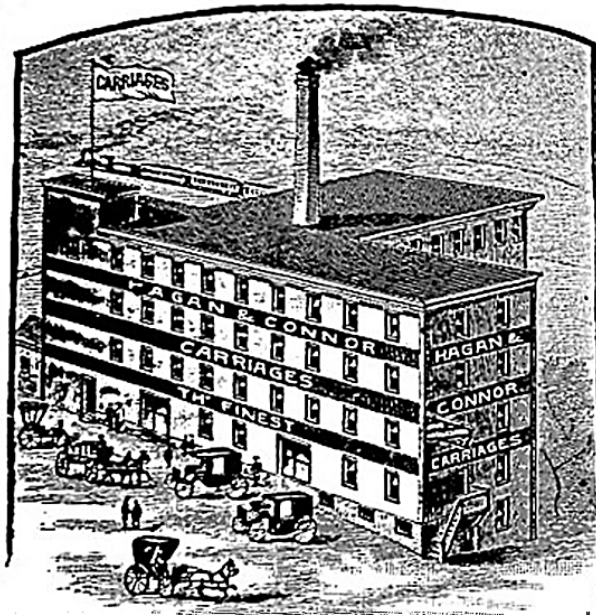


Patrick Henry Connor Amesbury Carriage Maker



For Style, Finish, and Price, we invite comparison of our work with any built in Amesbury.

Joyann Reynolds & Mike Harrold
Industrial Survey Volunteers
Amesbury Carriage Museum
June 2023

The following presents an overview of Patrick Connor's life and career, striving to resolve several gaps and contradictions in data found. There is occasional difficulty identifying the correct people because of such name shifts as Connor, Conner, Connors, and O'Connor (even for the same person over time), in addition to many duplicate names existing among the large Irish population. There is also a John H. Connor who seems to be a relative in Patrick's parents' generation (so probably an uncle), but for whom virtually no data has been found beyond his existence in several city directories and named maps.

Some period descriptions also contain dates for events in the Hagan & Connor partnership that conflict with dates arising in other sources found. The timeline established herein is that which is most reliable based on period news reports and maps.

Patrick H. Connor, ca. 1900



Photo from the ACM Collection

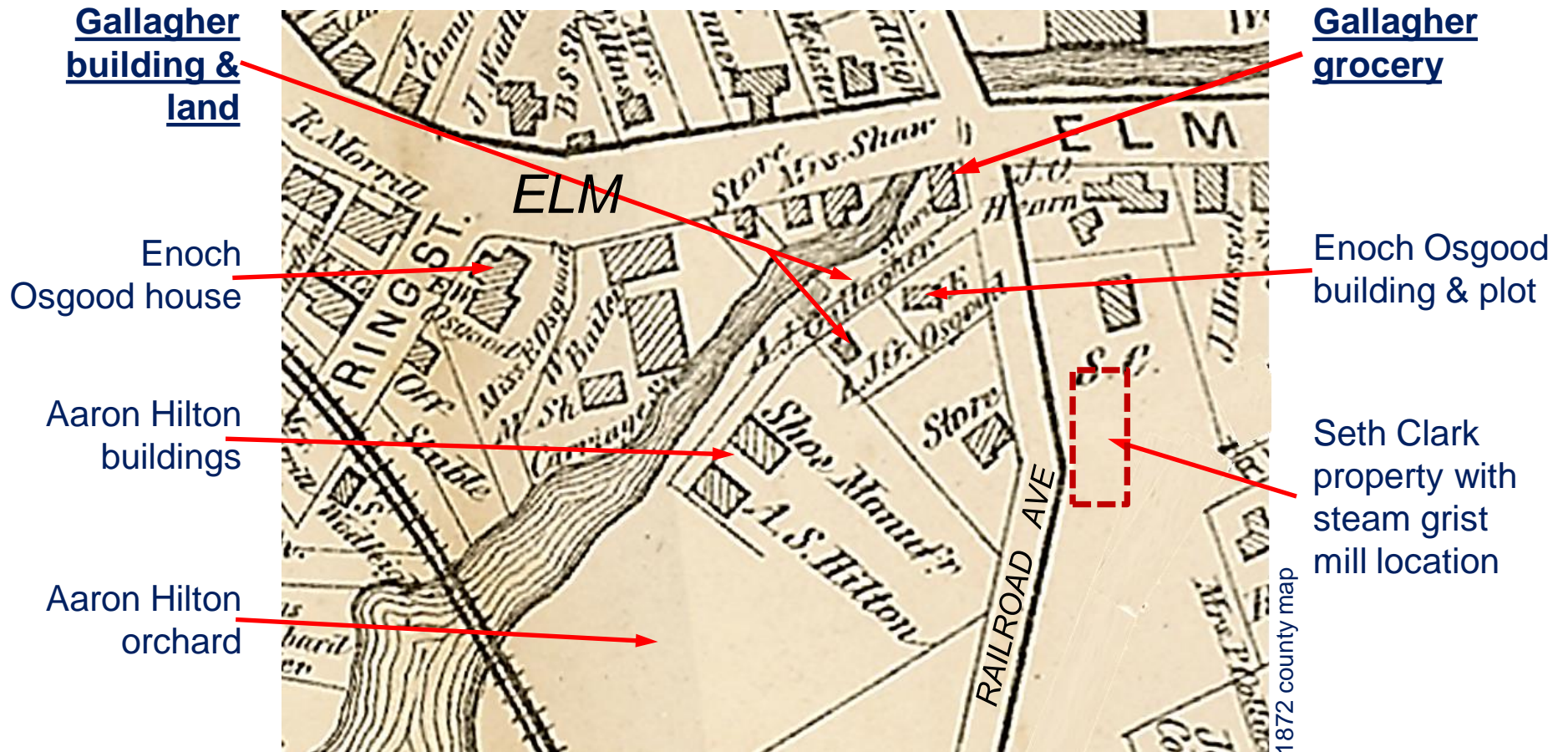
Patrick Connor and Family

Patrick Henry Connor was born in Wicklow, Ireland on September 3, 1856, the son of Michael Connor and Elizabeth Stines. He was listed in 1900 as having reached America in 1866 at age ten, with some other family members listed as arriving earlier and his father seemingly deceased (no record of him in America). Patrick's sister, Bridget, came here in 1864, as had another sister, Mary, who married Patrick Kevel of Amesbury in January of 1865 and then died a month later, ostensibly of anemia. Elizabeth and family had settled by 1872 down around the bend on Cedar Street that was then largely old Tuxbury family agricultural land. Several of the daughters were working at the woolen mills, where Patrick had once worked as a weaver. All were members of Saint Joseph's Catholic Church on School Street, Amesbury, and the family plot is in Saint Joseph's cemetery. The church was possibly where several important connections were made, Patrick proving to be entrepreneurial in grasping opportunities and acquiring real estate.

Patrick early-on left the area for Blackstone, Massachusetts (likely as the economy soured during the early 1870s) but returned after several years. On September 24, 1877 he married Mary Jane Keefe, born to Irish parents in Bradford, Massachusetts, the ceremony officiated by Irish-born Father John Brady, first Pastor of Saint Joseph's Church. Patrick was reported at that time to be a carriage painter. The couple was living in 1880 near the beginning of Elm Street, with a newborn daughter, when Patrick was described as a grocer. With an improving economy during the late 1870s he purchased at some point the grocery of Anthony J. Gallagher at the corner of Elm Street and Railroad Avenue, the latter having just begun evolving from a small agricultural area along Back River into an industrial zone with the arrival of a steam-powered grist mill in 1876. Dublin-born and also a St. Joseph's congregant, Gallagher lived in Amesbury where his mother was on Picard Street, opposite John G. Whittier's backyard, and he lived on School Street directly abutting the side of Saint Joseph's Church.

Anthony J. Gallagher Grocery and Land - 1872

Gallagher (1831-1903) had the 68 Elm Street grocery and property extending back along Railroad Avenue opposite where the afore mentioned steam mill was built. He had a “lane” running beside Back River leading to his tenement building, marked “A. J. G.” below, and beyond to the property and buildings of Aaron S. Hilton. Enoch Osgood, at Elm and Ring Streets, had an adjacent building. Patrick Connor likely purchased all of Gallagher’s property, as Gallagher seemed essentially retired thereafter. Another store further back may also have been Gallagher’s and was the later site of Connor’s first carriage factory, suggesting that Connor may have owned much or all of the triangle between Railroad Avenue and Aaron Hilton’s land and shoe factory buildings.



