CARRIAGES BACK IN THE DAY
HARFORD COUNTY'S RURAL HERITAGE

On the cover: travelling salesman A. M. Jenkins of Norrisville, Maryland, 1908

Other books in this series by the authors:

Tinsmithing in 19th Century Harford County

Under the Spreading Chestnut Tree: The Village Blacksmith in Rural America as Evidenced by Early Smiths in Harford County, Maryland

The Lofty Barn – A Farmer's Castle: Harford County's Rural Heritage

Spring Houses – Cool, Countryside, Rustic Relics: Harford County's Rural Heritage

Mills: Grist, Saw, Bone, Flint, Fulling . . . & More: Harford County's Rural Heritage

Churches – An Illustrated History: Harford County's Rural Heritage

Timber Bridges – Covered and Uncovered: Harford County's Rural Heritage

Bridges – Wrought Iron to Steel to Reinforced Concrete: Harford County's Rural Heritage

Railroad Bridges: Harford County's Rural Heritage

The Ma & Pa Remembered: A History of the Maryland & Pennsylvania Railroad

Harford County Place Names Past and Present: Harford County's Rural Heritage

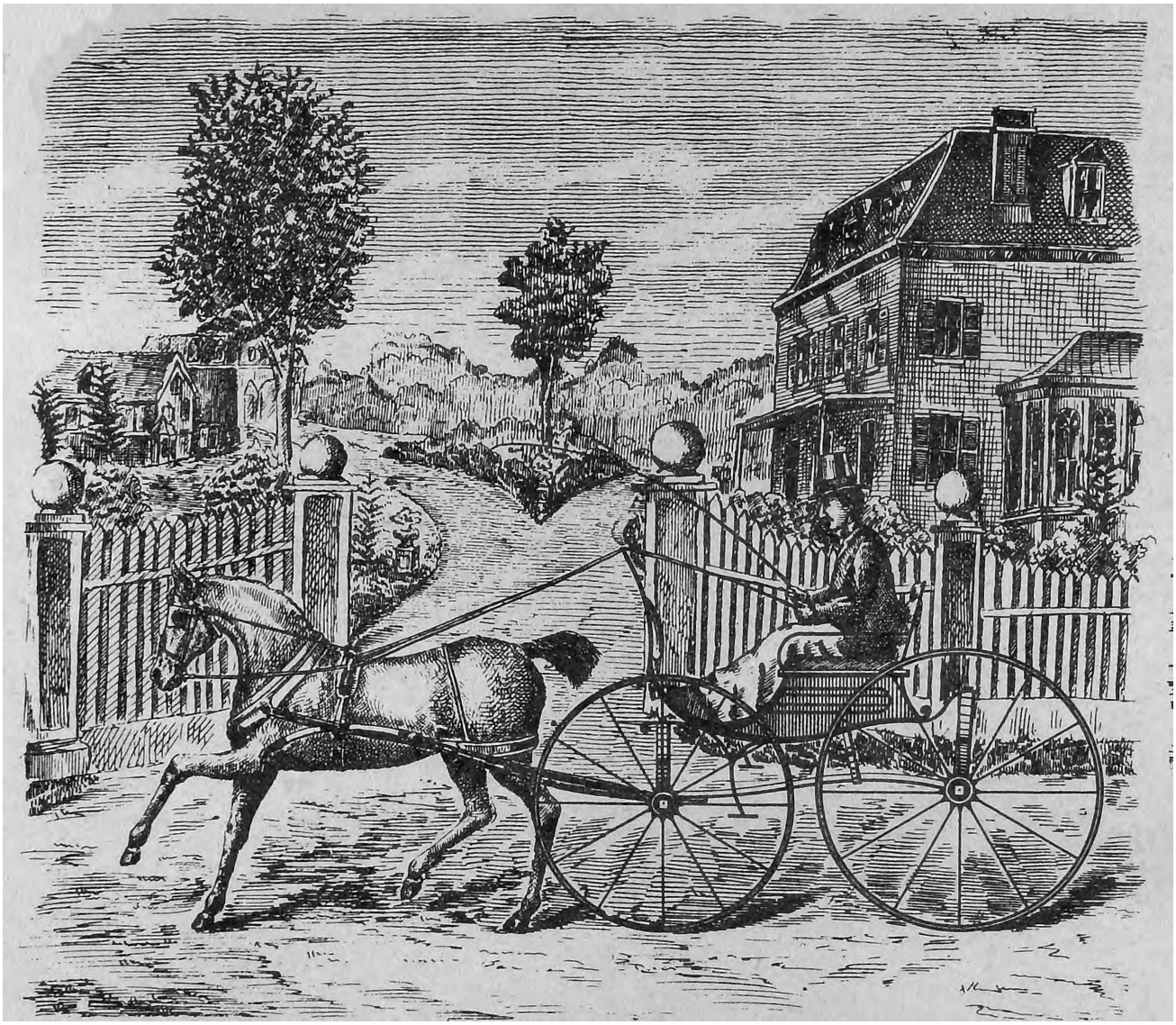
Duck Hunters on the Susquehanna Flats, 1850-1930: Harford County's Rural Heritage

Heavy Industries of Yesteryear: Harford County's Rural Heritage

Country Stores: Harford County's Rural Heritage

On the title page: image is from Benjamin Butterworth, *The Growth of Industrial Art* (New York: Alfred A. Knopf, 1892, reprinted 1972)

Carriages Back in the Day



Harford County's Rural Heritage

Jack L. Shagena, Jr.
Henry C. Peden, Jr.

Copyright © 2016
Jack L. Shagena, Jr.
Henry C. Peden, Jr.

Privately Printed by the Authors

First Edition
First Printing

February 2016 – 100 copies

For Copies:

Jack L. Shagena, Jr.
2017 Gumtree Terrace
Bel Air, Maryland, 21015

Tel: 410 569 0988
jshagena@comcast.net

Library of Congress Control Number: 2016900198

ISBN: 978-1-944817-00-8

Printed in U.S.A.
InstantPublisher.com

Table of Contents

Foreword **6**

Acknowledgements **7**

About the Authors **8**

1. Introduction to Carriages **9**

2. Carriages Seen on the Harford County Scene **31**

3. Carriage Makers, 1803-1882 ..... **47**

4. Carriage Makers, 1882-1889 ..... **81**

5. Burns Brothers, 1890-1918 ..... **101**

6. Carriage Makers, 1890-1920 ..... **127**

Appendix: Cute, Clever Carriage Quotes **145**

Index **149**

Foreword

Wheeled carts were employed at Jamestown about 1620 in the growing and curing of tobacco and most likely were also found in Maryland after colonists settled at St. Maries in 1634. By 1652, a wheelwright, Edward Philpott, appeared in the ledger of the Provincial Court of Maryland, as two years earlier having been a servant to Captain William Mitchell living upon the Patuxent River.[1] The spoked wheel was by far the most complicated part of a vehicle and wheelwrights often put their products to practical use by also constructing carts and wagons.

Planters had colonized the tidewater area of present-day Harford County by 1660 and no doubt used carts in transporting tobacco from the fields to drying houses or barns, which was later packaged in hogsheads for shipping overseas. In Maryland, using carts and wagons inland, however, was not common as Dr. Lewis W. Wilhelm observed, "The innumerable rivers and creek that ramify the state like the arterial system of the body, caused the canoe and the pinnace to supersede the cart or the carriage and prevented the growth of the cross-road settlements as in other colonies and forced the planters to do their merchandising at the tide-water settlements."[2]

County historian George Washington Archer (1824-1907) noted by 1724, "The use of carts for transportation had now become more general in thickly settled places."[3] The first mention of a carriage is found in the writing of J. Edmund Bull who examined pre Revolutionary War life in Harford County. He writes, "Up to the beginning of the War, only the very rich had carriages or coaches (in 1772 in Philadelphia a city of 50,000 inhabitants, there were only 84 coaches, by the end of the War there were many more and in 1795 there were 847). In the County it is doubtful there were three or four, if that many."[4]

According to C. Milton Wright, the first stage through Harford County ran between Baltimore and Philadelphia in 1776 along the Old Post Road passing through Joppa, Abingdon, Harford Town or Bush, and Havre de Grace. "The first stage," he wrote, "resembled a large box on wheels and was without springs or other comforts."[5] In 1813, William Finney became the pastor of the Churchville Presbyterian Church and after purchasing his first carriage and driving it to church, "he tied his horse far away 'lest he might be thought proud by his parishioners who had come on foot or on horse, or perhaps in ox carts.'"[6]

The 1810 Industrial Census listed two carriage manufacturers in Harford County that were doing business amounting to $6500, representing perhaps 10 to 20 carriages per year. These businesses were likely those of John Donn, a coach maker in Havre de Grace by 1803, and Ephraim Swart, a cart and wagon maker in Abingdon, also by 1803. From that time to roughly the first quarter of the 1900s there were about 70 carriage manufacturing facilities scattered around the county. Beginning in Chapter 3, these carriage builders such as Bulett, Enterprise, and Burns Brothers are the subjects of this effort.

---

[1] Archives of Maryland Online, Vol. 10, p. 257, testimony of William Jones.
[2] Lewis W. Wilhelm, *Local Institutions in Maryland* (Baltimore: Johns Hopkins University, 1885), pp. 101, 104n.
[3] David C. Hodge, transcriber, *Historical Writings of Dr. George Washington Archer* (Bel Air, MD: The Historical Society of Harford County, 2003) converted to one PDF file of 1551 pages, p. 1424.
[4] J. E. Bull, *Revolutionary Harford, Part 1* (Bel Air, MD: Stockson Printing Co., 1973), p. 19.
[5] C. Milton Wright, *Our Harford Heritage: A History of Harford County, Maryland* (Glen Burnie, MD: French-Bray Printing Co., 1967), p. 118.
[6] Walter W. Preston, *History of Harford County, Maryland* (Baltimore: Press of Sun Book Office, 1901), p. 179.

Acknowledgements

Thanks to the many following individuals who have added much to this book.

Gary Leroy Burns has collected a vast amount of history of the Burns Brothers carriage company in Havre de Grace and graciously shared it with the authors. He also guided them on a walking tour of the area of the Burns factory and the houses they built.

James "Jim" Chrismer provided us some valuable information on carriage manufacturing in Bel Air.

John "Jack" E. Day, II provided an insightful tour of his private carriage museum in Monkton and answered many question posed by the authors.

Art Elsner of the Steppingstone Museum guided the authors through their carriage barn and assisted in taking photographs of their collection.

Royal Feltner, researcher, historian, and author, is the host of a website of early American automobiles that had images of the Burns automobile that the authors used.

Dorothy Francis of Liriodendron, the Bel Air historic home of the Dr. Howard Kelly, assisted the authors in copying some of the family images used herein.

Mindy Goff of the Carriage Museum of America in Lexington, Kentucky pointed the authors to valuable sources of carriage industry publications that were useful.

Walter Holloway emailed the authors several of the carriage images found in this book.

Valerie Johnson hosted the authors to a visit to her husband's farm to capture an image of a Harford County milk wagon.

John A. Jones, president of the The Community Fire Company of Perryville, Maryland graciously allowed the authors to photograph the Burns hose reel carriage in their fire house.

Jeanne Kidd aided in finding carriage images in The Historical Society of Harford County archives.

Martin Gladden Kurtz, III of the E. G. Kurtz & Son Funeral Home hosted our visit to their facility in Jarrettsville and allowed the authors to photograph their funeral carriage.

Earl D. Lloyd restored a Burns Stanhope Trap and provided the authors background information about the vehicle.

Frank Marsden of the Eden Mill Nature Center pointed the authors to an old wagon stored in their facility.

Michael Pierce, deed mapper extraordinaire, provided a plot that was useful for this effort.

James "Jim" Poole always supplies useful information for our writing efforts—this time with carriage maker Seth L. Kinsey of Graceton.

Jeanne Poole is a volunteer at The Historical Society of Harford County and researched the origin of the carriage dash board for us.

Richard Sherrill, president of The Historical Society of Harford County, graciously allowed the authors access to information in the society's archives.

Maryanna Skowronski, Executive Director of The Historical Society of Harford County, brought our attention to the donation of a Burns carriage to the Marvel Carriage Museum.

Christopher "Chris" Smithson provided research on a number of subjects used in the book.

Stefanie Strosnider, Curator of the Carroll County Farm Museum provided information about the carriages in their collection.

George Wagner of the Bahoukas Antique Mall in Havre de Grace alerted us to the Burns hose reel carriage at The Community Fire Company of Perryville, Maryland.

Rosalie Walls at the Marvel Carriage Museum in Georgetown, Delaware provided a tour of their facility and allowed photos of the Burns carriage in their collection.

Theron "Pete" Whiteford allowed us to photograph his buggy whip display device.

William Hollifield, longtime collector of Maryland ephemera, allowed the authors to photograph a Burns Brothers letterhead showing an image of their factory.

Lastly, many thanks to our wives, Signe Shagena and Veronica Peden, who kept the home fires burning and supplied the authors nourishment while they toiled away on this book. Hons, we love you.

About the Authors

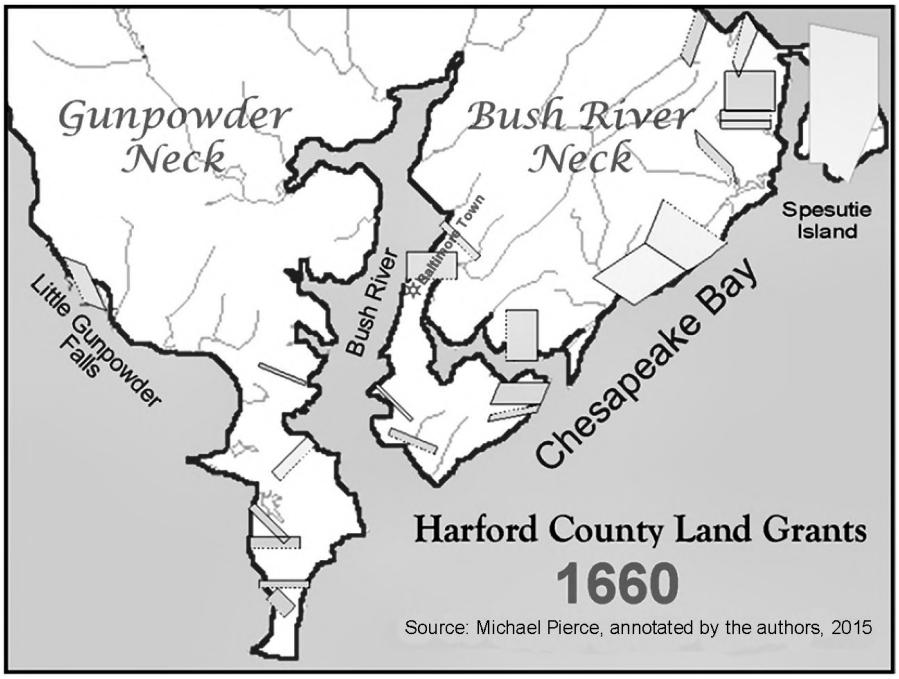
Henry C. Peden, Jr. is a retired administrator with the Bethlehem Steel Corporation and former research director with Family Line Publications. He is an award-winning author who has written over one hundred and fifty books and is recognized in the mid-Atlantic region for his genealogical expertise. He is past president and Fellow of both the Maryland Genealogical Society and The Historical Society of Harford County. Several years ago the society presented him the prestigious Archer Fellow Award for his many historical contributions over many years and later served as the society's president for two years. For his dedicated writing efforts spanning several decades, Mr. Peden was awarded the 2009 Preservationist Honor Award by the Harford County Historic Preservation Commission. In 2011 he and co-author Jack Shagena received another preservation award from the county for their *Harford County's Rural Heritage* series.

Jack L. Shagena, Jr. is a retired aerospace electronics engineer who has authored about a dozen books on local history. Over the past decade he has volunteered at the Harford Glen Environmental Education Center leading the effort to construct an eighteenth century log cabin. For this effort he was awarded the 2002 Environmental Volunteer of the Year by the Susquehannock Environmental Center. As chair of the Facilities Committee at Jerusalem Mill and Village, he led a group of volunteers in the rehabbing of an old country store and establishing an adjacent gift shop. In 2007, the Harford County Historic Preservation Commission presented him the 2007 Preservationist Honor Award. He also has served as chair of a Strategic Planning Committee for The Historical Society of Harford County. In 2011 he and co-author Henry Peden received another preservation award from the county for their *Harford County's Rural Heritage* series. Until retiring, he was a Professional Engineer registered in the state of Maryland.

This book, *Carriages Back in the Day*, is their 15th publication. Their writing initially began in 2006 with the bulletin *Tinsmithing in 19th Century Harford County* and may continue hereafter with another book of a yet undetermined title.

1. Introduction to Carriages

After colonists had initially settled along the coast of Virginia in 1607 and Maryland in 1634, some adventurous planters began migrating north up the Chesapeake Bay. By 1660, pioneers had gained a waterfront foothold in what is now Harford County (see map below). Their transportation was by watercraft and locations along the bay and its many tributaries were preferred, as tobacco was king of the crops that could be grown and sent to foreign markets on sailing ships.



Harford County land grants by 1660 were the shaded blocks with a portion thereof nearly always adjacent to navigable water. Note the location of Baltimore Town along the eastern bank of the Bush River.

Tobacco was packed into large flat-sided wooden containers called hogsheads that could be rolled by hand downhill to a wharf or onto a shallow-draft boat for transport and loading onto an overseas vessel. In cases where planters were more distant from the waterfront, animal power (see below left) was used to move the hogsheads over so-called crude and uneven rolling roads.[1]

As farming land on the waterfront was taken up, new colonists acquired inland property and found it important to employ two-wheeled carts to move products from the fields to a place of storage. This prompted the Maryland General Assembly to enact the road law of 1666. Improvements, however, were a slow slog and after slightly modifying and reenacting the old statute several times a new act "for the better cleaning [clearing] of the Roads and directing all Travelers through the Province" was passed in 1696.[2]

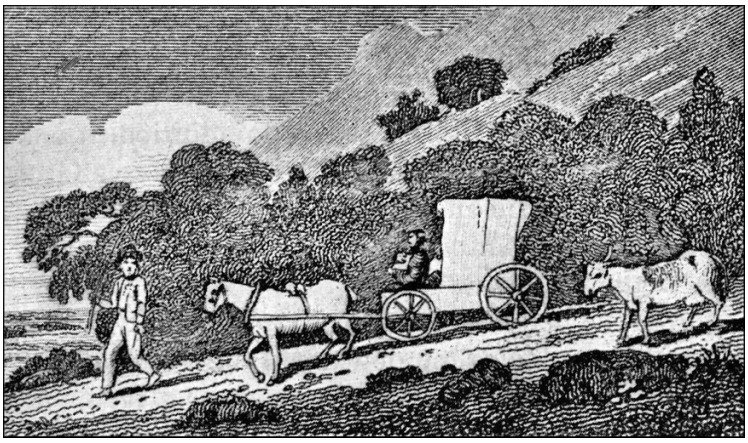
Harford County archaeological artifacts from this early period do not appear to exist; however, sufficient evidence from Jamestown, Virginia has been unearthed to allow an artist to prepare the illustration depicted below. It shows tobacco hogsheads being rolled along boards to a ramp where they were loaded onto a transport ship. The oxen-drawn two-wheeled cart appears to be loaded with bricks and wooden shingles probably destined for the location of a new Jamestown structure.

The period represented by this artist conception of the portside Jamestown settlement is the 1660s, which corresponds with the early settlement of Harford County. [Portion of a drawing from "Colonial National Historical Park: Jamestown," National Park Service, U.S. Department of the Interior (2007).]

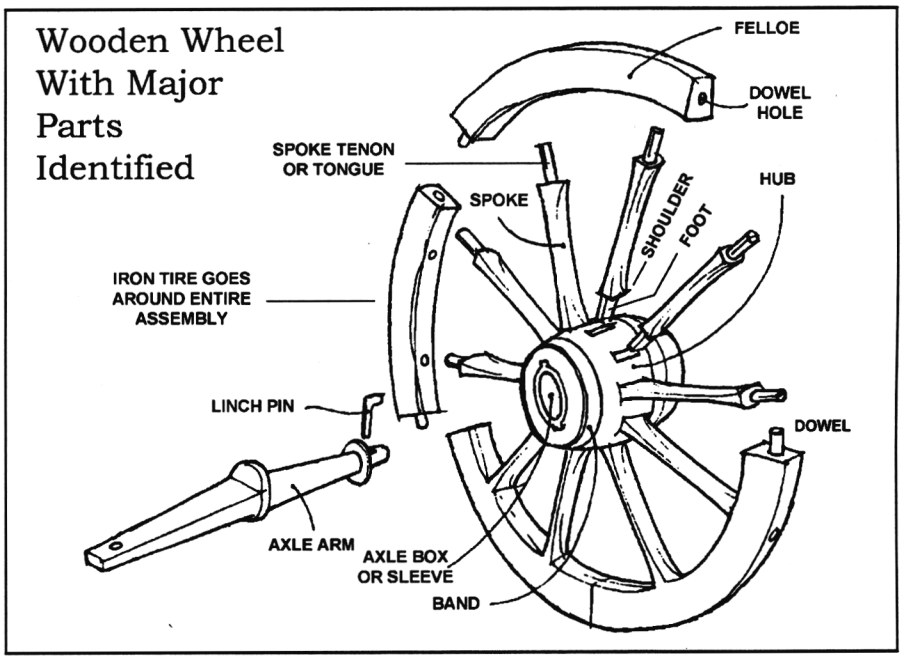
Researching and writing about many aspects of early Harford County, historian Dr. George W. Archer has recorded:

> At November Court 1683 provision was made for ferries over the Patapsco, Gunpowder and Bush Rivers. *(Lib. D.)* This and subsequent entries show certainly that in 1685 there was a continuous road or roads laid out from the Patapsco to the Susquehanna. About 5 years later the Court required these be made passable for carts.[3]

Ahead of the cart was likely an ox or horse; however, over time following the cart was a transition to wagons. According to Seymour Dunbar writing in *A History of Travel in America*, "The first four-wheeled wagons were small, with flat beds and straight body lines. They were often covered, in whole or part, with tops of home-made linsey-woolsey designed as a protection for women and children. The men walked."[4] The illustration that goes with this description is shown at the right.



Wheelmaking. To construct a cart, wagon, or carriage it was necessary for a woodworker to have access to wheels, which were primarily the domain of the wheelwrights. The spoked wheel was the most critical part of a vehicle and its construction was a rather complicated series of steps that required numerous specialized tools and a rather extensive knowledge base along with years of training (see below).



A wagon wheel is shown with the major wooden parts identified. After fabrication and piecing the parts together it was necessary to secure the assembly with an iron tire made by a blacksmith. [Adapted by the authors from R. A. Salaman, *Dictionary of Woodworking Tools* (1975, reprinted; Mendham, NJ: Astragal Press, 1997), page 507.]

An Early Wheelwright. According to testimony given by William Jones on March 22, 1652 the earliest Maryland wheelwright that has been identified was Edward Philpott, who about two years earlier had been a servant to Capt. William Mitchell.[5]

Baltimore County. In 1660 the Lord Proprietary's writ proves the earlier creation of Baltimore County that consisted of a vast stretch of unsettled territory, which included present-day Baltimore City, Baltimore, Cecil and Harford Counties, as well as parts of other counties. Cecil County was carved out in 1674, Baltimore Town was chartered in 1729, and Harford County was separated in 1773.

From 1996 to 1997 John David Davis published four volumes of *Baltimore County, Maryland Deed Records* that abstracted transactions from 1659 to 1775. Cecil County became a separate entity in 1674 and Harford County in 1773; therefore, for practical purposes the abstracted period included just Baltimore and Harford. Wheelwrights found therein are shown in the following table.

Date	Name	Occupation	Source
1741	James Campbell	wheelwright	Davis, 125
1749	Robert Chapman	wheelwright	Davis, 296
1755	Luke Chapman	wheelwright	Davis, 37
1758	James Hood	wheelwright	Davis, 78
1761	Reynold Monk	wheelwright	Davis, 144
1768	James Madewell	wheelwright	Davis, 35
1769	John Hawn	wheelwright	Davis, 54
1770	Robert Criswell	wheelwright	Davis, 105
1773	Christopher Nice	wheelwright	Davis, 216
1773	Isaiah Balderston	wheelwright	Davis, 241
1774	Nathaniel Litton	wheelwright	Davis, 263
1775	Andrew Ellicott	wheelwright	Davis, 271

From the above list it is known that Robert Criswell purchased land from Elihu Hall Bay on July 14, 1770.[6] Isaiah Balderston was a Quaker who moved to Baltimore County (now Harford) in 1773 and lived in Deer Creek Middle Hundred by 1778. He was a cartwright, wheat fan maker, and screen weaver in 1785. Fans were used in mills for cleaning dirt and dust from wheat before it was ground into flour and likely the screens sifted out particles of husk to remove it from the stone-processed flour. In 1792 Balderston moved to Baltimore where he was a wire manufacturer and fan maker.

Another list of wheelwrights, cart makers, wagon makers, and coach makers who operated in early Harford County has been compiled from a variety of sources that included Orphans Court Proceedings, 1778-1800, General Entries Books, 1801-1817, and Court Records at The Historical Society of Harford County. Also, a list in the society was compiled by J. Edmund Bull titled, "Occupations of the Inhabitants of Harford County During the Revolutionary Period," wherein he consulted County Court Minutes, Judgement Files, Tax Lists, Equity Cases, Land Records, Wills, and Account (see below).

Date	Name	Occupation	Source
1776	William Cairnes	wheelwright	J. E. Bull
1789	Jonathon Jenkins	wheelwright	Court Records
1790	Nathaniel Wiley, Jr.	wheelwright	J. E. Bull
1793	Joseph Miller	wheelwright	Court Records
1794	Richard Sweeney	wheelwright	Court Records
1796	Joseph Miller	wheelwright	J. E. Bull
1797	Jacob Swan	wagon maker	Orphans Court
1798	William Dawson	wheelwright	J. E. Bull
1798	John Donn	wheelwright	J. E. Bull
1798	Philip Gilbert	wheelwright	J. E. Bull

1798	Michael Larus	wheelwright	J. E. Bull
1798	Richard Sweeney	wheelwright	J. E. Bull
1799	Croasdel Warner	ww & wagon maker	Orphans Court
1801	Richard McMurray	ww & wagon maker	General Entries
1801	Benjamin Duberry	ww & wagon maker	General Entries
1802	John Crayton	wheelwright	General Entries
1802	William Smith	wheelwright	Court Records
1803	John Donn	coach maker	General Entries
1803	Ephraim Swart	cart & wagon maker	General Entries
1804	Benjamin Brindley	wagon maker	General Entries
1806	James White	cartwright	General Entries
1813	James Cockran	cartwright	General Entries
1816	Abraham Midhalf	cart & wagon maker	General Entries
1817	Edward Mitchell	wagon maker	General Entries
1828	John & Thomas Donn	carriage maker	*Ind. Citizen*

Harford County's First Carriage Maker. From the list above in 1803 John Donn is identified as a coach maker which most likely translates to making wagons with a covering over the top. He operated in Havre de Grace up to about the year 1828 when he was imprisoned for debt. It appears, however, his sons John M. Donn and Thomas C. Donn, both born c1804, carried on the business now re-identified as a carriage manufactory.[7] They appeared in the 1831 tax list as individuals, but not as a company. John M. had married Caroline Boteler in May 1831 in Washington, D.C. and Thomas C. had moved to the capitol by 1835. Apparently, their carriage business in Havre de Grace was short lived.

Lawyer's Carriage

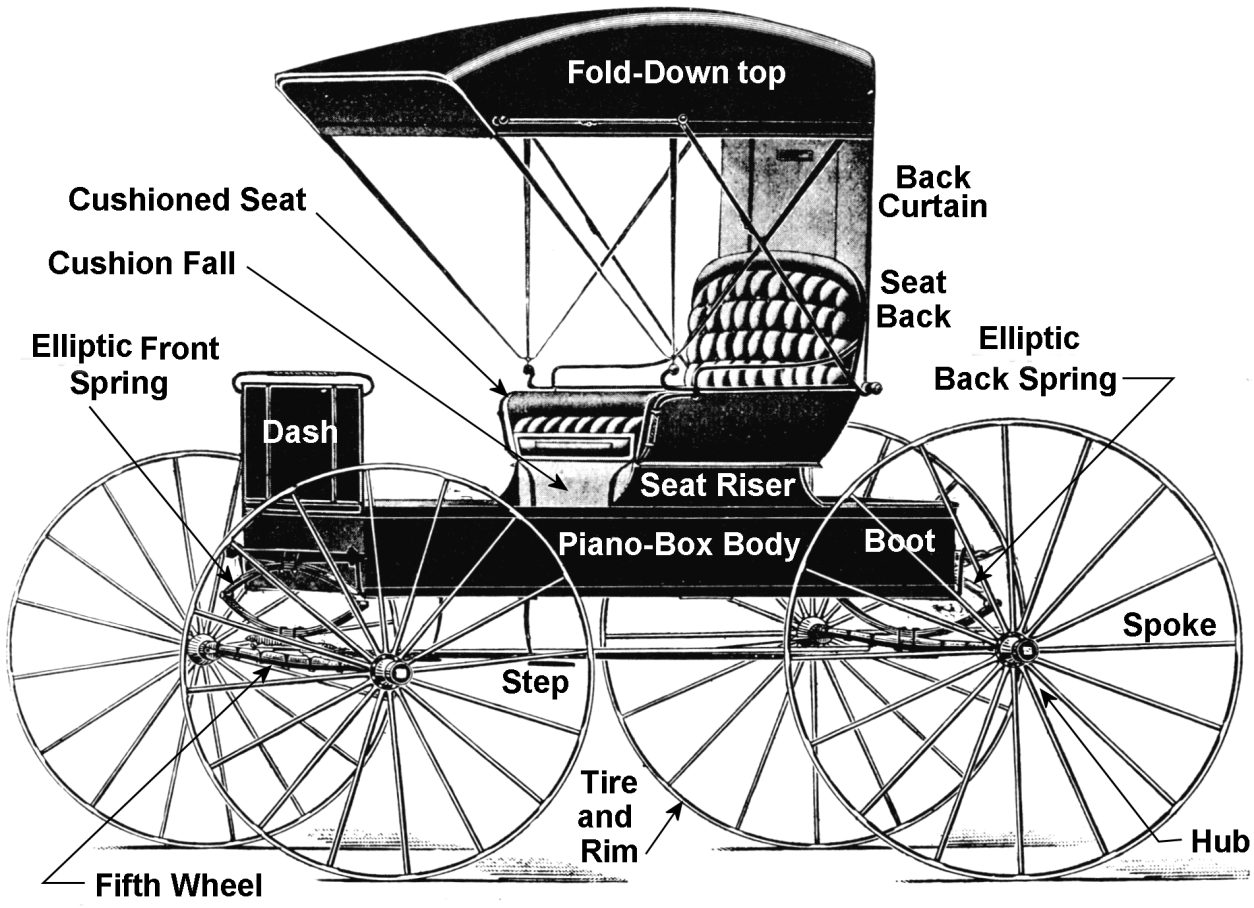
A Lawyer's carriage is only a legal conveyance, and it is the client, as often as it stops at his door, who pays for the drawing of it. [From *The New York Coach-Makers Magazine* (July 1858) page 37.]

Carriages Described. A carriage is a relatively light-weight horse-drawn vehicle used to transport people, as contrasted with a heavier open or covered wagon that found use in moving farm products or others goods. Carriages appeared in England in 1557 although they were rudely constructed and it would be a century before the art of elegant carriage building was understood.

The first carriages used in the colonies were imported from England and France. Laszlo Tarr in his 1969 comprehensive book titled *The History of the Carriages* writes:

> The American carriage manufacturers were very active indeed and produced a wide range of vehicles on the European pattern. Larger scale coach manufacturing of vehicles can be traced back in the U.S.A. to 1813: it was then that Lewis Downing began working in Concord, New Hampshire. His coaches won great fame; the New Hampshire Historical Society refers to them in one of its publications as follows: "No American product ever gained a wider patronage or ever gave better service than this Concord Coach . . . To him [Downing] we may well look back with pride."[8]

Another carriage builder that influenced the early styles in America was James Brewster who in 1811 opened his shop in New Haven, Connecticut. He built fine buggies, phaetons, and coaches.[9]



Principal Parts of a Carriage/Buggy

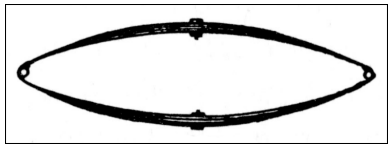
Generically all four-wheeled passenger vehicles are carriages; however, the buggy as illustrated here was so popular its name was frequently used interchangeably with carriage, in Harford County newspaper articles. [From Don H. Berkebile, ed., *American Carriages, Sleighs, Sulkies and Carts* (New York: Dover Publications, 1977), number 44, annotated by the authors.]

Starting at the top of the illustration and proceeding clockwise around the buggy, the parts are:

The **Fold-Down Top** was an optional add-on buggy feature that could be lowered if not needed.

The **Back Curtain** was part of the top.

The **Elliptic Back Spring** was a single bow-type spring that was attached between the back wheel axle and the body of the carriage to provide a more comfortable ride (see right).



The **Seat Riser** elevated the passenger bench above the bottom of the body.

The **Piano-Box Body** was a simple box construction with straight lines that was relatively easy to build, resulting in lower costs.

The **Boot** was the back of the body that could be used to haul items that were being transported, such as groceries, from a store. Today, the rear of a car that we call the trunk is called the boot by the British. Our automobile hood is their bonnet. These can be imagined as a bonnet on one's head and boot on one's foot.

The **Spoke** was one of 16 that emanated from the hub to support the rim and tire.

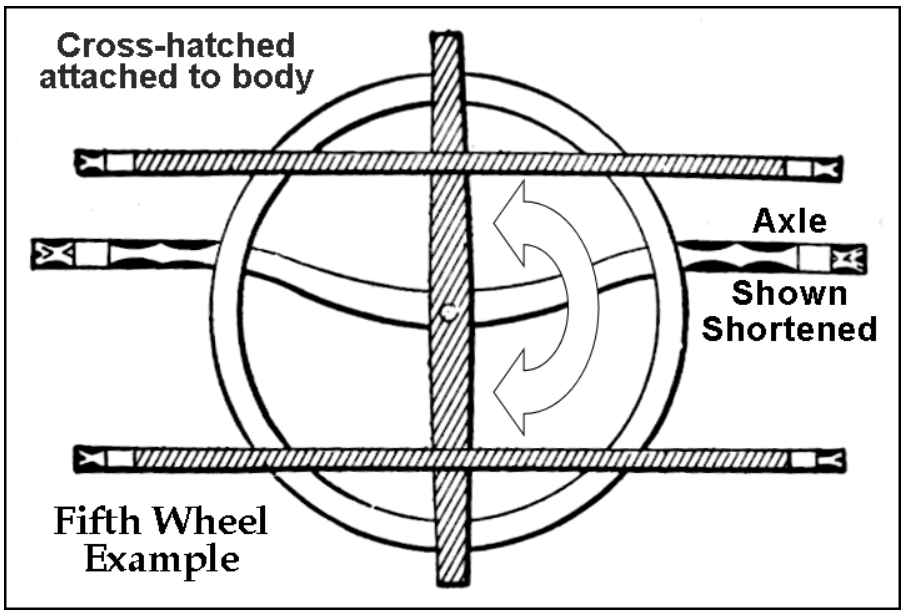
The **Hub** rotated on the axle and held the spokes in place.

The **Rim** or felloe (pronounced fell-e) was made of two pieces of bent wood with holes drilled to insert the tenons of the spokes.

The **Tire** was an iron band that held the assembly in place and also provided longevity to the wheel.

The **Step** was attached to the body and allowed a passenger foothold for entering and getting out of the buggy.

The **Fifth Wheel** (see example below) was the name given to a cross-connected circular ring of iron that allowed the front buggy wheels to pivot. Today, the same name applies a large hitch mounted in the bed of a truck used for pulling heavy trailers.

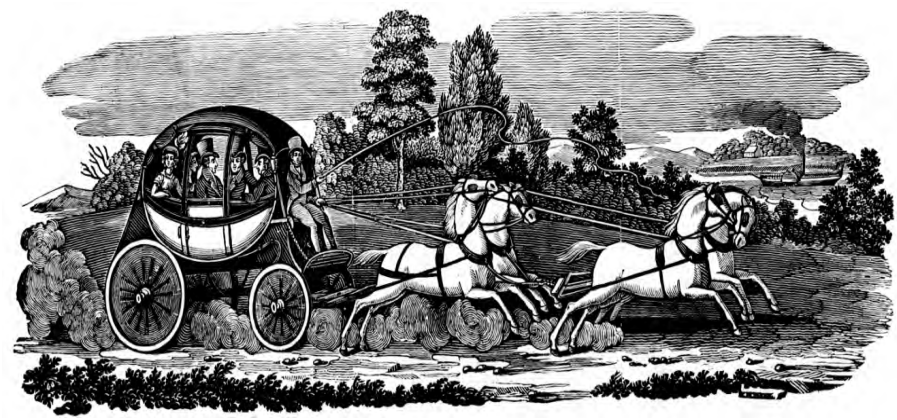


The **Dash** provided protection for the buggy driver from dirt, debris, and horse droppings that were dashed up by the rear feet of the pulling horse or horses.

The **Elliptic Front Spring** was a single bow-type spring that was attached between the front wheel axle and the body of the carriage to provide a more comfortable ride.

The **Cushion Fall** provided a base for the buggy seat.

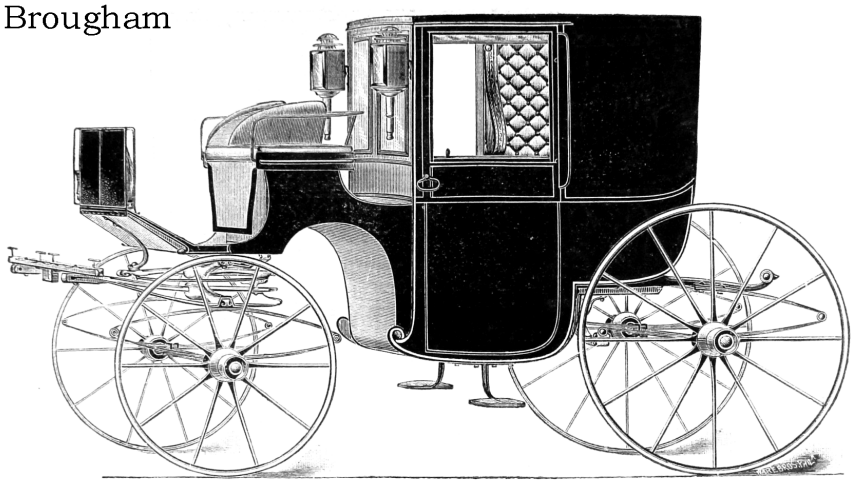
The **Cushioned Seat** allowed for a more comfortable ride, although some buggies had a simple wooden bench supported by a pair of elliptical springs, one mounted on each end of the seat.



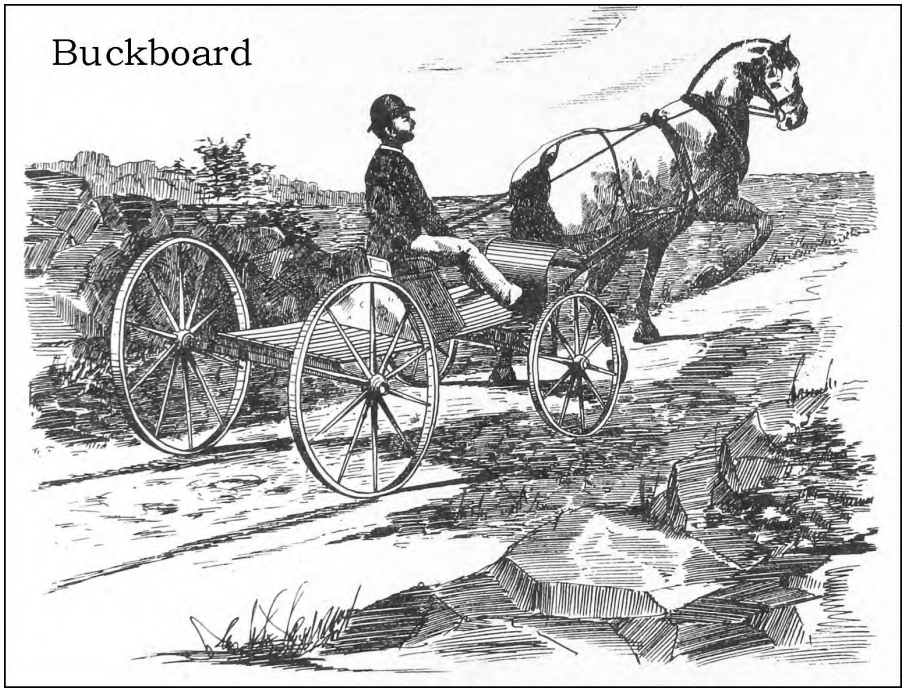
A stage coach transported passengers over a dirt road such as would have been found in Harford County along the Old Post Road.

Types of Carriages. In some cases American carriage makers copied popular English or European styles while other producers concentrated on designs that provided reliable service over pre- and post-Revolutionary primitive roads. The Smithsonian Institution's 1978 book *Carriages Terminology: An Illustrated Dictionary* edited by Don H. Berkebile provides a comprehensive account of carriage styles, but the focus here is on Harford County. The following carriages have been selected to generally represent those produced in the county over approximately a 100 year period. Unless otherwise noted the images are from the Burns Brothers of Havre de Grace 1903 catalog and descriptions are from the above mentioned Smithsonian book.

Brougham



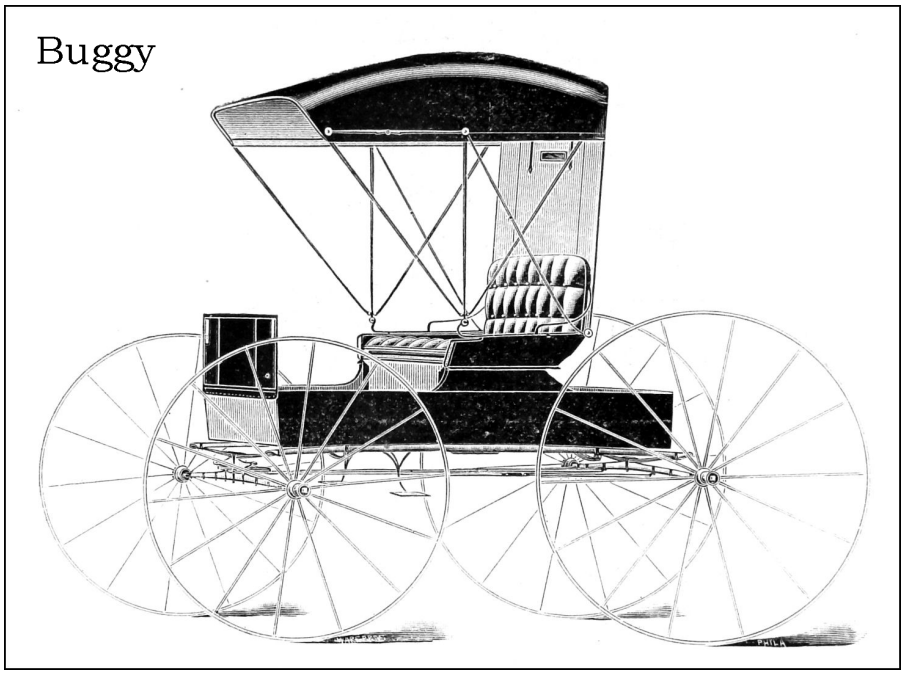
This carriage was originally made by an English coach builder by the name of Robinson in 1838 for Lord Brougham. It would accommodate two enclosed passengers and a third in the coachman's unprotected front seat. It became popular in America as a gentleman's carriage.



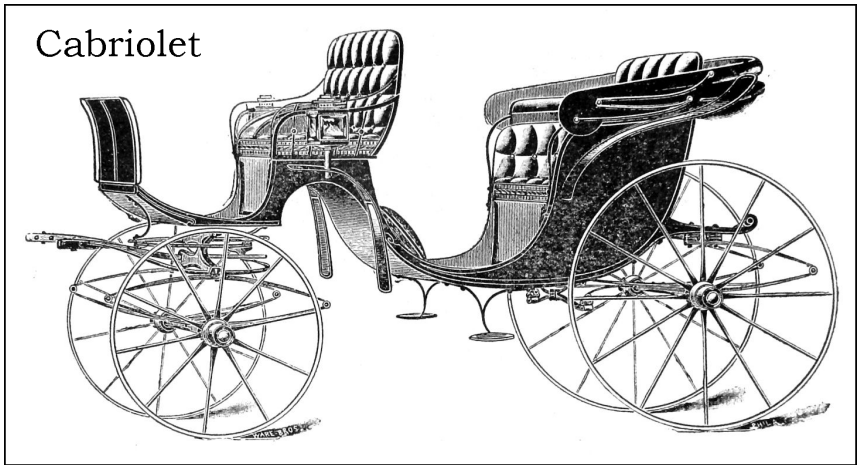
This is a very basic carriage consisting of a springy wood floor, such as one made of ash, directly mounted on the axles. It was probably developed during the first third of the 19th century and this early model did not have a dash. The seat was mounted towards the center between the wheels and in some cases could accommodate two to three persons. This American design was popular throughout the country especially in the West. [Image from Benjamin Butterworth, *The Growth of Industrial Art* (1892; New York: Alfred A. Knopf, 1972), page 107.]

Offenbach's Buggy Description

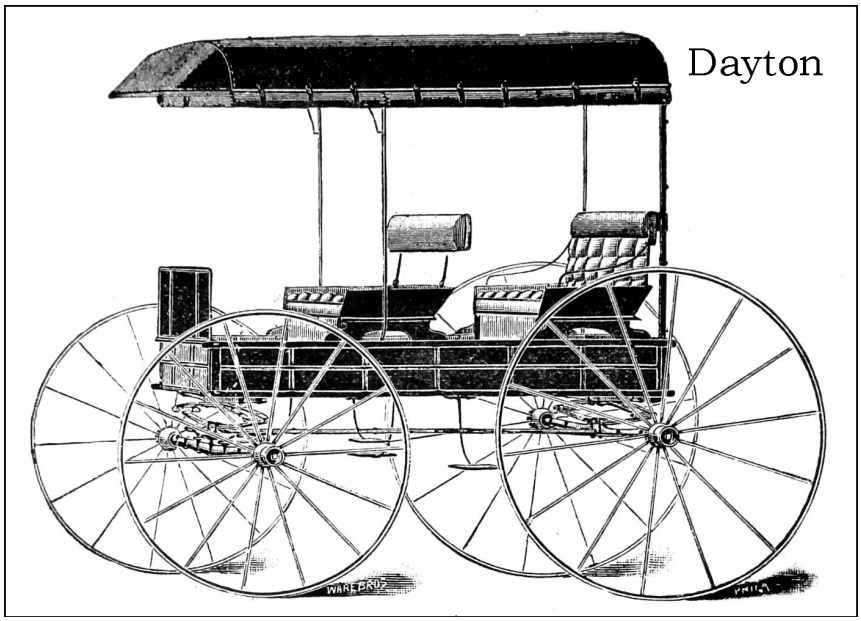
When Jacques Offenbach, the famous light-opera composer, visited America in 1877, he commented on the heavy, huge and closed coaches in New York City. Then he added, "In contrast to this, the other type [buggy] is extremely light. It has a tiny box with or without a hood and can hold two persons at the most. Four large, thin and fragile wheels make the carriage look like a huge daddy-long-legs. The buggies—as they are called—often run with the hood [top] up, and as the latter has holes in it on all sides, it looks as if it were tattered, lending the whole vehicle a very miserable aspect. Young girls of the best families are often seen in a buggy, driving a strong pair of horses alone." [From Laszlo Tarr, *The History of the Carriage*, page 272.]



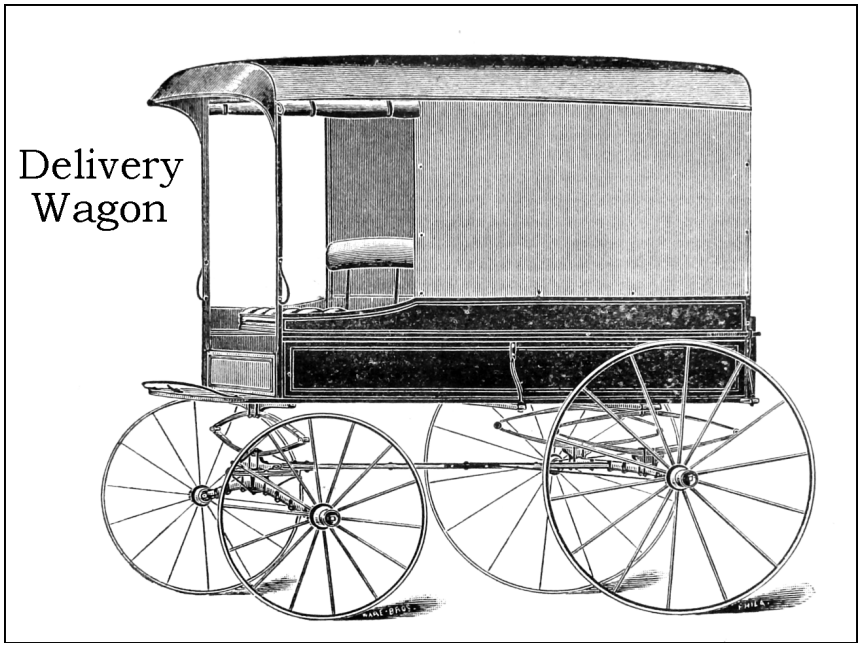
The buggy originated in England and was the name given to phaetons or chaises, which carried only one person. The American buggy was the most popular pleasure wagon ever built and by 1900 mass production had lowered the average cost to about $40.[10]



This carriage began its life as a two-wheeled public cab in Paris when an English coach builder combined it with a Perch-High Phaeton for a four-wheeled vehicle known as a Cabriolet-Phaeton. After the carriage was introduced to America the word phaeton was dropped leaving only cabriolet.



