.		IRON & STEEL	TORN DOWN
ELLIS CAR CO.	1889	STREET CARS	BURNED DOWN 1893
LANE, E.S.	1870	CARRIAGES	TORN DOWN
LANE, J. NELSON	1903	"	" "
LEITCH, J.N. & CO.	1894	CGE. BODIES & GEARS	STILL IN USE
MERRILL, F.S.	1890	CGE. WHEELS	" " "
SPOFFORD & SMART	1889	CGE. BODIES & GEARS	" " "
WELLS & SPOFFORD	1886	" " "	" " "

**SALISBURY AND AMESBURY FIRMS BY STREET (1800-1912) (Cont'd)**

	YEAR	BUSINESS	BUILDING
<b>MARKET STREET</b>			
BOARDMAN, A.P.	1874	CARRIAGES	TORN DOWN
BOARDMAN, F.C.	1890	"	" "
BURBANK BROS		"	" "
CHESWELL&BOARDMAN	1867	"	" "
DAVIS, JOHN L.		"	" "
FELTCH, E.S. & CO.	1862	"	" "
FOLGER, DAVID J.	1880	"	" "
GRIEVES PAINT CO.		PNT. SUPPLIES	STILL IN USE
MILLER BROS.	1888	CGS. IN WOOD & IRON	TORN DOWN
PARRY, FELIX D.	1859	CARRIAGES	" "
PATTEN, CHAS. B.	1836	"	BURNED DOWN
PATTEN, GEO. B.	1846	"	" "
PATTEN, CHAS. W.	1858	"	" "
ROY, JULES		BLACKSMITH	" "
SCOTT & SPINNEY		CARRIAGES	" "
SARGENT, ELMER F.	1860	CGE. SUPPLIES	STILL IN USE
SARGENT, WM. F.	1860	CARRIAGES	BURNED DOWN
THERRAULT, AUGUST		BLACKSMITH	
AMESBURY HARDWARE CO.		HARDWARE	
<b>MAPLE STREET</b>			
BIRD, MARTIN T.	1889	CARRIAGES	TORN DOWN
OGDEN, A.W.		"	" "
<b>OAKLAND STREET (FORMERLY CARRIAGE AVENUE)</b>			
ESSEX LEATHER CO.		CGE. LEATHER	TORN DOWN
FOX FEUERHERM & MENTZ CO.		" "	" "
MILLER BROS.	1895	CGE. IN WHITE	STILL IN USE
BAKER FDRY & MACHINE CO.		MACHINE SHOP & FDRY	
AGA LAMP CO.	1921	AUTO LAMPS	STILL IN USE
<b>POWOW STREET</b>			
BATCHELDER & COWAN	1868	CARRIAGES	TORN DOWN
BRYANT, GEO. W.	1894	"	" "
COWAN, JOHN		CGE. BODIES	
DENNETT, C.N. & CO.	1874	CARRIAGES	" "
GANDY, CHARLES		CGE. CUSHIONS	
MONAHAN, M.		CGE. BODIES	
<b>PLEASANT STREET (NOW PERKINS STREET)</b>			
BUNKER, E.F.	1884	CGE. PNTG. & TRMG.	TORN DOWN
CAMERON, C.D. & CO.	1881	CGE. BODIES & GEARS	" "
CLARKSON, J. T. & CO.	1888	CARRIAGES	" "
GOSS DRUMMOND&CO	1882	CGE. BODIES & GEARS	" "

**SALISBURY AND AMESBURY FIRMS BY STREET (1800-1912) (Cont'd)**

	YEAR	BUSINESS	BUILDING
<b>PLEASANT STREET (NOW PERKINS STREET (cont'd.)</b>			
PARRY, FELIX D.	1865	CARRIAGES	TORN DOWN
PARRY, FELIX D. & SON	1870	"	" "
PARRY, A. N.	1875	"	" "
PATTEN & BLAISDELL		"	" "
<b>POND STREET</b>			
FLANDERS, C.A.P.		BLACKSMITH	TORN DOWN
LANG, JOHN		"	" "
ROWELL, CHAS. & SAM'L	1873	CARRIAGES	" "
ROWELL, SAM'L. & SON	1876	"	" "
TANIAN, THOMAS		BLACKSMITH	" "
<b>PLEASANT VALLEY</b>			
GOODWIN, JOHN H.	1870	CGE. BODIES	TORN DOWN
<b>RING STREET</b>			
LONG, CHAS.W. & CO.	1884	CARRIAGES	STILL STANDING
<b>RICH'S COURT</b>			
CURRAN & BURKE	1900	CARRIAGES	TORN DOWN
HUNTINGTON, J.R.		"	" "
LANE, T. W.	1876	"	" "
<b>ROCKY HILL ROAD</b>			
CAMERON, MITCHELL J.	1876	BABY CGS.	TORN DOWN
TRUE, DAVID		CGE. JACKS	" "
<b>RAILROAD AVENUE</b>			
ATWOOD MFG. CO.	1890	CGE. LAMPS	TORN DOWN
BIRD & SCHOFIELD	1895	CARRIAGES	STILL STANDING
CONNOR CGE. CO.	1889	"	BURNED DOWN
DENNETT C.N. & CO.		"	TORN DOWN
EASTERN BICYCLE	1898	BICYCLES	" "
ENGLAND, GEO W.		MACHINE SHOP	" "
FOLGER & DRUMMOND	1887	CARRIAGES	" "
HAGAN & CONNOR	1888	"	BURNED DOWN
JANVRIN, GEO W.		CGE. CRATER & SHIPPER	
MILLER BROS	1907	CGE. IN WHITE	TORN DOWN
RAND, WM. H. & CO.	1904	CARRIAGES	STILL STANDING
SHUMWAY & JANVRIN		CGE CRATERS & SHIPPERS	