Looking up Railroad Avenue Toward Gallagher's Grocery

ca. 1880, from the ebay collection of Amesbury stereopticon cards

Market St. Baptist Church

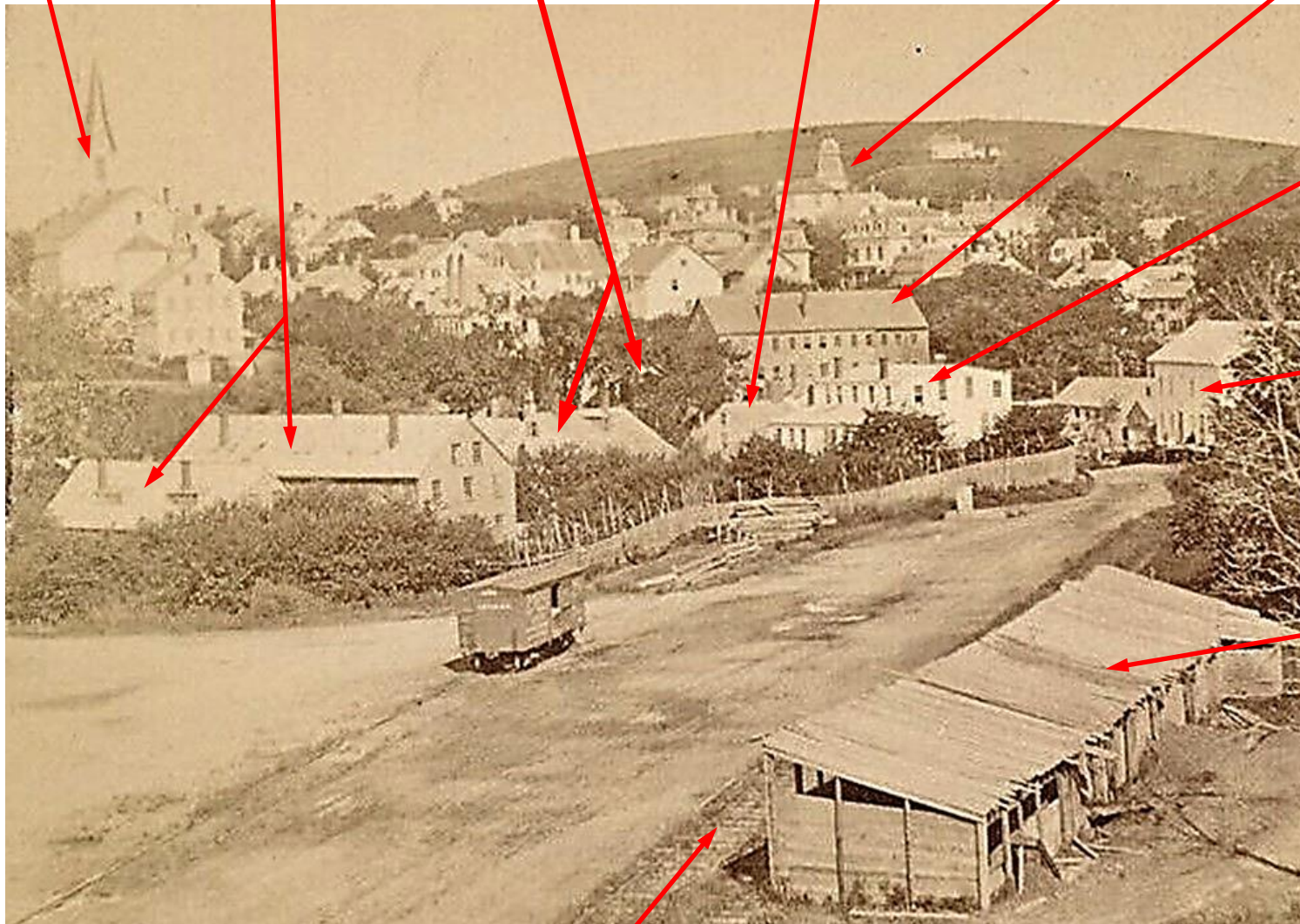
Aaron Hilton's two buildings & orchard

Gallagher grocery & back tenement

Enoch W. Osgood tenement

Salisbury high school

Foster Gale Elm St. carriage factory at corner of Clark



store/hotel opposite Dodge & Gott

Dodge & Gott 1876 steam grist mill

Dodge & Gott coal bunker

Railroad tracks to Dodge & Gott

Connor/Gallagher Property & Environs, 1885

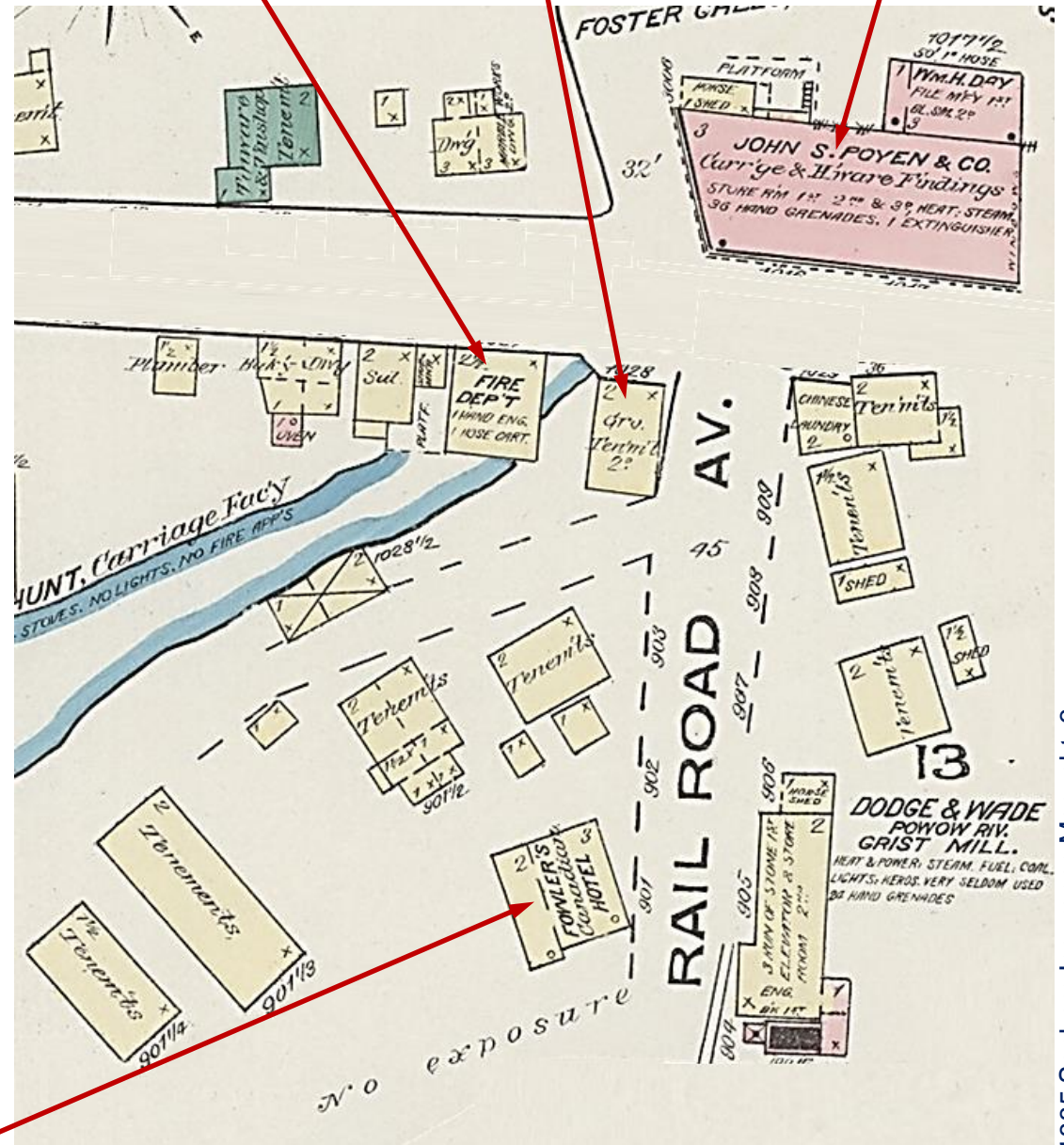
Patrick was noted as living above the grocery until the late 1880s, listed in directories as a grocer (see appendix). Family members worked and lived there at times. He may have been mainly a passive owner while working with various carriage makers.

With sound economic times in the 1880s, a pressing issue was worker housing. This 1885 map shows that the Railroad Ave. buildings are all tenements by the mid-1880s. A slight exception is that the former back "store" is now a hotel.

John Poyen was one of several large sellers of carriage hardware and materials. He left that to occupy ca. 1895 the carriage complex at 12 Oakland Street that Patrick Connor leased in 1899. The Dodge & Gott mill is now called Dodge & Wade.

Previous store, now
Fowler's Canadian Hotel

Fire house over Back River P. H. Connor grocery John S. Poyen carriage hardware business



1885 Sanborn Insurance Map, sht. 3

Patrick Connor Enters Carriage-Making

In late-1887 Connor planned a carriage business¹ named Hagan & Connor Carriages with John P. Hagan. While they perhaps intended to occupy their new factory in 1888, that may have been delayed by the massive rebuilding of Carriage Hill factories after the large March 1888 fire. Connor thus remained a grocer that year, the factory opening² in late 1889. At about that same time he moved to a residence out Friend Street (see Appendix) past Highland Avenue, likely needing space for his burgeoning family. John Hagan left the firm in 1891 for another opportunity, Patrick continuing on under the same name. On February 13, 1892, a fire swept through the adjacent lumber yard destroying the five-story wooden carriage factory and its contents. The company suffered a loss of about \$25,000 of which only \$15,000 was insured. By March Connor had started anew and was taking orders at the old Thomas W. Lane buildings on nearby Rich's Court, where Lane had worked for a decade until occupying his own new Chestnut Street factory in 1890. (The Rich's Court site, owned by Seth Clark, had been rented to various makers over the decades and was intermittently empty.) By 1893 Patrick had moved permanently into the old Carriage Avenue (Oakland Street) factory of Charles H. Palmer. He and his new business partner, Warren Congdon, had started producing light Concord wagons with steel spoked wheels and made 150 sleighs.

1) Allen's history (see Appendix) lists the start date as 1888. The 1889 Town Directory (reporting 1888 results) still has Connor as a grocer, and the 1889 Sanborn map (likewise reporting 1888) shows no Hagan & Connor factory, although buildings under construction are usually noted.

2) *The Amesbury & Salisbury Villager*, January 2, 1890, pg. 3

BOSTON POST, SATURDAY MORNING, MARCH 22, 1890

HAGAN & CONNOR

Hagan & Connor
CARRIAGES
Salesroom and
Manufactory
Railroad Ave.
Amesbury, Mass.

AMESBURY, MASS.

We invite comparison of our work for style, finish and price with any built in Amesbury.
NOS. 6 TO 12 RAILROAD AVENUE.

Slightly different version of cover advert

1880's Boom Draws New Carriage Makers Such as Hagan & Connor

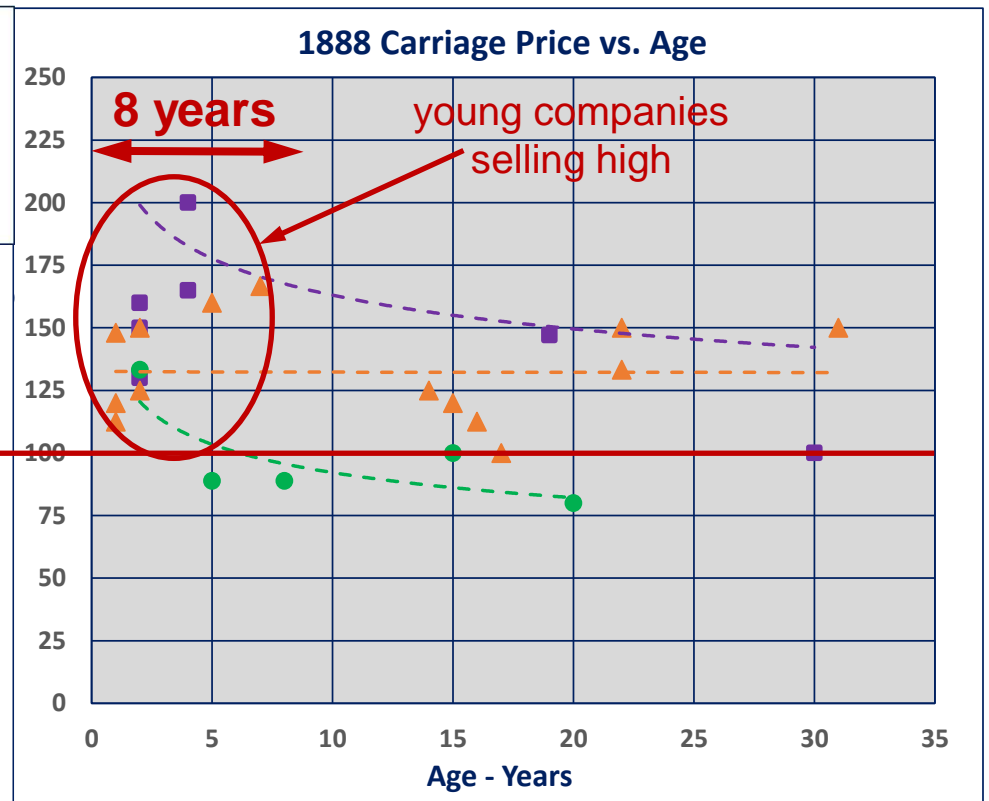
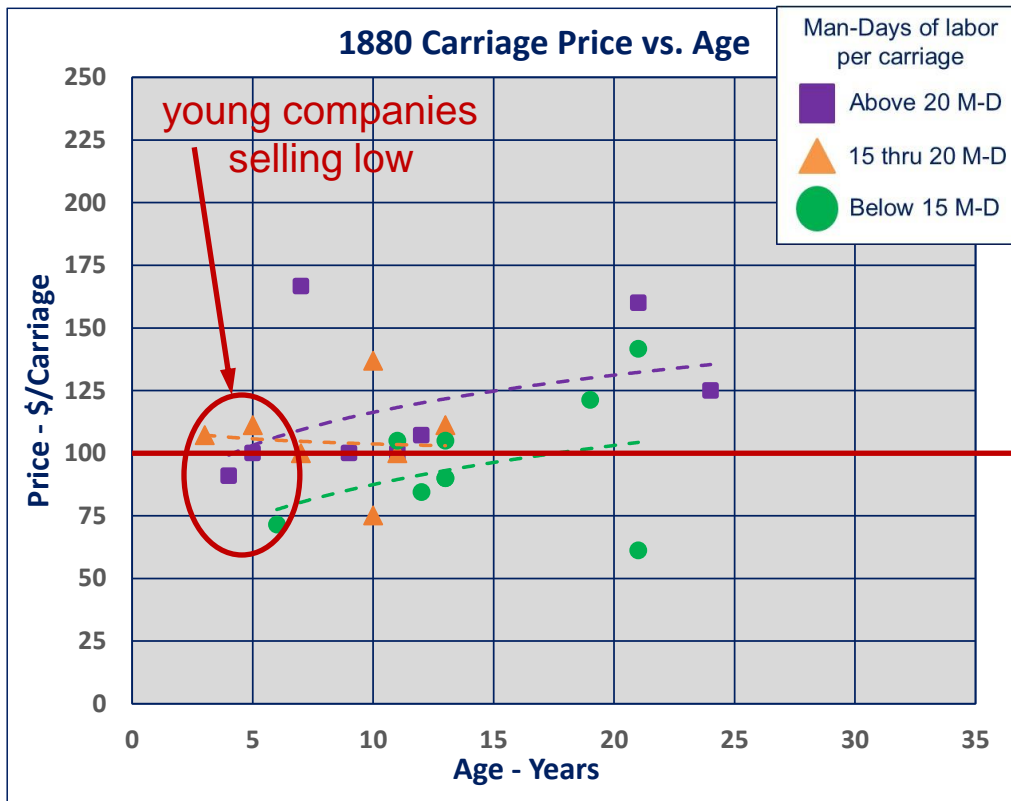
Average Carriage Sell Price vs. Years in Business, 1880 & 1888