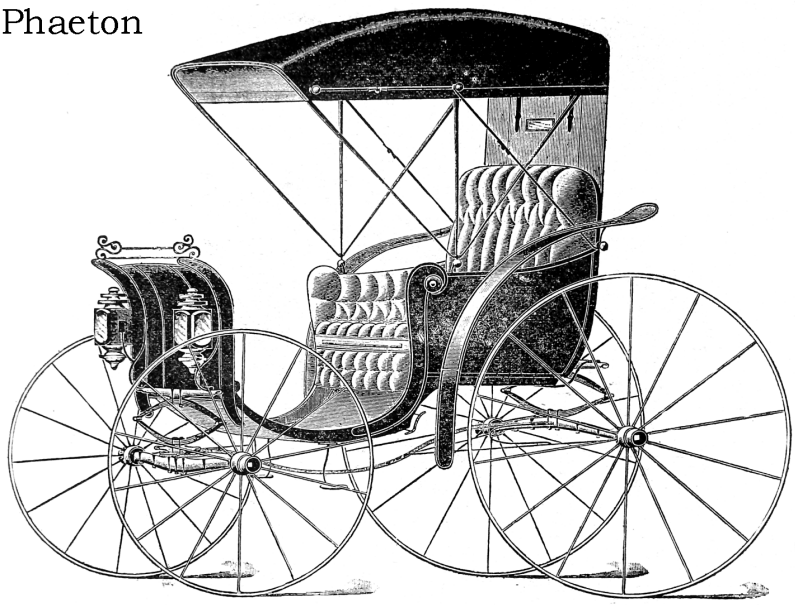
This is a variation of a wagon with two or more removable seats, and generally adorned with a top. As the seats could be taken out, it could be used for hauling produce on the farm and later reconfigured as a family carriage. Thus, it was very practical in an agricultural setting.



This description was applied to a large number of light vehicles intended to serve the needs of businesses that brought their products to the customer's door. The wagon, as shown here, was generally built with three elliptic springs and enclosed to protect the goods inside.

This attractive carriage (pronounced fay-e-ton) takes its name from Phaethon, son of Helios in Greek mythology, who drove the Chariot of the Sun with such recklessness that Zeus struck him down with a thunderbolt, lest he set the earth on fire. It was owner-driven and remained very popular until the end of the carriage era. Few had doors and due to many variations it sometimes looked like vehicles with different names.

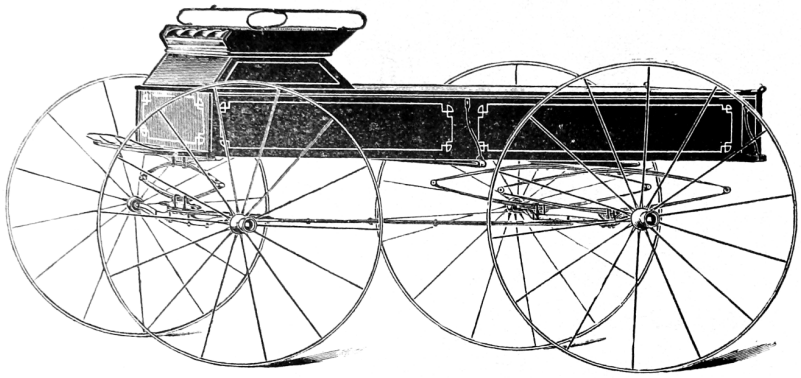
Phaeton



This carriage had an enclosed passenger body with the driver's seat covered by an overhead roof. It is a distinctively American style that emanated from Jamaica, Long Island, but the New York City carriage dealer who sold them deceived buyers by saying they were from Rockaway, New York. Even after the truth was known, the name stuck.

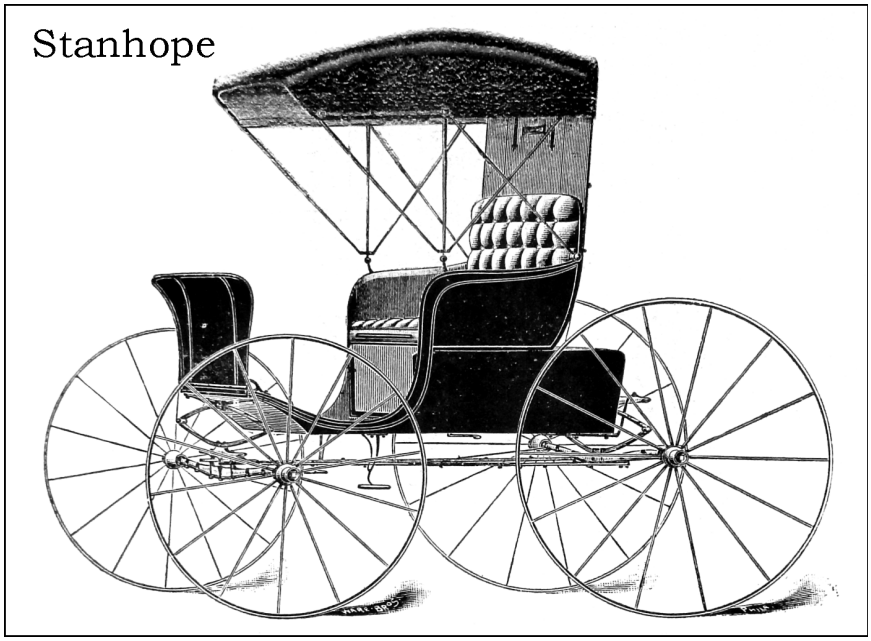
Rockaway

Runabout



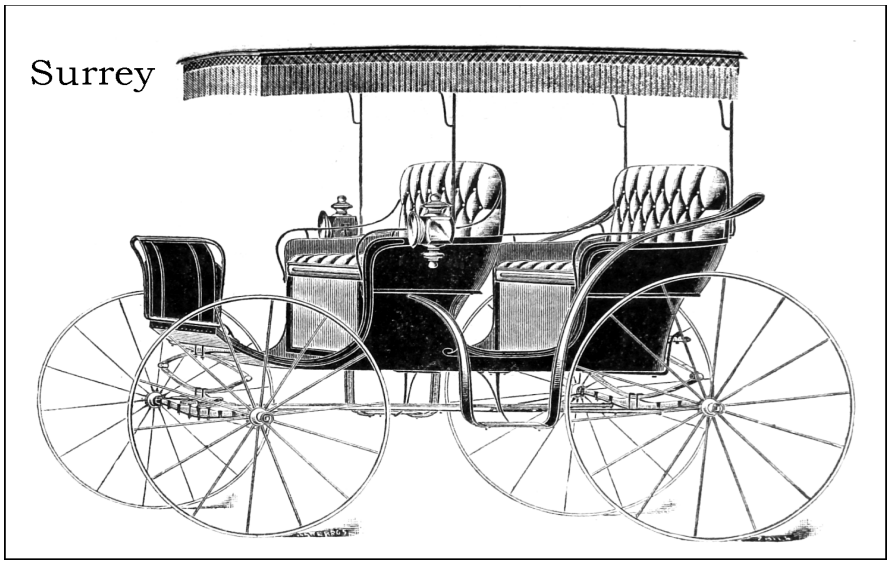
This was a buggy or road wagon without a top that often was made very light. It was also described as a two or four-passenger general utility wagon that emanated from Syracuse, New York.

Stanhope



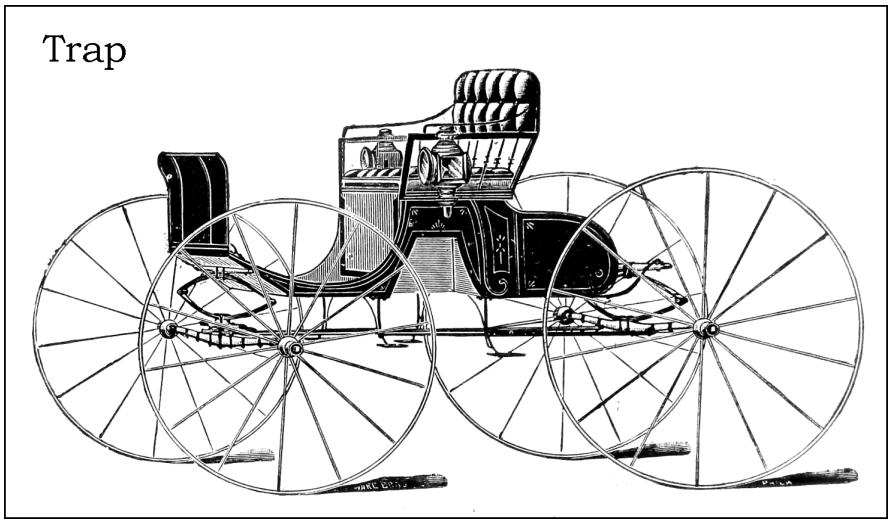
This was originally a two-wheel vehicle designed by Fitzroy Stanhope to make it easy on both the passenger and the horse. Later it was converted to four wheels and became a gentleman's vehicle drawn by one or occasionally two horses in tandem. The Stanhope was popular in both England and America.

Surrey



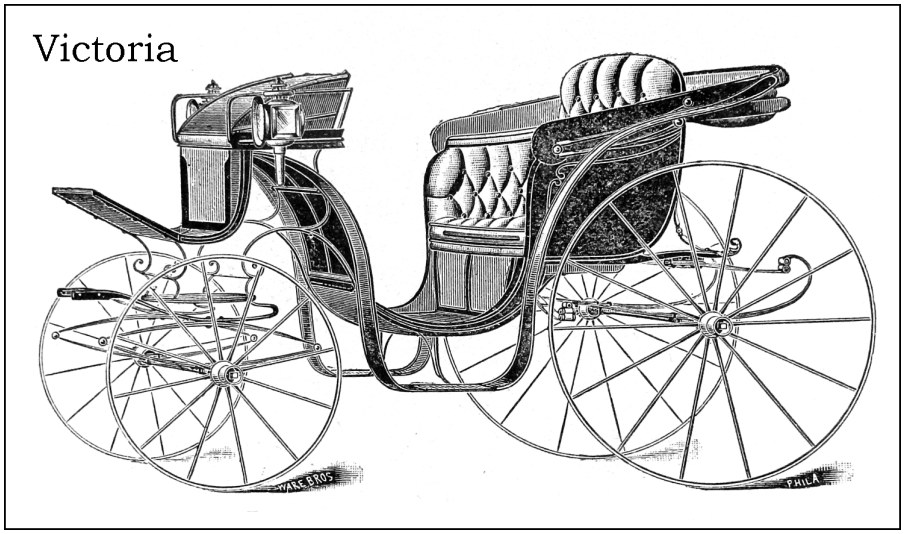
This was an American four-wheel family carriage that became very popular by the mid-1880s. Many different styles and variations developed and it remained in use until the end of the carriage era. Note the fringe around the top.

Trap

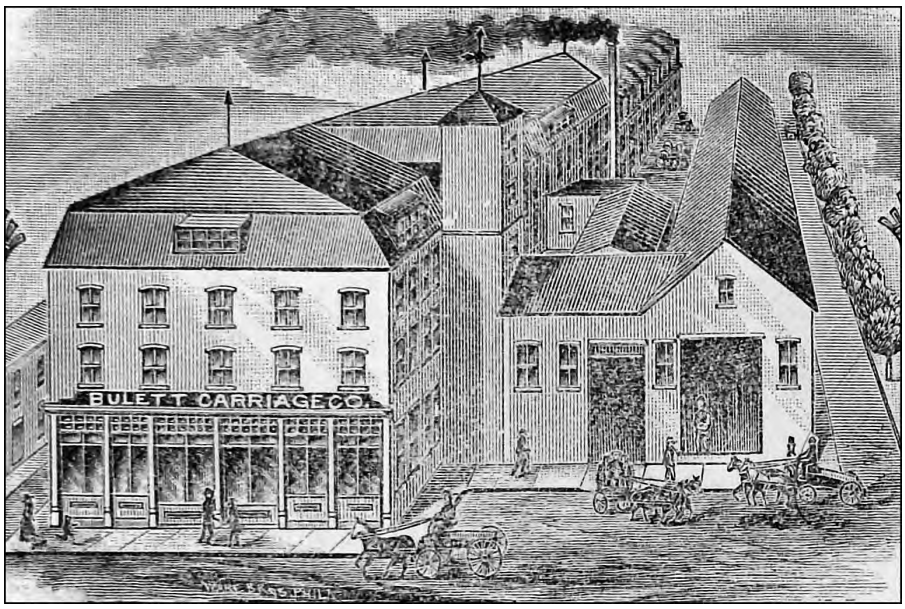


Trap was a colloquial term used in England and America to designate any light pleasure vehicle. The vehicle could accommodate two or four passengers. Here the back seat has been folded down.

The Victoria was primarily a park carriage in England and America and was considered a more stately design than the Cabriolet. It had a curving dash and a single seat and was adaptable for use with one or two horses. This style was popular with both the English and American aristocracy.



Organization of a Bel Air Carriage Factory. The *Harford Democrat* of August 31, 1888 reported "the foundation of the Bulett Carriage Factory . . . will front 198 feet on Thomas [Street] and run back 42 feet 6 inches on Hays St. In the rear will be an engine house 13x16." The structure was planned for three stories with an elevator 10 feet 10 inches by 8 feet 8 inches for moving material and carriages from one floor to another. (See drawings below).



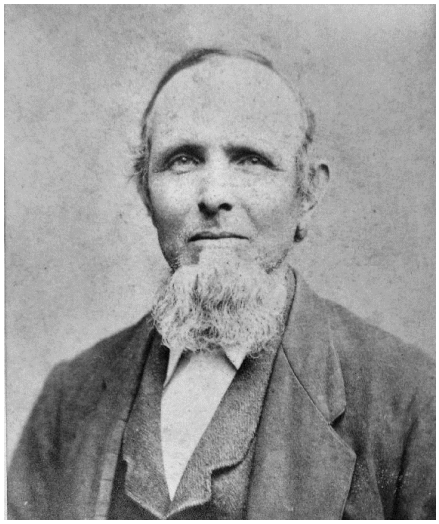
The main Bulett building on the left was 8316 square feet and with the dormered Mansard roof was considered to have four stories. [Image is from a company letterhead found in The Historical Society of Harford County Archives.]

The first floor contained a large showroom for finished work along with company offices. In the rear of the first floor were shops for the wood workers and the blacksmiths. Beyond the smithy was a furnace

room utilized for making and tempering carriage springs. Wide and easy-to-ascend stairs led to the second floor where four rooms were located. One room was used for the storage of lumber, two rooms for trimming, and lastly one room for painting. On the third floor, so located to be above the dust and debris of the lower levels, was the color striping and varnishing rooms. The fourth floor was used for the storage of carriage bodies along with other materials.

The building was designed by Baltimore architect Jackson C. Bott and the contractor was Edward Ferry of Bel Air. The Georgia pine structure was built under the direction of carpenter and master builder Paul F. Kolk. The stone work was the responsibility of Samuel Temple, the slate roof was put on by Joseph Dorsey, and the firm of Crook, Horner & Co. of Baltimore had the responsibility to put in the prime mover 40-horsepower engine and heating apparatus.[11]

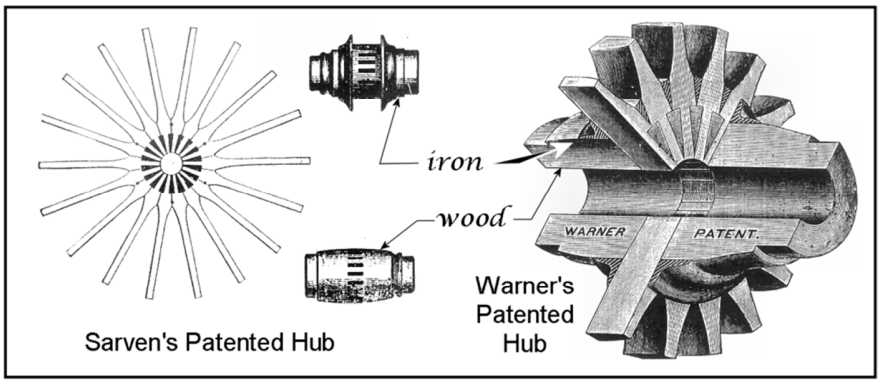
Hollingsworth Wheel Factory. Recorded in Hannah Carter Hollingsworth's diary on July 4, 1876, the one hundredth anniversary of our country's founding, she wrote, "Joel [her husband] laid the cornerstone for the wheel shop."[12] Thus began construction of a new factory along the banks of Winters Run that would transition an existing spoke business into a facility capable of producing sought-out carriage wheels with the patented Hollingsworth hub.[13]



Previously in 1862, Joel Hollingsworth (see right) had founded the Willow Valley Spoke Works, a business name that was an apt description of the black willow trees lining the banks of Winters Run.[14] Over time, the business grew, and by 1879 the company had produced 240,000 spokes, most of which were shipped out of Magnolia, Maryland on the Philadelphia, Wilmington, and Baltimore Railroad.[15] *The Aegis and Intelligencer* of June 11, 1880 reported on his new wheel making business:

> A New Enterprise in Harford – Messrs. J. C. Hollingsworth & Son, or Willow Valley Spoke Works, deserves credit for their enterprise in establishing the first manufactory in the State for making carriage wheels. Heretofore all the ready-made wheels used by carriage makers and wheelwrights had come from Pennsylvania and other States north of us, while at the same time all the facilities needed for the business exist right here in Harford county. Hickory wood of the best quality is plentiful and cheap, and water power is abundant. By selection of wood of the best quality and care in its manufacture they will be enabled to manufacture wheels equal to the best in the market. Carriage and wagon makers in the county especially should encourage the enterprise of this firm.

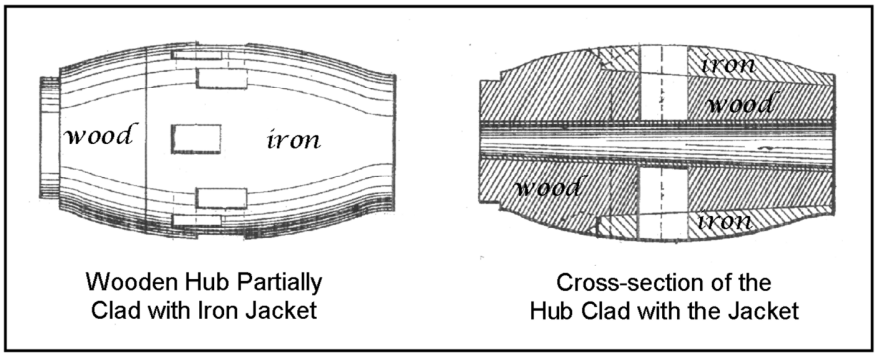
In 1872, *The Hub* (a trade journal of the carriage industry) had reported, "It had been long known and felt that the weakest part of a wooden wheel was at the hub."[16] To provide more robustness, the hub was strengthened with iron and many individuals patented improved designs. Two of the best-known patents were for the Sarven and the Warner wheels (see below).



On the left, the Sarven design used a traditional wooden hub with inline mortises for the spokes, but added iron flanges on each side, which were either riveted or bolted together through the spokes. The Warner also used a wooden hub but surrounded it with an iron band that accepted the spokes. The fact that the sides of the spokes were adjacent and fit snugly together added to the robustness of both designs. [Portion of images are from *Wheelmaking*, Don Peloubet, editor (Mendham, NJ: Astragal Press, 1996), pages197 and 207, assembled and annotated by the author.]

It is likely that Joel Hollingsworth initially used one or both of these designs since he later mentioned them in his company's advertisements. But he had a better idea. The addition of the metal parts, while providing strength, detracted from the elegance of the small wooden hub. What was needed was both form and function: the look of a wooden hub with the strength of iron. He filed a patent application on July 28, 1883 for an improved hub and was later awarded patent number 314,024 on March 17, 1885. Illustrations from his invention are shown below. His design became one of perhaps hundreds that professed to provide an improvement to the "the weakest part of a wooden wheel." It provided a cleaner and more aesthetic appearance and also supported the hub, keeping it from splitting, but the junction of the spokes with the hub remained the weak interface.

Shown is the hybrid hub with a staggered-spoke wooden core, which was clad by a metal shell. This provided the elegance of a small hub while deriving its strength from the surrounding iron. [Illustrations from patent 314,024 that was assembled and annotated by one of the authors in 2007.]



An advertisement was placed in a Bel Air newspaper to attract the attention of local wheel buyers (see below).

THE ATTENTION OF

CARRIAGE BUILDERS

AND OTHERS INTERESTED IN

FIRST-CLASS WHEELS!

is requested to a few of the points of excellence claimed for

HOLLINGSWORTH'S PATENT!

First—Lighter at hub than either the Warner or Sarven. Second—More stylish, as it represents the plain wood hub. Third—The wood will not raise up about the spoke like the Sorrel or wire-band, as the band protects the hub all around the spoke. Fourth—The hub will not check or split like the plain wood hub, for the bands cover more than two-thirds of its surface.

A Trial Order Solicited.

J. C. HOLLINGSWORTH & SONS,

MANUFACTURERS,

P. F. BALL & BRO., Agents, Bel Air. Wilna, Harford Co., Md.

This Hollingsworth advertisement ran for nine editions of the *Bel Air Times,* from February 26 through April 23, 1886. [From the *Bel Air Times*, March 26, 1885, page 4.]

A photograph of the three-story wooden manufacturing facility is shown below. Hollingsworth was successful in selling his wheels to the Bulett Carriage Company in Bel Air. The wheel factory burned to the ground on December 25, 1898.

On the far right are the smokestack, boiler and steam engine building, which apparently transferred rotary-shaft power overhead to the manufacturing building on the left. [Photo from C. Milton Wright, *Our Harford Heritage: A History of Harford County, Maryland* (Glen Burnie, MD: French-Bray Printing Co., 1967), p. 142.]

Carriages at Funerals. When writing about the death of a prominent, well known, or beloved individual in Harford County, the newspapers would sometimes mention the number of carriages in the funeral procession. Samples of these have been gleaned primarily from *The Aegis & Intelligencer* and presented in the table below.

Year	Name	Carriages	*Aegis & Intelligencer*	Notes
1884	James C. Worthington	107	July 25, 1884	
1885	Mrs. William A. Harlan	75-100	July 31, 1885	See: *Harford Democrat*
1887	Mrs. Rudolph Lay	60	October 7, 1887	largest ever seen in Bush River Neck
1888	John Archer	75	August 17, 1888	
1889	Henry Reckord	300+	January 4, 1889	
1891	Mrs. Amelia Johnson	198 est.	July 3, 1891	based on length of 1.5 miles
1891	Thomas H. Street	132 est.	June 26, 1891	based on length of 1 mile
1893	Mrs. Betsy Bradenburg	>100	February 10, 1893	
1902	David A. Love	180	August 8, 1902	

Horses and Sparrows. Historically there has always been a symbiotic relation between the equine population and birds, particularly the sparrow, which still exists today albeit on a much smaller scale. Writing about this in 1937 at a time when the old-timers still remembered the horse and buggy days, Edwin Mitchell penned:

> The sparrow never suffered as wild birds do from the seasons. Its food supply was never wholly cut off. Snow seldom completely blocked the entrances to stables and warehouses. Nor did drought affect it. . . . Its untidy nests were everywhere—in the cornices, friezes, and porches of buildings. It even built in the hoods of the old-fashioned sputtering arc lights. . . . It was a great day for the sparrows after the Tenth Calvary from Fort Ethan Allen had clattered through town on the way to summer maneuvers.[17]

The 1929 popular song title "Happy Days Are Here Again" (with lyrics by Jack Yellen and music by Milton Ager) was used to address this seedy relationship as illustrated on the old post card below.

Birds flock to eat the seeds found lying on the road. [The post card is from the collection of the authors.]

Horse Thieves. Many stories appeared in the local newspapers about accidents when carriages or buggies collided or when unruly or spooked horses caused an accident, personal injury, or even death. Such incidents have been omitted; however, two curious and compelling stories about stealing horses are more attention-grabbing:

> George White was a notorious horse thief with a sense of humor. He once stole a horse from an innkeeper in Massachusetts and after thinning out the horse's mane and tail and dyeing its white feet, succeeded in selling the horse to the innkeeper from whom he had stolen it.
>
> A prisoner at the Connecticut State Prison at Wethersfield who had charge of a pair of horses which were used at the prison became so attached to the animals that after his release he returned and stole them.[18]

A Monument to the Horse. Throughout the country there appears to be few monuments to the horse that pulled the carriage. The five-time race horse of the year, Kelso, has a monument erected at his grave in Cecil County, but in Harford County the only remaining artifact seems to be a stone watering trough at the Susquehanna State Park (see the photograph below).

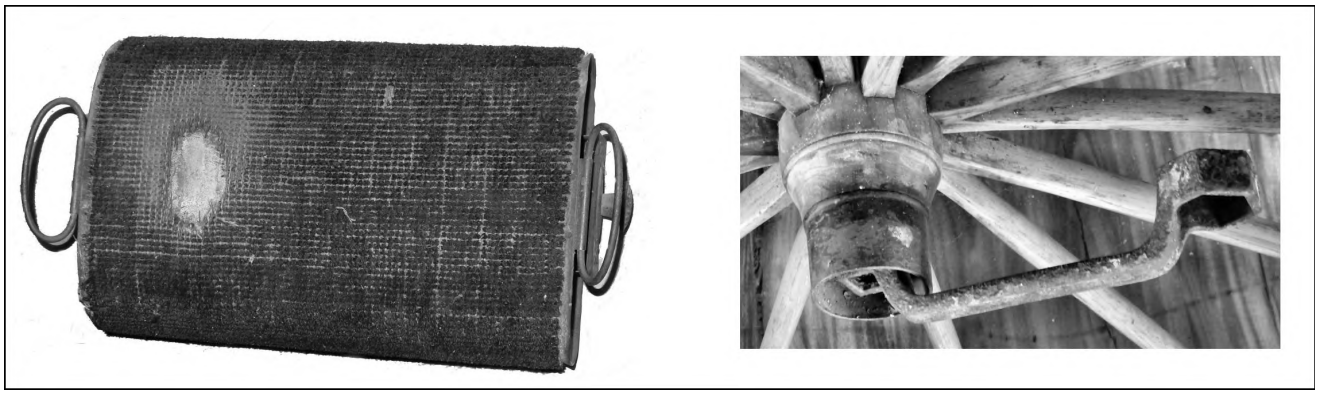
Fed by a spring near the Rock Run Mill in the Susquehanna State Park, this horse watering trough is engraved on the front, "In Memory of Joshua Cowgill Smith, 1857-1911." [Photo was taken by the authors, 2006.]

Kenny Rogers

There is a little known story about country songwriter and recording artist Kenny Rogers who at one time owned a small farm in Texas. It was an old and rather rustic place where one day he was poking around the barn and found an antique buggy. He had a friend restore it to running condition, hitched it to a horse, and drove his family and friends around the farm.

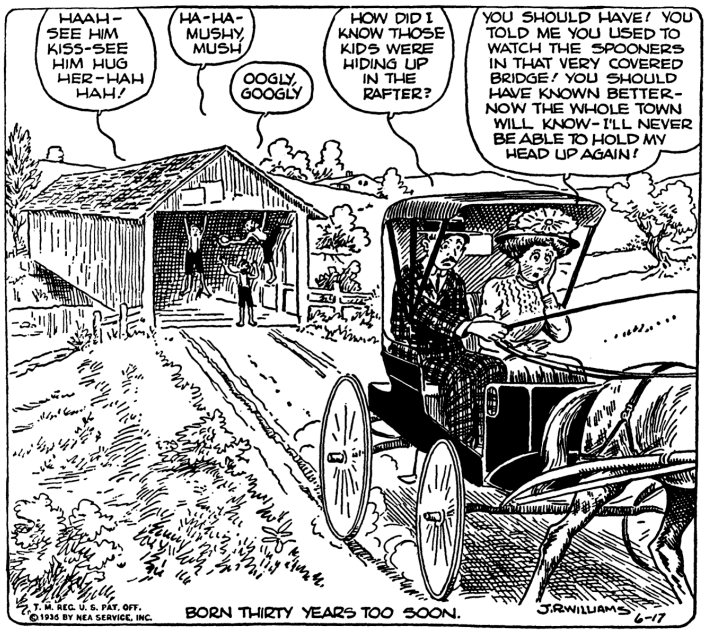
Later, he decided to take the buggy into a nearby small town where it was an immediate attraction. He was hurrying back to his farm to get ready for a concert that evening when the right front wheel rolled off into a ditch. Worried about being late for the engagement, he disgustingly uttered, "You picked a fine time to leave me loose wheel [Lucille]." As Paul Harvey would say, "Now you know the rest of the story."

Carriage Accessories. Depending on the ambient temperature or perhaps the cleanliness of the reins, the carriage or buggy driver might want to wear gloves or mittens (see example at the right).[19] Should the weather be very foreboding, the addition of a foot warmer would provide additional comfort when undertaking a long journey (see next page). It may also be prudent to take along a wrench for tightening the nut holding a wheel should he have the misfortune of encountering a wobble on an axle (also see next page).



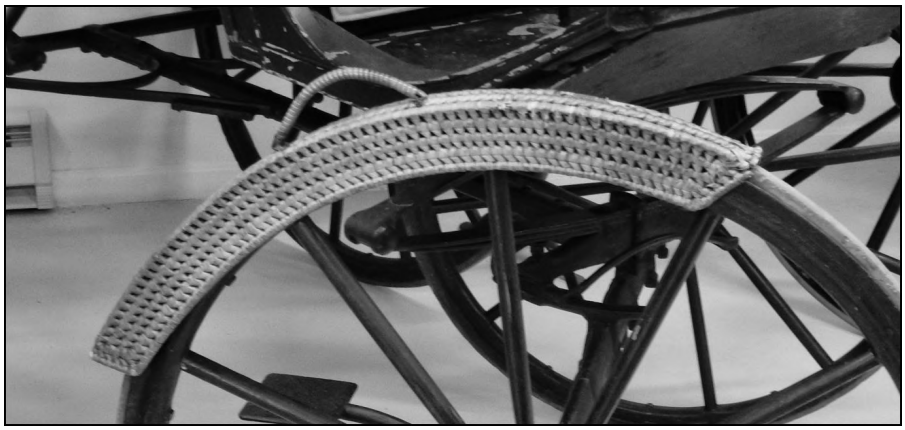
The foot warmer above left has a removable inside metal tray that could be filled with one or more heated bricks or with hot coals. The wrench is shown engaged with the nut on a wheel. [Photos were taken by the authors courtesy of Art Elsner in the Carriage Barn at the Steppingstone Museum.]

Should the weather be fine and a guy went a-courting he would dress in his finest, pick up his favorite gal, and possibly head down the road to a covered bridge hoping to steal a kiss or two. Likely he would have forgotten that a number of years ago he would hide in the bridge rafters waiting for a courting couple to pass and giggle when they kissed.



Assisting a gal's entry into a carriage without showing too much of her ankles were upping stones such as these at the Rock Spring Episcopal Church. [Photo was taken by the authors, 2015.]

To protect a woman's dress or gown from getting soiled when entering the carriage, a wheel cover was first put into place then removed after boarding (see example below).

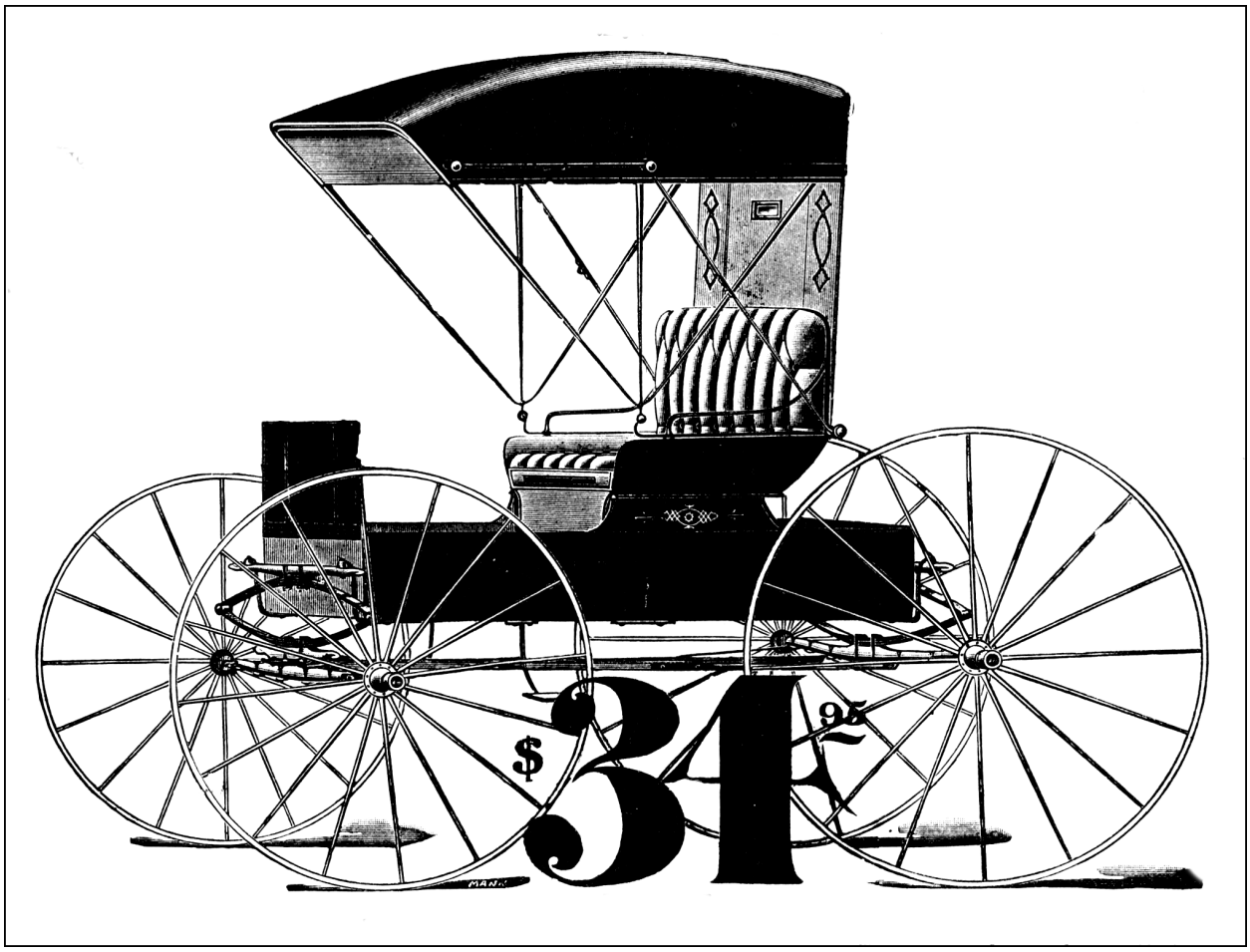


Example of a wheel cover is shown. At the right is another example of an upping platform, this one made of cast iron and having two steps integrated into a hitching post. [Photo above was taken by the authors at the private carriage museum of Jack Day in Monkton, Maryland, 2015; photo at the right taken by the authors at Ladew Gardens, 2015.]

Mass Production and Catalog Houses. By the late 1800s there were many factories in America producing carriages on an assembly-line basis that was driving the cost down to within the reach of the average family. Earlier in the century carriage maker James Brewster had "thought the railroads would cause a decline in the carriage trade, but the new wealth which the railroads brought to communities had exactly the opposite effect, stimulating rather depressing the industry."[20] Furthermore, it was the railroads that delivered economically priced carriages from catalog houses such as Montgomery Ward & Co. and Sears, Roebuck & Co. to consumers in both urban and rural areas.

In their catalog of 1895-1896, Montgomery Ward on pages 556-567 advertised a variety of buggies, surreys, business, delivery and road wagons, and phaetons starting at $44.50. Sears, Roebuck & Co. in 1897 offered eight pages of buggies, phaetons, surreys, and road, market, and pleasure wagons starting at $39.50. After the turn of the century in 1902 Sears had about 15 pages of vehicles adding delivery wagons, grocery wagons, and mail delivery wagons along with a buggy priced at $22.35. An upgraded buggy with a leather quarter top was featured as "The Wonder of the Buggy World" and sold for $34.95. It is shown on the following page. By 1808 their lowest priced buggy was $25.95.

The U.S. Census Bureau reporting on manufacturers listed the total of carriages, buggies, and sulkies produced in 1899 was 905,000, peaking five years later in 1904 at 937,000. A decade later in 1914 the number had dropped to 538,000 and by 1931 it was down to 1,000. The automobile had eclipsed the buggy and so went the buggy whip manufacturers except for a few that refocused on the equine industry.



In 1902, B. Abrams writing from Stewart, Iowa to Sears, Roebuck & Co. about this buggy reported, "Gentlemen:—The buggy I received from you for **$34.95** I could not get here for less than $75.00. The $7.95 harness sent with it I could not buy here for less than $15.00. The freight charges total were [*sic*] $5.21. I am thoroughly satisfied with same."[21]

With the automobile fast garnering the personal transportation market, the Union Buggy Company of Pontiac, Michigan in 1906 sought to capitalize on the automobile's cachet advertising, "$65.00 Buys This Automobile Wagon." There was a suggestion of the needed horse in the fine print that mentioned, "50 styles Harness" were also available.

This model featured hickory wheels encircled by rubber tires. [From *The Delineator*, May 1906, page 928.]

The following chapter focuses on carriages and carriage-related items found in Harford County over the years.

---

[1] Ann Finlayson, *Colonial Maryland* (Nashville, TN: Thomas Nelson Inc. Publishers, 1974), p. 67.
[2] David C. Hodge, transcriber, *Historical Writings of Dr. George Washington Archer* (Bel Air, MD: The Historical Society of Harford County, 2003) converted to one PDF file of 1551 pages, p. 1424.
[3] Ibid. , p.1423.
[4] Seymour Dunbar, *A History of Travel in America* (New York: Tudor Publishing Co., 1937), p. 69.
[5] Archives of Maryland Online, Vol. 10, p. 257.
[6] Baltimore County Deed Book, AL No. 8.
[7] *Independent Citizen* newspaper abstract, August 14, 1828.
[8] Laszlo Tarr, *The History of the Carriage* (New York: Arco Publishing Co., 1969), p. 271.
[9] Edwin V. Mitchell, *The Horse & Buggy Age in New England* (New York: Coward-McCann, 1937), pp. 16-17.
[10] The popularity of the buggy in part stemmed from its ease of use, which required less operator training than horse riding and provided a more comfortable travel experience.
[11] "An Important Bel Air Enterprise," *The Aegis and Intelligencer*, January 4, 1889.
[12] *Hannah Carter Hollingsworth Diary* (1876-1882), transcribed by Carolyn Greenfield Adams and a copy graciously provided the authors.
[13] The text of the section has been extracted from Jack L. Shagena, P.E. (Ret), *Harford Glen: An Outdoor Classroom & Preserve* (Self-published, 2007), pp. 31-47.
[14] Also called a swamp willow, the tree prefers the banks of streams and lakes. The bark is dark brown to nearly black and exhibits deep fissures.
[15] Ibid.
[16] "The History of Patent Wheels," *The Hub*, September 1872, as found in *Wheelmaking*, Don Peloubet, ed. (Mendham, NJ: Astragal Press, 1996), p. 195.
[17] Edwin V. Mitchell, *The Horse & Buggy Age in New England* (New York: Coward-McCann, 1937), pp. 4-5.
[18] Ibid., p. 161.S
[19] Photo by the authors in the Carriage Barn of the Steppingstone Museum, 2015.
[20] Edwin V. Mitchell, *The Horse & Buggy Age in New England* (New York: Coward-McCann, 1937), p. 17.
[21] *The 1902 Edition of Sears, Roebuck and Co. Catalogue* (New York: Bounty Books, A Division of Crown Publishers, 1969), p. 367.

2. Carriages Seen on the Harford County Scene

There is a dearth of surviving carriages that were manufactured in Harford County—perhaps because they were not identified with a builder's name tag or possibly when replaced by the automobile they were relegated to the back of the lot or parked in the woods and eventually rotted away. Fortunately, however, some carriage images have survived and these along with buggy-relevant objects have been included in this chapter.

A top-hatted driver donned in a double-breasted coat has the reins of the horse and comes to a roadside stop for this photograph. [From the HSHC David Lee Collection. The photo was donated by Dorothy Young.]

This farm wagon loaded with baskets of tomatoes was located outside the canning exhibit at the Steppingstone Museum near Havre de Grace. [Photo: Authors, 2008.]

Hand-pulled Hose Cart as found in the Bel Air Volunteer Fire Company located on Hickory Avenue. The Dalmatian awaits his turn to ride on a fire truck. [Photo: Authors, 2015.]

This hand-pulled hose cart is located outside the Bel Air Volunteer Fire Company's Forest Hill facility. [Photo: Authors, 2015.]

A so-called piano box buggy with a cushioned seat has solid rubber tires with bicycle-type spoked wheels suggesting it was built c1910. It can be seen at the Steppingstone Museum near Havre de Grace. Photo: Authors, 2015.]

Butcher, Joseph Coale, makes a meat delivery to the Kelly family at *Liriodendron* in Bel Air about 1900. [Thanks to Dorothy Francis, docent, for assisting the authors in photographing the framed image.]

In 1911, Albert McCann, former Harford County commissioner, holds the reins while stopping on the bridge over Deer Creek on Forge Hill Road, along U.S. Route 1. Edwin Kirkwood identified the two individuals at the rear of the carriage as Addison Lee and Ella McCann. [Image is from the HSHC and was donated by Edwin Kirkwood.]

A horse and buggy is shown in front of The Maple Inn in Fallston that was operated by Mrs. Ida Scarborough Waters. This facility has the current address of 900 Old Fallston Road. [From the HSHC and donated by E. J. Kidd, Jr, a grandson of Mrs. Waters. The early 1900s image was taken from an original picture postcard.]

This wagon was used to haul cooled five-gallon cans of milk from the farm to a station on the Maryland & Pennsylvania Railroad. [Photo was taken by the authors with the kind permission of Valerie Johnson, who hosted our visit to her husband's farm.

Two ladies attired in warm weather clothing are out for a jaunt in a buggy. [This photograph is courtesy of Walter Holloway.]

Three guys, three gals, and a couple of kids are scrunched in this un-harnessed buggy for this photographic opportunity. [Image is from the HSHC.]

Main Street in Bel Air with horses and buggies is shown on September 12, 1906. The water fountain at the left was in front of the court house. [Postcard image is from the HSHC.]

This buggy has solid rubber tires with wire spoked wheels and is harnesss to a beautiful black horse. [Image is from the HSHC, Collection of David D. Lee. The photo was donated by Dorothy Young.]

This buggy was offered for sale in September 2015 by MGM Farm in Fallston. It had been in a barn for about 30 years and the owner decided he was never going to restore it and sold it for $600.00. [Photo: Authors, 2015.]

The E. G. Kurtz & Son Funeral Home on Baldwin Mill Road in Jarrettsville has on display in their casket area an old carriage once used for transporting the deceased to the burial site. The facility was founded by cabinetmaker Martin Kurtz in 1844 and is now operated by the sixth generation of the family. [Martin Gladden Kurtz, III kindly allowed the authors to take this photograph.]

A. M. Jenkin of Norrisville, Maryland was a travelling salesman who called on businesses such as country stores soliciting orders for his products. The message on the back of this postcard read, “Just to let you know I am starting your way.” [From the HSHC, postmarked New Park, Pennsylvania and dated 1908.]

Titled "Day after the feast" this late 1800s tintype image shows a young couple seated in the carriage with a man crouched under the horse. [Image is from the HSHC; however, the location and the donor were not identified.

A well-dressed man and two white dogs pause along a dirt road to allow the photographer to capture this image. [The image is from the Hooker Collection found in the HSHC.]

Manufactured by Burns Brothers in Havre de Grace this hose reel carriage was originally used by the Susquehanna Hose Company, which is now The Community Fire Company of Perryville, Maryland. [Perryville's fire company president, John A. Jones, graciously allowed the authors to photograph this image.]

Identified as “House by stream” there also appears to be a small tributary empting into the foreground stream. Also note the outhouse to the left of the man in the buggy. [Image is from the HSHC as found in the J. Alexis Shriver Collection.]

Shown is a buggy with a back seat for those drivers who need directions on where to go or perhaps some advice on how to handle a horse. [Photo was taken by the authors at the Steppingstone Museum near Havre de Grace.]

Coachman Francis Thomas takes the Kelly children for a ride pulled by the horse Beauty. From the left are: Ester, Howdie, Fritz, Titia, Boulie, and Margie. [Thanks to Dorothy Francis, *Liriodendron* docent, for assisting the authors in photographing this 1907 framed image.]

This surrey has a canopy that would provide some protection; however, there are no “Isinglass curtains you can roll right down in case there's a change in the weather.” [The quote is from "Surrey with the Fringe On Top” by Rodgers and Hammerstein; the image is from the HSHC, Hooker Collection.]

A. C. Mobley, the carrier for Rural Route No. 2, drops off the mail at one of his stops in Delta, Pennsylvania. [Image is from the HSHC Archives, donated by J. Hammond and Thirza Brandt.]

Shown is a Dayton-styled carriage without a top. Usually the seats could be removed so the vehicle could also be used as a wagon. [Photo was taken by the authors at the Stepping-stone Museum near Havre de Grace.]

Shown is a traditional buggy constructed with a single seat that accommodated two persons, which was ideally suitable for a courting couple. [This photo was taken by the authors on a visit to the Steppingstone Museum near Havre de Grace.]

This two-wheel cart, called a Carry All, was used by General Lafayette in Paris during the period 1820-1830 according to the inscription found on the back of the image. [Image is from the HSHC Archives, J. Alexis Shirver Collection.]

With the top folded down this Phaeton was a self-driven carriage that had rear fenders to guard against the adverse impact of wheel splatter. Three occupants, apparently a baby, mother, and grandmother are seated while a black girl stands. [The c1870 image is from the archives of the HSHC, donated by Mrs. Betty Stuart Wilkinson.]

Newlywed's Stephen and Marlene Adams are seated in the carriage while Bess Phaup holds the reins of her horse. The buggy belonged to Thomas L. Adams, Sr., who was the grandfather of the groom. The wedding reception took place at the Maryland Golf and Country Club. [From *The Aegis* of June 28, 1979, page A-18.]

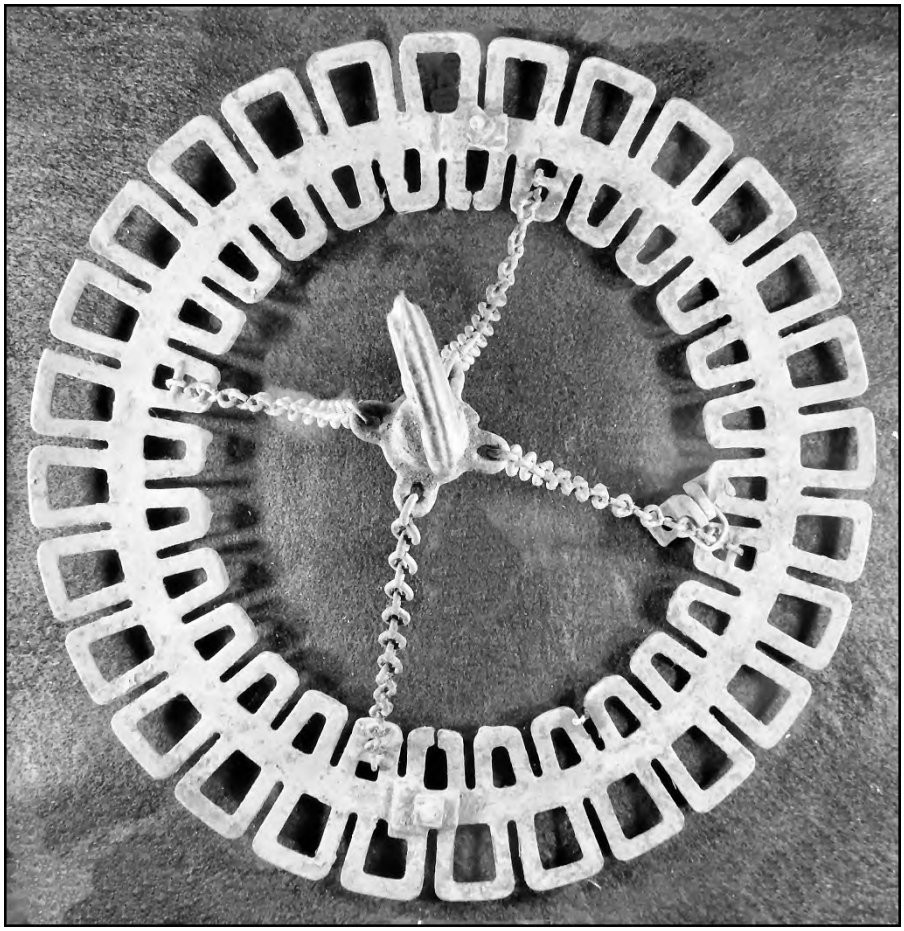
This type of buggy can often be seen in Lancaster County, Pennsylvania driven by those who identify themselves as Amish. Photo: Authors, 2015.]

The ice man cometh as does the Rural Free Delivery postman who brings cards, letters, bills and oral thrills. This was not created as a Harford County scene; however, it may have actually happened locally when the participants thought no one was looking.

This old carriage upping stone has been fashioned from a discarded mill stone and can be seen at Eden Mill Nature Center in Harford County. [Photo: Authors, 2015.]

If descending into a carriage from an elevated porch such as the one found at *Liriodendron*, some steps down were necessary. Facing the rear of the property these steps can be seen on the left side of the porch [Photo taken by the authors in 2015.]

Gene Jennings prepares to hitch his horse Jill to a surrey with a fringe on the top at *Liriodendron*. [Image is from *The Aegis* of February 6, 1996, as found in a supplement on brides.]



This is a buggy whip holder as viewed from the top. The small ring in the center would be attached to the ceiling of a country store and the cast iron outer ring was suspended below held by the four small chains. The whips would hang down both inside and outside held by their tips hooked between the rectangular separations. [Photo was taken by the authors courtesy of Pete Whiteford.]

This farm wagon can be seen at the Eden Mill Nature Center in the rear of the barn. [Photo: authors, 2015.]

