CHAPTER XVII.

MATERIAL DEVELOPMENT.

CHARLES R. CORNING.

In the following petition, presented to the provincial assembly at Portsmouth in May, 1745, one finds an early and quaint description of Rumford as the settlement then appeared:

"The Memorial and Petition of Benjamin Rolfe in the Name and Behalf of the Inhabitants of the Town of Rumford in said Province —Humbly Sheweth, That the said Town has been settled by his Majestys subjects about eighteen years, and a Gospel Minister ordained there upwards of Fourteen. That the Settlers had an Eye at Enlarging his Majestys Dominions, by going into the Wilderness, as well as their own Interest: That many Thousand Pounds have been spent in clearing and cultivating the Lands there, and many more in erecting Mansion Houses, Fortifications, Out Houses, Barns and Fences; That the Buildings are mostly compact and properly form'd for Defense, and well situated for a Barrier, being on Merrimack River about a Days March below the confluence of Winipishoky and Pemissawasset Rivers both which are main gangways of the Canadians to the Frontiers of this Province, and within a weeks march at farthest from a very strong Fort built within these few years by the French at Crown Point which will be a place of Constant Retreat and Resort for the French and Indians in all their Expeditions against the Englith Settlements; That the breaking up of the Settlement will not only ruin the Memorialists, but in their humble opinion greatly disserve his Majesty's Interest by Encouraging his Enemies to encroach on his direct Dominions, and be also hurtful to the Province by Contracting its borders and drawing the war nearer to the Capital: That it was by a long and importunate Intercession of this Province and not of the Memorialists seeking that they are cast under the immediate care of this Government, which they apprehend gives them so much the better Right to its Protection:, That as War has been declared against France for some time and a Rupture with the Indians has been hourly Expected, many of the Inhabitants of said Town by Reason of their being so much exposed to imminent Danger from their Enemies, have already moved from said Town, and the season of the year being such as to give the Indians an opportu-

nity of disturbing the Frontiers and the Dutch Mohawks having lately given occasion to fear that they would joyn in a War against his Majesty's settlements as mentioned in some late News Papers, your Memorialists unless they have speedy help will be soon obliged to Evacuate said Town how disserviceable so ever it may be to the Crown, dishonorable to the Government, hurtful to the Province and ruinous to ourselves. Wherefore your Memorialists most humbly supplicate your Excellency, the Honorable Council and House of Representatives to take the Premises into your wise and mature consideration and to grant them such constant and seasonable aids both with Respect to men and Military Stores as may enable them to maintain his Majesty's Dominions in so well situated a Barrier, and so ancient and well regulated a settlement, as well as to secure their own lives and Fortunes against the Ravage and Devastation of a Blood-thirsty and Mercyliss Enemy, and your Memorialists as in Duty bound will Ever pray."

That this quaint petition was well founded the following year, 1746, sadly proved, for that was the year of the ambush and massacre on the Millville road. Rumford was at that time the most important frontier settlement in the province, and contained, according to a record, fully one hundred houses and ploughed lots. This, however, did not probably represent the number of permanent inhabitants. Successive periods of the town's growth saw the population of thirty settlers in 1730 increase to three hundred and fifty in 1746, then advance in 1767 to seven hundred and fifty-two, and in 1775, according to the census ordered by the Provincial Congress, the population rose to one thousand and fifty-two. In 1790 the population of Concord was seventeen hundred and forty-seven, and one decade later it was ascertained to be two thousand and fifty-two. And this represented the steady growth of almost pure husbandry, for manufacturing was but little known. Except in the few sawmills and grist-mills and the traders' stores scarce a man found employment other than on the farm; everyone lived by the sweat of his own brow, sustained by the produce of the soil, warmed by the logs cut with his own hand, clothed from the flax of his fields and the fleece of his flocks.

Broadcloths and cottons were only for the well-to-do; flour, hams, oil, were not imported, but like the flesh of the ox and the swine were raised at home; and any surplus was sure to be "sleighed" away to the ocean side, there to be exchanged for salt, molasses, iron, and other indispensable articles which the interior could not supply. In those days a mechanic was a man of importance, whose skill and craft were held in high esteem; for the carpenter, the mason, the tailor and the blacksmith, were the peers of any in the community.

The fortunate location of Concord in being central and accessible had a good deal to do with its growth and material advancement, and notwithstanding it was for many years a part of Rockingham county, it had repeatedly been dignified by the meetings of the general court.

Main street was in the early days, as it is now, the principal resort of business, yet no man could positively describe its limits or its exact boundary. Consequently, in 1785, a committee appointed at a town-meeting undertook to make a survey of this thoroughfare, which remains to this day substantially as they fixed it, but not until after the abutters had had their say respecting the width. The committee, consisting of Benjamin Emery, Joseph Hall, John Bradley, Reuben Kimball, and Joseph Farnum, laid out Main street with an eye to its future, making it ten rods wide, but encroachments began right away, continuing until the landowners on each side had all advanced their bounds at least two rods towards the middle of the street line. The original width of the street is shown more than a century later by the position of the Herbert dwelling, which alone remains to tell the story of the generous dimensions of ancient Main street. When Main street was laid out there was no street running parallel, though several incipient streets extended from it at right angles. Pleasant street, called the Hopkinton road, was the most traveled highway leading to Concord "street." One after another streets were made, —Washington, Franklin, School, and Centre were among the earliest,—but names were withheld for many years, many thoroughfares being designated by the name of some prominent householder that happened to dwell near by.

Not long after the beginning of the nineteenth century the peril from conflagrations was more than once brought home to the inhabitants of the main village, and an organization against fire was instituted. As yet there was only a small engine, called number one, so every householder was required to keep leather fire buckets on his premises, and to hold himself in readiness to respond to the call of the fire wards in case of necessity. It was not until 1818 that the March meeting voted one hundred dollars "towards the purchaseing an Engine and the necessary appratas for said Engine." There were now two "tub" machines, and to promote efficiency the town offered a premium of five dollars to the company first to arrive at a fire.

The second war with England tended to enlarge the business of Concord, for it has been estimated that fully five hundred soldiers, from first to last, made the town their headquarters. Two large buildings were fitted up as barracks, one at the lower end of Main street and one at the North end, the latter being called the Carrigain

barracks, from the owner of the property. The situation of Concord gave it a military importance, inasmuch as troops on their way towards Canada or on their journey to the sea-coast made it an assembling place during the whole period of the war. The town contained at this time not far from twenty-five hundred inhabitants, trade was brisk and increasing, the people were generally prosperous, and contented at the visible progress of public and private affairs.

That the town was increasing is shown by the action of the March meeting in 1812, when one thousand dollars were raised for schools, fourteen hundred to defray the necessary charges, and three hundred and fifty to pay for the preaching. And in 1814 these sums were considerably augmented.

In 1818 the citizens exceeded all previous records in the town expenditures, by voting fourteen hundred dollars for schools, as much more for town expenses, three hundred dollars for painting the meeting-house, and forty dollars for ringing the bell; and as evidence of the stricter moral tone of the community the selectmen were empowered to prosecute all persons caught retailing spirits "contrary to law except on public days."

At about this time a very important commercial undertaking which contributed materially to the advancement of local interests was the completion of the Middlesex Canal. An era in prosperity was surely begun when, in June, 1815, the first regular freight boat from Boston to Concord floated slowly to its landing-place laden with merchandise. The locks and the warehouse at the Concord (lower) bridge being completed, canal service was now regularly established and continued until the opening of the railroad in 1842. The number of boats in use was about twenty, of an average capacity of twenty tons, each worked by a crew of three men. The trip from Boston to Concord generally took three days and a half. The freight charges were at first twelve dollars a ton, but these were gradually lessened until within a few years less than half that sum was demanded for transportation.

It is not unprofitable to examine the votes of different elections and see what bearing they have on the progress and development of Concord. Assuming the popular vote to be an index respecting the whole number of people, one may trace the advance of population from year to year with pleasing results. In 1800 the vote for governor was Timothy Walker 124, John T. Gilman 104, and four scattering. Five years later the governor vote was as follows: John T. Gilman 183, John Langdon 190. In 1810 a very considerable increase is shown, John Langdon receiving 230, and Jeremiah Smith 239. The annual check-list did not show noticeable increases until

1816, when that year's election proved that the town contained upwards of six hundred voters, scattered, to be sure, yet the increase was principally in the vicinity of Main street. The federal census of 1820 gave the number of inhabitants as twenty-eight hundred and thirty-eight, a gain of almost a thousand souls since the beginning of the century.

While the market prices were never uniform, the current schedule for certain articles during the decade, 1805–1815, was not far from the following: Corn, $1.12 1-2 to $1.33; wheat, $2.00; oats, 50 cents; veal, 4 to 6 cents a pound; while among the real estate values of that time was a lot of desirable property near what is now the site of State block, at the corner of Main and School streets, which was sold to Benjamin Damon in 1810 for four hundred dollars.

