



Moses Dennett, Amesbury Carriage Maker, and the Carriage Hill Fire

by

Scott Dennis

Great-Grandson of Moses Dennett

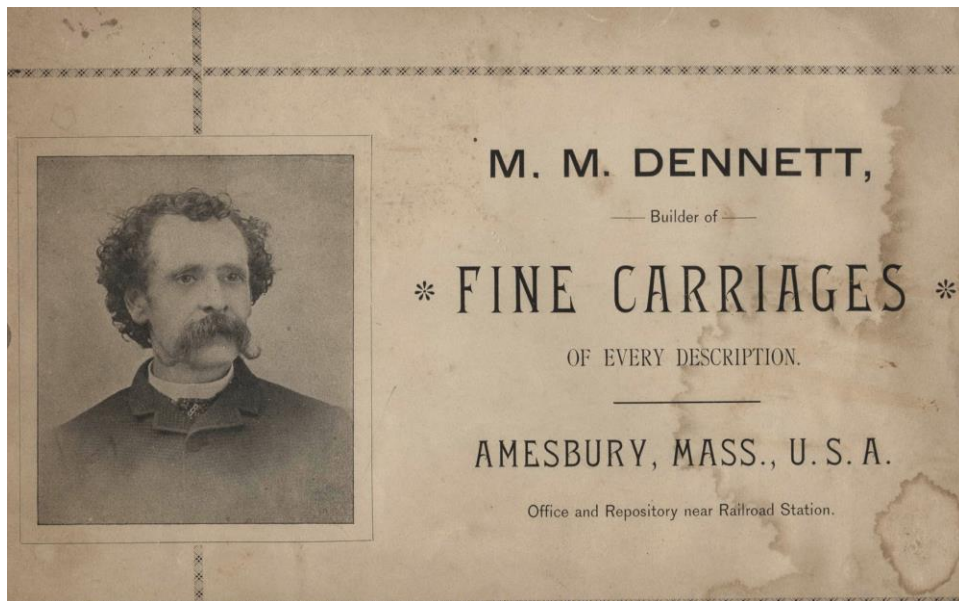
Amesbury Carriage Museum
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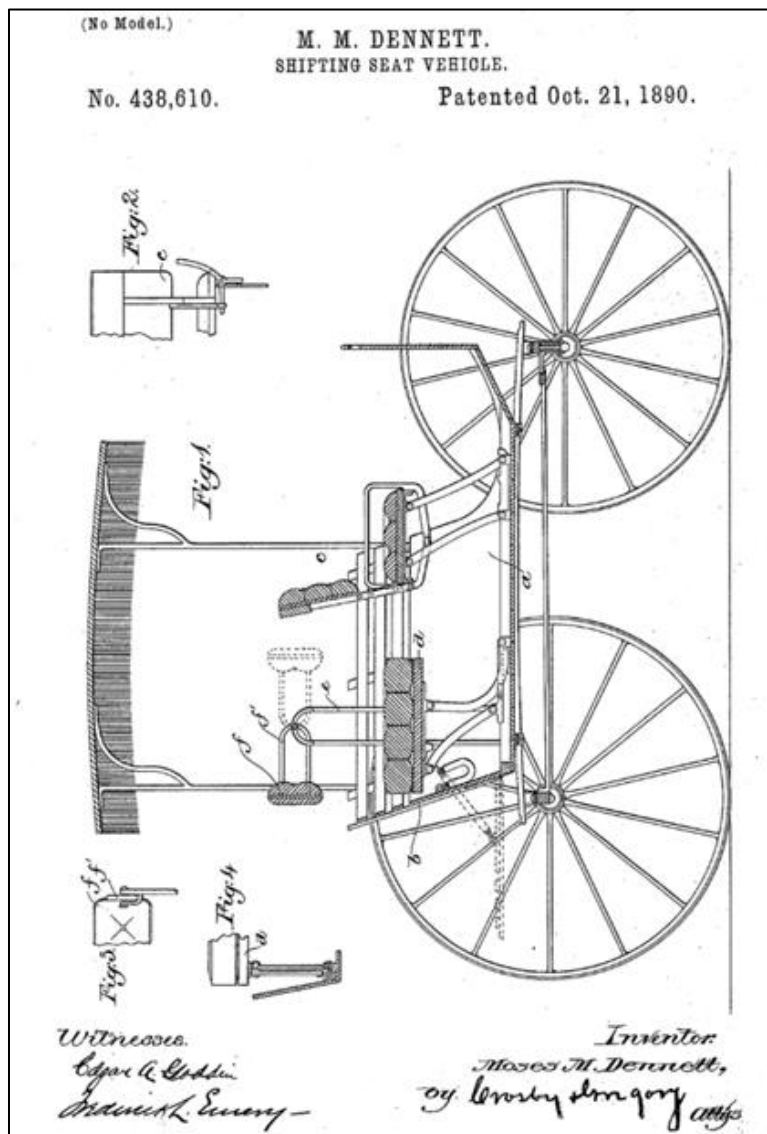
Two decades ago I tried to verify the family story told to me by my grandmother, Sallimae Dennett Brown, that her father, Moses M. Dennett (1841-1930), had been ruined by the Carriage Hill fire of 1888. It took a few in-person visits to the Amesbury Public Library to arrive at an answer, then, which was “No.” Now with access to several new, online sources, the answer is more like “not exactly.” He continued to manufacture carriages for another five years; but the fire set him back significantly and ultimately his business failed.



Portrait of Moses Dennett on the cover of his carriage catalogue, circa 1886-1888. (Courtesy of Tim Kendall.)

Moses' Carriage Business

Moses worked for some 40 years in the carriage and auto body industries first learning the ropes as a carpenter and mechanic in the mills of Lawrence. (In fact, he had had to talk his way into the Grand Army of the Republic during the Civil War because he had lost a thumb to a machine accident.) The 1870 census describes him as a carriage body maker, and the 1880 census as a carriage wood worker. In 1881 he was able to establish himself as a carriage manufacturer in partnership with Thomas Rines. That partnership dissolved in March 1886, and Moses solely owned the business. Moses also owned an 1890 patent for the "shifting seat vehicle," allowing for a "back seat" to be installed. (See below.)



