

# The John S. Poyen Family



# John S. Poyen

## Purveyor of Carriage Materials



From remnants of an unknown trade publication, ACM collection

# Carriage Hardware Business of John St. Sauveur Poyen I

Woodworking and finishing were the primary local skills applied to carriage making. The trade was dependent on outside supplies of iron, forgings, and castings to be finished and fitted by carriage blacksmiths, and on outside sources of fabrics and leathers for trimming carriage upholstery. Such were essential to a business that came to dominate the economies of several area towns. As carriages became increasingly diverse in styles and price ranges, so did demand for diverse hardware and fabrics. Supplying these was the business of John S. Poyen Senior, the first of five sequential male generations named John Saint Sauveur Poyen<sup>1</sup>. (See JSP I-V in Appendix, pg. 1).

John Poyen Senior (right, 1819-1880) of West Amesbury (now Merrimac) was introduced to carriage materials by sister Elizabeth's husband, Stephen Patten<sup>2</sup>, nephew of Robert Patten of Patten's Pond, Amesbury. On his own in about 1840 John increased business into a complete stock of carriage cloths, carpets, leathers, springs, axles, and hardware<sup>3</sup>. He was located on Main Street and in the middle 1880s the succeeding generation occupied a new three-story business block<sup>4</sup>, still existing today in Merrimac square at the corner of Main and Church streets, where they carried on business for quite a period.



History of Essex Co. Mass, D. H. Hurd, Vol. II, 1888, after pg. 1554

- 1) de Poyen in Rocks Village, see Appendix
- 2) History of Essex County, Hurd, Vol. II, pg. 1555
- 3) J. J. Allen, History of Amesbury Carriage Making, 1955, pg. 161
- 4) Allen has been slightly modified to reflect corrections regarding construction of the Poyen business block in Merrimac Square.

# The Family and Business of John S. Poyen Senior

History of Essex County Vol. II, 1888, edited by D. Hamilton Hurd, pgs. 1555 & 1556

## JOHN S. POYEN.

John S. Poyen was born at East Haverhill, October 12, 1818. His father, Joseph Rochemont de Poyen, was a direct descendant from the Marquis Jean de Poyen, who emigrated from France to the Island of Guadaloupe, one of the West Indies, in the year 1658. He was a staunch royalist and an ardent defender of Louis XVI.

In 1792 a large number of the inhabitants of Guadaloupe were obliged to flee, on account of the revolution. Many lost their lives, but among the fortunate ones who escaped were the grandfather and father of John S. Poyen. A Newburyport merchant vessel being in the harbor of Point-a-Pitre at this time, they concealed themselves on board of her, and were landed at Newburyport in March, 1792. The grandfather died the same year of his arrival, October 14, 1792, aged fifty-two years, and was buried in Newburyport, in the old graveyard on "Burial hill."

His son, Joseph Rochemont de Poyen, finally settled at Rock's Bridge, East Haverhill, where he met and became enamored of, and married Sallie, daughter of Thomas Elliot, in spite of the protest of her parents, who did not really like the idea of their daughter marrying a foreigner whom they had not known for very long. However, they were married and lived happily together. She was a handsome, brilliant girl, and made him an excellent wife. He was an active, genial man, with a little of the French impatience, but a good man and a good husband. He died at the age of eighty-four. Nine children were born to them, John S. being among the youngest.

Mr. Poyen received the customary common-school education of those times, with the additional advantage of a short course of instruction from the distinguished mathematician, Benjamin Greenleaf.

When fourteen years old he came to Merrimac (then West Amesbury) and entered the grocery and carriage supply store of Stephen Patten, who had married his eldest sister, Elizabeth J. Five years later he became a partner, and after ten years of partnership he purchased the interest of Mr. Patten. In the mean time they had begun the manufacture of carriages, in which he continued until 1867, when he sold out the manufacturing business. From that time until his death he continued the business of carriage supplies alone.

In 1871 he gave Mr. H. O. Delano, who was a clerk with him at the time, an interest in the business, and the firm, under the name of John S. Poyen & Co., entered a career of great prosperity and success, and became one of the most prominent of its kind in New England.

He was always ready pecuniarily, and by his personal influence, to promote the public interests of the town, and many times a helping hand was given to young men when he felt they deserved his confidence. He was always liberal in helping those whom he saw trying to help themselves.

The rapid growth in the business of the town, requiring better facilities for banking purposes (the nearest bank for depositors being in Amesbury, five miles distant), he was foremost in promoting the organization of a bank in Merrimac, and in May, 1864, as a result of his efforts, the First National Bank of Merrimac opened its doors for business, with a capital of fifty thousand dollars, which, in July of the same year, was increased to seventy-five thousand dollars, and in November to one hundred thousand dollars. In May, 1875, it had a capital of two hundred thousand dollars. From its first organization until his death he was a prominent director and its largest stockholder.

A little later an institution for savings was established, of which he was made president. He was also one of the trustees of the Public Library for a number of years.

Prior to 1872 the nearest railroad was six miles distant, the town having only stage connections; and the increasing manufacture of carriages demanding better means of transportation, Mr. Poyen used his money and influence for a railroad which should connect Merrimac with other business centres. After laborious efforts the road was constructed and leased to the Boston and Maine Railroad corporation for ninety-nine years. He was chosen president, which office he also held at the time of his death.

During the years 1870 and '71 he was selectman and advocated the division of the town of Amesbury, believing it would be an advantage to the old and new towns. In 1876 the village of West Amesbury became an incorporated town, and by legislative sanction it took the name of Merrimac.

Various other offices of trust were held by him at different times, and during his business life of forty-two years he served faithfully the best interests of his fellow-townsmen, and by his sudden death Merrimac lost one of its most active and respected citizens.

On the 7th day of December, 1843, he married Miss Elizabeth B., eldest daughter of Dr. Timothy Kenison, a highly-esteemed physician of East Haverhill, and Abigail Longfellow, his wife.

From this marriage were born six children, four of whom are still living. His two sons, John S. and Edward A., still continue in the business established by their father.

In January, 1880, Mr. Poyen, while visiting his father's relatives, for the second time, who were living in Guadaloupe, one of the West India Islands, was attacked by yellow fever, and after a very short illness, died, at Point-a-Pitre, February 22, 1880. A year later he was buried in the family burial-lot at Merrimac.

# The French Connections

## de Rochemont, de Vipart, de Poyen

Colonial New England was churned by both the American and French (1789-1799) Revolutions, the latter scattering people from France and its colonies, some to Amesbury. Maximilian Johannes de Rochemont (1781-1823) had been born in Normandy, France, but landed in Rockingham County New Hampshire where he married local girl, Sara Ham Moses. One of their sons, George Washington de Rochemont, managed to find and marry Henrietta Jacoba de Wit, from Guyana. Their son, Benjamin C. de Rochemont, built an iron foundry on Mechanics Row in Amesbury, having a daughter while living in town, and built another foundry in Newburyport, where he lived and is buried.

Elsewhere, French families had owned sugar cane plantations since mid-seventeenth century on the island of Guadeloupe in the French West Indies. They were wealthy and educated families of the noble land-holding class that existed under French monarchies, thus tending to be royalists favoring that system. One such family thus arrived at Newburyport in 1792, fleeing for their safety after a popular post-French-Revolution uprising in which two of their sons were executed. Two of the refugees of the younger generation then settled up-river in Rocks Village where they married local girls. One was sixteen-year-old Francois Felix Hector de Vipart (1776-1811), the other being twenty-five-year-old Joseph Rochemont de Poyen (1767-1860). (It is unclear how the *Rochemont* name managed to appear in two seemingly disparate such families.) They were step-cousins, de Vipart being a step-nephew of the family patriarch born in Marseille, France whose family had moved to Guadeloupe. Joseph Rochemont de Poyen married in 1805 a Haverhill tavern owner's daughter named Sarah Swett Elliot, beginning a productive family that included John Saint Sauveur Poyen (senior)<sup>1</sup>.

1) "de Poyen in Rocks Village", see Appendix, pg. 1

# The Family of John St. Sauveur Poyen Senior



<https://www.metmuseum.org/art/collection/search/841226>

Poyen family record sampler attributed to Elizabeth J. Poyen (top right), at the Metropolitan Museum of Art, New York. Pointed out by Jennifer de Poyen. Bottom right is JSSP I (John Senior), founder of the carriage materials business.

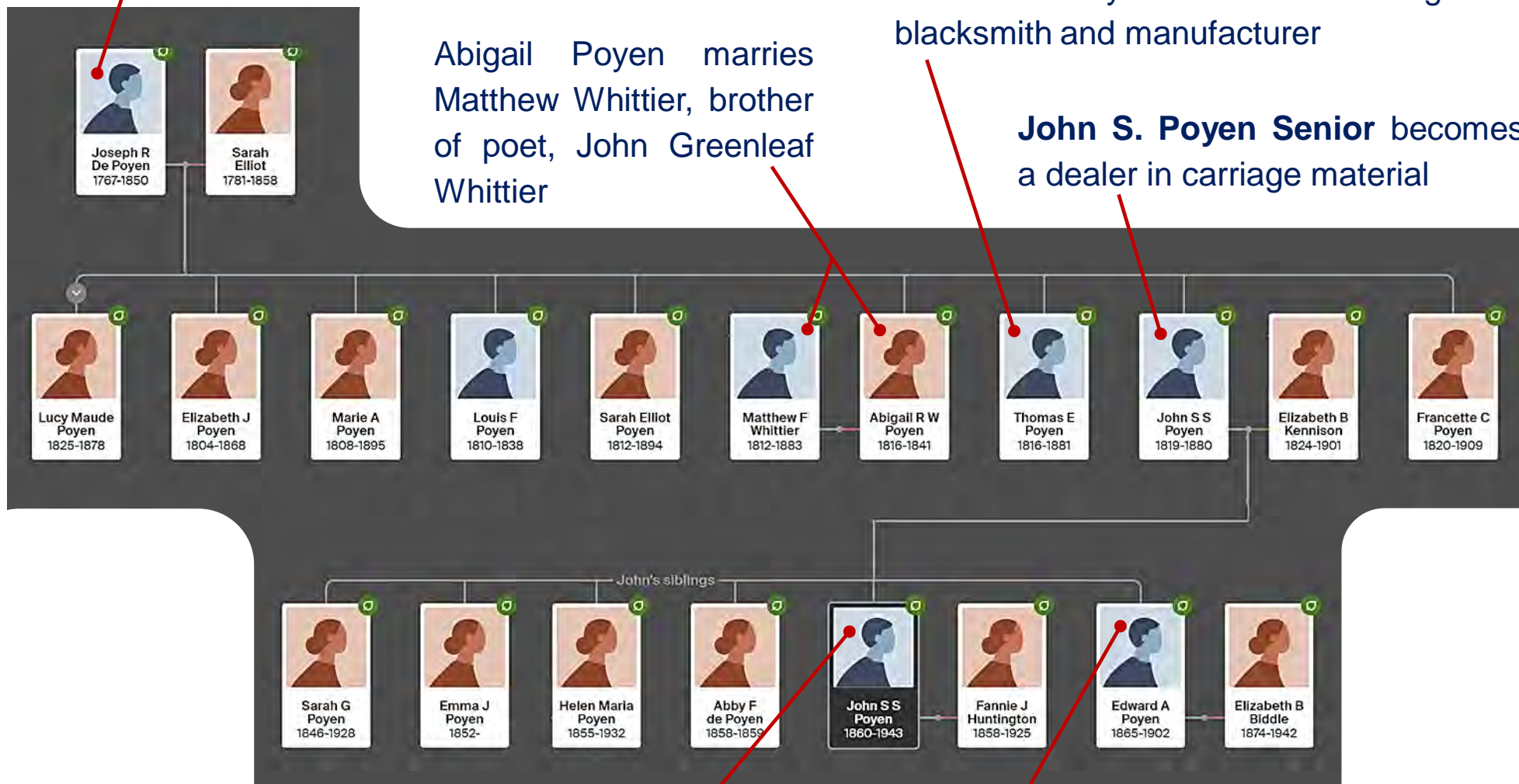
# The Family of John St. Sauveur Poyen Senior

Joseph R. de Poyen, the original Poyen in America, marries Sarah Swett Elliot of Haverhill, Swett also being a common Amesbury surname

Thomas E. Poyen becomes a carriage blacksmith and manufacturer

Abigail Poyen marries Matthew Whittier, brother of poet, John Greenleaf Whittier

**John S. Poyen Senior** becomes a dealer in carriage material



**John S. Poyen Junior** follows in his father's carriage material business, marries Fannie Huntington, daughter of J. R. Huntington

Edward Poyen marries Elizabeth Biddle, daughter of William E. Biddle of carriage makers, Biddle & Smart. William lives next to J. R. Huntington.

# de Vipart, Poyens, Whittier, and the Countess

In early 1805 the exotic exile, Francois Felix Hector de Vipart, married Mary Balch Ingalls (1786-1807) of Rocks Village. He was known locally as “The Count” (whether or not literally so) for which Mary became known as “The Countess”. Mary died of consumption, possibly contracted from her dying mother, as the couple neared their second anniversary. The Count soon returned to Marseille where he remarried, but died there 1811, still only about 34 years old.

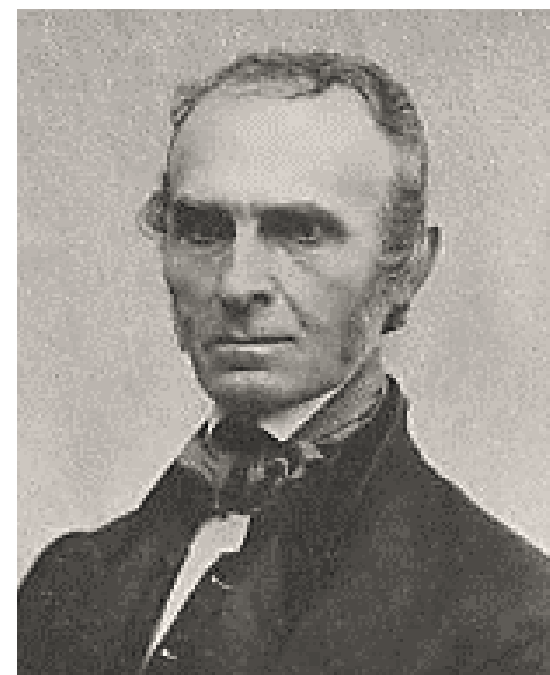
Meanwhile, having also married in 1805, Joseph and Sarah de Poyen had in 1816 a daughter, Abigail Rochemont Weld de Poyen. She then married in 1836 to Matthew Franklin Whittier (1812-1883), brother of poet John Greenleaf Whittier. The Whittiers had grown up in East Haverhill near the Merrimac line and not far from Rocks Village, the area supplying a range of characters and lore for John’s poems. If not already familiar with the brief tragedy of the “count and countess”, he certainly became so by his new family connection. The tale became the basis of his 1863 poem, *The Countess*, in which the unfortunate *Count* had found love in America but then returned alone to France after her untimely death and died soon thereafter.