To a person visiting Concord in the period embraced in the years, let us say, from 1800–1820, and strolling along Main street from Horseshoe Pond hill to Butters' tavern, that person would probably have found the dwellings and the business places of the growing town nearly as follows: Starting from the point mentioned and proceeding towards the lower end of the village street, the first object that met his gaze was the Parson Walker dwelling, a historic place even in that day. Then, after a long break, came some wooden stores and Barker's tavern. Just below was the Carrigain house, then called the Carrigain barracks, a name derived from the War of 1812, and close by stood the residence of Dr. Peter Renton, one of the early celebrities of Concord. This house afterwards became the home of John Abbott, one of the city's first mayors. Farther down the street stood the Herbert property, a store and a tavern; while a few steps distant was the Herbert house, which now, after a lapse of more than a century, remains a venerable landmark of the ancient town. Samuel Sparhawk's house, built by Daniel Livermore in 1785, was then used as Concord's first banking institution; for in the north room the famous Concord bank had had its place of business since 1806, the rest of the house being occupied by the cashier and his family. Joseph West's store was not far away, and near by stood the dwelling of Samuel Morril. The next neighbor to the south was the Reverend Asa McFarland, whose house was built in 1799. On the site of the present residence of Henry Robinson stood the house of Dr. Peter Green, which was destroyed by fire in 1846. Below was the John Whipple place, and its nearest neighbor was John Odlin's one-story house, set on the brow of a considerable ridge that crossed Main street in those days. The highway passed over this rise and then descended abruptly into the neighborhood long known as Smoky Hollow, where several tan-yards belonging to Captain Ayer were located.

In the depression were Ivory Hall's jewelry shop, Farley's store, and a blacksmith shop carried on by a Mr. Dewey. Then came the Chadbourne house, a very pretentious structure in its day, which later became the residence of Governor Onslow Stearns. A score of rods beyond was the old Stickney house and lot, through which extended a lane leading from the street to a well-used cider-mill and continuing on to the Merrimack, where a small ferry was maintained. This old lane has in our day become known as Bridge street. The site afterwards covered by the Stickney lower blocks was then partly occupied with small shops, such as McClure's barber shop, Jacob B. Moore's bookstore and printing-office, Hill's cabinet shop, and Engine house No. 1. These buildings and William Gault's grocery store were all wooden structures, as was also Farley's block, built in the early twenties, and extended along the wide stretch substantially from Bridge street to Rumford block. On the present Rumford block site Joseph Low had his dwelling-house, and close by was the post-office, presided over by Mr. Low, while the upper story was occupied by Farmer & Morrill's drug store. The next lot was the homestead of Governor Isaac Hill, and adjoining stood the printing-office whence issued the redoubtable *Patriot*. The site and family name are preserved to-day in the Governor Hill block.

The Chadbourne and Stearns House.

Proceeding along the street, the stranger came to the well-known firm of George Hutchins, the largest business house in the town, and probably the largest and widest known north of Boston. The next door was the Phenix, the original of the name, kept by Abel Hutchins, and already famous for its hospitality. Between the Phenix and what is now Depot street were two well-remembered buildings, one called Atwood's and the other Leach's, the latter famed for its unique bow windows and other architectural features. Osgood's tavern, afterwards Wiggins', renowned as one of Concord's earliest hostelries, stood about where the First National bank now stands. Dr. Thorndike had an apothecary store in this vicinity, while from what is now Pleasant street to the tan-yard opposite the residence of the late J. Stephens Abbot were half a score of dwelling-houses and shops. There then followed an extensive stretch of land from this point sloping towards the Merrimack and extending to the lower end of Main street, broken only by the Rogers house and Butters' tavern,

which in the days of our grandfathers was the virtual beginning of Concord to travelers coming from down the river. The Rogers house was a curiosity even in those times, for every boy knew the story of the famous Indian fighter, Major Rogers, and people paused to stare at the home of the son of the celebrated ranger.

Having reached the southern limits of business Concord, let the stranger cross Main street opposite West and stroll up the west side to the locality he started from and take notice of this part of the center village. There were a few shops and houses clustered at the south end of the street, among them Shute's store, which enjoyed a good acquaintanceship in and about Concord. Then came the small wagon shop built a few years before by Lewis Downing, where the sight of half a dozen workmen under one roof prompted the stranger to pause a moment. The owner of the wagon shop lived next door, and the Harris house was his nearest neighbor. That was built of brick, as was Major Bullard's, which was the show house of that period. The Bullard house is to-day transformed into the residence of Benjamin A. Kimball. Near Fayette street stood the house and work-shop of Major Timothy Chandler, as celebrated a clock maker as there was in the state. His skill was merited, and the quality of his work gave to Concord a wide reputation. Approaching the Hopkinton road (Pleasant street) were Wood's bakery,—now the site of Norris's large manufactory,—Harris's store, and the Deacon Wilson place, comprising a large garden and dwelling-house, afterwards purchased in part by the church society called the South Congregational, which erected thereon a large wooden meeting-house with convenient basement. Across Pleasant street, on the lot now covered by Masonic Temple and adjoining buildings, was the well-known corner so long occupied as a trading place, dating from the old McMillan store of about the time of the Revolution. In the twenties this corner contained several one- or two-story structures, the principal one being the store of Asaph Evans, a prominent citizen of early Concord. From Pleasant street to Warren were scattered buildings, all wooden, used as stores, among them that of William Kent, who kept hardware and groceries.

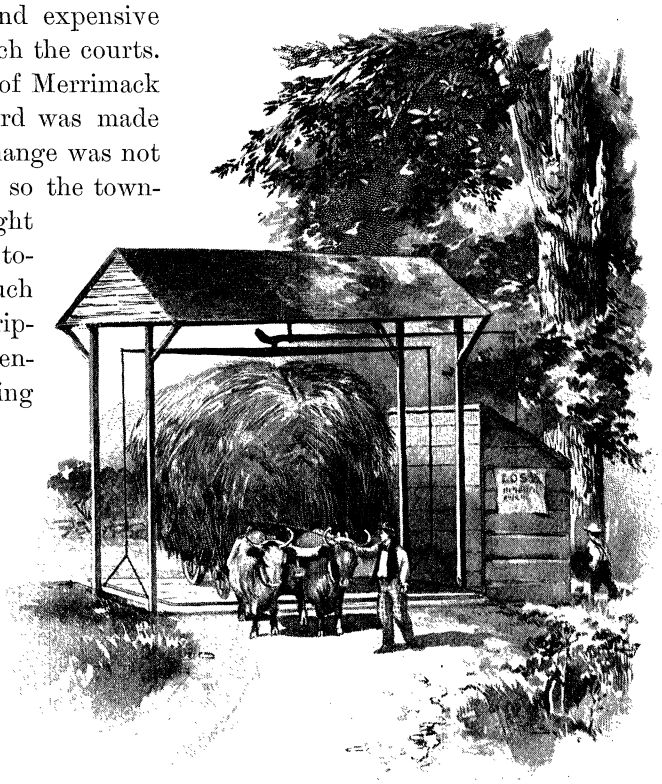
The Rogers House.

Next in local importance was the justly-celebrated "Anchor hotel," kept by Benjamin Gale, which stood on the site now owned by the State Capital bank and the land of Stevens & Duncklee. Then came

the famous Concord or Kent bank, rejoicing in a fine brick building, one of the few in town,—an object of pride to the townspeople and of wonder to visitors. Farther up the street was the jewelry shop of William Virgin; the shop of Quaker Sanborn, as he was called, a cordwainer and shoemaker; and near by was Chase Hill, harness-maker, while in the corner where State block stands was the garden and dwelling-house of Deacon Benjamin Damon. On the opposite corner, on the site of the Board of Trade block, stood William Low's mansion, and adjoining it was the well-known Columbian hotel. This neighborhood was the business center of the town, its busiest place and general open market for wood, hay, and country produce even to times very recent. There was the brick block erected by Isaac Hill, containing stores filled with West India goods and general merchandise, and the celebrated Franklin bookstore, separated from the state house yard by a high stone wall. Park street was not then in existence, but the northeast corner abutting on the state house park was occupied by the famous "green store" and the dwelling of Jacob Emmons. Proceeding northerly the stranger passed the drug store kept by Dr. Thomas Brown, and came to Captain Richard Ayer's cattle pen, as it was called. This property extended back from Main street nearly to State, and was opposite our Bridge street. Just north of the present Commercial House was Blanchard's first churn shop, with a dwelling-house or two, while on the corner of Montgomery street stood the Abbott house, remodeled and changed but still recognized as the birthplace of Concord's first child,—now the upper story of the barn attached to the house of the late E. S. Nutter, on the corner of Main and Montgomery streets. Next came the depression near the present court house, through which ran a brook, the site of Ayer's several tan-yards and curry shops, and a ruined mill once used for pressing oil from flax-seed, while in the hollow along the street stood the famous hay scales. In a corner of the present county lot, near Main street, was the small wooden structure serving both the county and the town as the only public building. Farther on, topping the elevation on the north side of Court street, was the well-known Stickney's tavern, with its quaint sign representing the Indian chief. Then came a blacksmith shop where W. P. Ford's office is, and beyond was the John West house, afterwards the home of Edward H. Rollins. Joshua Abbott lived near the site of the North church, and in the vicinity were Emerson's harness shop and one or two trading places. Nathaniel Abbott, one of the leading citizens, lived farther along, while at the corner of Franklin street was the residence of Charles Walker. Across Franklin street stood several stores, the principal one being