Moses Dennett's patent for a shifting seat vehicle, 1890. (Google Patents, <https://patents.google.com/patent/US438610>.)

By the time of the 1888 fire, he employed 21 men in a factory with three buildings next to his brother's company on Carriage Avenue. According to the *Newburyport Daily Herald*, (April 7, 1888, p. 1) he had 300 carriages in storage for sale in the upcoming season. Nevertheless, Moses was a relatively small carriage manufacturer compared to some of the behemoths in Amesbury like Biddle Smart & Co., John H. Clark, and Babcock Drummond. Biddle's ads in the *Amesbury and Salisbury Villager* claimed production of 100 carriages per week while Moses' production of 300 carriages annually, like his brother C. N. Dennett's, would have ranked him toward the bottom of Amesbury manufacturers in size. (See Merrill's statistics of the Amesbury carriage business in 1880 below.)

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STATISTICS OF THE CARRIAGE BUSINESS IN AMESBURY AND SALISBURY MILLS FOR 1880.

Names.	Amount of business.	Number of carriages manufactured.	Number of persons employed.	When business commenced.
R. F. Briggs & Co.,	\$ 200,000	1800	125	1856
James Hume,	170,000	1200	52	1859
Foster Gale,	38,000	450	20	1868
A. M. Huntington,	45,000	500	19	1867
E. S. Felch,	80,000	500	45	1859
William W. Smart,	45,000	420	26	1877
A. M. Parry,	50,000	450	25	1875
T. W. Lane,	30,000	420	20	1874
D. E. Gale & Co.,	15,000	140	15	1878
A. P. Boardman,	45,000	500	21	1867
E. S. Lane,	23,000	325	16	1869
Seth Clark, jr.,	80,000	660	30	1860
Charles Rowell & Son,	40,000	400	25	1873
George W. Osgood,	65,000	*475	25	1870
John Hume,	50,000	500	30	1869
C. A. Burlingame,	15,000	150	15	1871
C. N. Dennett ,	50,000	300	25	1873
George J. Hunt,	20,000	220	16	1876
Samuel Rowell,	46,576	620	32	1870
F. D. Parry,	50,000	817	25	1859
Locke & Jewell,		600		
William G. Ellis,	63,000	600	23	1867
Charles E. Stone,	20,000	200	15	1875

Amesbury and Salisbury Mills carriage business statistics for 1880. Moses Dennett's brother, C. N. Dennett, produced 300 carriages that year, an output near the low end for Amesbury manufacturers. (Merrill, p. 404.)

Below is J. J. Allen's summary of Moses' carriage businesses:

Dennett & Rines - Consisting of Moses M. Dennett and Thomas Rines commenced business in 1881 in the 3 1/2 story wooden factory building . . . on School St. and their factory was crowded to fullest capacity. Their trade was principally through the South and West, where their Jump Seat carriages met with good success. One of their carriages, exhibited in Richmond, Virginia, in November 1883 took first prize of a blue ribbon. Outgrowing the factory on School St. they moved to 'Carriage Hill' and located on Carriage Ave., in 1884, and occupied three buildings formerly occupied by Charles E. Stone . . . and continued business there, until burned out in the big fire of 1888. . . . the business was continued by Mr. Dennett . . . in the Sam'l. Rowell factory, off Water St. near the Boston & Main R. R. Station where he carried on business for a short time, then moved to Mill St., in buildings formerly used by Huntington & Ellis and others. He manufactured Harlem and Colchester Traps, also other style carriages. The business was closed out in 1905 and Mr. Dennett retired. (Allen, pp. 84-85.)



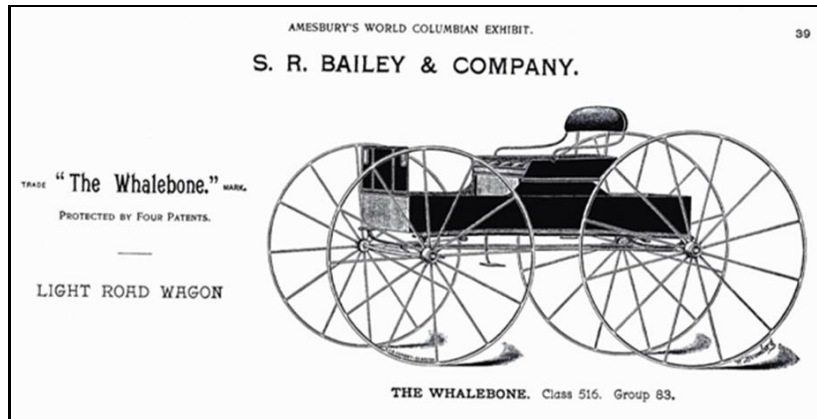
The three-spring phaeton, one offering from Moses Dennett circa 1886 to 1888. (M. M. Dennett catalogue, courtesy of Tim Kendall.)



This Bailey Whalebone Road Wagon, circa 1898, was owned and used by Moses Dennett and passed down through the family (Courtesy of John Howe.)



Brass plaques attached to the Dennett Whalebone wagon (Courtesy of John Howe.) A Howe family history suggests that descendants may have added the Dennett manufacturing plaque to the wagon after the fact.