1880 below – Prices are generally low for younger companies. Few companies have been formed in the previous 5 years, and none in the previous three years, as 1870's recession stifled growth. Younger makers are selling (largely wholesale) at around \$100 in the tight market, with many under \$100. Older firms are selling at up to \$150, some having stable sales with higher-end customers who are somewhat recession-proof. (Nobody was recession-proof during the 1890s depression.)

Baseline, just emerging from 1870s recession

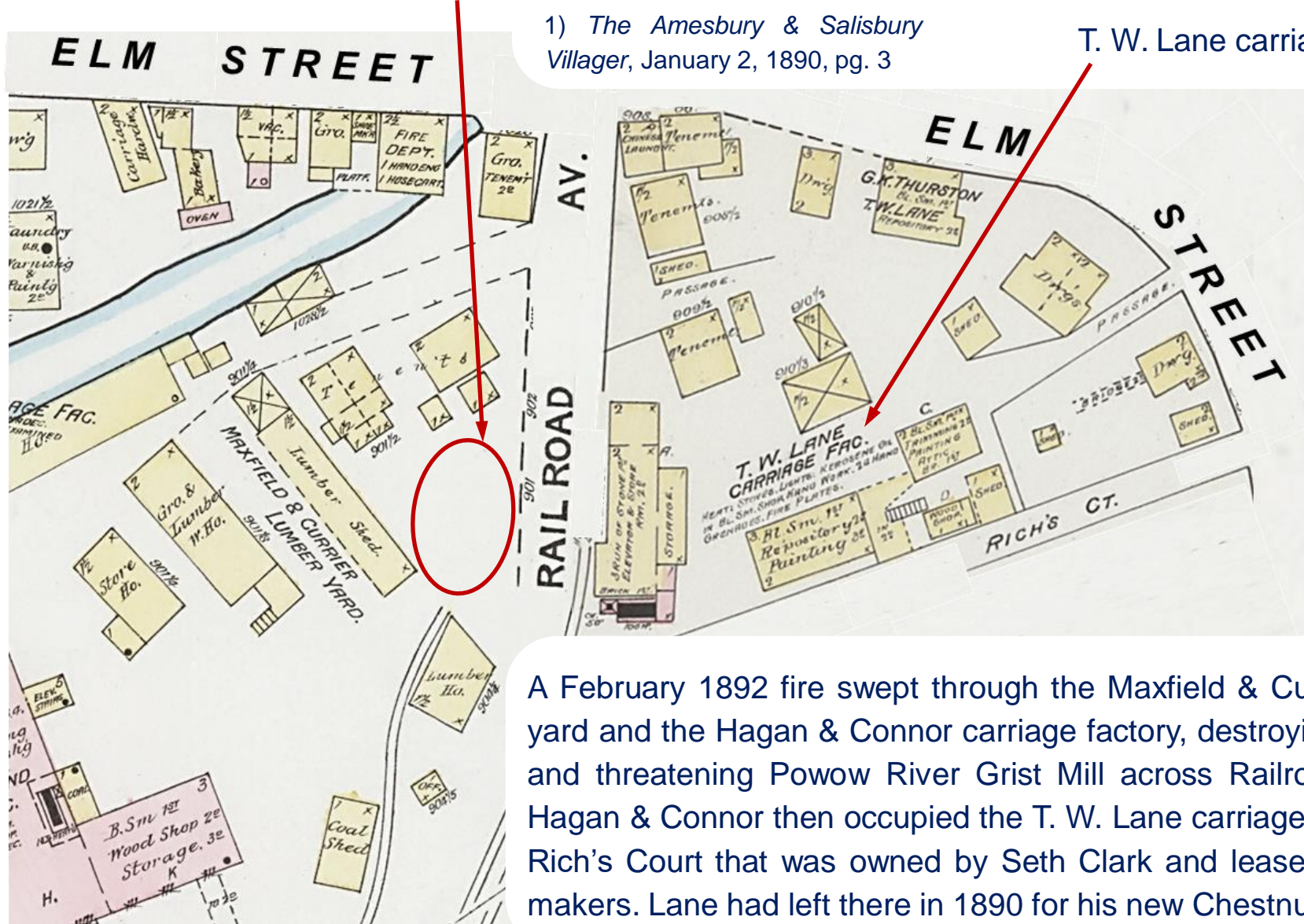
1888 below – Prices are generally high for younger companies (older firms are still selling at up to \$150). Many new companies have been formed during the ensuing eight years of prosperity, most in the last five years. Many are selling at above \$125; few are selling at under \$100. An Amesbury Board of Trade was formed in 1888, promoting the carriage business. They began holding Spring Opening Weeks in which wholesale buyers toured winter-made inventory.

Eight years later, continuous growth period



Connor Property & Environs, January 1889 map

Aaron Hilton's buildings have been taken by Maxfield & Currier lumber yards, who built a lumber shed next to the old Gallagher tenement. At lower left the 1887 Folger & Drummond carriage factory has been built in Hilton's orchard. The previous store/hotel behind Connor's grocery is now gone, the space available for the Hagan & Connor carriage factory that was completed by Maxfield & Currier¹ in late 1889.



1) *The Amesbury & Salisbury Villager*, January 2, 1890, pg. 3

T. W. Lane carriage complex

1889 Sanborn Insurance Map sheets 3 & 7

A February 1892 fire swept through the Maxfield & Currier lumber yard and the Hagan & Connor carriage factory, destroying the latter and threatening Powow River Grist Mill across Railroad Avenue. Hagan & Connor then occupied the T. W. Lane carriage complex on Rich's Court that was owned by Seth Clark and leased to various makers. Lane had left there in 1890 for his new Chestnut St. factory.

Hagan & Connor

1891 *Souvenir*, Amesbury Dailey News, January 29, pg. 10

Hagan & Connor.

This early 1891 article describes Hagan & Connor as high-grade carriage producers who, "confine their efforts strictly to a superior grade of work." The factory is declared to be well adapted and aesthetically arranged for making and displaying attractive carriages for up-scale buyers.

This enterprising and energetic firm, located on Railroad Avenue, but a few minutes' walk from the passenger station, is composed of men who have had more than fifteen years of experience in the different departments of the carriage business as master mechanics, for some of the leading manufacturers here in town. And realizing that they might as well make a dollar for themselves as for their employers, they have "pooled their issues" and united their efforts in the line of business which has made, and will continue to make Amesbury famous the world over. They are located in a new and commodious building, which was erected especially for their use, being well adapted to their wants and fitted up with all of the modern improvements, with four offices and showrooms. Their location on Railroad Avenue, affords them the best possible facilities for shipping goods in large or small quantities. The business of this firm is constantly increasing, which is only

a natural result of the excellence of their work in style, ability, and finish. They confine their efforts strictly to a superior grade of work, and their stock when arranged in their elegantly finished showrooms, and illuminated by colored glass, which sheds a soft, tinted light over the interior, cannot fail to please the most fastidious minds. Their product consists of all of the leading styles of light and heavy carriages, including all of the latest novelties of the day, such as Kensingtons, Game Wagons, Surreys, Road wagons, etc., many of which can be seen trimmed in the various materials, such as Bedford cord, corduroy, russet leather, etc., and finished in the natural wood or painted to match. These styles remind one of the wonderful advancement which has been made in the carriage industry, especially in Amesbury, in the past few years.

John P. Hagan (1857-1902)

While owning the grocery store Patrick Connor had been working as a carriage painter for about fifteen years (at unknown shops). His partner, John P. Hagan was a carriage trimmer (upholsterer), both thus being generally familiar with carriage finishing operations. John Hagan had been born in 1857 to Irish parents in New York City. By 1880 he was an Amesbury carriage trimmer boarding with Charles H. Wales, a carriage woodworker and wheelwright whose wife was Elizabeth F. Hagan, born 1851 of Irish parents in Kings County Brooklyn. John and Elizabeth were apparently not siblings but were likely close cousins.



Hagan's first name is occasionally mis-stated as James in news articles and city directories. (His older brother, James, died in 1865 at age fourteen.) Hagan never married, and after living with his relative's family he boarded at the American Hotel on Main St. during his partnership years with Patrick Connor. He left Amesbury in early 1891 (below right), and despite the below report, actually went to New York for several years, returning on business to Amesbury for spring carriage openings¹. By the mid-1890s he was living in West Medway, Massachusetts² where he died in 1902 of chronic kidney infection³ (then called Bright's Disease, now nephritis).