Pecker & Lang's, and near by were the dwellings of Robert Davis and Captain Seth Eastman. Next was the John George tavern, famous for its sturdy proprietor and his good entertainment. This property still remains in the George family. Benjamin Kimball, one of the town leaders in ability and business capacity, lived in the house just north from Captain George's, and this house is standing at the present time almost as its builder left it. At the junction of Main street and Church was the Fisk store, which was long an institution of early Concord. Then in imposing form rose the famous old North meeting-house, the scene of so much of New Hampshire's political history, while down the hill opposite the Walker house was the one-story building once used for state offices and legislative sessions.

The growing necessity for making a new county had for several years been manifest, not only to the inhabitants of Concord but to the inhabitants of many of the adjoining and neighboring towns as well, for as it then was every deed must be sent to Exeter, where the shire records were kept, and every juror and every suitor was compelled to make a long and expensive journey in order to reach the courts. So, in 1823, the county of Merrimack was formed, and Concord was made the shire town. This change was not without its advantages, so the town-meeting appropriated eight hundred dollars, which, together with nearly as much more raised by subscription, was expended in enlarging and re-arranging the town house so that it might be suitable for the holding of courts and for other county purposes.[1]



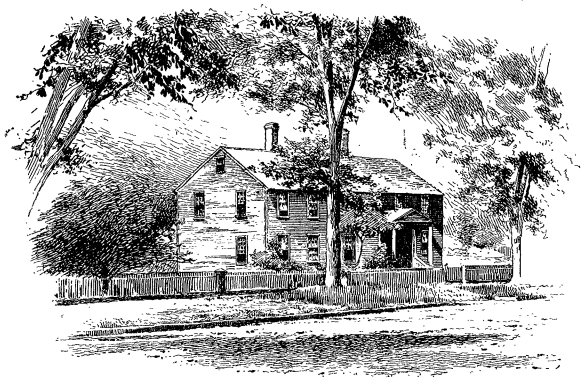
Hay Scales in Smoky Hollow.

At this period (1823–'24) the population of all Concord was estimated at about thirty-one hun-

[1] The acre of land afterwards used as the City Hall lot was sold in 1756 for ten dollars.

dred and fifty souls, and contained the following number of stores and industries: General traders, twenty; sawmills, six; grain mills, seven; clothing mills, four; carding machines, three; bark mills, two; tanneries, seven. Besides these were eleven taverns and twenty schoolhouses, and other places of business, such as printing-offices, binderies, and small mechanical shops, among them the young industry afterwards to become famous as the Abbot-Downing Company.

Looking back at the central village, or "the street," as it appeared at about this period, one sees the locality as it was nearly a century after the town was settled. There were but two well-defined streets, Main and State, although Green street at that time contained two or three habitations, while running at right angles, then as now, were Franklin, Washington, Centre, and Pleasant streets, the last-named "the Hopkinton road." The whole number of dwellings was estimated at less than two hundred, and business Concord comprised stores, taverns, printing-offices, and a considerable number of small shops giving employment to a few score of workmen. The population scattered over this area was reckoned at eleven hundred, or one third the entire census of the town, and of this the larger number lived north of the present city hall. Three schoolhouses furnished the educational facilities of the district, one a two-story brick house standing on the site of the residence of ex-Governor Frank W. Rollins, another—called the Bell schoolhouse—near the present high school, and the third a one-story house on South Main street.



House where First Legislature Met in Concord.

South street of to-day was not then in existence, though a few years later Major Bullard, venturing into that remote locality, built a house for himself and freely offered large lots to any person who would follow his example. To the west there was nothing but the wooded hills, with here and there a few cleared spaces and pasture lands.

On looking toward the west from North State street, the eye in 1825 beheld a wide strip of swamp land, overgrown with alders and bushes, which extended from near the old state prison through the entire town to West street and beyond, then farther west was rising ground used for pasture and tillage, while beyond was Whale's Back and the Sand Hill.

In those days there was but little invested capital in any industrial pursuit; such mechanical industries as there were got along without machinery save of the rudest kind, and steam power was unknown in Concord street. What is now Penacook was a place with less than a score of houses. In 1825 the ratable polls in Concord were six hundred and ten; the amount of stock in trade was assessed at thirty-four thousand dollars, money at interest less than twenty-five thousand, while the assessed valuation of the town was about eight hundred thousand dollars. With the accessions in the way of public buildings and the increasing wants of a growing population, there came the necessity of larger appropriations, for in the outlay of that year were found these items: Portsmouth turnpike, five hundred dollars; bridges and roads, twelve hundred and eighty-six dollars; new town house, six hundred and fifty-four dollars; paupers, seven hundred and thirty-two dollars, and for the militia eighty-three dollars.

In 1834 the town-meeting voted "that whereas, from the great increase of inhabitants in the compact part of the town, new streets or highways may be required—therefore streets may be authorized by the selectmen . . . and that suitable names may be given." The committee designated to give names to the streets was William A. Kent, Abiel Walker, and Timothy Chandler. It is of interest to know that from that day to this scarcely a name has been lost, notwithstanding great changes in the use and destinations of the early village thoroughfares. In all, the committee gave names to twenty-seven streets, including one large square called Rumford park. This land, comprising five acres, bounded by Rumford and Merrimack streets, was presented to Concord by George Kent, a prominent citizen, who intended it for a public recreation ground.

A village directory, the first of its kind, was published in 1830, and furnishes an interesting glimpse of the central town as it then appeared. It contained the names of two hundred and sixty-four persons, designating them as the principal merchants, mechanics, farmers, and professional men of the period.

The following is the number of business places and firms then found in the center village: Apothecaries, three; lawyers, eight; bakers, two; barbers, two; blacksmiths, five on the street and as many in East Concord; boat builders, two; bookbinders, three firms; butchers, three; chairmakers, four; wagons, one; clockmakers, two; coopers, three; cordwainers (shoemakers), seven; distillery for New England rum, two; gravestone maker, one; hatters, six; jewelers, four; joiners, six; livery stable, one; masons, two; tailors, five; milliners, four; newspapers, three; painters, five; potters, two (on

Hopkinton road); printers, seven; harness makers, five; stereotype foundry, one; stoves, English and West India goods, sixteen; hardware, one; tanners, three, with four in East Concord; music teacher, one; truckman, one; wheelwrights, three.

Among the business names of that period were William Gault, opposite the state house, druggist; Hoag & Atwood, books and printing, three doors south of the Phenix hotel; Phenix hotel, Abel Hutchins, proprietor, with three commodious parlors and eighteen lodging rooms. "A pleasant asylum for the traveler and an agreeable residence for the man of business or leisure." The Columbian hotel, south of the state house, kept by John Wilson; the famous Eagle Coffee House, John P. Gass, who respectfully invites the public to call and "judge him by his measures." Stephen Brown, merchant tailor, opposite the Columbian, W. & R. Restieaux, drapers and tailors; John Estabrook, northeast corner of the state house yard, dry goods, also teas and sugars; George Hutchins, one door north of the Phenix hotel, English, American, and West India goods, crockery, glass ware, also geese and sea-fowl feathers; Lincoln & Emery, opposite the state house, English and domestic goods. Financial Concord was represented by two banks, each calling itself the Concord Bank.

That Concord at this time was keeping in touch with the outside world is proved by the fact that there were fifteen stages leaving and entering the town weekly, six of them running to Boston, and besides these there were other passenger vehicles plying from Concord to neighboring towns. As illustrative of the kind of trade which constituted a large part of the business in the thirties, this newspaper advertisement of William Gault may be cited:

GENUINE LIQUORS AND GROCERIES.

WILLIAM GAULT

(opposite the State House, Concord, N. H.)

