

# Evolution of a Neighborhood

## Environs of School Street and Saint Joseph's Church

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Amesbury Carriage Museum  
Amesbury, MA

April, 2023

# The School Street Location

The following offers a pictorial chronology of the School Street environs plus its most prominent and enduring feature, Saint Joseph's Church campus. Included is some history of local families, events, and circumstances describing the evolution of the neighborhood.

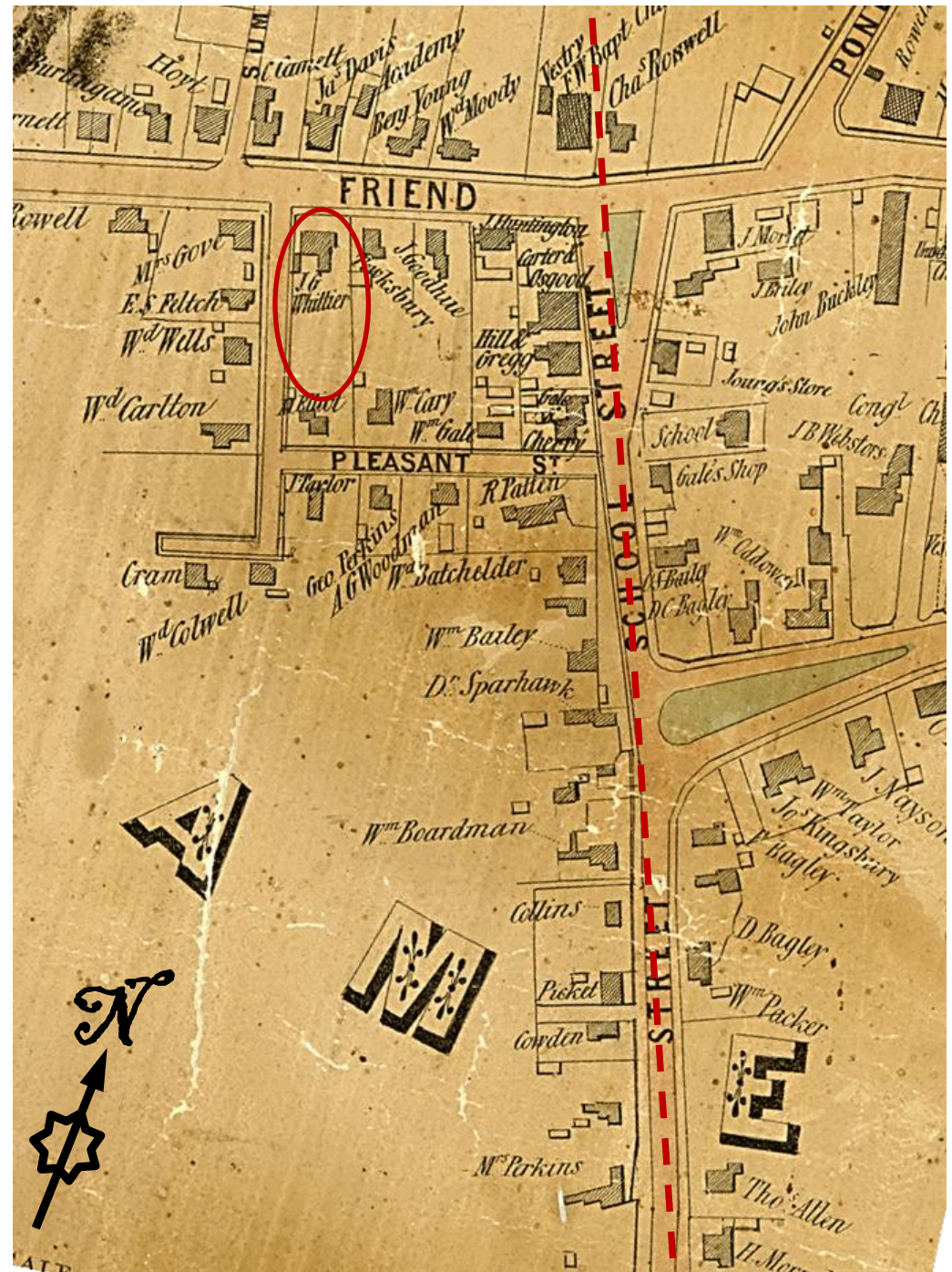
In the beginning there was Bailey's Point (then it was Webster's Point, then Salisbury Point, or The Ferry, and now simply Point Shore), a community of fishing, shipbuilding, and ship owning constituting Amesbury's original commercial gateway that built the town's "old money". The dividing line between Salisbury and Amesbury was the Powow River until 1886, when the line was moved a mile east to Rabbit Road. Shipbuilding extended up the Powow to Salisbury Mills and Amesbury Mills, where waterfalls had been harnessed for milling since 1641. The mills provided essential services of grinding and sawing, with transportation up the Powow, across to the coast via Elm Street, and northwest to New Hampshire out Friend Street (by the Friends Meeting House). Ferry Road came up from The Ferry to Main Street at The Mills, connecting westward along the way to Haverhill Road, now Rt. 110. One-block-long School Street, with the Ordway school, connected the three major arteries of Friend and Main Streets and Ferry Road, having islands at each end in wide intersections that were friendly to traffic and hauling.