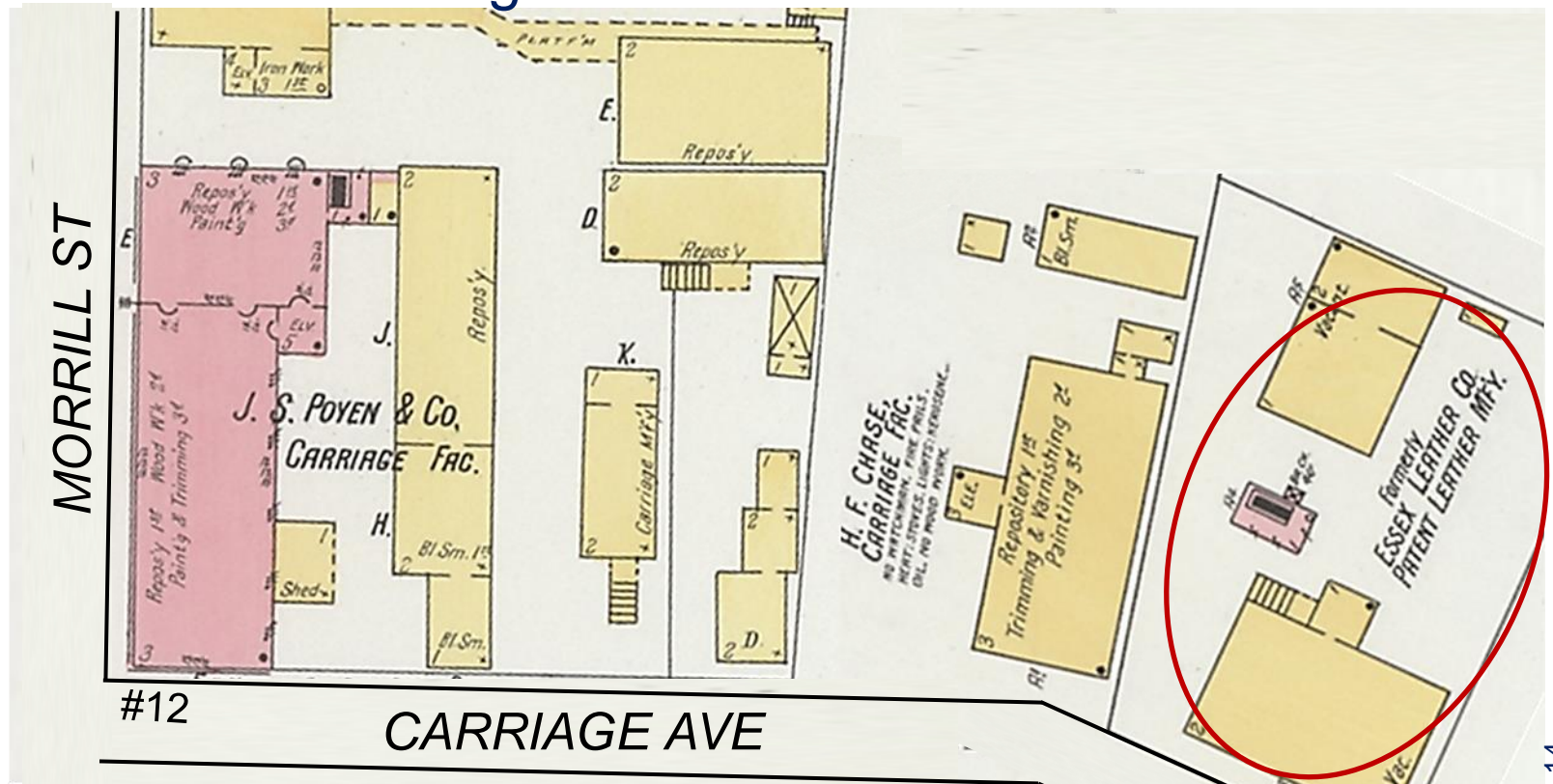
- 1) *Amesbury Daily*, 1894-02-19, Pg 1
- 2) *Amesbury Daily News*, 1896-02-28, Pg. 4
- 3) Death Certificate, January 21, 1902, West Medway, Mass.

Farewell Banquet

At a farewell banquet at the Orphan's club room tendered to J. P. Hagan, late of the firm of Hagan and Connor of this place, this gentleman was presented by his fellow members with an elegant gold watch and chain. Mr Hagan will leave town shortly for Philadelphia to take charge of the Racine Co's Carriage and Wagon factory, at that place.

Villager newspaper, Feb. 5, 1891, pg. 1

Connor Carriage Move After 1892 Fire



Patrick Connor moved into the #23 Carriage Avenue (Oakland St.) factory that had been built for the short-lived firm of Walton (Ed) and Colquhoun. That had been occupied in mid-1888 by top maker, Charles H. Palmer, who moved to #12 Carriage Avenue after several years. It was available for Connor in late 1892 or 1893, who leased then purchased in 1896 the Essex Leather building across the street at #24 as a repository for finished goods. It can be seen above that John Poyen, purveyor of carriage hardware, had purchased the #12 Carriage Avenue site where he operated as the Pneumatic Carriage Company.



1899 Sanborn Insurance Map, shts. 3 & 14

Looking up Main Street After Early 1886 Ice Storm

The Robert Bleakie Woolen Mill on Main Street, where the U.S. Post Office is now, owned the area across Main adjacent to Patton's Pond. In 1880 they built the house at left, with fine carriage barn, for their on-site agent, Edward Carpenter, and put in Carpenter Street beside it. The mill was struck by lightning in 1883 and burned entirely, while their office building remained, the roof of which can be seen at far right. House numbering in the area was redone in the late 1880s, when the house became 207 Main Street, which it still is. Patrick Connor purchased this property in 1892-3, likely 1892 as there was a crash in 1893 that would likely have discouraged such a move.



Photo courtesy of Steve Klomps

Connor Carriage Company in 1897, a High-Grade Maker

This is from an 1897 summary of Amesbury industries, noting that Connor Carriage Co. is a maker of the "HIGHEST STANDARD", and that Mr. Conner is in charge of sales. An impression is that Connor managed business matters, setting the style of operations, while others tended to technical and production details. Several dates differ slightly from those presented herein.

CONNOR CARRIAGE CO.

The Connor Carriage Co. is one of the representative concerns of Amesbury, its factory on Carriage Avenue being as well known as any in this section while its goods are of the HIGHEST STANDARD and command a wide and constantly increasing patronage. It employs 50 men constantly and the indications are that it will do a land office business during 1898. The concern manufactures novelties in high grade work and enjoys a deserved reputation for fetching outfits and smart, up-to-date rigs. There is a certain finish and style about their goods that characterizes them and makes them attractive. That most successful of all trade marks, "nobby", stands out all over them. They were the first concern to use the pneumatic wheel and also the first to hang their Stanhopes on pneumatics, and that is an evidence of the way they grasp at everything that can improve or render more attractive their output.

Their Physician's Carriages, Depot Wagons, Traps and Beach Wagons have long been the standard in their particular line and they promise some styles and effects for 1898 that will be an improvement on even their best efforts in the past. They have always been thorough believers in getting out and hustling for business and to this and the fact that they have always put out a fine grade of goods for the money can be attributed their business success.

Today they not only send carriages all over New England, but throughout the Southern States, California and South America. They have a flattering export trade and the demand for their carriages both at home and abroad is constantly increasing showing that the superior character of their workmanship is being more and more appreciated.

The firm consists of P. H. Connor and S. W. Congdon, they are both well known Carriage men. Mr. Connor started in the carriage business in October, 1887, with John P. Hagan, on Railroad Avenue, where they were burned out in 1890. They started at once in the Seth Clark buildings. In 1892 they moved into the Charles Palmer building, their present location.

Mr. Congdon joined the firm in 1883, and has the supervision of the trimming department, at which trade he has served over fifteen years in the largest Amesbury factories. He is an expert in the trimming branch and his skill and taste are well exhibited in their varied production.

Mr. Connor, who has charge of the sales department is a practical carriage builder, having served over fifteen years as a painter. He understands every detail of carriage manufacture and their extensive line of special Physician's Vehicles for city use, their pneumatic tire Road Wagons and Stanhopes, Hunting Carts and Game Wagons is one of the finest to be found in this most excellent carriage market.

Amesbury Daily News, December 15, 1897, pg. 4

Residence of Patrick H. Connor Family ca. 1900

207 Main St. at corner of Carpenter



Photo courtesy of Connor family descendants ca. 1900, ACM Collection.

Patrick Connor's Business amid Amesbury Carriage Making

The 1891 Souvenir article described Hagan & Connor as making both light and heavy carriages. Light carriages were open-top vehicles, perhaps having a folding leather top, constituting the majority of carriages made. "Heavy work" implied fully enclosed carriages for upscale markets. The article also stated that "they confine their efforts strictly to a superior grade of work". Also of note, Patrick Connor's shops were all unpowered, except for electric lighting in his last location.

By the time that Connor entered the business, Amesbury carriage making had a system in which major carriage sub-assemblies of wheels, gears (undercarriages), and bodies were made in steam-engine powered shops. Engines facilitated the heavy carpentry, made uniform parts, and sub-assemblies were rendered with smooth near-final surfaces. These went to carriage makers who completed vehicles bearing their names. They built sub-assemblies into desired combinations, adding finishes, details, and extras for their market. Connor was such a finisher who "ironed" the carriage, performed the trimming (upholstery), and painted and decorated the final product.

A major national trend of the 1890s was the bicycle craze, drawing much of the disposable income during a financially depressed period. The craze essentially funded development of the airplane in the bicycle shops of the Wright brothers and Glenn Curtiss. It also brought technical innovation and major supporting industry in the manufacture of steel tubing, hand-brazed joining methods, and production of metal spoked wheels having pneumatic rubber tires. Carriages were already using solid rubber tires for smooth quiet comfort, further improved by air-filled tires.

A major carriage innovation was thus "bike gears", being undercarriages of lighter metal tubing structure, also having metal spoked wheels often running on roller or ball bearings. Patrick Connor was among earliest Amesbury makers modernizing to bike gears and invested further in that line of work during his later years.

More on Bike Gears and Such

Dudley J. Marston, an Amesbury wheel maker using much of his own design of machinery, had occupied part of the Colchester Mill building on Elm St. in 1877 after being burned out of his previous location. Selling that business in 1888, he began making carriage machinery (as the Carriage Machine Co.) with his partner, Charles E. Stone. They then moved in early 1900 to George Osgood's carriage repository on Chestnut Street to manufacture their design of bike gears as the Pneumatic Gear Company, sold through a consortium called SAFE (Standard Anti-Friction Equipment Company). Marston's Pneumatic Gear Co. indicates the influence of bicycles and pneumatic rubber tires. Another such indicator follows with the story of John Poyen, who had purchased the carriage complex at the corner of Morrill Street and Carriage Avenue. He built carriages of the modern new hardware under the name of Pneumatic Carriage Company¹, likely purchasing bike gears from other suppliers.

Standard Anti-friction Equipment Co. was an outgrowth of the axle department of the Chicago Screw Company, manufacturer of Empire Ball Bearing Axles, having a long-term agreement with the Sheldon Axle Company². Marston and Stone sold their Pneumatic Gear Co. to SAFE in late August of 1900, remaining in its employ as managers³. Marston may have previously been an agent for SAFE, and the business continued in Amesbury for a time, the local branch later being purchased by carriage maker, Patrick Connor.⁴

Samuel R. Bailey had initially specialized in making sleighs, bent wood components, and carriage poles. After the 1888 Carriage Hill fire he occupied the new Babcock building and ventured into carriage manufacture of the new technology. He began making Tilton-Stivers bike gear carriages under license, developing the necessary manufacturing capability, from which he branched into vehicles of his own designs of similar gears and bodies⁵. Biddle & Smart also began making bike gear road wagons by the late 1890s.

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

2) *Automobiles Built in Essex County Mass.*, Hayden Shepley, 1976, pg. 12

3) Amesbury Dailey News, September 1, 1900, pg. 2

4) *History of Carriage Manufacturing and Auto Body Building*, typescript, 1955, John J. Allan, pg. 7

5) period advertisement in *The Carriage World* trade magazine

The Connor Carriage Move to Larger Quarters

Patrick Connor at his desk in the Poyen building, #12 Carriage Avenue. Calendar for 1900 on the wall, from Ware Brothers, publishers of the Carriage Monthly.