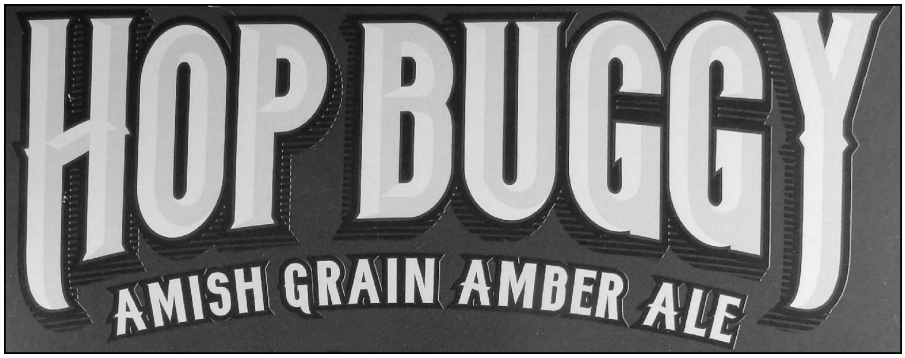
According to C. Milton Wright, "It is believed that the Eagle Hotel, later the Country Club Inn, [was] located on Bond Street opposite the Masonic Temple." In this image driver John McCommons is holding the reins. [The photograph is courtesy of Walter Holloway.]

The Hott Carriage House in Shawsville is depicted. [Photo was taken by the authors, 2015.]

The Ivory Mill Carriage House on Harford Creamery Road near Norrisville is shown. [Photo was taken by the authors, 2015.]

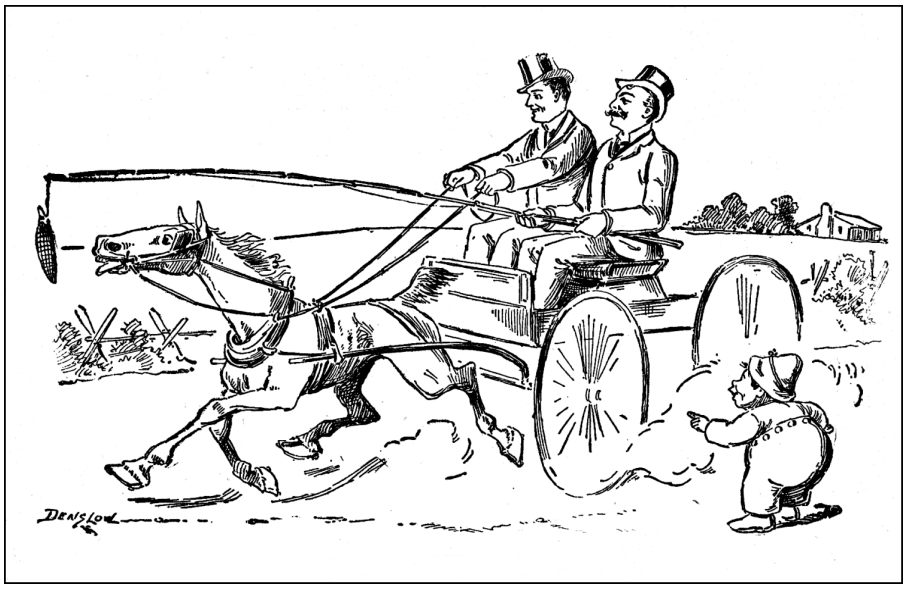
There were three carriage houses at Fairview near Harford Furnace that can be imagined by observing the three front windows and noticing the stone below does not match the rest of the building. [Photo was taken by the authors, 2015.]

This carriage is painted onto a heart in front of The Historical Society of Harford County as part of the town of Bel Air promotion. [Photo was taken by the authors in 2015.]



The word “buggy” has taken on a new meaning with this ad found on a six-pack of beer that is brewed in Lancaster County, Pennsylvania. Rather than hopping into a buggy the beverage itself is rather hoppy to make the consumer happy.

This is possibly an unevenly propped up upping stone found in the Salem Church Cemetery at the northeast corner of Norrisville Road and Salem Church Road. [The photo was taken by the authors in 2015.]



Occasionally, a horse needed an incentive to move, as this one was enticed by an ear of corn always just out of reach. [From J. P. Johnson's *Twenty Years of Hus'ling* (Chicago: Thomas & Thomas, 1900), page 176.]

Signage has not always been clear to travelers, as this driver puzzles out the correct road to take. [Image is from an advertisement of G & W, Good-bye Worries Whiskey, touting, "Find the right road . . . or the right Whiskey." Ad is dated April 7, 1938.]

3. Carriages Makers, 1803-1882

The talented craftsmen who were involved in the carriage trade are chronologically covered in the following paragraphs that span several chapters in this book.

1803 – John Donn of Havre de Grace was a wheelwright by 1798 and a coach maker by 1803 as evidenced by an indenture of George Mahan, son of Sarah Mahan of Cecil County, to Donn to learn the coach making trade.[1] In the archives of The Historical Society of Harford County a ledger sheet identifies "A coach body built by him" for $46.38 while another ledger sheet notes "2 Stage Bodies" for $186.38. In mid-December 1829, John Donn was released from prison having previously been jailed for being an insolvent debtor.[2] No further records have been found relating to him in Harford County.

1828 – John M. Donn and Thomas C. Donn, probable sons of John Donn, were born c1804 and "opened in Havre de Grace a manufactory of coaches, gigs, pleasure carriages, saddles, harness, bridles &c" in 1828.[3] Previously, John M. Donn had commenced saddle and harness making in Havre de Grace by July 1825.[4] They appeared in the 1831 tax list (individually, not as a company); however, both had actually moved to Washington. D.C. by this time. John M. Donn married Caroline Boteler in May 1831 in Washington, D.C. and was building carriages to at least March 6, 1835 when he received Patent No. 8673x for a fishing boat.[5] According to the 1850 census, his brother John was a merchant in Bladensburg, Prince Georges County.

1830 – John G. Hill operated a carriage repair shop in Abingdon along the Old Post Road. Three decades earlier Joseph Scott had noted "Abingdon is situated upon a lofty eminence, one mile south west of Harford [Bush]. It contained in 1800, about 56 dwellings, and about 240 inhabitants, of whom 66 were black. It has about eight stores filled with the produce of the West India islands, and various manufacturers of Europe. [It also had] One tanyard, and several tradesmen's shops."[6]

In a ledger of Charles L. Sewell dated October 15, 1830 there is an entry, "To 4 fellowes in carriage wheel $1.80 to John G. Hill." The ledger can be found in The Historical Society of Harford County.

1844 – John P. Howard was a buggy builder at an unidentified location. Information about him has been gleaned from the files of The Historical Society of Harford County, Charles S. Sewell Collection, Account & Receipts, No. 5.

1848 – John M. Swartz on November 28 provided Septimus Sewell "1 new Buggy Body, $8.00; 6 fellows on Buggy wheel, $1.50; [and] 4 spokes in Buggy wheel, $1.80" for a total bill of $10.30. A second entry by Swartz dated June 28, 1863 for buggy and sleigh work done

for S. Sewell in Abingdon list a handful of items including repairing a buggy seat, replacing a buggy top, and a singletree for a sleigh. These receipts can be found in The Historical Society of Harford County. Swartz died in 1888 and was buried in the Cokesbury Methodist Church Cemetery.[7]

1850 – Algernon S. Dorsey by 1848 was the first blacksmith in Bel Air and after 1850 operated a carriage manufactory behind his smithy. He was situated in a stone building on the northeast corner of Main Street and Pennsylvania Avenue, a location later occupied by Richardson's Pharmacy in 1985. In 1855, he sold his business to John Markley who subsequently relocated to Thomas Run. Dorsey moved to California, returning to Maryland by 1860, then moving to Elko, Nevada where he died in 1898.[8]

1852 – Albert Wagner was a coach manufacturer, wheelwright, and blacksmith by this date at which time it was reported "he has taken over the extensive carriage shop formerly occupied by A. S. Dorsey in Bel Air and will manufacture carriages, buggies, rockaways and other vehicles, all kinds of one horse and two horse wagons."[9] He moved to Baltimore by 1860 and after his death he was buried there in Mt. Carmel Cemetery.

On October 17, 1884, *The Aegis and Intelligencer* reported "Mr. Max Wagner, of Baltimore, formerly of Bel Air [and presumably the son of Albert], displayed some fine work of his own manufacture" in the household department of an exhibition at the eleventh annual Harford County Fair that included carriages. In the October 24th issue of the newspaper it was reported he had received a diploma for a top buggy.

Following up on his exposure and diploma from the fair, Wagner advertised in *The Aegis and Intelligencer* on January 2, 1885 promoting his fine carriages, buggies, and light vehicles of all kinds (see below).

Max Wagner was still in Baltimore, but must have moved around a bit before returning to Harford County and settling in Forest Hill. *The Aegis and Intelligencer* of June 28, 1907 carried this notice:

> Max Wagner, the Painter, formerly of Baltimore, Washington and Philadelphia, can be found at the old stand of the late A. D. Grafton. Will be glad to give estimates on all kinds of Vehicle Repairs. Lots of new and second hand Carriages to be sold at reduced rates. Forest Hill, Md.

MAX WAGNER,
—BUILDER OF—
Fine Carriages, Buggies
—AND—
LIGHT VEHICLES OF ALL KINDS,
No. 1 Carrollton Avenue,
BALTIMORE, Md.

Two years later in the same newspaper he advertised, "Max Wagner – Carriage Repairer, Fine Painting a specialty. My work my reference. Bel Air, Md."[10]

"WOOLSEY'S SHOPS,"
NEAR CHURCHVILLE.

THIS OLD ESTABLISHMENT is now prepared to furnish to order
CARRIAGES,
WAGONS AND
HARNESS,
Together with everything pertaining to the business. Also, on hand for sale,
New and Second Hand Carriages.
REPAIRING in all branches promptly done.
All new work warranted. ap17-3m

1858 – Woolsey's Shops were owned by Henry Woolsey, Jr. who was a farmer, wheelwright, and possibly a blacksmith by 1850 at which time he employed blacksmiths William Hanna and John Hanna. The shops were located on the road between Bel Air and Churchville. In 1858 he advertised (see left) "This Old Establishment is now prepared to furnish to order Carriages, Wagons and Harness." As well he had new and second-hand carriages and repair work would be done promptly.

By the following year Woolsey was adding additional information to his advertisement by specifying "Carriages and Rockaways, Jenny Lind, Buggy, Express and Herse Wagons. Also Road Wagons of every description, Carts, &c."[11]

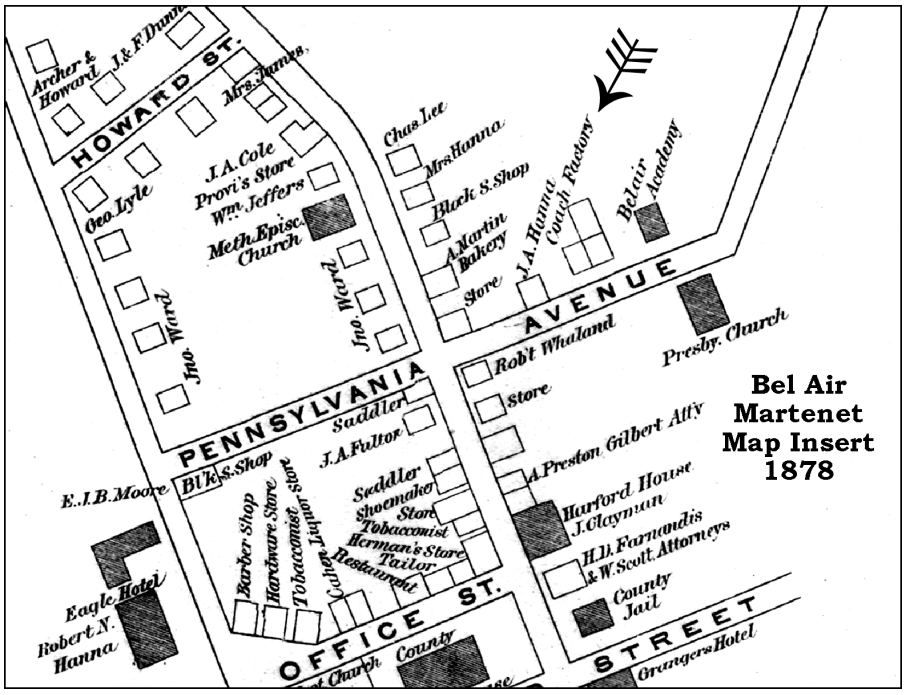
In 1860, John Hanna and his brother advertised "For Sale At Woolsey's Shops. We invite the attention of the public to our stock of Carriages and Buggies, Consisting of various styles, which we are offering on the most reasonable terms." Some years later in 1866 the brothers would leave Woolsey's Shops at Fountain Green and establish their own carriage business in Bel Air.

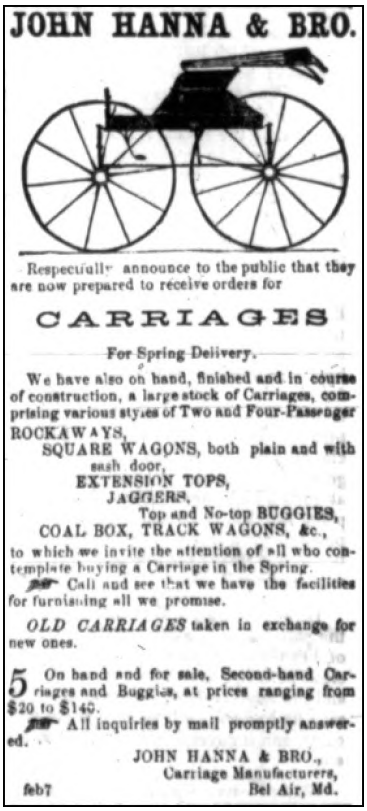
1859 – S. H. Rockey offered for sale his carriage and blacksmith business located at "his residence, at Stockton, formerly called Kell's Hill, 1½ miles from Jerusalem or Lee's Mills." He had nine new and four second hand vehicles that included carriages, rockaways, buggys, sulkeys [*sic*] and market wagons along with a lot of tools for carriages and general blacksmith work. He reported the reason for his sale was, "The subscriber, being about to change his business."

1860 – Henry Guest was a carriage maker located in Bel Air according to the 1860 census. He was born in Pennsylvania in 1834 and c1858 married Margaret (b. c1839 in Maryland). They moved to Philadelphia by 1870 and the 1880 census there listed him as a carpenter.

1860 – Philip R. Spicer advertised in the *National American* of May 11, 1860 advising "He returns his thanks to the citizens of Harford County for their very liberal patronage, and respectfully informs them that he is now better prepared than ever, having removed to a larger and a more convenient establishment." See a portion of his ad on the following page.[12] Spicer made "All kinds of carriages to order" and had acquired the rights to J. B. Hayden's patent for wheels. He warranted all of his work and would accept second hand carriages in exchange for new ones at a fair price.

1866 – John and William Hanna were previously mentioned as the operators of Woolsey's Shops in Fountain Green, but it was their carriage business in Bel Air for which they are best known. *The Aegis and Intelligencer* of December 21, 1866 announced, "On the square near the Academy Messrs. John and William Finney Hanna have erected two very extensive buildings designed for an extensive carriage manufactory. The main building is two stories high, thirty-five feet wide, and seventy-five feet long, and designed for the manufacture of the wood work, and the painting and finishing of carriages." This facility is depicted on the map below highlighted by the arrow. To the left of the main building was the stone blacksmith shop with the Academy to the right of the coach factory.




JOHN HANNA & BRO.

Respectfully announce to the public that they are now prepared to receive orders for

CARRIAGES

For Spring Delivery.

We have also on hand, finished and in course of construction, a large stock of Carriages, comprising various styles of Two and Four-Passenger ROCKAWAYS,
SQUARE WAGONS, both plain and with sash door,
EXTENSION TOPS,
JAGGERS,
Top and No-top BUGGIES,
COAL BOX, TRACK WAGONS, &c.,
to which we invite the attention of all who contemplate buying a Carriage in the Spring.

☞ Call and see that we have the facilities for furnishing all we promise.

OLD CARRIAGES taken in exchange for new ones.

5 On hand and for sale, Second-hand Carriages and Buggies, at prices ranging from $20 to $140.

☞ All inquiries by mail promptly answered.

JOHN HANNA & BRO.,
Carriage Manufacturers,
Bel Air, Md.
feb7

Two years later (see 1868 ad at right)[13] the same newspaper noted the Hanna brothers' facility was in full operation with this description:

> This establishment is one of the most extensive and prosperous manufactories of the kind in the State. The shops are large and finely arranged for the purpose of their business, and carriages and other vehicles, of the finest and most substantial character, are constantly being turned out in large numbers.—To those who are fond of examining fine and substantial carriages, as well as fancy and stylish vehicles, it is worth a visit to these shops any fine day.[14]

On October 9, 1868 John Hanna & Brother advertised an accessory in *The Aegis and Intelligencer* that will likely surprise many. When driving a carriage out of a gated farm or residence onto a road and when returning it was necessary for someone to dismount and open the gate. The Hanna brothers acquired the Harford County rights to produce Roth's Improvement for Opening and Closing Gates. With this device it was possible to open and close gates via ropes and pulleys while sitting in the carriage. The ad noted "Farm Rights, $5.00. The pulleys and fixtures furnished at $2.50 per set."

In 1869, *The Aegis and Intelligencer* on November 26th reported, "Messrs. Hanna & Bro., carriage builders, of this place, are erecting a large addition to their already extensive shops, on Hickory avenue [actually Pennsylvania Avenue] near the Academy." In way of a ringing endorsement the newspaper added:

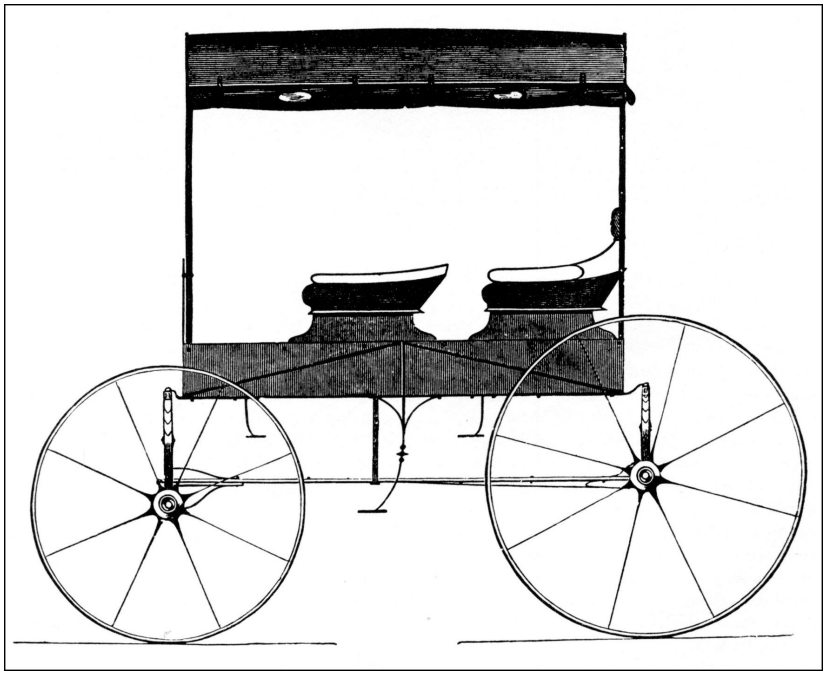
> These gentlemen are among the most enterprising business men of our town, and are building up a large trade, by the skill and attention which they give to all orders in their line entrusted to them.

In early December 1869, with the winter weather approaching, Hanna advertised "A Carriage House Free." The business proposed that those in need of carriage repairs or painting at a moderate cost to deliver the vehicle to their facility and after the work was performed the carriage would be "safely stored until the opening of spring." As well, orders for new carriages were solicited that would be delivered in the spring.[15]

One of Hanna's July 1870 advertisements carried the banner "Camp Carriages" (see left), which was not a recognized industry descriptor. It appeared in the newspaper just above a notice for a fair benefitting St. Francis Church on August 9th. In late nineteenth century rural Harford County summertime fairs and camp meetings were fairly common, so it appears the clever ad was to remind readers of the need of a vehicle to be able to attend such functions.[16]

Another forward-thinking idea was promoted by the Hanna brothers the following year in 1871 when they advertised "carriages of Various Styles, which we are offering at extremely low rates," where the prices were actually listed:[17] See the Jagger Wagon on the following page.

Four-Passenger Carriages.....	$165 to $200
Two-Passenger Rockaways.....	150
Shifting-Top Buggies.....	200 to 210
Jagger Wagons, nicely finished.	210
One No-Top Wagon....	125



Jagger Wagon was a term that originated in New York, which supposedly was taken from the name of the builder. Originally it was a square box buggy set on the axels but by the 1860s had spring suspension. Canopy and sometimes curtains were fitted to the wagon. [Image and text from Don H. Berkebile, *Carriage Terminology: An Historical Dictionary* (Smithsonian Institution Press, 1978), pages 176-177.] An image of Hanna's Jagger Wagon can be seen in the March 10, 1876 edition of *The Aegis and Intelligencer.*

In addition to building a fine line of carriages and engaging in creative marketing, John A. Hanna was also inventive. On November 28, 1871 he was awarded U.S. Patent No. 121,362 for an Improvement in Carriage Seat Joints, which allowed a seat back to be folded down and out of the way. The claims of the actual invention were rather limited; however, based on an account in the newspaper of a carriage he had on exhibition the following year the paper noted, "One of the carriages we saw contained a patent 'jump seat,' a very important improvement in carriage seats. It obviates the necessity of lifting a seat out when it is desired to convert the carriage into a two-passenger vehicle; and is so arranged that the back seat can in a moment be placed in the middle of the carriage."[18]

JOHN HANNA & BRO.,
Bel Air, Md.

Manufacturers of fine Light Carriages of all descriptions.

Orders by mail promptly attended to. Work sent to all parts of the country.

Our stock of finished work consists of the following:—Finely finished Jump-Seat Carriages, Jaggers, Top & No-Top Buggies, Rockaways, two and four passengers, Square Carriages, &c.

Call at our Repository and examine our Work.

John Hanna & Bro.,
Bel Air, Md.

mh21-6m

The "jump seat" name caught on as a marketing tool,[19] as on March 21, 1873 in *The Aegis and Intelligencer*, John Hanna and Brother advertised "Jump Seat Carriages, Jaggers, Top And No Top Buggies, Rockaways, (Two Or Four Passengers) Square Carriages, &c., &c." As a way of attracting attention Hanna decided to use a new script-like typeface in an advertisement placed in *The Harford Democrat* of May 2, 1873 (see ad at the right).

On March 19, 1875 *The Aegis and Intelligencer* announced the death of William Finney Hanna who was in the 40th year of his life. He died of consumption better known today as tuberculosis. The newspaper described him as "a modest, unassuming Christian gentleman, having no enemies and many friends." Services were held in the Presbyterian Church in Bel Air and he was interred in Churchville. The carriage company would continue to be known as John Hanna & Bro. in advertisements until about 1880 when the name would transition to John A. Hanna & Co.

THE
—CELEBRATED—
DEXTER,
DEXTER KING
AND
DEXTER QUEEN
SPRINGS

In June 1878, Hanna introduced Dexter springs (see ad at left),[20] said to be the "simplest and strongest made," to his buggy that was on display in his show rooms.[21] *The Harford Democrat* of April 1, 1881 reported, "This past winter John Hanna & Co. have been engaged in building carriages at their shops in Bel Air. They now have on completed and on exhibition at their repository, family and jump seat carriages, jagger, business and express wagons, and spar top and plain spring buggies, which they claim are made of the most approved material, of handsome styles and good workmanship."

Poetical

If your carriage will no longer stand,
And you wish to get another
Just call around, with cash in hand,
On John Hanna and his brother.

[One stanza from the poem by W.T.S. found in the "Bel Air Business Directory," *The Aegis and Intelligencer,* Dec. 20, 1872.]

Always with the aim to produce an eye-catching promotion, on April 1, 1881 *The Harford Democrat* ran the two column advertisement shown below. In the center portion the products sold were listed with lots of so-called white space to make then pop off the page. The reader then had to rotate the newspaper counter-clockwise ninety degrees to easily read the name of the manufacturer and note his claims of "Most Approved Materials, Good Workmanship, [and] Handsome Styles."

JOHN A. HANNA & CO.
Light Carriage Manufacturers
BEL AIR, MD.

Fine Family Carriages.
Jump-Seat Carriages.
Jagger Wagons.
Spar Top Buggies.
Plain Spring Buggies.
Hickory Business Wagons
(VARNISHED.)
Fine Finished EXPRESS WAGONS.

Most Approved Material. Good Workmanship.
Handsome Styles.
SPECIAL ATTENTION GIVEN TO REPAIRING
Call at our Repository and examine the Largest and Finest selection of FINISHED CARRIAGES to be found this side the large cities.
ap1-4m

This visually attractive advertisement from John A. Hanna & Co. ran in *The Harford Democrat* on April 1, 1881.

In mid-June 1882, about eight o'clock Monday evening, "fire was discovered in the large carriage factory of John A. Hanna & Co., in Bel Air. It was first seen in the paint and drying room, and is believed to have been the result of spontaneous combustion."[22] At this time paint was a mixture of linseed oil, a white oxide of lead to produce opacity, and for color a tinting agent such chrome green. Both turpentine and linseed oil was used for thinning and cleanup work and over time these substances penetrated the wooden floor. Old timers cautioned not to store rags saturated with linseed oil in close spaces, as it was known such a combination can spontaneously combust.[23] Also, see text box.

Possible Cause of Fire

In May 1882, the carriage factory of Nathan Grafton near Forest Hill also burned, and after being rebuilt, caught fire again in August. The problem was traced to Valentine's Patent Wood Filling that was rubbed in using a rag, which could later spontaneously combust. This was also thought to be the cause of the fire at John Hanna & Brother's carriage factory. [*The Aegis and Intelligencer*, August 18, 1882.]

Responders quickly arrived and "All of the finished carriages, buggies, &c. on the lower floor were saved, together with nearly all of the tools and materials in the wheelwright shop, which was also on the first floor." Efforts to save the building by dousing with water were futile and the conflagration soon spread to the stone blacksmith shop and its contents were burned, but the walls remained standing.[24] On the opposite side of the shop the Academy caught fire; however, this blaze was controlled after some damage to the roof and the cupola (see c1880s photo of the Academy below right).[25]

It appeared that John Hanna was intent on rebuilding his business, as *The Harford Democrat* reported on October 6, 1882 he "has purchased of John James and wife a lot bounded by the [Ma & Pa] railroad and the road leading to Walker's store, for $350, upon which he will at once erect a carriage factory 60x100 [feet]." Subsequently in November he placed ads in *The Harford Democrat* and *The Aegis and Intelligencer* stating his carriages were for sale at "Prices Reduced!" The advertisement provided a clue to his thinking as he now had available "North-Western Cutter Sleighs" and carriages from the "Columbia Buggy Company."[26]

Hanna, however, had no intention of building a new carriage manufacturing facility having discovered he could buy buggies and carriages at a lower cost than his own production, thus he transitioned his business to a sales organization. By March 16, 1883 *The Harford Democrat* reported, "John A. Hanna has commenced the building of his new carriage repository [show room] on Main street, Bel Air, nearly opposite the postoffice."

The construction by Taylor Cole moved at a rapid pace with *The Aegis and Intelligencer* on March 23rd noting, "Hanna's new carriage repository is now receiving a coat of paint." Just prior to the construction Hanna had advertised a tease leading off with "The Camels Are Coming!!!." (See the elongated advertisement on the following page.) He also promised the greatest assortment of new and beautiful styles and that he would also have a branch store in Aberdeen operated by T. L. Hanway.

THE CAMELS ARE COMING!!!

1883 1883

Carriages!! Carriages!!

JOHN A. HANNA & Co.

BEL AIR, Md.

Do you think of buying a Carriage?

THE GREATEST ASSORTMENT!!

NEW AND BEAUTIFUL STYLES!!

Look! Look! Look! at the Prices!

Fine Extension Top Carriages!

PRICE $250.

JUMP-SEAT CARRIAGES!

DAYTON WAGONS!

TOP BUGGIES!

Brewster Spar, Full Leather Top Buggies!

BREWSTER SPAR FULL LEATHER TOP BUGGIES!

Brewster Spar, Full Gum Top Buggies, Price $85.

No-Top Buggies. Price $70 to $120

Doctors' Phaetons and Ladies' Phaetons!

ROAD CARTS.

No Objection to Selling on Time.

OLD CARRIAGES TAKEN IN EXCHANGE.

BRANCH HOUSE AT ABERDEEN IN CHARGE OF T. L. HANWAY

John A. Hanna & Co.

Office at Bel Air Drug Store, Bel Air, Md.

By March 30th the leading ad tag line had been changed to "Look Out for the Locomotive!" perhaps suggesting his run-away low prices for carriages. This was followed on April 13th by "The House that Jack Built, New Carriage Exhibition Building!" where he was offering prices that on the ad page graphically went Down! Down! Down! (see below). Who would have ever guessed this would be an historic precursor to today's automobile ads on television?

The House that Jack Built.

New Carriage Exhibition Building!

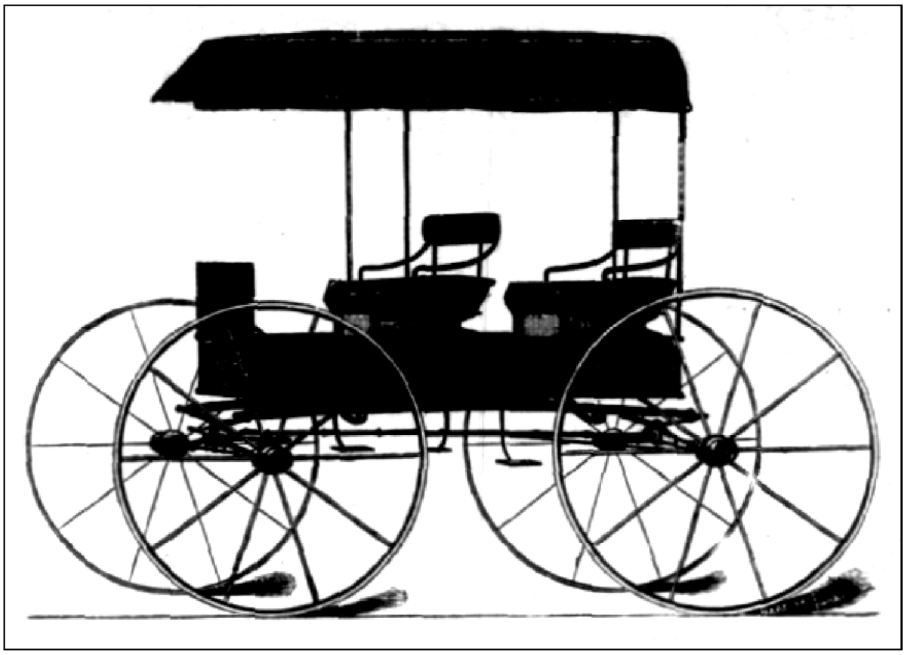
JOHN A. HANNA & Co.

BEL AIR, Md.

PRICES! PRICES! PRICES!

DOWN! DOWN! DOWN!

The Harford Democrat of May 25, 1883 noted, "John A. Hanna & Co., of Bel Air, issue this week what had not inaptly been called the 'boss' advertisement of the season. As will readily be seen, they not only display their new exhibition buildings, but give pictorial representations of the style of carriages on exhibition, together with the material used in their construction and their prices." The Dayton shown below was one of three carriages illustrated and was described as "Gum Curtains, Leather Cushions, Secret-Banded Hub Wheels, Steel Tires—Price $150." Hanna was definitely a leader in display advertising.



The type of this carriage was not identified in the advertisement, but it is believed to be a Dayton or perhaps a Surrey. The other two carriages shown were a Piano Box Buggy and a Phaeton. The illustrations had been produced by the Ware Brothers in Philadelphia.

When winter rolled around, Hanna's display ads primarily switched to promoting sleighs (see right).[27] *The Aegis and Intelligencer* of December 18, 1885 with emphasis added wrote:

> Albany cutter sleighs are now so cheap that almost any one can indulge in the pleasure of having one. At Messrs. John A. Hanna & Co's warerooms, on Main Street, Bel Air, you will find a large assortment, bright and beautiful, which **will glide along the snow like a poet's dream**. He has besides more prosaic and more comfortable buggies and carriages, at prices so low that they will astonish you.

By 1886, his branch house in Aberdeen operated by T. L. Hanway became more prominent in his advertisements. A mention of his business by *The Aegis and Intelligencer* on November 4, 1887 reported, "Fine carriages, buggies and phaytons [*sic*]. Any style of carriage or sleigh furnished. Branch house [is] at Aberdeen, Md., in charge of T. L. Hanway. Write for prices." The lack of soliciting visitors to come to the showroom to see, touch, and learn about the vehicles speaks volumes. Hanna, because of health problems, had lost interest and on March 16, 1888 *The Harford Democrat* reported, "Mr. John A. Hanna, of Bel Air, sold his carriage repository . . . to W. Beatty Harrison for $1,500.

By June, Hanna had moved to Denver, Colorado where doctors hoped the dry air would be beneficial to alleviating his bronchial problem. His many friends bid him farewell and *The Aegis and Intelligencer* noted, "Mr. Hanna has been for many years one of our best citizens and he will be missed from the community."[28] He returned to Bel Air in 1897 and lived at the residence of his sister-in-law Mrs. Martha A. Hanna where he died in December 1898 about the age of 69 from chronic bronchitis.[29]

1866 – Gorrell and Hinkson. On December 28, 1866 Joshua Gorrell and Frederick Hinkson announced in *The Aegis and Intelligencer* that their co-partnership "for carrying out Blacksmithing and Carriage Making in the village of Darlington, is this day dissolved by mutual consent. All persons indebted to the said firm will make payment to Joshua Gorrell," as he would continue the business.

Four years later in *The Harford Democrat* of July 15, 1870, Joshua S. Gorrell advertised, "The undersigned takes this method of informing his friends of Harford and adjoining counties that he has re-opened his large Carriage Shops in Darlington." (See right). He was prepared to take orders "for all kinds of Carriages and Buggies that are used in the country, of the *latest Patterns and Styles*." He carefully selected his stock and had procured the services of some of the best workmen in Baltimore and Wilmington. He concluded, "Thankful for past favors I hope to share a liberal patronage in the future."

Carriages! Carriages!

THE undersigned takes this method of informing his friends of Harford and adjoining counties that he has re-opened his large

CARRIAGE SHOPS
IN DARLINGTON,

and is ready to take orders for all kinds of CARRIAGES and BUGGIES that are used in the country, of the *latest Patterns and Styles*. I have spared no pains in selecting stock, and have made arrangements with the largest Carriage Material Dealers in Wilmington and Philadelphia, and can compete with any Carriage Maker in the State for *Style and Durability*, as I have procured the services of some of the best workmen in Baltimore and Wilmington. All work warranted.

☞ *REPAIRING* done to order at short notice
Old Work taken in exchange for New.

Thankful for past favors, I hope to share a liberal patronage in the future.

J. S. GORRELL.
je17-6m Darlington, Md.

The following year in *The Aegis and Intelligencer* of May 31, 1867 Gorrell referred to his Darlington facility as a "Carriage Factory." Apparently he had been producing more carriages and buggies than were sold, therefore, he advised, "I will sell low for cash."

CARRIAGE FACTORY

At Darlington.

I have now on hand a lot of superior CARRIAGES and BUGGIES, which I will sell low for cash. Having in my employ a sett of first-class workmen from the city, I am now prepared to make and repair

CARRIAGES, BUGGIES, SULKIES,

Also, Heavy ROAD WAGONS.

SHOVEL PLOWS—the best pattern in the State—Cultivators, &c.

☞ Agricultural Machinery repaired. Iron and Wood turned and bored. Large Hubs turned to order, and MILL WORK done, besides general Wheelwright and Blacksmith work.

Thankful for past patronage, I hope a continuance of the same.

my31-6m JOSHUA S. GORRELL.

Not being able to do everything himself, he took on a partner, renamed the business "Darlington Carriage and Wagon Works," and identified the new proprietors as "Gorrell & Selfe," this being Henry Ellsworth Selfe, son of James Selfe of Chilcomptin, England. (See below).[30]

DARLINGTON.

Darlington Carriage and Wagon Works.

Gorrell & Self, proprietors. Manufacturers of carriages, buggies, daytons, dog carts, buck boards, light and heavy farm and spring wagons. Repainting and repairing, general blacksmithing and horseshoeing and repairing of machinery

The Maryland Directory and State Gazetteer of 1887 listed them as "Carriagemakers and Blacksmiths," while the *District of Columbia Gazetteer and Business Directory* for 1891-'92 recorded them under the heading of "Carriage Makers and Repositories."

In 1892, the partnership was dissolved. Gorrell continued at his old stand and died in 1916. Selfe established a new business moving to a location that was under construction and died in 1933.

1867 – David Harlan (1809-1893) was a prominent physician and U.S. Navy Medical Director who owned a store and a new carriage shop in Churchville. On September 1867 he advertised in *The Aegis and Intelligencer*, "At Churchville, a new carriage and Wheelwright Shop, and commodious Dwelling neat, Blacksmith Shop attached. Rent low."

It would appear that someone took Harlan up on the offer, as another advertisement for the premises would appear over 20 years later. This time, in *The Harford Democrat* of April 3, 1891 is the very short notice, "For Rent—A Carriage and Wheelwright Shop at Churchville. David Harlan." Harlan died two years later.

1869 – David A. Edie placed an ad in *The Harford Democrat* on March 19, 1869 with the heading of "Plows! Plows!" He advised that he had purchased the foundry of B. J. Smith in Norrisville and was offering for sale "Plows of the Smith and Wiley Make." Furthermore, he was available to make castings at reduced prices "as soon as practicable."

Toward the middle of the advertisement he included, "Carriages and Wagons of all descriptions will be built to order, at short notice and on reasonable terms." It appeared that the casting work would be in Norrisville; however, he requested, "All orders will be promptly attended to by addressing the undersigned at Strawbridge, York county, Pennsylvania." Therefore, it is not clear where the carriage work was to have been performed.

1869 – William G. Jeffery & Brother promoted the "New Carriage Shops" in *The Aegis and Intelligencer* on June 11, 1869 noting they were located at "Woolsey's Old Stand, Two and a half miles from Bel Air [Fountain Green], on the road to Churchville." Some of the work on carriages, buggies, and express wagons would be done by an employee. The ad continues, "Having obtained a first class painter and trimmer from Philadelphia, and a superior wheel-maker, we feel confident of being able to execute orders in the best city styles and at as low rates as can be had elsewhere."

The same newspaper promoted the new carriage factory on September 3rd noting they "are conducting a rapidly increasing business . . . [and] are prepared to furnish all kinds of work, such as express wagons,

buggies, carriages, &c., of the very best material and workmanship, and of the latest styles, at the lowest rates, guaranteeing satisfaction in all cases."

William G. Jeffery (1846-1919) lived on Bond Street in Bel Air and continued in the carriage making business until at least the 1880s. According to the U.S. Census he lived next door to James G. Kennedy (1842-1933), blacksmith and Henry Kemp (b. 1857), blacksmith. When Jeffery died in 1919, he was buried in the Cokesbury Church Cemetery.

1870 – Boleyn, Jones & McDonald placed an ad in *The Aegis and Intelligencer* on February 25, 1870 under the banner of "New Coach Shop" advising, "The undersigned having located themselves at the Toll Gate, near Bel Air, for the purpose of carrying on the Coach Making Business, takes this method to inform their friends and the public in general, that they are now prepared to do all kinds of Carriage Work, such as Buggies, Rockaways, Carriages, Jagger Wagons, Square Wagons, Express Wagons and country work in general." (See image of the Tollgate House below).

The stone Toll Gate house on the corner of Baltimore Pike and North Tollgate Road was built by the Baltimore and Harford Turnpike Company. It was demolished in the 1960s for the parking lot at Harford Mall. [From Marilynn M. Larew, *Bel Air: The Town Through Its Buildings* (Edgewood, MD: Northfield Press, 1981), p. 26.]

According to the U.S. Census, Patrick Boleyn, carriage painter, was born in Ireland in 1837 and by 1880 was living on Broadway in Bel Air. Henry C. Jones, wheelwright, was born in Pennsylvania in 1825 and the 1880 census reported his residence as being on Pennsylvania Avenue in Bel Air. John W. McDonald (1835-1878), blacksmith, was

born in Edinburgh, Scotland and by the 1860s was a blacksmith in the carriage manufacture of Hanna & Brother in Bel Air. He moved to Tennessee circa 1870 and died of yellow fever in Memphis. Thus, the partnership was short lived, which likely brought with it the demise of the coach shop.[31]

1870 – Walter B. Chamberlain & Company had a carriage shop on Harford Furnace Road in a hamlet called Hannaville. Chamberlain and company were felling a "very large gum tree, which stood at the rear of their work shops. The cutters aimed to throw the tree clear of the building, but by some miscalculation, aided by a gust of wind, the tree, three feet in diameter, fell with tremendous force directly across the carriage shop, crushing the combing in (sweeping across), destroying the weather boarding, and dashing out one window."[32] This example is one of many where a large tree gummed up the works.

Gumtree Terrace off of Plumtree Road was named for a large black gum tree that subsequently died after the road was cut through.

Walter B. Chamberlain (April 11, 1846 - Feb 23, 1908) was not listed in the 1867 nor the 1871 business directories. Upon his death he was interred in the Mt. Zion Methodist Church Cemetery.

1870 – Joshua Lynch advertised in *The Aegis and Intelligencer* of October 7, 1870 that he "takes this method of informing the people of Harford, that he has opened a Carriage Shop in Jarrettsville and is ready to take orders for all kinds of Carriages and Buggies . . . of the Latest Styles." As well he was "prepared to do all kinds of smithing."

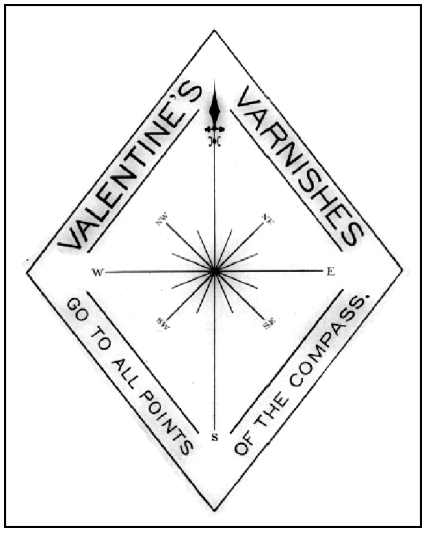
1872 – Jesse DeHaven was located in Bel Air and according to *The Aegis and Intelligencer* was known for the manufacture of "plows of the most approved patterns, such as Minor & Horton, Wisconsin and others, and to make repairs of agricultural implements generally. The plows made by him have acquired a high reputation, wherever they are known, for lightness of draft and durability" By 1872, he was also manufacturing wagon and carriage wheels. The newspaper promotion reported, "In short, he is a first-class workman, and a reliable man."[33]

DeHaven was born circa 1826 in Baltimore County and when he died after a protracted illness of pulmonary disease on June 21, 1874, he was buried in the Fellowship Church Cemetery in Harford County.

1872 – Nathan Grafton was a blacksmith and wheelwright who on May 17, 1872 placed an ad in *The Aegis and Intelligencer* which read "thankful for past favors would respectfully inform his friends and the public generally that, having secured the assistance of a full corps of the best of mechanics, he is now fully prepared to manufacture Carriages and Buggies of all descriptions, in the most approved style, of the best material and on short notice." He was also equipped to make old carriages look like new. His manufacturing and repair facility was near a county lane that would later be named in his honor, Grafton Shop Road. (See his image at the right courtesy of Walter Holloway).

By 1875, he advertised the business as the "Forest Hill Carriage Shop," which was building Carriages, Jagger Wagons, and Buggies. He claimed "prices low" and "terms accommodating." [34]

It was nine o'clock in the evening on Friday, May 12, 1882, when fire became visible at Grafton's carriage shop and within a short time it had consumed his buildings and the contents therein worth three to four thousand dollars. Lost, was a carriage belonging to Ruff Street that had been repaired and a quantity of new material, which had been stored earlier in the day. It was thought the cause may have emanated from a second story stove used to heat glue, but it was supposed to have been extinguished earlier that evening.[35]



Valentine & Company, along with ten or more competing venders, supplied varnishes to carriage shops. To improve the appearance of their varnish, Valentine also sold wood filler that when left on a rag could cause spontaneously combustion. [From *Carriage Monthly*, 1880-1881.]

Within one week Grafton had a new 40-foot square, two-story building under construction. It required "17,000 [board] feet of lumber, which had to be hauled in wagons 17 miles. Notwithstanding this difficulty and frequent bad weather the building was completed in two weeks." Grafton acknowledged the sympathy of his friends and the substantial aid from his neighbors at the fire and in the work of rebuilding.[36]

On August 18, 1882, *The Aegis and Intelligencer* reported another fire was discovered in Grafton's carriage shop; however, quick action prevented the loss of the building. "A hole, 6½ by 4½ inches, was found to have been burned entirely through the floor of the [second story] paint shop, and through this opening ashes had dropped into the lumber-room beneath. At the edge of the hole was a partially burned rag, that had been saturated with Valentine's Patent Wood Filling and (see left) after being used was thrown upon the floor."

Subsequent investigation and a controlled test proved that Valentine's product was the cause of the spontaneous combustion. Thinking back to the earlier May 12th fire, it was recalled that saturated rags had also been left on the floor. As the product had been previously used safely for years, it was suspected a recent change in its formulation was the cause of the combustion problem. Had the second story flooring been many years old and saturated with oils, it is likely the entire carriage shop would have been destroyed.

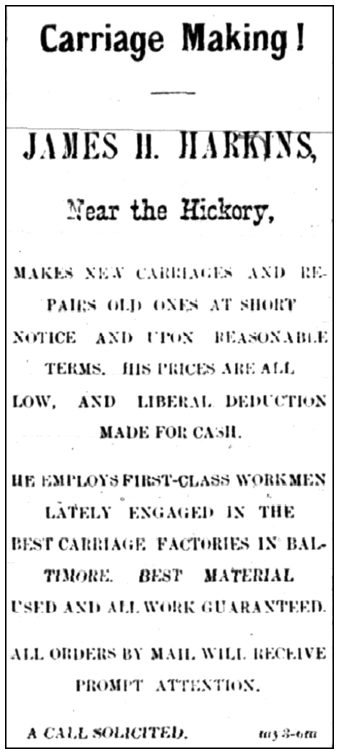
According to *The Harford Democrat* it was definitely a sunny day on June 17, 1884 when Nathan Grafton passed through Bel Air "with sixteen shining wheels behind for his customers in the lower part of the county."[37] *The Aegis and Intelligencer* reported this event differently and perhaps more understandingly for readers by noting, "Mr. Nathan Grafton, of Forest Hill, passed through Bel Air, Tuesday, on his way to the [Gunpowder] Neck with a string of buggies and carriages, recently repainted at his shops. They shone like mirrors."[38] Thus, it can be concluded he was pulling four vehicles, each with four wheels. The *Democrat* also noted that Grafton was building a 16 by 40-foot addition on his shop near Forest Hill "to accommodate the increased demand."

In January 1887, with possibly snow on the ground or perhaps the threat of a snow storm on the horizon, Nathan Grafton advertised "Look! Look!—A fine assortment of hand-made Basket Sleighs." The price was $25.00 and the sleigh was "Warranted for the first winter."[39] (See at the right an example of a basket sleigh that was taken by the authors at the Steppingstone Museum near Havre de Grace.)

Also in 1887, he had reached the age of 65 and sold the carriage business to two of his sons, Willian O. Grafton, and Richard M. Grafton. His name on a vehicle had become "synonymous with good material, honest work and a full measure of value for the consideration paid. His seventy-five dollar buggy meant more value than other factory's work of the same scheduled grade, and his best buggy meant the best that could be built."[40] He "kept his factory humming 12 months in the year and [this] kept him continually starting out in the morning with three wagons for delivery and returning at night on horseback with a well deserved profit for his labor."

He died in 1915 at his residence "of infirmities incident to his advanced age" having become one of the "best and most widely known men in Harford."[41] He was interred at the Old [Brick] Baptist Cemetery south of Jarrettsville. He was survived by a daughter and a son, William O. Grafton, who would continue the carriage business. Two other sons, A. Durand Grafton (1865-1907) and Richard M. Grafton (1860-1897) had predeceased him.

1872 – James H. Harkins advertised his "Carriage Making" facility "Near the Hickory" in *The Harford Democrat* on May 17, 1872 (see right). He made new carriages and repaired old ones at reasonable prices and discounted his work when paid in cash. The following year in the same newspaper on May 2nd Harkins ran an ad reading in part, "Thankful for past favors, would respectfully inform his friends and the public generally that he is still manufacturing Carriages and Buggies of all descriptions, in the most approved style, of the best material and on short notice." Interestingly, the content of this advertisement and one by Nathan Grafton on the same page directly above contained the identical sales pitch.



Carriage Making!

JAMES H. HARKINS,

Near the Hickory,

MAKES NEW CARRIAGES AND REPAIRS OLD ONES AT SHORT NOTICE AND UPON REASONABLE TERMS. HIS PRICES ARE ALL LOW, AND LIBERAL DEDUCTION MADE FOR CASH.

HE EMPLOYS FIRST-CLASS WORKMEN LATELY ENGAGED IN THE BEST CARRIAGE FACTORIES IN BALTIMORE. BEST MATERIAL USED AND ALL WORK GUARANTEED.

ALL ORDERS BY MAIL WILL RECEIVE PROMPT ATTENTION.

A CALL SOLICITED. may 3-6m

Harkins changed his place of business in 1877, renting shops in Churchville, which was now described as his permanent location. The banner on his July 27th ad in *The Harford Democrat* was "Carriage Making & Repairing," but the name of the business was not identified and Harkins was listed as "Agent." This relationship is clarified five years later in 1882 when on June 23rd the same paper reported that in Churchville Dr. Harlan was "enlarging his carriage shops . . . now occupied by Jas. H. Harkins." In the 1887 *Maryland Directory* J. H. Harkins is listed as "Carriagemaker."