**SALISBURY AND AMESBURY FIRMS BY STREET (1800-1912) (Cont'd)**

	YEAR	BUSINESS	BUILDING
<b>SCHOOL STREET</b>			
ATWOOD BROS. MFG.CO.	1884	CGE. LAMPS	TORN DOWN
FOLGER & LEWIS	1880	CARRIAGES	“ “
GALE, WM. B.		BLACKSMITH	“ “
RAND, WM. H.& CO.		CARRIAGES	“ “
DENNETT & RINES	1881	“	“ “
<b>WATER STREET</b>			
AMESBURY LAMP&PLATING CO.		CGE.LAMPS & PLAT.	STILL IN USE
BURBANK BROS.	1898	CARRIAGES	BURNED DOWN 1903
BABCOCK, F.A.&CO.	1873	CGE. FINDINGS	
BIDDLE, WM.E.	1870	CGE.BODY STOCK &GEARS	BURNED DOWN 1876
BIDDLE & SMART CO.	1882	CARRIAGES	TORN DOWN
CARR PRESCOTT & CO.	1890	CGE. WHEELS	“ “
CADIEU & CLARK		WD.WKG MILL	BURNED DOWN
CLARKSON, J.T. & CO.	1894	PONY CARTS	“ “
DENNETT, M. M.	1889	CARRIAGES	“ “
FOLGER, NATL. H.	1888	“	“ “
HASSETT & HODGE	1898	“	“ “
JONES, W. V.		CGE. WHL. BOXES	
KEENE-PEASLEE PNT CO.	1909	CGE. PAINTS	
MILLER BROS.	1902	CGE.IN WHITE	TORN DOWN
MARSTON, D.J.	1870	CGE. WHEELS	BURNED DOWN
NELSON, T.D. & CO.		CGE. PAINTS	
PARRY, A.N. & CO.	1889	CARRIAGES	TORN DOWN
PEASLEE PAINT CO.	1910	CGE. PAINT	
ROWELL, SAM'L. & SON	1886	CARRIAGES	BURNED DOWN
TITUS & WALKER	1890	METAL PLATERS	
WING, CHAS. & CO.	1872	CGE. FINDINGS	STILL IN USE
WORTHEN, CHAS. F.	1896	CARRIAGES	BURNED DOWN 1903
WALKER & NELSON	1874	CGE. PAINTS	
BIRD & SCHOFIELD	1904	CARRIAGES	TORN DOWN
CASTLE LAMP CO.	1905	CGE. LAMPS	
<b>WHITEHALL ROAD</b>			
BUCHANAN & BURLINGAME	1871	CARRIAGES	TORN DOWN
BURLINGAME, CHAS. A.	1872	“	“ “
CURRIER CGE. CO.	1889	“	“ “
DEWHURST, GEO C.	1861	“	“ “
RAND & BRYANT		“	“ “
RAND, WM. H. & CO.	1894	“	“ “
FLANDERS, MOSES		BLACKSMITH (W. WHITEHALL RD.)	

**AMESBURY FIRMS IN AUTOMOBILE BUSINESS (1900-1950)**

The following named firms were in the automobile body business or accessories from 1900-to 1950 in Amesbury.