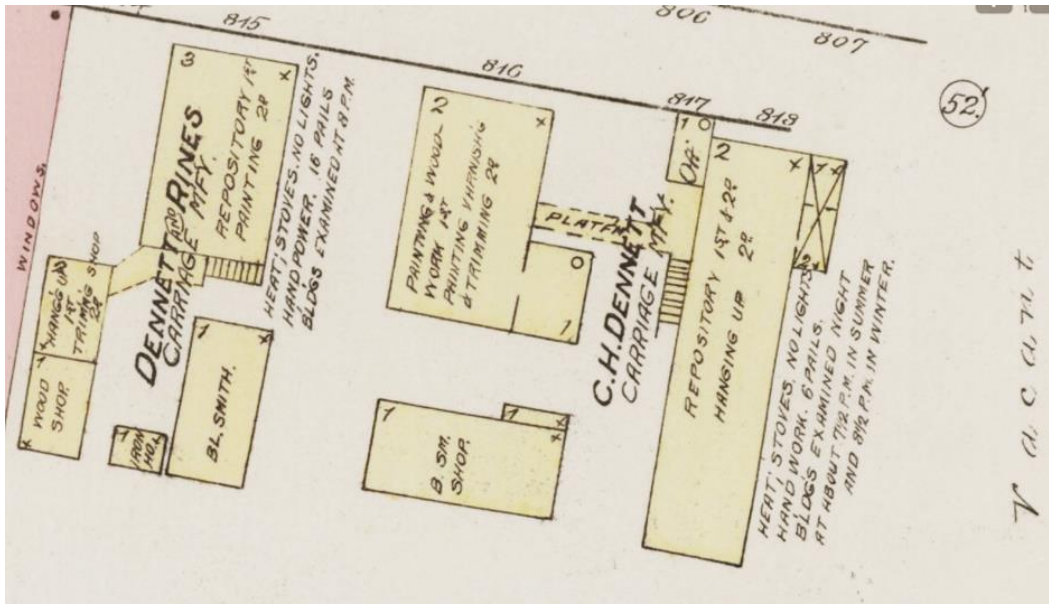


A version of the Whalebone Road Wagon displayed by Bailey at the 1893 Chicago World's Fair. (From an 1893 pamphlet, *Amesbury Mass., The Carriage Center of the World.*)

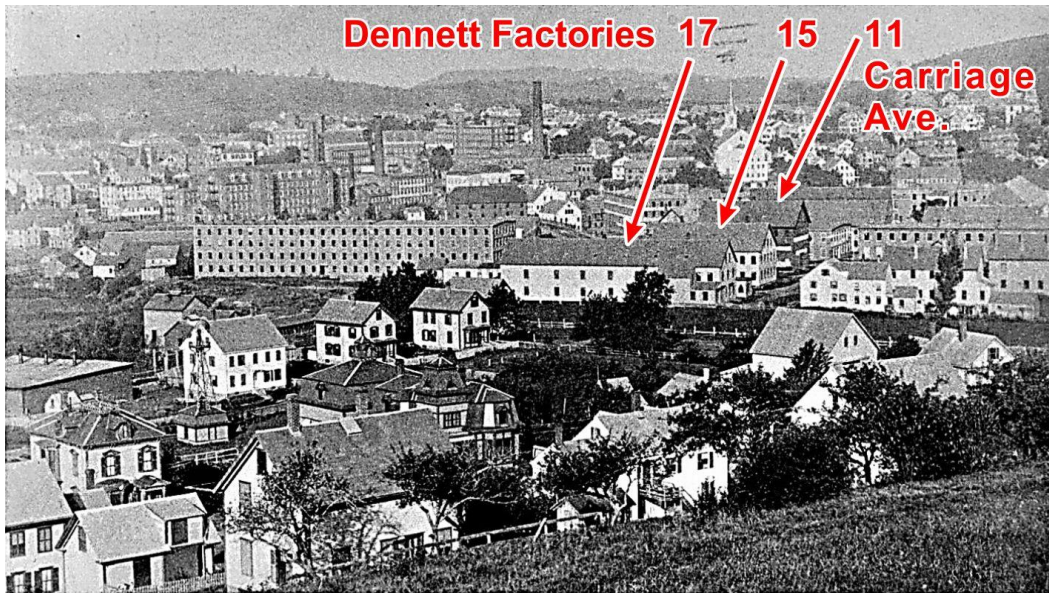
The *Amesbury Industrial Database* identifies five locations, described in the table below, for Moses' factories over the years. None of the structures has survived.

Moses Dennett Factory Locations		
Years	Moses Dennett Factory Location and Current Status	Industrial Database Pages
1881-1884	13 School Street, with Thomas Rines. Now the site of Amesbury city offices.	31-32
1884-1885	21 Carriage Avenue (now Oakland Street), with Thomas Rines. Now the site of a one-story commercial building.	12-13
1885-1888	11 Carriage Avenue, with Thomas Rines until 1886. Brick building erected on the site after fire (see page 8).	12-13
1888-1890	28 Water Street. Now a parking lot.	21, 18
1890-1905	66 Main Street near Mill Street. Now a parking lot.	9-10

At the time of the 1888 fire Moses was situated at 11 Carriage Avenue, now Oakland Street, next to his brother Charles N. Dennett, who occupied 15 and 17 Carriage Avenue. Moses' factory, labeled as "Dennett and Rines" on the 1885 Sanborn map on page 7, consisted of three buildings: a wood shop with adjacent trimming shop, a 30 x 50 foot blacksmith shop with three forges, and a 125 x 40 foot paint and repository building. (The three buildings are visible in the 1887 photo on page 7.) Carriage painting usually took place on the second floor out of the way of sawdust. Note the carriage ramp between the paint area and the "hanging up shop." This 1885 map depicts more than Moses' factory. It represented the years of work he had invested in learning the trade. Ensnconced beside his brother, with 21 employees and a full inventory of carriages stocked for the coming season, it was the highpoint of his manufacturing career.

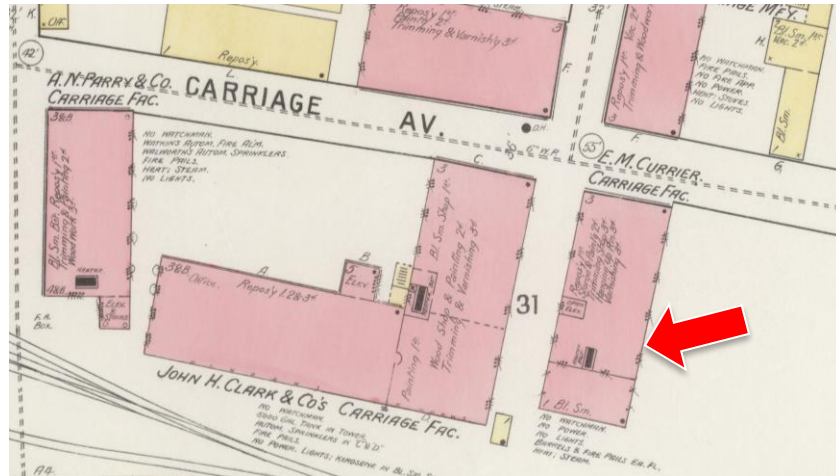


1885 Sanborn insurance map showing Moses Dennett's factory, labeled "Dennett and Rines," on 11 Carriage Avenue (now Oakland Street). Moses' brother, Charles N., occupied an adjacent factory.