For a number of weeks in spring and summer of 1890, Harkins ran a rather bold ad in *The Aegis and Intelligencer* touting his carriage building business in Churchville (see below).

The OLD RELIABLE.

JAMES H. HARKINS,

CARRIAGE BUILDER,

Churchville, Md.

If you need a NEW BUGGY, DAYTON, FAMILY CARRIAGE OR PHAETON, I can make you one to order that will please you, in style, fine finish, best materials and workmanship, and will guarantee all my work.

THE PRICES.

Compare my prices with those of cheap Factory work, look at the difference in material, &c., and you will be convinced that it will be to your interest to give me an order.

REPAIRING AND REPAINTING done in a satisfactory manner.

Good New and Second-hand Work always on hand. Several first-rate Second-hand Jump Seat Carriages on hand now.

During this year, *The Aegis and Intelligencer* mentioned three individuals employed by Harkins. From the February 21st issue it is learned, "Mr. Archer Moore, who had been sick for some time, has returned to his work in James Harkins' carriage shops." On September 5th it was reported, "John Thomas, aged 26 years, a blacksmith employed in the carriage shops of Mr. James H. Harkins, at Churchville, died on the 29th of August, of typhoid fever." On October 31st the paper noted, "Mr. Joseph Eckenrode, trimmer in Mr. Harkins' carriage shops, has removed with his family to Shrewsbury, Pa."

Om February 20, 1891 Harkins placed a notice in *The Aegis and Intelligencer* of his intention to move from Churchville to Aberdeen asking that "persons indebted to me are requested to make settlement on or before March 1st, 1891, after which time all unpaid accounts will be placed in the hands of a collector." This was very short notice suggesting a dispute between Harkins and the shop owner had arisen, as the Aberdeen shop was not yet built.

By April 3rd *The Harford Democrat* reported James Reynolds of Level had rented the carriage shops formerly occupied by Harkins in Churchville, and on the same date, *The Aegis and Intelligencer* noted Harkins had taken up residence in Aberdeen and the Land Improvement Company there had "agreed to erect shops for his accommodation." Just one month later, on May 1st, the same paper advised, "The framework of the new carriage factory has been erected and before long that industry will be in full operation, under the efficient management of Mr. James Harkins."

Construction moved quickly and two weeks later on May 15, 1891 it was reported by *The Aegis and Intelligencer*:

> The new carriage factory was formally dedicated, last night, by a dance, under the auspices of the Guy Social. It was largely attended and heartily enjoyed. Prof. Johnson's orchestra, of Baltimore, furnished the music / Mr. James H. Harkins expects to fill it up with his own and other work very soon. He is a first-class and experienced carriage builder.

On page 35 of the *District of Columbia Gazetteer and Business Directory for 1891-'92* Harkins placed a rather impressive ad, no doubt hoping to solicit business from a greater geographical area (see below).

In 1893, at the Harford County Fair, a number of carriage manufactures showed their latest designs including, "Mr. James H. Harkins, the proprietor of the well-known Aberdeen carriage works, [who] exhibits five Brewster buggies, a phaeton and two fine surries."[42] The following year in *The Harford Democrat* on May 4th his promotion noted he was an agent for Cortland Carriages and Buggies (see portion of the ad at the right).

James H. Harkins was born on October 19, 1838 and by 1902 he was 64 years old and ready to semi-retire. In May of that year he "accepted a position as salesman for the Enterprise Carriage Company of Bel Air."[43] Five years later *The Aegis and Intelligencer* of January 25, 1907 reported Harkins had died on January 23rd. He was buried in Baker Cemetery.

1874 – M. F. Hopkins advertised in *The Aegis and Intelligencer* on April 3, 1874 that he had a "Carriage and Wagon Manufactory" in Churchville and also repaired these items along with agricultural

implements. The following year he described his business as "Manufacturer of Fine Carriages of all description, Top and No-top Buggies, Jaggers, Jumpseat Carriages, Skeleton Wagons, Dog Carts, Phaetons, Express Wagons, &c., made to order of the very best material in the most substantial manner, and of superior finish."[44] *The Harford Democrat* on January 7, 1876 carried the advertisement below. He added the descriptor "Light" to his carriages, but otherwise the ad provided the same information presented the preceding year.

CHURCHVILLE
Carriage Manufactory.
M. F. HOPKINS,
Manufacturer of
Fine Light Carriages
OF ALL DESCRIPTIONS.
Top and No top Buggies, Jaggers,
Jumpseat Carriages, Skeleton Wagons,
Dog Carts, Phaetons, Express Wagons,
&c., made to order, of the very best material, in the most substantial manner, and of superior finish.
Prices Low & Satisfaction Guaranteed.
Repairing and Repainting of Old Carriages, &c., attended to at short notice.
M. F. HOPKINS,
no19 Churchville, Harford Co., Md.

By March of 1876 "Hopkins & Barnes" were offering carriages for sale "at a bargain." Included were: 4 Jump-Seat Carriages, new; 2 Jaggers, new; 2 top Buggies, nearly new; 3 no top Buggies, nearly new, and one Trotting Wagon, nearly new." Apparently this did not produce enough revenue to satisfy the sellers; therefore, on June 2, 1876 *The Aegis and Intelligence*r advertised a public sale by Hopkins & Barnes on "Saturday, June 17th, 1876 at One O'clock, P. M." of the assets of the business. The auctioneer was William S. Bowman.

1874 – John T. Alexander announced in *The Havre Republican* on March 6, 1874, "The undersigned having recently erected Large and

Commodious Shops, is prepared to do all kinds of Blacksmith and Wheelwright Work" at his Empire Shops located at Erie & Water Streets. In addition, he advised, "Carriage and Wagons made to Order [and] Painting and Trimming in all its branches—a specialty [would be] done at the shortest notice." In another section of the newspaper under the banner of "Local Intelligence," this approbation was found:

> We call your attention to the advertisement of the "Empire Shops" in another column. Mr. Alexander, the proprietor thereof, is a skilled mechanic and all work entrusted to his care will be executed in a faithful and satisfactory manner.

By 1878, Alexander had modified his Empire Shops advertisement adding some hardware items that were for sale such as varnish and wheel wright stock (see below).[45]

Empire Shops !

THE undersigned is prepared to do all kinds of *BLACKSMITH AND WHEEL-WRIGHT WORK* at short notice and low prices, and solicits the patronage of the general public.

Wagons and Carriages made to order and prompt attention given to HORSE SHOEING and JOBBING in general, and also Painting and Trimming.

In connection with the above business I keep

IN STORE

a general assortment of

Iron, Hard Ware, Paints, Oils Varnishes.

COACH TRIMMINGS and *WHEEL WRIGHT STOCK*, which will be sold at prices to suit the times. Satisfaction guaranteed.

JOHN T. ALEXANDER,

(*Cor. Erie & Water Sts., near Canal Basin*)

an28—1y HAVRE DE GRACE Md

On May 7, 1880, *The Havre Republican* wrote:

—Mr. John T. Alexander, proprietor of the Empire Shops, has just completed a Hook and Ladder Carriage for the use of the city. It is a splendid piece of workmanship, put together in the strongest manner, and has every convenience necessary for prompt action at fires, such as lantern and bucket hooks, axes, picks, and as a handy piece of machinery and auxilliary to facilitate the speedy extinguishment of fires it will be found indispensible The fine finish of this "carriage" reflects great credit upon the Empire Shops, and its proprietor.

Havre de Grace Mayor Courtney in his year-end message to the City Council published in *The Havre Republican* on December 24, 1880 described the carriage as:

Believing you should make some arrangements for extinguishing fires, you had built by John T. Alexander a Hook and Ladder Carriage, which will carry twenty-four (24) Fire Buckets, two (2) Axes, one (1) Pick, one (1) Drag, one (1) forty-four (44) foot Extension Ladder and three (3) twenty (20) foot Ladders. You had also a suitable building erected in which to keep these articles. You have done the best you could for the city under the circumstances, unless you had run the city in debt by purchasing a Steam Fire Engine or Chemical Apparatus, the purchase of which you now have under consideration.

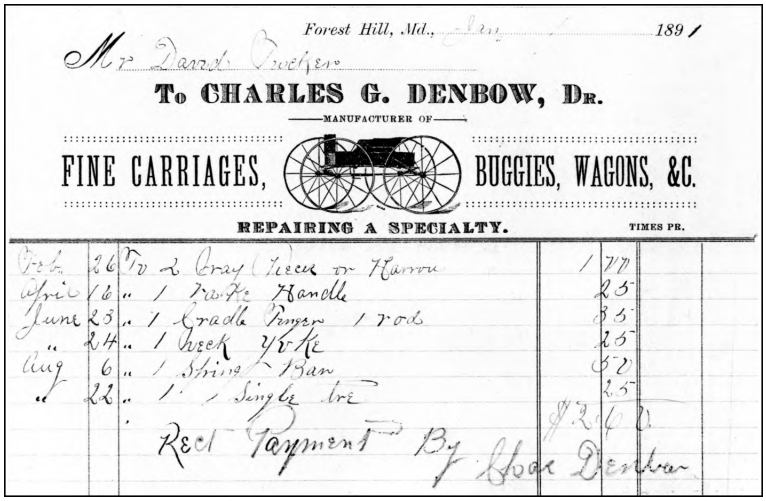
The Havre Republican also mentioned a carriage that was built by the same company. The newspaper reported, "Mr. John T. Alexander, at his Empire Shops, has recently turned out some neat and tasty work, among which we notice a fine buggy for Mr. John L. Cook. It is of the Brewster patent, and is equal in workmanship to any of the productions of larger and more pretentious manufactories in other cities."[46] John T. Alexander was born in Georgia in 1841 and died of consumption at the home of a friend near Philadelphia on June 1, 1884.

1875 – John M. Markley was a blacksmith and wheel wright who bought the carriage shop of Algernon Dorsey in Bel Air in 1855 and

moved to Thomas Run by 1860 and later to Fountain Green. The first notice of his carriage business occurred on September 3, 1875 when he advertised in *The Aegis and Intelligencer* "For Sale.—A new Sulky." At that time he was located at "Woolsey's Old Shops" in Fountain Green. Two years later on February 9, 1877 in the same newspaper he advertised, "For Sale Cheap.—A new Express Wagon, with shafts and tongue." The wagon could be examined at Forwood's Hotel in Bel Air. On April 19, 1878, another Markley ad appeared selling a one-horse farm wagon located back at Woolsey's Old Shops in Fountain Green.

Markley had been born in Wurttenberg, Germany in 1821 and died of Bright's disease at his home near Fountain Green on April 4, 1889. He was buried in Mt. Zion Methodist Church Cemetery.

1877 – Charles G. Denbow worked with James Edward Ely who by this date had purchased a shop in Forest Hill along the road to Rocks.[47] At that time Denbow was a wheelwright and later became a carriage builder as evidenced by the 1891 invoice shown below.[48]


Forest Hill, Md., Jan. 1 189 1

Mr David Outlier

To CHARLES G. DENBOW, Dr.

—MANUFACTURER OF—

FINE CARRIAGES, BUGGIES, WAGONS, &C.

REPAIRING A SPECIALTY. TIMES PR.

Feb.	26	To 2 Gray Neck or Harrow	1	70
April	16	" 1 Yoke Handle		25
June	23	" 1 Cradle Fingers 1 rod		35
"	24	" 1 Neck Yoke		25
Aug	6	" 1 Spring Bar		50
"	22	" 1 Single tree		25
			$2.60	

Recd Payment By Chas Denbow

Of the six entries on the invoice, the only one that might be related to a carriage is the fifth item, "1 Spring Bar" at a cost of 50 cents. Charles G. Denbow was born in 1863 and died in 1919.

1877 – James Edward Ely was a blacksmith and wheelwright by this date located in Forest Hill, where he worked with Charles Denbow mentioned above. A decade later his billhead carried the notation "Manufacturer of Carriages, Spring Wagons, Buggies . . ."[49] His shop is shown on the following page.

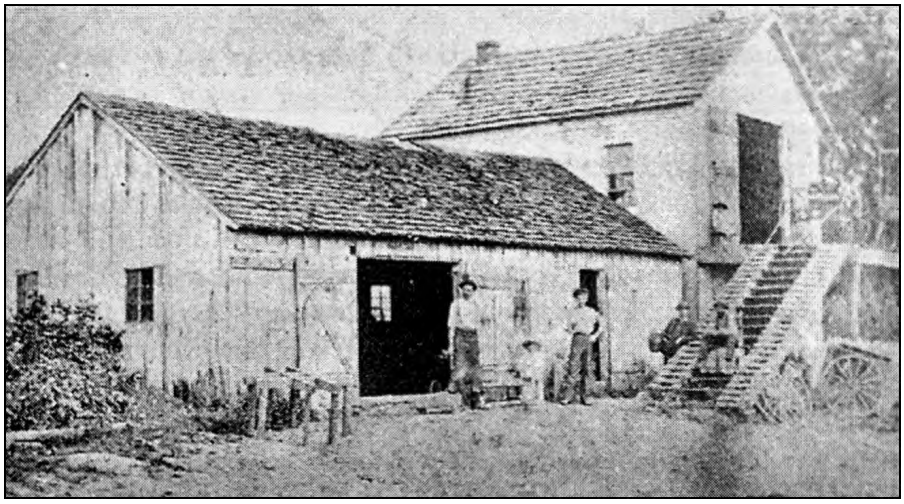
To J. E. ELY, Dr.

—MANUFACTURER OF—

Carriages, Spring Wagons, Buggies & Horse-Shoeing a specialty,

All kinds of Repairing done at lowest prices and short notice,

All Work guaranteed to give entire satisfaction.



The shop of James Ely in Forest Hill is shown. [From The Historical Society of Harford County Archives.]

Based on U.S. Census records sometime before 1900 James Edward Ely (1834-1929) was appointed to a position at the Penitentiary during Gov. Lowndes' administration and moved to Baltimore City for several years. After he died on November 20, 1928 he was buried in the Centre Methodist Church Cemetery in Harford County.[50]

1877 – Conrad Frick was mentioned on March 9, 1877 in *The Aegis and Intelligencer* where it was noted, "Conrad Frick, wheelwright, of Record's Mills, has rented the shop formerly occupied by the late Jesse DeHaven, and will conduct his business there after a few days." He placed an ad in the same newspaper on April 6th identifying himself as a "Wheelwright & Wagon Maker" who manufactured "Express and Farm Wagons, Carriages, Buggies, Agricultural Implements, &c., made and repaired. Terms moderate and satisfaction guaranteed." (See his advertisement below).

CONRAD FRICK,

Wheelwright & Wagon Maker

(At Jesse DeHaven's Old Stand,)

BEL AIR, Md.

☞ Express and Farm Wagons, Carriages, Buggies, Agricultural Implements, &c., m de and repaired. Terms moderate and satisfaction guaranteed. ap6

The advertisement ran a number of times. Conrad Frick was born on June 21, 1848 and after he died on September 28, 1880 at the early age of 32 , he was buried at the Fork Methodist Church Cemetery.

1880 – John T. Winchester promoted his "New Carriage Factory" in *The Harford Democrat* on May 14, 1880 (see below). The advertisement noted he was in Mechanicsville near Hickory. From an old 1888 map found in The Historical Society of Harford County, this hamlet was northeast of the village Hickory along U.S. Route 1 in an area that is now known as Gibson.[51]

Farmers, Look and Read.

New Carriage Factory.

The undersigned has rented the shops at MECHANICSVILLE, near the Hickory, Harford county, and is prepared to manufacture

Light and Heavy Carriages, Buggies, Express & Farm Wagons, Carts, &c.

☞ Carriages, Buggies, &c., repaired, repainted, trimmed and striped in first-class styles and at short notice. All work warranted to stand. Prices very low.

☞ Lumber, grain, &c., taken in exchange for work. Give me a trial.

my14-6m JOHN T. WINCHESTER.

The ad ran from mid-May through mid-October, with Winchester accepting "Lumber, grain &c., taken in exchange for work done."

1881 – Harvey S. Jones advertised himself as a "Blacksmith & Horse Shoer" formerly of Forest Hill, but now in Churchville. He would also make to order or repair, "Carriages, Express and Farm Wagons, Carts, Agricultural Implements &c." His ad in *The Aegis and Intelligencer* of January 21, 1881 is below.

HARVEY S. JONES,

Blacksmith & Horse Shoer

CHURCHVILLE, MD.

HAVING removed to Churchville, I am now prepared to do all kinds of Blacksmithing at moderate prices, to suit the times.

Carriages, Express and Farm Wagons, Carts, Agricultural Implements, &c.

made and repaired to order. HORSE SHOEING done promptly. A long experience at the business enables me to guarantee that all my work will be done in the very best manner. I respectfully solicit the patronage of the public.

HARVEY S. JONES,
nov9-1y Formerly of Forest Hill.

Harvey S. Jones was born in 1825 and after his death in 1900 he was buried in the Centre Methodist Church Cemetery.

1881 – John E. Colder, blacksmith, in partnership with Andrew Smallsbeck, wheelwright, had a shop near Bel Air in 1877, after which in 1881 Colder relocated to Broadway advertising "Carriage & Wagon Shops." He had in his employee a "first-class Wheelwright Mr. John Smith, and is now prepared to manufacture Buggies, Carriages, Express and Dayton Wagons, Farm Wagons, Carts, &c."[52] An invoice dated December 14, 1883 for Mr. David Tucker identified Colder as a blacksmith and wheelwright who repairs wagons and carriages, but does not mention him as a manufacturer.[53]

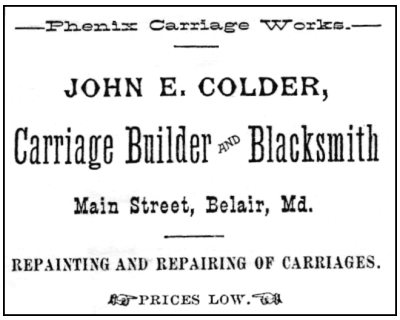
Bel Air, Md. Dec 14 1883

Mr David Tucker

To JOHN E. COLDER, Dr.

BLACKSMITH & WHEELWRIGHT.

HORSE-SHOEING AND REPAIRS OF WAGONS & CARRIAGES A SPECIALTY.


—Phenix Carriage Works.—

JOHN E. COLDER,

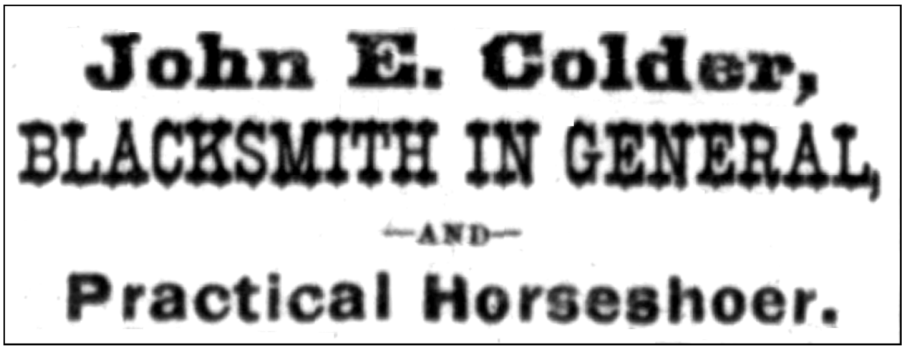
Carriage Builder AND Blacksmith

Main Street, Belair, Md.

REPAINTING AND REPAIRING OF CARRIAGES.

PRICES LOW.

An advertisement in *The Aegis and Intelligencer* on February 12, 1886 identifies Colder in partnership with Zacheus Debow and they are doing general blacksmithing and practical horse shoeing. One year later in a supplement in the same paper on March 4th, Colder was identified as, "Carriages. Colder, Jno E.—Main st. Successor to Heuer & Debow. Builder of carriages, buggies, daytons, light and heavy farm and spring wagons." The same year he established the "Phenix [*sic*] Carriage Works" and identified himself as a "Carriage Builder and Blacksmith,"[54] (see ad at left). On November 11, 1877 in *The Aegis and Intelligencer* Colder again featured blacksmithing and horse shoeing, as can be seen in a portion of the ad below.


John E. Colder,

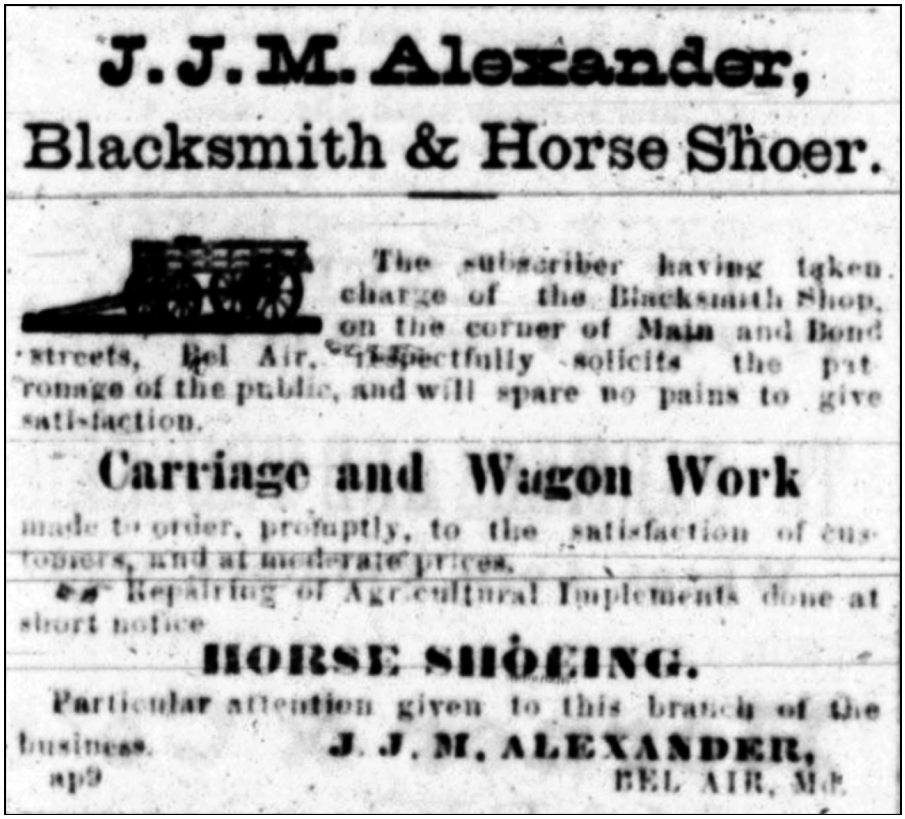
BLACKSMITH IN GENERAL,

—AND—

Practical Horseshoer.

John E. Colder was born in 1848 and died on June 11, 1921 at his son's residence in Baltimore. He was buried in Mt. Zion Methodist Episcopal Church Cemetery near Bel Air.

1882 – J. J. M. Alexander. Prior to this date in 1875 Alexander advertised himself as a "Blacksmith & Horse Shoer" in *The Aegis and Intelligencer* of April 16th. He also noted he did "Carriage and Wagon Work" as seen in his ad on the following page.



J. J. M. Alexander,

Blacksmith & Horse Shoer.

The subscriber having taken charge of the Blacksmith Shop, on the corner of Main and Bond streets, Bel Air, respectfully solicits the patronage of the public, and will spare no pains to give satisfaction.

Carriage and Wagon Work

made to order, promptly, to the satisfaction of customers, and at moderate prices.

☞ Repairing of Agricultural Implements done at short notice

HORSE SHOEING.

Particular attention given to this branch of the business.

J. J. M. ALEXANDER,

ap9 BEL AIR, Md.

By May 12, 1882 he promoted his business as "Carriage & Wagon Making and Repairing" in *The Harford Democrat*. This was augmented by horse shoeing. Later in the same year and in the same newspaper his advertising banner was "The Leading Carriage Manufactory' touting "Fine Carriages, Buggies, Wagons, &c., &c."[55] It would appear his manufacturing operation was succeeding.

THE LEADING

CARRIAGE MANUFACTORY.

GOOD WORK. LOW PRICES.

J. J. M. ALEXANDER, Bel Air,

MANUFACTURER OF ALL KINDS OF

Fine Carriages, Buggies, Wagons, &c., &c.

LIGHT WORK A SPECIALTY.

I use only the Best Materials, and confidently invite an examination of my Work and Prices before placing your order.

Painting and Repairing Carefully Done.

On September 29, 1882, *The Aegis and Intelligencer* reported, "Messrs. A. Williamson & Bro., of Baltimore, have bought Mr. John J. M. Alexander's carriage and wagon manufactory, on the corner of Main and Bond streets, Bel Air, and propose to engage largely in the manufacture and sale of fine carriages, buggies, &c." John J. M. Alexander was born August 5, 1855 and died May 27, 1917.

1882 – Andrew Williamson & Bro. advertised in *The Aegis and Intelligencer* on September 29, 1882 "Having purchased the business of John J. M. Alexander" they were "prepared to make and will keep on hand all kinds of Fine Carriages, Buggies, Dayton Wagons, Express Wagons, &c." in their facility at the corner of Main and Bond streets in Bel Air. The ad ended with the assurance, "We propose to build up a reputation for the best work at the lowest prices, and respectfully ask those in want of Carriages, now or hereafter, to call and see us."

Later in the year the brothers decided to call their business the "Bel Air Carriage Shops" as evidenced by the top portion of an ad (see left) placed in *The Harford Democrat* on October 20, 1882.

Deciding to expand their operation in 1883 they "rented the building, on Main street, formerly occupied by the Graded School, and have converted it into a paint and trimming shop."[56] While their ad in *The Harford Democrat* on February 2, 1883 continued to call their operation "Bel Air Carriage Shops," *The Aegis and Intelligencer* ad of the same date was bannered "Bel Air Carriage Factory" (see below).

On June 27, 1884, *The Harford Democrat* reported on a beautification project in Bel Air:

> **Public Improvement**.—The carriage shops, wheelwright and blacksmith shops, situated at the intersection of Bond and Main streets, where they are crossed by Gordon street, in Bel Air, and now occupied by Williamson Bros., have been sold to Drs. E. H. and W. S. Richardson, S. A. Williams, J. G. Rouse and J. Thos. C. Hopkins. The old shops will be removed to a lot sold to the same gentlemen by Dr. E. H. Richardson, on Bond street, near the Hanna property. The lot now occupied by these shops will be held by the purchasers until it is wanted for some building that will be unobjectionable to the purchasers / This corner has long been an ugly sight in that part of town, and its renovation and improvement will be of public as well as private advantage to our rapidly growing city.

This is an example where public-spirted individuals came together to use their own financial resources to improve the appearance of their community. Kudos to them is well deserved.

In the summer of 1884, the Williamson brothers moved into "the large coach shops erected for them in Towsontown." John Williamson would take charge of the new shops while his brother Andrew looked after the operations in Bel Air.[57] They placed a notice in *The Aegis and Intelligencer* on August 22nd assuring the public, "the opening of our new Carriage Shops . . . will not interfere with our business in Bel Air."

Andrew Williamson, blacksmith, was born in 1859, his brother John was born in 1854, both were of Baltimore.

Frightened at a Bicycle

"Mr. Andrew Williamson, of Williamson Bros., carriage makers, Bel Air, was thrown out of a no-top buggy, Tuesday evening, by a runaway horse, which had become frightened at a bicycle." He "was not much injured."

[*The Aegis and Intelligencer*, July 25, 1884.]

1882 – J. B. Harkins. Sometime before 1882, J. Benjamin Harkins had made carriages, but on February 10, 1882 in *The Aegis and Intelligencer* he advertised, "Having rented Hollingsworth Rim Factory, and relinquishing the carriage making business, will sell at Public Sale, at Hall's Shops,[58] on the road from Bel Air to Edgewood, on Friday, February 24th 1882 at 10 o'clock A.M. his entire stock of Wagons, Buggies, Lumber, Tools, &c."

James Benjamin Harkins was born July 3, 1853 and died Sunday night March 31, 1895.[59] He was interred at the Centre Methodist Church Cemetery. His wife, Emma, had the following poem printed in *The Aegis and Intelligencer* on April 19, 1895.

In Memory of J. Benjamin Harkins,

who died March 31, 1895, aged 41 years and 9 months.

'Tis hard to break the tender cord,
When love has bound the heart;
'Tis hard, so hard to speak the word
We must forever part.

Dearest loved one we must lay thee
In the peaceful grave's embrace,
But thy memory will be cherished
Till we see thy heavenly face.

Had He asked us well we know,
We should say, "Oh spare the blow;"
Yes, with streaming tears should pray
"Lord we love him, let him stay"
In love he lived, in peace he died,
His life was asked, but God denied.
In loving remembrance,
By His Wife.

1882 – John Smith promoted his "New Carriage Factory in Bel Air" in *The Aegis and Intelligencer* of April 21, 1882, noting "Fine Family Carriages, Brewster Side-bar and Other Buggies, Dayton Wagons, &c." Smith's new factory had only been operating a few months when it was struck by lightning on Monday August 6, 1882. *The Aegis and Intelligencer* on the following Saturday reported:

> The bolt struck the corner of the roof-comb, on the north end, from whence it diverged. A portion ran down to the ground, shattering the weather-boarding,

> and another portion of the charge ran along the eaves and thence to the ground, tearing the window casings into splinters. Mr. Smith had left the building a few minutes before the storm came up. . . . No damage was done to the carriages stored in the building.

In early 1883 *The Aegis and Intelligencer* advised, "Mr. John Smith has just had made, for Dr. R. D. Lee, of Bel Air, a very handsome doctor's phaeton. It is arranged for convenience in getting in and out; supplied with drawers for carrying medicines; has the Warner patent wheels; an improved fifth wheel that does away with a king bolt through the axle; cloth-lined curtains, and easy springs." In this case, Smith functioned as the contractor for Dr. Lee having the actual construction of the carriage performed by Messrs. McLear & Kendall in Wilmington, Delaware.

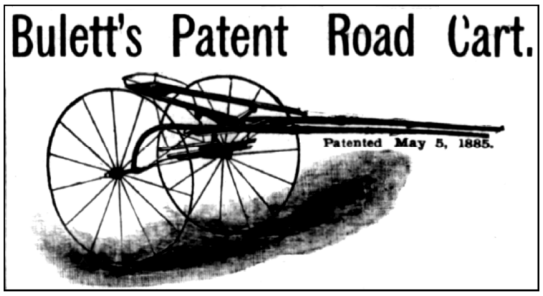
The exhibit of carriages at the 1893 Harford County Fair provided the public a chance to see Smith's products (see his ad below).[60]

In the January 25, 1884 issue of *The Aegis and Intelligencer*, John Smith advertised, "For Sale, cheap.—A splendid six-seated Dayton, of my own make, which could not be built for less than $200, which I will sell at $185. It is handsomely finished, built of the best materials and in the most substantial manner. John Smith, Carriage Factory, Bel Air."

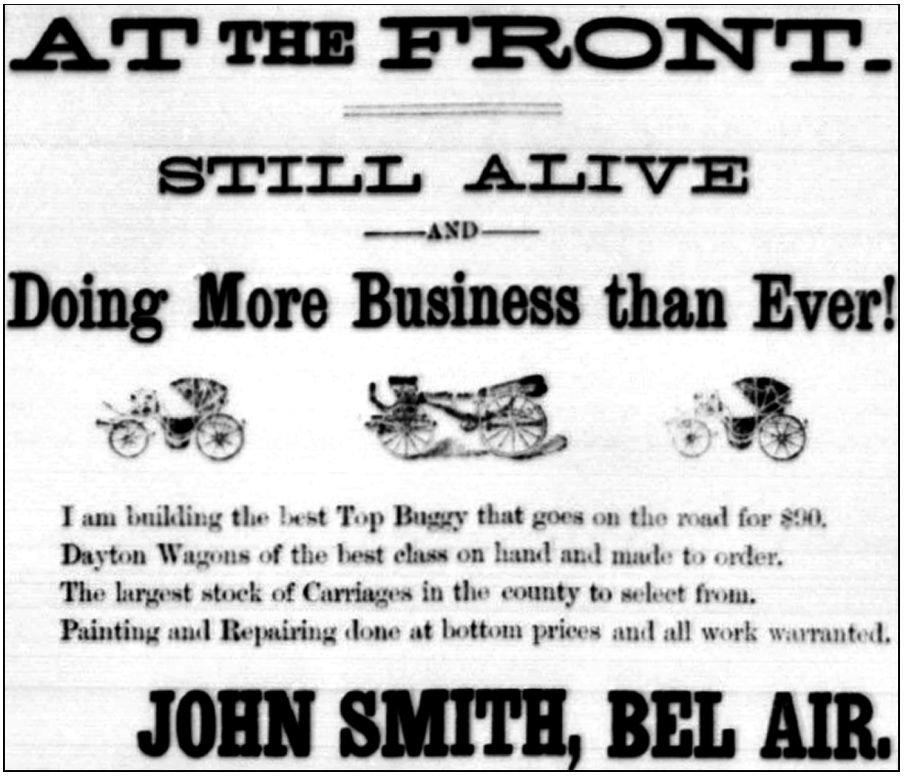
The following July 18th he touted, "John Smith Still In Business. I respectfully inform my friend and customers that I am still living and ready to sell them First-Class Buggies, Family Carriages, Daytons, &c., from the celebrated manufactory of McLear & Kendall." While his previous advertisements suggested he was manufacturing carriages, this July 18th ad reflected the words of a dealer. This supposition is confirmed in an August 15, 1884 ad in *The Aegis and Intelligencer* that reads, "John Smith, Dealer In McLear & Kendall's Celebrated Fine Carriages, Buggies, Daytons, &c."

Supplementing his income in 1885, he offered a special price while the court was in session in Bel Air. The "prices for resetting Tires of Buggies and Carriages will be only $1.75. No extra charge for new bolts. Other repairs at low prices."[61] On March 11, 1887, his ad in *The Aegis and Intelligencer* offered for sale "12 Handsome Daytons, My Own Build." (See his ad below featuring a buggy).

Another 1887 promotion was for Bulett's Patent Road Cart (see right).[62] "The strongest, simplest, and most comfortable Road Cart yet invented; Hollingsworth's Wheels. A home invention and home manufacture. Price $25 Cash, being lower than any other Road Cart made in the U.S."[63]



In *The Harford Democrat* of May 11, 1888, Smith enthusiastically announced, "Doing More Business than Ever!" He mentioned, "I am building the best Top Buggy that goes on the road for $90." (See advertisement below).


AT THE FRONT.

STILL ALIVE

—AND—

Doing More Business than Ever!

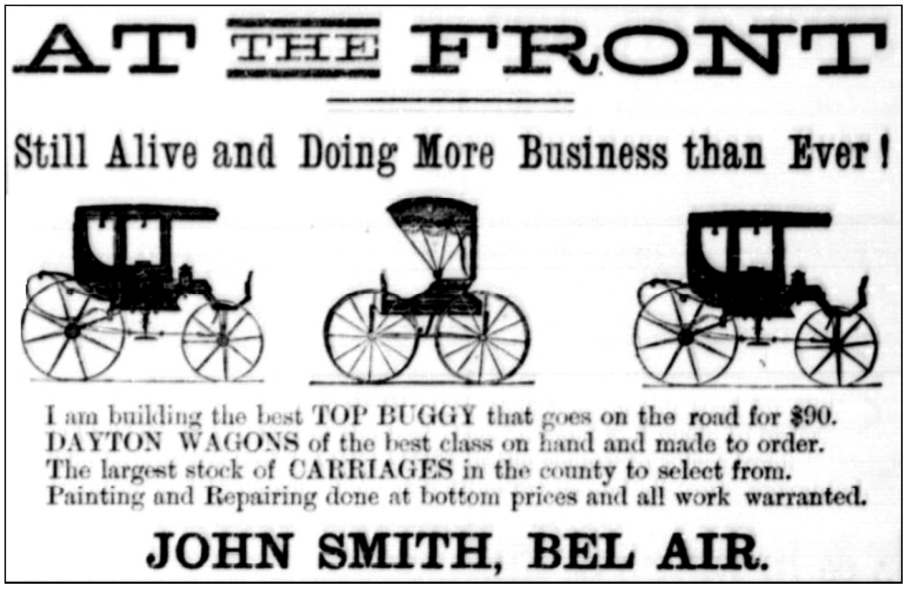
I am building the best Top Buggy that goes on the road for $90.
Dayton Wagons of the best class on hand and made to order.
The largest stock of Carriages in the county to select from.
Painting and Repairing done at bottom prices and all work warranted.

JOHN SMITH, BEL AIR.

The following year on February 27, 1891 *The Aegis and Intelligencer* wrote about a butcher's wagon that Smith built for Joseph A. Coale. A photograph of the wagon can be found in Chapter 2 when Coale was making a delivery to Liriodendron (see cropped image below). Under the heading of "Bel Air Notes," the newspaper reported:

> Mr. John Smith, carriage maker, has just completed for Mr. Joseph A. Coale, a butcher's wagon of unique design. In the rear is a low platform, on which the driver stands. The front is closed by plate glass, above which the lines extend to the rear of the vehicle, from which the butcher drives and dispenses choice cuts. A hood over the platform protects him from the weather.

Smith continued the "Still alive and Doing More Business than Ever!" theme on May 8, 1891 in *The Harford Democrat*. He also touted his Top buggy selling for $90 and boasted the largest stock of carriages in the county (see below).


AT THE FRONT

Still Alive and Doing More Business than Ever!

I am building the best TOP BUGGY that goes on the road for $90.
DAYTON WAGONS of the best class on hand and made to order.
The largest stock of CARRIAGES in the county to select from.
Painting and Repairing done at bottom prices and all work warranted.

JOHN SMITH, BEL AIR.

In late 1891, John Smith decided to pursue a job opportunity with a new carriage company in Bel Air. *The Aegis and Intelligencer* of November 6th carried this announcement, "**Take Notice**. The undersigned, being now connected with the newly-organized Enterprise Carriage Company, of Bel Air, respectfully requests all persons indebted to him to settle promptly, as it is necessary for him to close up his former business affairs at once. John Smith, Carriage Manufacturer, Bel Air, Md."

His position with the new enterprise was hands-on as in 1893 the same newspaper reported, "Mr. John Smith, of the Enterprise Carriage Works, accidently cut a piece off the end of his left thumb, while at work last Monday."[64]

John Smith died August 22, 1923 at St. Joseph's Hospital in Towson. *The Aegis and Intelligencer* on the 24th noted he was, "widely known throughout Harford in former years as a carriage builder and wheelwright." The funeral was held in the home of one of his daughters in Baltimore and he was interred at Bonnie Brae Cemetery.

Harford County carriage makers continue in the following chapter.

[1] Henry C. Peden, Jr., *Children of Harford County Indentures and Guardianships, 1801-1830* (Westminster, MD: Family Line Publications, 1994), p. 50.
[2] *Independent Citizen*, December 10, 1829.
[3] *Independent Citizen*, August 14, 1828.
[4] *Independent Citizen*, July 28, 1825.
[5] See: http://amhistory.si.edu/onthemove/collection/object_1339.html, accessed December 30, 2015.
[6] Joseph Scott, *A Geographical Description of the States of Maryland and Delaware* (Philadelphia: Kimber, Conrad, and Co., 1807), p. 141.
[7] Henry C. Peden, Jr. and Jack L. Shagena, Jr. *Under the Spreading Chestnut Tree: The Village Blacksmith in Rural America as Evidenced by Early Smiths in Harford County, Maryland* (Bel Air, MD: Self-published, 2007), p. 300.
[8] Ibid., pp. 113, 222.
[9] *The Harford Gazette and General Advertiser*, June 4, 1852.
[10] *The Aegis and Intelligencer*, April 30, 1909.
[11] *The Southern Aegis*, February 19, 1859.
[12] A similar advertisement also appeared in *The Southern Aegis* on July 14, 1860.
[13] *The Aegis and Intelligencer*, February 21, 1868.
[14] *The Aegis and Intelligencer*, January 3, 1868.
[15] *The Aegis and Intelligencer*, December 10, 1869.
[16] *The Aegis and Intelligencer*, July 8, 1870.
[17] *The Harford Democrat*, July 7, 1871.
[18] *The Aegis and Intelligencer*, August 9, 1872.
[19] "Patented Jump Seat Carriage" was used in an April 16, 1875 advertisement in *The Aegis and Intelligencer.*
[20] *Carriage Monthly*, 1880-1881.
[21] *The Aegis and Intelligencer*, June 1, 1878.
[22] *The Harford Democrat*, June 16, 1882.
[23] This information was passed to one of the authors by Guilford Vogt, c2000.
[24] *The Harford Democrat*, June 16, 1882; *The Aegis and Intelligencer*, June 16, 1882.
[25] Marilynn M. Larew, *Bel Air: The Town Through Its Buildings* (Edgewood, MD: Northfield Press, 1981), p. 28.
[26] *The Harford Democrat*, November 24, 1882; *The Aegis and Intelligencer*, November 24, 1882.
[27] *The Aegis and Intelligencer*, January 2, 1885.
[28] *The Aegis and Intelligencer*, June 22, 1888.
[29] *The Aegis and Intelligencer*, December 23, 1898.
[30] Henry C. Peden, Jr. and Jack L. Shagena, Jr. *Under the Spreading Chestnut Tree: The Village Blacksmith in Rural America as Evidenced by Early Smiths in Harford County, Maryland* (Bel Air, MD: Self-published, 2007), p. 289.
[31] Henry C. Peden, Jr. and Jack L. Shagena, Jr. *Under the Spreading Chestnut Tree: The Village Blacksmith in Rural America as Evidenced by Early Smiths in Harford County, Maryland* (Bel Air, MD: Self-published, 2007), pp. 112, 267.
[32] *The Aegis and Intelligencer*, September 2, 1870.
[33] *The Aegis and Intelligencer*, March 28, 1872.
[34] *The Aegis and Intelligencer*, April 9, 1975.
[35] *The Aegis and Intelligencer*, May 19, 1882.
[36] *The Harford Democrat*, June 2, 1882.
[37] *The Harford Democrat*, June 20, 1884.
[38] *The Aegis and Intelligencer*, June 20 1884.
[39] *The Harford Democrat*, January 14, 1887.
[40] *The Aegis and Intelligencer*, July 30, 1915.
[41] Ibid.
[42] *The Aegis and Intelligencer*, October 13, 1893.
[43] *The Aegis and Intelligencer*, May 16, 1902.
[44] *The Aegis and Intelligencer*, April 16, 1875.
[45] *The Havre Republican*. May 3, 1878

[46] *The Havre Republican*, June 18, 1880..
[47] *Under the Spreading Chestnut Tree: The Village Blacksmith in Rural America as Evidenced by Early Smiths in Harford County, Maryland* (Bel Air, MD: Self-published, 2007), p. 225.
[48] Invoice is from The Historical Society of Harford County, David Tucker Collection, Store Receipts folder.
[49] Ibid.
[50] *Under the Spreading Chestnut Tree: The Village Blacksmith in Rural America as Evidenced by Early Smiths in Harford County, Maryland* (Bel Air, MD: Self-published, 2007), p. 225.
[51] Henry C. Peden, Jr. and Jack L. Shagena, Jr., *Harford County Place Names Past and Present: Harford County's Rural Heritage* (Bel Air, MD: Self-published, 2014), p. 150.
[52] *The Aegis and Intelligencer*, March 25, 1881.
[53] Invoice is from The Historical Society of Harford County, David Tucker Collection, Store Receipts folder.
[54] *The Maryland Directory and State Gazetteer, 1887* (Baltimore: Baltimore Publishing Co., 1887).
[55] *The Harford Democrat*, July 14, 1882.
[56] *The Aegis and Intelligencer*, February 2, 1883.
[57] *The Aegis and Intelligencer*, August 22, 1884.
[58] Per Martenet's 1878 map of Harford County, Hall's Shops (wheelwright and blacksmith) were approximately midway between Emmorton and the intersection of Emmorton Road (MD-824) with Philadelphia Road (MD-7), likely near the intersection of Singer Road.
[59] The tombstone of James Benjamin Harkins carries the death date of April 1, 1895.
[60] *The Aegis and Intelligencer*, October 5, 1883.
[61] *The Aegis and Intelligencer*, May 29, 1885.
[62] *The Aegis and Intelligencer*, November 11, 1887.
[63] *The Aegis and Intelligencer*, October 21, 1887.
[64] *The Aegis and Intelligencer*, April 7, 1893.

4. Carriages Makers, 1882-1889

This chapter is a continuation of carriage makers in Harford County that operated during the period of 1882-1889.

1882 – Thomas Cain per *The Aegis and Intelligencer* and *The Harford Democrat* both of October 6, 1882, has "at his carriage shops at Boothby Hill, put in thorough repair the buggy of Rev. J. W. Steel, as donation, in evidence of his appreciation of him. Mr. Cain has lately employed a first–class coach painter, Joseph Geir, of Baltimore, and is now prepared to do full work in the line of carriages."

Thomas Cain was again in the news on March 20, 1891 when *The Aegis and Intelligencer* announced, "On Monday, March 23d, Mr. Thomas Cain will sell at public sale, at Boothby Hill, a lot of Wheelwright's Material, such as wheels, hubs, spokes, rims, shafts, plow beams, axles, 2 sleighs, plow shares and points, 2 top Buggies, 1 Road Cart, Buggy and Carriage Poles, Wheelwright's Tools, Lumber, &c. J. S. Richardson, auctioneer."

Thomas Cain was born September 13, 1850 and died August 4, 1914. He was buried in the Grove Presbyterian Church Cemetery.

1883 – John J. Moulsdale was born in 1855 and was a wheelwright by 1878. *The Harford Democrat* on May 18, 1883 reported, "Mr. John Moulsdale has employed a first-class woodworker and coach painter, and at his shops, Hall's X roads, will give attention to carriage building." *The Maryland Directory and State Gazetteer, 1887* listed J. J. Moulsdale as a wagon and carriage maker.

1884 – Ballard, Nelson & Company "have formed a co-partnership for the manufacture and repair of carriages, and established their work-shops on Bond street, in the buildings formerly occupied by Joseph A. Coale as a canning-house. Mr. Ballard was formerly a member of the celebrated firm of carriage makers, Ballard & Co, of Baltimore, and Mr. Nelson is a well-known trimmer. They have just finished a Concord buggy for Dr. John Sappington, of Darlington, that is a credit to the new firm."[1]

The Aegis and Intelligencer of September 19, 1884 described the buggy for Dr. Sappington as "handsome and stylish," also noting," It is of the latest style, the body being black and the running gears bright carmine. It is furnished with Concord springs, and is one of the most comfortable buggies we have ever seen."

An advertisement placed in *The Harford Democrat* on September 12, 1884 by the new carriage company advised, "Have rented the buildings formerly occupied by Joseph A. Coale . . . and put in new machinery especially adapted to the manufacture of the best carriages / They have

employed experienced and capable workmen, and offer the best Carriages for the least money. (See the ad below).

Ballard, Nelson & Co.

CARRIAGE BUILDERS,

Have rented the buildings formerly occupied by Joseph A. Coale, on Bond street, in Bel Air, and put in new machinery especially adapted for the manufacture of the best Carriages.

They have employed experienced and capable workmen, and offer the best Carriages for the least money.

REPAIRING OF ALL KINDS

Neatly and promptly done.

Patronage solicited.

BALLARD, NELSON & CO.,

se12 Bond Street, Bel Air, Md.

In 1885, Ballard, Nelson & Company advertised in *The Aegis and Intelligencer* on January 2nd and mentioned the experience of their workers touting, "With ample facilities of every kind we can guarantee to build Carriages, Buggies, &c, of the finest finish and of the best materials."

Frederick Ballard, Jr. (born 1852), coach painter, was the son of Frederick Ballard, carriage maker, of Towson, Baltimore County. Robert A. Nelson, coach trimmer, operated his own business starting in 1885.

1884 – DeBow & Heuer's Phenix Carriage Works was advertised in *The Aegis and Intelligencer* on February 29, 1884 announcing, "The undersigned, having refitted their establishment, have now the most convenient and best arranged Carriage Factory in the county." Previously, Zacheus Debow had a blacksmith shop in Hickory[2] in 1874 and John H. Heuer, son of Frederick, was a carriage painter. Now, they along with Robert Nelson, coach trimmer, and John Smith, wood worker, were combining their talents to produce, "Fine Carriages, Buggies, [and] Dayton Wagons."

Somewhat interestingly their advertisement stated, "We employ no segar makers or horse-shoers in our paint shop, nor do we allow any

outside per centage." Achieving a smooth and shiny surface on a vehicle required an environment free of dust and particles and the occupations of a horse shoer and cigar maker created containments that if left on clothing would be abhorrent to coach painting. Furthermore, the use of non-employees who would receive a percentage of the vehicle's sale price portended quality of work that would not meet their standard. (See their ad below right).[3]

JOHN H. HEUER. ZACH. DEBOW.

Phenix Carriage Works,

Bond Street, Bel Air, Md.,

HEUER & DeBOW

PROPRIETORS.

The Phenix Works will be continued by the undersigned, who thank the public for their former patronage and respectfully solicit a continuance of the same. We are prepared to build to order

First-Class Carriages, Buggies, Dayton Wagons, &c.,

using the best material throughout, and guaranteeing work which for style, finish and durability cannot be excelled anywhere.

REPAIRING and REPAINTING promptly attended to.

Call and see us. Our prices are low.

jul8 HEUER & DeBOW.

Phenix Carriage Works.

Bond Street, near the Baltimore Turnpike,

BEL AIR, MD.

The undersigned, having rented their establishment, have now the most convenient and best arranged Carriage Factory in the county, and are prepared to

BUILD OR REPAIR CARRIAGES,

in the best manner and at reasonable rates. We employ no segar makers or horse-shoers in our paint shop, nor do we allow any outside per centage. As to our workmanship, we have recommendations from our former employer, Mr. John A. Hanna, who has now ceased to manufacture.

Fine Carriages, Buggies, Dayton Wagons

always on hand. We invite you to [illegible] at them before you purchase elsewhere. All our work is guaranteed to give satisfaction.

Z. DeBOW, Coach Smith,
JOHN A. HEUER, Coach Painter,
feb29

ROBERT NELSON, Coach Trimmer,
(Formerly with John A. Hanna.)
JOHN SMITH, Wood Worker.