Waterpower drove The Mills economy, water rights having long been formalized as transferable property, separate from real estate. Users of such rights also needed to finance the facility to be powered. By early 19<sup>th</sup> century there were financial means to build significant textile mills filled with expensive machinery, causing the value of waterpower at The Mills to exceed the reach of local capital. Textile milling came to possess all Powow waterpower, paying typically low wages while sending profits to Boston investors. Amesbury's economic center resultingly shifted from Point Shore to The Mills, with the added railroad branch as a transportation artery. As a fortunate alternative, Jacob R. Huntington brought carriage making to Amesbury proper from West Parish (Merrimac) in 1853, on the business model of a simple manual assembly line operating mainly on labor management with modest investment. Carriage making paid high wages under local ownership, building and distributing considerable prosperity. These were the influences that shaped the populations, physical nature, and evolution of Amesbury neighborhoods.

# School Street, the Western Edge of Amesbury Mills - 1854

At mid-19<sup>th</sup> century Amesbury Mills was compactly centered around the falls, with Friend St. and Haverhill Rd. the sole westward thoroughfares. The roughly north/south line of School and Main Streets was the western edge of town, with only Pleasant St. protruding one block further into the neighborhood where John G. Whittier had settled in 1836 (circled at right). The expanse from Friend St. down to Haverhill Road was otherwise empty behind houses along this north/south line. There was no Sparhawk St. because there was really nowhere for it to go.

The Rowell family had owned much of the land around the north end of School St. while the Ordway family had owned much of the land around the south end, including that on which St. Joseph's Church would be built. Ordway was an early family that bred a long succession of physicians. Bagley was another early family, they having at least three households nearby the Ordways. There were also several Baileys on School St. of the old family line down at Point Shore.