Has just received the following supplies, viz.:

10 Casks Wines,
5 Hhds. St. Croix Rum;
4 Pipes old Cognac Brandy;
4 do pure Holland Gin;
2 Casks old Whiskey;
1 do Jamaica Spirit.

W. G. endeavors at all times to keep a supply of Old Liquors as good as can be found in the Capital of New England.

The annual appropriations for 1835 afford an insight into the constantly changing conditions of the town, and in the increase there

may be perceived the enlarging area of expenditures made incumbent by growth, maintenance, and improvements, yet the townspeople were frugal and discriminating in their public affairs, extravagance was unknown, and economy in the strictest degree was rigorously insisted upon. Yet the town voted fifteen hundred dollars for the schools, four thousand for roads, and two thousand for other expenses. This sum was considerable of an increase over prior years, but, on the other hand, the population was now estimated at forty-three hundred.

Sidewalks were not looked upon as necessary until many years later; pedestrians walked in the street summer and winter, but in the sixties and seventies Concord exceeded nearly every considerable city in New England in the extent and uniform excellence of its sidewalks, particularly those of concrete. This is an account of Main street during the period 1830–1850. The reminiscence is dated in 1862:

"There yet dwell upon this chief avenue of the city some inhabitants who remember when it was always dark at night, unless lighted by the moon; when artificial beams struggled out of the windows of scattered habitations and a few shops; when there were no sidewalks, and much of the locomotion of pedestrians was in the same track as that occupied by wagons, and other vehicles peculiar to the times. Then the building now bearing the sign, 'police station,'[1] was the most substantial, commercial looking edifice, and Gale's, Stickney's, Mann's, and Butters' taverns the 'hotels' of the capital. The wooden Town Hall on the hill was the boast of the people, and the 'old North Church' was their Strasburg cathedral: its spire and rooster being the wonder of the boys and the pride of their fathers and mothers.

"About 1825 a few people contributed money with which to construct a plank sidewalk near the present residence of Dr. Thomas Chadbourne, in order that pedestrians might avoid the 'Slough of Despond' which the streets there became during all wet seasons. The walk had a rail on the street side, to prevent people falling off into the brook which ran at the side of this admired evidence of the enterprise of the people. The town then expended nothing for the benefit of pedestrians—highway work having reference only to cattle, horses, and their drivers. Main street, opposite the store of Messrs. Ford and the entrance to the Steam Mill of the Messrs. Holt, was only a causeway, where two carriages could meet and pass, and each side of the causeway was a gulf, of capacity sufficient to contain a modern-sized dwelling. The house now kept as a boarding establishment by Mr. Dame,[2] was once the stage tavern of Concord, and one of these vehicles, with four horses attached, leaving the house

[1] On Main street, opposite Phenix hotel.

[2] Stickney's tavern.

before day, as was the custom of the times, was driven off the eastern side of the causeway, into the depth below. The only protection was round logs some thirty or forty feet in length laid at the brink of the gulf."

Park street, named in honor of Stuart J. Park, the architect of the state house, was opened in 1834, and the same year the energetic John P. Gass, recognizing the growth of the town, erected the American House, long a noted hostelry, at the corner of the new street and Main, an undertaking that astonished people because of the rapidity of its execution, for the hotel was completed and ready for guests in June, six weeks from the day it was begun.

In the midst of certain prosperity there suddenly came over Concord, as over the whole country, one of those periodical tempests of wild speculation which first turned people's heads and then turned their pockets, until, when the end came, wrecks were everywhere. Because Concord was enjoying material health and happiness, the visitation seemed the more severe; the well-to-do were struck with poverty, the rich became poor, all classes felt the stroke, few indeed, escaped the calamity. The situation was paralyzing, and many years passed before the direful effects disappeared. It was said that the people lost one hundred thousand dollars, but the worse loss was that of public and private confidence, and Concord suffered deeply. It was the first, but by no means Concord's last, lesson of this kind.

But town matters went on apace, courage was restored, bringing with it firm faith in the future, so much so that it was voted to purchase two hundred shares of the stock of the Concord Railroad, with money[1] already in the town treasury, and to subscribe for five hundred shares, and to borrow thirty thousand dollars to be invested in the road. The people were quick to see the great advantages to be derived from railroad facilities; and conservative opposition, if any there was, signally failed to accomplish anything until the excitement carried its advocates to an extreme of action,—then came the reaction. At one meeting it was voted to invest one hundred thousand dollars in the enterprise, but before the money was raised public opinion changed most decidedly, and the town practically withdrew from all participation in the matter.

The decade from 1840–1850 saw a decided increase in industrial pursuits, business energy, social influences, the acquisition of wealth, the enlargement of resources, and in general activity. In that period the population nearly doubled, and with it went material progress through its various avenues. In 1840 the census gave to Concord four thousand nine hundred and three inhabitants; in 1850, eight

[1] Concord's share of "Surplus Revenue."

thousand five hundred and thirty-four, a large part of this being distributed in what was called the main village. That this augmentation of population was unlooked for may be confidently asserted, for in 1843, when it became necessary to add more land to the old cemetery, the committee, in its report, after stating that the price paid, including the fence and labor, was five hundred and fifty-six dollars and eighty-three cents, congratulated the citizens that the quantity of land which had been purchased and added to the old graveyard would be equal to the public want for half a century. Yet in less than twenty years a larger and more lovely city of the dead was dedicated at Blossom Hill.

The opening of the Concord Railroad gave a great impetus to Concord, and contributed largely to the developments of this prosperous decade; and a few years later came the Northern Railroad with its well-marked influence on local affairs. Another public institution dates its birth at this time, the State Hospital, which was opened in November, 1842.

In still another direction was manifested the growth of the town in the decade of 1840–1850,—that was in the school statistics. In the former year the school appropriation was two thousand and seventy dollars, and the number of scholars in attendance was one thousand and sixty-two; in 1850 the appropriation was four thousand one hundred and seventy-four dollars, and the attendance sixteen hundred and fifty-three pupils. Besides the public schools an academy was established in 1835, known as "The Concord Literary Institution and Teachers' Seminary," and for several years enjoyed more than a local reputation. This undertaking was not without its beneficent influence, and did much towards giving to the town a prominence in educational leadership. In 1847 Concord was made the seat of the Methodist Biblical Institute, a well-conducted seminary, whose home was in the ancient North meeting-house, which had been purchased by the trustees, aided by a public subscription, and there the institute remained until removed to Boston in 1867. During a single year, 1843, there were built in the compact part of the town thirty-seven dwelling-houses, making more than fifty tenements, besides several business blocks for stores, shops, and offices.

By comparing the votes cast at elections from 1840 to 1850, one may easily see the constant growth of population, and with it the increase in wealth and resources. In 1840 the vote for president and for governor was as follows: Van Buren (Democrat), 545; Harrison (Whig), 524; Page (Democrat), 542; Stevens (Whig), 495. In 1842, for governor, Hubbard (Democrat), 301; Stevens (Whig), 284; White (Independent Democrat), 323; Hoit (Abolitionist), 34.

In the election results of this year are found the beginnings of the cleavage which was destined later to split apart the political sentiments of New Hampshire, and in that work Concord had already made a start. In just this political activity may be found another cause of Concord's growth. The place had now become a well-established headquarters for all political parties; conventions with hundreds of delegates assembled once or twice every year, legislatures convened, public meetings were called, and the name and fame of the town became widespread.

In 1846 the increase in Concord's vote continued and was as follows: Williams (Democrat), 604; Colby (Whig), 396; Berry (Independent), 218. The next town-meeting saw still another increase of the check-list, as follows: Williams (Democrat), 710; Colby (Whig), 592; Berry (Independent), 206.

Thus, in the yearly town-meetings, we have seen the names grow longer on the check-list, so that within ten years the local vote went from about one thousand to nearly sixteen hundred; although in 1850 there were not far from two thousand names of qualified voters on the list furnished by the selectmen, thus representing a population of more than twice that number, thereby advancing Concord to a foremost rank among the towns of the state.

The year 1850 may be, with propriety, selected as a point from which those changes which subsequently urged Concord forward in material progress may be compared and described. The town, as a town, had now attained that condition which called for such a reorganization as should conduce to a more convenient and more intelligent management of public affairs. The March meeting had now become an unwieldy assemblage, and frequently necessitated several successive adjournments before the regular business could be completed; and it had become a task beyond the capabilities of selectmen to manage functions so growing and perplexing, so important and diverse. Yet there was a strange reluctance to give up the old methods, and more than one meeting voted against any change. The charter to incorporate the city of Concord was granted by the legislature in 1849, but it was not until 1853 that the people adopted it.