By July 18, 1884, *The Aegis and Intelligencer* ad was much smaller and the names of Nelson and Smith no longer appeared (see above left). Heuer and DeBow were identified as the proprietors with the announcement, "The Phenix Works will be continued by the undersigned, who thank the public for their former patronage and respectfully solicit a continuance of the same." Less than one month later on August 8th the Phenix newspaper ad carried only the name of "Heuer & Co." suggesting the partnership might have been dissolved.

Their business relationship, however, had changed again by September 12th when "Heuer & DeBow, Carriage Builders" advertised in the same newspaper that they had become the "Successors to A. Williamson & Bro." and had relocated from Bond Street to a carriage facility on Main Street in Bel Air.

In July 1885, Heuer and DeBow had some of their work at the Bel Air Fair Grounds that was unfortunately vandalized. *The Aegis and Intelligencer* of July 24th notified their readers, "$25 Reward will be paid for the arrest and conviction of the party or parties who mutilated our two Cutter Sleighs, which were left on [*sic*] storage in the main building at the Bel Air Fair Grounds." By January 1886, Heuer & DeBow had been reorganized as 'Colder & DeBow" who were "Blacksmiths In General and Practical Horseshoers" located in the old public school building on Main Street (see below).[4]

JOHN E. COLDER. Z. DEBOW.

Colder & DeBow,

FORMERLY HEUER & DEBOW,

BLACKSMITHS IN GENERAL

— AND —

Practical Horseshoers.

Shop at the Old Public School Building, Main Street, Bel Air.

The undersigned, having formed a copartnership, respectfully solicit the patronage of their friends and the public. Having had ample experience we are prepared to do iron work of all kinds, repair Agricultural Implements, &c. Horses shod with especial reference to preventing interfering or diseases of the feet.

JOHN E. COLDER,
Z. DEBOW.

dec25

A little over one year later the newspaper announced, "Mr. John Heuer will reopen his carriage painting shop, in the old public school building, Bel Air, adjoining John E. Colder's blacksmith shop, next week." Heuer's painting business must have been successful as by 1888 he had relocated to a shop on Alice Ann street near Sweet's Hotel" and would repaint and re-trim carriages and buggies in the best manner from $8 and upwards (see below).[5]

JOHN H. HEUER,

Carriage Painter

BEL AIR, Md.

Having rented the shop on the new street, running southwest from Bend street, near Pennsylvania avenue, I am prepared to

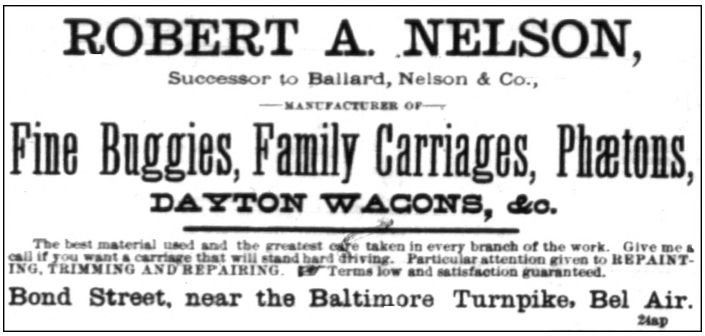
Repaint and Retrim Carriages, Buggies, &c.,

IN THE BEST MANNER.

☞ Buggies repainted and varnished at from $8 and upwards. Satisfaction gurranteed. 23mh

Heuer maintained his painting business and by 1910 had "Located in old Enterprise Carriage Building,"[6] and sometime later he went to work to as a carriage painter for the Wilson & Co's. Shop in Bel Air. His last job was in Baltimore in the plant of Spoerer & Sons where he died at the age of 61 on December 13, 1921.[7]

1885 – Robert A. Nelson was the "Successor to Ballard, Nelson & Co., Manufacturer of Fine Buggies, Family Carriages, Phaetons, Dayton Wagons, &c." The ad below appeared in *The Aegis and Intelligencer* on May 1, 1885.


ROBERT A. NELSON,
Successor to Ballard, Nelson & Co.,
—MANUFACTURER OF—
Fine Buggies, Family Carriages, Phætons,
DAYTON WAGONS, &c.
The best material used and the greatest care taken in every branch of the work. Give me a call if you want a carriage that will stand hard driving. Particular attention given to REPAINTING, TRIMMING AND REPAIRING. Terms low and satisfaction guaranteed.
Bond Street, near the Baltimore Turnpike, Bel Air.
24ap

Robert A. Nelson was born in 1840 and died in White Hall, Baltimore County, late of Bel Air, in 1879.[8]

1884 – John and William Curen operated Keystone Shops in Havre de Grace where they did 'blacksmith and wheelwright work" and also paid prompt attention to "Carriages, Buggies, Wagons," which they made and repaired (see ad below).[9]

KEYSTONE SHOPS
IS THE PLACE TO GET YOUR
Blacksmith and Wheelwright Work Done
At shortest notice and most reasonable rates.
Prompt attention paid to
Horse-Shoeing and Jobbing,
ALSO
Carriages, Buggies, Wagons
MADE and REPAIRED in the Best manner
and of the best material.
Platform Work a Specialty.
Painting and Trimming in all its Branches.
All Work Guaranteed.
We hope by prompt and careful attention to business to merit and receive a share of the Public patronage.
CUREN & BRO.,
Havre de Grace, Md.

William W. Curen, blacksmith, was born May 25, 1852 and died on November 24, 1886 at the home of his sister-in-law, Mrs. McMasters. He was buried in Angel Hill Cemetery. John R. Curen, blacksmith, was born August 27, 1846 and died on February 23, 1897. In *The Maryland Directory and State Gazetteer*, 1887, he had been listed as a carriagemaker. He was also interred in Angle Hill Cemetery in Havre de Grace.

1887 – Seth L. Kinsey was the son of Elam and Mary Ann Kinsey whose father was a minister and newspaper reporter.[10] When Seth married Miss Anna Thomas on January 31, 1884, a newspaper account mentioned that the groom was "a young man of considerable literary attainments."[11] The couple settled in Delta, Pennsylvania where Kinsey became an agent for The Shipman Automatic Steam Engine (see ad in the December 17, 1886 issue of *The Delta Herald* at the right).

The Aegis and Intelligencer on March 4, 1887 reported "Mr. Seth L. Kinsey, of Delta, was engaged in loading logs [when] a large one slipped and [upon] falling cut off the third finger of his left hand, at the first joint." That same year he bought a small piece of land in Harford County near the intersection of Route 136 and Line Road, where he erected a blacksmith shop, a wheelwright shop, and a dwelling.[12] It is believed that about this time Kinsey established a carriage factory and one of his tags is shown below courtesy of local historian James A. "Jim" Poole, who reports no signs of the structures remain.

In 1891, *The Aegis and Intelligencer* of March 13th reported "The carriage factory of S. L. Kinsey, with 4½ acres of land . . . [was] offered at public sale, at the Court House, on Monday, by Wm. H. Harland and Jos. W. McNabb, trustees, but withdrawn." Later in the year the same newspaper on December 4th carried the information, "It is reported that Seth L. Kinsey has rented his shops at Graceton, Md., and will remove to Delta shortly, leaving the postoffice at Graceton without a postmaster." The following year, 1892, Seth L. Kinsey and his wife, now Anna T. Kinsey, sold the 6¼ acres of land at Graceton to William J. Barton of Harford County for $350.[13]

In the 1900 census Kinsey was living in Delta working as a press representative; in 1910 his occupation was a laborer in a water wheel factory; and by 1920 he was a bookkeeper in a manufacturing plant. Seth L. Kinsey was born on May 11, 1857 and died on August 15, 1848. He was buried in Eastland Friends Cemetery in Little Britain Township, Lancaster County, Pennsylvania.

1887 – Lewis F. Reynolds was listed as a "Carriagemaker and Wheelwright" in *The Maryland Directory and State Gazetteer* of 1887. In the *District of Columbia Gazetteer and Business Directory for 1891-'92* under "Carriage Makers and Repositories" he is identified as L. F. Reynolds in Level.

On April 3, 1891, *The Harford Democrat* reported that "Mr. James Reyholds [Reynolds], of Level, has rented shops at Churchville, formerly occupied by Mr. James Harkins." James, the son of Lewis, was also a carriage maker. The following week in the same paper it was noted," Mr. James Reynolds . . . at Churchville is now ready to supply, at short notice, all orders for carriages, wagons and all kinds of light or heavy draft vehicles. He employs none but experienced workmen, uses only the best materials and guarantees satisfaction." The April 10th edition of *The Harford Democrat* promoted his "Carriage & Wagon Factory" in Churchville, as shown below.

CHURCHVILLE
CARRIAGE & WAGON FACTORY.

The undersigned has rented the Churchville Carriage Shops, formerly occupied by J. F. Harkins, and is prepared to manufacture on short notice, of the best materials and at low prices,

FARM WAGONS, CARTS,
CARRIAGES, BUGGIES
ROAD CARTS, DAYTONS,

and vehicles of all kinds for light or heavy draft.

☞REPAIRING promptly attended to. Public patronage solicited.

JAMES REYNOLDS,
ap10 Churchville, Md.

The Aegis and Intelligencer on October 16, 1891 reported a fire that burned the carriage factory of James Reynolds and the blacksmith shop of Arthur Stevens. Specifics reported were:

> About seven o'clock George Johnson, a colored man who was passing the building, discovered the fire. Bursting open the door he attempted to save some of the contents of the building, but was driven back by the intense heat. Through the efforts of a number of persons the contents of Mr. Stevens' blacksmith shop, which stood about twelve feet from the carriage shop, were saved. All of Mr. Reynolds' stock was destroyed, including carriages belonging to Messrs. J. Crawford Neilson, William Bodt and W. H. Schuck. A jagger belonging to Mr. W. Beatty Harlan, which was ready to run into the paint shop, had been left outside and was saved. . . . A part of the shop was used by Rouse & Richardson as a storage room, and there were four new Bulett buggies and several old ones burned up.

On Friday August 5, 1892, James F. Reynolds, age 23, died at his home in Churchville of typhoid fever. He was described as an "industrious and estimable young man." He was buried at Rock Run Methodist Cemetery the following Sunday.[14]

The Aegis and Intelligencer of August 26, 1892 announced a public sale at the carriage shop in Churchville on September 6th at 10 a.m. of his "Tools, Lumber, Wagon Material, Wagons, Household Goods, &c." The articles were offered by George Reynolds, Administrator, and his wife Mrs. James F. Reynolds. James was survived by his father, Lewis F. Reynolds (1833-1919), who upon his death was also interred at Rock Run Methodist Church Cemetery.

1887 – Edwin Thomas Treakle. *The Maryland Directory and State Gazetteer* of 1887 listed E. T. Treakle as a carriagemaker in Mill Green. He was born in 1847 and died in 1921.

1887 – William N. Vogts. *The Aegis and Intelligencer* of October 7, 1887 carried the notice, "Business at Kellville is reported to be brisk. Mr. J. N. Akers is the wheelwright and Mr. Wm. N. Vogts the old-established carriage and wagon maker." He was born November 26, 1843 and "died suddenly in his buggy while driving home from Baltimore to Kellville" on December 26, 1893.[15]

1887 – Rouse & Richardson. An early mention of R. C. Richardson occurred *The Aegis and Intelligencer* of October 1887 where it was reported he, along with others, exhibited carriages in the Harford County Fair. About six years later in 1893, the newspaper listed money paid by the Mutual Fire Insurance Company in Harford County as result of losses. John Rouse & Robert C. Richardson received $450 after the contents of their carriage factory were destroyed.[16]

The Aegis and Intelligencer of July 14, 1893 carried an advertisement encouraging those interested in a vehicle "to come by our repository and look them over." See ad on the following page. They were selling carriages and buggies made by other manufacturers and offered to sell for less noting: "Top Buggies $40 to $150; Daytons $65 to $75; Buckboards $35 to $42. A Full Leather-Top Buggy for $65. Also they had for sale, "some fine light one-man Speeding Carts that are as tough as whalebone."

CARRIAGES AND HARNESS!

ROUSE & RICHARDSON, Churchville, Md.

Do you want a vehicle of any description? If so before you buy come to our Repository and look them over. We buy our vehicles for SPOT CASH; are not selling on commissions or buying on long credits, therefore, we can save you a profit otherwise that would go to the manufacturer. Top Buggies $40 to $150; Daytons $65 to $75; Buckboards $35 to $42. A Full Leather-Top Buggy for $65.

We have some fine light one-man Speeding Carts that are as tough as whalebone.

Also our Columbus Buggy is well worthy of inspection to any one that wants a first-class job in every respect.

The following year, 1894, *The Aegis and Intelligencer* reported on July 20th, Messrs. Rouse and Richardson are about to erect a building for the purposes of a feed store and salesroom for buggies and carriages. On February 1, 1895 in *The Aegis and Intelligencer* was the interesting announcement, "A fox will be let loose at Rouse & Richardson's store, Churchville on Saturday morning at 10 o'clock. All sportsmen are invited to bring their hounds and participate." Later in the year on October 25, 1895 the store sponsored an advertisement promoting stoves, carriages, and general merchandise, but the name of Rouse had disappeared leaving only "Robert C. Richardson," as the proprietor (see the advertisement below). John G. Rouse (1844-1912) continued on to be a prominent merchant in Bel Air.

STOVES, CARRIAGES, &C.

Having purchased a large lot of STOVES of every description before the advance in iron, I am prepared to give you lower prices than you would get elsewhere. Come and see them and you will be convinced.

CARRIAGES.

I have fifteen new jobs, consisting of Top Buggies, Spindle Wagons, Daytons, Corning Wagons, Buckboards, Phaetons, Carts, &c., which I have bought at low prices. They must be sold out to close the season's business. Price them and you will buy. Also, complete stock of

GENERAL MERCHANDISE

Of every description. All kinds of Country Produce, Grain, &c., taken in exchange for goods and merchandise at highest market prices.

ROBERT C. RICHARDSON, CHURCHVILLE, MD. 8mh

At the Harford County Fair in October 1896 under the newspaper banner of "Carriage Department" it was reported:

> Robert C. Richardson, of Churchville, has the leading display. He has an intermixture of vehicles which are an attractive style and speaks volumes for the enterprise of the exhibitor. Top and no-top buggies, buckboards, traps, surreys and carts [are] of fine finish and the most durable make.[17]

The Harford County fall event was extended during a part of December for what was known as "Fair Week," where under Richardson's tent was exhibited a variety of vehicles that would be sold at a 10 percent discount. In his ad of December 4th in *The Aegis and Intelligencer* "Bargains, Bargains!" was the headline adding, "Don't fail to see these Vehicles, and they must be sold, as I have not room to store them."[18]

During the spring of the years 1898 and 1899, Richardson appeared to have stocked too many vehicles and put them up at public sales under the hammer of auctioneer J. S. Richardson. The profitability of the carriage business must have been encouraging for Richardson, as on October 5, 1906 *The Aegis and Intelligencer* reported he "is erecting a large carriage house just back of his store." In June 1912, Robert C. Richardson (1853-1919) was still selling carriages and had buggies with steel tires for $80 and those with rubber tires for $100.[19] The automobile horn, however, was sounding around the corner.

1887 – James A. Wiles, by this date, was an Aberdeen "Manufacturer and dealer in light carriages, express and farm wagons, carts, agricultural implements and machinery of all kinds, force lift pumps, pipe gas, and steam fitting done to order."[20] He was a multi-talented man, someone who might have been called, "A Jack of all trades."

The ad at the right was placed by Wiles in the April 19, 1889 issue of *The Aegis and Intelligencer* and headlined "Aberdeen Agricultural Implement Warehouse," a business direction that would foreshadow his evolving interest. He offered a wide range of items including fine carriages, farm & express wagons, Collins' Road and speed carts, a Buckeye binder and mower, and supplies for canners such as Hull's fire-pots, pipes and fittings.

Aberdeen Agricultural Implement
WAREHOUSE.
James A. Wiles,
Manufacturer and Dealer in
Fine Carriages, Farm & Express
WAGONS,
—AND—
Farming Implements in General.
COLLINS' ROAD AND SPEED CARTS,
Riding qualities unequaled, construction the best. Brown and Webster Wagons, Buckeye Riding and Walking Cultivator, Farmers' Friend one and two-horse Corn Planter, with Check Rower, Iron Age Cultivator, with Hill Maker, Oliver Chilled and Imperial Steel Plows, all sizes and Repairs, Belle City and other Feed Cutters,
BUCKEYE BINDER AND MOWER,
Tiger Self-Dump Horse Rake, with fertilizer and seed sower attachments, the improved iron Turbine Wind Engine, Buckeye Force and Wood Pumps, a full line of
CANNERS' SUPPLIES,
including Hull's Fire-Pots. Pipes and Fittings on hand and work done to order.
☞ Everything at Lowest Prices.
Call and see me or write for prices before buying. You will save money by doing so.
JAMES A. WILES,
19ap3m ABERDEEN, Md.

Three years later his merchandising future changed when he announced in *The Aegis and Intelligencer* on May 13, 1892, "Intending to quit the Wheelwright business and devote my attention to the Implements and hardware business, will sell at Public Sale, on Saturday, May 21st, at 1 o'clock, my entire Wheelwright Stock, consisting of Hubs, Spokes, Rims, Carriage and Cart Shafts, Wagon and Carriage tongues, Oak, Hickory and Poplar Lumber." He summed up but suggesting, "This is a chance for Bargains which is seldom offered."

James A. Wiles was born in 1845 and died in 1908. Stepsons Charles H. Wood (b. 1858, VA) and George W. Wood (b. 1861, VA) were also wheelwrights.

1888 – William Beatty Harlan in this year bought from John Hanna the building that had been occupied by him as a carriage repository for $1500.[21] Harlan immediately advertised it for rent promoting, "This is the oldest and best stand in Bel Air for the Carriage business."[22] The next documented use of the building comes in 1896 when *The Harford Democrat* of August 14th reports, "Wm D. Harryman has moved his Wall Paper and Window Shade Store to the building formerly occupied by Mr. John A. Hanna as a Carriage Repository." William Beatty Harlan was born in 1861 and died in 1937.

1888 – William B. Selfe, according to *The Aegis and Intelligencer* of May 4, 1888, was operating the Harford Carriage and Wagon Works in Darlington advertising, "Tires Shrunk at short notice." His brother, Henry Ellsworth Selfe (1861-1933), worked with Joshua S. Gorrell in Darlington manufacturing carriages and wagons until 1892 when their partnership was dissolved and each partner operated his own shop.[23] William B. Selfe was born February 24, 1857 and died May 31, 1934.

1888 – T. L. Hanway had been in charge of John A. Hanna's carriage repository in Aberdeen since 1884 and after Hanna retired in 1888, Hanway continued the operation under his name (see below).

The following year *The Aegis and Intelligencer* of April 5th reported, "Messrs. Baker & Morgan have purchased the carriage repository, near the P. W. and B. Railroad station, from Mr. T. L. Hanway, and are fitting it up for offices." Timothy Littleton Hanway (1846-1921) was also a merchant in Aberdeen.[24]

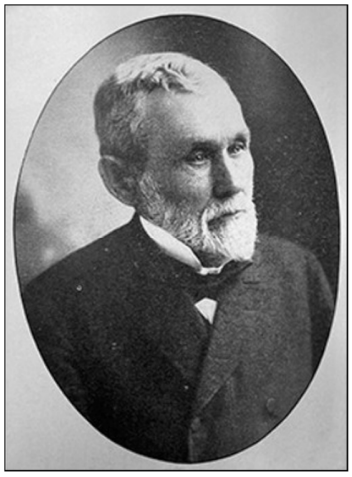
1888 –Bulett Carriage Manufacturing Company was organized on August 13, 1888 "for the purpose of manufacturing, buying, selling and dealing in carriages, buggies, wagons, and vehicles of every sort, as well as carriage and wagon supplies."[25] Prior to its establishment, carriage producer W. S. Bulett of Delta, Pennsylvania had tested the Harford County waters in 1882 when he exhibited some of his products at the spring meeting held at the fairgrounds in Bel Air.[26]

With a capital stock of $25,000, the incorporators of the new carriage company were: Edward Ferry, J. T. C. Hopkins, Stevenson A. Williams, John H. Reckord, George L. VanBibber, and Thomas H. Robinson.[27] John G. Rouse was selected as the company's president and W. S. Bulett served as general manager. By late August 1888 about $20,000 of the $100 shares had been taken.[28]

The Aegis and Intelligencer of August 24, 1888 brought readers up to date on the building plans:

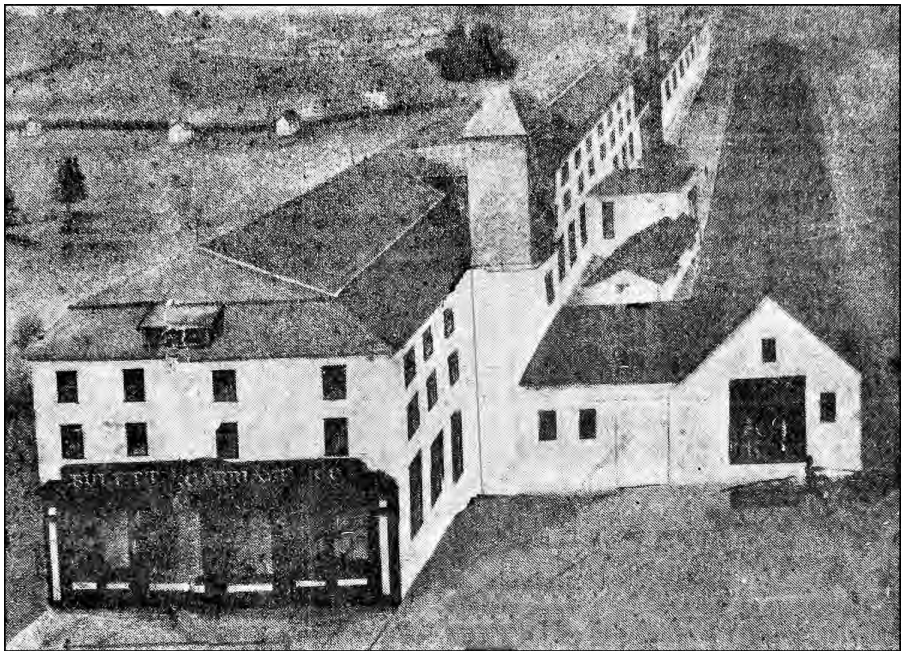
> The Bel Air Land Company, with praiseworthy public spirit, has given to the new company a lot comprising about three-quarters of an acre of land on Thomas street, between Hays and Archer streets, on which the building of the carriage factory will be commenced in a few days. The building will be 50 by 150 feet, three stories high, with a smith shop in the rear, 80 by 50 feet, one and a-half stories in height.

The newspaper also noted that Bulett "intends to remove his entire [Delta] plant into the new factory, as soon as it is completed" and "the new enterprise will be started with a force of from forty to fifty hands, and will have a capacity for turning out 1,000 vehicles annually."



By the end of September 1888 the construction contract had been awarded to Edward Ferry of Bel Air for $8,894. Ferry sub-contracted various parts of the factory such as the stone foundation, basic wooden buildings, roofing, heating and power system, and painting to various independent concerns and managed the overall job. The building was completed by early January 1889 when the Jackson Guards' Reception and Ball showcased the facility entertaining some 500-600 guests including Maryland Governor Elihu Emory Jackson and his party (see right). Jackson served the state from 1888-1892.[29]

The new structure was described as fronting on Hays Street for 42 feet and extending back on Thomas Street for 194 feet. The main building was 54 feet high and had four stories with an interconnecting elevator. *The Aegis and Intelligencer* of January 18, 1889 described it as "an immense frame structure, painted white and can be seen from almost any part of the town [see following page]. It is the largest carriage factory south of Wilmington, and is a striking proof of Bel Air enterprise." The newspaper added, "The roof is covered with the best quality of Peach Bottom slate, felt-lined" and machinery such as circular saws, band saws, planing and jointing machines, shapers, sand belts of the most improved design have been installed to reduce labor.



This much repaired photograph of the Bulett Carriage Company was supplied by James O. DeBow of Bel Air and appeared in *The Aegis* on June 1, 1978.

By February 22, 1889, *The Aegis and Intelligencer* reported, "The new Bulett Carriage Factory is now running with eighteen hands. About the 1st of April the force will be increased to forty workmen." Towards the end of March, 31 two-wheeled carts were shipped via rail to customers in Pennsylvania and North Carolina. The next vehicles being prepared for delivery were "seven dozen buggies" to be followed by phaetons.[30] Clearly, the company was gearing up production.

This progressive production progress prompted *The Aegis and Intelligencer* to provide an account on Bulett activity. On March 29, 1889 they wrote:

> **A Creditable Bel Air Enterprise**. The busiest looking place in Bel Air is the large factory of Bulett Carriage Company, where upwards of 30 skilled workmen are engaged in manufacturing carriages, buggies and road carts. About 550 vehicles, in various stages of construction, are under way. Orders are coming in rapidly, from far and near, and the directors of the company hope it will soon be necessary to increase their force. The factory now has the machinery and working force requisite for turning out 3,000 road carts and 1,000 buggies and carriages in a year, and the building is large enough to do three times that amount of work.

The article also mentioned that in addition to the initial batch of road carts shipped by rail, "The first road cart sent out of the factory was sold to Mr. R. Charles Lee, of Jerusalem." This seemed rather appropriate that Bulett's first Bel Air-produced vehicle would be owned by a Harford County resident.

By mid-April it was reported that "The Bulett Carriage Company have for the first time filled their show-room with finished work of various kinds, including buggies, dayton wagons and road carts. They manufacture five grades of top buggies—one style being as low as $70 in price—and a very good buggy too."[31]

Up until early June 1889, Bulett appears to have been filling a backlog of orders, as promotional advertisements had not yet been seen in the newspapers. This changed on June 7th when *The Aegis and Intelligencer* and *The Harford Democrat* carried the promotions shown below that ran for months.

THE MOST

* EXTENSIVE *

And Best Equipped

CARRIAGE*FACTORY

IN THE STATE.

We now have the largest and completest Carriage Factory in our State. Our Machinery is of the best, and latest improved, and so arranged to do finer and better work than it is possible to do by hand. We have hundreds of vehicles, of various styles, under course of construction, from a MEDIUM in grade, TO THE FINEST possible to be built. Our improved machinery, and purchase of material in large quantities at BOTTOM PRICES, together with a complete system and ample room to operate, affords us an opportunity to sell our Vehicles at prices far lower than Carriages of this class have ever been sold for in this or adjoining States. For proof of this call and see the work and learn our prices, when you will be fully convinced that this is THE PLACE to buy a good Vehicle for a small amount of money.

Bulett - Carriage - Co.,

BEL AIR, MD.

7je-6m

THE BULETT CARRIAGE CO.

HAVE OPENED THEIR

REPOSITORY,

WHERE THEY HAVE NOW ON

-EXHIBITION-

and for sale a splendid assortment of

BUGGIES—In Various Styles and Grades.

DAYTONS—Four and Six Passenger.

Peerless "Bulett Coil Spring Cart."

N. B.—Other First-Class Carriages in course of construction.

An early examination is requested of the different modes of vehicles we have displayed in our Show Room, to convince the "doubting Thomases" that our claim for superiority in material, workmanship and finish, in fine for general get-up and appearance, over any similar Establishment in the State is clearly and fully sustained. Our stock comprises Vehicles to suit all tastes, from the most fastidious and critical to the staid and simple, and at prices decidedly *lower than have ever been offered to our people here in Harford county.*

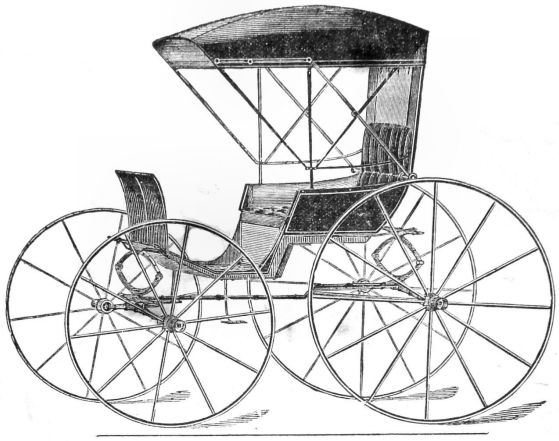
We have in addition to our Standard Cart above named—than which, by the way, there is none better now before the public, or in fact extant, a *cheaper Cart known as* OUR No. 1, which has met with universal approval, and been stamped by general favor wherever introduced, and, like our "coil spring," has never failed in any instance to give entire and complete satisfaction. This Cart we have placed at the extremely low price of $25, so that our friends who desire to avail themselves of the chance to obtain a good and durable article for little money will not go astray in securing one. Just think of it! *A Road Cart equal in every particular to any of the multitude of manufactures that now flood the country,* for only $25.

P. S.—A competent party always at hand, ready and anxious to escort visitors or buyers through our Factory, (the most extensive and best equipped in the State), and who will take much pleasure in showing our work and in giving any information required concerning the construction, etc., of the numerous vehicles in stock. je7

The small print in the ad above claims that Bulett is "the largest and completest Carriage Factory in our State" and the machinery employed is of the "best and latest improved." The equipment is "arranged to do finer and better work" than can be done by hand. It concludes "this is THE PLACE to buy a good Vehicle for a small amount of money."

An advertisement that appeared in the *Bel Air Times* on July 19, 1889 was the Phaeton or Stanhope carriage shown at the right. It was a very attractive vehicle, hence the large illustration, with the caption that notes it was currently under construction.

HUNDREDS OF VEHICLES



UNDER COURSE OF CONSTRUCTION AT THE FACTORY OF

—THE—

BULETT CARRIAGE CO.

A LARGE ASSORTMENT OF

FINISHED : WORK !

Reporting on a carriage exhibition at Harford's 16th Fair, *The Aegis and Intelligencer* on October 11, 1889 wrote:

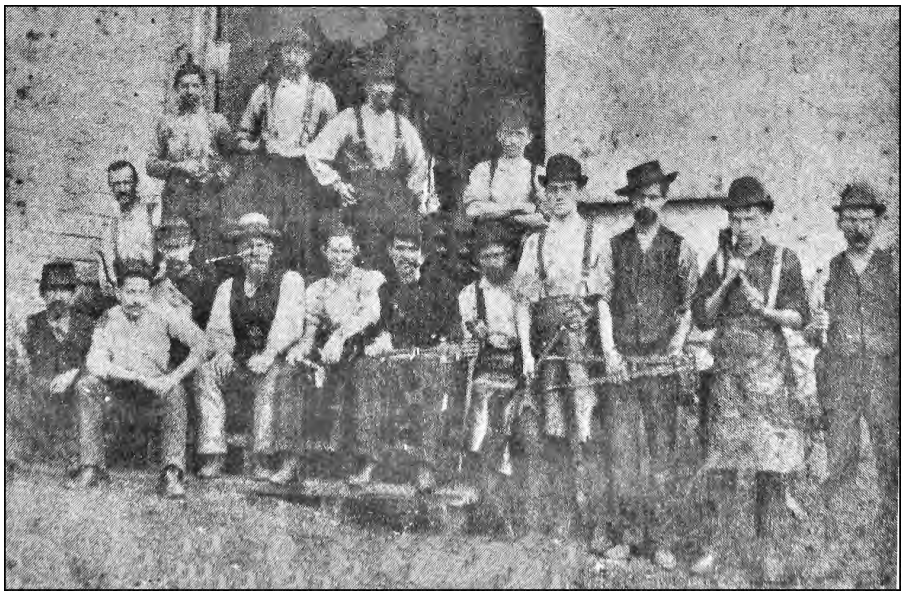
> The exhibit of the Bulett Carriage Company, of Bel Air, was creditable in the highest degree to the manufactory and to the county. It consisted of no less the 23 vehicles, all of them as bright and shining as a new pin and many of them as fine as the carriage maker's art can produce. The display included daytons,

> top and no-top buggies, the Bulett road carts, phaetons, etc., all of good design / A novelty in the Bulett Carriage Company exhibit was an extension jump-seat phaeton, the bed of which is lengthened or shortened at will. It can be made with stationery [*sic*] curtains. It attracted much attention.

Harford County Fair.
OCTOBER 8, 9, 10 & 11, 1889.
Exhibitors, Attention.

In February, Bulett published what was called, "their new and handsome Catalogue of fine vehicles for 1890. It contains illustrations and descriptions of various styles of buggies, phaetons, carriages, daytons, road carts, &c. Among the new designs is the Bulett patent spindle business wagon—the side springs and connections of which are of Mr. Wm S. Bullet's own invention. This vehicle is a modification of the buckboard, but the patent springs give it an easy, steady motion, avoiding the disagreeable quick jerk in ordinary side-bar vehicles."[32]

With an ample production of vehicles (see workers below) along with a promotional catalog, Bulett, in March, opened a carriage show room or so-called "carriage repository at No. 18 North Howard street, Baltimore." According to the newspaper his products were "of the best quality and finish, and at remarkably low prices."[33]



This repaired photograph of some of the Bulett Carriage Company employees was supplied by James O. DeBow of Bel Air and appeared in *The Aegis* on June 1, 1978.

In an article titled "As Others See Us" in *The Harford Democrat* on June 6, 1890, a visitor to Harford County drove around Bel Air and its environs observing, "The principal industry of Bel Air is the Bulett Carriage Works, which employs sixty men and has a capacity of 2,500 vehicles a year." Learning how this very successful business came into being, he opined:

> The manager of the company, and its motive power, is Mr. W. S. Bulett. He is a young man who made a success of carriage building at Delta, 17 miles away. The people of Bel Air seeing which and knowing a good thing when they see it, offered him capital to come to Bel Air. A stock company was formed, and now money from these carriages is coming back to Bel Air from every State in the South.

This is a model for success, fueled by an idea, capital, and hard work.

Hoofing It Up

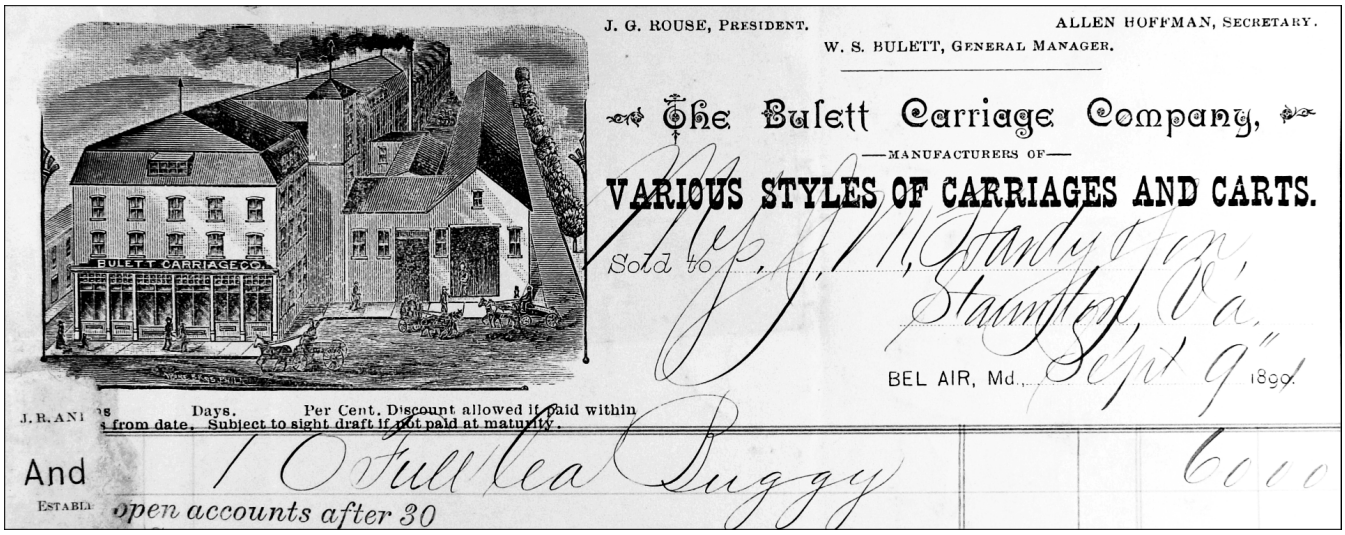
"The Bel Air Specialty Company, composed mostly of employees at the Bulett Carriage Factory, gave an interesting and varied entertainment at the Town Hall, on Wednesday, before a crowded house." [*The Aegis and Intelligencer*, April 25, 1890.]

In July 1890, Bulett ran a help-wanted ad soliciting carriage apprentices with the caveat, "None but those who are willing to work need apply."[34] In August, the business was looking for "Two reliable Men, who are acquainted in Baltimore and Harford counties, to sell Carriages. None but those who can give strict attention to the business need apply."[35] Bulett was a no-nonsense business man who wanted to surround himself with like-minded employees.

Cent Gets Sent Back
Mr. Lovering, engineer at the Bulett Carriage Factory, many years ago lost in Washington city a copper cent with his father's name stamped upon it. A few days ago Mrs. Lovering received some change, in Mr. James C. Young's store and among it was the identical pocket-piece which her husband had lost twenty years before. [From *The Aegis and Intelligencer*, February 20, 1891.]

Working in a fast-pace operation portended an occasional mishap. *The Harford Democrat* reported on August 22, 1890 that, "Mr. Pearl Wilson, while working in the Bulett Carriage Factory, Monday, received a severe, though accidental blow on the head from a sledge hammer in the hands of his assistant. An ugly gash was made in the scalp but no serious damage was done." Later in the year on November 14th, *The Aegis and Intelligencer* noted David Colson "was severely injured, on Wednesday, by a piece of timber falling on his head. Dr. E. Hall Richardson dressed the wound."

On September 9, 1891, Messrs. J. M. Hardy and Son both of Staunton, Virginia[36] bought what appears to be a #10 full leather buggy for $60 from the Bulett Carriage Company. Fortunately, this invoice has been preserved in The Historical Society of Harford County Archives and a portion of it has been reproduced below.


J. G. ROUSE, PRESIDENT. ALLEN HOFFMAN, SECRETARY.
W. S. BULETT, GENERAL MANAGER.

The Bulett Carriage Company,
—MANUFACTURERS OF—
VARIOUS STYLES OF CARRIAGES AND CARTS.

Sold to M. J. M. Hardy & Son
Staunton, Va.
BEL AIR, Md., Sept 9 1890

Days. Per Cent. Discount allowed if paid within
from date. Subject to sight draft if not paid at maturity.

And 1 Full Leather Buggy 60 00

open accounts after 30

This would be one of the last routine sales made by the company, as on September 18th, 1891 a fire completely destroyed the carriage facility. *The Harford Democrat* of September 23rd reported:

> The flames, which apparently started in or near the paint room,[37] on the third floor, were seen about three o'clock, A. M., almost simultaneous by Mr. Daniel Carroll, Mr. John R. Farley, Mrs. Salada [Sallada] and Mr. Edwin Lee, all of whom live on the opposite side of Thomas street / The alarm was quickly spread, and in a few minutes Section No. 2 of the Fire Company had a hose connected with a fire plug and was playing on the flames / Meanwhile willing hands and strong muscles had been at work in the lower part of the factory, saving what could be moved / Mr. Edwin Lee had at first alarm run to

> the factory, smashed through the plate glass window of the show room, opened the doors and had run out three carriages out before assistance came. Other men soon came to his aid, and by heir united exertions all the completed work was removed from both the show room and the adjoining annex wareroom. In all vehicles to the value of more than a thousand dollars were removed and carried to a place of safety.

The carriage factory was a complete loss and in early October the company moved to have a "Peremptory Sale [of] Carriages, Buggies Phaetons, &c." on Wednesday, October 14, 1891 at the fairgrounds where the vehicles "will positively be sold to [the] highest bidder."[38] There was another pubic sale on Monday April 4, 1892 explaining, "In order to close up the business of the Bulett Carriage Co., all the following vehicles they now have on hand will be sold at public auction in front of the Court House, Bel Air."[39]

Finally, in the spring of 1893 there was a stockholder meeting with an accounting of the financials:

> The resources of the company, including uncollected debts, is $13,744.67. The liabilities to preferred stockholders are $7,750 leaving a balance of about $6,000 to be divided among the original stockholders, whose holdings amounted to $26,088.40. Provided all of the claims held by the company are collected, original stockholders would receive something, but a large amount of these claims are in other States and are uncollectable. The chances, therefore, are that the original investors will get nothing. The losses of the company amounted to about $20,000.[40]

Horse Nailed by Shoe Print

"A horse belonging to Robert Heaps, of South Delta, ran away last week, upsetting the buggy and throwing Mr. Heaps out. The animal in some way got its foot through the glass front of the Bulett Carriage Works and left the print of its shoe on the floor of the show room. The horse was slightly injured and buggy was little hurt." [From *The Harford Democrat,* June 26, 1896.]

Meanwhile, on January 22, 1892, *The Aegis and Intelligencer* had noted that Bulett "is preparing to engage in the manufacture of carriages, in Delta, about the 1st of February." In several years his production had outpaced his buyers, so in November 1898 it was mentioned in *The Harford Democrat* of November 11th that, "Mr. Bulett will sell a large lot of his best carriages at public sale, at Harford Furnace, Tuesday Next." By summer of 1900, the same newspaper on July 27th noted Bulett "has closed a contract with Baltimore people for $25,000 worth of carriages to be delivered before January." The company was doing a large business and had taken on as much work as they could complete.

By 1907, Bulett had moved to Philadelphia where "He is the travelling representative of a large wholesale carriage factory."[41]

1889 – McVey & White's Carriage Shop was scheduled to be dedicated on Tuesday June 11, 1889 in Havre de Grace according to an article in *The Harford Democrat* of June 7, 1889. Indeed, the *Havre de Grace Republican* of June 14th reported, "The hop at Messrs. McVey & White's new hall, last Tuesday evening, was a very pleasant affair. Thirty-six couples composed the grand march, and many more dancers joined the throng afterwards."

When the large 80 by 70-foot building was under construction at the corner of Stokes and Otsego streets, it was planned that the lower floor

would be utilized by Joseph L. McVey, blacksmith (see ad below)[42] and Thomas M. White, wheelwright, for their firm's business. It was hoped by others that "Messrs. McVey and White would not divide the [second floor] room, but would keep it for the accommodation of gatherings requiring large space."[43]

THE Neverslip Horse Shoe.

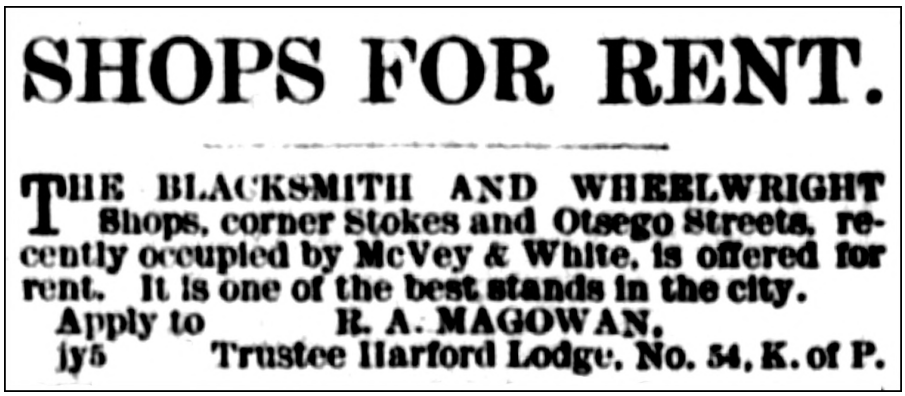
BEST HORSE SHOE EVER INVENTED.

Neverslip.

Every owner of a horse should have him shoe with the "Neverslip" Shoes. The undersigne having secured the exclusive right to use thi shoe in this section, is prepared to shoe horse with the "Neverslip" at his Keystone Blacksmiti Shops. Give him a call and examine the meri of this shoe.

J. L. McVEY,
Havre de Grace, Md.

It appears the businesses had moved into the first floor by the following month, however, the ad below in the *Havre de Grace Republican* on July 5th suggested that McVey and White had decided to pursue other opportunities.

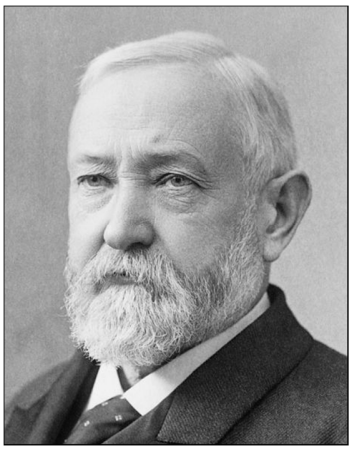

SHOPS FOR RENT.

THE BLACKSMITH AND WHEELWRIGHT Shops, corner Stokes and Otsego Streets, recently occupied by McVey & White, is offered for rent. It is one of the best stands in the city.

Apply to R. A. MAGOWAN,
jy5 Trustee Harford Lodge, No. 54, K. of P.

It is interesting that there is no mention of a carriage operation, but only the co-location of blacksmith and wheelwright shops. No doubt they could have repaired carriages, but a mention of manufacturing carriages has not been found.

Subsequent to this the upper floor was used for meetings such as the one held by the Venus Council, Senior Order American Mechanics and the Havre de Grace Methodist Episcopal Sunday School as a fund raiser featuring a "Pound Auction."[44]



In May 1889, Joseph L. McVey's wife, Josephine, delivered "Twins—a 'pigeon pair,' a boy and a girl," who were named Benjamin and Carrie in honor of President Benjamin Harrison (see left) and his wife, Carrie. They received a thank-you letter from the White House staff.[45]

Joseph L. McVey was born on June 3, 1846 and after his death on March 25, 1915, he was buried in Angel Hill Cemetery. Thomas M. White was born in 1851, traded as the Keystone Shop in Havre de Grace by the 1880s and died on June 30, 1934.

1889 – Fletcher & Tarring Carriage Factory operated a carriage repository in Aberdeen working out of an old saw mill according *The Aegis and Intelligencer* of December 13, 1889. It was reported, "They intend to keep on hand a large assortment of vehicles of all kinds. This is in addition to their furniture warerooms and undertaking business." *In the District of Columbia Gazetteer and Business Directory for 1891-'92* A. R. Fletcher was listed as a blacksmith and undertaker, while the company of Fletcher & Tarring were undertakers and dealt in furniture.

By April 15, 1910, with the automobile making inroads on the carriage business, the same newspaper reported, "Mr. Henry Tarring has purchased the building once used as Smith & Grafton's carriage repository, and will convert it into a machine store."

Alonzo Ringgold Fletcher was born in 1847 and died in 1914. Henry Tarring was born in 1852 and died in 1927.

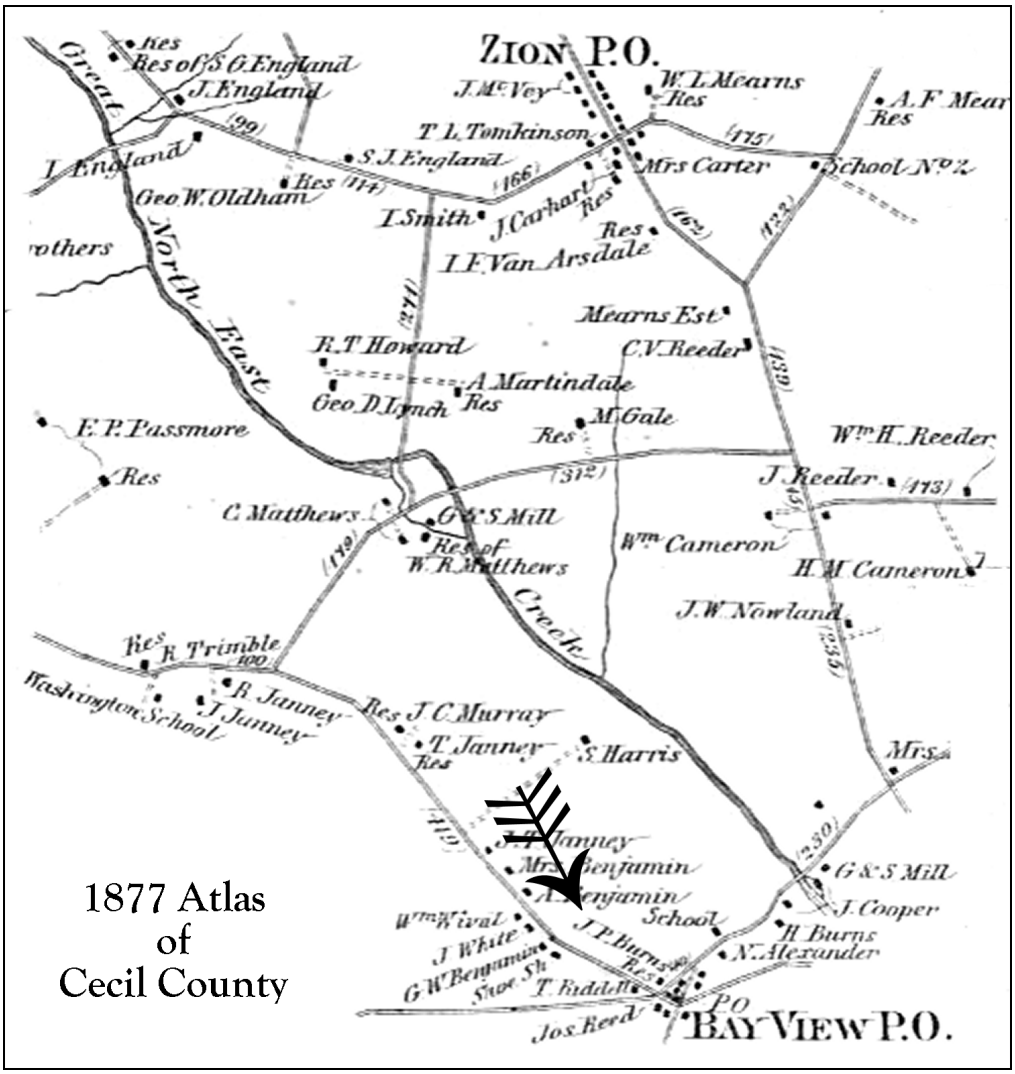
---

[1] *The Harford Democrat*, September 12, 1884; also see *The Aegis and Intelligencer*, July 25, 1884.
[2] Henry C. Peden, Jr. and Jack L. Shagena, Jr., *Under the Spreading Chestnut Tree: The Village Blacksmith in Rural America as Evidenced by Early Smiths in Harford County, Maryland* (Bel Air, MD: Self-published, 2007), p. 219.
[3] This ad ran in *The Aegis and Intelligencer* from February 29 to at least July 11, 1884.
[4] *The Aegis and Intelligencer*, February 12, 1886.
[5] *The Aegis and Intelligencer*, February 23, 1888.
[6] *The Aegis and Intelligencer*, March 18, 1910.