	YEAR	BUSINESS	BUILDING
		CHESTNUT STREET	
BIDDLE & SMART CO.	1910	AUTOMOBILE BODIES	TORN DOWN
HOLLANDER & MORRILL	1909	BODIES	STILL IN USE
MILLER BROS.		BODIES	TORN DOWN
		CEDAR STREET	
AMESBURY TOP CO.	1905	TOPS	STILL IN USE
BIDDLE & SMART CO.	1926	BODIES	“ “ “
BRYANT BODY CO.	1919	“	“ “ “
J. N. LEITCH & CO.	1902	“	“ “ “
UNIT MFG. CO.	1918	TRUCK BODIES	“ “ “
WITHAM BODY CO.		BODIES	“ “ “
WENTWORTH BRN. CO.	1915	TRUCK BLDRS.	“ “ “
		CLARK STREET	
F. P. LYONS	1920	TRAILERS	BURNED DOWN
J. J. REARDON	1904	TOPS	“ “
H. S. TOGGERSON	1918	TOPS	“ “
		ELM STREET	
BIDDLE & SMART CO.	1923	BODIES	TORN DOWN
BELA BODY CO.	1915	“	STILL IN USE
BAILEY CO.	1950	CHANNELS	STILL IN BUSINESS
CURRIER CAMERON CO.	1887	BODIES	TORN DOWN
WALKER WELLS CO.	1909	BODIES	STILL IN USE
		FRIEND STREET	
BRIGGS & MILLER		BODIES	TORN DOWN
		HIGH STREET	
BAILEY MFG. CO.	1926	CHANNELS	STILL IN BUSINESS
BIDDLE & SMART CO.	1925	BODIES	STILL IN USE.
HOLLANDER & MORRILL	1918	“	STILL IN USE
		MILL STREET	
BAILEY CO. INC.	1932	CHANNELS	STILL IN BUSINESS
		MORRILL STREET	
AMESBURY SEAT MFG. CO.		AUX. SEATS	BURNED DOWN

**AMESBURY FIRMS IN AUTOMOBILE BUSINESS (1900-1950) (Cont'd)**

	YEAR	BUSINESS	BUILDING
<b>MAIN STREET</b>			
BAILEY MFG. CO.	1920	CHANNELS	TORN DOWN
HINCKLEY & BAXTER	1912	BODY STOCK	BURNED DOWN
<b>OAKLAND STREET</b>			
AMESBURY METALS	1932	LAMPS	STILL IN BUSINESS
AMESBURY BENT GLASS CO.		ATMBLE.&LAMP GLASS	“ “ “
AMESBURY BODY CO.	1917	BODIES	STILL IN USE
BAKER FDRY.& MACH.CO.		MCH. SHP.& FDRY.	TORN DOWN
BROOKS LEATHER CO.	1940	LEATHER FINISHER	STILL IN USE
CLARK CGE. CO.	1910	BODIES	“ “ “
DOMAN MARKS CO.		AUTO&AIRPLANE ENG.	“ “ “
GRAY & DAVIS	1903	LAMPS & ELEC.STRTRS.	STILL USED
G.W.J. MURPHY CO.	1916	TOP FASTENERS	STILL IN USE
SHIELS CGE CO.	1900	BODIES	“ “ “
WALKER BODY CO.	1918	BODIES	“ “ “
ESSEX FOUNDRY CO.	1902	BRASS FOUNDRY	TORN DOWN
POWOW MFG. CO.		BRASS FOUNDRY	
<b>OAK STREET</b>			
BOSTON MFG. CO.	1902	AUTOMOBILES	STILL IN USE
HOWARTH ROGERS & CO	1903	BODIES	“ “ “
HODGE & GRAVES	1911	AUX. SEATS	“ “ “
J.N. LEITCH & CO.	1899	BODIES	“ “ “
WALKER WELLS CO.	1918	“	“ “ “
CLIMAX IGNITION CO.	1902	SPARK PLUGS	“ “ “
<b>RAILROAD AVENUE</b>			
ATWOOD MFG. CO.	1890	LAMPS	TORN DOWN
GRAVES & CONGDON	1906	PAINTING	“ “
MILLER BROS.	1907	BODIES	“ “
WALKER WELLS	1911	“	“ “
<b>WATER STREET</b>			
AMES. BRS. & FDRY CO.	1903	FITTINGS	STILL IN USE
BAILEY CO.	1932	CHANNELS	STILL IN BUSINESS
BIDDLE & SMART CO.	1899	BODIES	STILL IN USE
BRYANT BODY CO.	1918	“	“ “ “
CASTLE LAMP CO.	1905	LAMPS	BURNED DOWN
WALKER WELLS CO.	1909	BODIES	“ “
WITHAM BODY CO.		BODIES	“ “
WING,CHAS. & CO. INC	1872	SUPPLIES	STILL IN USE
WALKER BODY CO.			



**NOTES**

There were 41 firms in West Amesbury and 18 in South Amesbury engaged in the Carriage building industry, and accessory supply business from 1800 to 1876, at which time West Amesbury and South Amesbury were separated from Amesbury, and called Merrimac and Merrimacport.