Matthew Whittier was of literary talent but in the shadow of his famous brother. He and Abigail, nee de Poyen, lived in Portland, Maine, where she died in 1841, at only about age 25, much like the countess.

Drawn largely from “de Poyen in Rocks Village”, see Appendix, pg. 1



Matthew Franklin Whittier



John G. Whittier

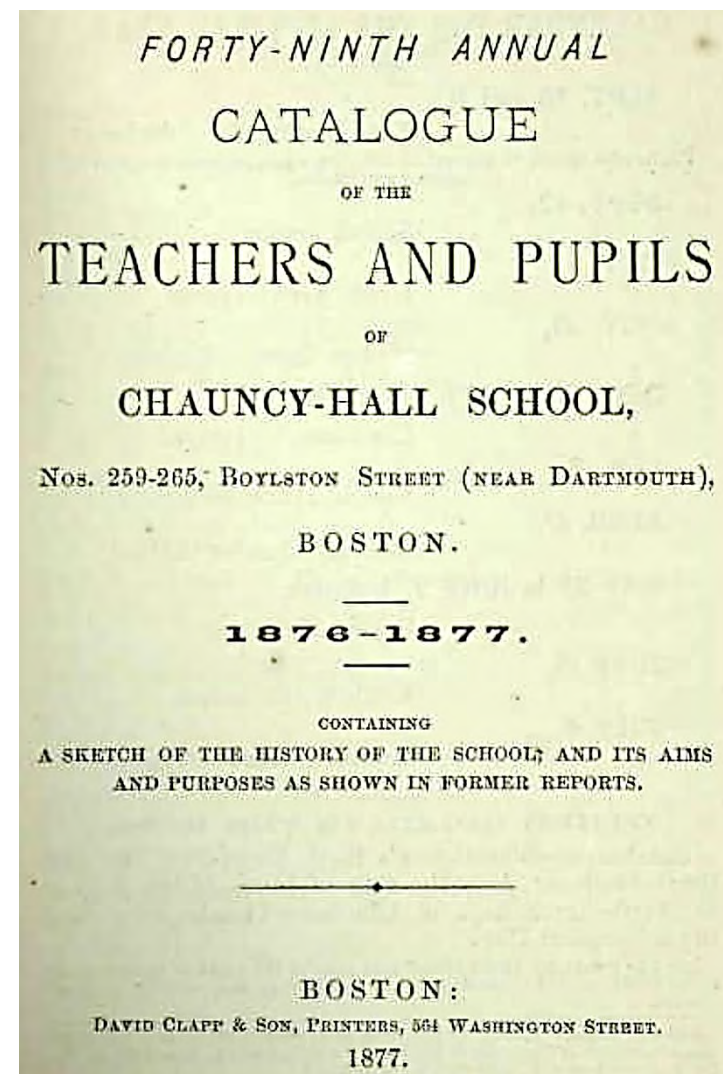


# John St. Sauveur Poyen II (1882-1945)

Given considerable success with carriage material, John St. Sauveur Poyen Senior arranged for his like-named son to be educated at the Chauncy-Hall School in Boston, which was established to prepare upper-class Boston children for business. It appears that young John was provided some living arrangement in Charlestown, of which we have no details. Much of his education probably continued in Boston and he spent considerable time there participating in athletics (boxing and swimming) to some degree throughout his life<sup>1</sup>.

While John St. Sauveur Poyen II is the second in line with this particular name, he came to be considered by later generations at the original title-holder. His son became known as “Jr.”, but for purposes herein John St. Sauveur Poyen II is John Poyen Jr. to his father and carriage material business founder, John Poyen Senior. This terminology will be consistently used throughout, as indeed, it is used in the accompanying school roster at right.

1) See obit, at end of Appendix



Francis A. Pierce, . . .	Rutland St.
Clarence H. Poor, . . .	} Tremont St.
Robert C. Poor, . . .	
John S. Poyen, Jr. (of Merrimac),	CHARLESTOWN.
William L. Puffer, . . .	} BOSTON HIGH'L'DS.
Mary P. Puffer, . . .	
Frederic E. Puffer, . . .	
George J. Putnam, . . .	Beacon St.

## 2<sup>nd</sup> Generation Hardware Business and Family

With the passing of John Poyen Senior, Poyen Junior continued the business with Herbert Otis Delano, who had been employed by Poyen Senior and later brought into partnership. Delano was the husband of Poyen Senior's niece, Margaret Saint Sauveur Palmer<sup>1</sup> (top quality carriage maker Charles H. Palmer Jr.<sup>1</sup> is described on the next pages). Business thus remained within the family.

John S. Poyen Junior was physical, active, and progressive in building the family business after his father's death, both generations being well respected among local carriage makers. Respect applied to John Jr. to such an extent that he married in 1881 the older daughter of Jacob R. Huntington (Fannie J., who was two years older than her husband), the 1853 founder of the Amesbury carriage industry. Huntington had been living since 1871 in his large elaborate Mansard Victorian with tall front tower, located at 176 Main Street near the top of Patten's Hill. In 1882 John and Fannie in Merrimac had their only child, John Saint Sauveur Poyen III.

The next year John Jr. had the Colchester Mill Co. on Elm St. in Amesbury construct a three-story brick building that he leased at the corner of Elm and Clark Streets, for a new branch of the business<sup>2</sup>. That was complete by year's end and used then for a Library Ass'n. benefit that included a bicycle demonstration<sup>3</sup>. He then built the Merrimac business block in 1886. Across from J. R. Huntington's Main St. home was a large lot that had been occupied by a Widow Perkins, on which carriage maker George W. Osgood had developed Osgood Place having his home and a large four-unit townhouse behind for family. As the Poyen business building progressed, so also did a new Poyen residence at the other corner of Main and Osgood Place<sup>4</sup> where Poyen had lowered the hill for a clear view over to Highland Street<sup>5</sup>.

1) Relationships detailed in Ancestry.com, see next page

2) *Villager*, 1883-05-10, Page1, C2 bottom, Building Notes

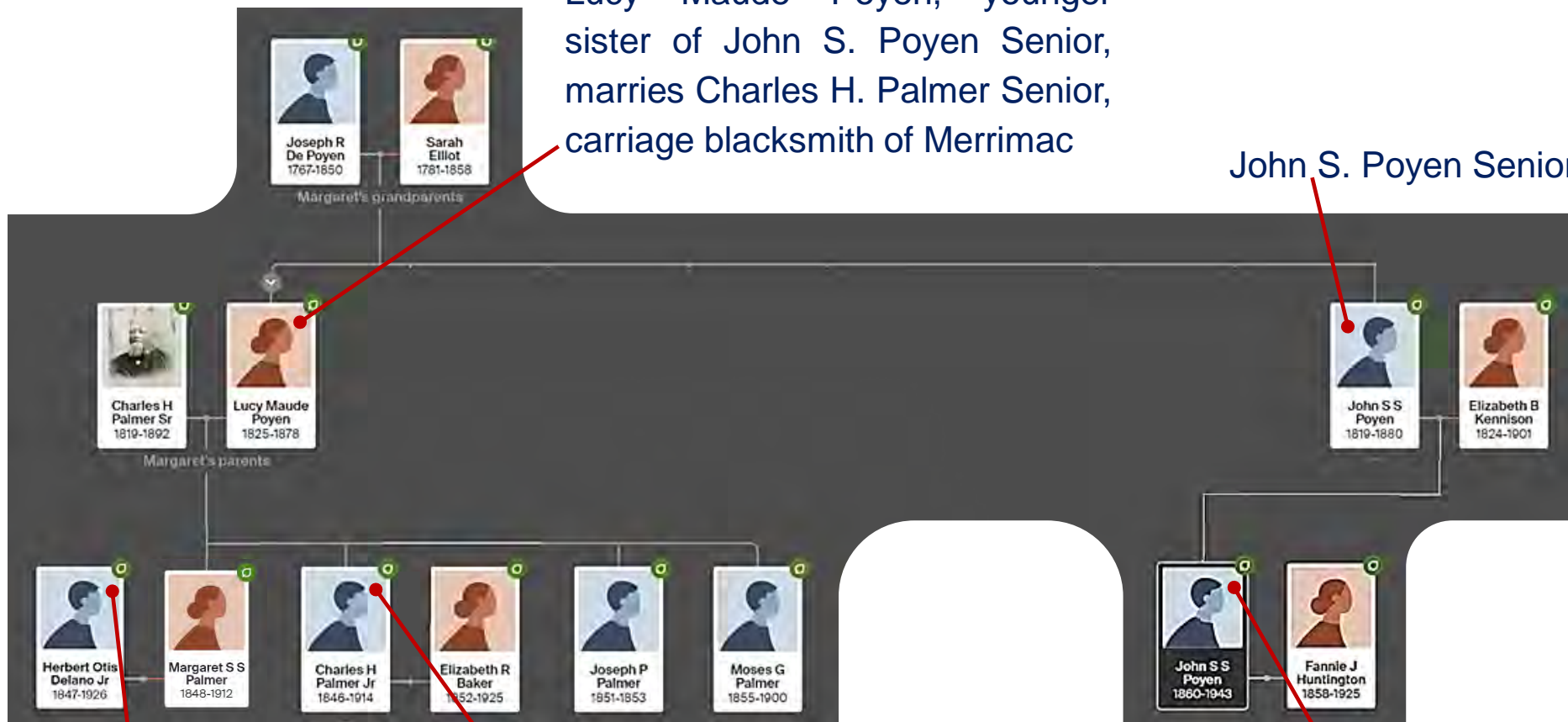
3) *Villager*, 1883-11-27, Page8, C2

4) *Villager*, 1883-05-10, Page1, C2 bottom, Building Notes

5) *Villager*, 1883-08-106 Page5

# Poyen Families as Related to Charles Palmer

Lucy Maude Poyen, younger sister of John S. Poyen Senior, marries Charles H. Palmer Senior, carriage blacksmith of Merrimac



John S. Poyen Senior

Herbert Otis Delano, partner of John S. Poyen Senior through the latter's niece, Margaret Palmer. Delano is "& Co." in two generations of Poyen & Co.

**Charles H. Palmer Junior**, carriage maker in Merrimac, then Amesbury. He produces a low volume of fine vehicles, having the highest average price in Amesbury (\$400) by a large margin. One of only three shops to average at or above \$200/carriage (wholesale).

John S. Poyen Junior assumes leadership of the Poyen business as a partner with his first cousin's husband, H. O. Delano (at left)

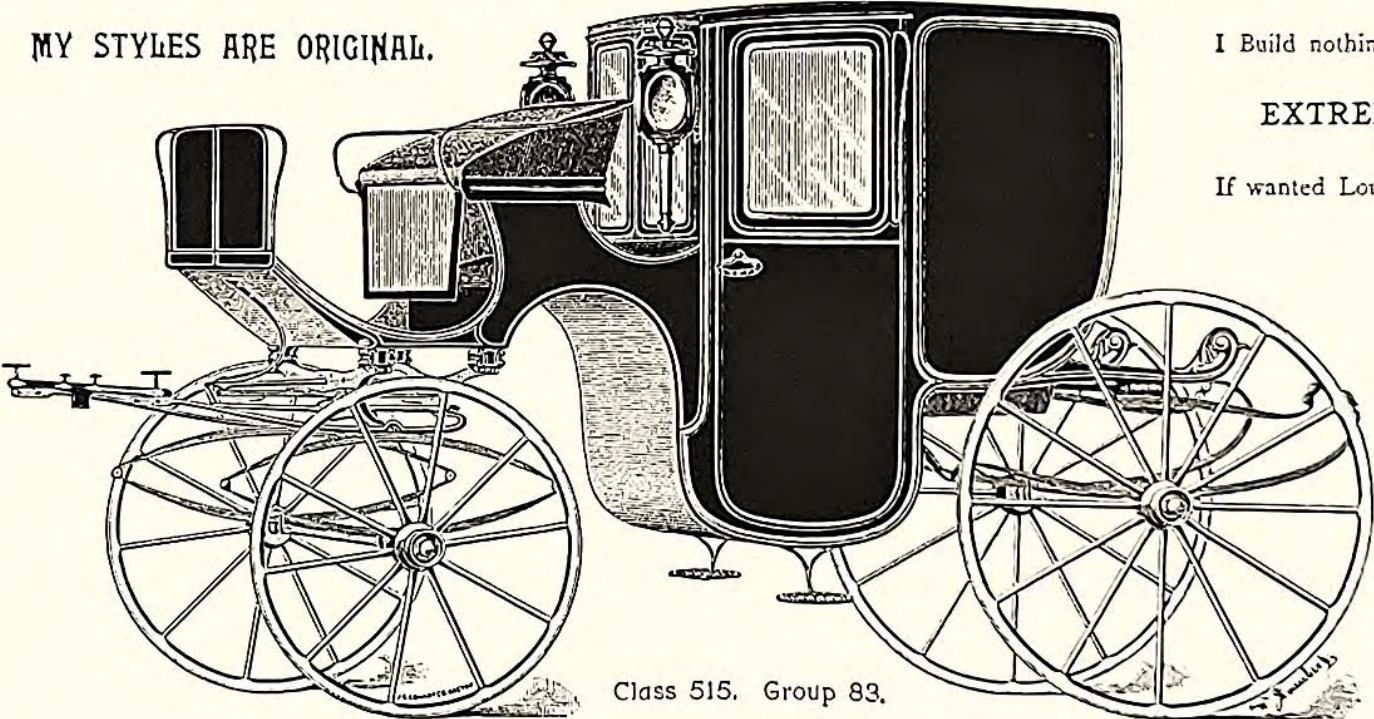
# Charles H. Palmer Jr., Amesbury's Top Carriage Maker

Charles H. Palmer Jr. (1846-1914), a first cousin of John Poyen Junior, was a carriage builder of national repute by 1880 in the partnership of Palmer & Doucet. They came to Amesbury in 1887, taking space in the Chestnut Street complex of Frank A. Babcock. Soon being burned out in the great 1888 fire, Palmer then went on his own in a shop at 23 Oakland St. (then called Carriage Avenue). In about 1892 he moved up Carriage Ave. to John Poyen Junior's buildings at the corner of Morrill Street. By around 1898 Palmer was sufficiently exhausted by the 1890s depression that he exited carriage making. Below is Palmer's page, showing an elaborate Brougham, from a booklet of Amesbury carriages displayed at the 1893 Columbian Exposition in Chicago. As can be seen, he touted high style, usually along French designs, that appealed to the upper classes.