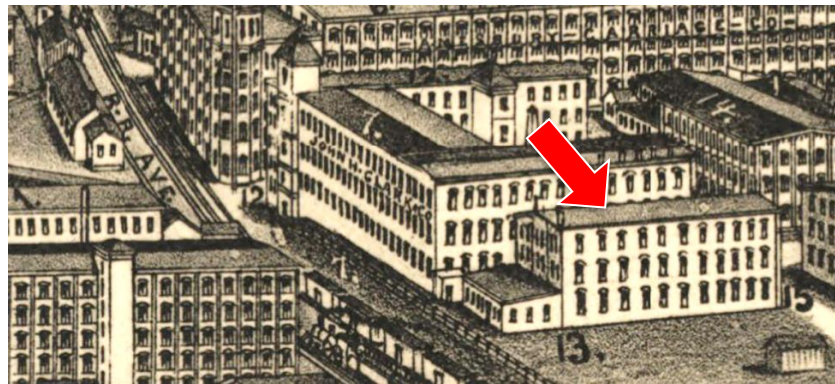


1887 photo looking northwest from Brown's Hill across Elm Street before the fire. The Dennett family factories are visible at 11, 15 and 17 Carriage Avenue, now Oakland Street. (Photo from Rick Bartley personal collection.)

There is currently an old brick carriage building on the site of Moses' factory at 11 Oakland Street; however, this was built after the fire and initially occupied by Eben Currier's carriage factory (see 1894 map below). Moses had moved to Water Street. In the Sanborn fire insurance map of 1889, the space to the right of John H. Clark's factory, that is, the area of the 1885 map segment on page 7, is empty—the fire had obliterated all six of the Dennett brothers' wooden factory buildings.



1894 Sanborn insurance map shows the site (red arrow) of Moses' 11 Oakland Street factory a few years after the fire. A new factory had been built by then and was occupied by carriage manufacturer Eben Currier.



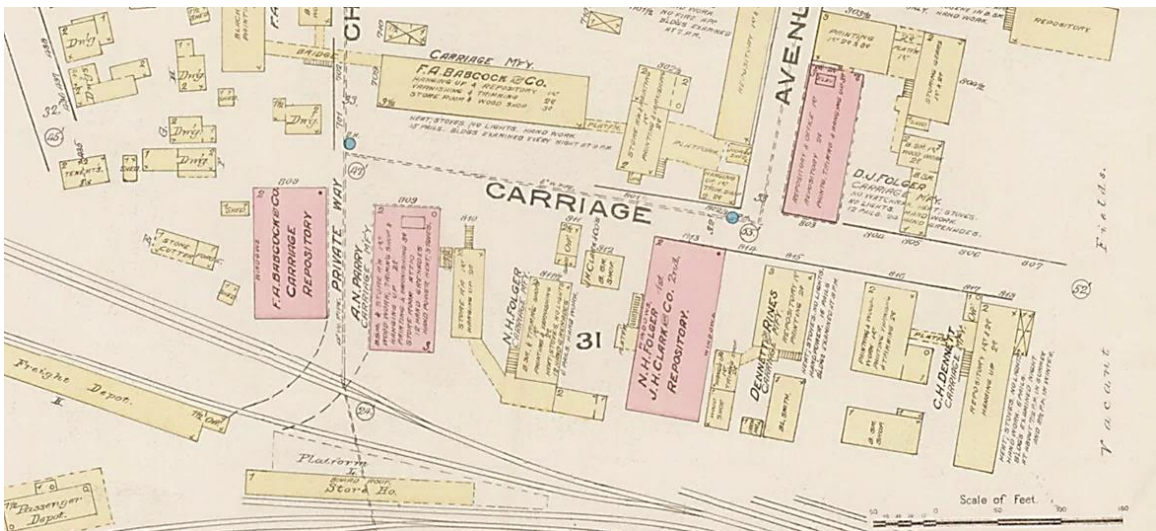
How Currier's 11 Carriage Avenue building, the former site of Moses Dennett's factory, looked in 1890 (red arrow). Moses had advertised this location as "near the depot," which you can see in the upper left on the other side of the railroad tracks. Both the Currier building and the John H. Clark complex next door still exist, looking much the same as they did in 1890. The large lettering of Clark's name is still visible on his building. (1890 Norris & Burleigh panoramic map.)



Buildings in the lower left labeled with index number 20 make up the 1890 factory complex of C. N. Dennett at 87 Elm Street (now commercial buildings) where he had relocated his operation after the fire. (1890 Norris & Burleigh panoramic map.)

The Fire

The Carriage Hill fire began at 8:45 PM on the cold, windy night of April 5, 1888, in the Babcock paint shop on the north end of Carriage Avenue. The wind swept the flames southward down the street to the right. Because of the vacant fields at far right, the Dennett factories were the last to be destroyed.

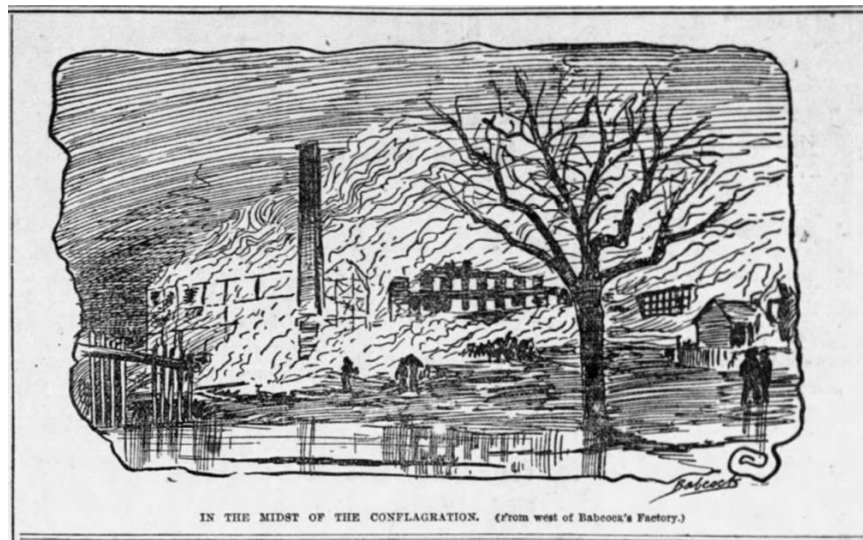


1885 insurance map showing the area of 1888 Carriage Hill Fire. The fire began in the Babcock paint shop (upper left) and swept southward (to the right) down Carriage Avenue. The Dennett factories, lower right, were the last to be destroyed.