From 1836 to 1912 there were 247 different firms in Amesbury proper and Salisbury engaged in the manufacture of carriages and accessory supply houses, occupying 133 sets of buildings, making a total of 305 different firms in Amesbury, West Amesbury, South Amesbury and Salisbury (now Amesbury) engaged in same.

Automobile body manufacturers and accessory houses in Amesbury from 1898 to 1930 consisted of 40 firms occupying 27 sets of buildings.

**CARRIAGE BUILDERS IN SALISBURY & AMESBURY (1800-1925)**

	YEAR	STREET
AMESBURY CARRIAGE CO.	1889	CHESTNUT ST.
BABCOCK, F.A. & CO.	1885	“ “
BAILEY, S.R. & CO.	1889	“ “
BIDDLE & SMART CO.	1882	WATER ST. NEAR RR
BRIGGS, RICHARD F.	1886	FRIEND ST. #99
BRIGGS, RICHARD F. & CO.	1874	CEDAR ST.
BRIGGS CGE. CO.	1894	“ “
BAILEY, D. & C.W.		ELM ST.
BIRD & SCHOFIELD	1895	MILL ST.
“ “ “	1904	OFF WATER ST.
BOARDMAN, AMOS P.	1874	MARKET ST.
BOARDMAN, FRANK C.	1890	“ “
BURBANK BROTHERS	1898	OFF WATER ST.
BATCHELDER & COWAN	1868	POWOW ST.
BRYANT, GEORGE W.	1894	“ “
BUCHANAN & BURLINGAME	1871	WHITEHALL RD.
BURLINGAME, CHAS. A.	1872	“ “
BIRD, MARTIN T.	1889	MAPLE ST.
CLARK, JOHN H. & CO.	1882	CHESTNUT ST.
CHESWELL & BOARDMAN	1867	MARKET ST.
CURRIER, EBEN M.	1891	CARRIAGE AVE.
CONNOR CGE. CO.	1889	RAILROAD AVE.
CHASE, HERBERT F.	1890	CARRIAGE AVE.
CHESLEY, SHIELS & CO.	1889	CLARK ST.
COLBY & BALCH	1885	“ “
CLARK, SETH, JR.	1860	#87 ELM ST.
CHESLEY, SHIELS & HASSETT	1888	#49-51 ELM ST.
CLARKSON, J. T. & SON	1888	PLEASANT ST. 1894
“ “ “ “ “	1894	WATER ST.
“ “ “ “ “	1896	ELM ST.
CHESLEY, JOHN E. & CO.	1887	CLARK ST.
CURRIER CGE. CO.	1889	WHITEHALL RD.
CURRAN & BURKE	1898	MILL ST.
CARR & ALLEN		MECHANICS ROW
C.N. DENNETT & B.CLARK	1866	CLARK ST.
DENNETT, C.N. & CO.	1874	POWOW ST.
“ “ “ “ “	1878	CARRIAGE AVE.
“ “ “ “ “	1904	FRIEND ST.
DENNETT, & SETH CLARK	1888	#87 ELM ST.
M. M. DENNETT & RINES	1881	SCHOOL ST.
“ “ “ “ “	1884	CARRIAGE AVE.
DENNETT, MOSES M.	1888	OFF WATER ST.
“ “ “ “ “	1890	MILL ST.
DRUMMOND TAYLOR & CO.	1887	CARRIAGE AVE.& MORRILL ST.
DRUMMOND, ROBT. & SON	1889	“ “ “ “ “
DEWHURST, GEO C.	1861	WHITEHALL RD.