32

THE CARRIAGE CENTRE OF THE WORLD, AMESBURY, MASS., U. S. A.

MY STYLES ARE ORIGINAL.



I Build nothing but the best quality  
EXTREME STYLES,  
If wanted Loud or Modest.

Write me for a  
cut of the  
Columbian v  
v Goddard.  
The finest and eas-  
iest riding buggy  
ever built.

Class 515. Group 83.

**CHARLES H. PALMER, Amesbury, Mass.**

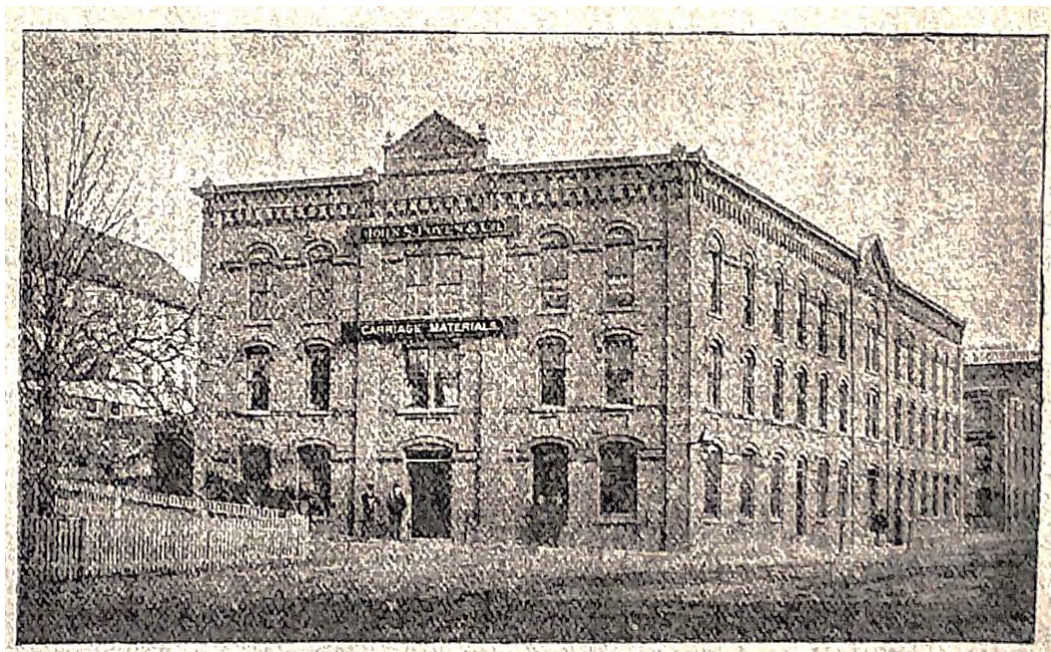
Amesbury Mass, the Carriage Center of the World, 1893, pg. 32, reproduced by Algrove Publishing, Ontario Canada, 2006

# John S. Poyen & Co. Business Blocks

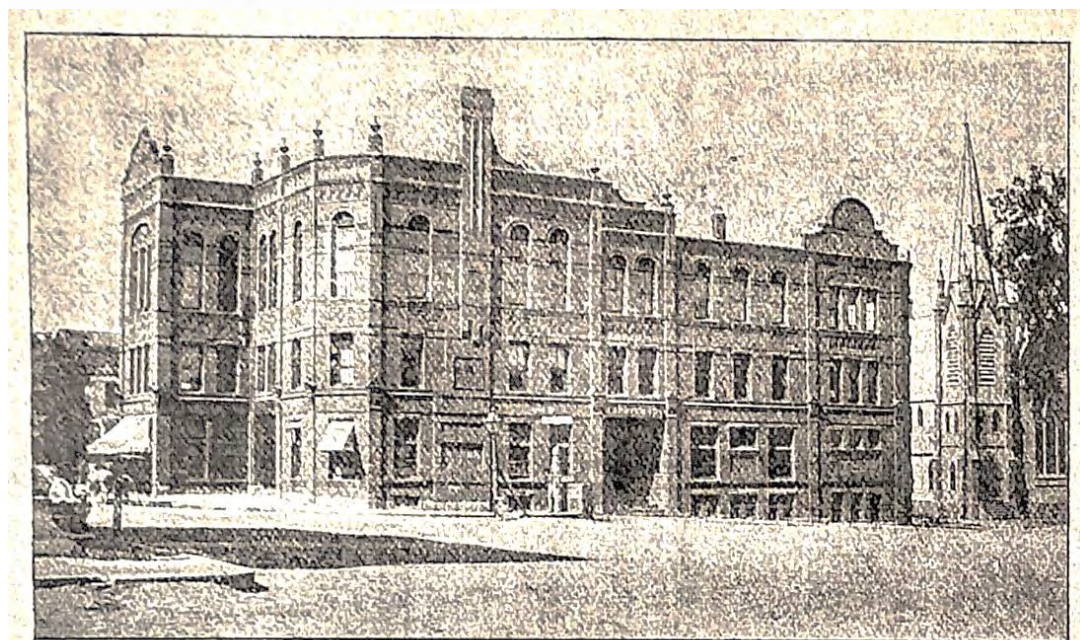
Poyen, Delano, Amesbury and Merrimac buildings, from 1891 Souvenir, pgs. 3 & 14, ACM collection



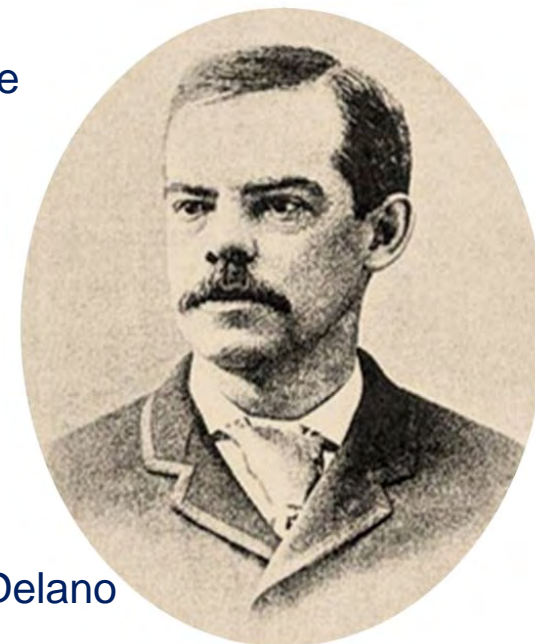
John S. Poyen Jr.



Amesbury Elm  
St. Building



Merrimac Square  
building



Herbert O. Delano

*John S. Poyen, Purveyor of Carriage Materials*

# J. R. Huntington Home, Father-in-law of John S. Poyen Jr. 176 Main Street opposite Osgood Place

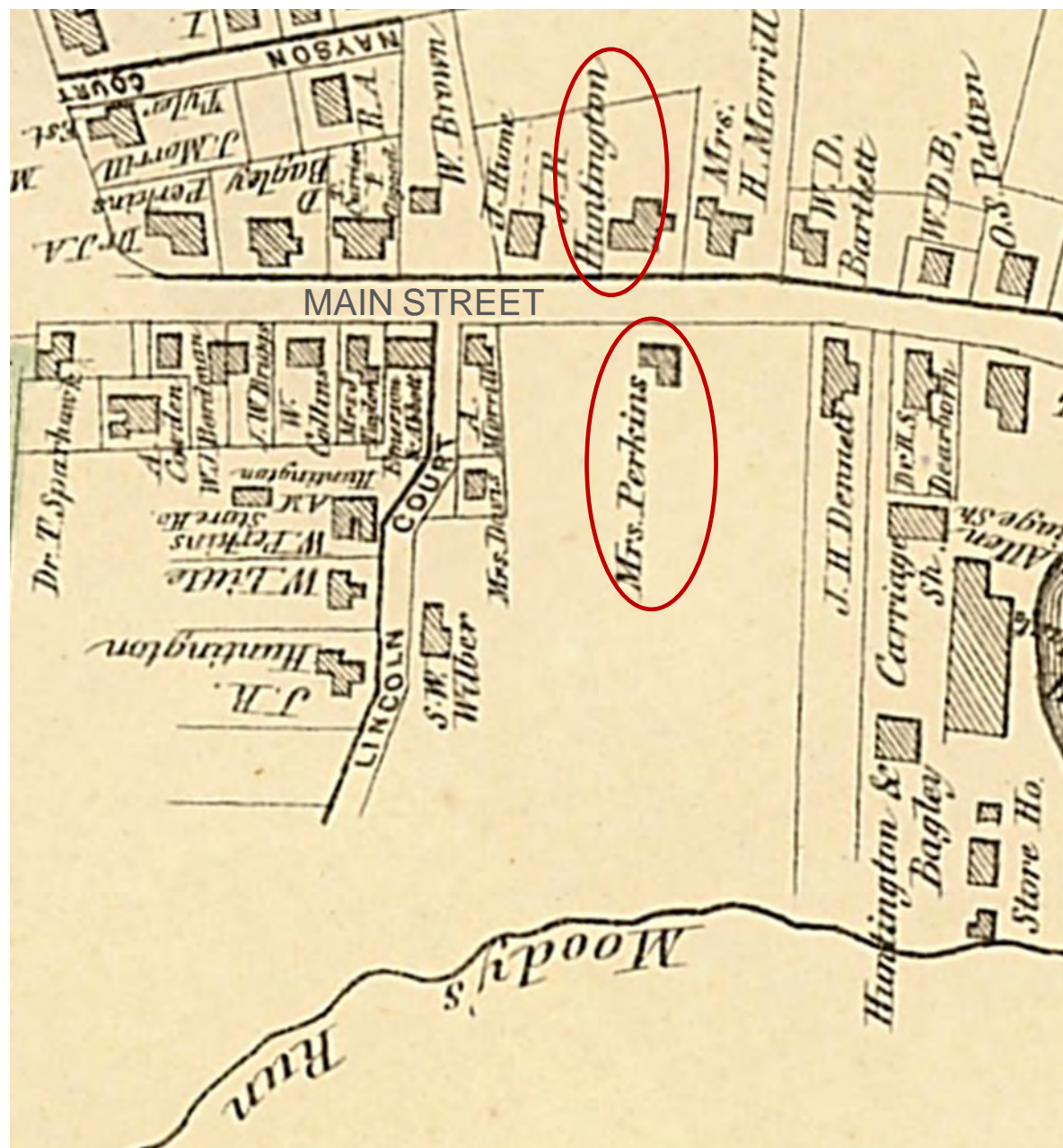


Courtesy of Amesbury Public Library

# Perkins Property opposite Jacob R. Huntington's House along Main Street, 1872 county map

The Perkins property extended from Main Street all the way back to Moody's Creek that feeds Patten's Pond. Its width covered most of the space between Lincoln Court and Mechanics Row. John Poyen's house was built at about the same location as the Perkins house, and his lot extended back to the creek, where some current residents of Osgood Place can remember rock garden formations in that back area.

In 1985 much of the back area was divided into six housing lots, three on Osgood Place and three on Mechanics Row.



# John S. Poyen Jr. Home, Still Relatively New pre-electricity ca. 1884-5



Courtesy of Barry Simpson via John S. Poyen V

At far right is a distant hazy view of the Locke & Jewell carriage wheel factory on Mechanics Row.



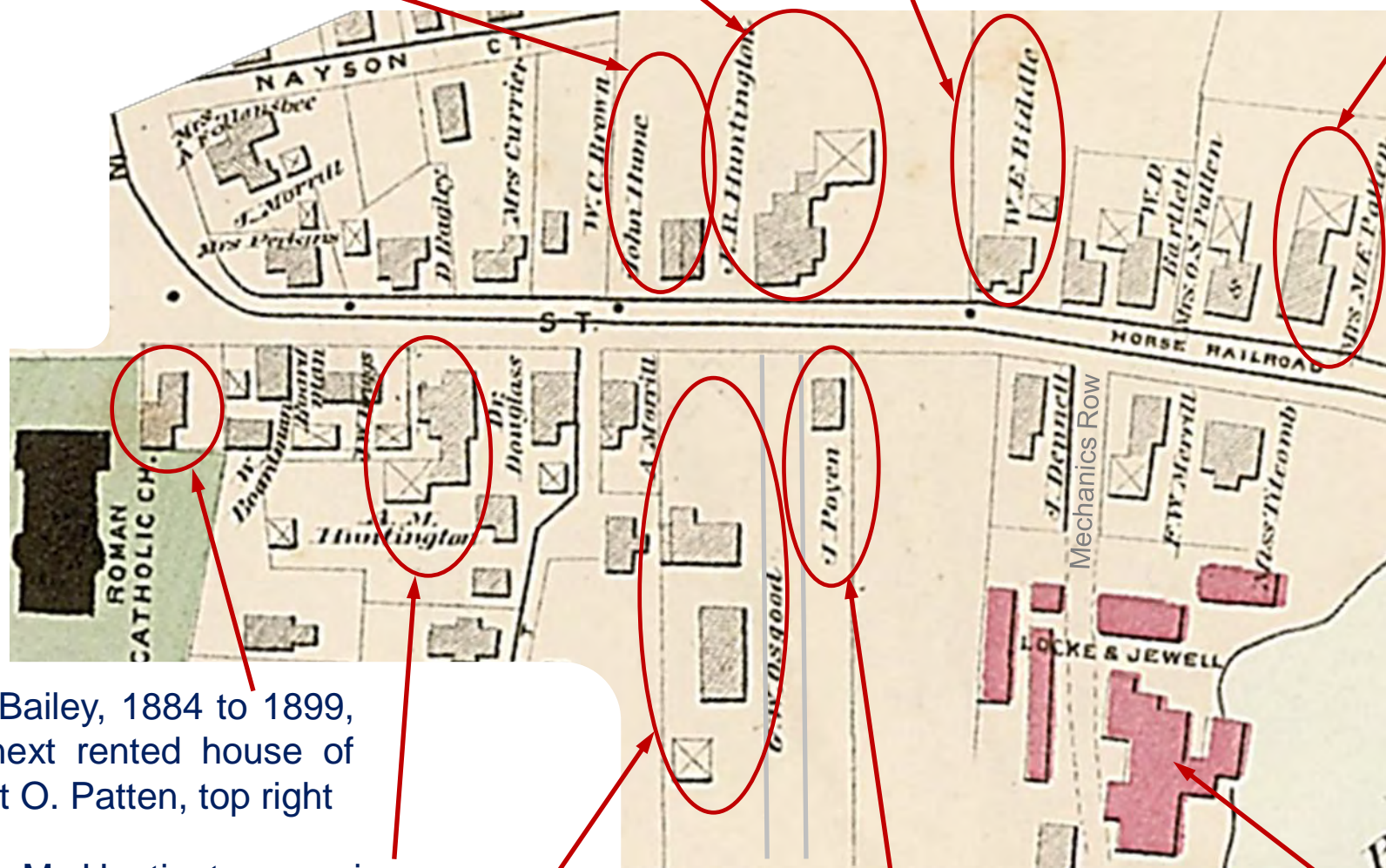
# Main Street Area of Carriage Entrepreneurs' Homes

John Hume, one of three Scottish carriage-making brothers

Jacob R. Huntington, founder of Amesbury carriage making

Wm. E. Biddle of Biddle & Smart carriages and auto bodies, father-in-law of Edward Poyen

Robert O. Patten of Patten & Blaisdell carriage makers. Later, S. R. Bailey



S. R. Bailey, 1884 to 1899, who next rented house of Robert O. Patten, top right

A. M. Huntington, carriage maker, brother of J. R. Huntington

George W. Osgood, carriage maker

John S. Poyen Jr.