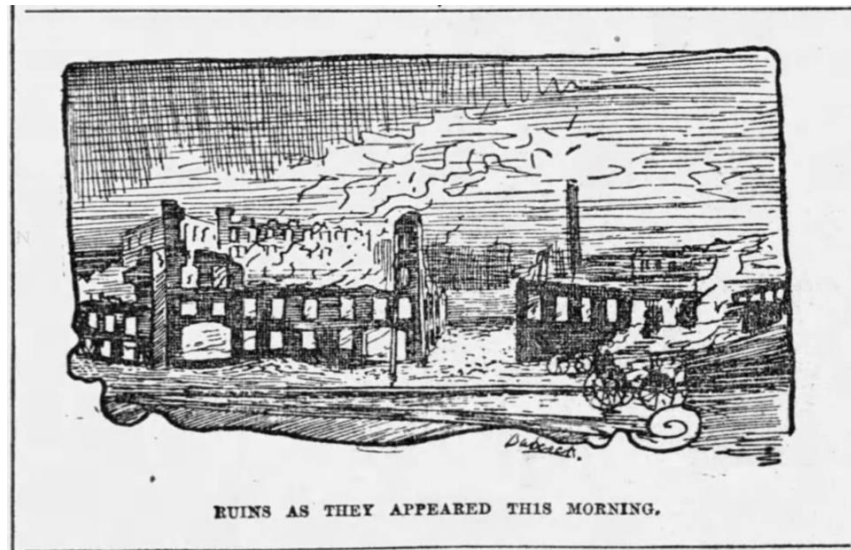
Hearing the noise of the Babcock steam whistle (“Babcock’s Screecher”) the Dennetts rushed to the window of their house at the top of Powow Hill, 300 feet above the town, “to behold a great blaze.” The view of the conflagration below must have filled them with dread. According to family lore, Moses hitched up his horse Topsy and sped downtown. There was little that could be done to stop the fire, but perhaps he joined his old colleagues on the fire brigade in trying (see “Appendix: Moses the Fearless Firefighter,” page 15); or perhaps he joined other bystanders who pulled carriages out of threatened buildings into open lots to save them.

As the front page of *The Boston Daily Globe* reported the next day:

The fire gained . . . such an impetus that it seemed as though the whole end of the town must go. The sight was sadly grand. A more beautiful picture cannot be imagined than when these six great buildings gave way to the sweeping flames. Along the entire length of Carriage avenue the buildings were a seething mass of flames. The showers of sparks was [sic] enormous, and the smoke clearing as the flames gained in force they threw a fantastic glow about the whole scene, making a picture of unequalled beauty while of the greatest destructiveness. Huge firebrands were caught up by the waves of wind and carried some distance . . . At 11 o’clock the wooden buildings of M. M. Dennett caught fire, and in half an hour it was a mass of flames, and at 12 o’clock it was a mass of ruins, and it marked the end of the fire.



Artist's sketch of the 1888 Carriage Hill Fire in progress. (*Boston Daily Globe*, April 6, 1888.)



Artist's sketch of the Carriage Hill ruins the day after the 1888 fire. (*Boston Daily Globe*, April 6, 1888.)

The weekly *Amesbury and Salisbury Villager* of April 12, 1888, a week after “the largest which ever visited the town of Amesbury,” also provided comprehensive original reporting ([https://amesbury.advantage-preservation.com/viewer/?k=carriage%20hill%20fire%20loss%20dennett&i=f&d=01011880-12311905&m=between&ord=k1&fn=amesbury and salisbury villager usa massachusetts amesbury 18880412 english 1&df=1&dt=10](https://amesbury.advantage-preservation.com/viewer/?k=carriage%20hill%20fire%20loss%20dennett&i=f&d=01011880-12311905&m=between&ord=k1&fn=amesbury%20and%20salisbury%20villager%20usa%20massachusetts%20amesbury%2018880412%20english%201&df=1&dt=10)).

According to the *Villager*, the fire swept eight large carriage factories and left 20 standing at a loss of \$800,000 and 1,000 jobs. Its insurance figures show that Moses lost \$14,000 but was insured for \$11,000, and that Charles lost \$35,000 and was insured for \$25,000. It says that this does not include the value of the buildings, but while Charles owned his buildings, Moses leased his: “The new carriage factory of Moses M. Dennett, consisting of 3 buildings was swept away. These building were owned by E. S. Feltch.”

When Moses returned home that night, he said to his wife, “Well, Jennie, we have lost everything.” She replied, “No, Moses, we still have the children.”

The Newburyport Daily Herald, April 7, 1888, interviewed Moses for its front page coverage of the fire:

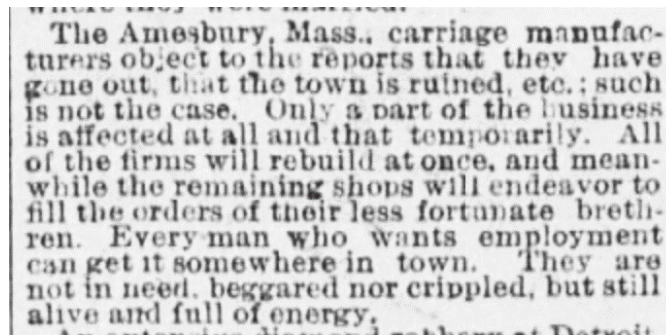
Mr. M. M. Dennett, who is one of the class who among intelligent mechanics is rated as one of the “bone and sinew” of the industry, having grown up patiently to be a manufacturer has perhaps lost as heavily proportionately as any, was found considering not only his loss, but his future prospects. He said that as soon as he could “gather” himself, he should fulfill his obligations and do his best in a business way with all resources available.