**CARRIAGE BUILDERS IN SALISBURY & AMESBURY (1800-1925) (Cont'd)**

ESTEN, JOSEPH F. & SON	1887	COLLINS ST.
ELLIS, WM. G.	1875	#92 FRIEND ST.
“ “ “	1886	“ “ “
ELLIS, DAVID		“ “ “
EATON, WM S.	1890	MILL ST.
FOLGER, & LEWIS	1880	SCHOOL ST.
FOLGER, NAT. H.	1885	CARRIAGE AVE.
“ “ “	1888	OFF WATER ST.
FOLGER, DAVID J.	1880	MARKET ST.
“ “ “	1881	CARRIAGE AVE.
FELTCH, ELDRIDGE S. & CO.	1856	ELM ST.
“ “ “ “ “	1862	MARKET ST.
FOLGER & DRUMMOND	1887	RAILROAD AVE.
GALE, F. & MORRILL, W.C.	1868	CLARK ST.
GALE, FOSTER	1870	“ “
GALE, DUDLEY E. & CO.	1878	COLLINS ST.
GALE, D. E. & MORRILL, CO.	1877	MORRILL ST.
HUNTINGTON, JACOB R.	1853	ELM, MILL ST.
“ “ “	1869	LINCOLN CT.
HUME, JAMES	1857	CHESTNUT ST
“ “	1875	MILL ST.-
HUME, W. & MORRILL, C.W.	1861	LATER, CGE. AVE
HUME, JOHN	1870	CHESTNUT ST.
HUME CGE. CO.	1885	CARRIAGE AVE.
HUME, WILLIAM	1857	“ “
HASSETT, JAMES H. & CO.	1889	“ “
HASSETT & HODGE	1890	ELM ST.
“ “ “	1898	#49-51 ELM ST.
HUNT, GEO. J.	1876	“ “ “ “
HUNTINGTON, ELLIS	1867	OFF WATER ST.
HUNTINGTON, ALEX M.	1875	ELM ST.
HAGAN & CONNOR	1888	MILL ST.
HOLLANDER, LAMBERT	1885	“ “
KLIEN, JOSEPH	1898	RAILROAD AVE.
KLIEN, CGE. CO.	1904	ALBION ST.
LANE, THOMAS W.	1874	REAR #87 ELM ST.
“ “ “	1876	CLARK ST.
“ “ “	1890	ELM ST.
LEWIS, BENJ. F.	1885	RICH'S CT.
LONG, CHAS. W.	1873	CHESTNUT ST.
“ “ “	1884	CLARK ST.
LOCKE & JEWELL	1880	“ “
LANE, EDWARD S.	1870	RING ST.
LANE, J. NELSON	1903	MECHANICS ROW
MORRILL, W. C.	1870	OAK ST.
MORRILL, EDWIN	1870	“ “
MORRILL, OSGOOD	1878	CHESTNUT ST.
MARDEN, G. W. & CO.	1882	“ “
“ “ “ “ “	1888	& SALISBURY POINT
		MORRILL ST.
		MILL ST.
		CHESTNUT ST.

**CARRIAGE BUILDERS IN SALISBURY & AMESBURY (1800-1925) (Cont'd)**

NEAL & BOLSER	1890	MAIN ST.
OSGOOD, GEO. W.	1870	#258 MAIN ST.
“ “ “	1877	POWOW ST.
“ “ “	1890	CHESTNUT ST.
OSBORNE, JONATHAN H.		CHALLIS, HILL, HAVERHILL RD.
OGDEN, ALONZO W.		MAPLE ST.
PALMER & DOUCETT	1886	CHESTNUT ST.
PARRY, FELIX D.	1859	MARKET ST.
“ “ “	1865	PLEASANT ST.
PARRY, FELIX D. & SON	1870	PLEASANT ST.
PARRY, AUG. N. & CO.	1875	“ “
“ “ “ “ “	1880	CHESTNUT ST.
“ “ “ “ “	1889	OFF WATER ST.
PATTEN, CHAS. B.	1829	MARKET ST.
PATTEN, GEO. B.	1846	“ “
PATTEN, CHAS. W.	1858	“ “
PATTEN & BLAISDELL		PLEASANT ST.
PHILBRICK & MARDEN	1882	MILL ST.
PALMER, CHAS. H. JR.	1 888	CARRIAGE AVE.
ROWELL, CHAS. & SON	1876	FRIEND ST.
ROWELL, CHAS. & SAM'L.	1873	POND ST.
ROWELL, SAM'L & SON	1876	“ “
“ “ “ “	1886	OFF WATER ST.
ROWELL & NEAL	1887	#258 MAIN ST.
ROWELL, JACOB		FRIEND ST.
RAND & BRYANT		WHITEHALL RD.
RAND, WM. H. & CO.	1894	“ “
“ “ “ “ “	1904	& SCHOOL STREET
REDDEN WATSON & CO.	1893	RAILROAD AVE. CLARK ST.
STONE, CHAS. E.	1874	CARRIAGE AVE.
SHIELDS, JOHN H. & CO.	1890	CLARK ST.
SHIELDS CGE. CO.	1897	“ “
“ “ “	1900	#11 CARRIAGE AVE.
SANBORN, PERLEY A.	1891	MILL ST.
SCOTT & SPINNEY		MARKET ST.
SARGENT, WM. F.	1860	“ “
SMART, W. W.	1876	MORRILL ST.
THOMPSON, GEO. T.	1893	CLARK ST.
TUXBURY, WARREN V.	1860	FRIEND ST. AT TUXBURY SQ.
WALKER & SHIELDS	1885	CHESTNUT ST.
WALKER CGE. CO.	1898	“ “
WELLS, HARLAN P.	1900	“ “
WORTHEN, CHAS. F.	1896	OFF WATER ST.
“ “ “	1903	CHESTNUT ST.
WALTON & COLQUHON	1887	CARRIAGE AVE.