Locke & Jewell, carriages and carriage wheels

1884 Map

*John S. Poyen, Purveyor of Carriage Materials*

# Business Buildings of John Poyen Jr. ca. 1890

Note – a similar half-page advert appears in the appendix, having actual building photos

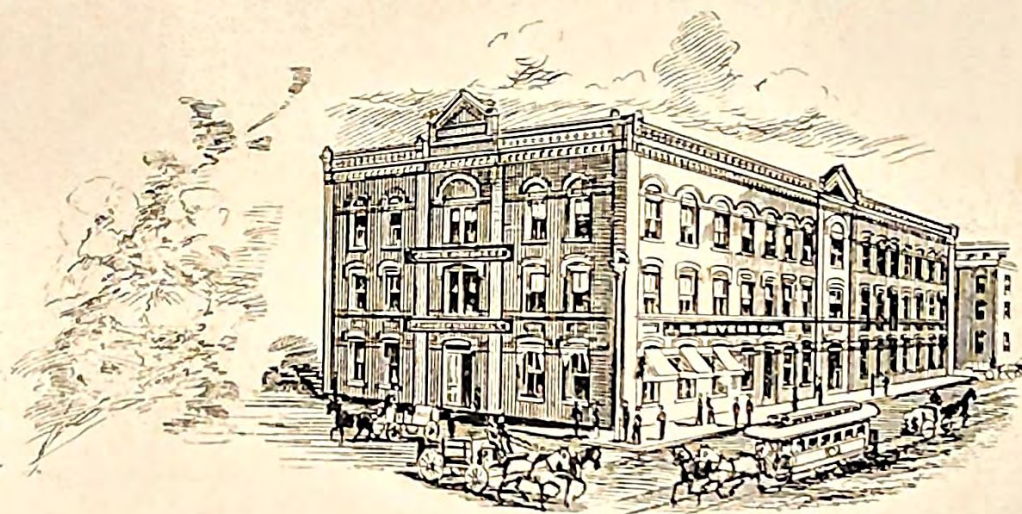
H. O. DELANO.

J. S. POYEN.

## John S. Poyen & Co.



MERRIMAC



AMESBURY.

— DEALERS IN —

# CARRIAGE GOODS.

MERRIMAC, MASS.

AMESBURY, MASS.

Carriage Cloths in all Grades and Colors. Enamel Cloths and Patent Leather. Wilton, Velvet, and French Carpets in large variety. CARRIAGE LAMPS and a complete line of Plated Goods.

**FANCY LININGS** Consisting of Bedford Cords, Novelties in Corduroy, Pig Skins, Fancy Leather in different colors, etc., for trimming vehicles in natural wood. English Canopies for ladies' phaetons, Ashtabula Bows, S. Halsey & Son's Leathers, L. Joy & Co.'s Rubber Drill and Ducks, and a complete line of Carriage Hardware. Orders filled promptly from a large and complete stock. Correspondence solicited.

From remnants of an unknown trade publication, ACM collection

## John Poyen Jr. Home ca. 1890

Multiple electric lines extend across Main St. to different rooms of Poyen's house. A utility pole at the curb holds Point Shore electric trolley lines. Across Osgood Place, along the right side, is George W. Osgood's home, with wrap-around porch and an empty front lot that he had purchased for the large sum \$4000, befitting the neighborhood status<sup>1</sup>. There he built in 1904 a Universalist church, acquired in 1945 by the Seventh Day Adventists and still used by them today for Saturday services.



Courtesy of Barry Simpson via John S. Poyen V

1) Villager, 1883-05-10, Page1, C2 bottom, Building Notes

# Amesbury Souvenir (newspaper publication)

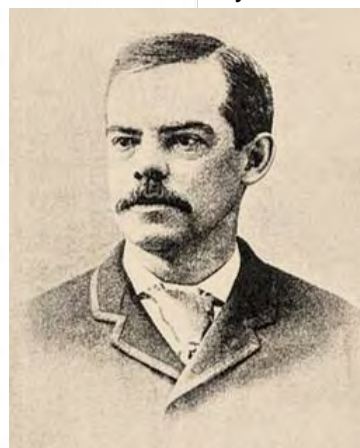
January 29, 1891, pg. 14, John S. Poyen & Co., courtesy of ACM

As evidence of the rapid and substantial growth of the carriage industry, no better evidence can be offered than the business of John S. Poyen & Co., whose two large and substantial stores in Merrimac and Amesbury, unsurpassed by any in the country in their line, can testify. The name of John S. Poyen & Co. has been longer before the public than any house now existing in their line. Their stock of carriage goods is unequalled in quality, quantity and variety, arranged to supply the finest and medium quality of goods for the different grades of pleasure and business vehicles. The system and neatness observed by this firm in their two stores are desirable studies, and a well-known and much appreciated fact to the carriage manufacturers is their careful attention to small details equally with large transactions. The founder of the business was John S. Poyen, who died suddenly, Feb. 22d, 1880, at Guadalupe, while visiting for pleasure the different Islands of the West Indies. Mr. Poyen was possessed of great energy of char-

acter, and added superior skill and business tact in developing this branch of industry, and in a broad sense to him is due the honor of a plant unequalled for its system in the sale of carriage materials. The fact that the present



John S. Poyen



Herbert O. Delano

partners, Mr. H. O. Delano and Mr. J. S. Poyen have kept even pace with the growth of the carriage industry, and have sustained the already high standing made by the founder, is due to strict attention to the business, and ability to foresee the requirements of carriage manufacturers, aided largely by continued control of standard makes of carriage materials originally sold by John S. Poyen. In their stock are found the complete lines of standard makers of carriage hardware and forgings, besides many special articles of their own design and control, illustrated by their ability to show nearly a hundred different dimensions and styles of carriage axles. They keep all grades of enamelled, and patent leather, with fancy seat leather in large variety, and a most complete assortment of different col-

ored foreign and domestic carriage cloths. No concern can better testify to the growth of the American carriage cloth industry, they having purchased the first of the Slater Wool Co.'s cloths, made some twelve or more years ago, and still remain New England agent for them. They have seen from their first few hundred pieces, the growth to the largest and best carriage cloths manufactured in the country, a grade now more desirable in many respects than the famed English makes which are so fast disappearing. They can show bills of axles made by hand in New Hampshire under date of 1852, and bills from concerns that now can turn out by finest machinery 1600 sets of axles in ten hours. To know the facts of changes of prices of manufactured goods that are contained in the books of J. S. Poyen & Co., is a revelation of what American invention and improved machinery have done for the driving pub-

their goods, to learn with what completeness they have been finished.

For completeness of stock and ability to fill all orders in a prompt and satisfactory manner, this firm has long borne a reputation second to none, not only in Amesbury, but wherever carriage materials are used. They keep abreast with the progress of the age.

# Civic and Personal Pursuits

Within a few years of arriving in Amesbury from Merrimac John Poyen Jr. had become the assistant fire chief. (The Chief was officially labeled Chief Engineer of the fire department.) He had been in charge of a massive 1887 fire at the Locke & Jewell factory complex on Mechanics Row, visible from his house, from which floating embers threatened much of his neighborhood<sup>1</sup>. Concern was expressed at the time that Amesbury had no steam powered pumpers. He soon became Chief Engineer, once overseeing a fire at the carriage complex he owned at the corner of Morrill and Oakland Streets<sup>2</sup>. He advised the town regarding what upgrades and technology could improve firefighting. There were town “Engineers” of other departments (e.g. Street Engineer), and he was Chairman of the Board of Engineers<sup>3</sup>. Technology was of interest to him, such that he was quick to have electricity and telephones in 1889, when electricity was only recently available and there were only a hundred domestic light bulbs in town<sup>4</sup>.

Among personal activities, he remained a member of the Boston Athletic Club and devoted considerable time to the Wonnesequam Boat Club at Point Shore. He owned a series of sailing yachts over the years, competing in regattas and races down the coast in Beverly and Marblehead. In 1885 he was among a group who sailed down to the New York City area to watch international races between American and English yachts<sup>5</sup>. In addition to club social aspects he participated in dory and canoe paddling races, consistent with his athletic nature, a range of sailing events, and eventually speedboat races during his Atlantic Company years. Regarding the last, his boat, “X. T. C.”, was the fastest in the area<sup>6</sup>. A small insight into neighborhood relationships, it was noted in 1894 that John Jr. and his family had traveled to Europe with his mother-in-law and Mrs. George W. Osgood<sup>7</sup>, the latter residing at the opposite corner of Osgood Place from Poyen.

1) *Amesbury News*, October 14, 1887, pg. 3

2) *Villager*, June 27, 1889, pg. 5 C1

3) *Villager*, February 7, 1889, pg. 2 C4

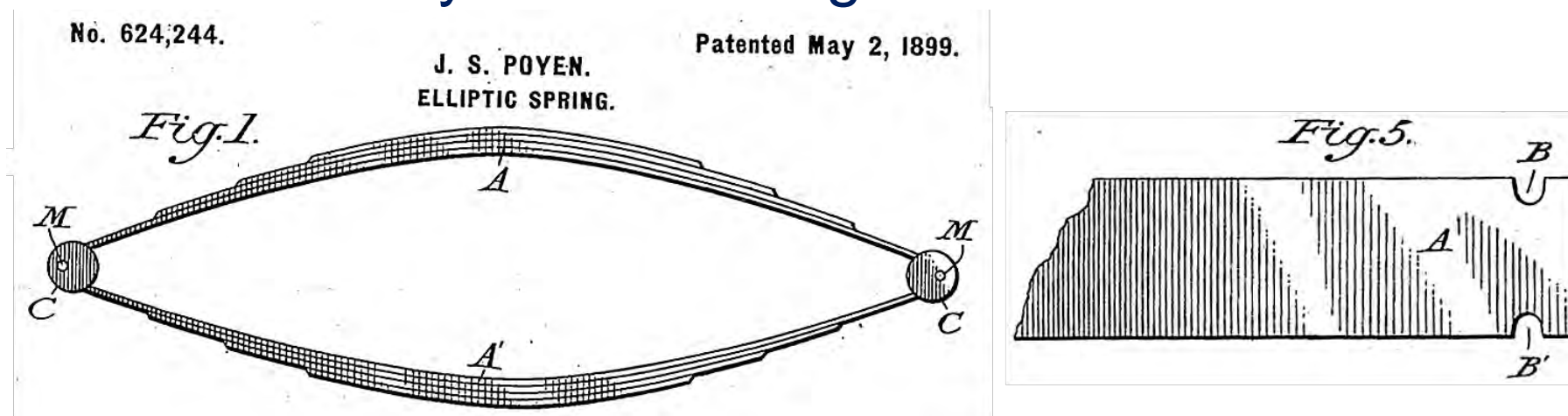
4) *Villager*, February 7, 1889, pg. 2 C5