The following, from an article printed in a Concord newspaper, gives a lively impression of the town as it appeared about the middle of the nineteenth century:

"Since the croakers persisted that Concord 'had got its growth,' 'seen its best days,' and 'would go behindhand,' very much new land has been possessed, and more remains to be brought into captivity to brick, wood, and mortar. The croakers have been at work, to our knowledge, above forty years, and there was never but one period

when their prophecies seemed in danger of fulfilment—1837 to 1842. It is not much above thirty years since George Kent, Esq., purchased the large estate of the late Judge Samuel Green for about five thousand dollars, and although we have no business that sets us ahead like some places, still there are more dwelling-houses upon that tract alone than there were on the entire length of Main street within the memory of men not yet old. It is not twenty years since Sampson Bullard, who had then built his dwelling[1] and felt his loneliness, offered John Leach an ample building lot, free, at the side of himself (Bullard) if he (Leach) would erect a two-story dwelling and occupy it, and now South street is filled up in a somewhat cozy way all along from Pleasant street to the farm of Jeremiah S. Noyes. So, since the croakers set at work crying down this political metropolis of New Hampshire what is the sixth ward, with two representatives in the legislature, has so largely increased that it is covered more compactly than any other equal surface in Concord with new and comfortable, and, in some instances, elegant, dwellings. It is almost wholly a ward of dwelling-houses, and more people sleep at night on twenty-five acres of ground in Ward 6 than upon any other equal surface in the city.

"One of the most agreeable circumstances attending the progress of the city is that the growth of the center has not been at the expense of the adjacent parts. We have grown with a uniform but not rapid growth ever since the damaging speculations, 1836–'37, but the outer portions of the city have kept a relative pace with ourselves. Fisherville is entirely the growth of the period named, it being but a cluster of a dozen or less unpainted dwellings near the old Johnson tavern and the falls, in 1836. East and West Concord and Millville have been improving for twenty years, and each is more populous and in better pecuniary condition than at any former period. Millville, through the establishment of St. Paul's School, and the enlargement of the old brick mansion near the water, and the erection of the chapel, has become one of the most picturesque sections of Concord.

"And another circumstance of gratifying character in the progress of the city is that some reference is now had to the rules of architecture in the erection of public edifices and private dwellings, though there is yet, in the latter class, hardly a sufficient departure from a monotonous style. Architectural good taste, here as in other country towns, is a matter of recent growth. In public buildings we have at least one lamentable specimen, but we can console ourselves in that some good specimens have arisen, and one more is on its way up,—the Episcopal church. The new railroad station, it is evident,

[1] The residence of Mrs. Alonzo Downing, 1900.

will be an improvement on its predecessor, and the chapel at Millville is a gem of its kind, for which the projectors deserve the thanks of all people who wish to encourage an advancing good taste."

The middle of the nineteenth century found Concord a wealthy and prosperous place with a population of eight thousand five hundred and eighty-four, a very considerable gain on the census taken ten years before—a valuation of real estate exceeding three millions of dollars, and a personal property valuation of nearly six hundred thousand dollars.

A town directory published in the early fifties affords us some interesting facts bearing on local business as it was in those days. The directory does not purport to give much information outside the central village, and its compilers regret that the streets are not only unnumbered, but are mostly unmarked by proper signs. "The present population," it says, "of the center village is five thousand and fifty-seven, while that of the whole town probably reaches full nine thousand." Among the well-known business places were the following, of which, in 1900, with two or three exceptions, no trace of original name or owner remains: H. A. Newhall, dry goods, Rumford block; Warde & Walker, hardware, Exchange building; H. A. Fay, crockery, paper hangings, Merchants' exchange; J. W. Little, dentist, C. W. Gardner, barber, Edmunds, Robinson & Co., tailors, Eagle Hotel block; Day & Emerson, marble works, School street; Austin M. Ward, jeweler; D. D. Garland, periodicals, newspapers, and Harper's, Graham's, and Godey's magazines, three doors north of Pleasant street; Joseph Grover, hatter, opposite Gass's American House; Kimball's Daguerrean gallery, Stickney's block (here is one old Concord establishment still conducted by the son and grandson of its first proprietor, and now famous throughout the country for the excellence of its work); Flanders & Eastman, stoves, tinware, opposite Free Bridge road; Cyrus Hill, hats, Low's block; M. C. Cutchins, gunsmith, opposite Free Bridge road; W. G. Shaw, clothing, opposite Columbian; Brown & Young, furniture, front of state house; Moore, Cilley & Co., hardware, Stickney's block; Bullock & Sargent, dry goods; George Main, sign and ornamental painter, Central block; John Wheeler, building mover; J. A. Gault, drugs, Exchange building; J. B. Stanley, jeweler; J. D. Johnson, harness maker; S. G. Sylvester, picture frames, also agent for Boston friction matches; Winkley & Abbott, tailors (E. W. Woodward, cutter); Tripp & Osgood, steam printing; L. L. Mower, printer, Athenian building; Milton Olds, tailor; Charles W. Harvey, dry goods; David Symonds, harness maker; Jacob Carter & Son, jewelers, south of Eagle hotel; Hutchins & Co., dry goods; Mrs. Woolson

and Miss Herbert, dressmakers and milliners, opposite Columbian; A. P. Munsey, boots and shoes; T. W. Stewart, tailor, Low's block; Nathaniel Evans, clothing; Daniel A. Hill, furniture; Morrill & Silsby, printers and bookbinders. Of these names Thomas W. Stewart alone remains in active business after half a century.

It became evident very early in the town's existence that Concord was not destined to be a large mill or manufacturing center; the people were chiefly farmers who were content to exchange their produce for the goods kept in the stores on Main street. While other places with inferior water power have become great cities, Concord has kept on her early course, adding slowly to her wealth and resources. What her people have done has been done in a small way, yet, after a century and a half, the results emphasize her social and material strength and influence.

It has been an aggregation of small undertakings and of close economies that has given to Concord its standing and prosperity. It has been steady work and perseverance, combined with insistence on education and order, that has made the town what it is. Individual Concord possesses more wealth than statistics can ever disclose, and it is largely the savings of one generation to another. Few pause to consider how great a source of income has sprung from the forests of Concord. Full forty thousand acres comprise the land surface of the town, and most of that area has borne several growths of the choicest oak, hemlock, chestnut, spruce, pine, elm, and walnut, all contributing their part to the wealth of our people. The present generation knows nothing of the lumber business of years ago. Compute three or four growths at only twenty-five dollars an acre, and see how vast a money transaction this has been. Like every calling, slowness was the characteristic; the results took years, but the end meant money and power. So with the factories and workshops, until one begins to see how Concord, with its want of big mills, can show so commanding a success. Peculiarly is it true in Concord that the laborer and the clerk own their homes, hence the absence of the poor quarter and the district of tenement houses.

At a period embracing the second quarter of the nineteenth century, Turkey river saw the days of its greatest usefulness in supplying power to grist, saw, shingle, and fulling mills, a chair factory and cutlery shop, and iron works. Theodore T. Abbott carried on a cutlery mill at St. Paul's dam in the thirties; and one year, at least, he supplied congress with its penknives and paper cutters. Near this spot was built one of the earliest grist-mills for the pioneers, and for that reason the vicinity has long been known as Millville.

For many years during the first of the century there was a fulling

mill carried on by Samuel Runnells, situated on Turkey river, between Great and Little Turkey ponds. It was a two-story building used for dressing cloth, while the carding was done in a building adjacent. On the other side of the river was a large shingle mill owned by Mr. Gooding. The ruins of the ancient dam are visible at this day, almost a century after its construction. The Iron Works, a locality celebrated in Concord annals, received its name from the forge erected in the land east of the present highway bridge a few rods west of South street. At one time during the Revolutionary War these works were in operation, but the undertaking was finally given up. Among its owners were Daniel Carter, Daniel Gale, and Philip Carrigain.

In 1835 Concord became the scene of a novel industrial undertaking in the formation of a company of townspeople for the manufacture of silk. The Hazeltine farm on the road leading from the Orphan Asylum in Millville to Silver Hill was bought, buildings put up, and a grove of mulberry trees set out. The expectations of the promoters were not fulfilled, and after a few years' experiment the business was abandoned. That the project was not successful was not the fault of such citizens as G. Parker Lyon, Moses Atwood, Isaac Hill, and Albe Cady, who were its leading promoters.

To Colonel Andrew McMillan must be given the distinction of being one of the first and most enterprising traders in the old town of Rumford. He came to America from Ireland about 1754, enlisted in the Colonial army then assembled near Lake George, and participated for several months as a member of Robert Rogers' celebrated rangers. Marrying a Rumford girl, Hannah Osgood, he settled here some time in 1761, and soon built a store on land now occupied by the Masonic Temple. Here he continued business for several years, one year in partnership with Timothy Walker, Jr., and afterwards with John Stevens, when the store was enlarged by the addition of a second story, which was used several times as the meeting place of the state house of representatives. The ancient ledger of this firm has been preserved, affording us of this generation an instructive and interesting view of the wants of customers and the way of doing business.