**EAST SALISBURY CARRIAGE BUILDERS**

MOODY, GARDNER S.

**WEST AMESBURY CARRIAGE BUILDERS (1800-1876)**

ADAMS, GEORGE		LOCUST ST.
BETTS, WILLIAM		MILL ST.
CLEMENT, M. G.	1850	OFF MAIN ST.
COLBY, L. W.		CHURCH ST.
CHASE, WM.	1838	
COLBY, W. A.		
EMERY & LITTLE	1800	
HALL, J.		SCHOOL ST.
JUDKINS & GORDON	1857	MAIN ST.
GUNNISON, WM		“ “
LOUD, L. C.		SCHOOL ST.
LITTLE & LANCASTER		LOCUST & GREEN
LANCASTER, J. A.	1858	“ “
LARKIN, GEO.		
NICHOLS, I. S.		GREEN ST.
NOYES, C. H.		
PATTEN, T. B.		MAIN ST.
PEASE, SAMUEL	1860	“ “
PALMER, C. H.		OFF MAIN ST.
PALMER & DOUCETT		MAIN ST.
SARGENT, E. P.	1871	“ “
SARGENT, O. H.		CHURCH ST.
SARGENT, NELSON		LIBERTY ST.
STEVENS, H.G. & H.W.	1869	“ “
SARGENT, C.		BIRCH MEADOW RD.
SARGENT, M.		“ “ “
SARGENT, GOODWIN HANLON & CO.		
SARGENT, WILLIS P.		

**SOUTH AMESBURY CARRIAGE BUILDERS (1800-1876)**

COLBY, WM. H.	1860	FRIEND ST.
FLANDERS & RICHARDSON		MAIN ST.
GUNNISON, WM.		MAIN & HIGH STS.
PILLSBURY, H.		MAIN ST.
SARGENT, J. W.		HIGH ST.
SAWYER, T. C.		MAIN ST.
SCHOFIELD, J. & S.		“ “
TUCKWELL, S.		PLEASANT ST.
WRIGHT, D. B.		“ “

**SALISBURY & AMESBURY CARRIAGE BODY BUILDERS (1800-1925)**

BROWN, CHAS C.		CONGRESS ST.
BLAKE & MC LEAN	1883	PLEASANT ST.
CHIVERS, THOMAS. H.	1883	“ “
DAVIS, JOHN L.		MARKET ST.
DURLING, ALBERT		MORRILL ST.
FELTHAM, JAMES E.		ELM ST.
FIELDEN, ANDREW H.	1860	FRIEND ST.
LANE, JOHN		MORRILL ST.
MONAHAN, M.		POWOW ST.
TRUE, ALVIN		CONGRESS ST.
VINING, FRANK		HAVERHILL RD.
COWAN, JOHN		POWOW ST.
GOODWIN, JOHN H.	1870	PLEASANT VALLEY
KENDALL, FRED F.		CHURCH ST.

**CARRIAGE BODY & GEAR MAKERS, SALISBURY & AMESBURY (1800-1925)**

BRIGGS, R. F. & CO.	1874	CEDAR ST.
BIDDLE, WM. E.	1870	WATER ST.
CAMERON & HINDS	1899	CEDAR ST.
CAMERON, C. D. & CO.	1881	PLEASANT ST.
FRANCIS, JOHN	1875	CHURCH ST.
FRANCIS & SMITH	1880	“ “
GOSS, DRUMMOND & CO.	1882	PLEASANT ST.
HOWARTH ROGERS & CO.	1903	OAK ST.
KENDALL LUNT & CO.	1888	CHURCH ST.
LUNT SMITH & CO.	1894	MILL ST.
LEITCH, JAMES N. & CO.	1894	OAK ST.
LOCKE & JEWELL	1867	MECHANICS ROW
MOORE & LUNT	1903	MILL ST.
SPOFFORD & SMART	1889	OAK ST.
WELLS & SPOFFORD	1886	“ “

**BLACKSMITHS, SALISBURY & AMESBURY (1800-1925)**

CLOUTIER, PIERRE		ELM ST.
CROWTHER & COOMBS		“ “
DOUGLASS, E. A.		“ “
ELLISON, GEO. W.		CEDAR ST.
FLANDERS, CHAS. A.P.		POND ST.
GALE, WM. B.		SCHOOL ST.
KEENE, NATHANIEL J.		POINT SHORE
LANG, JOHN		POND ST.
MACOMBER, HIRAM		FRIEND ST.
ROY, JULES		MARKET ST.
SEAVEY, IRVING		ELM ST.
STARKEY & CROWTHER		“ “
STARKEY, NAHUM		“ “
STARKEY & OSGOOD		“ “
SANDS, ELMER B.		“ “
THURSTON, GEORGE		“ “

**BLACKSMITHS, SALISBURY & AMESBURY (1800-1925) (Cont'd)**

THERRAULT, AUGUST		MARKET ST.
TANNIAN, THOMAS		POND ST.
FLANDERS, MOSES		W. WHITEHALL RD.
LE GROE, EDWARD M.		ELM ST.