5) *Villager*, September 10, 1885, pg. 5 C4

6) *Amesbury Daily News*, August 17, 1908, pg. 2

7) 1894 returning passenger list

# John Poyen Jr. Carriage-Related Patents



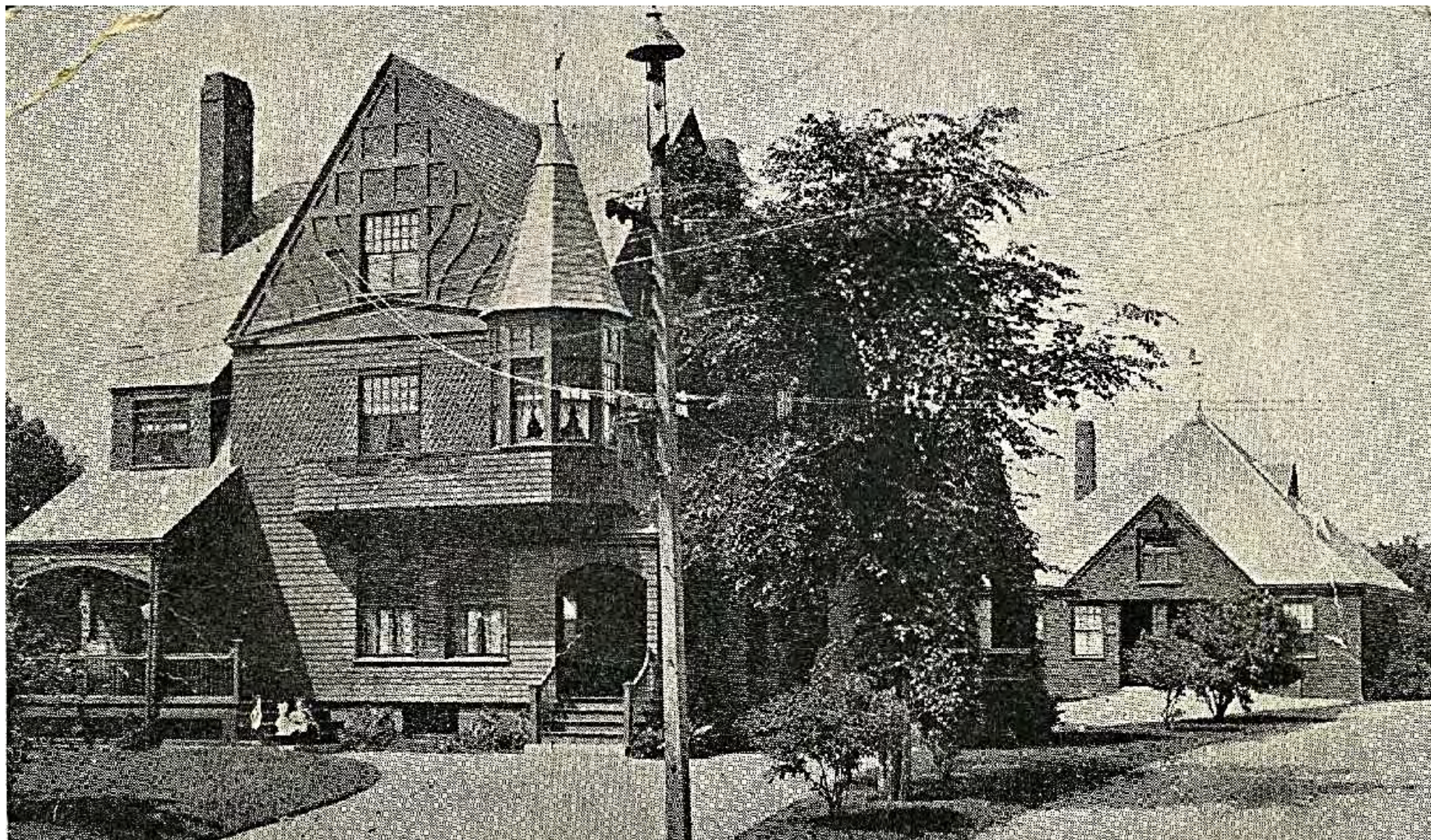
The above shows John Poyen Junior's patented design (US 624,244) for an elliptical carriage spring in which the long master leaves of the spring are secured at their ends in a manner that does not weaken them or cause undue stress. They may still be readily disassembled and rebuilt. Spring ends are joined inside cylinders on which the end caps have internal ribs that engage slots *B* and *B'*, near master leaf ends, above right. Cylinder end caps may be removed for disassembly.

In 1903 John Poyen Jr. and a Mr. Isaac Osgood patented in Great Britain (GB190307529A) a lathe that would machine spiral grease grooves inside or outside tapered male and female journals on carriage axles and skeins, the latter being the female metal journal that was fitted inside mating wheel hubs. Axle journals and skeins were made with precisely fitting journals that, before ball and roller bearings, were greased to operate in direct contact. The drawing below shows an assembled axle, skein, and axle nut, having an oil pad in a linear groove. A spiral groove could promote winding of free oil at the end back into the journal middle.



# John Poyen Home and Carriage House

Shown late 1880s with young John Saint Sauveur Poyen III sitting on the step of the left porch (that is now screened in). A carbon-arc streetlight is atop a pole in front. The large heated carriage barn has today been moved further back on a separate lot, displaced leftward behind the house, supported on two additional brick stories extending down the hill behind, and rotated so that the large entrance faces Osgood Place as an entrance for two side-by-side residences therein.



Courtesy of Barry Simpson via John S. Poyen V

## John S. Poyen Jr. after 1890

Economically robust times of the 1880s extended into 1893 when a crash brought depressed markets, even among the carriage-buying class. A number of older Amesbury carriage makers found it a convenient time to retire, and at the least it disrupted business practices for many of the remainder. In John Poyen's case, he appears to have exited the carriage hardware business sometime in the mid-1890s, moving to the carriage making complex he owned at the corner of Morrill and Oakland Streets (now housing Barewolf Brewing) that he had acquired from his father-in-law (Huntington) in the mid-1880s and leased to carriage makers Drummond & Taylor<sup>1</sup>. There he operated a carriage making business under the name of Pneumatic Carriage Company, making carriages having newer modern-style metal undercarriages (as opposed to wood) that had wire-spoked bicycle-style wheels running on ball or roller bearings and having air filled rubber tires. Traditional wood wheels were already using solid rubber tires for a smoother quieter ride, further improved by pneumatic tires. He likely bought metal undercarriages from specialty makers in town.

Poyen Jr. was also among a group that looked at a possible electric car in 1899 based on an electric motor designed by a local electrician, Mr. C. J. Bagley<sup>2</sup>. This venture never progressed beyond a few exploratory meetings but hinted at the rapidly increasing automobile business. Meanwhile, Poyen had leased his brick Oakland St. building to carriage maker, Patrick H. Connor<sup>3</sup>, who unexpectedly died in 1904. By year end, Poyen and a group had initiated a new venture on the site called The Atlantic Company, making a line of motorized launches and small boats based on the expertise of local dory makers<sup>4</sup>. This came to occupy a number of buildings around the Morrill and Oakland intersection. The company lasted into the World War I era but not beyond the mid-teen years.

1) J. R. Huntington bought this from Wm. Smart in 1882 (*Villager*, 1882-07-27, Pg1) selling it to Poyen sometime in the 1880s, *Villager*, 1889-06-27, Pg5)

2) *Amesbury Dailey News*, September 12, 1899, pg. 2

3) *Amesbury Dailey News*, November 21, 1899, pg. 2

4) *Amesbury Dailey News*, 1904-11-26, Page2, C2



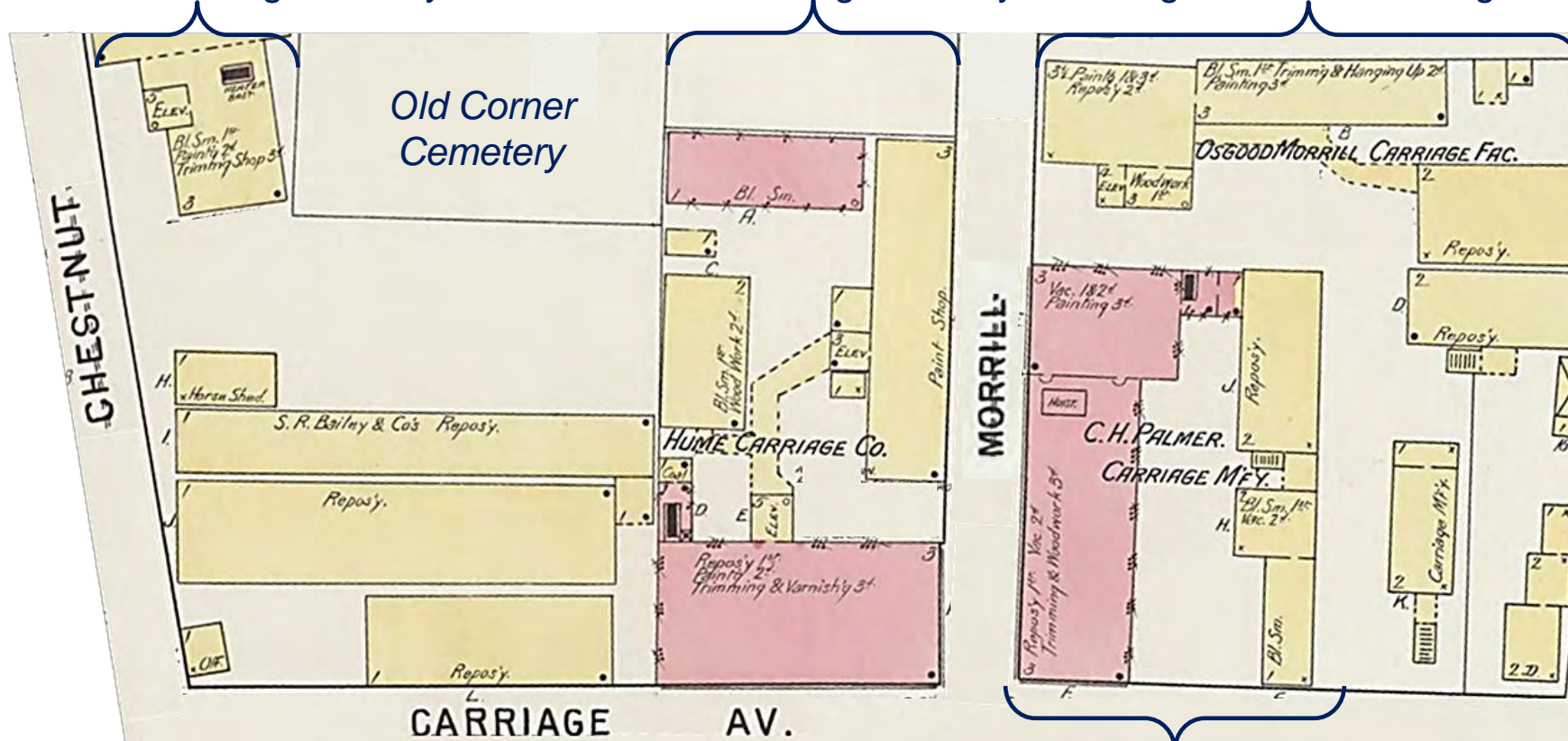
# John S. Poyen Buildings at Carriage Ave. & Morrill Street

1894 Sanborn Insurance Map, sheet 5 (Carriage Ave. = Oakland St. today)

T. W. Lane Carriage Factory

John Hume Carriage Factory

Osgood Morrill Carriage Factory



**John S. Poyen property**

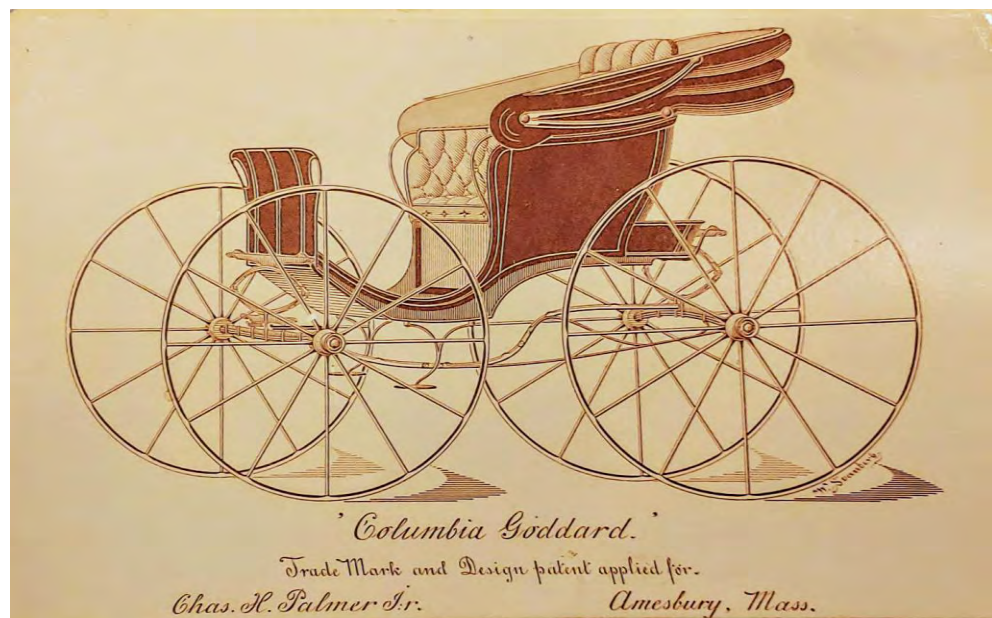
Poyen's brick building (red) had been built ca. 1876 by William Smart, of Biddle & Smart, who sold it to J. R. Huntington in 1882 when the former built a larger factory on Water Street. Poyen also had the wood buildings next door. Properties right of Morrill St. survived the 1888 fire, while all those below Carriage Ave. and left of Morrill (except the brick blacksmith shop at the top of the Hume complex) were destroyed. Poyen's cousin, Charles H. Palmer, occupied the Poyen complex in about 1892 (seen above in 1894), but had left by 1896, having moved to a location on Oak Street.

# Charles H. Palmer Jr. After Carriages

John Poyen Jr's. cousin, Charles H. Palmer Jr., had left carriage making by 1898, still in his Cedar St. home. It is unclear where he was in 1900, while his wife, Elizabeth (nee Baker) and daughter, Lillian, were living in Boston with a boarder named Marvin Dundas (who Lillian soon married). Marvin's mother was also a Baker, but of no clear relationship. By 1905 the Palmer family was together in Kings County, Brooklyn, Charles being a boiler salesman and Marvin Dundas having died a month after marrying. The family was then in Manhattan in 1910, with Charles and Lillian listed mysteriously as having their "own income". Charles died in Manhattan during 1914. It remains unclear what attracted him to New York.