1854 Clark Map

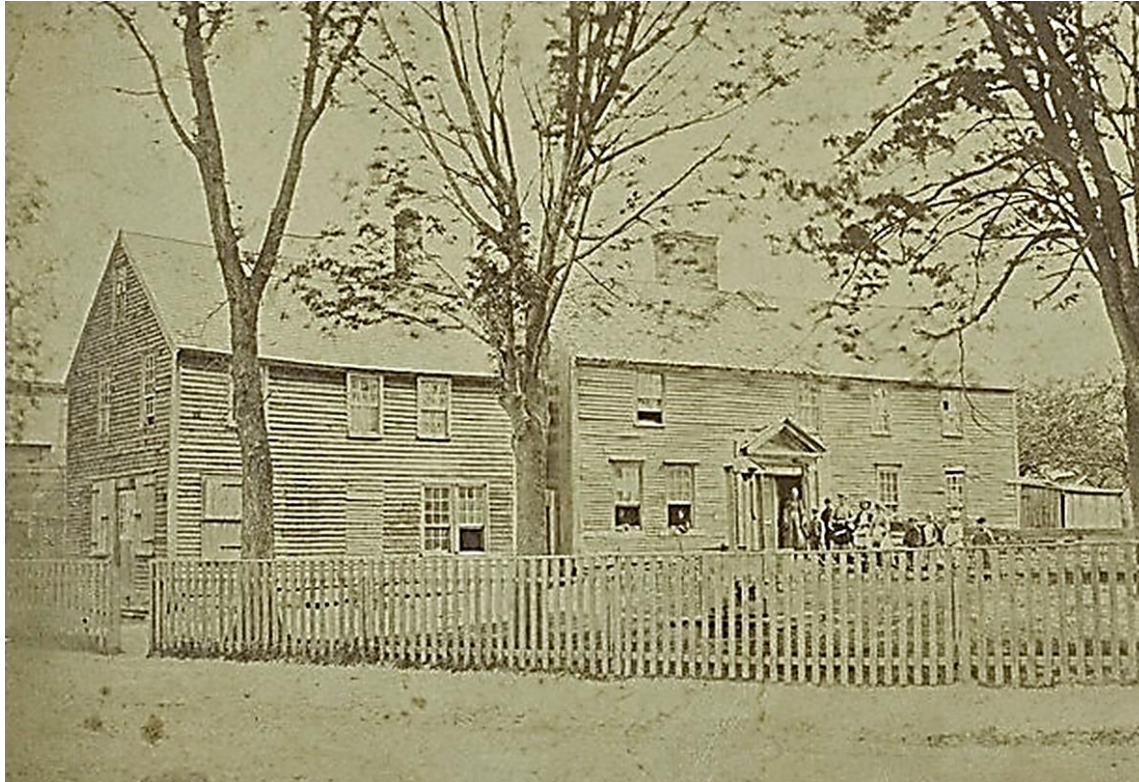
## Prominent People of School Street

**Josiah Bartlett** (1729-1795) was Amesbury's favorite son, born just down Main St. (his mother was a Webster). He schooled locally, teaching himself Latin, and in 1745 began living and studying medicine with Dr. Nehemiah Ordway near today's library (Ordway's mother was a Bartlett). Moving to Kingston, New Hampshire, he practiced medicine for decades, finding that quinine could abate diphtheria symptoms long enough to allow recovery. Becoming politically active, he joined the (illegal) Provincial Assembly, which appointed him to the Continental Congress. He was allegedly the first signer of the Declaration of Independence, first governor of New Hampshire, a judge, and eventually chief Justice of the New Hampshire Supreme Court. That was the patriot life that merited his School Street monument. (On *The West Wing* TV series, Martin Sheen played fictional President Josiah Bartlet from Boston.)

**George Edwin McNeill** (1836-1906), born at the police station corner of the School St. rotary, joined his father working at the woolen mills when he was ten years old, soon experiencing the Derby strike of 1852. He thus apprenticed to a shoemaker and moved to Boston in 1856. There he became involved with the *Sons of Temperance* and then the *Boston Eight Hour League*, succeeding as its president to legislate the ten-hour workday in Massachusetts. Through an organization he founded he facilitated creation of the Massachusetts labor bureau, the first in the country, while also becoming a pioneer in labor newspapers and writing the principles of the future *Knights of Labor*. In a period of few safety rules and no accident compensation, he formed the *Massachusetts Accident Co.* providing low-cost insurance to factory workers, essentially functioning as an insurance executive. He was also a poet of some renown.