For the purpose of illustration let us produce the accounts of two or three of the prominent citizens of that epoch.

DEACON FARNUM, DR.

1763		£	s	d
Jan 15	To sundries brought from old ledger, p 196	121	11	06
" "	1/2 gall and pint of N. E. rum	2	19	00
" "	1 lb of Coffey, at 26s	1	06	00
" "	1 glass of brandy,	0	04	00
" "	1 qt of wine, at 25s	2	05	00

			£	s	d
Feb.	1	To 1 / 2 gall of brandy	4	10	00
		" 1 pint of brandy	1	04	00
		" 1 glass of brandy	0	03	00
"	8	" 2 lbs. of brown sugar, at 14s	1	08	00
"	16	" 1 glass of brandy	0	04	00
Mar	1	" 1 1 / 2 gall of brandy at 9s	4	10	00
"	"	" 1 / 2 lb of raisons	1	00	00
"	14	" 5 pare of men's gloves at 50s,	12	10	00
"	"	" 2 pare of woman's black do, at 50s.	5	00	00
"	"	" 1 pare of woman's white do,	2	13	00
"	"	" 3 yards of hat crape, at 50s,	7	10	00

Contra Rumford, January 15, 1763. Cr.

		By sundries brought from old ledger,	156	08	08
April	5	" cash	124	17	00
June	6	" cash, in full,	94	00	00

JOHN CHANDLER, DR.

1765

June	13	To 4 buttons	1	00	00
Mar.	11	" 1 / 2 bowl of tody	0	07	00
		" 1 1 / 2 yds. of blue broadcloth, 17s.,	25	10	00
		" 2 doz. buttons, at 30s	3	00	00
		" 8 jacket do.,	0	10	00
		" 1 1 / 2 yds. of blue camblet,	6	00	00
		" 1 qt of rum at 24s, and 2 bowls of tody	2	12	00
July	22	" 1 gall. of W. I. Rum, 6s.,	6	00	00

REV. TIMOTHY WALKER.

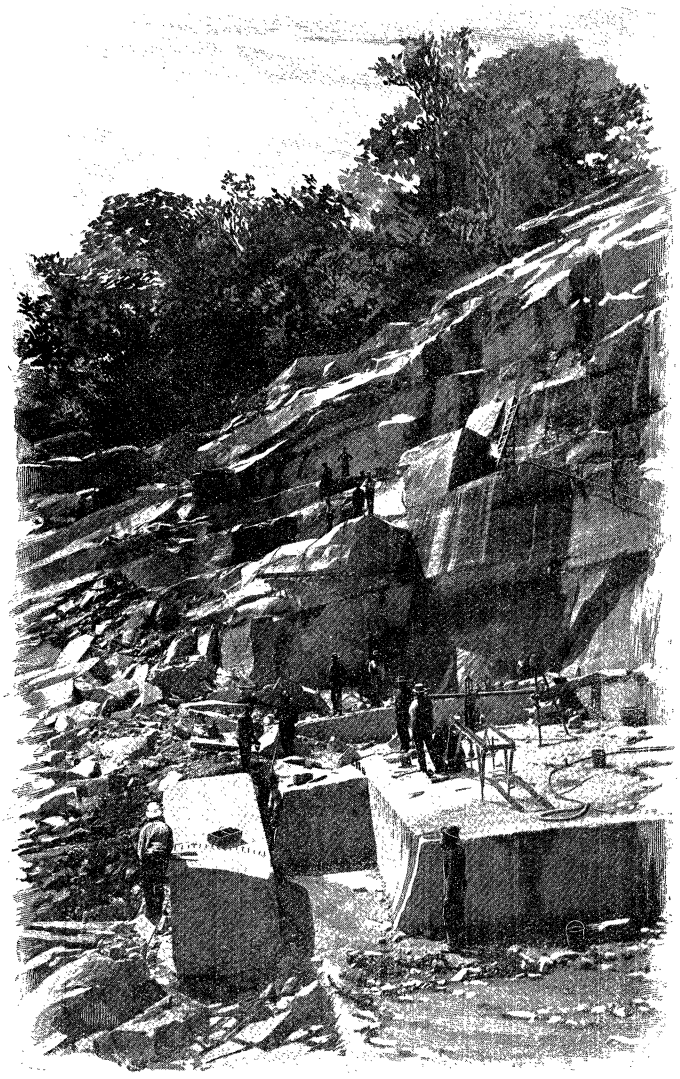
1763

Dec.	9	To the balance of your account	26	15	00
		" 3 yds. of red shoe-binding, by Judith	0	09	00
Dec.	8	" 1 1 / 4 lb. of chalk, at 40s.,	2	10	00
"	"	" 2 qts of rum,	3	00	00

1764

Jan'y	2	" 1 / 4 lb of pepper, 18s.,	0	18	00
Feb'y	2	" 1 quart of W. I. rum, 35s.,	1	15	00
"	"	" 1 / 4 of buckram,	0	12	00
"	16	" 1 gall. of W. I. rum, by Mr. Tim.,	6	00	00
June	2	" 1 / 8 yd of cambrick, by Judith, at 11s.,	1	08	00
"	"	" 1 punch bowl, at 15s.,	0	15	00
"	"	" 1 / 8 yd of gauze, and to 1 / 2 skein of silk	1	04	06
"	2	" 2 qts. of rum,	3	00	00
Aug.	9	" Sundries paid Mr. Paul Burbeen,	50	00	00
"	11	" 1 gallon of rum, at 6s.,	6	00	00

In a money point of view no industry has contributed more largely and more constantly to the material advancement of Concord than the granite business, and none can show more conspicuous evidences of aggressiveness and growth. From the Rattlesnake ledges have come many of the costly and stately edifices now adorning cities stretching from the Atlantic to the Mississippi, while in the production of lesser but more endearing works, such as public shafts and private monuments, the number would be impossible to estimate. And yet the hidden wealth of the shapely hill was touched into life only a few decades ago. Simeon Abbott used to tell how his father bought thirty-six acres of Rattlesnake hill for fifty cents an acre, and how he sold a single rock for one hundred and ten dollars to Gass & Johnson, who in turn sold it on a contract at the state prison for fifteen hundred and forty dollars, where it was hammered and sent to New Orleans for the United States custom house, and brought the sum of six thousand dollars. It is not an uninteresting incident to learn the process by which this particular "rock" was blasted, inasmuch as its contents formed one of the most historic structures in the country during the period of the Civil War.



Granite Quarries.

Seam-shot blasting was then tried for the first time, a seam being made by wedges driven through the depths of the rock and sand poured in to fill the crevices. The workmen then put twenty-five pounds of powder in the middle and over that they spread sand compactly pressed. The fuse was inserted in a thistle-stalk and the slow match made of tow extended to a safe distance. The explosion was all that could be desired, for the result produced eleven thousand feet of dimension stone, besides a large quantity of cellar and refuse material. In 1819, in connection with the work of the state convicts, Gass & Johnson made contracts for supplying Concord granite to builders in Boston, New York, Philadelphia, and Baltimore, water carriage being the means of transportation, as the Boston and Concord Boating Company had then begun operations. For many years this stone was almost wholly worked and cut in the prison, but after 1834 or thereabouts this trade gradually dwindled from among men serving time for public crimes, and very properly became the calling of many of our citizens. In the building of the Washington monument the block presented by New Hampshire was taken from our ledges, and measured when finished four feet and two inches in width and eighteen inches in thickness.

Granite, which is really Concord's one raw material, has had much to do with the prosperity of the people, both in its quarrying and in its working, and yet its history is not a long one. In a small and irregular way granite has been used by builders and monument makers for a considerable period, but its larger and more extensive use has only come about within the memory of many of Concord's middle-aged citizens.

The first considerable undertaking in granite building was the old state prison, built in 1812. A few years later, in 1816, the erection of the state house was begun and completed in 1819, the granite being quarried at Rattlesnake, and hammered by the convicts in the prison. In 1834 Luther Roby and William Green acquired what was known as the Summit ledge, and opened and worked, it is said, the first quarry; for before that time nearly all the granite had been taken from boulders. This original quarry, now filled in, was not far from the spring in the rear of the new state prison. Although Mr. Roby was first and last a printer, he gave considerable attention to this new industry, and during his ownership opened other good quarries, among them the one now operated by the Granite Railway Company. The quarry of this company is found on what is almost the highest point of Rattlesnake hill, not far from the village of West Concord, and about one thousand five hundred feet from the main highway.