The *Herald* put his losses at \$30,000 and insurance at \$10,000.

The Aftermath for Amesbury

The fire caused some manufacturers to “assign,” that is, to turn their assets over to intermediaries for liquidation to pay creditors. Frank Babcock, in whose factory the fire had started, had to assign in 1889, for example. Amesbury’s nationally renowned industry had suffered a dramatic blow; but as a whole it was to prove resoundingly resilient. “Not one single factory closed down and no employee lost his job. The factories that were not damaged, made room for all of the companies that had their factories burned and loaned them money to buy the material that they needed. It was a common practice in the carriage business for a company that was doing a good business to loan another company money to help it stay in business. If a customer visited a shop that did not have a style available, he would be sent to the shop that had it.” (Harrold, “The Amesbury Vehicle,” p. 45.)

The carriage manufacturers even put out a notice to that effect in *The Boston Daily Globe* on April 11, 1888.

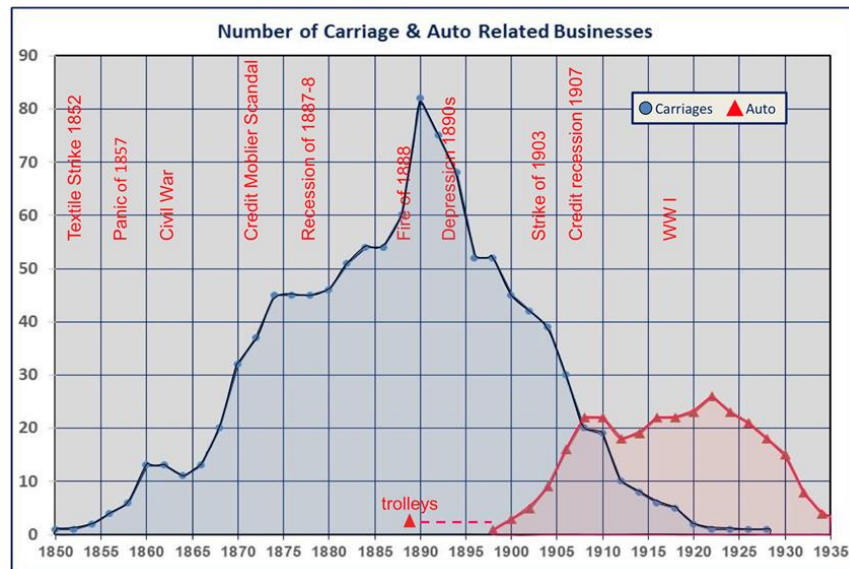


The April 11, 1888, *Boston Daily Globe* noted that Amesbury carriage manufacturers “object the the reports that they have gone out, that the town is ruined, etc.” To the contrary, the notice states, “remaining shops will fill the orders of their less fortunate brethren.”

And the industry did rebound. The *Boston Daily Globe* reported (May 5, 1888, p. 4) that 2,707 carriages shipped in April, the month of the fire, via rail, “strong proof that the business part of Amesbury was not quite wiped out by the late fire. These figures do not include the carriages hauled over the road by horses, as many are at this season of the year.” The *Amesbury Daily News* (May 5, 1938, p. 5) pointed out that the fire didn’t noticeably hamper production of carriages:

<u>Year</u>	<u>Carriage Production</u>
1880	12,730
1888	15,200 (despite fire)
1889	16,760
1890	18,789

By 1890 there were some 80 carriage-related companies, eleven of whom each made more than 1,000 carriages per year (Harrold, “The Amesbury Vehicle,” p. 35). In fact, 1890 was the peak year for the Amesbury carriage industry as the chart below shows. It was not the fire that did in Amesbury’s carriage industry. It was a combination of the rise of the automobile, the 1890’s depression, and a 1903 strike (Harrold, “The Amesbury Vehicle,” p. 8).



Number of carriage and auto related businesses in Amesbury, 1850 – 1935. 1890 was the peak year for the town’s carriage industry. (“The Amesbury Vehicle” by M. Harrold.)

The Aftermath for Moses

What became of Moses after the fire leveled his factory at 11 Carriage Avenue?

Neither Sanborn Insurance maps, nor any of the other 14 sources of factory locations in the “Amesbury Industrial Database” spreadsheets show a Moses Dennett factory after the fire. It appears that Moses kept his business going by leasing parts of other manufacturer’s spaces. In 1891, he was still advertising carriages in *The Boston Post*, describing his location as “Near R.R. Station” (March 16, 1891, p. 7). The Amesbury city directory of 1892 (p. 235) still described him as a carriage manufacturer located “at the rear of 8 Mill [St.],” which was likely a rear area of the 66 Main Street Marden factory. At the February, 1893, Amesbury carriage convention, Moses exhibited at the “rear of hotel,” likely the American Hotel whose address was also 66 Main Street (*Newburyport Daily News*, February 13, 1893, p. 4).

Finally, however, the 1893 depression forced this announcement in the *Newburyport Daily News* on August 12 (p. 5): “M. M. Dennett, carriage manufacturer has made an assignment for the benefit of his creditors.” Moses was out of the carriage manufacturing business.

There is a blurb in the *Boston Daily Globe* on October 20, 1893 (p.5), that Long & Willey near the railroad station were remodeling their factories and that “Moses M. Dennett is to occupy a portion of them,” but if he did, he did not succeed in re-establishing himself. Whereas the city directories from 1882-1892 listed Moses as a “carriage manufacturer,” none later did. In the 1898 and 1900 directories he was a salesman for C. N. Dennett & Co., his brother’s firm, and in 1902 and 1904, he was a clerk for the Carr Prescott & Co., an Amesbury manufacturer of wheels and tires. He continued to participate in the famous Amesbury carriage trade show at least through 1897. In 1908 and 1910 he was an Amesbury assessor. In the 1900 and 1910 U.S. censuses, his occupation is “Superintendent Carriage Factory.” An article in the *Amesbury Daily News* of January 18, 1913 (p. 2), refers to him as being in the automobile body business, where he is “inspector of one of the largest automobile concerns that have their work done here.” The article reports that Moses “expects the 1914 business will be the largest his concern has ever done.”