**Dr. Thomas Stearns Sparhawk** (1806-1874) was of a prominent family dating to 1638 in America. Born in Portsmouth, New Hampshire, he graduated from Dartmouth in 1828 and Harvard Medical School in 1833. After practicing and marrying in Conway, NH he came to Amesbury in 1845 (having briefly lived in Kittery) where he spent the greatest part of his career as the "poor man's doctor" serving all in the area. He was a longtime friend of J. G. Whittier. He moved to Newburyport in late 1872, being so well regarded that Amesbury/Salisbury citizens then erected a monument to him at his family plot in Union Cemetery where two children were already buried. Upon his death, his wife moved with her three surviving daughters to live near Thomas's sister in Newton Center, Massachusetts, his family having once lived in nearby Brookline. The Sparhawk family is buried in Amesbury, his daughter, Frances Campbell Sparhawk, having been a well-regarded writer in popular periodicals. It is notable that he was so fondly remembered fifteen years after his death that a street next to his former home was named after him.

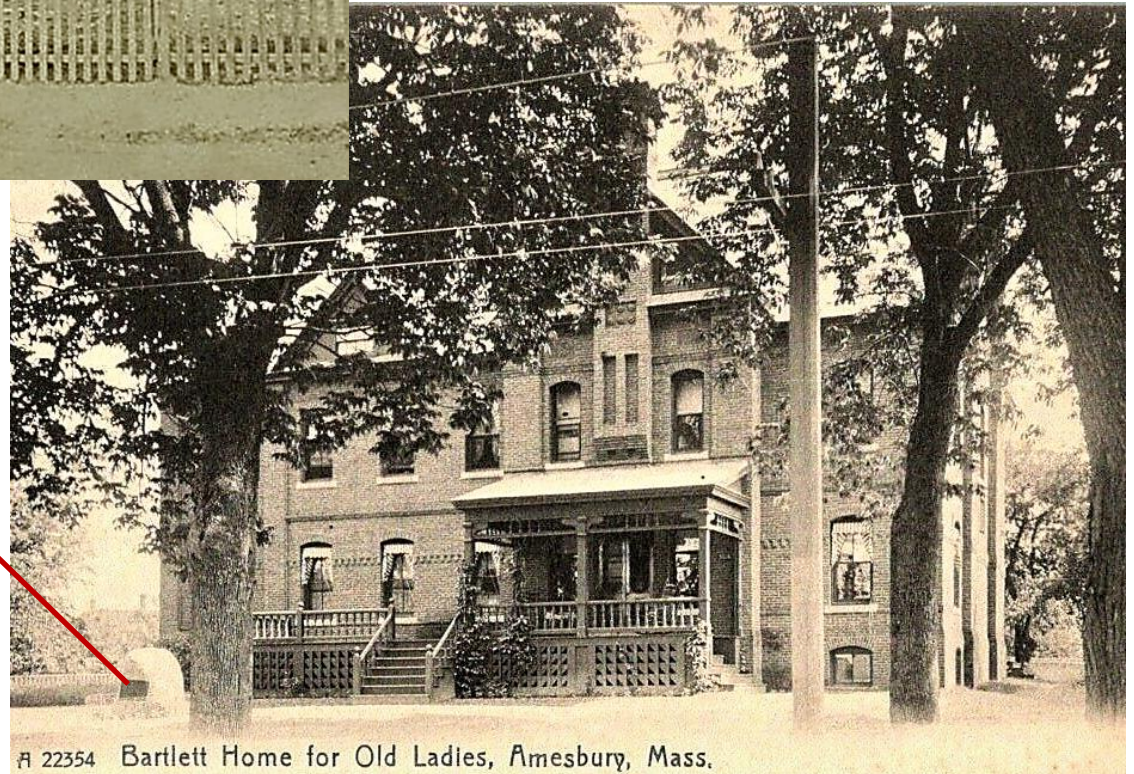
# Josiah Bartlett's Birthplace



Bartlett's birthplace on lower Main Street, two doors past the Bartlett Museum and across from the Mary Baker Eddy house. Bartlett's house was demolished in 1877 to make way for the Home for Old Ladies, as seen below. That building has since been modified and is now apartments.