ACM photo, donated by a Connor descendent

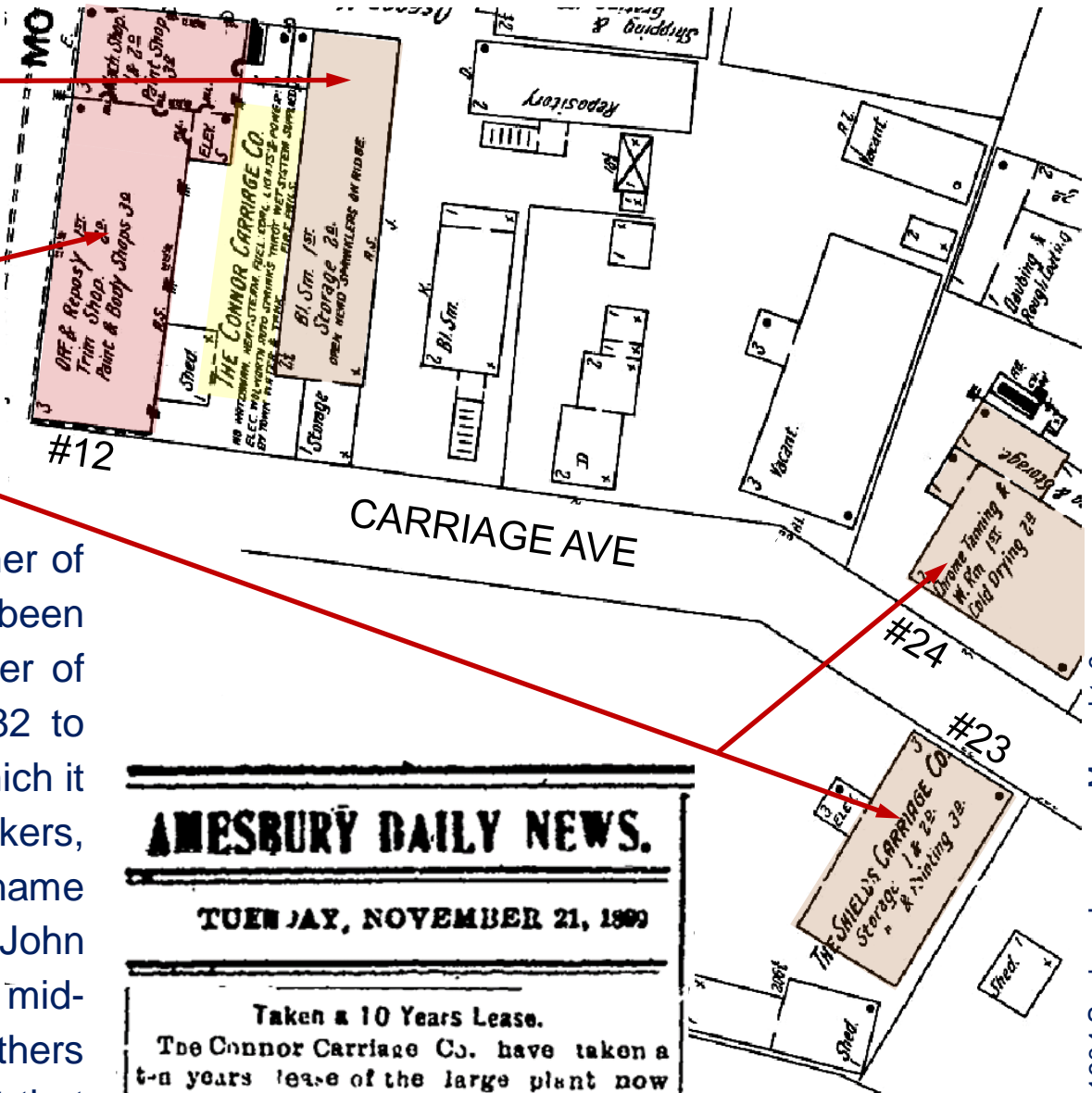
Connor Carriage Company at #12 Carriage Avenue

Miller Bros. carriages was in the adjacent wood building, also owned by Poyen.

Patrick Connor Carriage Co. factory site at #12

Former Patrick Connor Carriage Co. factory sites at #23 & #24

The brick building (#12) at the corner of Morrill St. and Carriage Ave. had been built in 1876 by William Smart, later of Biddle & Smart. He sold it in 1882 to John Poyen's father-in-law, after which it was leased to various carriage makers, one being David J. Folger, whose name can still be read along the side. John Poyen occupied the site around the mid-1890s and moved the Miller Brothers into the side wooden building about that time, who were there until 1903. The brick building still exists, housing Barewolf brewery.



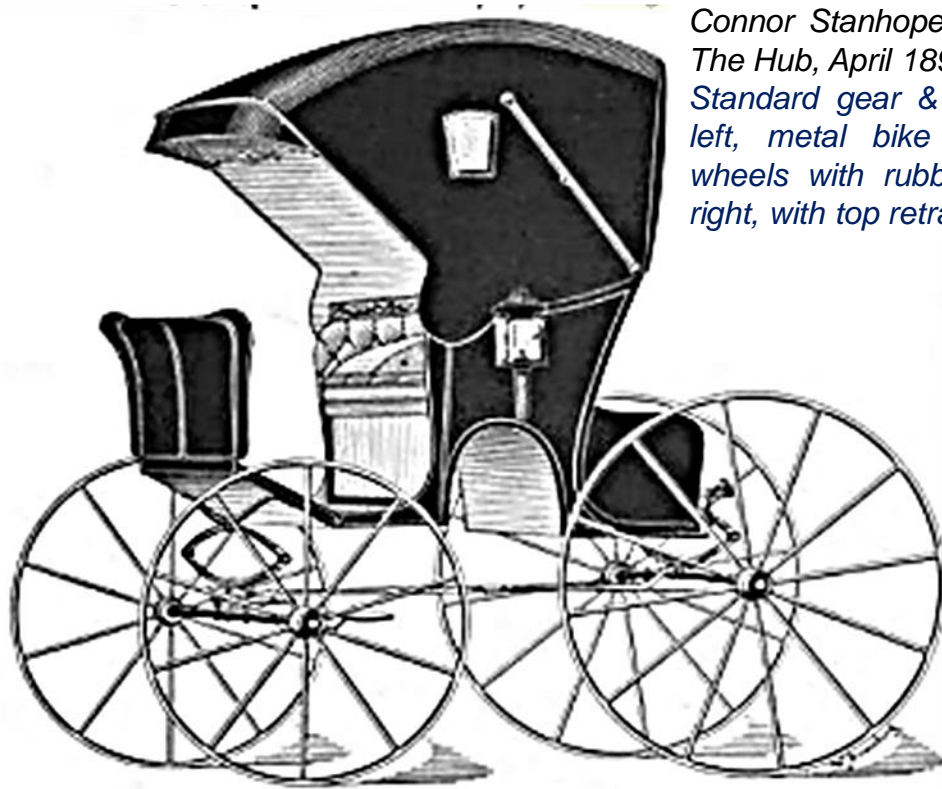
AMESBURY DAILY NEWS.
TUESDAY, NOVEMBER 21, 1899
Taken a 10 Years Lease.
The Connor Carriage Co. have taken a ten years lease of the large plant now occupied by the Pneumatic Carriage Co. and Miller Bros. They will at once remove to their new quarters occupying the part used by Mr Poyen Miller Bros will remain and Mr. Poyen still have his office there.

1904 Sanborn Insurance Map, sht. 9

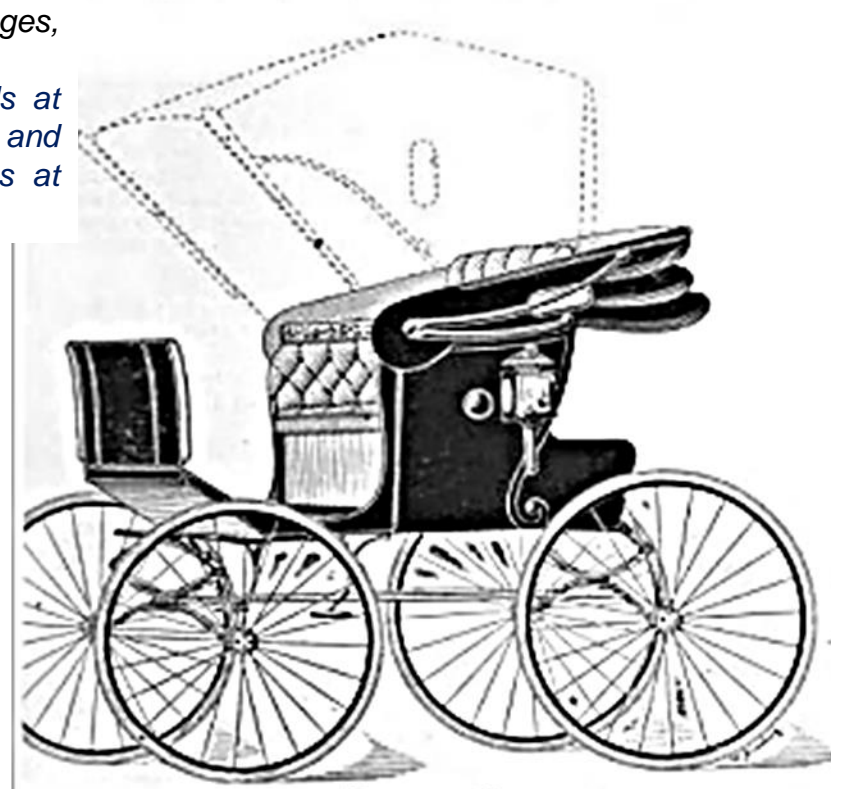
The Final Connor Carriage Locations

Connor Carriages were known to be of the highest standard with the newest designs and innovations. They employed 50 men full time in 1897. Their carriages were shipped throughout New England, the southern states, California, South America, and abroad. The company produced Stanhopes, Depot Wagons, Railway Wagons, Boulevard, Cabriolets, and Driving wagons, considered works of art.

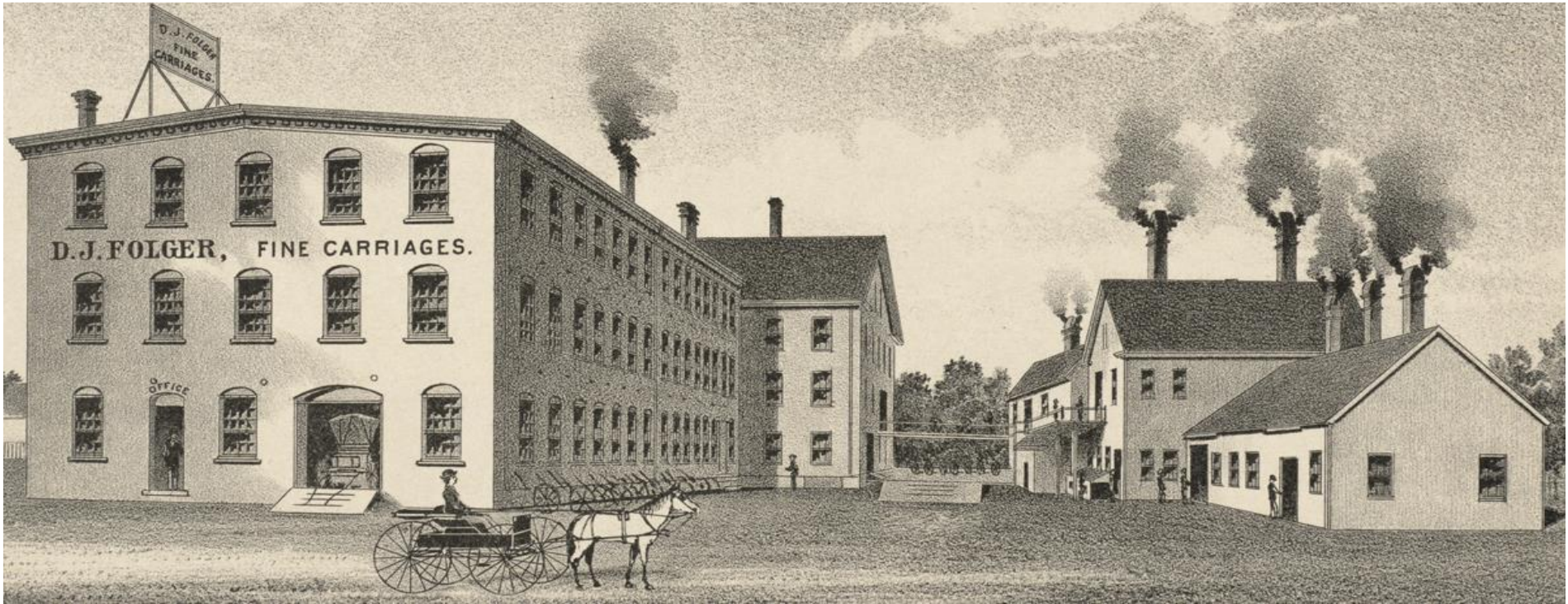
In 1899 Patrick took a ten-year lease on the John S. Poyen factory at Carriage Ave. and Morrill Street. As with other current carriage firms Connor Carriage was booming, selling carriages faster than they could make them. Warren Congdon retired from the partnership in July of 1900, the business then continuing under P. H. Connor alone.