The recent discovery of a Moses Dennett sales ledger (below) reinforces the conclusion that he ceased to manufacture in 1893. The latest date of sale for a carriage in the ledger is to I. S. Remson Mfg. Co. of Brooklyn, N.Y. on June 28, 1893 (two weeks before the *Newburyport Daily News* announcement), with the \$165 note due in October, 1893.

Notes and Bills Receivable in				Oct.		1893.		
No.	Date.	FROM WHOM RECEIVED.	WHERE PAYABLE.	Time	When	Amount.		REMARKS.
				Mos.	Days.	Doll.	Cts.	
	June 10	H. J. Colebrook & Sons	Bankers Nat Bank Chicago Ill	4	11/15	400	00	
1	1	I. S. Remson Mfg Co.	17 Wood Bank Brooklyn N.Y.	4	1/13	170	70	
	17	T. and A. Remson	State Bank of Va	5	11/19	150	00	
	June 7	I. S. Remson Mfg Co.	17 Wood Bank Brooklyn N.Y.	4	7/12	130	00	
	June 28	I. S. Remson Mfg Co.	17 Wood Bank Brooklyn N.Y.	4	10/31	165	00	

Moses Dennett sales ledger provides evidence that he ceased manufacturing in 1893. The date of the last carriage sale in the ledger is June 28 of that year.

So the Carriage Hill fire didn’t “ruin” Moses M. Dennett outright. He was insured; the fire did not ruin him financially. Like Amesbury, he proved resilient to a point. He continued his business for five more years in leased spaces until economic forces undercut him again. But my earlier conclusion based on library research, without benefit of the now easily searchable digital newspaper history, was premature because the newspapers reveal that Moses’ business closed out in 1893, not 1905. The fire had burned away his factory, at least a quarter of his capital, and all of his carriage stock for the coming 1888 season. It stole his momentum. For 46-year-old Moses, “having grown up patiently to be a manufacturer,” the fire must have been a devastating experience. And because the family story about the fire “ruining” Moses came down to several descendants, it likely reflects Moses’ own feeling and story-telling. He could not re-acquire his previous commercial success. Before the fire he

appears to have been in a position to follow his brother Charles, who achieved moderate success as a carriage manufacturer. But Charles had a seven-year head start in the industry, owned his factories, and was able to carry on his business despite the fire. Moses ultimately could not.

Moses Dennett persevered nevertheless. Although he no longer manufactured carriages, he stayed in the business he knew, working at a variety of jobs well past the purported retirement date of 1905. He continued to participate enthusiastically in civic, fraternal and patriotic activities well into his eighties—to the extent that the *Amesbury Daily News* was moved to call him “Amesbury’s Grand Old Man” in its obituary (February 7, 1930).

Appendix: Moses the Fearless Firefighter

Moses Dennett had a passionate and personal understanding of the value of firefighting—he was a founding member and served as the first foreman of the Fearless Hose Company from 1872-1882. Fearless was established in 1872 as a volunteer organization that controlled its own membership, held fund-raising activities, and gave its services to the town. The company was one of a handful of fire brigades in Amesbury that mustered for competitions, sponsored social events and often met at their Elm Street quarters in addition to fighting fires. Every piece of apparatus in Amesbury at the time of the 1888 Carriage Hill Fire was hand drawn and hand operated; Fearless had the “finest hose carriage in town,” a four-wheel wagon that could hold 1,000 feet of hose but normally carried 800. They likely also had a hand pumper such as the one below.



Model of a hand pumper fire wagon, similar to one operated by Moses Dennett’s Fearless Hose Company volunteer firefighting brigade.

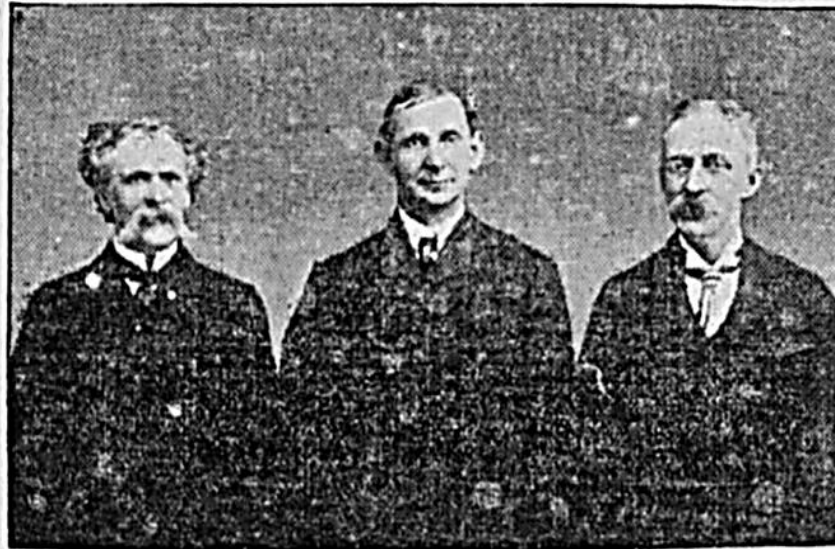
Fearless held reunions every year beginning in 1903 (*The Boston Globe*, January 1, 1904), and Moses was inevitably reelected foreman. "Before the feast started Foreman Dennett welcomed all present in his usually hearty manner" (*Amesbury Daily News*, December 30, 1910, p. 2). It is clear that Moses greatly relished the reunions, and "always felt it an honor to be foreman of the Fire Hose Company and he did not believe there was ever a better set of boys got together or a set who enjoyed themselves as did the Fearless Hose boys" (*Amesbury Daily News*, January 1, 1904). At a reunion in 1912 Moses, as foreman, gave a speech in which he toasted "the old boys who 30 years ago used to run with the fire apparatus" (early fire wagons were not horse drawn), "if they all lived to be 90 they would always be 'boys.'" He nostalgically recalled their fellowship: "There never was a cleaner or more manly set of boys than those who ran with old Atlantic and Fearless Hose companies." Some present wished to be "back again in the old days so that they could race again" but another jokingly remarked that "he had got through running to fires and now let them burn and took his insurance the next morning" (*Amesbury Daily News*, January 9, 1912, p. 2). The favorite dish of these reunions appears to have been oyster stew, followed by ice cream and cigars.