[7] *The Aegis and Intelligencer*, December 16, 1921.
[8] Baltimore *Sun*, July 29, 1897.
[9] *Havre de Grace Republican*, October 3, 1884.
[10] Seth L. Kinsey, *Certificate of Death*, Pennsylvania, File No. 71195, August 16, 1948.
[11] *The Delta Herald*, February 15, 1884.
[12] Harford County Land Records ALJ 58:343; *The Delta Herald*, April 22, 1887.
[13] Harford County Land Records WSF 73: 232.
[14] *The Aegis and Intelligencer*, August 12, 1892.
[15] Henry C. Peden, Jr. and Jack L. Shagena, Jr., *Under the Spreading Chestnut Tree: The Village Blacksmith in Rural America as Evidenced by Early Smiths in Harford County, Maryland* (Bel Air, MD: Self-published, 2007), p. 307.
[16] *The Aegis and Intelligencer*, January 27, 1893.
[17] *The Aegis and Intelligencer*, October 2, 1896.
[18] *The Aegis and Intelligencer*, December 4, 1896.
[19] *The Aegis and Intelligencer*, June 7, 1912.
[20] *The Aegis and Intelligencer*, November 4, 1887.
[21] *The Aegis and Intelligencer*, March 16, 1888.
[22] *The Aegis and Intelligencer*, May 4, 1888.
[23] *The Aegis and Intelligencer*, April 1, 1892.
[24] See Henry C. Peden, Jr. and Jack L. Shagena, Jr., *Country Stores: Harford County's Rural Heritage* (Bel Air, MD: Self-published, 2015), p. 124.
[25] *The Aegis and Intelligencer*, August 17, 1888.
[26] *The Harford Democrat*, May 12, 1882.
[27] *The Aegis and Intelligencer*, August 17, 1888 and September 28, 1888.
[28] *The Aegis and Intelligencer,* August 24, 1888.
[29] *The Harford Democrat*, January 11, 1889.
[30] *The Harford Democrat*, March 15, 1889.
[31] *The Aegis and Intelligencer*, May 17, 1889.
[32] *The Aegis and Intelligencer,* February 21, 1890.
[33] *The Aegis and Intelligencer*, March 28, 1890.
[34] *The Harford* Democrat, July 4, 1890.
[35] *The Harford Democrat*, August 1, 1890.
[36] Research identifies this was probably John M. Hardy (15 Dec 1826 - 18 Dec 1894) who is buried in Thornrose Cemetery in Staunton, VA. He was a master carriage maker on Market Street and his son, William H. Hardy, was living with him in 1850 and working as a carriage trimmer.
[37] *The Aegis and Intelligencer* of September 25, 1891 reported, "One theory is that it was the results of spontaneous combustion of rags saturated with linseed oil" that caused the fire.
[38] *The Harford Democrat*, October 9, 1891.
[39] *The Harford Democrat*, March 18, 1892.
[40] *The Aegis and Intelligencer*, April 21, 1893.
[41] *The Harford Democrat*, March 15, 1907.
[42] *Havre de Grace Republican*, January 4, 1889.
[43] *Havre de Grace Republican*, June 14, 1889.
[44] *Havre de Grace Republican*, July 5, 1889.
[45] *Havre de Grace Republican*, April 5 and May 17, 1889.

5. Burns Brothers, 1890-1918

Background -- The Burns Brothers carriage business in Havre de Grace began in 1890 and ran almost three decades until 1918 when declining sales prompted the brothers to convert their factory into apartments. It was organized and headed by Walter Ellsworth Burns who was born in the Bay View area of Cecil County in 1865 (see the map shown below).



In 1877, Bay View (which did not overlook the Chesapeake) was a post office village where the name of J. P. Burns can be seen highlighted by the arrow. Jonathan Patterson Burns, grandfather of Walter, had settled in the area by 1838 when his wife, Jane Alexander Burns, gave birth to George Alexander Burns, Walter's father.[1]

George married Anna Louisa Priest on December 31, 1862 at Zion, which was several miles north of Bay View (see above map). Anna had been born in Philadelphia, but came to Cecil County in the Zion area in 1852 where her father, Isaac Bird Priest, established a blacksmith shop.

The married couple settled on a 77-acre farm known as Hopewell along the Great North East Creek to the northeast of Bay View. This land would later be bequeathed to George by his mother in her will dated 1876. After the birth of Walter in 1865, eleven more children followed, ten of whom reached adulthood including four brothers: J. Isaac (1868-1942), R. Norris (1870-1946) Alfred G. (1872-1965), and Charles B. (1879-1968). All of them would later join Walter E. in the carriage business he started in 1890 at Havre de Grace.

The rest of the family remained on the farm in Bay View. Sometime prior to 1883, George and Anna bought on credit a parcel of land in another part of Cecil County that contained a frame two-story, 20 by 36-foot dwelling on a lot that was slightly less than one acre. It appears, however, that payments were not made as scheduled.

A $1600 mortgage held by Dr. P. B. and Mary V. Housekeeper of Cecil County on this property went into default. This parcel and their 77-acre farm were advertised in the *Cecil Democrat* to be sold on November 14, 1893 (see right).[2] George and Anna with their family subsequently relocated to Havre de Grace where son Walter had already engaged in business.

ATTORNEY'S SALE

—OF MORTGAGED—

REAL ESTATE,

IN CECIL COUNTY.

By virtue and in execution of a power contained in a mortgage from George A. Burns and wife, dated the 9th day of February, 1889, and recorded in Liber J. A. D., No. 17, folio 432, &c., one of the Mortgage Record Books of Cecil County, the undersigned, the attorney named in said mortgage, will offer at Public Sale, on

Tuesday, 14th day November, 1893,

AT 11 O'CLOCK A. M.,

at the Court House door in the town of Elkton, in Cecil County aforesaid, the property mentioned and described in said mortgage.

This property consists of a tract or parcel of land containing

77 ACRES,

MORE OR LESS,

situate in the Ninth Election District of said county, at Bay View, and a separate lot or parcel situate at the same place in the Fifth Election District, containing

155 7-10 SQUARE PERCHES.

The improvements on the larger tract consist of a COMMODIOUS TWO STORY FRAME DWELLING, 20x36 feet, in good repair, containing 7 rooms, porch in front and an excellent dry cellar, and a well of pure water at the door. Also, a Frame Stable, containing stabling for 4 horses, a Granary 16x29 feet, and other usual outbuildings. The location of this property is one of the most eligible in the county, being within three miles of the P., W. & B. R. R., at North East, and two miles of the B. & O. R. R. at Leslie. The soil is excellent, well adapted to the production of all kinds of fruits and cereals, 50 acres being arable, and the residue set in a fine growth of large white oak, black oak, chestnut and poplar timber.

The improvements in the smaller lot consist of a TWO STORY DOUBLE FRAME DWELLING containing 4 rooms on one side and 3 on the other with a good dry cellar, porch in front and well of water on the premises.

TERMS OF SALE.—The mortgage provides that the whole of the purchased money shall be paid in cash on the day of sale, but more liberal terms may be made with the mortgagee. Cost of conveyance to be paid by the purchaser.

J. WESLEY FALLS,
Attorney named in the mortgage.

SHOCKLEY & SMITH, Aucts. oct21 ts

Beginning of the Burns Brothers Carriage Factory. On March 26, 1890, Walter Ellsworth Burns, age 25, acquired the former Empire Carriage Shops in Havre de Grace, which were located at the corner of Water and Erie streets near the Canal Basin.[3] Up until mid-1883 the shops had been operated by John T. Alexander, blacksmith and wheelwright, who because of failing health had sold the facilities to the B & O Railroad.[4] Burns announced his new operation with the notice in a newspaper below.[5]

CARRIAGE SHOPS.

Having taken possession of the "ALEXANDER EMPIRE) CARRIAGE SHOPS of this city, and having had several years experience in the Carriage Business and Horseshoeing. I am prepared to do all kinds of work in these branches entrusted to me, at reasonable prices. CARRIAGE REPAIRING and ORDERED WORK A SPECIALTY. Call and see me. Near the Canal Basin.

W. E. BURNS.

This was the beginning of Burns Brothers carriage manufacturing in Havre de Grace

Burns mentioned his experience in the carriage business and horseshoeing that may have begun near his family farm in Cecil County, as his maternal grandfather, Isaac Bird Priest, was a blacksmith, who worked in the Zion area.

Burns attracted some attention in June 1890 by producing a wagon for Messrs. Morgan Brothers that was noticed because of "its beauty of construction and adornment." Credit was given to Burns "who is gaining a well-earned reputation for the excellence of his work."[6]

On August 29, 1890, Burns advertised his services in the *Havre de Grace Republican* noting:

> Why ride in open wagons and carts, exposed to sun and storm, when a "Burns Park Cart" can be had so cheap, considering the high grade it maintains? Dr. Smith says he rides in this cart with as little fatigue as he does in his phaeton. Call at Empire Shops and see them. Seven more just finished.

Copped-Coat Culprit Canned

"Walter E. Burns charged William Sherwood with larceny of a coat from his wheelwright shop, near the canal basin. The accused was convicted and sentenced to the House of Correction for ninety days." [From the *Havre de Grace Republican*, August 14, 1891.]

The *District of Columbia Gazetteer and Business Directory for 1891-'92* under the heading of Carriage Makers and Repositories listed W. E. Burns in Havre de Grace. On May 8, 1891 in the *Havre de Grace Republican* Burns made a rather surprising offer. Perhaps it was the forerunner of the extant "try then buy" automobile commercials. It read, "For the next two weeks, to any responsible party, (for a reasonable drive,) I will loan one of my 'Park Carts' that they may test their superior riding qualities." The cart must have embodied some desirable features, as in July 1892, "Mr. W. Burns, of this city, has filed an injunction in the United States Circuit Court, Baltimore, against a Baltimore firm for manufacturing and infringing on his patent for cart. Mr. Burns claims $10,000 damages."[7]

Not just advertising carts, Burns offered a covering for an existing buckboard promoting, "Not an umbrella, but a neat and durable canopy top with beautiful fringe; also curtains and apron complete, for your buckboard. Fits all, is adjustable and a great protection from heat and storm."[8] The ad concluded, "Only $10.00. Apply to W. E. Burns," suggesting a transition away from the Empire Shops to his name that was now being recognized. Most likely Burns was acquiring the canopies from a distributor and selling at a competitive price, realizing he would likely enjoy a profit from the installation.

The Aegis and Intelligencer of October 13, 1893 reported that W. E. Burns had entered "several nice vehicles" for display at the Harford County Fair in Bel Air. Fairs would be a good venue to showcase his products and Burns would later have displays at county fairs in Maryland and Pennsylvania. By the end of the year in December, not too surprisingly, he was advertising "Cutters, Sleigh Soles and Harness Chimes."[9]

W. E. Burns is now **W. E. Burns & Company**.

A mention of "Messrs. W. E. Burns & Co." appeared in the *Havre de Grace Republican* of April 30, 1894 in reference to them "supplying a new outfit of carriages for C. W. Simpers, of North East, whose livery stock was recently destroyed by fire." The following month on May 18th in the same newspaper Burns suggested to readers, "Now is the time to get new carriages, or your old ones repaired and repainted." He was planting a seed hoping it would grow his business.

The *Havre de Grace Republican* of August 3, 1894 reported, "Mr. Harry A. Carroll has secured a pretty and unique wagon for his bread delivery. Its interior arrangements are complete for the purposes intended. Messrs. Burns Bros, this city, were its builders." It would take some time before the correct identification of the firm's new name would be used consistently.

Towards the end of 1894, *The Aegis and Intelligencer* mentioned the on-going work to construct for Mr. W. E. Burns a carriage factory. J. Frank Woodrow was the contractor who had a large force of men working "in order to get it under roof as speedily as possible."[10] By February 15th, the *Cecil Whig* noted, "W. E. Burns & Bros., the well-known carriage manufacturers of Havre de Grace, have about finished their new factory, which is a model in its line. We are glad to see this evidence of the firm's success, as the Messrs. Burns are Cecil county boys, who are pushing to the front rank."[11] *The Harford Democrat* provided a good description of the new facility that was reprinted (see below) in the *Havre de Grace Republican* of March 2, 1895.

Large Carriage Works in Havre de Grace.

W. E. Burns & Brothers, a firm of four, located in Havre de Grace, have been in business for about five years. They started with no capital of consequence, but they had skill, energy and honor that supplied its place. They have established a large business, and to improve their facilities and cheapen their product have erected a four-story building, 38x70 feet, with rooms for manufacture above and a show room 38x48 feet on the ground floor, with glass front. The latter from the Pittsburg works, and easily the best in city.

This building, with elevator and modern machinery, probably the best of its kind in the State, outside of Baltimore, is an evidence of what four hustling brothers can accomplish in five years by buying the raw material at the lowest price, manufacturing it in the most economical manner consistent with merit, and selling at popular prices. Their carriages at the last Harford Fair were admired for their strength and beauty, and were much commended.—[Harford Democrat.

Summary

The factory was 38 by 70 feet, four stories, with a 38 by 48-square foot showroom on the first floor, which was glass-fronted. An elevator moved material and vehicles from one level to the next.

From this it is learned that four Burns brothers were now engaged in the carriage business. In addition to W. E. Burns the founder, it seems certain he had been joined by brothers Jonathan Isaac, Reese Norris, and Alfred Grant. The youngest brother, Charles Brittingham Burns, would have been 16 years old, not yet at the age of majority, but would join the firm later.

A New "Social"

"The 'Philomathean Social' is the name of a new society organized here last week, for social and literary purposes, with the following officers: President, Walter E. Burns; vice president, Harry L. Virtue; treasurer, J. Isaac Burns; financial secretary, R. Norris Burns; recording secretary, George Pfaffenback; guide, W. E. Northman; watchman, Harry Pearson. This organization has at present enrolled about twenty members." [*Havre de Grace Republican*, July 6, 1895.]

Chester Barnard (1886-1965) stated that business has two functions: marketing and innovation.[12] Marketing is needed to sell the products; and innovation, or constant improvement in increasing the quality or lowering the cost, is absolutely required to keep competition from eating your lunch. W. E. Burns innately understood this. While his brothers would pay close attention to the innovation side, he was a master marketer. In June 1895 he is found in Elkton "looking after trade." The *Cecil Whig* noted, "The firm's carriages are seen all over Cecil county and the good quality of their work is steadily increasing their trade here."[13] Listening to the customer requirements, complaints, and foibles was a necessary part of planning for future success.

W. E. Burns was also interested in the arts so he and his brothers spearheaded a new group (see sidebar)[14] for social and literary purposes. The functions of the "guide" and "watchman" were not defined.

It was, and still is, customary for hotels to provide guest transportation between points of arrival and the place of accommodations. To this end "Mr. Isaac Hecht, the genial proprietor of Hecht's Hotel, has had a brand new hack built for the use of the patrons of his hotel. It is neat, nobby [*sic*] and attractive, in keeping with the excellence of his hotel. It was built by the Burns Bros. of this city."[15]

In the fall of 1895 the annual fairs were underway. The *Havre de Grace Republican* of September 28th reported, "Messrs. W. E. Burns & Bros. of this city, exhibited a fine line of the carriages, buggies, buckboards, &c., they manufacture at the Oxford Fair." *The Aegis and Intelligencer* of October 4th noted, "There are no vehicles of Bel Air manufacture on hand, but Messrs. Burns of Havre de Grace exhibits several specimens of their handiwork in the shape of elegant buggies, buckboards, carts, phaetons and surreys." About the Harford County fair in Bel Air, the *Havre de Grace Republican* of October 12th added the Burns display "attracted much attention, and their general excellence and fine appearance [were] widely commented on."

While building the carriage business over the last five years, the brothers had relied on complimentary spoken words of one person to another about the reliability and quality of their vehicles. As well, from start of the business, modest advertisements had been inserted into the newspapers relying on the printed word to elicit additional patronage from readers. This changed in 1896 when their first display ad appeared in the July 11th edition of the *Havre de Grace Republican*. It promoted a "Nice phaeton" and advised "We Build the Best for the Money; [and] Stand By You With Our Guarantee." (See the following page).

In 1896, W. E. Burns & Bros. exhibited at the Harford County Fair and were awarded four First Premiums for the double seat trap, extension top surrey, jump seat surrey, and Corning body end-spring buggy.[16]

WOULD YOU LIKE

To have a Nice Team like this, and your Best Girl or Better Half to sit by you and enjoy it? If so, you may have the horse and harness, but you had better come to us, if you want this

NICE PHAETON,

or any other style Carriage you may desire.

OUR MOTTO: Good Stock, Beautiful Finish, Elegant Design.

We Build the Best for the Money;

STAND BY YOU WITH OUR GUARANTEE

and sell our work for just what it is.

We can suit your pocket-book, no matter how lean or fat it may be.

W. E. BURNS & BROS.,

HAVRE DE GRACE, MD.

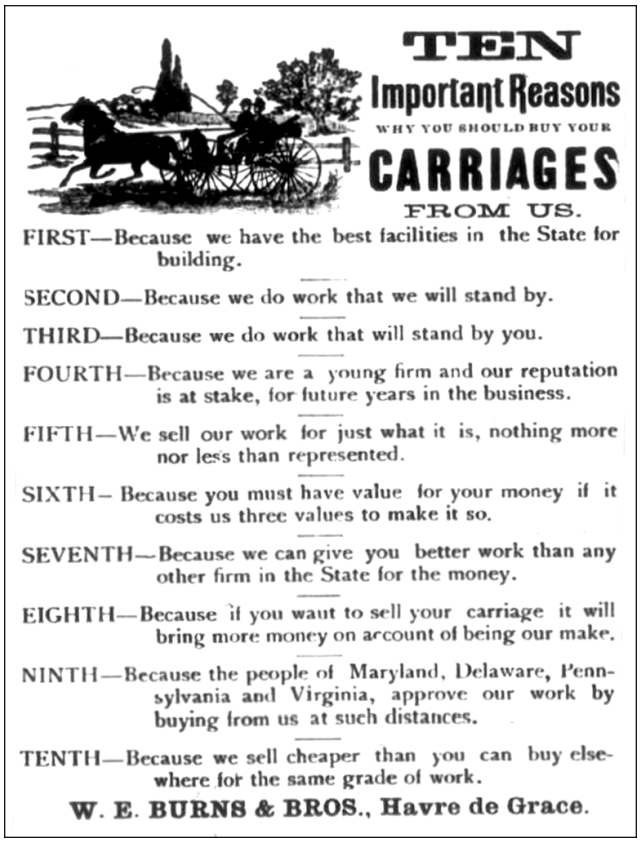
An Ad That Flies?

"'No flies on our carriages this year.' Excuse the expression, but we have screen doors. Read our new adv. [see left] on another column. Call and see our work and be convinced." [*Havre de Grace Republican*, October 31, 1896.]

This display advertisement appeared in mid-1896 and thereafter ran for many months in the *Havre de Grace Republican.*

Likely to forestall potential buyers from purchasing elsewhere, on April 3, 1897 the Burns Bothers advertised a tease in the *Havre de Grace Republican*, "Sale of Carriages, Harness, Bicycles, &c. We expect to have a large Public Sale of new and second-hand Carriages, Harness, Bicycles, etc., on Saturday, April 17th. Wait for it." The paper on April 24th reported, "The public sale . . . was largely attended. Twenty-seven new vehicles were sold, besides many second-hand ones. The prices realized were fair. This firm put up first-class work, and their output will always command good prices, whether at public or private sale."

To keep the attention of the public focused on their carriages, a new Burns display ad was developed that appeared in the *Havre de Grace Republican* on May 5, 1887 (see the left-side on the following page).



The following year on May 15th their newspaper ad had been revised listing the "Ten Important Reasons" to buy a Burns carriage (see above). One month later on June 12, 1897, the paper mentioned:

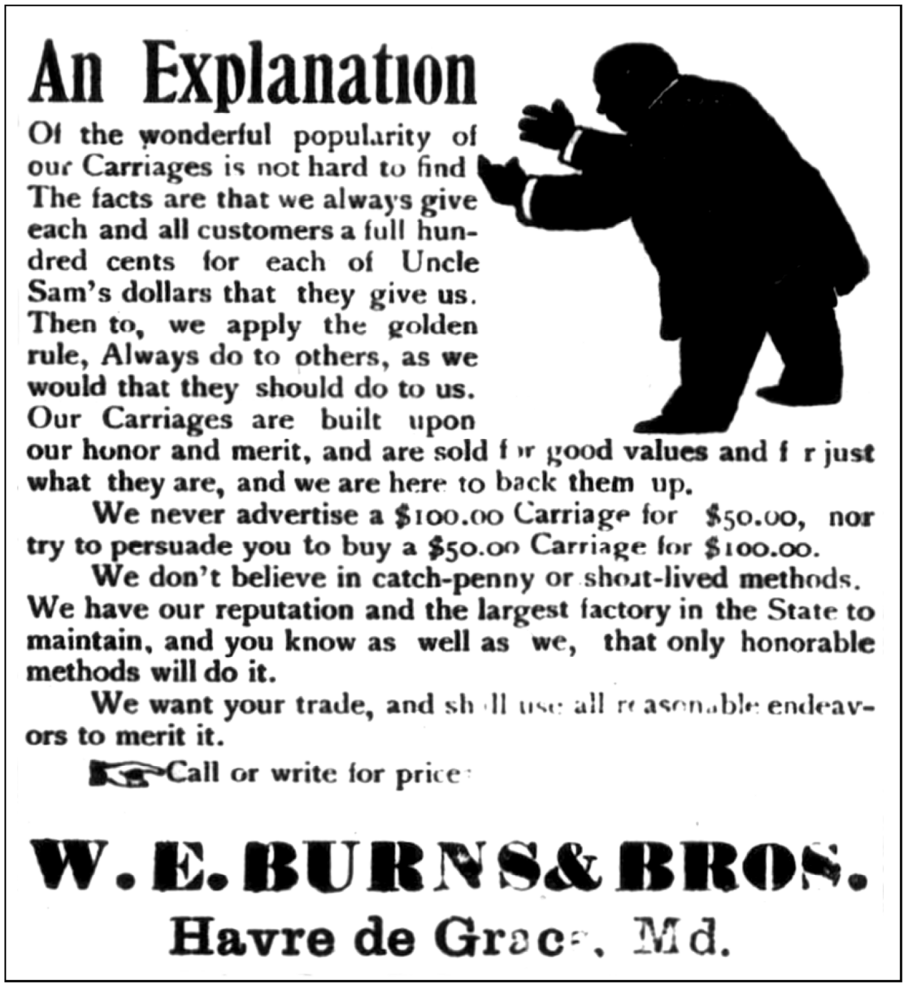
> **A Fine Carriage**. Messrs. W. E. Burns & Bros. have just completed at their carriage factory on Green street, a handsome four-seated Pittsburgh Rockaway for the Hon. Hugh J. Jewett. The running gears are painted green striped in gold, and the body finished in black with blue panels. The initial "J" appears on the doors in colors. The vehicle is certainly a beauty, and a credit to this enterprising firm as well as to the city. For first-class work this firm can not [*sic*] be excelled, while their prices are in keeping with the times.

Business seemed to be doing well, so the brothers decided to modernize their manufacturing operations in late 1898 by putting "in steam power to run the various departments of their plant."[17] An addition to the rear of their building, 38 by 48 feet and four stories high, was contracted to S. W. Touchton, and upon completion their facility would be brought up to date and increased in size to 118 by 38 feet.

A trade magazine, *The Carriage Monthly*, in March 1899 advised their readers, "W. E. Burns & Bros., Havre-de-Grace, Md., wholesale and retail dealers in fine carriages, are doing a good business in their section of Maryland. Their trade extends throughout Maryland, Pennsylvania, Delaware and Virginia. They have a finely equipped plant, and do good work, and deserve the success they are having." The following July the elder Burns made a trip to Elkton where the *Cecil Whig* reported the company has "lots of well-pleased customers." He signed up Edward Taylor for a trap to be used in his livery.[18]

As the leaves were turning to gold in the latter part of 1899, the brothers exhibited their wares at the Baltimore County Fair in Timonium. Hoping to add a gold or silver lining to their profits in the years ahead, the reception was decidedly bronze. It was reported "they are attracting a great deal of attention, and for which the firm received from the judges 'honorable mention on top buggy and cut-under carriage.'"[19]

With the following year, however, there came a new display ad featuring a rotund and well-dressed fellow with outreached arms delivering heart-felt sales pitch, which was focused on good value for the money and honest dealing. As the largest carriage factory in Maryland they sought to remain in that position by using "honorable methods" in their customer relations (see below).


An Explanation

Of the wonderful popularity of our Carriages is not hard to find The facts are that we always give each and all customers a full hundred cents for each of Uncle Sam's dollars that they give us. Then to, we apply the golden rule, Always do to others, as we would that they should do to us. Our Carriages are built upon our honor and merit, and are sold for good values and for just what they are, and we are here to back them up.

We never advertise a $100.00 Carriage for $50.00, nor try to persuade you to buy a $50.00 Carriage for $100.00.

We don't believe in catch-penny or short-lived methods. We have our reputation and the largest factory in the State to maintain, and you know as well as we, that only honorable methods will do it.

We want your trade, and shall use all reasonable endeavors to merit it.

Call or write for prices

W. E. BURNS & BROS.

Havre de Grace, Md.

The first notice of this advertisement appeared in the *Havre de Grace Republican* on January 27, 1900. It would run for many months thereafter.

Previously, *The Carriage Monthly* had mentioned that Burns operated in Maryland, Pennsylvania, Delaware, and Virginia and now the District of Columbia can be added. The *Havre de Grace Republican* of August 11, 1900 reported "W. E. Burns & Bros., of Havre de Grace, the largest carriage manufacturers in the State of Maryland, will shortly ship to Washington, D.C., a carriage that cost $1,500."

In what was described by *The Harford Democrat* of August 24, 1900, as "A Terrific Storm in the County" of such a magnitude "never known before," which destroyed property worth thousands of dollars including carriages owned by J. Crawford Thompson. In the same issue the newspaper also reported:

> **A Grateful Act**.—Messrs. W. E. Burns & Bros., of Havre de Grace, the well-known carriage builders, have offered to rebuild the carriages, free of cost, of Mr. J. Crawford Thompson's which were wrecked by the recent terrific storm. This was a graceful act on the part of the Burns Bros. and Mr. Thompson thoroughly appreciates the kindness and good feeling displayed by his many friends.

While the firm was giving back to the community, the following month the elder Burns, "had the misfortune, last Saturday evening, of losing one of his handsome matched pair of bay carriage horses. The horse was a valuable one and was taken sick with colic, while out driving, but was able to be brought home, where he died the same evening."[20]

"Among the successful enterprises of Havre de Grace, Md., the carriage factory of Messrs. Walter E. Burns & Bros. occupies a most enviable position. This house was established in 1890, the firm being composed of Messrs. Walter E., J. Isaac, R. Norris, Alfred G. and Chas. B Burns. They began in a small way the manufacture of various kinds of vehicles and their energetic and progressive methods resulted in a short time in the recognition of the excellence of their output and the consequent ready sale of their goods, so that today their carriages, etc., are in use not only throughout Maryland, but in Pennsylvania, New Jersey and Virginia, and have also reached New York, St. Louis and Chicago.

"The growth of their business, which has been most gratifying, is largely due to the fact that each member of the firm has some special branch of the work under their personal supervision, and in this way good and careful workmanship in every detail is assured.

"The phenomenal success, resulting in the extensive increase in the demand for their goods, has necessitated the enlargement of their factory from time to time. Their works cover a large area of ground, the factory being a substantial four-story structure, which is a model of completeness in its equipment for manufacturing purposes."

The premiums taken away from the 1899 Baltimore County Fair had been disappointing, but 1900 results would be decidedly different. This year there were eight well-known carriage manufacturers exhibiting a total of 57 vehicles. The *Havre de Grace Republican* of September 22nd reported among these was "Messrs. W. E. Burns & Bros., who had on exhibition five different styles of vehicles, from their factory, and for which they were awarded Five First Premiums, they being acknowledged to be all and each one of them entitled to rank best in their respective classes."

With winter approaching, the December 8th issue of the *Havre de Grace Republican* carried a Burns advertisement, "Besides a full stock of new work, we have about 25 second-hand carriages that we will close out at very low prices. Call soon if you want first choice."

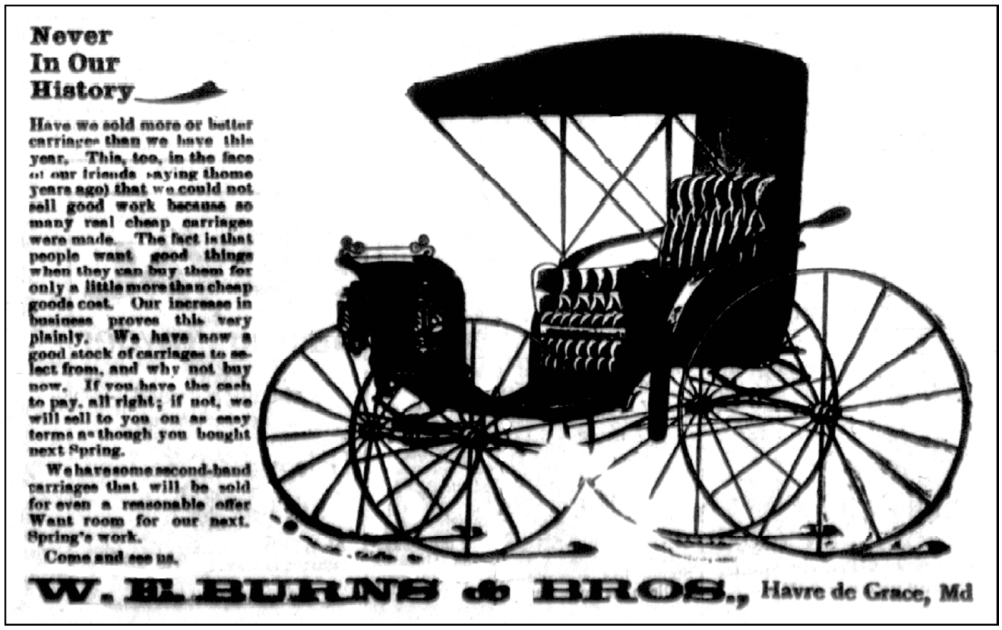
In early December 1901, the *Baltimore Morning Herald* printed a picture of the W. E. Burns & Bros.' carriage factory in Havre de Grace and the accompanying article is shown at the left. At this time the Burns principles were: Walter E., J. Isaac, R. Norris, Alfred G. and Charles B. Their vehicles were sold in Maryland, Pennsylvania, New Jersey, New York, St. Louis, and Chicago. According to the article, "The growth of their business, which has been most gratifying, is largely due to the fact that each member of the firm has some special branch of the work under their personal supervision."[21]

Fire in the early morning of September 16, 1902 destroys the Burns carriage factory.

The *Aegis and Intelligencer* of September 19, 1902 reported a "Big Fire in Havre de Grace" that consumed the "carriage factory of W. E. Burns and Brothers." The blaze broke out in a small house adjacent to the Burns facility but soon spread to their wooden building, which was almost totally destroyed before the fire company arrived on the scene. The building and its contents were valued at about $25,000 that exceeded the insurance carried by the company.

A new display advertisement (see below) appeared in the *Havre de Grace Republican* on September 20th, a few day after the factory burned. Obviously, such ads ceased until after the time the operation was back up and running. The small print reads:

> **Never In Our History** Have we sold more or better carriages than we have this year. This, too, in the face of our friends saying (some years ago) that we could not sell good work because so many real cheap carriages were made. The fact is that people want good things when they buy them for only a little more than cheap goods cost. Our increase in business proves this very plainly. We have now a good stock of carriages to select from, and why not buy now. If you have the cash to pay, all right; if not, we will sell to you on easy terms as though you bought next Spring / We have some second-hand carriages that will be sold for even a reasonable offer. [We] Want room for our next Spring's work / Come and see us.



Insurance adjusters were on the scene by the end of the month with the brothers receiving a check for $10,500 for the building and its contents. Plans to rebuild were already underway as a lot with a dwelling on the corner of Green Street and the alley was purchased from John Donnelly for $1,070. This provided the brothers 100 feet on Green Street with a depth of 180 feet, which was adequate for their planned three-story 48 by 152 feet brick structure. Before the start of construction, the dwelling on the lot was moved to the previous location of the destroyed factory.[22]

W. E. Burns Marries

On Thursday evening February 26, 1903, Walter E. Burns was married to Miss Winifred Charshee by Rev. F. Humphrey at the St. John's Protestant Episcopal Rectory. [The *Havre de Grace Republican*, February 28, 1903.]

The *Havre de Grace Republican* of October 18th reported, "Messrs. W. E. Burns & Bros. are pushing the re-building of their Carriage Factory and have over a dozen brick layers at work." One week later the paper reported a bit of a setback advising, "The tool house of Messrs. W. E. Burns & Bros. was broken into on Wednesday night and a lot of new tools belonging to the firm, and other tools belonging to the carpenters at work on the new building were stolen." Construction progress continued and on February 28, 1903 the paper advised the firm is "now ready for business in every department, and work this week had been started on one hundred fifty carriages of different designs, and the establishment is indeed a busy one these days."

The new 1903 Burns Brothers factory is shown. [Image is from an undated letterhead courtesy of William Hollifield.]

Burns Brothers became the new name of the Havre de Grace carriage manufacturing company.

The company had been reorganized as Burns Bros. with capital stock in the amount of $25,000, which was 100 percent owned by the five brothers. The officers of the new enterprise were: President, Walter E. Burns; Vice-President, J. Isaac Burns; Secretary, Charles B. Burns; Treasurer, R. Norris Burns; and, Manager, A. G. Burns. Their new ad in April 18th edition of the *Havre de Grace Republican* is below.

With Our New Factory

And nearly doubled capacity, we are out for business as never before. With these new conditions we honestly believe we are now making the very best carriages made in this country that it is possible to make for the money asked, and if you now see our finished work we think you cannot help but agree with us. We sell no new carriages, except as made by ourselves, and we guarantee their quality. In this way we do not have to wait to hear from manufactuerrs and possible delay should anything occur not being satisfactory, besides we make and sell at a price that we could not afford to do if we bought from another manufacturer, paid heavy freights and added the dealer's profits. Of course a manufacturer must have a factory equipped up to date, and build in large quantities, and exercise every possible means of economy in the manufacture. This we believe we have, and do, equal to any manufacturerer, either in the North, South, East or West.

LET US CONVINCE YOU.

BURNS BROS., Havre de Grace.

As well, the carriage company that had risen from the ashes akin to the Phoenix and the firm prophesized elsewhere in the same paper, "The very best time for new Runabouts, buggies, carriages, etc., is about here, and we believe the very best place to buy them is at a factory where they are made up-to-date and sold at the lowest possible prices." This sales pitch would run for a number of issues.

Play Ball!

Mentioned in the *Havre de Grace Republican* of July 4, 1903 was a baseball game that had been played between the employees of the American Can factory and those of the Burns Brothers company. This appears to be the first reference to the team that would be known as the Burns Bros. Runabouts, which would later play against teams from other geographical areas.

It is known that W. E. Burns & Bros. printed a carriage catalog that illustrated more than 30 different vehicles they would manufacture; however, the catalog is undated. Nevertheless, information contained therein mentions "now we occupy our new factory," which occurred in early 1903 just before the company's name was changed from W. E. Burns & Bros. to Burns Bros. Therefore, the catalog is likely dated 1903, although no newspaper mention of it has been uncovered. The title page of the catalog is shown below.

W. E. BURNS & BROS.,

FINE CARRIAGES,

HAVRE DE GRACE, MD.

The introduction addressed, "To All Users of Carriages" and boasted their firm is "the best and largest in the State, equipped with modern improvements for the most economic manufacture of Carriages of all kinds." (See below).

TO ALL USERS OF CARRIAGES

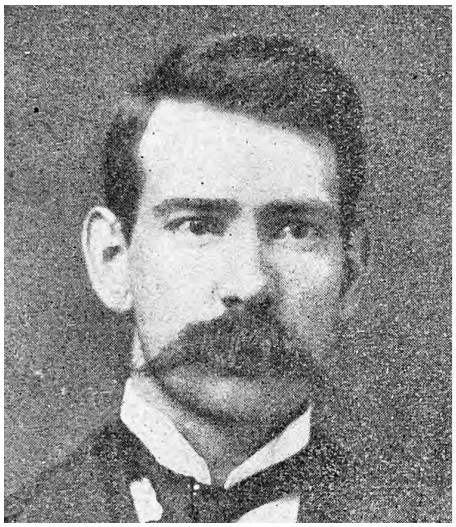
HEREWITH we present to your kind consideration our Catalogue of Fine Carriages, in which you will find many new and elegant designs. We have been before the people for a number of years, and our work is favorably known as the best. We build other designs besides those shown, and have the facilities to build any style known to the trade. Our reference and responsibility are our customers, or any one to whom you may write in this city. Our increase of business for the past nine years has even surprised ourselves, and now we occupy our new factory, the best and largest in the State, equipped with modern improvements for the most economic manufacture of Carriages of all kinds. It has ever been, and always will be, our aim to give the very best value for the money, without any catch-penny or misrepresentation methods about it. Whatever we sell you must be just as we represent it, if it costs us twice what you give us to make it so, and you can always depend upon it that our prices will be the very lowest that high and medium grades of work can be built for. This is proven by our enormous city and country patronage of the past few years.

W. E. BURNS & BROS.,

HAVRE DE GRACE, MD.

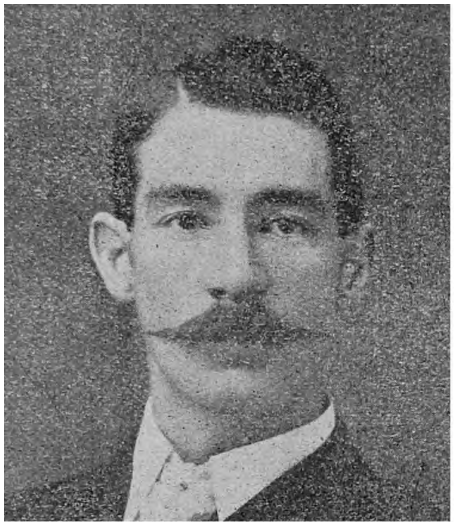
One of the most interesting parts of their catalog is the introduction of the five Burns brothers, each with a portrait (see following page).

Walter Ellsworth Burns (1865-1943)

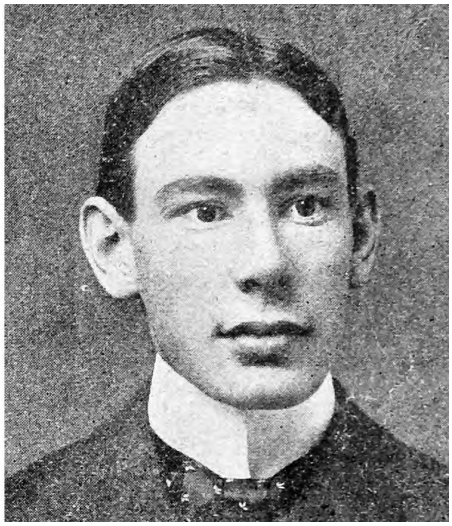


Jonathan Isaac Burns (1868-1942)

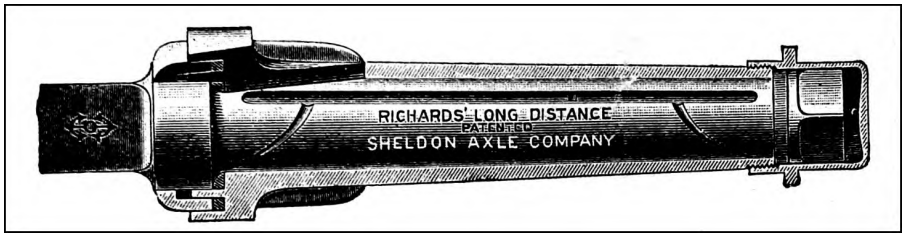
Reese Norris Burns (1870-1946)



Alfred Grant Burns (1872-1965)



Charles Brittingham Burns (1879-1968)



One of the items highlighted in the Burns catalog was Richards' Long Distance axle.

In addition to manufacturing new vehicles, Burns repaired old ones that had been damaged and made improvements to those traded in that were offered for re-sale. It was those in Burns' custody for repair that prompted the 1904 notice below defining their responsibility.[23] It explained that the company and its employees were responsible for any damage to a carriage that they might cause and further the company would use a reasonable degree of skill and care to ensure that others did not inflict damage. Should damage result from an unforeseen event the owner of the carriage would be responsible.

BURNS BROS., BUILDERS OF

Fine Carriages

Of Every Description,

Havre de Grace, Md.

Below we give extract of general law relative to a repairer. We do this not only to protect ourselves, but to have our customers insure their carriages, vehicles, or other goods when they bring them to us for repairs, as we cannot be responsible for them at present price of repair rates.

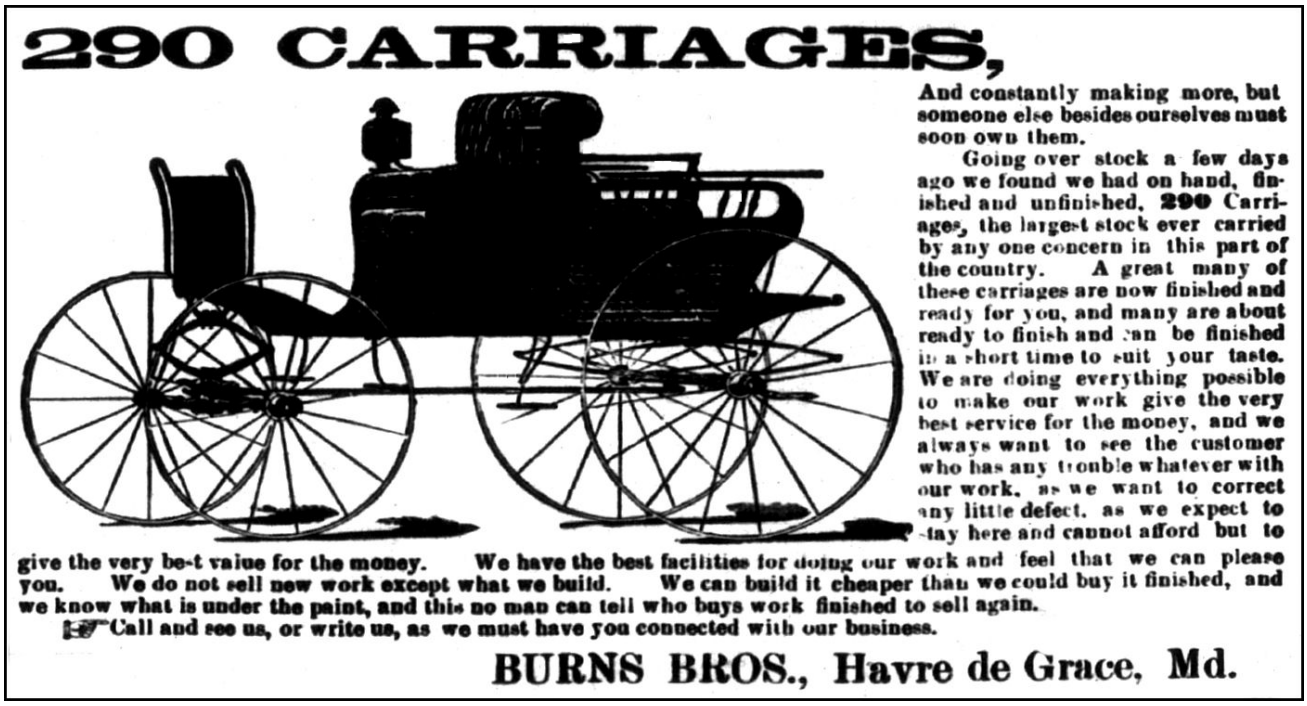
BURNS BROS., Havre de Grace.

General Law concerning the Responsibility of One Who Takes Goods to Repair:

"If A delivers an article to B to have it repaired by the latter, B does not become the insurer of the article against all accidental damage while it is in his hands. He is bound to see that it suffers no harm from his own wilful act or that of any of his employees. He is bound also to use a reasonable degree of skill and care in protecting it against damage from any source. If it is damaged, in spite of such skill and care, B cannot be held responsible for the loss. If B fails to return the article hower, he must be ready to show what has become of it, and to prove affirmatively that its loss arose from a cause for which he was not responsible and that he could not prevent such loss, though he exercised that amount of care which prudent men give to their own goods of a like kind and value."

The following year, on April 23rd, an advertisement in the *Havre de Grace Republican* highlighted, "**290 CARRIAGES**, And constantly

making more, but someone else besides ourselves must soon own them." The promotion explained that a great many of the 290 were finished and ready for sale and others would be finished in a short time.



J. H. Billingsley placed a "For Sale" ad in the *Havre de Grace Republican* on June 24, 1905, offering, "One four passenger rubber-tired surrey, built by Burns Bros. Also one set of harness. Both New. Can be seen at Textile Works." It is worth noting the surrey manufacturer was mentioned and also the vehicle was equipped with rubber tires.

Keeping tabs on the latest trends, the same newspaper on October 7, 1905 noted, "Mr. R. Norris Burns, of the firm of Burns Bros., attended the Carriage Builders Convention in Philadelphia this week. The convention offers excellent opportunity for carriage builders to become familiar with the ensuing year's styles." The Havre de Grace Burns Brothers were certainly fashion conscious as they sold top-of-the-line nicely finished carriages at prices slightly higher in prices than some of their competition.

One example of the company's work was a physician's closed carriage designed by W. E. Burns for Dr. Ira Burns. The paper reported, "The vehicle is one of the first of the kind built by the firm and was presented to the doctor by his brothers. The storm front and sides, which can all be removed and curtains rolled up for summer use, affords complete protection to occupants in winter and stormy weather. The firm has already received orders from Virginia, Kansas and other distant states, and it is said they have as bright prospects for the sale of this carriage as they are having for their U.S. mail wagons."[24]

The *Havre de Grace Republican* of April 21, 1906 carried a squib about Havre de Grace business that noted, "The carriage industry in our city is booming. Burns Bros. were never so busy as to-day. Honest work at fair prices, with fair dealings always count." The following month the firm was promoting, "$65.00 for Runabouts and $90.00 for leather top buggies is a very low price for thoroughly reliable and well finished work made and guaranteed to you at home."[25]

A 1906 photograph of the Burns Brothers company baseball team was published in an unidentified Havre de Grace newspaper on September 18, 1937. It is shown below.

Back row, left to right: Fred Hoover, 2b; Charles B. Burns, 3b; James Gibson, 1b; Mackinson, rf; William E. Penning, cf. Front row, left to right: Simpers, ss, Thomas Drennen, lf; W. L. "Midget" Hand, p; and Lawrence Nichols, c. [The image is courtesy of Gary Burns, grandson of Charles B. Burns. The photo was originally from the album of Mrs. T. W. Watson of Havre de Grace.]

The *Elkton Appeal* in May 1907 carried the notice that Burns Bros. had just delivered a new eight-passenger hack to the livery service of E. W. Taylor. It was described as a fine vehicle that was well built.[26] Two months later the brothers were advising prospective buyers they were "Overloaded with second-hand Buggies, Runabouts and Carriages, taken in exchange." They were looking for bargain hunters to relieve their inventory.[27]

The *Havre de Grace Republican* on August 3, 1907 summarized the success of the Burns carriage business:

> The Burns Bros. have built up a large business from a small beginning, their carriages being known for their worth and durability all over the United States, and these improvements are of that substantial character which has characterized all their efforts, and will prove valuable additions to our city, showing that permanent growth which we all delight to note.

Concrete Blocks & Apartments

Mr. Isaac Burns developed a machine for making large concrete blocks that have the appearance of cut granite stones, which are suitable for building attractive dwellings. They are 24 inches wide, 9 inches high and hollow so as keep the weight from becoming unwieldy. Walter E. Burns plans to us the blocks to erect a row of ten houses on Green Street west of the carriage factory. The houses will be two stories high with Mansard roofs and have cellars underneath. "The corner residence will have a twelve-foot round bay window extending to the square with steeple, and when finished will present an artistic and pleasing appearance and add greatly to that section of the city." [From the *Havre de Grace Republican*, of August 3, 1907.] These dwellings still exist and can be seen in the photograph on the following page.

Located on the corner of Green Street and Adams Street, these dwellings sometimes called Burns' Terrace or Burns' Row are constructed with faux granite stone blocks and still present a pleasing appearance over 100 years later. [The photo was taken by the authors on a walking tour of the area led by Gary Burns in summer of 2015.]

The Aegis and Intelligencer of October 11, 1907, perhaps seeing the Burns testimonial in the Havre de Grace paper and deciding not to be outdone, provided this assessment of the carriage company:

> The growth of the business of Burns Brothers has been something phenomenal. Starting in a small way fifteen years ago, they have steadily enlarged the scope and volume of their business until now their orders come from widely diversified sections; for instance, their September shipments were sent into thirteen different states, ranging from Texas to New Mexico, to Michigan and to New York; while their October shipments will go as far as California on the west, Texas on the south, and Delaware on the east.