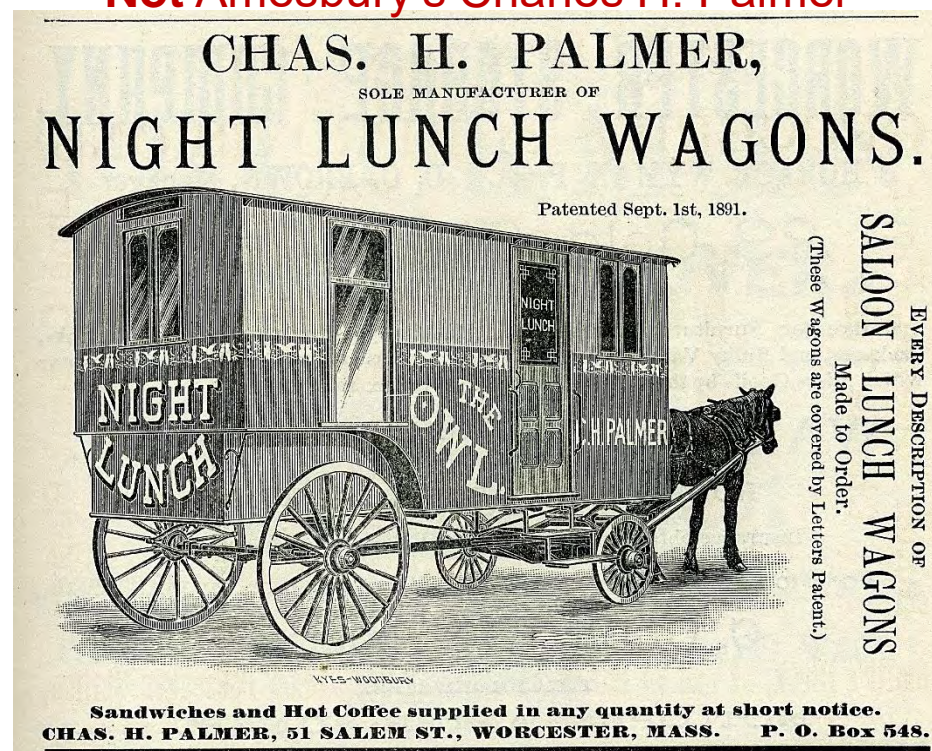
"Charles Palmer" and even "Charles H. Palmer" is a common name, complicating searches and netting the 1891 patentee of another period vehicle, below right. Any family connection is ancient and obscure.

Below, the "Columbia Goddard" carriage referred to in Palmer's 1893 Columbian Exposition description, seen on a previous page.



trade card, private collection

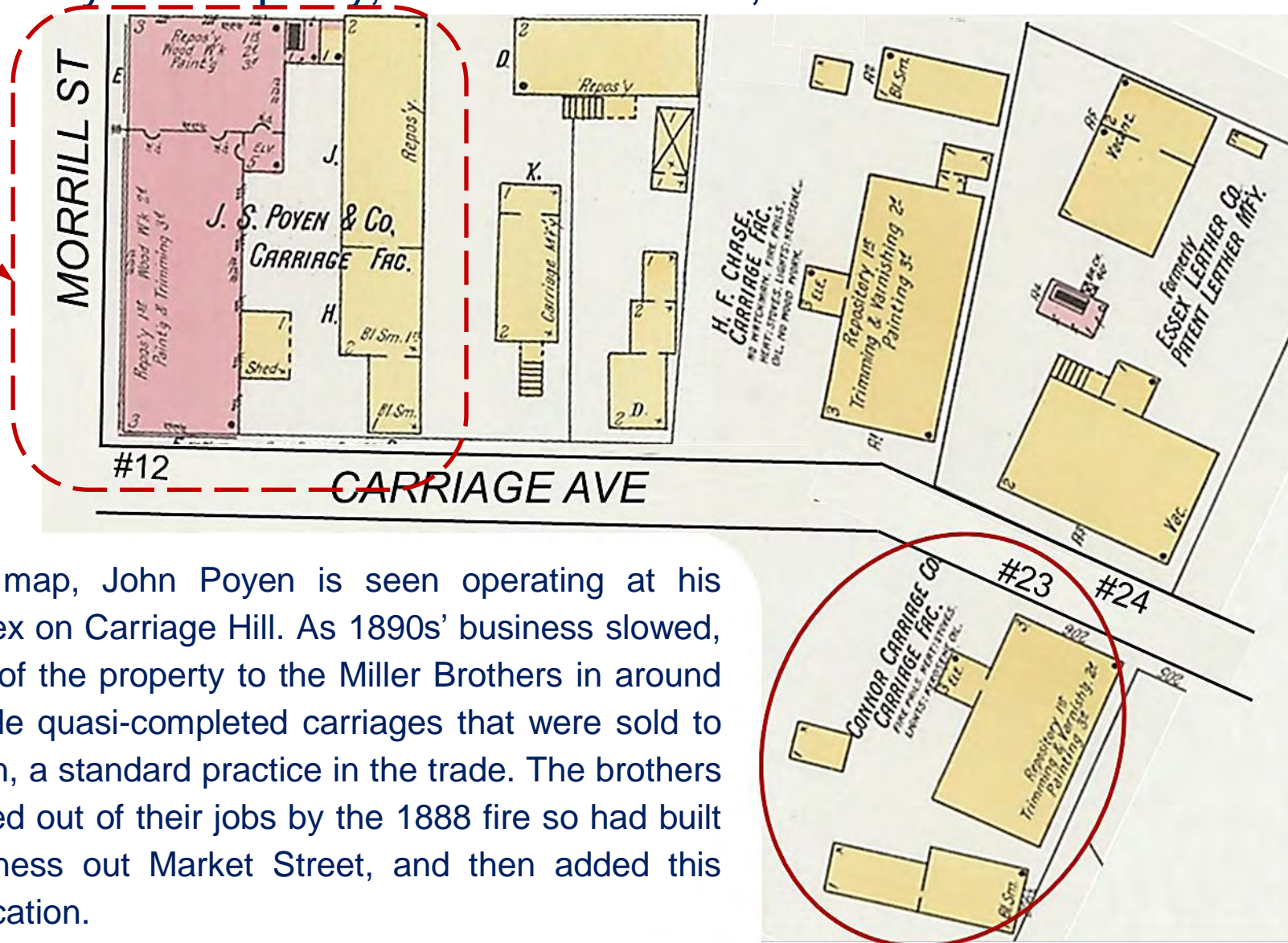
## Not Amesbury's Charles H. Palmer



<https://americanbusinesshistory.org/fast-food-before-fast-food>

# John Poyen Property, Charles Palmer, & Patrick Connor

Poyen's carriage complex



On this 1899 map, John Poyen is seen operating at his carriage complex on Carriage Hill. As 1890s' business slowed, he leased part of the property to the Miller Brothers in around 1895, who made quasi-completed carriages that were sold to finishers in town, a standard practice in the trade. The brothers had been burned out of their jobs by the 1888 fire so had built their own business out Market Street, and then added this more central location.

Charles H. Palmer had moved to the Poyen property from #23 Carriage Ave. that was next occupied by upper-end maker, Patrick Connor (circled in red, above right). Connor then moved to Poyen's brick building at #12 while the Miller Bros. remained in the wood building. Connor also moved his home to the corner of Main St. at Carpenter, near Patten's Pond and other prominent carriage men.

1899 Sanborn Insurance Map, shts. 3 & 14

# Connor Carriage Company, next, the Atlantic Company

**TUESDAY, NOVEMBER 21, 1899**

**Taken a 10 Years Lease.**

The Connor Carriage Co. have taken a ten years lease of the large plant now occupied by the Pneumatic Carriage Co. and Miller Bros. They will at once remove to their new quarters occupying the part used by Mr Poyen Miller Bros will remain and Mr. Poyen still have his office there.

Amesbury Dailey News, November 21, 1899, pg. 2

## A NEW INDUSTRY TO BE STARTED HERE

**Will Build Naptha and Gasoline Launches  
In Large Numbers--The Brick Conner  
Carriage Company Building Has Been  
Secured and Is Now Being Fitted Up.**

A new industry is to be started in town for which the large brick building on Carriage Ave., formerly occupied by the Connor Carriage Co., has been leased, and is now being prepared for occupancy, and as the business is to be carried on by Amesbury men it deserves the heartiest support that the town can give.

The business is to be naphtha and gasoline launch building, and there is every reason to believe in the success of the new company.

Every year the power boat is becoming more popular both for recreation and business can be seen on nearly all the lakes and rivers in the United States, north and south.

The Hudson river is alive with them and the business man up the river rides to and from his work in New York City in these boats. Most of the Hudson river boats are of a frail nature and are capable of great

speed in calm water. On the Merrimac the case is different. The new company in Amesbury will without doubt have plenty to do in building the various styles of launches.

River boats and stout, strong seaworthy boats for use outside on the ocean itself will be built.

The cabin launch can be fitted up in the most elaborate manner as the owner desires and this style launch will make one of the finest pleasure boats for vacation use in existence.

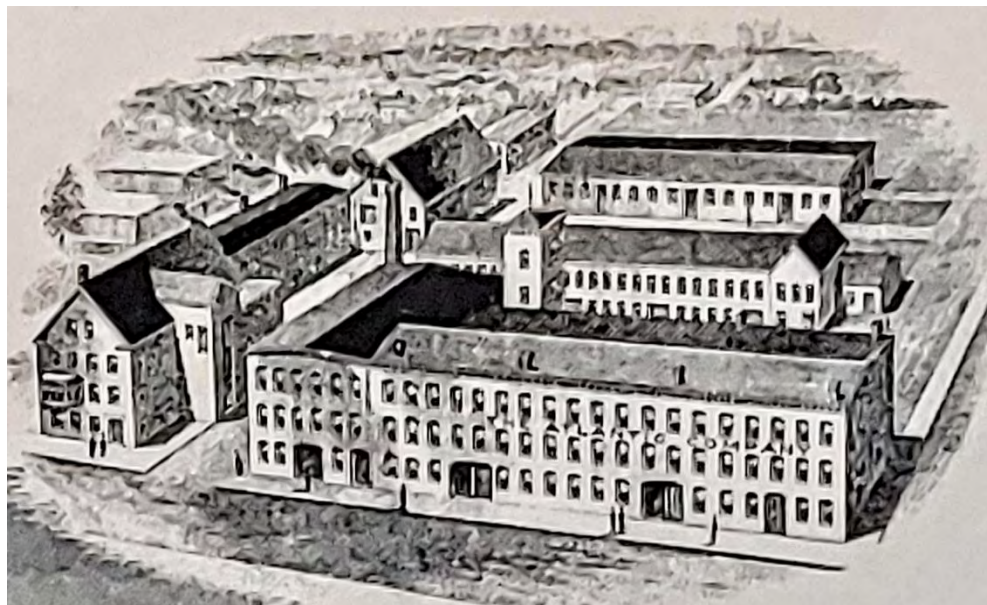
Speed boats are always in demand and the various models offered will give an intending purchaser the chance to have a boat that suits him exactly in every particular.

The building which the company has leased is being rapidly put in readiness for use and there is no better place to test the launches than in the Powow and Merrimac rivers.

Amesbury Dailey News, November 26, 1904, pg. 2,3

Patrick Connor had leased the Poyen factory in late 1899, but with Connor's sudden 1904 demise Poyen launched an entirely new enterprise. The Atlantic Company sprang suddenly into existence from seemingly nowhere, with an entire line of launches, motors, and accessories shown at the 1905 Boston Boat Show. While there was ample local experience making boat hulls, there was no known local source for the mechanical components, which would have taken considerable time and resources to design and develop.

# The Atlantic Company



2 illustrations courtesy of Dan Thomas donation to Amesbury Carriage Museum

At right are two views of motor launches by The Atlantic Company, among a range of sizes and types. Above is a slightly glorified view of The Atlantic Company buildings around Morrill & Oakland Streets. Morrill St. runs across the bottom, with Oakland St. receding off at right. At the corner is Poyen's brick building along Morrill Street. Endwise left of it is the former Osgood Morrill factory.



illustration from 1911 catalogue for The Atlantic Co.

# The Atlantic Company

The engines below are water cooled and are essentially modular, bulbous jackets being water vessels around each cylinder, connected by pipes to a pump on the front end of the drive shaft. The two engines at left have Orswell ignitors, with their unique jackets and twin screws on top for electrical connections. Israel Orswell started in Amesbury making these, then moved to Boston. Atlantic also had their own line of spark plugs for both automotive and marine use, the marine version at right having a water-proof sleeve to prevent shorting.

This machinery was not made in Amesbury, and its sources are unknown.

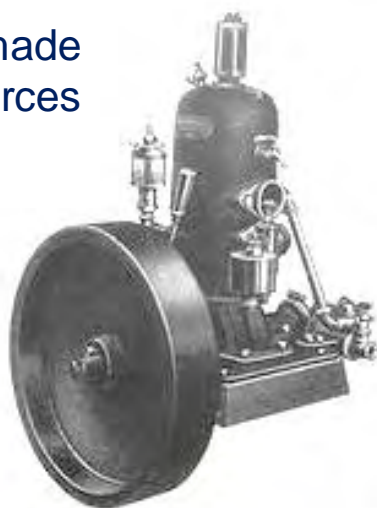
The Atlantic  
Marine Jump Spark Plug



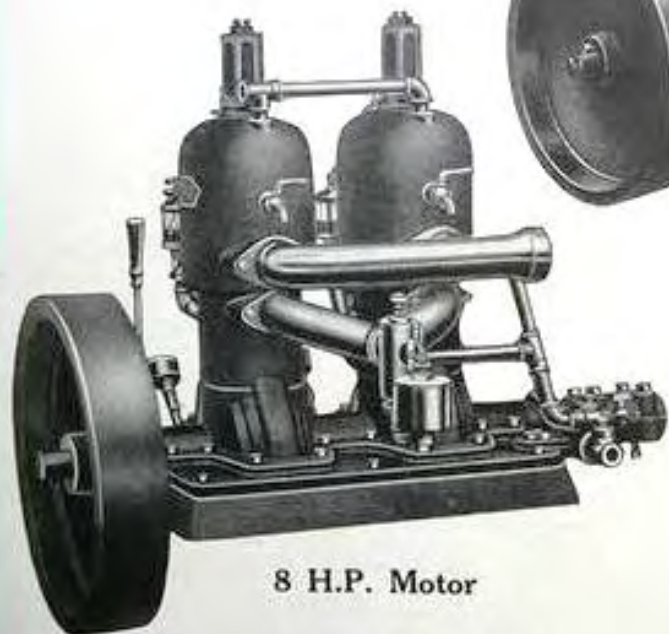
Made in all Standard Sizes.

Price \$3.00.