**LAMPS, SALISBURY & AMESBURY (1800-1925)**

AMESBURY LAMP & PLATING		WATER ST.
ATWOOD MFG. CO.	1884	SCHOOL ST.
ATWOOD BROS. CO.	1890	CHESTNUT ST.
ATWOOD MFG. CO.	1891	“ “
CASTLE LAMP CO.	1905	WATER ST.
GRAY & DAVIS	1896	ELM ST.
“ “ “		CHESTNUT ST.
“ “ “	1903	OAKLAND ST.
WARWICK, S. D.	1889	CHESTNUT ST.

**CARRIAGE WHEELS, SALISBURY & AMESBURY (1800-1925)**

BIDDLE, WM. E.	1870	WATER ST.
CARR, PRESCOTT & CO.	1890	“ “
LOCKE & JEWELL	1867	MECHANICS ROW
LOCKWOOD & BROWN	1895	MILL ST.
MARSTON, DUDLEY J.	1870	WATER ST.
MERRILL, F. S.	1888	ELM ST.
BRIGGS, RICHARD F. & CO.	1874	CEDAR ST.

**CARRIAGE FINDINGS, SALISBURY & AMESBURY (1800-1925)**

BABCOCK, FRANK A. & CO.	1873	WATER ST.
BABCOCK, STEPHEN E. & CO.		ELM ST.
BABCOCK & GRAY	1890	“ “
POYEN, JOHN S. & CO.	1884	“ “
SARGENT, ELMER F.	1860	MARKET ST.
WING, CHAS. & CO.	1872	WATER ST.

**LEATHER TANNERS, SALISBURY & AMESBURY (1800-1925)**

BROOKS LEATHER CO.	1940	OAKLAND ST.
CLARK BROTHERS	1824	ELM ST.
ESSEX LEATHER CO.		OAKLAND ST.
FOX FEWERHERN LEATHER CO.		“ “
PATTEN TANNERS	1832	MAIN ST. PATTEN'S HOLLOW

**DASH STITCHERS, SALISBURY & AMESBURY (1800-1925)**

ALDRICH, CHAS. B.		ELM ST.
WOODWARD, WM		CARRIAGE AVE.
WHITTIER, PHINEAS		ELM ST.
CAMERON, C. D. & CO.		PLEASANT ST.

**HARDWARE & PAINTS FIRMS, SALISBURY & AMESBURY (1800-1925)**

ALLEN, G. L. & J. W.	HARDWARE	MARKET SQ.
BARTLETT, D. L.	"	" ST.
GOVE, OSCAR T.	"	" SQ.
GRIEVES, CHAS. S.	PAINT CO.	" ST. PAINTS
KEENE & PEASLEE PAINT CO.		WATER ST. "
PEASLEE PAINT CO.		" " "
NELSON, T. D. & CO.		" " "
WALKER & NELSON	1874	" " "
KEENE, FREDERICK B.		FRIEND ST. "

**WOOD WORKING PLANTS, SALISBURY & AMESBURY (1800-1925)**

BIDDLE, WM. E.	1870	WATER ST.
CADIEU & CLARK	1871	CEDAR ST.
PETTINGELL, AMOS	1858	ELM ST.
MOODY & MERRILL		OAK ST.
MORRILL, GEORGE H.		ROCKY HILL RD.

**MACHINE SHOPS, SALISBURY & AMESBURY (1800-1925)**

OSGOOD, ISAAC	1859	ELM ST.
BAKER FOUNDRY & MACHINE SHOP		CARRIAGE AVE.
ENGLAND, GEO. W.		RAILROAD AVE.
OSGOOD, ENOCH		ELM ST.
PETTINGELL MACHINE CO.	1905	ELM ST.
PETTINGELL, CHARLES F.	1870	MECHANICS ROW
ENGLAND & JENKINS		RAILROAD AVE.

**IRON & STEEL, SALISBURY & AMESBURY (1800-1925)**

BROWN, MC LURE & CO.		OAK ST.
SANDERSON, E. P. & CO.		ELM ST.