The Amesbury papers were always announcing Fearless "levees" (receptions), fairs and other fund raising entertainments, and Fearless' Elm Street quarters were well appointed: "On the second floor of the company's house is an elegantly fitted meeting room, which is the finest in town, and they also have a club room on their ground floor" (*Amesbury and Salisbury Villager*, January 24, 1889, p. 1). After one very successful event cleared \$500, Fearless spent \$300 on frescos for their hall (*Amesbury Daily News*, January 3, 1908).

As much as the fire brigade was about good fellowship, good food and social events, Fearless actually did fight fires. The most difficult one during Moses' tenure was the Biddle factory fire on January 3, 1876, when the brigade worked continuously from midnight to noon the next day. The factory was totally involved within 20 minutes of the alarm and was a total loss, but "the firemen did their work nobly and well and fought back the flames and were successful in saving a large portion of the tenement [apartment] house" and keeping the fire from sweeping up Water Street and perhaps beyond. So intense was the heat that barricades had to be placed before the firemen to allow them to fight the fire, "and even then several men had hands and faces blistered by the heat." (*The Villager*, January 6, 1876, p. 2). Fearless was still active at the time of the Carriage Hill fire, but Moses was no longer an active member. It is interesting to imagine that, after Moses had heard the fire alarm and dashed downtown on the night of April 5, 1888, he might have joined his old comrades in the futile effort to douse the flames.

OLD FIREMEN GATHER.

Members of Fearless Hose Company of Amesbury
In First Annual Reunion.



MOSES M. DENNETT. LAMBERT HOLLANDER. SYLVESTER H. WIGGIN.
Committee of Arrangements for Reunion of Fearless Hose Company
at Amesbury.

AMESBURY, Dec 31—The reunion of the members of the Fearless Hose company of the 70's was held at the local hotel this evening and attended by 18 of the old fire fighters. The idea of the reunion was conceived by Lambert Hollander, Moses M. Dennett and Sylvester H. Wiggin, and to them is due the successful gathering held tonight. The company, which is now doing most efficient work under the captaincy of W. B. Whelpley and is one of the foremost companies in the active department, was organized Sept 21, 1872. Moses M. Dennett was foreman, a position which he held for 19 years. It was composed of the following officers and members at the time of organization: Moses M. Dennett foreman, Thomas Thompson, George A. Gale, William A. Rolfe, assistants, James Tucker clerk, John Sauvan steward, John Wadleigh, C. E. F. Morrill, John L. Fogg, Jacob Colby, Daniel Page, George Currier, George G. Osgood, H. J. Randall, Robert Cowen, Elbridge Bartlett, C. P. Morrill, B. L. Fifield, C. A. Boyd, Fred Osgood.

Of this number John L. Fogg is the only one who is a member of the active department today, he still holding membership in the company, and being driver of the hose wagon. Of the two charter members but 12 are still living.

The early evening was given up to a banquet at which Mr Dennett presided. A permanent organization was formed, officers of which are as follows: Moses M. Dennett foreman, George A. Gale and John L. Fogg assistants, J. M. S. Tucker of Seabrook clerk, Lambert Hollander treas. Letters of regret were read from Fred W. Osgood of Newark, N. J. and George W. Currier of Chicago. Addresses were made by Messrs Hollander, Dennett and Fogg, in which they referred to the early days of the company and their connections with it.

Those present were M. M. Dennett, John Wadleigh, William Page, Daniel Page, C. T. Merrill, Elbridge Bartlett, Frank M. Curtis, S. H. Wiggin, Lambert Hollander, Gustav Miller, John L. Fogg, Warren E. Congdon, George E. Bartlett, H. F. Chase, Samuel A. Felch, J. M. S. Tucker.

News article about the first annual reunion of the Fearless Hose Company volunteer fire brigade. Moses Dennett presided at the banquet, held at an Amesbury hotel. (*The Boston Globe*, January 1, 1904.)

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Dennett, Moses M. *M. M. Dennett, Builder of Fine Carriages of Every Description*. Circa 1886-1888. Tim Kendall personal collection. Scanned and archived by Amesbury Carriage Museum. <https://static1.squarespace.com/static/534bc290e4b0c263af942021/t/5fa550edc506954bfdd7491c/1604669694912/M.+Dennett+Catalogue.pdf>. [M. M. Dennett carriage catalogue.]

Harrold, Mike. "Amesbury Industrial Database - Up to 1930" Amesbury Carriage Museum, 2018. <https://static1.squarespace.com/static/534bc290e4b0c263af942021/t/5afbc60288251b30fb651adb/1526449673704/Ames+Ind+to+1930+MCH+5-12-18b.pdf>. [Lists the locations of all the textile and carriage factories in Amesbury over the years using 14 different sources including the cited Sanborn and Norris maps.]

Harrold, Mike. "The Amesbury Vehicle: The Carriage Making Industry of Amesbury Massachusetts," Amesbury Carriage Museum, 2020. <https://static1.squarespace.com/static/534bc290e4b0c263af942021/t/5e3193305b1b65275293144e/1580307282207/The+Amesbury+Vehicle+MH+011520b.pdf>. [Provides an historical overview of the Amesbury carriage industry including carriage output over the years, carriage prices, workers' salaries, and tools used to make the carriages. Note the photo on p. 14 of the Morrill carriage factory on Laurel Place. This street is just one property west of 382 Main Street where Alexander Brown and Sallimae Dennett would settle. The Point Shore was then called Salisbury Point. There was also at least one carriage factory on Powow Hill where Moses lived.]

Merrill, Joseph. *The History of Amesbury*, Franklin P. Stiles, Haverhill 1880.

Norris, George E, and Burleigh Litho. "Amesbury, Mass." Brockton, Mass, 1890. Map. Library of Congress. <https://www.loc.gov/item/75694542/>. [This amazing 1890 lithographic map of Amesbury provides a zoomable, panoramic, birds-eye view and perspective drawing (3D) with which to see the various key sites in Moses' life.]

Sanborn Fire Insurance Maps, Amesbury Essex County, Image 5. Library of Congress.

1885: <https://www.loc.gov/resource/g3764am.g036731885/?sp=5&r=0.001,0.185,1.194,0.593,0>

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