This company, under the energetic and intelligent management

of Oliver E. Sheldon, in the sixties gave to Concord granite its great start as a distinct and beautiful material for building and monumental purposes. Among the imposing and excellent work from this quarry are the grand monoliths and capitals of our state house, the city hall in Boston, the Charter Oak building in Hartford, the Equitable and the Staats Zeitung building in New York. Between this quarry and the highway is the Hollis quarry, formerly carried on by Thomas Hollis, from which came the beautiful "Ether" monument in the Boston Public Gardens, whose figure representing the Good Samaritan is considered one of the finest pieces of granite sculpture in the world.

South of the Granite Railway quarry some twelve hundred feet, and about as far distant from the highway, is the Fuller quarry, long operated by Henry M. Fuller, Andrew J. Holmes, and Carlos G. Pressy, and bought in 1882 by Sargent & Sullivan.

This quarry, under the management of this last-named firm, furnished the stone for the Concord post-office and court house, the Manchester post-office, and also for the soldiers' monument in the latter city. Again to the south three hundred feet is the Blanchard quarry, long worked by David Blanchard, and close by lies the Donegan & Davis quarry. Southwest from here are the Runals, Davis, and Sweat quarries, which produced the stone for the Boston Masonic Temple.[1] South of these works and about two thousand feet from the state prison is the quarry now known as the New England quarry, No. 1. It was formerly the property of the Concord Granite Company, which under the management of E. C. Sargent furnished the material for the custom house in Portland, the Suffolk Savings bank, the Massachusetts Historical Society, and other well-known edifices in Boston. This afterwards came into the ownership of Sargent & Sullivan, who carried it on for several years when they sold it, together with the Fuller quarry, to the New England Granite Works of Hartford, Conn. This quarry will go down in history as the birthplace of the magnificent Congressional Library at Washington, for from here came the material, and in the shops of the company were cut and formed the graceful and beautiful features of that imposing structure. The contract involved was one of the largest ever known in the building world, calling for three hundred and fifty thousand cubic feet of granite and one million three hundred thousand dollars in money. To complete the whole contract required six years. The work kept more than three hundred men busily employed, and the money paid in wages was not far from one million dollars; while to transport to Washington the results of this vast

[1] Destroyed by fire.

labor called into use upwards of twenty-two hundred railway cars. The president of this corporation was James G. Batterson of Hartford, one of the foremost business men of America, a man of boundless energy and executive capacity, identified with insurance as well as marble, onyx, and granite interests.

Southeast of quarry No. 1 is the large quarry of Ola Anderson, while across the railroad are his cutting sheds. The soldiers' arch in front of the state house came from this quarry.

The extent of the granite industry is shown not alone by the great quarries with their lofty mast-like derricks, but also by the numerous yards scattered in the vicinity of Rattlesnake. From 1890 to 1901 the number of persons and companies engaged in cutting or polishing or in quarrying, or both, is considerable, including Frank R. Clark, John McGuire & Co., L. O. & H. B. Peabody at West Concord, who carry on both quarrying and cutting, Hanneberry & Halligan, William Hodge, The New Hampshire Granite Company, a cooperative company, C. Trenoweth & Co., Oliver Racine, Thomas H. Dunston, W. C. Fraser & Son, Thomas Nawn, George F. Clark, A. G. McAlpine & Co., Thomas Fox, W. S. Lougee, John Tressider & Son, C. Dimond, LaRochelle & Fanney, J. Rankin, John Swenson, The Capital City Granite Company, Orrin Whidden, M. G. Gannon & Son, W. N. Howard, Thomas Harrison, James Clancy & Company, M. McGuire, William Foley & Son, Charles McDonald, Sylvanus and Andrew Smith, Otis Trussell, W. H. Perry.

Nutting & Hayden carry on a large tool manufacturing business, and in Penacook is the polishing shop of the Merrimack Polishing Company, and in the same ward machinery used in the granite industry is made by the Concord Axle Company.

In 1854 there were thirty men employed in our granite industries. In 1874 there were five hundred, with a pay-roll amounting to three hundred and sixty-four thousand dollars, and with an output of eight hundred thousand dollars; but the greatest activity followed the contract for the Congressional Library, when the industry gave employment in all departments to more than a thousand men, who with their families made Wards 3, 4, and 9 among the most active and prosperous sections of the city.

Whatever turn the future may take respecting the material advancement of Concord, carriage and coach making will always be inseparably associated with the name of the town itself. As a distinct trade, carriage building may be said to have begun with the coming to Concord of Lewis Downing in the early years of the last century, though prior to that time there were a few blacksmiths and wheelwrights doing repairs and mending. Among the wheelwrights were Thomas W,

Thorndike and John Titcomb, both of whom carried on their small business for many years, probably, before the following card was inserted in the columns of the *New Hampshire Patriot*, on August 3d, 1813:

> Lewis Downing respectfully informs the inhabitants of Concord and its vicinity That he has commenced the wheelwright business in Concord, near Mr. William Austins' Store where he flatters himself that by strict and constant attention to business and the correct and faithful manner in which his work will be executed, to merit the patronage of the public. N. B. carriages of all kinds repaired on the shortest notice.

Lewis Downing was born in Lexington, Mass., the 23d of June, 1792, and there learned his trade from his father and an elder brother, both of whom were skilful workmen. He came to Concord in April, 1813, and opened his shop as stated in the *Patriot*, its situation being two or three doors south of the corner of what is now Main and Washington streets. Two years later he bought the "Duncan Estate," so-called, at the south end, and moved his business there in May, 1816. This property had a frontage of five hundred feet on Main street, and, like nearly all the "lots" on the west side of South Main street, at that time, extended through to what is now South street, thus comprising a territory that in after years developed into a rich and populous section of the city.

On the site of the large establishment of our day, Mr. Downing built his first shop, employing but few hands and using no power machinery. At that time he made Concord wagons and some heavier wagons for the freight traffic, then in its infancy, between Boston and towns in New Hampshire and Vermont. Soon was added the building of the famous two-wheeled chaise, the ancient vehicle of luxurious dignity—one of the first becoming the property of Nathaniel Bouton, who had then just entered upon his long ministry among our people. It is a record in the old day-book kept by Mr. Downing, that the first Concord wagon was sold to Benjamin Kimball, Jr., in November, 1813, for sixty dollars. Up to about the year 1826 there were not more than a dozen workmen, but from that time the business began to grow; for the possibilities connected with coach building suggested themselves to the energetic proprietor, and he determined to make stage-coaches a feature of his business. In pursuance of this plan he engaged a young and well recommended artisan of Salem, Mass., to come to Concord and build for him three coach bodies, the rest of the work being done by Mr. Downing and his workmen. The name of the young artisan was J. Stephens Abbot, and the first stage-coach, the joint product of his and others' skill,

was sold in July, 1827, to John Shepard, a well-known stage driver of the period. This was the first vehicle of that kind ever made north of Salem, and was the pioneer of that long train of coaches which penetrated to the remotest parts of the earth, to California, Australia, Peru, and the Transvaal; wherever venturesome civilization pushed its way the Concord coach was sure to be seen. A partnership was now formed (1828) under the name of Downing & Abbot, continuing until 1847, when it was mutually dissolved. Two firms resulted from this change. Mr. Abbot kept the shops and plant at the South end, taking as partner his eldest son, Edward A. Abbot, the firm becoming J. S. & E. A. Abbot, while Mr. Downing built new shops west of Main street opposite the Phenix hotel, and took into partnership his sons, Lewis Downing, Jr., and Alonzo Downing, under the firm name of L. Downing & Sons. Business increased largely with both firms, the help numbering upwards of two hundred, who were for the most part skilled workmen. The Civil War, calling for ambulances, baggage wagons, quartermasters' teams, and gun carriages, gave a great impulse to this Concord industry, while the opening of new countries increased the demand for stages and mail carts.

On the 1st of January, 1865, Lewis Downing, senior, after half a century of active labor, retired, the Main street property was sold, and the firm of Abbot, Downing & Company formed, which continued until 1873, when it was succeeded by the present corporation, the Abbot-Downing Company. The works at the South end were greatly enlarged, new power and machinery put in, and the capital stock fixed at four hundred thousand dollars. For several years prior to 1873 the firm of Harvey, Morgan & Co. (George P. Harvey, Rufus M. Morgan, and J. C. Harvey) had carried on the carriage-making business on the east side of Main street nearly opposite Fayette street, but their business and shops were now merged in the new corporation, and the members of the firm became shareholders and active factors in the conduct of the Abbot-Downing Company. The works covered six acres of ground, and two hundred and seventy-five men found employment. The workmen there have always represented the best product of New England, skilled and well-to-do, most of them owning houses and other property, men of consideration in the community, many of whom having been called to public office in the city and state governments. Some of these workmen have been connected with the Abbots and the Downings since youth, and at a dinner given to the foremen of the shops by Lewis Downing, Jr., the president of the corporation, in May, 1897, it being the sixtieth anniversary of Mr. Downing's connection with this business, three of those

present had seen more than fifty years of continuous service, while all had grown grey in the service of the company.