*Connor Stanhope carriages,
The Hub, April 1898
Standard gear & wheels at
left, metal bike gear and
wheels with rubber tires at
right, with top retracted*



Patrick Connor at #12 Carriage Avenue



Ca. 1884 Illustration courtesy of ACM

Shown ca. 1884, when occupied by David J. Folger, including the smaller blacksmith shops at right. By the mid-1890s the adjacent wood building (below right) had replaced those smaller buildings. The Miller bothers in that building had been carriage makers out Market St. who sold carriages “in the wood and iron” being complete but without painting, detailed components, or upholstery. They moved into the long wood building to be nearer to buyers on Carriage Hill and Railroad Avenue.

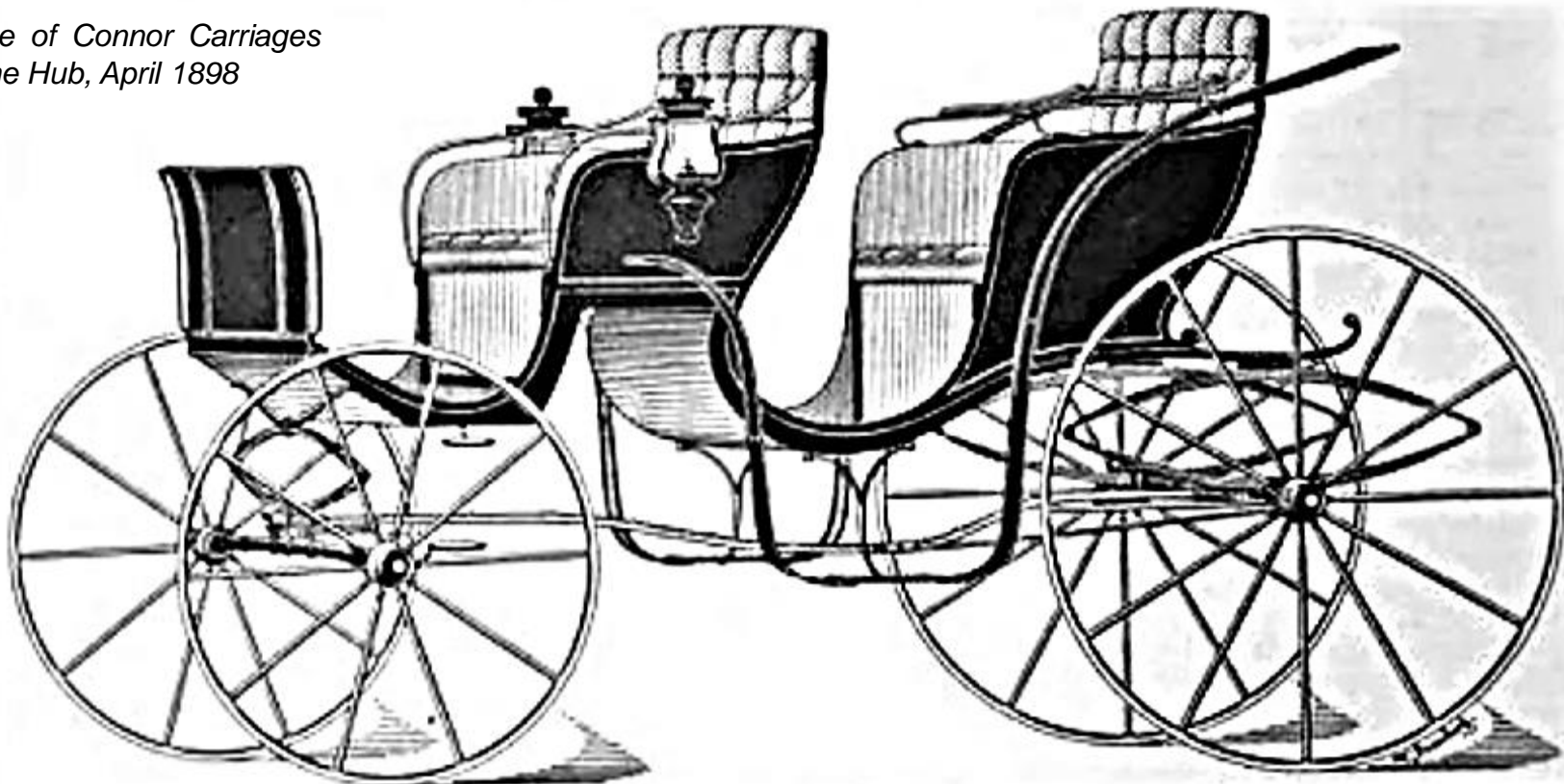


courtesy of Amesbury Public Library

Social and Personal Welfare

Patrick was a member of the Carriage Manufacturers Association and in 1902 stood against the members of Carriage and Wagon Workers Local Union 27 who wanted shorter workdays and better pay. Despite not wanting to support the union Patrick held a strong interest in the welfare of the town which led him to encourage new business and enable the growth of the town. Elsewhere, news articles noted that on at least three occasions he lost control of his horse and carriage, one incident resulting in a serious ankle injury (he was a large man and recovery was slow). Horses can be high-strung and easily spooked, with the result that runaway carriages and sleighs were somewhat common, with serious and sometimes fatal results as carriages overturned or were slammed into buildings and utility poles.

*Example of Connor Carriages
from The Hub, April 1898*



OPEN BEACH WAGON, Connor Carriage Co., Amesbury, Mass.

Patrick Connor, Amesbury Carriage Maker

The Patrick Connor Shops at #12 Carriage Avenue

Shown below are traditional wood/iron carriage gears and wheels, all of the latter having solid rubber tires. In the rear is a gear with upright elliptical suspension springs that the body will attach to. The foreground assembly shows the “5th wheel” at the pivoting front axle and a flat sidebar suspension that was considered by many to offer a better ride.



ACM photo, donated by a Connor descendent

Other Ventures

The Amesbury Automobile Company was organized in 1899 by a group of carriage men who became impressed with a Mr. Bagley's electric motor for an automobile, Patrick Connor being one of them. There was an initial planning meeting that included John Poyen and Dudley Marston, among others, but no further apparent progress ensued for the proposed venture.

One to grasp opportunities, Patrick held real estate plus multiple businesses, such as two brickyards. One was on Congress Street, Amesbury, the other was in Merrimac, which provided in 1899 bricks for the new car barn of the Haverhill & Amesbury Street Railway (that now houses the Merrimac police and fire departments). This was an electric inter-urban street trolley on narrow-gauge tracks, as was common throughout much of the early twentieth century. In 1902 Patrick purchased the Eastern Branch of the Standard Anti-Friction Equipment Company of Chicago, New York, and Amesbury, as part of his carriage business. By 1904 the Connor Carriage Company was producing 750 carriages annually.

The CONNOR CARRIAGE CO.

————— MANUFACTURERS OF —————

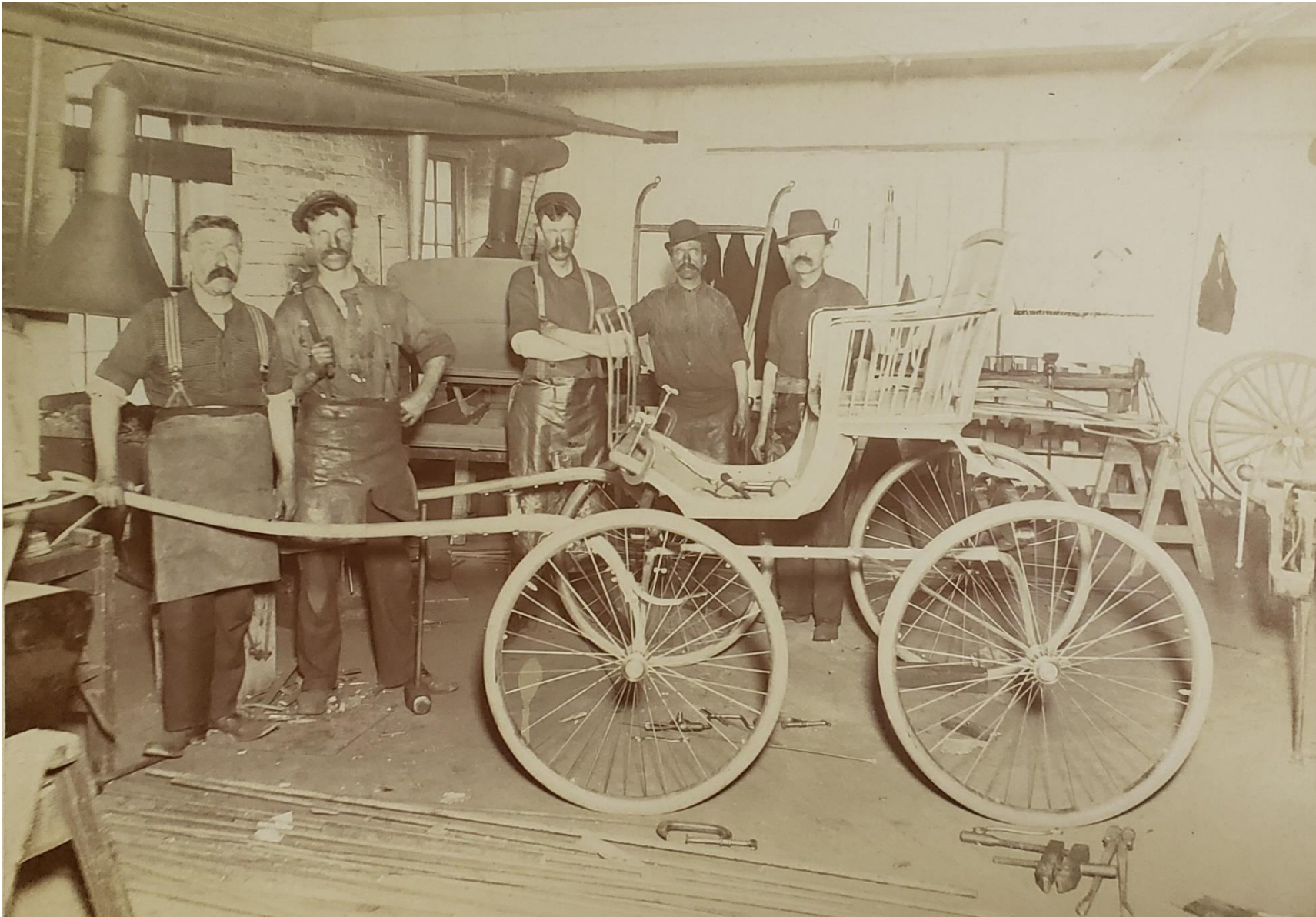
FINE CARRIAGES AND SLEIGHS

AMESBURY, MASS.