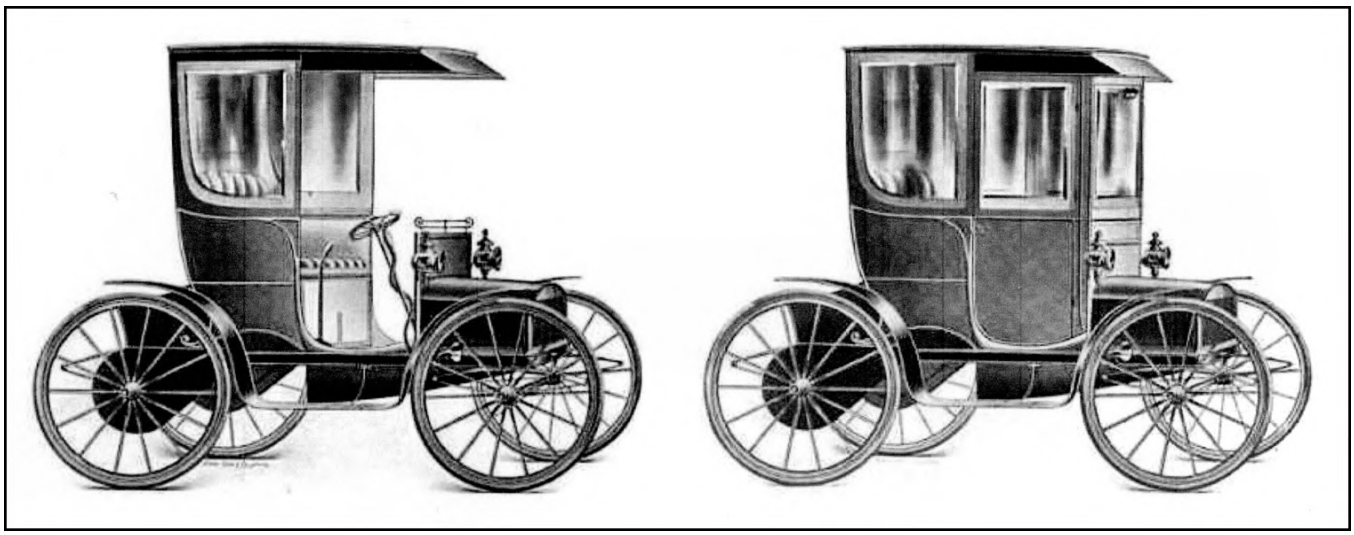
Burns Bros. announce their plans to market an automobile.

In the same issue was the interesting announcement that Burns Brothers "are about to enter the automobile field and their first model will be a physician's 'Limousine,' ready for the market of 1908."

The announcement of the new physician's automobile came on October 16, 1908 in the issue of the *Havre de Grace Republican* and also the *Harford Democrat*. The description appears to have been created on short notice and does not provide a clear account of the vehicle's features. A portion of the announcement read:

> The model now in store is designed especially for the active physician's use. It has a neatly made body . . . trimmed with leather, side doors and lamps and is on wheels 40 or 42 inches high, solid rubber tires, ball-bearing friction shafts, automatic lubricant on dash, full eliptic [*sic*] springs and is driven by a twelve-horse power gasoline engine with a speed capacity 30 miles per hour / This machine has been tested, will soon be placed on the market and should be a prize winner.

One of the automobile's selling points was the ability to adapt the body depending on the season. As depicted on the following page the configuration on the right was appropriate for cold or stormy weather, while on more pleasant days, the front and sides could be removed.



The Burns physician's automobile is shown in its two configurations. [See: www.earlyamericanautomobiles.com/americanautomobiles25.htm, accessed on December 9, 2015. The authors are indebted to Gary Burns for pointing them to this web site and to Royal Feltner for creating it.]

In February 1909, the vehicle was exhibited at the Baltimore Automobile Show held in the Fifth Regiment Armory,[28] but apparently did not catch the public's fancy. Royal Feltner included some text with the illustration above noting, the automobile was classified as a "high-wheel [and] to put it lightly, they were dismal sellers throughout their four years of production. In 1912, a decision was made to discontinue their automobiles."

Beginning in April 1909 and running to September in the *Havre de Grace Republican* and *Harford Democrat*, the Burns Brothers ran a series on carriage purchasing advice variously titled (see first one at the right). These are listed below with abstracts of their content:

From A Small Beginning. Remember, we use Hollingsworth wheels on all our work; they cost us money but are a solid foundation to build upon / A "flossy looking" vehicle built to sell at a tempting price is the poorest investment you can make. It is expensive economy. Even the horse becomes ashamed of such a vehicle. [*Havre de Grace Republican*, April 10, 1909.]

Who's Ahead? You may be able to match our prices elsewhere, perhaps, but not for our kind of vehicle. The secret of it all is that we keep a few laps ahead of the procession / An old adage, "No legs, no horse." We add, "No wheels, no wagon." [*Havre de Grace Republican*, April 17, 1909.]

Time to Reflect. We want you to take your time about purchasing a carriage, or at least enough to look around at other makes and styles, get prices, and all the particulars, then look at ours / We think that you will decide that we have the very best carriage to offer you for the money. [*The Harford Democrat*, May 7, 1909.]

Standing on Merit. The factory that built your carriage being within your reach ought to mean a great deal to you in your guarantee, besides we, knowing our responsibility, are more anxious to give you the best work and work that will stand. [*Havre de Grace Republican*, May 15, 1909.]

From A Small Beginning.

A business starting from a very small beginning until today it is one of such proportions, running every work day (except holidays, time of fire or accident), for more than nineteen years, means something, and it shows that in all these years we have been giving the best possible value for the money, else we would not have had this continued success.

Have made mistakes, of course, but have paid for them and we have corrected every little detail until today our work has no equal (is our honest opinion) when looks, quality of material and workmanship are considered and we are making one of the best Top Buggies made for the money at $75.00. Remember, we use Hollingsworth wheels on all our work; they cost us money but they are a solid foundation to build upon.

A "flossy looking" vehicle built to sell at a tempting price is the poorest investment you can make. It is expensive economy. Even the horse becomes ashamed of such a vehicle.

Let us talk to you about the dependable kind, with our strong guarantee back of them. Have pleased some very particular people and know we can please you.

BURNS BROS.

This series of ads appealed to buyers who were willing to pay a little more for what Burns touted to be a better quality vehicle that would be backed by a local manufacturer who assured the buyer of good service and value for his money. Purchasers were cautioned not to mistake glitz for quality and if unsure of making good judgements about value, the Burns representative would guide him through the evaluation process. A potential buyer was chided not to let differences of opinions between him and those of the seller in areas of politics or religion, but make a buy decision in his best interest. The series of ads ended with making sure your carriage, horse, and harness were well matched, a subtle snob appeal.

People Are Easily Fooled. Buying carriages is like buying jewelry, you have to depend entirely upon the men behind the goods. It is not all gold that glitters in jewelry, nor is it always a good carriage because the varnish has a shine. [*Havre de Grace Republican*, May 22, 1909.]

Turning Your Back on Opportunity. You have heard Joel Chandler Harris' story of the little boy who went rabbit hunting. He tramped searching everywhere for br'er rabbit, who had cunningly seated himself on the gunstock / There is no need to hunt all over the country for your vehicle . . . Right here at home is to be found on of the best equipped factories in this country and one most economically managed, besides the work we build is best suited to the roads in this section of the country. [*Havre de Grace Republican*, May 29, 1909.]

Honesty Rewarded. The firm who builds carriage for twenty years and sells to practically the same people means that this firm must have been giving the very best possible value for the money, and this has always been our motto as our highest aim / Let us talk carriages to you, if interested. [*Havre de Grace Republican*, June 5, 1909.]

Dollars and Sense. We seek the trade of those who do not permit a few dollars to stand between them and satisfaction. There is a time for everything and the time for a vehicle is certainly here just now / Won't you let us have your order and we will assure you we will give you the very best service. [*Havre de Grace Republican*, June 12, 1909.]

Peculiar, But True. It may seem a little peculiar to some why we are constantly so busy, but the facts remain true, and the reason is that our friends and customers are realizing that we give them just a little more real value for the money than any other concern. . . . We honestly believe our $75.00 buggy will wear as long as two of the regular $50.00 buggies as made by other concerns and it looks like something. [*Havre de Grace Republican*, June 19, 1909.]

Something in the Make-Up. To get well manufactured goods, you must first have the quality of raw materials and then have this well put together and finished and this particularly applies to carriages / We make just such carriages as the above, and are ever ready to stand back of them with our most liberal guarantee. [*The Harford Democrat*, July 9, 1909.]

Taking Time. It is right that you take time to see where you can do the very best in buying carriages, and we do not blame you for going slow in the matter / All we ask is that we be considered in the matter and we feel pretty sure that you will decide to buy carriages from us, as we can give you dependable work for but a medium price. [*Havre de Grace Republican,* July 17, 1909.]

Differences Will Be. You and ourselves may not be of the same political belief, or of the same religious faith, and it is barely possible we have a difference in opinion as to the number of lions "Teddy" will shoot over in South Africa, but we are bound to agree on this, that it is your duty to yourself and to your family to bury [buy] your buggies and carriages from the men who will give you the very best value for the money. [*The Harford Democrat*, July 30, 1909.]

When You Buy, Buy Right. In buying a carriage you should never forget that an unsatisfactory purchase is dear at any price / If you know all about carriages you can rely on your own judgment. If you don't know all about them you should be guided by the judgment of someone who knows and on whose

honesty you can absolutely rely. This is where we come in. [*Havre de Grace Republican*, July 31, 1909.]

Well Matched. You can spoil the appearance of the handsomest vehicle by driving an old broken down plug [horse] with it. You can make the showiest horse that ever stepped look like thirty cents by hitching him up with a cheap set of shoddy harness / If you want style, tone, class, everything must be in keeping—everything well matched / We can please you in quality, in style, in fine appearance and in price. We invite you to test our claims. [*Havre de Grace Republican*, September 11, 1909.]

In the February edition of *R. D. F. News*, the Burns Brothers advertised a mail delivery vehicle called the "New Little Beauty Wagon." It is shown below.

Looking for U.S. government customers, the Burns Brothers hoped to tap a new market with the "latest and greatest wagon we ever put out." There were, however, a number of other manufactures vying for the same venue. [Image is from: http://postalmuseum.si.edu/rfdmarketing/part4a.html, accessed on the web December 10, 2015.]

Local advertising continued on May 21, 1910 in the *Havre de Grace Republican* touting (see right), "20-Years of constant study, and the exertion of every energy to produce the very best value for the money, has put our carriages above the average, and we are here to prove it and stand back of any work we put out." Later in the year the firm noted "Prices Low Now But prospects are for higher prices in spring." The traditional reason of higher material cost was the explanation for the forthcoming price increase.[29]

Newspaper advertising for carriages is found in 1911, but perhaps the most telling announcement was on March 24, 1911 in *The Aegis and Intelligencer* when Burns Bros. mentioned they were sales agents for the Buick and E. M. F. automobiles (see next page). The following year an ad in the same newspaper on April 5th featured "Harford County Made Carriages and there is none made better" than those of the Burns Bros. At the bottom of the ad it was noted they were now agents for the Overland and Stevens-Durea automobiles.

Automobile

remember we are agents for two of the BEST CARS on the market,

BUICK AND E. M. F.,

and we shall be glad to talk to you about them. "Just headquarters, that all," for reliable PLEASURE VEHICLES.

Respectfully,

BURNS BROS.,

HAVRE DE GRACE, - MARYLAND.

Burns Ambulance Donation

"The handsome ambulance donated by the Burns Bros., to the Havre de Grace Hospital, is now finished and can be seen at their show rooms on Green street." [*Havre de Grace Republican*, April 27, 1912.]

In 1912, the Overland automobile caught the public's interest and on May 18th the *Havre de Grace Republican* reported, "Mr. R. N. Burns, of the firm of Burns Bros., sold in Harford County, on last Saturday, three Overland cars, the purchasers being George H. Mitchell, Aberdeen, C. W. Hornberger, Benson, and Charles Brown, Bel Air." On June 8th the same paper announced, "Burns Bros. sold two Overland touring cars this week, to Mrs. George A. Baker and Mr. George T. Pennington, both of this city."

These sales were most likely bitter sweet, as it was becoming apparent that cars were overtaking carriages, and what had been Burns' bread and butter for more than 20 years was being gradually eaten by automobile manufacturers.

Also, somewhat ironically in the same, June 8th, Burns Bros. advertised for sale, "A good Horse, at low price."

On May 24, 1912 in *The Aegis and Intelligencer*, the Burns Bros. announced, "The Overland Has Arrived" advising the 30 horsepower, 3-speed, 4-door model 61T touring car was in stock and priced at $900. A few months later on August 17th, the *Havre de Grace Republican* made these observations:

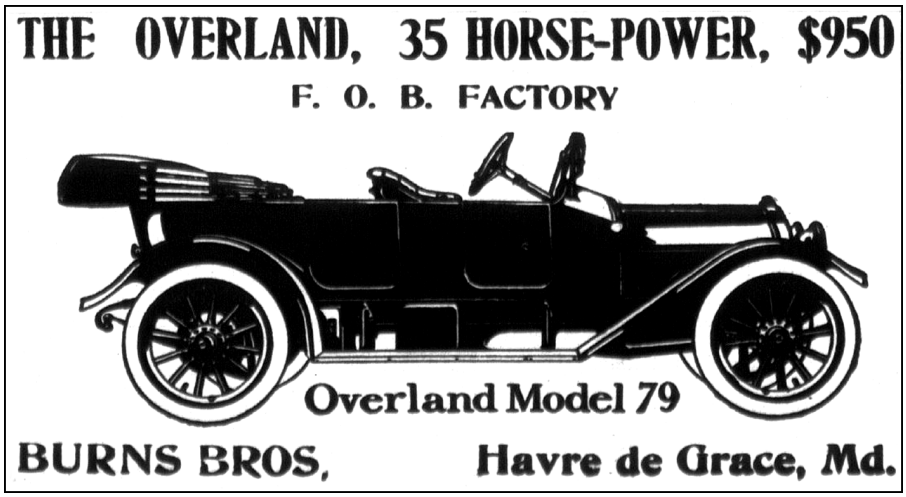
> "The Burns Bros., of this city, have contracted for 25 Overland Cars for 1913. This car with center control, which so many manufacturers are copying for their '13 models, has been one of the greatest sellers on the market. This immense factory, employing 9,000 hands and turning out 125 cars daily, has been unable to meet the demand, and now its capacity has been increased to 200 cars daily. "

During the year of 1914 the *Havre de Grace Republican* of February 23rd noted that Burns "received a carload of Overland Cars this week direct from the factory," and that they had already sold 80 percent of their allotment for the year. The Overland Company was shipping 210 cars per day and had already delivered more than 14,000 of the 1914 models to their dealers. The advertisement below was run in the *Havre de Grace Republican* from June 13, 1914 for many weeks thereafter.

The Oakland cars were delivered by train, which brings to mind the story of a young lady visiting the railroad.

She went down to the roundhouse,
And interviewed an oiler;
"What is that thing?"
"Why," he replied,
"That is the engine boiler."
"And why do they boil engines?
Asked the maiden sweet and slender;
"They do it," said the honest man,
"To make the engine tender."

[From the *Havre de Grace Republican,* February 23, 1914.]



With the Oakland selling well for the Burns Bros. it was surprising that the *Havre de Grace Republican* on August 28, 1915 reported, "Messrs. Burns Bros. have taken the agency for the celebrated Maxwell cars, and this week sold two—one to Mr. Edwin E. Pearson, and one to Mr. Oliver R. Currier." The September 4th issue of the same paper added, "The Burns Bros. have sold one of their Maxwell Cars, to Dr. F. W. Stelner, this week." The following year the public had an opportunity to see an ad for the Maxwell that appeared in the *Havre de Grace Republican* on May 13, 1916.

Observe the 22,000 miles world record set by the Maxwell with the price of $655 compared to $950 for the Overland. For buyers, here was durability and a price that would entice.

Selling this lower priced Maxwell appeared to be successful as in early June 1916 the paper reported another car load of Maxwell cars arrived this week.[30] Towards the end of the following month, Burns Bros. ran an ad in the *Havre de Grace Republican* on July 29th, "**Automobiles!** Yes, we have the greatest light car on the market. Come and see it or let us know when you are ready to buy, and we will demonstrate what the car will do. It is not high-priced, nor will it make you poor to keep it running."

In 1917, in what appears to be just an afterthought, Burns Bros. reminded readers of the *Havre de Grace Republican* on April 7th, "Remember, we are the headquarters for Buggies, and are making them better for the price. They are the all year vehicle." This appeal ran many times, but the day of the carriage was rounding the corner of oblivion as automobiles surged.

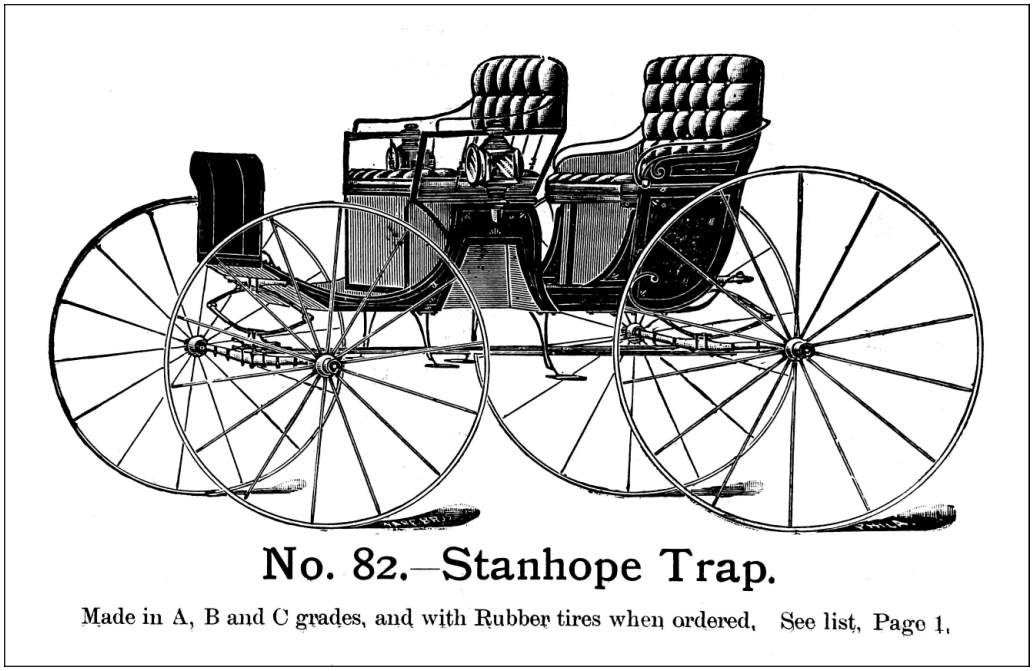
Finally, on April 6, 1918 in the *Havre de Grace Republican* it was announced, "New business opportunities are awaiting our people in many lines. Much credit should be given to Burns Bros., who have converted their factory building into a number of up-to-date apartments. We need more accommodations now, and will continue to need more and more in the future."

The Aegis and Intelligencer of July 26, 1918 had this to say, "Burns Brothers of Havre de Grace are converting their fine brick building erected a few year ago and formerly used as a carriage factory into thirty department [sic] houses which are apparently destined to become a very successful enterprise / Shrewdly recognizing that this is not the day for the carriage manufacturer, however successful he may have been in former years, these gentlemen are trying in their small way to help meet the pressing demand recently created by the influx of Proving Ground employees."

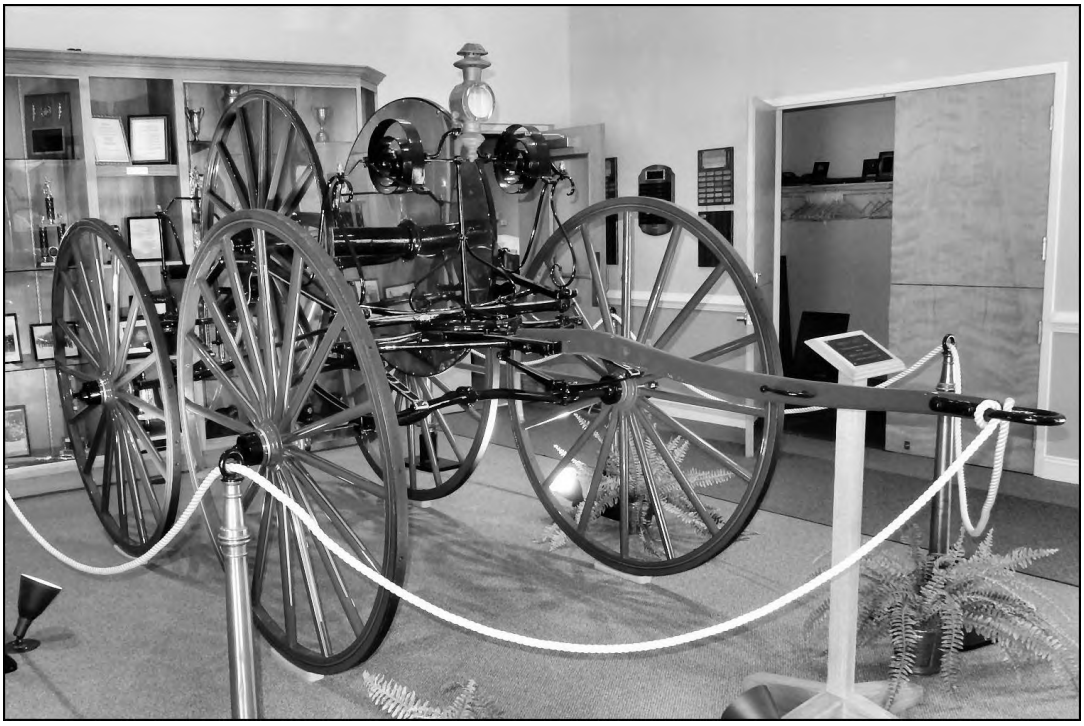
The apartment building caught fire the night of December 25, 1966 forcing the occupants to safely flee the structure. The five alarm conflagration completely destroyed the wooden interior leaving only the outer brick shell that was later torn down.[31] A 2015 photo by the authors of the lot at the corner of Green and Adams streets where the carriage factory once stood is shown at the left.

The authors made an effort to locate some of carriages made by the Burns Brothers but were only able to identify two vehicles, which are shown on the following pages.

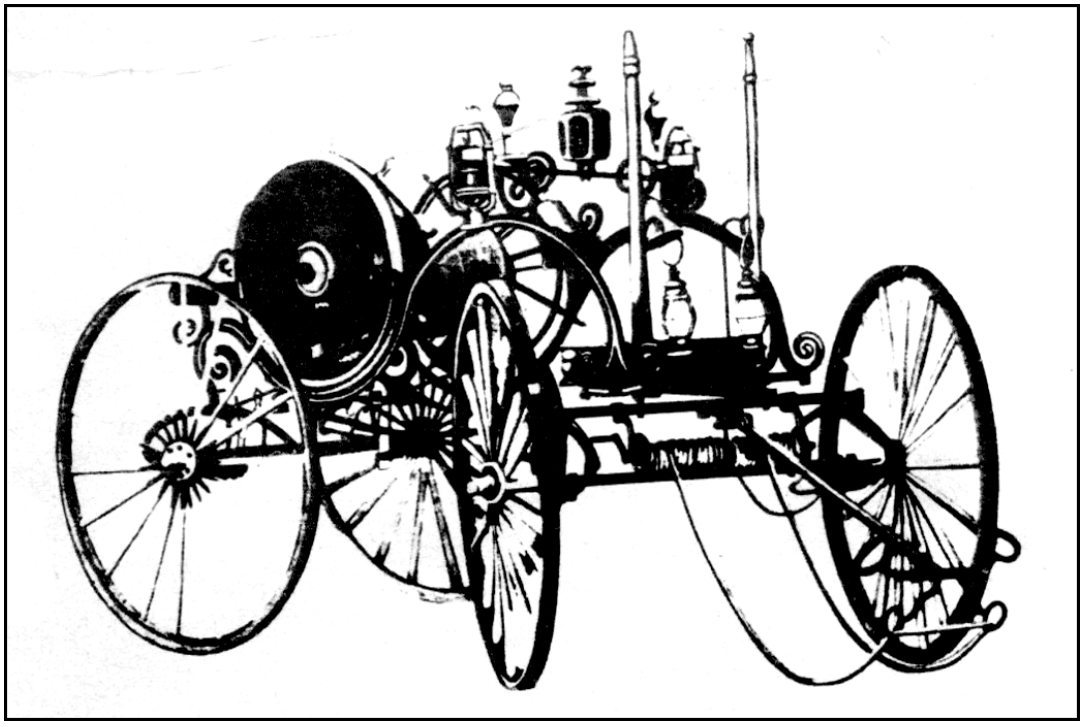
This Burns Stanhope Trap was donated to the Nutter D. Marvel Carriage Museum in Georgetown, Delaware by Frank Calhoun and Carlton Huhn on July 25, 2015. It had been restored by Earl D. Lloyd of Earlysville, Virginia. [The photo was taken by the one of authors who is indebted to Rosalie Walls of the museum who graciously was the tour guide.]



Shown is the Burns Stanhope Trap as illustrated in their 1903 catalog.



This Burns Hose Reel Carriage was built in 1906 for the Susquehanna Hose Company and is now the property of The Community Fire Company of Perryville, Maryland. The authors wish to thank John A. Jones, president of the company, for his assistance in photographing the cart in 2015.



This sketch of the hose reel carriage appeared on the cover of the Susquehanna Hose Company 75th anniversary 16-page supplement that was inserted into *The Record* newspaper of June 22, 1977.

[1] This early information about the Burns family is taken from a document titled, "The Burns Carriage Factory," provided to the authors by Gary Burns.
[2] Thanks to Gary Burns for supply this clipping to the authors.
[3] *Havre de Grace Republican,* April 9, 16, 30, 1910.
[4] *Havre de Grace Republican*, July 20, 1883.
[5] *Havre de Grace Republican*, April 4, 1890.
[6] *Havre de Grace Republican*, June 8, 1890. The credit for the wagon was actually given to his youngest brother C. B. (Charles Brittingham) Burns, who was eleven at the time and likely still living with his family on their Cecil County farm. The family moved to Havre de Grace about 1893.
[7] *Havre de Grace Republican*, July 29, 1892.
[8] *Havre de Grace Republican*, August 19, 1892.
[9] *Havre de Grace Republican*, December 15, 1893.
[10] *The Aegis and Intelligencer*, December 21,1894.
[11] As quoted in *Havre de Grace Republican*, February 16, 1895.
[12] Chester I. Barnhart, *The Functions of the Executive* (Cambridge, MA: Harvard University Press, 1938).
[13] As reprinted in the *Havre de Grace Republican*, June 8, 1895.
[14] *Havre de Grace Republican*, July 6, 1895.
[15] *Havre de Grace Republican*, July 20, 1895.
[16] *Havre de Grace Republican*, October 3, 1896.
[17] *Havre de Grace Republican*, December 17, 1898.
[18] From the *Cecil Whig* as reprinted in the *Havre de Grace Republican* of July 29, 1899.
[19] *Havre de Grace Republican*, September 2, 1899.
[20] *Havre de Grace Republican*, September 22, 1900.
[21] As found in *The Republican* of December 7, 1901.
[22] From two different articles in the *Havre de Grace Republican*, September 27, 1902.
[23] *Havre de Grace Republican*, January 9, 1904.
[24] *Havre de Grace Republican*, March 10, 1906.
[25] *Havre de Grace Republican*, May 12, 1906.
[26] *Elkton Appeal* as reprinted in the *Havre de Grace Republican* of May 25, 1907.
[27] *Havre de Grace Republican*, July 20, 1907.
[28] *Havre de Grace Republican*, February 27, 1909.
[29] *Havre de Grace Republican*, October 24, 1910.
[30] *Havre de Grace Republican*, June 3, 1916.
[31] *The Harford Democrat and Aberdeen Enterprise*, January 2, 1969.

6. Carriages Makers, 1890-1920

This chapter is a continuation of carriage makers in Harford County that operated during the period of 1890-1920.

1890 – Harry E. Standiford placed an ad in *The Harford Democrat* of February 14, 1890 under the heading of "Wheelwrighting" that read "having permanently located on Bond street, near the turnpike, in Bel Air, for the purpose of building and repairing Woodwork for Carriages, Wagons & Farming Implements of all kinds, respectfully solicits patronage and promises promptness and moderate charges."

During his career Standiford (1864-1959) was a farmer, wheelwright, merchant, and carriage maker.

1891 – Robert Oliver Thomas advertised "Cutter Sleighs" in the February 21, 1890 edition of *The Harford Democrat* adding, "Made by ourselves of the best material, Buggies and Light Vehicles of every description." The same issue carried the notice, "Messrs. A. Thomas & Son are replacing their blacksmith shop at Berkleyville, which was recently burnt, with a new and more commodious shop 18x30 feet in size."

When the weather was warmer about three months later, he advertised in the same newspaper on May 30th with the banner "Buggies, Carriages, Buckboards, Carts." His warehouse and shops were at Prospect and at Berkleyville, near Darlington. Under the heading of "Carriage Makers and Repositories" in *District of Columbia Gazetteer and Business Directory for 1891-'92*, R. Oliver Thomas was listed as being in Prospect.

Harford County historian Samuel Mason who lived on Little Pines Farm in Darlington visited Thomas' shop and made these observations:

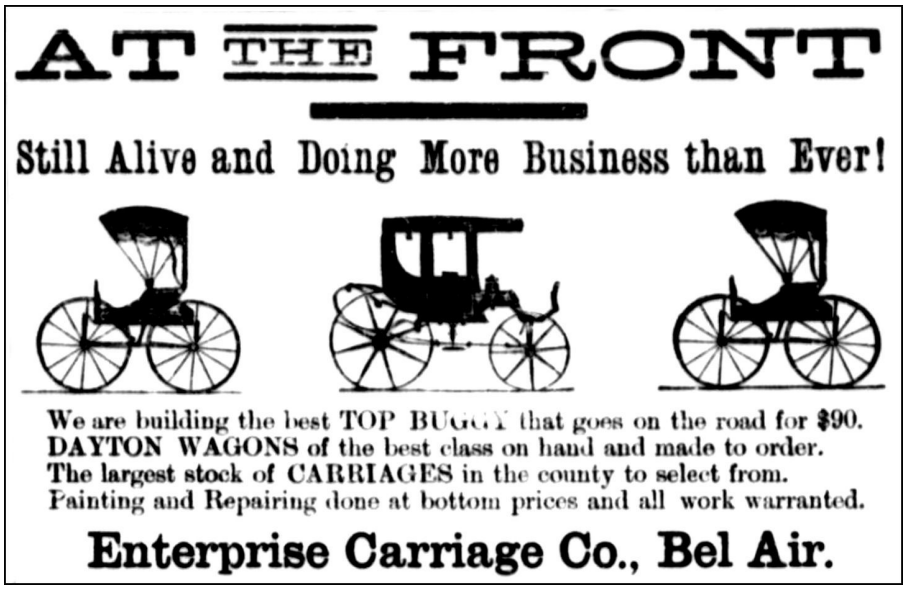
> *Berkley Blacksmith Shop*.—Diagonally across from the store at Berkley, stood, under a huge oak, the village blacksmith and wagon building shop owned by Oliver Thomas. The lower floor contained the forge and anvil, and overhead, reached by a long cleated wooden ramp at the rear, was the room in which the wagons and buggies were painted. Wagon painting was an art, as coat after coat of enamel had to be put on and rubbed down, and no dust allowed to settle, to mar the shine of the surface. It took a month to paint a buggy.[1]

As late as 1911, the *Twentieth Annual Report of the Bureau of Statistics and Information of Maryland*, published in Baltimore by the King Brothers in 1912 listed "R. Oliver Thomas, Berkley" as a manufacturer of carriages and wagons. Thomas was born in 1866 and died in 1933.

1891 – Henry G. Walker was listed in *District of Columbia Gazetteer and Business Directory for 1891-'92* under the heading of "Carriage Makers and Repositories" operating in Pleasantville. Walker (1865-1938) was interred in the Fallston Methodist Church Cemetery.

1891 – Enterprise Carriage Company was incorporated this year in Bel Air by John Smith, J. Pearl Wilson, David Hanway, Harold Scarboro, and Frank E Gorrell as directors. Smith, who previously operated his own carriage factory, was designated as president, and Wilson served as the manager.[2] One of their first advertisements appeared in the February 26, 1892 issue of *The Aegis and Intelligencer* (see right) where the company bannered "We Want Your Custom" work and "Any kind of Wagon Desired will be built to Order." They also promoted "Buggies, Daytons, Carriages & Road Carts," advising readers a good selection was always on hand.

The following year in *The Harford Democrat* of April 22nd, Enterprise offered their "best Top Buggy that goes on the road for $90," (see below). They claimed to be doing more business than ever, which was not too hard to believe of a start-up operation, and they also solicited repairing and painting older buggies.



The Aegis and Intelligencer on October 13, 1893, while recognizing the small number of carriages at the Harford County Fair compared with years past, advised readers, "The Enterprise Company, of Bel Air, have under the superintendence of the genial John Smith a handsome vehicle, which has been christened 'the Bel Air trap' and is destined to become a popular conveyance. They also exhibit two finely finished Brewster top buggies and an attractive Dayton wagon."

The following month, Enterprise announced they intended to erect a "show room," then called a repository, on Main Street in Bel Air upon land leased from Mrs. Amanda Scarff adjacent to the old Stagmer Hotel.[3] Builder Jacob E. Bull had the structure nearly completed by February 2, 1894 with *The Aegis and Intelligencer* observing, "The front is one of the handsomest in the town." The building's completion was announced in *The Harford Democrat* on March 23rd by modifying their previous ad and substituting "The Bel Air Repository!" for "Still Alive and Doing More Business than Ever!" See above and below.

In another section of the newspaper, it was reported the show room was open and "Mr. Wilson is in charge, and will take pleasure in showing intending purchasers their attractive stock of light and family carriages."

Possibly having some unused space in the repository and wanting to broaden their product line, by mid-1894 The Enterprise Carriage Company became a dealer for Columbia bicycles. In addition to selling new bikes, old ones were available for as low as $5. See *The Aegis and Intelligencer* ad of June 29, 1894 below.

In the same newspaper on July 13th, the Pope Manufacturing Company, maker of the Columbia, promoted their product as "There is Health in the Wheel. Firm muscles, good complexion, and cheerful spirits are the result[s] of plenty of out-door exercise and sunshine." Wheel was the early name for the bicycle.

The management of Enterprise was technologically savvy and in August 1894 was promoting "our new Axle and Imperial Ball Bearing, the slickest thing out. No greasing, no washers, no locking and consequently no 'cussin.' Can be put in any vehicle new or old."

As winter approached, Enterprise decided to close the repository until the spring of 1895, when vehicle sales would anticipatorily rebound. First, it was desireable to clear out extant inventory so it was advertised in *The Aegis and Intelligencer* on September 21, 1894, "We will close our Repository on the 1st of November, and we intend that it shall be empty at that time." With vehicles still on hand just before the reported closing date another notice appeared, "We have a beautiful stock of Vehicles on hand, and if we don't sell them by November first it isn't because prices are not low enough."[4]

It seems likely that all of the vehicles were not sold, as after their show room opened in April 1895, it is learned that their agent Mr. George M. Carroll received a "handsome silver watch and gold chain and medal" with a buggy design for selling 18 carriages in one day.[5] Later in the month an ad in *The Aegis and Intelligencer* for April 24th heralded the opening a carriage repository in Aberdeen (see portion of ad below).

WE HAVE

Opened a Repository at Aberdeen

Which is in charge of Mr. JAMES H. HARKINS, and will be kept stocked with everything we build at the same prices we have here.

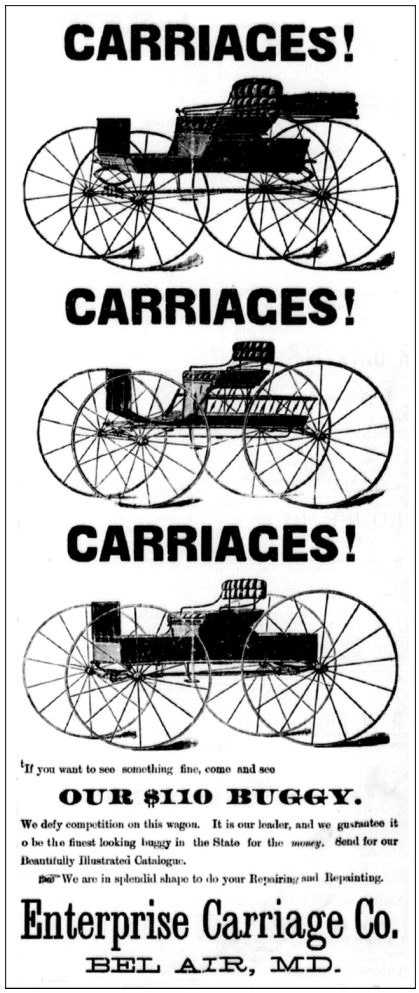
We challenge a comparison of

Our $85 BUGGY

With any Vehicle of the same price in the State.

Mr. John Smith will be in Aberdeen Every Wednesday and Saturday.

In what appears to be a self-serving endorsement, *The Harford Democrat* on May 3, 1895 touted, "The Enterprise Carriage Company made a decided impression in the columns of the *Democrat* this week, an impression that will command attention and should bring them buyers. Their display is attractive and only partly reveals the beauties of their show room." The two-column ad was not unusual except it was longer than usual and no doubt more expensive (see right). Admittedly, the repetition of three slightly different buggies did draw attention.



The talent of the painting crew at Enterprise was on display in the fall of 1896. *The Aegis and Intelligencer* noted, "One of the finest pieces of carriage painting ever turned out of a Bel Air Shop, is to be seen at the Factory of the Enterprise Company. It is a Coupe belonging to Mr. George M. Jewett. It was repainted by Mr. John Heuer, and is a remarkable specimen of his artistic skill."[6]

In October, Enterprise exhibited at the Harford County Fair and promoted in *The Aegis and Intelligencer*, "Lookout for our Patent Adjustable Pole at the Fair. T'will [*sic*] be a stunner."

The following year in March 1897, *The Harford Democrat* carried a paraphrase of an old adage with the message, "The Enterprise Carriage Company, like the early bird, is after the worm. It differs from the bird in that it does not pounce on the helpless prey, but gives public notice in the ample and attractive columns of the *Democrat*, and ample compensation in the form of good workmanship and moderate prices."[7]

An unusual message from Enterprise to the public appeared in *The Aegis and Intelligencer* of April 16, 1897. Under a two-column headline the company encouraged newspaper subscribers to "Read this Advertisement! The message continued:

> Carriages are largely sold on honor. In few lines of manufactured articles is the purchaser so greatly dependent upon the statements of the salesman. The strongest guarantee that can be given is covered by the name plate of a manufacturer of undoubted reputation, whose object is to so conduct his business that the demand for his goods shall be greatest where best known.

This argument can be boiled down to "buy local from a trusted source," which was similar to the message that the Burns brothers of Havre de Grace pitched in their local newspaper (see Chapter 5).

In the spring of 1898 the carriage company placed a rather attractive ad in *The Aegis and Intelligencer* touting, "Enterprise Buggies the Best!" Vehicle names were included along with some pricing (see left).[8] One year later Enterprise advertised to canners the availability of packing crates (see below).[9]

By July, *The Aegis and Intelligencer* announced "A New Enterprise in Bel Air," perhaps pun intended, as Enterprise Carriage Company signed a contract with John J. Durham of Sharon for the manufacture of baskets, crates, and furniture for his canning operation. New equipment was acquired to produce these articles. The newspaper noted, "This is gratifying. Why should not such work be done in our town, where the factory is easily accessible and the capital be made of use to our own people? It is such things that build up a place."[10]

The editors of *The Aegis and Intelligencer* apparently rather admired the Enterprise Carriage Company, as they wrote under a section titled "Local Affairs" on September 15th the following:

> One of our establishments of which the people of Harford county in general and those for Bel Air, in particular, are justly proud, is the Enterprise Carriage Company, of which Joseph P. Wilson is President. Their motto, "Our work speaks for us," is fully verified with every article of home manufacture sent from the shops. At this season every department is crowded with work and the vehicles which they make are found to be "live running advertisements" in every part of Harford county and its adjacent territory."

"Our work speaks for us."

The year of 1900 rolled in and Enterprise rolled out a new ad explaining the merits of their buggies (see below). They touted, "Because we know what a buggy should be and any person would rather buy from carriage builders of known reputation than from a (huckster) who know as little about a carriage as he does about the golden rule." Their buggy price was $95.

Three years earlier in 1897, Sears, Roebuck and Company had offered buggies from $40 to $50 that were production-line made and it was getting increasingly difficult for small producer to match their prices. Enterprise, like other hometown shops, suggested their vehicles were of higher quality and furthermore they would be available to do repairs should it become necessary. Despite this price competition, the Enterprise strategy of quality and service continued to work for them.

WE BUILD BUGGIES!

AND WE SELL THEM!

WHY?

Because we know what a buggy should be and any person would rather buy from carriage builders of known reputation than from a (huckster) who knows as little about a carriage as he does about the golden rule.

The above is only a $95.00 buggy, and we can sincerely and conscientiously say that it is the Best Buggy for the money in this county. Of course everybody knows that we do all kind of repairing—and have everything to do it with—from a horse shoe to the finest fabrics and colors that money canbuy.

ENTERPRISE CARRIAGE CO.

BEL AIR, MD.

We have got you covered.

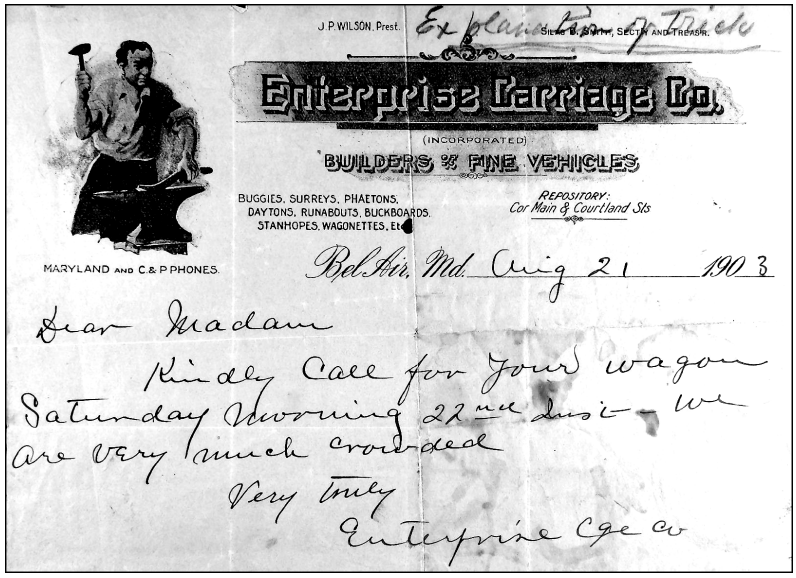
Another interesting sales promotion appeared in *The Harford Democrat* of November 2, 1900 that read, "With Every New Vehicle sold from now until further notice, the Enterprise Carriage Co. will give an order to any store in the county for a first-class Blanket. Don't forget that our prices are reduced."

The spring advertisement in 1901 highlighted the quality theme boasting, "The Enterprise Buggy is the only perfect and practical Buggy on the Market today." This claim was supported with the justification below.[11]

> It is the product of a practical wagon builder, who has made a careful study of his trade and the necessity of developing something new in the way of a Buggy that would overcome the friction between the producer and the consumer. The present Buggy is the outcome of years of experience, and contains all the good features lacking in other Buggies.

A new advertising approach was introduced in *The Harford Democrat* of May 23, 1902 that featured testimonials on the use of rubber tires. The Enterprise Carriage Company concluded, "Rubbers Tires are not only a luxury, but a necessity."

The year of 1903 focused on "Quality, Style and Durability not excelled by any other concerns." Furthermore, buyers were happy about the payment schedule with one of them noting, "I bought my Buggy from them and it didn't worry me a bit paying for it, because they were so easy on me. I have it now paid for and wouldn't be without it."[12] An Enterprise letterhead with the date of August 21, 1903 is shown below with the message, "Dear Madam, Kindly call for your wagon Saturday morning 22nd Inst. We are very much crowded."[13]


J. P. WILSON, Prest.

Enterprise Carriage Co.

(INCORPORATED)

BUILDERS OF FINE VEHICLES

BUGGIES, SURREYS, PHAETONS, DAYTONS, RUNABOUTS, BUCKBOARDS, STANHOPES, WAGONETTES, ETC.

REPOSITORY: Cor Main & Courtland Sts

MARYLAND AND C. & P. PHONES.

Bel Air, Md. Aug 21 1903

Dear Madam

Kindly Call for Your wagon Saturday Morning 22nd Inst — We are very much crowded

Very truly

Enterprise Cge Co

The Harford Democrat of April 15, 1904 published a rather comprehensive description of carriage operation that was appropriately headlined "A Complete Factory." It is reproduced below:

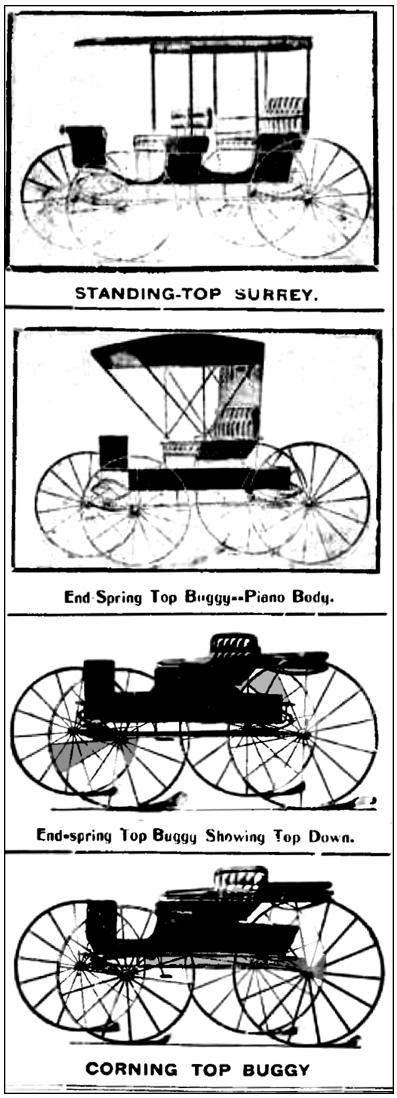
> Bel Air has a complete and up-to-date carriage factory in the Enterprise Carriage Company. It may not be generally known but the factory gives employment to fifteen men and is the only manufacturing plant in the town. They are building wagons of every description from the tire to the top and have recently added several pieces of carriage building machinery, which about perfects their shop. During the early spring they purchased a six horse [power] gasoline engine which drives the machinery. The engine was built by the Columbus Machine Company of Ohio. For many years the company purchased wagons in pieces and put them together but with the advent of their new machinery and their skilled workmen they are able to build their vehicles complete, every part being their own manufacture. The plant has all the necessary details for good workmanship. A few more pieces of machinery will be added, when the plant for its size will compare favorably with any in the country. Mr. Joseph Wilson is the president of the company.

From *The Aegis and Intelligencer* of June 17, 1904 it is learned that "the three bellows in the smithing department are blown with air furnished by a fan that is run" by the new gasoline engine.

The Gong Get Going

"Mr. Harry D. Hanway will start his milk route wagon Sunday morning with pasteurized milk and cream from his Kenmore farm in Bel Air. . . . The new rubber tire wagon was purchased from the Enterprise Carriage Co., of Bel Air and a gong will announce its arrival." [From *The Harford Democrat*, April 28, 1905.]

"All Roads Seem Smooth When Riding in a Carriage Built by The Enterprise Carriage Co." was the headline of a new three-column ad in the April 27, 1906 edition of *The Harford Democrat*. (See a portion at the right). The promotion featured a Standing-Top Surrey, End Spring Top Buggy--Piano Body, End-spring Top Buggy Showing Top Down, and a Corning Top Buggy. The ad also mentioned repairing of every kind that included painting, upholstering, iron work, and wood work.



This same year the Democrat provided it readers with another description of the Enterprise Carriage Company that read:

> Now in the fifteenth year of a successful and progressive career, during which a reputation for expert workmanship, prompt execution and honest values has been built up and thoroughly established as well as a representative and growing patronage, the Enterprise Carriage Co. continues to respond faithfully to every demand. The plant comprised a floor area of 22,000 square feet which are utilized for the several departments of manufacture, including the blacksmith, wood-working, painting, upholstering and finishing departments, the repository where the latest makes of vehicles are on constant exhibition, and office quarters.[14]

The year of 1907 proved to be disastrous for the carriage company. The *Aegis and Intelligencer* of March 1, 1907 reported, "The roof of one of the rear buildings of the Enterprise Carriage Company, Bel Air, was discovered to be on fire shortly before seven o'clock on Friday morning last. The alarm was sounded but the fire was extinguished with the means of hand extinguishers. This was a fortunate fact for if the block in which this building was situated catches fires and assumes proportions, there will be a big loss of property." [15]

The previous month the newspaper had carried a list of delinquent taxpayers wherein Enterprise was identified as being $63.95 in the arrears.[16] The Harford National Bank petitioned the court to declare

Enterprise bankrupt, which was done in April by Judge Morris who appointed William H. Harlan and Harry S. Carver as receivers.[17] Subsequently, Enterprise assets were offered for public sale. Various transactions ensued that cumulated on September 25, 1907 when the title of the Enterprise Carriage Company Shops on the corner of Main and Courtland streets were transferred to the Bel Air Carriage Works for $8,660.[18]

When the Enterprise Carriage Company's financial report was filed with United States Circuit in Baltimore's in November 1908, the total assets amounted to "$140 to be distributed among creditors who claims aggregated $15,000." This prompted the newspaper to comment, "It shows how close to the brink of emptiness a business may sometimes be run by its proprietor before he lets go."[19]

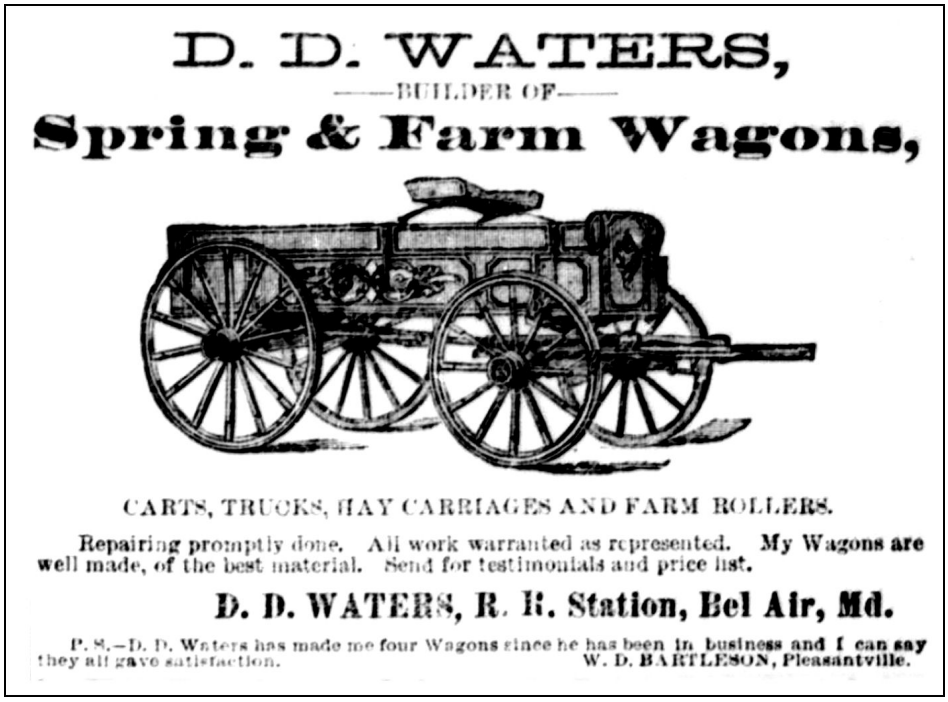
Epilogue. The Bel Air Carriage Works were short lived and Clifford Shaw and James Hollis leased the shops in late 1908 "to do all kinds of repairing upon short notice."[20] By July 1909, the old show room of the company was being converted into a moving picture parlor.[21] At some point, "Henry T. Crocker occupied the Enterprise Carriage Company quarters with his brand new Ford franchise."[22]

1891 – Arthur F. Stevens had "opened his new carriage shops at Churchville and is ready to supply his customers," according to *The Aegis and Intelligencer* of November 20, 1891. In the 1910 census he was listed as a blacksmith. He was born in 1858 and died in 1946.