Postcard found on ebay

Courtesy of [historicnewengland.org](http://historicnewengland.org)

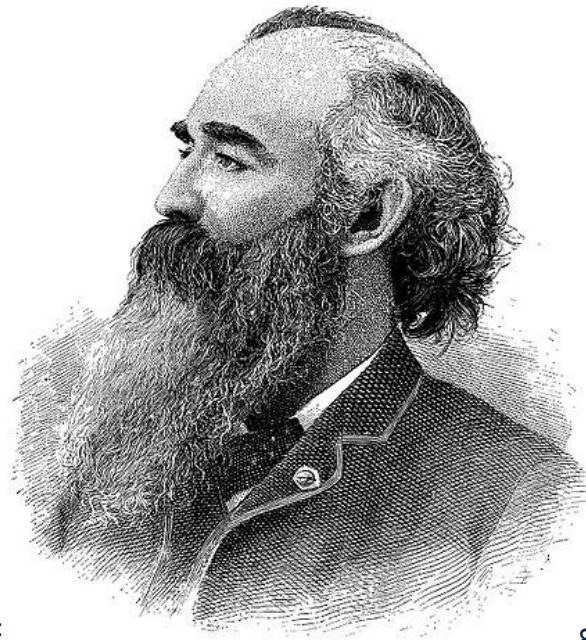


22354 Bartlett Home for Old Ladies, Amesbury, Mass.

Josiah Bartlett  
1729 - 1795

George McNeill  
1836 - 1906

Dr. Thomas Sparhawk  
1806 - 1874



Cabinet card by Amesbury photographer Howard F. Currier, active 1865 to 1870.

# Future Saint Joseph's Church Location - 1854

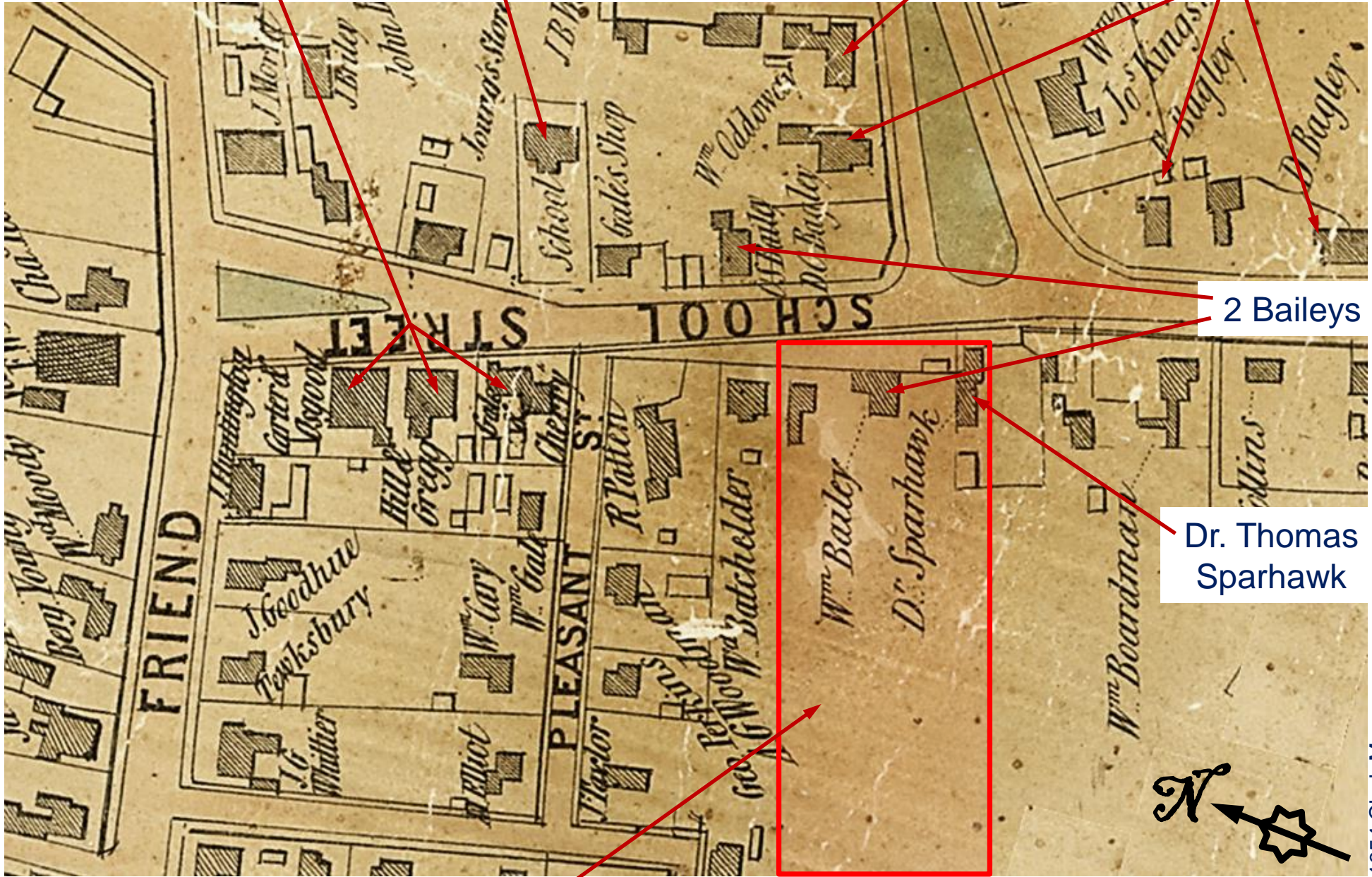
William Bailey property (red rectangle across from O. S. Bailey) the future Saint Joseph's site