**CARRIAGE COVERS & UMBRELLAS, SALISBURY & AMESBURY (1800-1925)**

BRIGGS & CLARKSON	1870	#23 MAIN ST.
BRIGGS, GEO. H.		" " "
WHITCHER, FRANK R.	1890	" " "

**CARRIAGE WOOD & IRON WORK, SALISBURY & AMESBURY (1800-1925)**

CURRIER, CAMERON & CO.	1887	#79 ELM ST.
MILLER BROS.	1888	MARKET ST.

**WHEEL BOXES, SALISBURY & AMESBURY (1800-1925)**

BOULTENHOUSE, BLISS		#79 ELM ST.
JONES, WM. V.		WATER ST.

**CARRIAGE TRIMMERS, SALISBURY & AMESBURY (1800-1925)**

BUNKER, E. F.	1884	PLEASANT ST.
REARDON, J. J.	1904	CLARK ST.
OSGOOD, GEORGE		



**CARRIAGE PAINTERS, SALISBURY & AMESBURY (1800-1925)**

DANA, CHARLES		ELM ST.
MORSE & GRIEVES		“ “

**FILES AND RASPS, SALISBURY & AMESBURY (1800-1925)**

AMESBURY FILE WORKS		CHESTNUT ST.
DAY, WM. H.		“ “
WELLS, GEORGE		“ “

**STREET CARS, SALISBURY & AMESBURY (1800-1925)**

BRIGGS CAR CO.	1890	CEDAR ST.
ELLIS CAR CO.	1889	OAK ST.

**CARRIAGE CRATING & SHIPPING, SALISBURY & AMESBURY (1800-1925)**

SHUMWAY & JANVRIN		RAILROAD YARD
JANVRIN, GEO. W.		“ “

**HARNESS MAKERS, SALISBURY & AMESBURY (1800-1925)**

ROGERS, A. W.	1913	MAIN ST.
FOSS, EDWIN		MARKET SQ.

**ACCESSORIES, SALISBURY & AMESBURY (1800-1925)**

CAMERON, MITCHELL J.	1876	ROCKY HILL RD.	BABY CGES.
TRUE, DAVID	1876	“ “ “	CGE. JACKS
TITUS & WALKER	1890	WATER ST,	METAL PLTR
ATWOOD MFG. CO.		MECHANICS ROW	“ “
EASTERN BGICYCLE CO.	1896	“ “	BICYCLES
MORRILL, AMOS		ELM ST.	SAW FILER
WORTHEN, NATHAN		“ “	“ “
HISCOE, H.E.		“ “	“ “
GANDY, CHARLES		POWOW ST.	CUSH.STCHR
BAILEY, S. R. & CO.	1882	ELM ST..	SLEIGHS &
			CGE. POLES
AMESBURY REED & RATTAN CO.		CHESTNUT ST	REED & RTN.
AMESBURY BENT GLASS CO.		CARRIAGE AVE.	GLASS
DOW, GRANVILLE		“ “	IRON CGE
			SILLS

**WEST AMESBURY CARRIAGE ACCESSORIES (1800-1876)**

ATWOOD MFG. CO.	1871		METAL PLTRS
CLEMENT, J. S. & J. M.			CGE BODIES
CLEMENT, GEORGE		LOCUST ST.	“ “
SAYRE, W. H.			“ “
ENGLAND, J. J.		GREEN ST.	“ BLKSMTH.
LANGLEY, T. V.		“ “	“ “
OSGOOD, E.		“ “	“ “
STEVENS, G.		MAIN ST.	“ “
STEVENS, S.		“ “	“ “
FOSTER HOWE & CLEARY		GREEN ST.	WHEELS & GRS
KELLY, J. B. & B. A.		BRCH. MDW	R. WHLS & BODS
GOODWIN & SARGENT	1840	MAIN ST.	CGE. FRNSGS.
GOODWIN, A. E.	1830	“ “	“ “
POYEN, JOHN S. SR.	1850	“ “	“ “
SARGENT, JONATHAN B.	1834	“ “	AXLES & SPRINGS
W. AMESBURY SPR. & AXLE CO.	1848	“ “	“ “ “
“ “ MFG. CO.	1848	MILL ST.	CGE. WHEELS

**SOUTH AMESBURY ACCESSORIES (1800-1876)**

FONTAINE, J. D.		CHURCH ST.	BLACKSMITH
WILLIAMS, C. E.		PLEASANT ST.	“
FINN, WM.		HIGH ST.	PNTS & FILLERS
GUNNISON, GEORGE		MAIN ST.	CGE. TRIMMERS
KIRSCH, ERNEST			CGE. BODIES
LAWSON, A. D.			“ “
LAWSON, ALEX			“ “
MERRILL, ALFRED W. & CO.		PATTENS CREEK	CGE. WHEELS
ROWELL, C. L.		TANNERY LANE	LTHR TANNERS