Advertisement in *The Amesbury Directory* 1902-1903, Samson, Murdock and Co., 155 Franklin Street Boston, Ma.

The Patrick Connor Shops at #12 Carriage Avenue

Shown below is a phaeton carriage body not yet having upholstery, being ironed in the forge shop, exhaust hoods on two forge fires appearing at back left. This carriage has a metal bike gear with fatter pneumatic rubber tires (visible valve stems). Workers are forging mating fits for iron parts such as dash frames, body stiffeners, plus foot pads and handles for stepping up into the carriage.



ACM photo, donated by a Connor descendent

The Patrick Connor Shops at #12 Carriage Avenue

Three styles of carriage bodies are at a trimming shop having padded upholstery applied. Two foot-treadle sewing machines are against the back wall. A mascot resides in the foot well of a Concord style body in front of the two middle workers. A folding leather top is on the rear body, while the seat in the front body is composed of forged ironwork and the middle seat is a composite of materials.



ACM photo, donated by a Connor descendent

Bricks and Final Years

In 1903 Patrick entered into a lease agreement of his brickyard on Congress Street to Mr. Curtis Gennell. The brickyard was opened in the 1860's by George Currier, whose bricks were used in the construction of several of the Hamilton Woolen Mills. However, it had been closed for three years. New machinery was installed and 20 men hired to run it, once again helping the town prosper. That same year, Alice Gertrude, the 14 year old daughter of Patrick, died on November 16, 1903 of Meningitis. The loss no doubt added to the untimely death of Patrick about six months later. In October of 1905 the Connor Carriage Company officially went out of business and the factory was then used by The Atlantic Company making motor launches, an extension of long-standing dory builders along the Merrimack River. John Poyen, owner of the building, was among principals of The Atlantic Company.

ATTRACTIVE AND UP-TO-DATE!

The Connor Break Cart is as fine a two-wheeled vehicle as can be bought anywhere, and has some qualities that make it more desirable than others. Rides easy, owing to the springs under seat and body. Is built of strictly A 1 material and finished in the best of style. The **PRICE** will surely interest you. Write us for catalogue and prices. We make 30 different style Carriages, such as Depot Wagons, Traps, Spider Breaks, Spider Phaetons, Stanhopes and everything of the latest design.



**BREAK
CART
No.
168.**

CONNOR CARRIAGE CO.,

AMESBURY, MASS.

Please mention "The Hub" when you write.

Advertisement from The Hub, published by Trade News, New York, April 1898, page 8

The Patrick Connor Shops at #12 Carriage Avenue

A group of bodies that appear to have been ironed but not trimmed. The exterior wall is of brick while interior building construction, as with most period local brick buildings, is of wood post and beam construction, with wood joists resting on wood cross beams that are held in sockets in the brick walls. Steam pipes run along the ceiling, part of steam heat in the building.



Photo courtesy of Connor family descendants ca. 1900, ACM Collection.

P. H. Connor Obituary, June 29, 1904

AMESBURY DAILY NEWS, WEDNESDAY EVENING, JUNE 29, 1904

SUDDEN DEATH OF P. H. CONNOR

The Town Suffers a Great Loss In the Death of One of Its Leading and Successful Carriage Manufacturers and Prominent Citizens---Came Here When 10 Years of Age.

Patrick H. Connor, one of our successful carriage manufacturers, large real estate owner and prominent citizen, passed away very suddenly of heart disease at 7.30 o'clock this morning at his home, 207 Main street.

For several weeks Mr. Connor has not been in very good health and has been confined to the house but it was not expected that he would die so soon, his very sudden demise being a severe shock to his family and friends.

Mr. Connor has for years been connected with the carriage industry here. For 15 years he worked in one of the largest factories, becoming proficient in every branch of the business. In October, 1887, Mr.

A few years ago Mr. Connor purchased the large John S. Poyen plant on Carriage avenue where he removed his business and has been gradually increasing his business each year.

He has recently been getting into the export business and has shipped abroad the past season quite largely.

Mr. Connor has been a public spirited citizen and has interested himself in securing new industries to locate here and has in every way encouraged the building up of the town.



THE LATE P. H. CONNOR.

Connor associated himself with the late James P. Hagan under the name of the Connor Carriage Co. They occupied a new factory building on Railroad Avenue in which they did a large business up to 1890 when the building was burned. They started again in the Seth Clark buildings on Elm street and, in 1892 moved to the Chas. Palmer building on Carriage avenue near the B. & M. round house. Mr. Hagan retired from the firm and S. W. Congdon joined it in 1893, continuing with Mr. Connor for several years.

His loss is a serious one to the town as he was one of our active, bustling manufacturers who was constantly pushing out after business and was doing a large successful business. From his boyhood days he was always ambitious and progressive, a hard worker and he secured success in all of his undertakings on account of those prominent qualities. He was a man who thought a great deal of his family, being a good husband and a kind father and his loss from the family circle will be very keenly felt. They have the sympathy of the public in their severe affliction.

Mr. Connor whose age was 47 years 7 months, was born in the County of Wicklow, Ireland, coming to this country and to Amesbury when 10 years of age. He worked first in the mills, weaving, and later learned the carriage painting business and went from here to Blackstone, Mass., where he started in business, remaining two years.

He returned to this town and purchased the grocery business of the late Anthony Gallagher on Elm street which he controlled for 20 years. He started the carriage business in connection with his grocery business finally disposing of the latter.

Mr. Connor is survived by a widow; three sons, Charles, Fred and Francis; five daughters, Elizabeth, wife of John J. Burke, Lena, Mary Florence, Marcella; three brothers, Christopher, Michel F., James E.; three sisters, Miss Bridget who lives with the family, Mrs. Kate Murphy, Mrs. Elizabeth Higgins.

Mr. Connor was a member of the Carriage Manufacturers' Club and St. Jarlath Court M. C. O. F.

Amesbury Daily News, Wednesday June 29, 1904, pg. 2

Appendix

Family and Career

Patrick Connor married Mary J. Keefe and together they had fifteen children, only eight of whom survived him. Thirteen of his children are listed below; the remaining two probably died in infancy.

1. Annie Jane b. Sept 13, 1877
2. Elizabeth Anastasia b. 1880 - d. Feb 12, 1905
3. Charles E. b. 1882 - d. Feb 28, 1927
4. Mary Agnes b. 1883 - d. Apr 21, 1955
5. Madaline Dorothy b. 1885
6. Alice Gertrude b. 1888 - d. Nov 15, 1903
7. Francis Patrick b. Dec 1889 - d. Jan 11, 1890 (13 days)
8. Baby stillborn b. Jul 5, 1890
9. Frances P. b. Dec 1890 - d. Jan 12, 1891
10. Emma Florence b. Apr 27, 1892 - d. Aug 20, 1965
11. Marcella Esther. b. Oct 9, 1894 - d. Mar 23, 1994
12. Francis Patrick b. Apr 8, 1897 - d. Jun 15, 1989
13. Fredrick Raymond. b. June 28, 1899 - d. Jan 16, 1997

Town Directory Information – 1

Directories were issued in the first week of January, thus presenting a status for the previous year. The 1889 directory lists no Hagan & Connor Carriage Co. for 1888 and Patrick is listed as a grocer. “Connor” frequently appears as “Connors”.

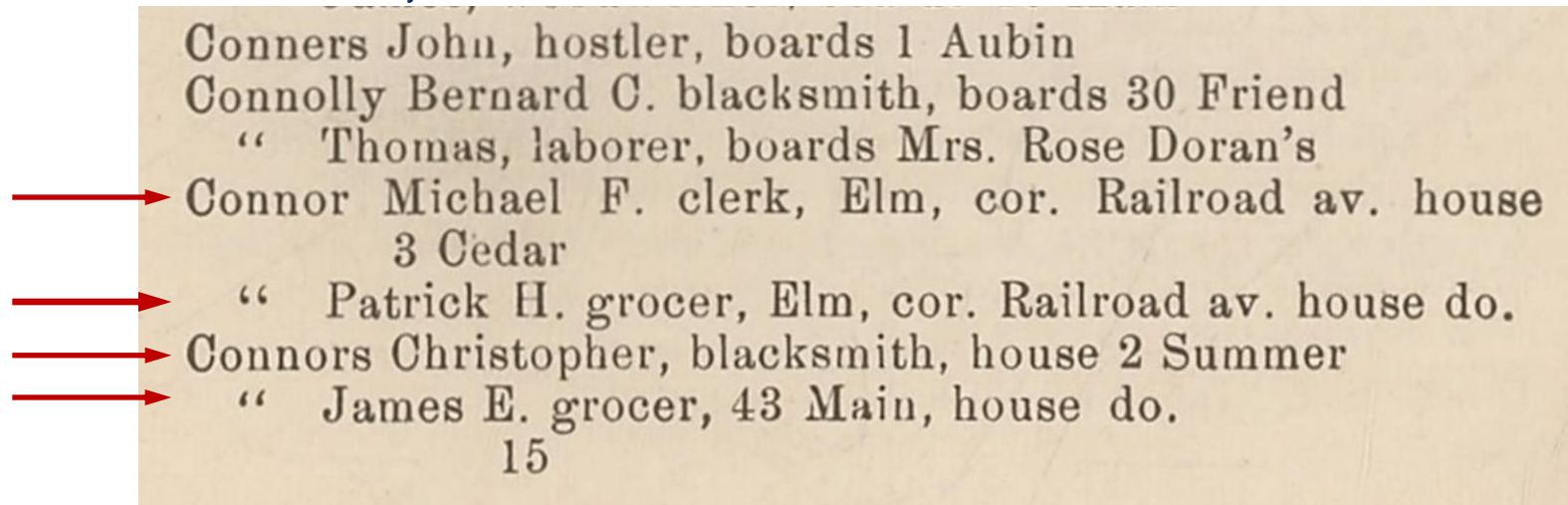
Patrick Connor had three brothers:

Christopher
Michael F.
James E.

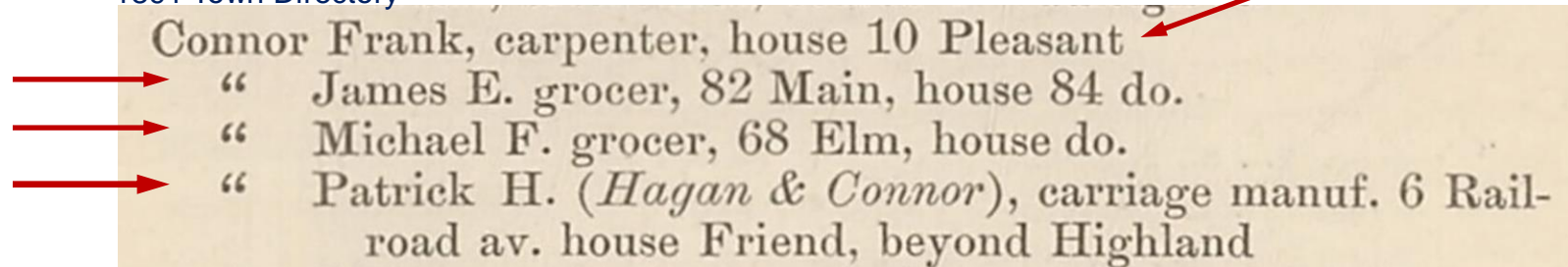
Patrick had three sons:

Charles
Frederick
Francis

1889 Town Directory



1891 Town Directory



Town Directory Information – 2

Patrick Connor had three brothers:

- Christopher
- Michael F.
- James E.