It is estimated that during the last half century the pay-rolls of the Abbot-Downing Company show that a sum aggregating eight million dollars has been paid for labor, nearly every dollar of which has been of direct value to Concord and its citizens. As nearly all this money came from out of the city it may readily be seen how powerful an influence the carriage-building industry has been in laying some of the foundations of the city's prosperity. With such a profitable industry as the example presented by Abbot & Downing, it was not strange that other shops for carriage making were started at different times. At West Concord, Chandler Eastman & Sons have carried on this kind of business for three generations, and their shops to-day contribute their share to the commercial energy of the city. At the North end, adjoining the North church, was for many years the carriage works of Samuel M. Griffin, and in the rear of State street, near Pleasant, were the shops of Flanders, Houston & White, all giving good employment to from sixty to one hundred men.

The Concord harness, like the Concord wagon, has brought fame and fortune to our people, and like the other industry, its beginnings were also humble. James R. Hill came to town in the early forties and began business alone, working day and night, and never failing to keep his engagements. One of his first shops was in the rear of what is now Exchange block, whence, driven by fire, he went to the west side of Main street, occupying several locations before building the present manufactory. In 1865 Mr. Hill formed a partnership with George H. Emery and Josiah E. Dwight, who finally succeeded to the extensive business. One hundred, and sometimes many more than that number, of skilled workmen found employment in this industry, and the pay-roll has had much influence in adding wealth to the city. As a curious fact it may be noted that a majority of the Canadian French families that first came to the city were represented by some member who found work in Hill's harness shop.

The manufacture of musical instruments has been one of Concord's oldest industries, one firm, that of Prescott, having a business career of more than eighty years. Abraham Prescott, the founder, coming to Concord in 1834, from Deerfield, where he had carried on a small business as a "'cello" maker, continued and enlarged his trade by including reed instruments and organs. In 1845 the business name became Abraham Prescott & Son, afterwards Prescott & Brother, the elder Prescott having retired, and in 1858 Prescott Brothers (Abraham J. and George D. B.). In 1886 the manufacture of organs was discontinued, the entire attention of the firm being then given to the

making of upright pianos. The Prescott Piano Company was incorporated in 1891 with a capital of fifty thousand dollars; the officers at the present time being Willis D. Thompson, president, and George D. B. Prescott, treasurer.

The factory was for many years in Merchant's exchange, afterwards at the south end of Main street, near the railroad, which was completely destroyed by fire early in 1896, entailing a large loss and compelling a removal to the building erected by Samuel M. Griffin, adjoining the North church, as a carriage shop, and subsequently occupied by the Haley Manufacturing Company for drawing wire, skate making, and other purposes. The number of skilled workmen employed varies from thirty to forty, many of them having been connected with the shops for periods of twenty-five years and even longer. It is estimated that since the beginning up to the present time more than eight hundred thousand dollars have been paid as wages to these employees, and of this a very large part has been distributed at home.

Among others engaged at different times in the manufacture of organs, melodeons, and various parts of musical instruments, were Charles Austin, David M. Dearborn, Daniel F. Secomb, Morrison & Courser, Ballou & Curtis, Levi Liscom, A. F. Severance, Daniel B. Bartlett, Joseph W. Prescott, and Jacob B. Rand.

In 1850 James S. Norris bought out the bakery business of Ebenezer Symmes, and enlarging the plant by adding a confectionery branch, made his business one of the largest in the state. For many years the late George W. Crockett, former postmaster, was a partner, and since his death the business is conducted by James C. Norris & Company.

The Blanchard Churn was long one of the sterling products of Concord's industry, and for many years it occupied a foremost place among the dairy implements of this as well as foreign countries. The making of churns began in 1818 by Porter Blanchard, and continued by him and his sons, Charles P. and George A. Blanchard, for more than seventy years. Their last factory was in the brick building in the rear of Stickney's new block. In connection with this business the elder Mr. Blanchard made drums. Thousands and thousands of churns were manufactured in Concord, and the business gave steady employment to many workmen.

On the site of the *Statesman* building was once a busy factory, occupied by Joseph Palmer in the manufacture of wagon springs, known in commercial phrase as "Palmer spring." A score or more operatives found work in that industry, while across the street stood the silver-plating establishment of Smith & Walker.

The Page Belting Company, second to no industrial establishment

in Concord, has long exercised a deep business influence among our people. The site of the works on the highway leading around Horseshoe pond is on a spot used for one enterprise after another for several years before it passed into the control of the Page brothers; once there was a large steam sawmill on the premises, and afterwards the extensive tannery of Cyrus R. Robinson & Company, the last occupants, who sold the property to George F. and Charles T. Page in 1871. Since then the history of the property has been one of constant change and growth, until the plant became one of the largest in New England. The beginnings were small, but improvements began to be soon manifest in the enlargement of the plant and conduct of the business. In 1872 a charter was granted by the legislature and the capital stock fixed at seventy-five thousand dollars, which was subsequently increased to one hundred and twenty-five thousand dollars, then to two hundred thousand dollars, and in 1891 to five hundred thousand dollars. In 1880 the capacity of the works was about five hundred hides a week, which was increased each year until it was doubled. In the meanwhile the number of hands employed kept increasing, going from eighty to one hundred and ninety, the pay-roll showing a similar increase year by year until it amounted to nearly one hundred thousand dollars annually. From power of fifty-horse rate the increase advanced to three times that, while the value of the goods more than doubled. The total capacity in 1899 was twelve hundred hides a week or some sixty thousand in a year, representing a quantity of leather equal to more than a million pounds. The employees of this company come from all nationalities, even Armenians are found, and the product of their united labors finds markets in every civilized country on the globe.

Concord has long been noted for the excellence of its iron work, and the foundries have done their part towards the city's growth. When William P. Ford came to Concord in 1837 there was a small foundry situated on Warren street, nearly opposite the Central Fire Station, carried on by Reuben Martin and Edmund Davis, who employed a few workmen. There Mr. Ford went to work as a moulder, and the next year became a member of the firm under the name of Martin & Company. In 1843 the firm was Ford & Pillsbury (Thomas W. Pillsbury), and so continued until 1846, when the latter retired and Theodore H. Ford was admitted. In 1850 the old foundry on Warren street was abandoned for a new building at the North end, and in 1860 the firm bought the large plant of John D. Cooper & Company, near the tracks of the Concord Railroad, carrying on both establishments until 1865, when the partnership was dissolved and two new firms succeeded. William P. Ford retained the foundry at

the North end, which became known as William P. Ford & Company (George H. Marston), John W. Ford being afterwards admitted, and so continued until the death of the senior partner in 1901. The South end business was made into a partnership consisting of Theodore H. Ford and Benjamin A. Kimball, which continued until 1892, when Mr. Ford dying and Mr. Kimball retiring, the present firm of Ford & Kimball (Jerome Ford and Henry A. Kimball), sons of the original partners, succeeded to the business. This firm has done a general foundry business, including brass mouldings, and has also been a large maker of car wheels, while that of William P. Ford & Company has confined its work to the making of stoves, sinks, and ploughs. Both firms do a large business, giving constant employment to about fifty men.

Furniture manufacture was at one time an important industry, for besides the shops engaged in this work at Penacook, the central wards had several establishments involving large capital, and giving employment to hundreds of hands.

For many years Isaac Elwell, who had long employed the state prison convicts in making furniture, had a large factory near the railroad at the South end, where he carried on the business for many years. Then Benjamin F. Caldwell entered into the same business, building a large factory and plant near the gas works (now occupied by the E. B. Hutchinson Building Company).

In the seventies L. H. Clough carried on an extensive commerce in bedsteads and chamber-sets, employing upwards of a hundred workmen. At the present time in Concord there scarcely remains a vestige of this once brisk industry, and, with the exception of the Caldwell factory, the buildings once connected with furniture making have all but disappeared.

Another Concord industry is the hub and spoke manufactory of Holt Brothers, established in 1872. This firm consisted of William H., Charles H., A. Frank, and Benjamin Holt. The Concord branch of the company was under the direction of A. Frank Holt until his death in 1889. The principal business is in Stockton, California, where the firm manufactures farming implements and wagon supplies, and employs several hundred hands. Holt Brothers is one of Concord's most extensive business houses.

The industrial policy of Concord, unlike that of so many New England towns, has always shown a conservative preference for diversity, as was strikingly proved in the introduction of shoe manufacture. There never was a time when the shoemaker did not ply his trade among us, but it was only for the local demands; no attempt to establish a factory was made until about 1884. Having in mind