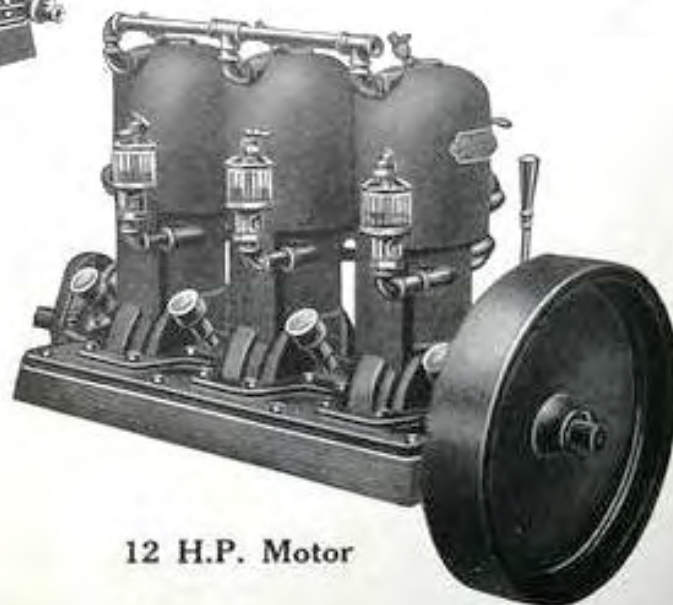
4 H.P. Motor



8 H.P. Motor



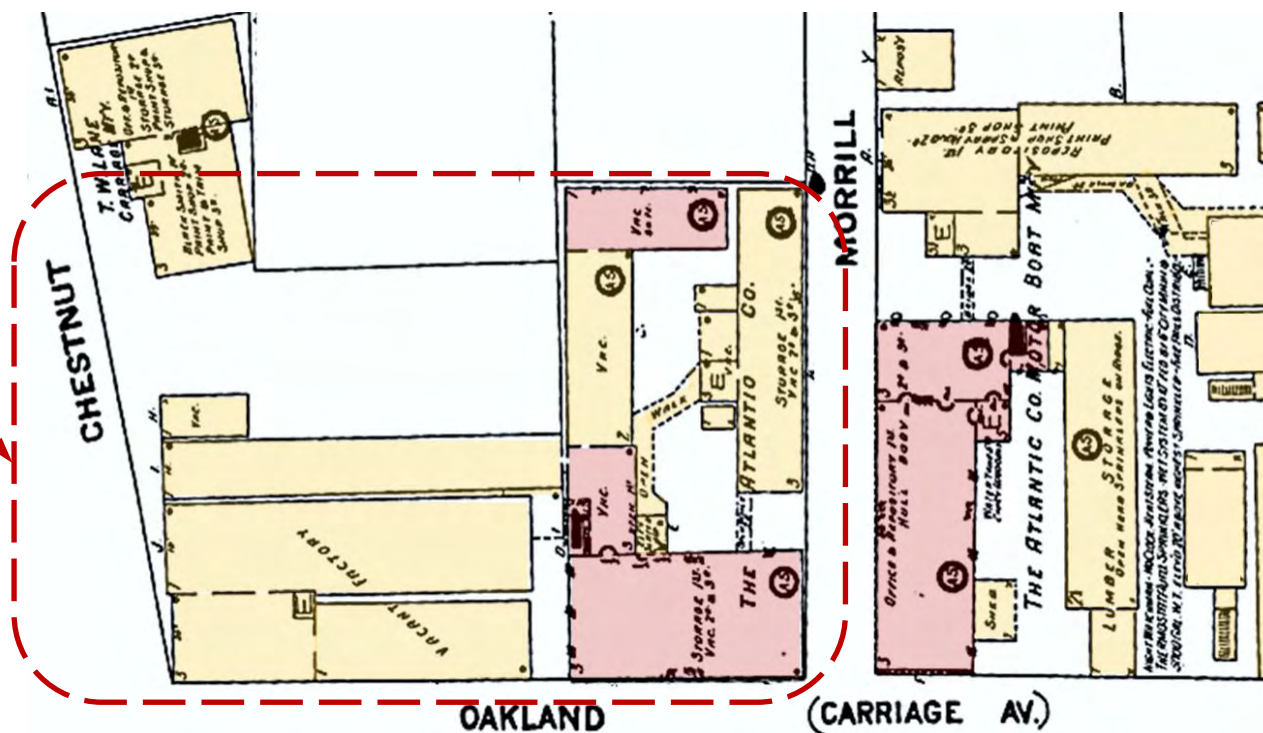
12 H.P. Motor



# Atlantic Company Buildings at Carriage & Morrill Streets

1909 Sanborn Insurance Map, sheet 14

Site of 1916 G. W. J. Murphy Co. factory making quarter-turn hold-down keys and eyelets, similar to below, seen today for securing covers on boats and truck-beds.



On this 1909 map The Atlantic Co. occupies Poyen's buildings, plus the former Osgood Morrill buildings above and the former Hume Carriage complex across Morrill Street. The company also had a storage building at the bottom of Oak Street. For a time the company was among the largest makers of motor launches in the east, but their fortunes may have faltered as the United States hovered nervously on the edge of WWI after the 1915 Lusitania sinking. By 1916 everything along Carriage Ave. between Chestnut and Morrill had been purchased by the G. W. J. Murphy Co. who built a new steel and brick building on the old Hume Co. plot. By 1918 Poyen's brick building housed a shoe company, with A. N. Parry operating a carriage material business in the wood building. A remnant of The Atlantic Co. had boat storage in the former Osgood Morrill complex.

## John St. Sauveur Poyen III (1882-1945)

A series of family events occurred through the first five years of The Atlantic Company. John Poyen's father-in-law, Jacob Huntington, died in 1908, whereupon John and Fannie seemingly moved across the street to live with Fannie's mother, Harriet. Also, John's son, John St. Sauveur Poyen III, had completed school, rejoined the Amesbury family, and jumped into The Atlantic Co. venture.

Following a legacy of focused education, John III had graduated from nearby Phillips Exeter Academy in 1901 (top picture, right) and then Harvard in 1905 (bottom picture). While at the latter he lived at Dunster Hall, drove a four HP Locomobile steam car (with Amesbury body), and then remained in Boston for several years after graduation. Jacob Huntington's death may have influenced his new circumstances.

While at Harvard he apparently met Fred S. Buffum (his full first name) from the class of 1904. Fred had been born in Bartlett, New Hampshire (named after Josiah Bartlett, Amesbury's signer of the Declaration of Independence) to parents from Maine, but had entered Harvard from Apalachicola, Florida. He was an entrepreneur and adventurer who eventually beckoned John III away from rural Amesbury as The Atlantic Co. venture began sputtering. Over 1911 and 1912 Fred had been living in Buenos Aires, returning to New York City and his trading company. The 1914 Amesbury Directory then listed John Poyen III's address as Tampico, Mexico!





# Oil, Tampico, & the F. S. Buffum Company

Oil was important long before automobiles because the 19<sup>th</sup> century was desperate for light (thus the excitement over Edison's light bulb). The rise and breakup of Rockefeller's & Flagler's Standard Oil Trust was all about illuminating fuel. The first oil well in Mexico was drilled in 1901 near Tampico, on the central east coast. A transportation canal dug to the oil fields enabled Tampico to become the chief oil shipping port in the Americas and the second busiest port in the world. The burgeoning city required imports of industrial and construction materials and delivered exports of oil, lumber, silver, copper, and agricultural products. The city was messy, unhealthy, and tumultuous, especially with the Mexican Revolution from 1910 to 1920, among such booming southern opportunities as the Panama Canal project and general South American growth. World War I further increased demand.

In late 1912 Fred Buffum entered the port of Boston as a lumber merchant arriving from England (perhaps where he met his future wife). While details are lacking, this may have been part of reconnected with John Poyen III. In any event, in around 1912-13 John Poyen III left Amesbury for New York City and the F. S. Buffum Company. By 1914 John had met and married Verna Robbins, born in New Jersey but then living in her mother's Manhattan boarding house while working as a legal stenographer. That same year Fred Buffum (right) married Katherine P. Hines, from England. John Poyen III and Verna went to Tampico by 1914, making several trips back and forth to America during the teen years. Specifically, Verna returned to New York in 1915 to give birth to John Saint Sauveur Poyen IV, their only child. She and her son returned to Tampico but sailed home again in 1918 to ride out the World War I period with her in-laws in Amesbury.



1920 passport photo

*John S. Poyen, Purveyor of Carriage Materials*

## John Poyen III Family Migrations

The John Poyen III family lived in Tampico, Mexico for five of the six years of 1914 through 1919. The F. S. Buffum Co. was importing and exporting raw materials and manufactured goods, and John's focus was seemingly oil. 1920 passport applications show that a company consultant traveled to Tampico specifically to inspect oil properties. The Poyen family then took up residence in Colorado Springs, Colorado in 1920, where the city directory listed his employment simply as "oil". He may have still been representing F. S. Buffum Co. and seems to have maintained connections to New York City. The family was in Colorado Springs through the 1920s, but by 1930 they were in Los Angeles, a city also having oil fields.

The Poyens separated while in Los Angeles, for which John was living alone while Verna was living with her mother and son. By 1935 Verna and son were back in Colorado Springs where Verna died in 1938 and was buried. John III had soon returned to New York City, working for the Defiance Sales Corp., maker of drafting and artists' furniture and equipment.



1919 Passport Applications for John III, son John IV, and wife Verna

# Poyen Family Associations Fade from Amesbury

There was little left of The Atlantic Company by the mid-teen years, followed by another event that further loosened Amesbury's hold on John S. Poyen Jr. and his wife, Fannie (their only child and grandchild were already elsewhere). Fannie's mother, Harriet N. Huntington, died in late 1919 making 1920 a pivotal year in which there were several family moves. All that aside, the 1920 census interestingly states John's occupation as "inventor", working as an engineer. No clue has been found regarding just what these interests were, although he was technically inclined, but literally in another direction, John's family beckoned from the west. In 1921 John and Fannie disposed of the Huntington house to the Knights of Columbus and relocated to Phoenix, Arizona. They traveled considerably and would certainly have visited family in various locations.

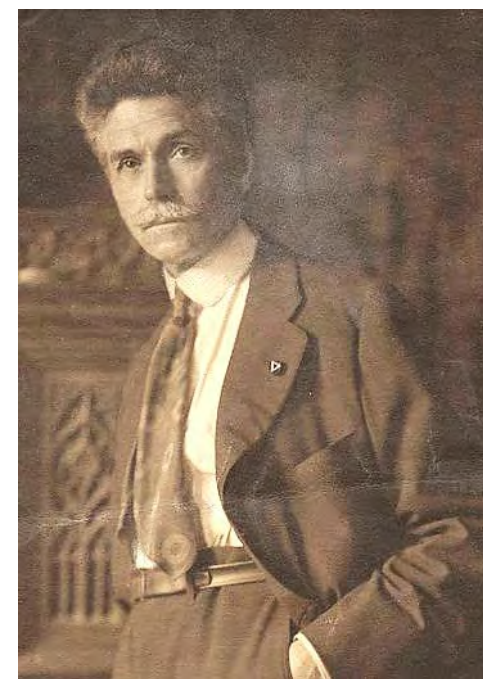
John and Fannie Poyen appeared in the 1925 Seattle, Washington city directory, likely issued near the beginning of the year. They thus could easily have arrived in 1924 or earlier. Fannie died in Phoenix during December of 1925, her body being returned to Amesbury and interred in the Huntington family plot. John Jr. was reported then as living in the Apache Hotel of Phoenix. He likely continued traveling to see his son in Colorado during the 1920s and then in Los Angeles during the 1930s. In 1933 he flew to Havana, Cuba via growing commercial aviation. Having been born before the Civil War, he must have found flight especially exiting. He died in Phoenix in 1943, his ashes being returned to Amesbury to be with his wife and the Huntington family.

John's and Fannie's son, John St. Sauveur Poyen III, died in New York City during late 1945, only two years after his father, having married earlier that year to a Marie Fleming. His remains joined those of his parents in the Huntington plot. This Poyen story then leaves Massachusetts, one small bit being simply the existence of Poyen, Arkansas, so named by a descendent of the original Joseph Rochemont de Poyen of Rocks Village<sup>1</sup>.

1) <https://encyclopediaofarkansas.net/entries/poyen-grant-county-3811/>

# J. R. Huntington, Poyen Jr., and Charles Davis

Charles Harold Davis (1856-1933) was an Amesbury native who began his working life at age fifteen as a carriage painter. This would entail pin-stripping at the least, and for more elaborate vehicles could include fanciful decorations and even scenes. He attracted sufficient attention that Jacob Huntington allegedly funded him \$1000 (easily 50X today) to study at the Museum of Fine Art, Boston, and then in France. Davis afterward supported himself in France through art, spending a decade there overall. Upon returning to the United States he lived in Mystic, Connecticut until his death. He worked largely in landscapes with considerable emphasis on skies and clouds. (Amesbury portrait painter, Ralph E. Clarkson (1861-1942), had a virtually identical story, being an early catalogue illustrator to use isometric carriage images. He painted mainly in Chicago.)



When Poyen II and wife disposed of the Huntington house in 1921 they loaned indefinitely to the library a group of Davis paintings. During his last months, John Poyen III visited the library, having three of the paintings sent to his New York home<sup>1</sup>. Others seem to have remained at the library. Some quantity of Davis paintings have also remained in the Poyen lineage up to current times.



1) *Amesbury Daily News*, 1943-08-14, Page1  
Images from Wikipedia and Smithsonian online

# John St. Sauveur Poyen IV (1915-2003)

At the time that he attended Hollywood High School in 1933 (top right) the fourth John Poyen was well traveled by cars, trains, and ships. He and his mother soon returned to Colorado Springs where he attended the local branch of the University of Colorado, lettering in football (bottom right). In 1939 he married Elizabeth (Betty) Boerstler of Denver, following which he obtained a law degree from University of Colorado in Boulder.

John Poyen V was born to John and Betty in 1940. The older John enlisted in the Army Air Corps in 1942, returning from Europe aboard the Queen Mary in 1945. Beginning a law practice, he was admitted to the Denver Bar in 1947 and the next year started work for Fred M. Manning Corporation, an oil and gas drilling company. In a recurring theme, he may have harbored exciting lingering impressions of Mexican oil fields from age five. Summarizing a highly productive career from there:

- 1948 Fred M. Manning Corp. E& C Bldg. Denver
- Ca. 1949 moved to Alberta Canada, mid-century Calgary oil boom
- 1952-1972 Imperial Oil Ltd. – Retired as VP & GM
- Ca. 1970 President, Total Petroleum North America
- Ca. 1970 Board of American Petroleum Institute
- 1972 Nixon's conference on Business & energy Requirements
- 1976-1980 President of Canadian Petroleum Association
- 1980s served on boards energy-related Canadian companies
- Avid golfer, twice Canadian Seniors Golf Champion
- 1989 retired to Maui, Hawaii
- 2003 died Maui, seemingly diabetes related, a Poyen family issue



# John St. Sauveur Poyen V (1940-2015)

The final John St. Sauveur Poyen left Denver with his family at around age ten to reside amid the mid-century bustle of the Calgary oil fields. While becoming comfortably at home there, he returned south to the University of Colorado in Boulder in the 1959-1964 period to receive (with honors) an engineering and industrial technology degree (top right), and may have received a law degree at the University of Calgary. He married to Janet Hyndman (b. 1943) of Vancouver, British Columbia. Similar to his father, he spent his career in the Canadian energy industry variously in the private sector, in British Columbia and Alberta governments, and as a general industry advocate. He and his wife seem to have resided again in Denver during the 2010-2014 period. Known as Jock, he was physically active, as with much of his Poyen ancestry. After a successful career, he and Janet have funded a \$15,000 John S. Poyen Internship at the University of Calgary Faculty of Law that was still being awarded as of 2023.