Patrick had three sons:

- Charles
- Frederick
- Francis

1892 Town Directory

→ Connor Carriage Co., Railroad av.
 “ Frank, carpenter, house 10 Pleasant
 → “ Frederick M. painter, boards 18 Pleasant
 → “ James E. removed to Dover, N. H.
 → “ John H. grocer, 68 Elm, house Aubin street
 “ Martin, blacksmith, house 14 School
 → “ Michael F. clerk, 68 Elm, house 36 Congress
 → Connor Patrick H. (*Connor Carriage Co.*), carriage manuf.
 house Friend, beyond Highland

John H. Connor is seemingly an uncle of Patrick's

1894 Town Directory, pg. 231

→ Connor Carriage Co. 23 Carriage av.
 → “ Frederick M. painter, rooms 36 Market
 → “ James E. blacksmith, house 5 Pond
 → “ John H. house Aubin street
 “ Martin, blacksmith, house 1 Boardman
 → “ Michael F. clerk, 68 Elm, house 5 Green
 → “ Patrick H. (*Connor Carriage Co.*), carriage manuf.
 house 207 Main

Patrick Connor U. S. Patent 405,947 – 1889

Loom Picker

The fundamental weaving process is that a shuttle dispensing thread is repeatedly passed side to side depositing lateral threads of a fabric between its longitudinal threads. More literally, the shuttle is rapidly “batted” side to side by a pivoting arm called a Loom Picker, the title of this Patrick Connor patent. The patent date roughly coincides with that of Connor’s entry into carriage making. His initial work experience as a youth had been as a weaver in the Amesbury textile mills.

The patent describes a leather sheathed batting surface riveted onto a metal core. Unfortunately, because patents are intended to be interpreted by those informed in the art of the specific subject, there is a general lack of specifics as to how this device is integrated into a functioning power loom. It is thus unclear how its details constitute a novel and/or advantageous application of features.

P. H. CONNOR.
LOOM PICKER.

No. 405,947.

Patented June 25, 1889.

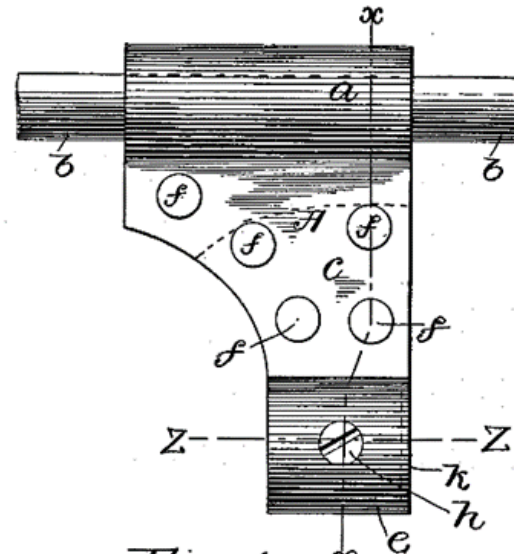


Fig. 1.

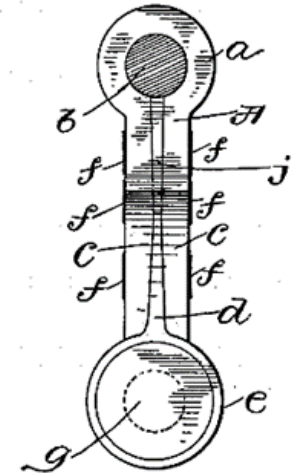


Fig. 2.

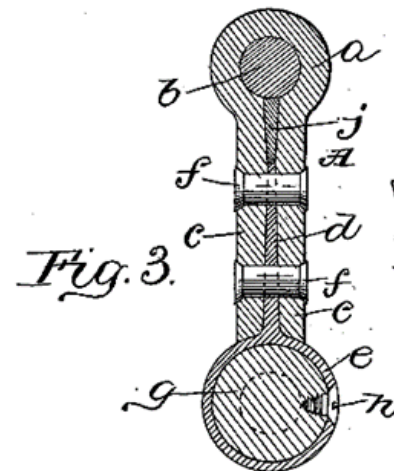


Fig. 3.

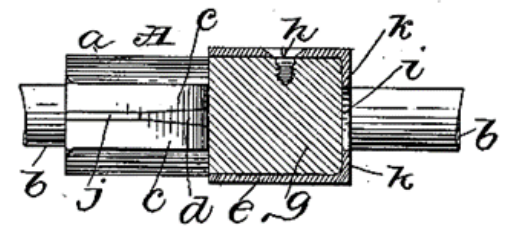


Fig. 4.

John J. Allen, History of Carriage Manufacturing in Amesbury

1955 typescript

HAGAN & CONNOR--CARRIAGES.

This enterprising and energetic firm consisted of James P. Hagan, a former carriage trimmer, and Patrick H. Connor, a local storekeeper, with John C. Risteen as superintendent, a former Woolen Company bookkeeper and paymaster. They commenced business in 1888, and were located on Railroad Avenue in a new and commodious four-story and basement wooden building 75 ft. by 30 with a five-story ell 40 ft. by 40 ft., which was erected specially for their use, being well adapted to their needs, and fitted up with all modern improvements, with a large showroom and offices on the first floor. Their productions consisted of all the leading styles of light and heavy carriages, including the latest novelties of the day, such as Kensingtons, Game Wagons, Surreys, Road Wagons, etc., many of which were trimmed with Bedford Cord's corduroy, leather and broadcloths, and they were finished in natural wood or painted in colors to match. Their styles reminded one of the wonderful advance which had been made in the carriage industry, especially in Amesbury, the past few years. Mr. Hagan retired from the firm in 1889 and Mr. Connor continued the business under the same name, with Warren Congdon as a member of the firm. Their factory was destroyed by fire in 1893, and they started business again under the name of Connor Carriage Co., in the three-story wooden building 85 ft. by 40 ft. on Carriage Avenue formerly used by Walton & Colquhon and then Charles H. Palmer.

CHARLES H. PALMER, JR.

After the 1888 Carriage Hill fire Mr. Palmer continued the business in the former WALTON & COLQUHOUN factory on Carriage Ave. This was a three-story wooden building 80 x 30 ft., with a one-story ell 60 x 45, where he continued to build the same fine line of work, and was the only builder in Amesbury of exclusive work such as Coupes, Broughams, Rockaways, Hacks and Coaches. Mr. Palmer was a practical mechanic, of well-known reputation as a first class builder he knew the business from A to Z. His work was of the best and compared with the high-grade work turned out by the Merrimac manufacturers, and commanded the highest prices.

John J. Allen, History of Carriage Manufacturing in Amesbury

1955 typescript

CONNOR CARRIAGE CO.--CARRIAGES.

Successors to Hagan & Connor in 1889, who were located on Railroad Avenue, consisted of Patrick H. Connor and Warren Congdon, who carried on the business in the same set of buildings. Their factory was destroyed by fire in 1892 or '93 and the company began business again in the three story wooden factory 85 x 50 ft. located on Carriage Ave., formerly occupied by Walton & Colquhoun and Charles Palmer, Jr., where they carried on business for four or five years, then they moved to the three story brick building, at the corner of Morrill St. and Carriage Ave., the main building of which was 130 x 50 ft., with an ell 40 x 60 ft., formerly occupied by David J. Folger and later by Robert Drummond & Son.

The first floor of the factory was used as an office and repository, with the trim shop on second floor, paint and body shop on the third. The ell was used as a machine shop on the first and second floors, with paint shop on the third. Later they purchased the local business of the S.A.F.E. Co., which was apparently an out of town concern, as C. E. Stone and D. J. Marston had been agents for them in Amesbury, and managed a branch of the company. In 1894 the company was reorganized and consisted of Patrick H. Connor, Patrick S. Bird and Warren Congdon. Mr. Bird retired from the firm in 1895 to enter the firm of Bird & Schofield. Mr. Connor died in 1904 and the business was closed out

D. J. MARSTON--CARRIAGE WHEELS (excerpt)

In 1888 he sold his business to F. S. Merrill, who came here from Merrimac. Later Mr. Marston collaborating with Charles E. Stone, formerly with E. S. Feltch & Co., invented several useful improvements in carriages, which they disposed of to the S. A. F. E. Co., with whom they were associated in managing a branch of that company's factory in Amesbury. This business was later taken over by the Connor Carriage Co.

The Newburyport Daily News, published in Newburyport, Mass., Mar 8, 1892 page 4
“The Connor Carriage Company”

The Newburyport Daily News, published in Newburyport, Mass., Feb. 13, 1892 page 1
“A 30,000 Fire”

The Newburyport Daily News, published in Newburyport, Mass., Aug 29, 1894 page 4
“Amesbury., Big Sleigh Trade”

The Newburyport Daily News, published in Newburyport, Mass., Apr 18, 1895 page 4
“The Connor Carriage Company”

The Newburyport Daily News, published in Newburyport, Mass., Jan 24, 1896 page 3
“The Connor Carriage Company”

The Amesbury Daily News, published in Amesbury, Mass., February 27, 1896
“Connor Carriage Co.”

The Amesbury Daily News, published in Amesbury, Ma Dec. 15, 1897, Page 4
“Connor Carriage Co.”

The Hub, published by Trade News Publishing Company, N.Y., Vol. XL April 1898, Pages 440-442. Examples of Connor Carriages.

The Newburyport Daily News, published in Newburyport, Ma. Feb 21, 1898. page 4
“The Connor Carriage Co.”

The Amesbury Daily News, published in Amesbury, Ma. March 19, 1898. Page 2
“Exciting Runaway”

The Hub, published by Trade News Publishing Company, N.Y., Vol. XL April 1898, Pages 440-442. Examples of Connor Carriages.

The Amesbury Daily News, published in Amesbury, Ma. Sept. 12, 1899 page 2
“Good News...”

The Newburyport Daily News, published in Newburyport, Ma. May 10, 1899. page 1
“The Pride of Amesbury.”

U.S. Federal Census Records, 1900. Amesbury, Essex Co., Mass., page 29

The Amesbury Daily News, published in Amesbury, Ma. Oct. 3, 1902 page 2
“P. H. Connor’s Big Enterprise”

The Amesbury Daily News, published in Amesbury, Mass., May 2, 1903. Page 2
“An Industry to be Revived”

The Carriage Monthly, published by Ware brothers. Apr, 1904, Vol. XL no.1 page 183
“Wholesale Carriage Building...”

Amesbury Daily News, published in Amesbury, Mass Jun 29, 1904, page 2
“Sudden Death of P. H. Connor”

Connor Family Records submitted by Connor family, Amesbury Carriage Museum Collection, Amesbury Ma.

US patent office

Connor, Patrick H Amesbury Mass Loom picker US405,947

Connor, Patrick H. Amesbury Mass Gas Cut Off US667,656

Bureau of Statistics and Labor, published by Wright and Potter, Boston, Mass. 1906, page 378
“Amesbury”