1893 – John H. Nagle of Churchville advertised in *The Aegis and Intelligencer* on April 28, 1893, "Do you want a Dayton, A Carriage, a Buggy or a Buckboard? I can supply you with the best and the cheapest, on terms to suit you. Drop me a postal card and I will call and see you." Several months later on July 21st in the same paper he ran a display ad offering a "A Full Leather-Top Buggy with Hollingsworth's XX Wheels, handsomely finished—the best ever offered at the price" of $100. It is possible he was a carriage dealer and not a maker, but the use of Hollingsworth wheels suggest the vehicles were made locally. John H. Nagle was born in 1864 and died in 1951.

1896 – Daniel Dudley Waters advertised in *The Harford Democrat* of June 26, 1896 that he was a "Builder of Spring & Farm Wagons, Carts, Trucks, Hay Carriages and Farm Rollers." He was located at the Ma & Pa Railroad station in Bel Air. That same year on September 25th he ran an ad in *The Harford Democrat* that is shown on the following page.

In May 1899, D. D. Waters sold his carriage and smith factory to his son, J. Wiley Waters, who continued the business at the same location. J. Wiley ran the same 1896 advertisement of his father substituting his name with the explanation "(Successor to D.D. Waters)."It appeared in *The Harford Democrat* of June 9, 1899.



J. Wiley Waters was still in business in 1905 advertising in *The Aegis and Intelligencer* of April 7th that he was a "Builder of Wagons, Carts, Hay Carriages and Land Rollers." J. H. Reuss was his carriage painter. A number of months later in *The Harford Democrat* of August 4th a very similar ad ran but now "land rollers" were called "lawn rollers."

The *Twentieth Annual Report of Statistics and Information of Maryland, 1911* published by King Brothers in 1912 listed J. Wiley Waters in Bel Air as a manufacturer of carriages and wagons. By 1916, his father, D. D. Waters, placed a notice in *The Aegis and Intelligencer* of July 14th that he was selling a pair of horses, a light farm wagon, and a hay carriage that were "used but little, and will be sold at a bargain, either as a whole or separately." It appears that J. Wiley Waters had moved to Sterling, Illinois by this time.[23]

Daniel Dudley Waters was born in 1853 and after he died in 1948 he was interred in Mt. Zion Methodist Church Cemetery. J. Wiley Waters was born in 1877 in Baltimore County and died in 1940 at Sterling, Illinois.

1898 – Benjamin. G. Rees. Reporting on the Harford County Fair of 1898, *The Aegis and Intelligencer* of October 14th noted, "The display made by Mr. B. G. Rees, of Calvary, comprises spindle wagons, buggies, daytons, surreys and the latest improved self-oiling road wagon, beauties every one of them." In the same paper the following year he advertised on April 21st, "Wagons—Carriages—Call on B. G. Rees, Aberdeen or Calvary, to get the best in the market. Any kind of wagon built to order. Satisfaction guaranteed—Hollingsworth's best wheels."

His business was short-lived as later in 1899 on October 13th he advised his customers in the same paper, "Owing to changes in my business I will close out my entire stock of first-class Carriages, Wagons, Buggies and Runabouts. Now is the time to secure a bargain. You may never have such another opportunity in your life."

Benjamin G. Rees was born in 1866 and after his death in 1949 he was buried at Rock Run Methodist Church Cemetery.

1899 – J. Wiley Waters. See Daniel Dudley Waters.

1903 – Lawrence Streett. In *The Harford Democrat* issues of June 12 and 19, 1903, Lawrence Streett of Chrome Hill advertised an opportunity for carriage buyers to save money (see below).

BUYERS Look to Your Interest and Save Money on Vehicles.

Fine Rubber-Tire Buggies, only $85
Nice finished Rubber-Tire Runabouts $75
Full Leather-Top Buggies, Steel Tire $70
Rubber-Top Buggies as low as $50
Fine Canopy Surreys ..... $65, $75 & $90
Dayton Wagons with Rubber Curtains ..... $60 & $65

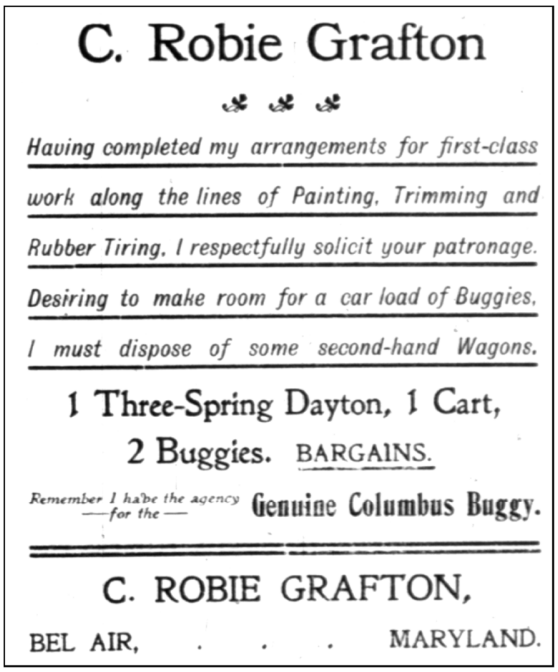
These Vehicles are first-class for the price and sold under the Carriage Builders Association's guarantee. ☞ TERMS EASY.
A postal card will bring a vehicle to you for inspection.

LAWRENCE STREETT, Chrome Hill, Md

He sold a variety of vehicles that were, "first-class for the price and sold under the Carriage Builders Association's guarantee," which suggests he was a dealer and not a manufacturer.

1906 – C. Robie Grafton appeared in *The Harford Democrat* of January 26, 1906 where it was announced, "After a thorough investigation Mr. C. R. Grafton has selected the most popular makes and styles in medium to high-grade goods [carriages and buggies] and offers them at figures that mean a savings of money to his patrons, because his expenses to sell goods are only a trifle." Later in the year on November 23rd in *The Aegis and Intelligencer* was the notice by C. R. Grafton of Bel Air, "Having just received a carload of new Buggies and Runabouts, am prepared to sell them at rock bottom prices." No specific location in Bel Air was identified as it appears Grafton was well enough known that buyers would know where to go.

By January 1909 Grafton had in place a staffed facility that could do repair work on buggies and wagons and expecting a new load of vehicles to arrive he was offering for sale "1 Three-Spring Dayton, 1 Cart, [and] 2 Buggies" at bargain prices.[24] It was also noted in very small print he was the agency for Columbus Buggies (see ad at right).


C. Robie Grafton

Having completed my arrangements for first-class work along the lines of Painting, Trimming and Rubber Tiring, I respectfully solicit your patronage. Desiring to make room for a car load of Buggies, I must dispose of some second-hand Wagons.

1 Three-Spring Dayton, 1 Cart, 2 Buggies. BARGAINS.

Remember I ha'be the agency —for the— Genuine Columbus Buggy.

C. ROBIE GRAFTON,

BEL AIR, . . . MARYLAND.

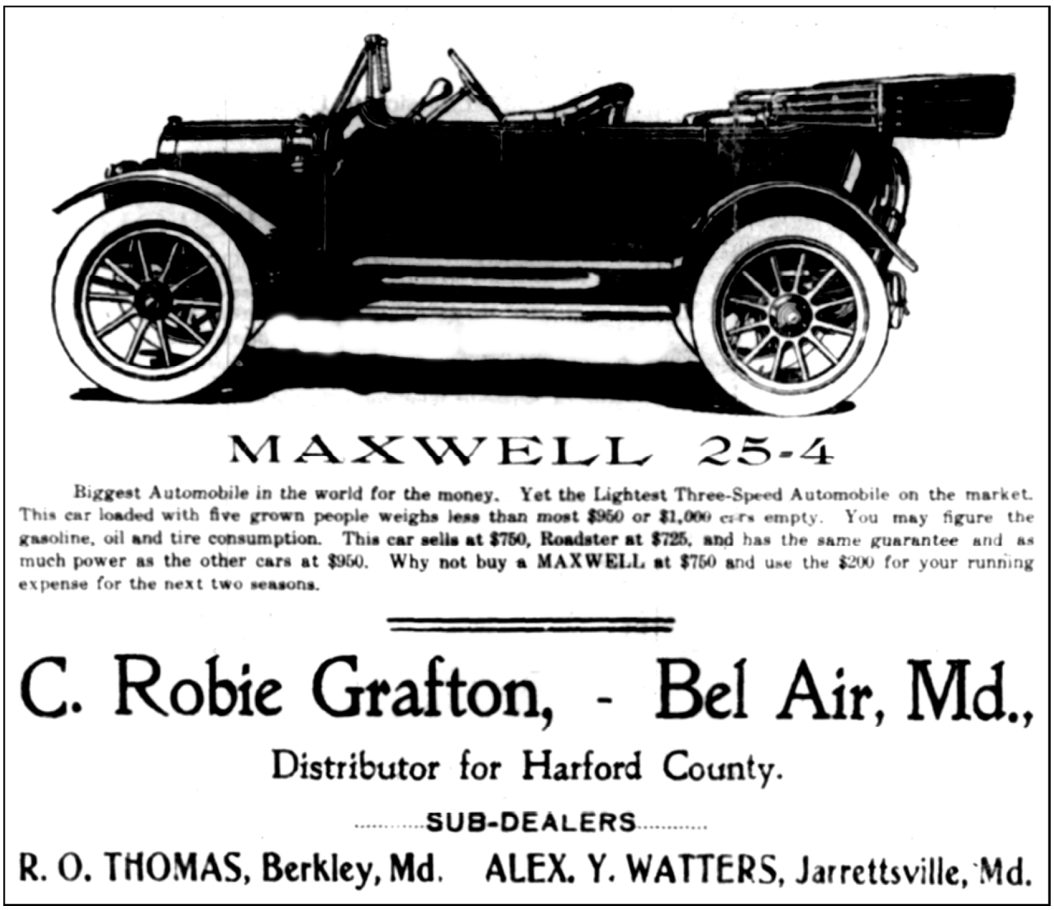
Several months later on May 7th in *The Aegis and Intelligencer* C. Robie Grafton announced, "A short time ago I received 30 new Buggies, Surries and Runabouts. These jobs were built to order with Special Material, and were quite a while building them so that the paint is hard. Since I have received them more than half of them have been sold, so if you contemplate buying, buy one before they are all gone." The display ad mentioned the availability of rubber tires for an existing buggy that had been previously promoted at $17.00 per set for tires not exceeding 7/8-inch tread.[25]

Towards the end of 1909 *The Harford Democrat* announced on October 8th that "Mr. Robie Grafton is building the foundation walls for his carriage repository on Hickory Avenue opposite Odd Fellows Hall, Bel Air." By December 17th *The Aegis and Intelligencer* reported his sales room was completed and fifteen varieties of sleighs were in place "but his Columbus buggy will always stand out as the standard of excellence."

One year later on November 4, 1910 a change in business focus was perhaps hinted when in the *The Aegis and Intelligencer* Grafton announced, "If you want a Buggy or Runabout or Carriage at a sacrifice price, call and see me this week while I am making room for a car of new work." One interperation would be a "car load" of carriage were arriving, however, as will be seen the new "car of new work" would be Metz automobiles.

On January 27, 1911 *The Harford Democrat* announced a "Public Sale of 55 Wagons & 25 Sets of Harness" to be sold near the Court House door on Monday February 13th. Included were 20 buggies, four runabouts, one speed cart and some family carriages. The sale was being held by C. R. Grafton and John R. Farley, who was the maker of buggy harness, carriage harness, blind bridles, halters and double lines.

The Aegis and Intelligencer of January 5, 1912 carried a C. Robie Grafton display ad announcing the, "Automobile, Metz Twenty Two, $495." It had a four-cylinder 22-horsepower water-cooled engine, was equipped with Goodyear tires, and would go "through mud, sand or mountains." Two years later in the same paper on May 8th the automobile being promoted by Grafton was a Maxwell 25-4, which is shown on the following page.



This car had a 25-horsepower engine with four cylinders, as suggested by the model number. Grafton had sold his property on the corner of Hickory Avenue and Pennsylvania Avenue to James Wheeler in 1912 for $4,000[26] and "moved to the present location of the Bel Air Fire Company at Dallam Place [now South Hickory Avenue][27] and Churchville Road where he had a Maxwell automobile agency."[28]

1906 – Thomas Cannon, age 78 years, died at his home in Pleasantville on Wednesday April 24, 1906. His obituary in *The Aegis and Intelligencer* of April 27th noted, "He was paralyzed about 10 years ago and never recovered from the stroke. Mr. Cannon was at one time in the carriage business at Pleasantville, but later engaged in farming." Thomas Cannon (1829-1906) was buried at Fallston United Methodist Church, formerly called Friendship Church, in Fallston.

1907 – Bel Air Carriage Works was "incorporated [in 1907] by H. S. Carver, president; William S. Forwood, vice president; Richard Dallam, secretary and treasurer; David Hanway, general manager; and Wilmer L. Barnes, with a capital stock of $10,000." The group had previously purchased a large part of the old Enterprise Carriage Company's plant in Bel Air.[29] Both *The Aegis and Intelligencer* and *The Harford Democrat* of September 6th carried similar advertisements with the one following being from the latter newspaper.

HARRY S. CARVER, President. DAVID HANWAY, Gen. Mgr.
WM. S. FORWOOD, Jr., V. Prest. RICHARD DALLAM, Sec. & Treas

"We Never Disappoint."

The Bel Air Carriage Works

having been recently organized, are now prepared to do all kinds of REPAIR WORK, as well as building

Wagons, Carriages, Buggies and Vehicles of Every Sort at Moderate Prices

This concern is under an entirely new management, and a competent force of skilled workmen will always be on hand to attend to the wants of the public.

Patronize Home Industry.

Give Us a Trial. Be Convinced.

The Bel Air Carriage Works.

DAVID HANWAY, General Manager.

The Bel Air Carriage Works advertised "We Never Disappoint;" however, this promise was not reciprocated by the buying public and vehicle sales were apparently were dismal. The automobile was making inroads and becoming the transportation vehicle of choice. By late 1908 the shops had been leased and on March 19, 1909 *The Aegis and Intelligencer* advertised a public sale of assets of the company.

The auction took place on March 29th with *The Aegis and Intelligencer* of April 2, 1909 reporting, "The sale of wagons and other property of the Bel Air Carriage works attracted a large crowd to Bel Air on Monday. The sale was well attended and good prices were realized."

1910 – Charles Henry Chesney (1867-1936) was a Churchville blacksmith and wheelwright by 1909 and in the census of 1910 he was listed as a carriage builder who owned a shop on the Aberdeen Road.[30]

1911 – Elmer L. Grier was listed in the *Twentieth Annual Report of Statistics and Information of Maryland, 1911* published by King Brothers in 1912 as a manufacturer of carriages and wagons in McIntyre. He was born in 1860 and when he died in 1943 he was buried in the Deer Creek Church Cemetery.[31]

1911 – Frederick W. Hoppe was also listed in the *Twentieth Annual Report of Statistics and Information of Maryland, 1911* published by King Brothers in 1912 as a manufacturer of carriages and wagons in Havre de Grace. In 1908, he worked for the Burns brothers in Havre de Grace along with a co-worker Harry F. Carroll. Hoppe was born in 1851 and upon his death in 1929 was interred in the Angel Hill Cemetery at Havre de Grace.

1911 – Joseph Pearl Wilson. As early as 1889 J. P. Wilson was a wheelwright in Bel Air[32] and later became the manager of the Enterprise Carriage Company when it was organized in 1891. In 1907 he took charge of the blacksmith department of the Courtland Buggy Company of Courtland, New York that had an operation in Bradford, Canada.[33] In 1910 he was living in Providence, Rhode Island working for an automobile manufacturer.[34] The following year, in 1911, he returned to Bel Air and established "Wilson & Co., Carriage Builders and Repairers."[35] (See left).

Wilson was still in business in 1913 when he ran the advertisement below in *The Harford Democrat* of March 28, 1913.

In 1914, James B. Hollis who had been connected with Wilson & Co. for several years resigned and moved with his family to Baltimore. His skill as an artisan was held in high esteem by those who knew him.[36]

1912 – James A. Wheeler, "formerly of [the] Black Horse neighborhood but now for the past year a resident of Bel Air has bought the residence, shops and carriage stock or Mr. C. Robie Grafton and will engage extensively in the carriage business."[37] According to *The Harford Democrat* of February 16th the property on Pennsylvania

Avenue sold for $4,000 and Wheeler planned to occupy the premises in early spring. To secure an area to display his vehicles, he rented a portion of the bowling alley.[38] The ad below appeared in *The Aegis and Intelligencer* of March 22, 1912.

Wheeler advertised in the same paper on March 14, 1913 that he had a "Full Line of Fresh, Up-To-Date Vehicles" consisting of buggies, surreys, and carriages. There were also available bargains on second-hand work. In 1915, he adopted a railroad theme suggesting you STOP at Wheeler's, LOOK at his fine vehicles, and LISTEN to the rattle of your old wagon in contrast in contrast to the pleasing sound of low prices.[39] (See following page).

A notice in *The Harford Democrat* of January 28, 1916, however, sounded a more ominous tone as the paper announced, "The sale of sleighs and carriages of J. A. Wheeler was postponed last Monday until next Monday when it will be held in front of the court house."

Wheeler would hang on to his business and on February 28, 1919 in *The Harford Democrat* he advised the public he had "A good assortment of High Grade Vehicles always on hand" at his home and carriage business. James A. Wheeler was born in 1873 and after he died in 1965 was buried at Bethel Presbyterian Church Cemetery.

1920 – John K. Heaps was a Whiteford blacksmith and wheelwright in 1915 and his obituary in 1927 noted, "For a number of years Mr. Heaps conducted a successful carriage and wagon business near Prospect, his manufacture of high grade farm wagons won him a real reputation for quality."[40] He retired circa 1920, moved to Delta, Pennsylvania in 1925 and died two years later.

2015 – Epilogue. Thus the carriage business in Harford County and in other parts of America faded in the dust of the automobiles with their multitudes of horses under the hood speeding along, diminishing time and space. As the horse and buggy were blown away so went the horse apples only to be replaced with gasoline fumes. Eventually, clean air standards and technological advances would pressure manufacturers to engineer cleaner burning engines, but haze in the Los Angeles Basin still hovers.

A number or years ago one of the authors and his wife spent a late afternoon and night in Digby, Nova Scotia in early August. The town once claimed to be the scallop capital of the world and an annual celebration was underway. As we strolled down the main street, the judging of a large assembly of antique automobiles was underway. After observing a scallop-shucking contest on the waterfront we returned to the main drag as the antique cars were starting their engines in preparation of the trip home. The smell of raw gasoline was omnipresent, a reminder of the days of carburetor engines that often flooded. Thankfully, electronic fuel injection remedied that problem.

[1] Samuel Mason, Jr, *Historical Sketches of Harford County* (Lancaster, PA: Intelligencer Printing Co., 1955), p. 132.
[2] *The Aegis and Intelligencer*, October 9, 1891.
[3] *The Aegis and Intelligencer*, November 24, 1893.
[4] *The Aegis and Intelligencer*, October 26, 1894.
[5] *The Aegis and Intelligencer*, April 19, 1895; *The Harford Democrat*, April 25, 1895.
[6] *The Aegis and Intelligencer*, September 4, 1896.
[7] *The Harford Democrat*, March 19, 1897.
[8] *The Aegis and Intelligencer*, May 13, 1898.
[9] *The Harford Democrat*, April 14, 1899.
[10] *The Aegis and Intelligencer*, July 14, 1899.
[11] *The Aegis and Intelligencer*, March 22, 1901.
[12] *The Harford Democrat*, March 13, 1903.
[13] From The Historical Society of Harford County Archives.
[14] *The Harford Democrat*, January 26, 1906.
[15] *The Aegis and Intelligencer*, April 19, 1907.
[16] *The Aegis and Intelligencer*, February 8, 1907.
[17] *The Aegis and Intelligencer*, April 19, 1907.
[18] *The Aegis and Intelligencer*, September 27, 1907.
[19] *The Aegis and Intelligencer*, November 20, 1908.
[20] *The Harford Democrat*, December 4, 1908.
[21] *The Harford Democrat*, July 9, 1909.
[22] *Bel Air Centennial Commemorative Book, 1874-1974*, p. IV-9.
[23] See Henry C. Peden, Jr. and Jack L. Shagena, Jr. *Under the Spreading Chestnut Tree: The Village Blacksmith in Rural America as Evidenced by Early Smiths in Harford County, Maryland* (Bel Air, MD: Self-published, 2007), p. 309.
[24] *The Aegis and Intelligencer*, January 15, 1909.
[25] *The Aegis and Intelligencer,* February 5, 1909.
[26] *The Harford Democrat*, February 16, 1912.
[27] Marilynn M. Larew, *Bel Air: The Town Through Its Buildings* (Edgewood, MD: Northfield Press, 1981), p. 39.
[28] *Bel Air Bicentennial Commemorative Book, 1874-1974*, p. IV-8.
[29] *The Aegis and Intelligencer*, September 6, 1907.
[30] Henry C. Peden, Jr. and Jack L. Shagena, Jr. *Under the Spreading Chestnut Tree: The Village Blacksmith in Rural America as Evidenced by Early Smiths in Harford County, Maryland* (Bel Air, MD: Self-published, 2007), p. 213.
[31] Ibid., p. 236.
[32] Ibid., p. 118.
[33] *The Aegis and Intelligencer*, September 27, 1907.
[34] *The Aegis and Intelligencer*, August 19, 1910.
[35] *The Harford Democrat*, May 12, 1911.
[36] *The Aegis and Intelligencer*, May 1, 1914.
[37] *The Aegis and Intelligencer*, February 16, 1912.
[38] *The Aegis and Intelligencer*, March 8, 1912.
[39] *The Aegis and Intelligencer*, March 23, 1915.
[40] *The Aegis and Intelligencer*, January 21, 1927.

Appendix: Cute, Clever Carriage Quotes

The following quotations about carriages and their occupants were gleaned from early Harford County newspapers.

"What grows less tired the more it works? A carriage wheel." (*The Southern Aegis*, 16 Jan 1858)

"A lady is an angel that ought never to touch the earth, excepting when stepping from her door to her carriage." (*The Southern Aegis*, 11 Sep 1858)

"A poor scamp left his wife in a great rage declaring that she could never see his face again until he was rich enough to come home in a carriage. He kept his word, for in two hours he was brought home richly drunk in a wheelbarrow." (*The Southern Aegis*, 1 Feb 1862)

"The difference between a carriage wheel and a carriage horse is, that one goes best when it is tired, and the other don't." (*The Aegis and Intelligencer*, 3 Jun 1864)

"A lawyer, who, from a very humble station, had risen to be a peer of the realm, being asked why his arms were not emblazoned on the panels of his carriage, replied, 'Because my carriages are older than my nobility.'" (*The Aegis and Intelligencer*, 24 Apr 1868)

"'Oh, my dear,' said Mrs. Bumble to her daughter, 'you must have something warm around you in the carriage.' Miss B. mentioned the request to her beau, and he immediately complied with it." (*The Aegis and Intelligencer*, 10 Jul 1868)

"Sensible to the Last. – Thaddeus Stevens, a day or two before he died, was told of the recent accident to Ben. Butler, in Worcester. 'It gives me great pain,' said the dying commoner, 'great pain.' Then closing his eyes, as was his habit in meditation, he murmured between his thin lips, 'Great pain. His d—d neck wasn't broken you say!" (*The Aegis and Intelligencer*, 25 Sep 1868)

"Smart. – Two slicker girls, driving in a buggy on a plank road, were stopped and asked for a toll. 'How much is it?' 'For a man and horse,' replied the gatekeeper, 'the charge is fifty cents.' 'Well, then, git out of the way, for we are two gals and a mare. Git up, Jenny!' And away they went, leaving the man in mute astonishment." (*The Aegis and Intelligencer*, 25 Sep 1868)

"A pert little girl boasted to one of her young friends that her 'father kept a carriage.' 'Ah, but,' was the triumphant reply, 'my father drives an omnibus.'" (*The Aegis and Intelligencer*, 9 Oct 1868)

"Many persons tie fowls in such a way that when the strings are taken off they can scarcely walk. Now it is all unnecessary. I have carried a dozen hens in my carriage loose, having removed the fetters at the store where I bought them. I covered them up under my carriage seat, and they suffered in no way. 'Where there's a will there's a way.' Let every humane Christian man try it." (*The Aegis and Intelligencer*, 23 Sep 1870)

"For many miles on every road centering in Bel Air, extended a procession of handsome carriages (there is no surer index of the character of the people of a neighborhood than the carriages one sees upon the road) and above them drifted a long and narrow cloud of dust, that settling upon the bushes and trees along the margins of the road, made the red, yellow and purple of their leaves, a uniform grey." (*Harford Democrat*, 5 Nov 1880, part of an article about the Harford County Fair)

"Don't allow your carriage to rattle like a threshing machine. Washers of sole leather on the spindles of axletrees will stop the clatter caused by too much play. A piece of rubber put in between the thill iron and clip will silence matters; and a little coal oil on the circle or fifth wheel will stop squeaking. Where nuts work loose, cut a thread in front of them with a cold chisel after screwing them up tight." (*The Aegis and Intelligencer*, 22 Jul 1881)

"A prominent lumberman in Burlington has had his coat-of-arms painted on the panels of his carriage, with the Latin motto 'Vidi.' Which by interpretation is 'I saw.'" (*Harford Democrat*, 2 Sep 1881)

"Curious Chinese Proverb. – It is the smallest wheels of the carriage that come in first." (*Harford Democrat*, 19 Jan 1883)

"A Washington letter recalls a story told of John Tyler, who it will be remembered, got to the White House through the death of President Harrison. Tyler was very fond of a fine turnout, but his pocket was not deep enough to correspond with his tastes. – One day one of the leading members of the diplomatic circle was recalled from Washington, and his magnificent establishment had to be sold. An important part of this was his carriage, which was at the time the finest by all odds in Washington. Tyler had looked at it many times with longing eyes as its owner had driven it up and down Pennsylvania avenue, and as it had stood now and then in front of the White House. He feared, however, the criticism which was sure to attend the buying of anything by the President at auction, and called his coachman, with whom he was familiar, to advise with him in regard to it. The coachman liked the carriage and was anxious that Mr. Tyler should buy it. 'But Pat,' said Tyler, 'what will the world say at the President's riding in a second-hand carriage?' 'Och! your honor,' was the reply, 'they will say nothing about it, at all. You know you are but a second-hand President, any way, and it seems to me nothing could be more fit.' Whether the President bought the carriage or not the reports fail to state." (*The Aegis and Intelligencer*, 10 Apr 1885)

"'May I help you to alight?' asked Jimson politely as Miss Le Jones drove up in her carriage. 'Thank you; I never smoke,' she returned." (*The Aegis and Intelligencer*, 15 Jan 1886)

"When Mattie R—, a little Baltimore girl, was told by her mamma that Adam and Eve were driven out of the Garden of Eden, she innocently asked, 'Did they go in a phaeton or in a carriage, mamma?' " (*The Aegis and Intelligencer*, 16 Dec 1887)

"The Carriage Test. Little Daughter – 'Mamma, may I play with that little girl next door?' Mrs. Tiptop (severely) – 'Certainly not. Her papa goes to his business in a street car. He hasn't a carriage to his name.' 'Well, can I play with Sallie Liveryman around the corner? Her papa has twenty-five carriages.' 'No, he has too many." (*The Aegis and Intelligencer*, 17 May 1889)

"Who is that big fat woman in the carriage with the coachman in livery? One of the quality? I suppose?" "Quality? No; quantity, I should say!" (*The Aegis and Intelligencer*, 6 Sep 1889)

"He walked in and put down a dollar, a silver dollar, that clanked like a carriage wheel in the stillness of the sanctum." (*Harford Democrat*, 27 Jan 1893)

"It is better to have a carriage and no coat of arms to put on it, than to have a coat of arms and no carriage to put it on." (*The Aegis and Intelligencer*, 21 Sep 1893)

"Wife – 'When we go anywhere now we have to walk. Before marriage you always called a carriage.' Husband – 'That's why we have to walk now.'"(*The Aegis and Intelligencer*, 16 Feb 1894)

"'A creaking carriage and a crying woman make their way,' says a Picardy wit." (*The Aegis and Intelligencer*, 2 Aug 1895)

"An American in England, who had bought a pair of shoes at a fashionable dealer, carried them back with a protest. 'Look here,' he said, 'I've had these shoes only two weeks, and they are completely out of shape and the leather is giving way in two places.' The Englishman looked at the shoes an instant. 'Dear me! Dear me!' he said. 'You've been walking in these shoes.' "Walking in them? What else should I do with them?' "That's it, sir! Our shoes are made only for carriage people, sir!' And the dealer loftily bowed *[sic]* the American out of the shop." (*The Aegis and Intelligencer*, 18 Oct 1895)

"His Style. 'Millie, dear, what is the name of your affianced?' 'Why, Clara, don't you know? It's Herbert Montague.' 'Oh, how sweet! Is he rich?' 'Well off.' 'And keeps a carriage?' 'Several of them.' 'How nice! And fine horses, I suppose?' 'Yes.' 'And what is his business dear?' 'He keeps a livery stable.' 'Oh!'" (*The Aegis and Intelligencer*, 17 Jul 1896)

"A Frank Confession. Watchmaker – 'Your watch seems to be erratic. Have you had it near a powerful magnet?' Customer (confused) – 'Why. I was carriage riding last evening with Miss Bright.'" (*The Aegis and Intelligencer*, 18 Aug 1899)

"Many superstitions regarding marriage command respect in various parts of the world. One is that a bride, on leaving her home for the wedding trip, must step into the carriage with her right foot first. The same rule prevails when she first enters the home prepared for her after the bridal trip." (*Harford Democrat*, 16 May 1902)

"Gunner – I am tired of dodging trolley cars and trucks. The rich can ride about in their carriages and don't have to dodge anything. Guyer – Oh, yes; it keeps them busy dodging taxes." (*The Aegis and Intelligencer*, 4 Sep 1903)

"Is it generally the woman with a fine carriage who is most willing to walk." (*Harford Democrat*, 9 Dec 1904)

"If a bride should by chance see a coffin as she starts off on her wedding tour, she should order the driver of the carriage to turn back and start over again." (*The Aegis and Intelligencer*, 24 Feb 1905)

"A woman with a graceful carriage usually wears her best rig." (*Harford Democrat*, 22 Feb 1907)

"Better a nagless wife than a horseless carriage." (*Harford Democrat*, 19 Aug 1910)

INDEX

Aberdeen Carriage Manufactory 90, 99
Aberdeen Carriage Repository 130
Aberdeen Carriage Works 56, 64, 81, 91
Abingdon Carriage Shop 6, 47
Abrams, B. 29
Adam and Eve 147
Adams, Marlene 41
Adams, Stephen 41
Adams, Thomas L. Sr. 41
Ager, Milton 25
Akers, J. N. 88
Alexander, John J. M. 71, 72, 73
Alexander, John T. 65, 66, 67, 102
American Can Factory 112
Amish buggy 41
Amish "Hop Buggy" ale 45
Archer, George Washington 6, 10
Archer, John 25
Automobile Wagon 29
Baker & Morgan 91
Baker, George A. 121
Balderston, Isaiah 12
Ballard, Frederick 82
Ballard, Frederick Jr. 82
Ballard, Nelson & Co. 81, 82
Barnard, Charles 105
Barnes, Wilmer L. 139
Barton, William J. 86
Bay, Elihu Hall 12
Beauty (horse) 38
Bel Air carriage art (heart) 45
Bel Air Carriage Dealer 77, 137-139, 142
Bel Air Carriage Factory 21, 48, 50, 73, 74
Bel Air Carriage Manufactory 72, 81, 128
Bel Air Carriage Repository 129, 143
Bel Air Carriage Shop 71, 127
Bel Air Carriage Works 83, 135, 139
Bel Air Fire Company 32
Bel Air Land Company 92
Bel Air Repository 129
Bel Air Specialty Company 95
Bel Air Trap 128
Bel Air Volunteer Fire Co. 32
Berkebile, Don H. 16
Berkley Carriage Shop 127
Billingsley, J. H. 115
Bodt, William 88
Boleyn, Patrick 59
Boteler, Caroline 47
Bott, Jackson C. 22
Bowman, William S. 65
Bradenburg, Mrs. Betsy 25
Brandt, J. Hammond 39
Brandt, Thirza 39
Brewster, James 13
Brindley, Benjamin 13
Brougham carriage16
Brown, Charles 121
Buckboard carriage 17
Buckeye binder and mower 90
Buggies 17, 29, 31-46, 94, 131, 137
buggy whip holder 43
buggy, parts of, 14, 15, 16
Buick car 120, 121
Bulett Carriage Company employees 95
Bulett Carriage Factory 21, 24, 92-97
Bulett, William S. 92, 94
Bulett's Patent Road Cart 76
Bull, J. Edmund 6, 12
Bull, Jacob E. 129
Burns Brothers Carriage Factory 100-125
Burns Brothers Runabouts 112, 116
Burns, Alfred Grant 102, 104, 109-113
Burns, Charles Brittingham 102, 104, 109, 111, 113, 116, 126
Burns, Gary Leroy 7, 117, 118, 126
Burns, George Alexander 101
Burns, Ira 115
Burns, Jane Alexander 101
Burns, Jonathan Isaac 102, 104, 109-116
Burns, Jonathan Patterson 101
Burns, Reese Norris 102, 104, 109, 111, 113, 115, 121
Burns, Walter Ellsworth 101-117
Burns' carriage advice 11, 119, 120
Burns' concrete blocks 116
Burns' physician's automobile 118
Burns' Stanhope Trap 124
Burns' Terrace or Burns' Row 117
Burns' U. S. mail wagon 120
Butler, Ben. 145
Cabriolet carriage 18
Cain, Thomas 81
Cairnes, William 12
Calhoun, Frank 124
camp carriages 51
Campbell, James 12
Cannon, Thomas 139

carriage art (Bel Air heart) 45
carriage cartoon 25, 27, 46
carriage census statistics 28
carriage foot warmer 27
carriage gloves or mittens 26
carriage houses 44, 45
carriage nut wrench 27
carriage road sign 46
carriage scenes 31-46
carriage seat joint patent 52
carriage wheel cover 28
carriage, hook and ladder, 67
carriage, lawyer's, 13
carriage, parts of, 14, 15, 16
carriages, ten reasons to buy, 107
carriages, types of, 16-21, 130
Carroll, Daniel 96
Carroll, George M. 130
Carroll, Harry A. 103
Carroll, Harry F. 140
Carry All cart 40
Carver, Harry S. 135, 139
Chamberlain, Walter B. 60
Chapman, Luke 12
Chapman, Robert 12
Charshee, Winifred 111
chart, early cartwrights 13
chart, early wheelwrights 12
chart, funeral processions 25
Chesney, Charles Henry 140
Chrismer, James "Jim" 7
Chrome Hill Carriage Dealer 137
Churchville Carriage Factory 65, 87, 89
Churchville Carriage Dealer 135
Coale, Joseph A. 33, 77, 81
Cockran, James 13
Colder & Debow 84
Colder, John E. 71, 84
Cole, Taylor 54
Collins' road cart 90
Colson, David 96
Columbia bicycles 129
Columbus Buggy Company 54, 138
Columbus Machine Company 134
Community Fire Company of Perryville 7, 37, 125
Concord buggy 81
Cook, John L. 67
Corning buggy 105, 134
Courtland Buggy Company 141
Crayton, John 13
Criswell, Robert 12
Crocker, Henry T. 135
Crook, Horner & Co., 22
Curen, John R. 85, 86
Curen, William W. 85, 86
Currier, Oliver R. 122
Dallam, Richard 139
Darlington Carriage Factory 57, 91
Davis, John David 11
Dawson, William 12
Day, John E. "Jack" II 7, 28
Dayton carriage 18, 39, 94
DeBow, James O. 93, 94
Debow, Zacheus 71, 82, 83
DeHaven, Jesse 50, 69
Delivery Wagon 18
Denbow, Charles G. 68
Dexter springs 53
Donn, John 6, 12, 13, 47
Donn, John M., 13, 47
Donn, Thomas C. 13, 47
Donnelly, John 110
Dorsey, Algernon S. 48, 67
Dorsey, Joseph 22
Drennen, Thomas 116
Duberry Benjamin 13
Dunbar, Seymour 10
Durham, John J. 131
E. M. F. car 120, 121
Eagle Hotel 44
Eckenrode, Joseph 63
Eden Mill Nature Center 42, 43
Edie, David A. 58
Ellicott, Andrew 12
Elsner, Art 7, 27
Ely, James Edward 68, 69
Empire Carriage Shops 66, 67, 102
Enterprise Carriage Company 139, 141
Enterprise Carriage Factory 128
Enterprise Carriage Works 78, 85, 140
express wagon 68, 69, 70, 71
Fairview Carriage House 45
Farley, John R. 96, 138
farm wagon 31, 34, 43
Feltner, Royal 7, 118
Ferry, Edward 22, 92
fifth wheel, 15

Finney, William 6
Fletcher & Tarring Carriage Factory 99
Fletcher, Alonzo Ringgold 99
Ford car 135
Forest Hill Carriage Shop 61, 68
Forwood, William S. 139
Fountain Green Carriage Shop 49, 58
Francis, Dorothy 7, 33, 38
Frick, Conrad 69
funeral carriage 36
funerals, carriages at, 25
Geir, Joseph 81
Gibson, James 116
Gilbert, Philip 12
Goff, Mindy 7
Gorrell & Selfe 57
Gorrell, Frank E. 128
Gorrell, Joshua S. 56, 57, 58, 91
Grafton, A. Durand 48, 62
Grafton, C. Robie 137, 138, 139, 141
Grafton, Nathan 54, 60, 61, 62
Grafton, Richard M. 62
Grafton, William O. 62
Grier, Elwood L. 140
Guest, Henry 49
Hand, W. L. "Midget" 116
Hanna, John A. 49, 50-56, 91
Hanna, Martha A. 56
Hanna, William F. 49, 50-56
Hanway, David 128, 139, 140
Hanway, Harry D. 134
Hanway, Timothy Littleton 54, 56, 91
Hardy, John M. 96, 100
Hardy, William H. 100
Harford Carriage and Wagon Works 91
Harford Mutual Insurance Co. 88
Harford National Bank 134
Harkins, James Benjamin 74
Harkins, James H. 62, 63, 64, 87
Harlan, David 58, 62
Harlan, Mrs. William A. 25
Harlan, William Beatty 88, 91
Harland, William H. 86, 135
Harrison, Benjamin 99
Harrison, Carrie 99
Harrison, President 99, 146
Harrison, W. Beatty 56
Harryman, William D. 91
Harvey, Paul 26
Havre de Grace Carriage Factory, 47, 66, 85, 97, 104, 111, 141
Hawn, John 12
Hayden, J. B. 49
Heaps, John K. 143
Heaps, Robert 97
Heuer & Debow 83, 84
Heuer, John 130
Heuer, John H. 82, 83, 84
Hickory Carriage Factory 62, 70
Hill, John G. 47
Hinkson, Frederick 56
Historical Society of Harford County (HSHC) 7, 8, 12, 31, 33, 34, 35, 36, 37, 38, 39, 40, 47, 70, 80, 96
Hollifield, William 7
Hollingsworth, Hannah Carter 22
Hollingsworth, Joel (J. C.) 22, 23, 24
Hollingsworth Rim Factory 74
Hollingsworth Wheel Factory 22, 23, 24
Hollingsworth's XX Wheels 135
Hollis, James 135
Hollis, James B. 141
Holloway, Walter 7, 34, 44, 60
Hood, James 12
Hoover, Fred 116
Hop Buggy (ale) 45
Hopkins & Barnes 65
Hopkins, J. Thomas C. 73, 92
Hopkins, M. F. 64, 65
Hoppe, Frederick W. 140
Hornberger, C. W. 121
horse monument 26
horse thieves 26
horses and sparrows, 25
hose cart 32
hose reel carriage 37, 125
Hott Carriage House 44
Housekeeper, Mary V. 102
Housekeeper, P. B. 102
Howard, John P. 47
hubs, patented 23
Huhn, Carlton 124
Hull's fire-pots and pipes 90
Humphrey, Rev. F. 111
Ivory Mill Carriage House 44
Jackson, Elihu Emory 92
Jagger wagon 51, 52
James, John 54

Jeffery, William G. 58, 59
Jenkins, A. M. 1, 36
Jenkins, Jonathon 12
Jennings, Gene 42
Jewett, George M. 130
Jewett, Hugh J. 107
Johnson, George 88
Johnson, Mrs. Amelia 25
Johnson, Valerie 7, 34
Jones, Harvey S. 70
Jones, Henry C. 59
Jones, John A. 7, 37, 125
Jones, William 11
Kelly family 33, 38
Kellville Carriage Shop 88
Kelso (horse) 26
Kemp, Henry 59
Kenmore farm 134
Kennedy, James G. 59
Keystone Shops 85
Kidd, E. J. Jr. 33
Kidd, Jeanne 7
Kinsey, Anna T. 86
Kinsey, Elam 86
Kinsey, Mary Ann 86
Kinsey, Seth L. 86, 87
Kirkwood, Edwin 33
Kolk, Paul F. 22
Kurtz, E. G. & Son 36
Kurtz funeral carriage 36
Kurtz, Martin 36
Kurtz, Martin Gladden III 7, 36
Ladew Gardens 28
Lafayette, General, 40
Larus, Michael 13
Lay, Mrs. Rudolph 25
Lee, Addison 33
Lee, Edwin 96
Lee, R. Charles 93
Lee. R. D. 75
Liriodendron 33, 38, 42
Litton, Nathaniel 12
Lloyd, Earl D. 7
Lord Brougham 16
Love, David A. 25
Lovering, Mr. & Mrs. 96
Lowndes, Gov. 69
Lynch, Joshua 60
Ma & Pa Railroad 34, 135, 136
Mackinson, Mr. 116
Madewell, James 12
Mahan, George 47
Mahan, Sarah 47
map, 1877 Cecil County 101
map, 1878 Bel Air 50
map, Harford County land grant 9
Maple Inn 33
Markley, John M. 48, 67, 68
Marsden, Frank 7
Marvel Carriage Museum 124
Mason, Samuel 127
Maxwell car 122, 123, 138, 139
McCann, Albert 33
McCann, Ella 33
McCommons, John 44
McDonald, John W. 59
McLear & Kendall 75, 76
McMurray, Richard 13
McNabb, Jos. W. 86
McVey & White's Carriage Shop 97
McVey, Benjamin 99
McVey, Carrie 99
McVey, Joseph L. 98, 99
McVey, Josephine 99
Metz Twenty Two car 138
MGM farm 35
Midhalf, Abraham 13
Miller, Joseph 12
Mitchell, Edward 13
Mitchell, Edwin 25
Mitchell, George H. 121
Mitchell, William 6, 11
Mobley, A. C. 39
Monk, Reynold 12
Moore, Archer 63
Morgan Brothers 103
Moulsdale, John J. 81
Nagle, John H. 135
Neilson, J. Crawford 88
Nelson, Robert A. 82, 85
Nice, Christopher 12
Nichols, Lawrence 116
Northman, W. E. 105
Offenbach, Jacques 17
Overland car 120, 121, 122
ox cart, artist conception 10
park carts 103
Pearson, Edwin E. 122

Pearson, Harry 105
Peden, Henry C. Jr. 3, 4, 8
Peden, Veronica 7
Penning, William E. 116
Pennington, George T. 121
Pfaffenback, George 105
Phaeton carriage 18, 19, 40, 94
Phaup, Bess 41
Phenix Carriage Works 71, 82, 83
Philpott, Edward 6, 11
piano box buggy 32, 134
Pierce, Michael 7
Pleasantville Carriage Shop 127, 139
poem 53, 122
Poole, James A. "Jim" 7, 86
Poole, Jeanne 7
Pope Manufacturing Co. 129
Priest, Anna Louisa 101, 102
Priest, Isaac Bird 101, 102
Reckord, Henry 25
Reckord, John H. 92
Rees, Benjamin G. 136, 137
Reynolds, James 63
Reynolds, James F. 87, 88
Reynolds, Lewis F. 87, 88
Richards' Long Distance axle 114
Richardson, E. H. 73
Richardson, J. S. 81
Richardson, Robert C. 88, 89, 90
Richardson, W. S. 73
Richardson's Pharmacy 48
Robinson, Mr. 16
Robinson, Thomas H. 92
Rockaway carriage 19
Rockey, S. H. 49
Rodgers & Hammerstein 39
Rogers, Kenny 26
Roth's Gate Improvement 51
Rouse & Richardson 88, 89
Rouse, John G. 73, 88, 89, 92
Runabout carriage19
rural delivery mail wagon 39, 41, 120
Sallada, Mrs. 96
Sappington, Dr. 81
Sarven's Patented Hub 23
Scarboro, Harold 128
Scarff, Amanda 129
Schuck, W. H. 88
Scott, Joseph 47
Sears, Roebuck & Co. 28, 29, 132
Selfe, Henry Ellsworth 57, 91
Selfe, William B. 91
Sewell, Charles L. 47
Sewell, Septimus 47
Shagena, Jack L. Jr. 3, 4, 8
Shagena, Signe 7
Shaw, Clifford 135
Sherrill, Richard 7
Sherwood, William 103
Shipman Automatic Steam Engine 86
Shriver, J. Alexis 38, 40
Simpers, C. W. 103
Simpers, Mr. 116
Skowronski, Maryanna 7
sleigh, basket 62
sleighs, cutter 54, 56, 84, 103, 127
Smallsbeck, Andrew 71
Smith & Grafton 99
Smith, B. J. 58
Smith, John 74, 75, 76. 77, 78, 128, 129, 130, 131, 132, 133, 134, 135
Smith, Joshua Cowgill 26
Smith, William 13
Smithson, Chris 7
Spicer, Philip H. 49, 50
Stagmer Hotel 129
Standiford, Harry E. 127
Stanhope carriage 20, 94, 124
Steel, J. W. 81
Stelner, F. W. 122
Steppingstone Museum 31, 38, 39, 40
Stevens, Arthur 87, 135
Stevens-Duryea car 120
Stevens, Thaddeus 145
Street, Thomas H. 25
Streett, Lawrence 137
Strosnider, Stefanie 7
Surrey carriage 20, 31, 39, 42, 134
Susquehanna Hose Company 37, 125
Swan, Jacob 12
Swart, Ephraim 6. 13
Swartz, John M. 47
Sweeney, Richard 12, 13
Sweet's Hotel 84
Tarr, Laszlo 13
Tarring Henry 99
Taylor, E. W. 116
Taylor, Edward 107

Temple, Samuel 22
Thomas, Anna 86
Thomas, Francis 38
Thomas, John 63
Thomas, Robert Oliver 127, 139
Thompson, J. Crawford 109
Toll Gate House 59
Trap carriage 20, 124
Treakle, Edwin Thomas 88
Tucker, David 71
Tyler John 146
Union Buggy Company 29
upping platform 28
upping stone 27, 42, 46
Valentine's Patent Wood Filling 56, 61
VanBibber, George L. 92
Victoria carriage 21
Virtue, Harry L. 105
Vogt, Guilford 79
Vogts, William N. 88
W. E. Burns & Bros. 106-115
Wagner, Albert 48
Wagner, George 7
Wagner, Max 48
Walker, Henry G. 127
Walls, Rosalie 7, 124
Ward, Montgomery 28
Warner, Croasdel 13
Warner's Patented Hub 23
Waters, Daniel Dudley 135, 136, 137
Waters, J. Wiley 135, 136
Waters, Mrs. Ida Scarborough 33
Watters, Alex. Y. 139
wheel, major parts of, 11
Wheeler, James A. 139, 141, 142, 143
wheelmaking 11
White, George 26
White, James 13
White, Thomas M. 99
Whiteford, Pete 7, 43
Wiles, James A. 90
Wiley, Nathaniel Jr. 12
Wilhelm, Lewis W. 6
Wilkinson, Betty Stuart 40
Williams, Stevenson A. 73, 92
Williamson Brothers 73, 74
Williamson, Andrew 73, 74, 83
Williamson, John 74
Willow Valley Spoke Works 22
Wilson & Co. 85, 141
Wilson, Joseph Pearl 96, 128, 132, 141
Winchester, John T. 70
Wood, Charles H. 90
Wood, George W. 90
Woolsey, Henry Jr. 49
Woolsey's Shops 49, 50, 58, 68
Worthington, James C. 25
Wright, C. Milton 6, 44
Yellen, Jack 25
Young, Dorothy 35
Young, James C. 96