# John St. Sauveur Poyen I through V



JSSP I

1819-1880



JSSP II

1860-1943



JSSP III

1882-1945



JSSP IV

1915-2003



JSSP V

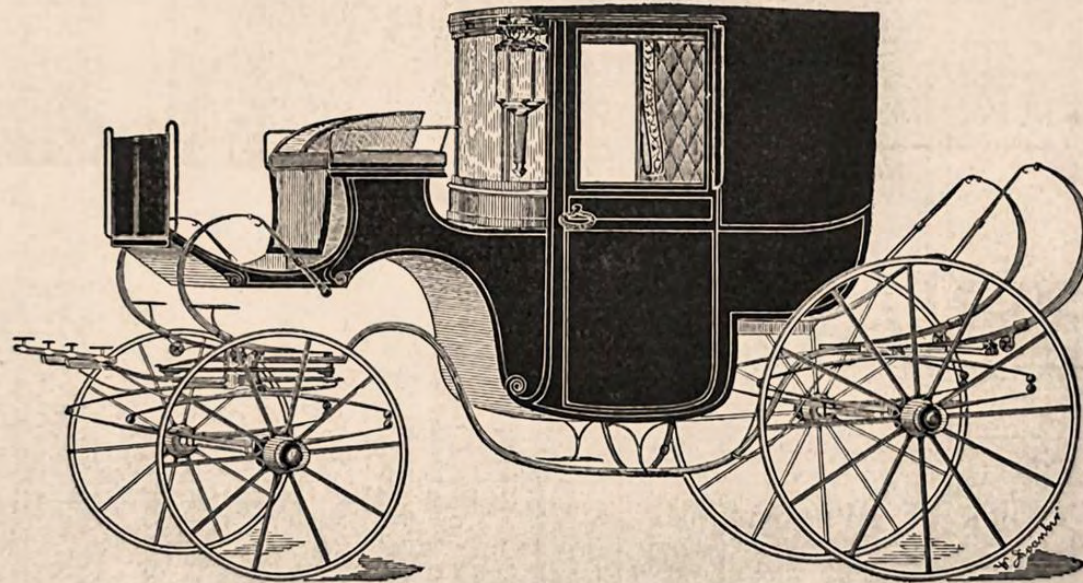
1940-2015

# Appendix

CHARLES H. PALMER, JR.

MANUFACTURER OF

ALL STYLES OF FINE HEAVY CARRIAGES.



Coaches, Broughams, Rockaways,

**OF THE BEST QUALITY AND LATEST STYLES, AND SOLD AT REASONABLE PRICES.**

AMESBURY, - - MASS.

Charles Palmer advert from 1891 Souvenir. Heavy carriages have fully enclosed bodies, implying a required outside driver. In addition to elliptical springs at each wheel, this example has an extra set of elaborately arching springs holding the body.



# Five Generations of John Saint Sauveur de Poyen

from “de Poyen in Rocks Village”, reference at bottom  
with several amendments providing missing data or making corrections

1. [John Saint Sauveur](#) (22 Oct 1819 – 22 Feb 1880)., of Amesbury who marries [Elizabeth P. Kennison \(\(1824 – 1901\)\)](#), (oldest daughter of Dr. T. Kennison of Rocks Village) 7 Dec 1843. John died before Thomas his brother in Pointe-à-Pitre, Guadeloupe of yellow fever while visiting family. He was a carriage builder in West Amesbury (now Merrimac). **JSSP I**

During the years 1870-1871, John S. Poyen was elected selectman. He subsequently had a role in incorporating the town of Merrimac (formerly the village of West Amesbury) in 1876, in organizing the First National Bank of Merrimac and the Merrimac Savings Bank, and in bringing the railroad to town.

1e) John Saint Sauveur Poyen (1860 – 1943) married Fannie J. Huntington (1858 – 1925) lived between Seattle, WA and Phoenix, AZ, was a boat and carriage builder. He was known for his boxing and swimming in Boston. **JSSP II**

1ea1) John Saint Sauveur Poyen (1882 Merrimac, MA – 1945) married Verna Robbins (1889 Port Norris, NJ - 1938). **JSSP III**

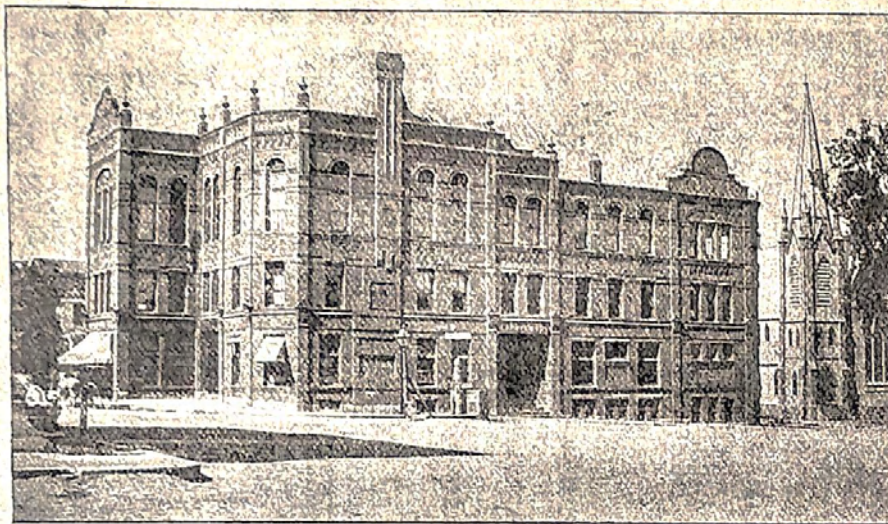
1ea1a) John Saint Saveur Poyen (1915 NY, NY - 2003 Hawaii) married Betty Louis Boerstler (1919 Boulder, CO - 2003 Hawaii) in 1939. **JSSP IV**

1ea1a1) John “Jock” (1940 Denver, CO – 2015 Calgary, Alberta) married Janet Hyndman (1943 - xx) Vancouver, British Columbia. **JSSP V**

Found at: de Poyen in Rocks Village  
[http://www.rocksvillage.org/families/de-poyen/#:~:text=Joseph%20Rochemont%20de%20Poyen%20\(1767,Newburyport%20in%20March%20of%201792.](http://www.rocksvillage.org/families/de-poyen/#:~:text=Joseph%20Rochemont%20de%20Poyen%20(1767,Newburyport%20in%20March%20of%201792.)

# John S. Poyen Jr. Advert from 1891 Souvenir, pg. 3

Foster Gale carriage shop on Clark St. is seen left of the Amesbury building at 77 Elm St.



MERRIMAC

JOHN S. POYEN & CO.  
 MERRIMAC AND AMESBURY, MASS.  
 Dealers in  
 CARRIAGE GOODS.

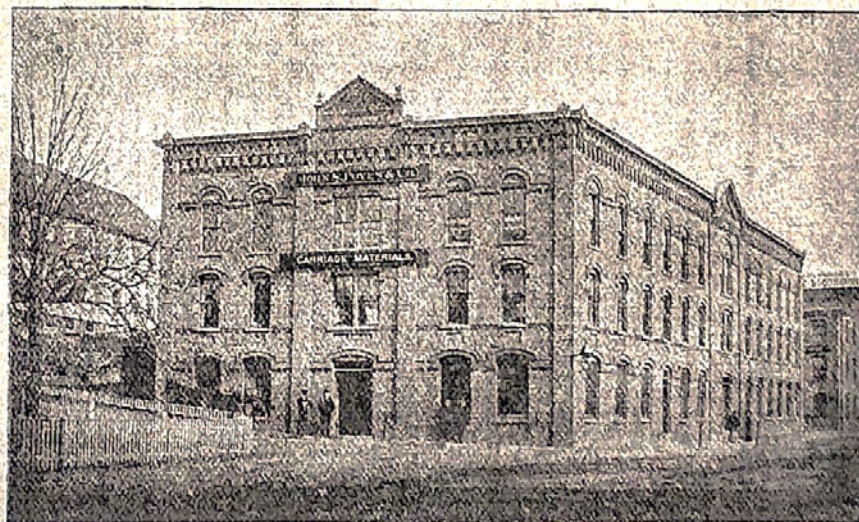
Carriage cloths in all grades and colors. Enamel cloths and Patent Leather.

Wilton, Velvet, and French Carpets in large variety.

CARRIAGE LAMPS and a complete line of Plated Goods.

**FANCY LININGS** Consisting of Bedford Cords, Novelties in Corduroy, Pig Skins, Fancy Leather in different colors etc., for trimming vehicles in natural wood. English Canopies for ladies' phaetons, Ashtabula Bows, S. Halsey & Son's Leathers, L. Joy & Co.'s Rubber Drill and Ducks, and a complete line of Carriage Hardware. Orders filled promptly from a large and complete stock.

CORRESPONDENCE SOLICITED.



AMESBURY

ACM collection

# Obituary for John S. Poyen II (John Jr.)

## FORMER BOAT MANUFACTURER DIES IN WEST

### John S. Poyen Passed Away Last Friday At Phoenix, Arizona

John St. Sauver Poyen, native of Merrimac, and a former manufacturer of boats and carriage findings in this town, died last Friday in Phoenix, Arizona, according to work received here. He was in his 83rd year. The family name will be carried on, however, for Mr Poyen is survived by a son, John St. Sauver Poyen, Jr., of New York a grandson, Lieut. John St. Sauver Poyen, 3rd, of the United States Army, and Denver, Colo., and a great grandson, John St. Sauver Poyen, 4th he also leaves two nephews in Boston.

Mr Poyen left Amesbury over 20 years ago to care for property which members of his family owned in the west. He was noted as a boxer and swimmer in the Boston area in his youth, and retained his interest in sports all during his life, both in this town and after his retirement.

Mr. Poyen and the late Herbert Delan built the Poyen block on Merrimac Square. He was engaged in the carriage findings business in that town before moving to Amesbury, where he established a similar business. He married Miss Fannie J. Huntington, daughter of the late Jacob R. Huntington, pioneer carriage manufacturer here. Mrs. Poyen died several years ago.

He occupied the brick factory building where the Pettingell Machine Co. is now located. At one time he conducted a roller skating rink on an upper floor of the Elm Street building. He subsequently purchased the Atlantic Boat Co. on Merrill Street, presently occupied by the A. R. True Boat Co., and was active in the boat constructing firm until his retirement in 1921. Since his retirement he had divided his time between Phoenix, Ariz., and Seattle, Washington.

Mr. Poyen was an active member of the Boston Athletic Club. He was interested in civic affairs while a resident of Amesbury, and continued his interest in current events, both in the municipal and social life of the community and its activities even after he had moved to the west. He was a member of the Twenty Two's Club here, and is remembered by many of his old friends and employees in Amesbury as an amiable, fair and honorable employer and associate.

Mr. Poyen died in the Phoenix hospital following a long and extended illness. Services were conducted in the Arizona city and his body will be cremated and the ashes sent to Amesbury for burial in the family plot here.

Amesbury Daily News, 1943-02-18, Page 4

# John S. Poyen Jr. Carriage Hardware Business

John J. Allen History of Amesbury Carriage Making, pg. 161

The Merrimac business was carried on by John S. Poyen, Jr. and Herbert Delano, under the same firm name. In 1884 their business had increased so rapidly in Amesbury and Salisbury that they erected a three-story brick business block 100 x 50 ft. with an ell 50 x 25 ft., at the corner of Elm and Clark Streets. Their stock of carriage goods was unequalled in quality, quantity and variety, and in it was found complete lines of standard makes of carriage hardware and forgings, besides many special articles of their own design and control, illustrated by their ability to show nearly a hundred different dimensions and styles of carriage axles. They kept all grades of enameled and patent leathers, and a most complete line of different colored foreign and domestic carriage cloths, which they could supply in the finest and medium quality of goods for the different grades of pleasure and business vehicles.

The fact that the present partners have kept pace with the growth of the carriage industry and have sustained the high standard made by the founder, is due to strict attention to the business, and ability to foresee the requirements of carriage manufacturers, aided largely by continued control of standard makes of carriage materials originally sold by the senior J. S. Poyen. They could show bills for axles made by hand in New Hampshire under date of 1852, and bills from concerns who turned out by the finest machinery 1600 sets of axles in ten hours. To know the facts of changes in prices of manufactured goods that were contained in the books of J. S. Poyen & Co., is a revelation of what American invention and improved machinery have done for the driving public. The business in Amesbury was closed out in 1904 (incorrect date, more accurately 1896. During the late 1890s the former Poyen building housed the J. T. Clarkson carriage Company<sup>1</sup>).

1) 1899 Sanborn Insurance Map, sheet 4, and 1904 Sanborn Insurance Map, sheet 8. Also J. J. Allen, pg. 77 regarding J. T. Clarkson

# Pettingell Machine Co. in the former John Poyen Building

77 Elm Street ca. 1920s

Auto body manufacture, metal forming, automatic hammers & machinery



Photo courtesy of Casey Gorman

# The Poyen Building, Merrimac Square

built 1886 by John Saint Sauveur de Poyen Junior and Herbert Delano



This building is described as built in 1886 by John Poyen Jr. and his business partner on page 22 of the 1981 report “A Revitalization Study of Merrimac Square - Merrimac, Massachusetts” by Diane Lee Flint, University of Rhode Island

# Mr. John Poyen V and Wife, Janet Poyen, ca. 2000

At some point in the 2000s, John V and his wife visited Amesbury and the local library to absorb some family history. Surprised when informed that the Poyen house still existed, they toured the home with its then owner and conveyed several early photos of the house seen on previous pages herein.



John S. Poyen V and wife, Janet, from Facebook page of Jennifer de Poyen