3 colonial houses

Ordway School

Ordway\* House

3 Bagleys



**Saint Joseph's Church location**

\* The map-maker had some difficulty with the Ordway name

## School Street in 1854

There were two Ordway family homes on the 1854 map at and behind the now library location. The Ordway school had early on been built on family donated land, becoming a brick building in 1837. A larger high school was added around 1866 that still stands along School Street, and the older school was converted by the town into a fire house in 1889. That later served as a town office building until being demolished only a about ten years ago.

Three colonial houses were noted on the 1854 map of the previous page. At least one (cornering on Pleasant St.), and likely more, had been pulled up Ferry Road from Point Shore. Squire Lowell Bagley noted in his diary that during the 1820s people were leaving The Ferry for opportunities at The Mills, and that entire houses were being dragged past his residence (now Mary Baker Eddy house) up Patten's hill to The Mills on a weekly basis<sup>1</sup>. Waterpower at The Mills was creating the 19<sup>th</sup> century Amesbury textile industry that needed to house hundreds of employees.

Patten was a prominent family nearby to School Street. Robert Patten came from West Amesbury (now Merrimac) to Amesbury proper in about 1808, purchasing an extensive tract where Patten's Pond was created in 1832 by raising Ferry Road, now Main Street. He was active in local affairs and banking, working mainly at farming the area between Main St. and the Powow River (the playing fields behind Family Dollar), and making bricks down by the river (a million bricks for Mill 2 where Amesbury Industrial Supply is now). He had in 1854 a lot at the other corner of School and Pleasant Streets on which there was a building, probably a tenement. After his 1858 death, his son, Orlando S. Patten, built there three tenements, of which two remain.

There were also two descendants of the old Bailey family that had once owned Point Shore facing each other across School Street. An unrelated Bailey was a late-arriving gentleman (1883-4) having been a sleigh manufacturer from Maine who was attracted to Amesbury by its position in wholesale distribution of craft-built carriages. This Bailey is the origin of the Bailey Manufacturing Co. that helped carry Amesbury through mid-20<sup>th</sup> century after its automobile body industry collapsed with the Great Depression. Saint Joseph's Church history is touched by both Bailey clans.

1) *Squire Bagley and Amesbury's Mills*, Amesbury Carriage Museum website, news items



# Saint Joseph's School and Church, Looking down Sprahawk Street at Greenleaf St. intersection, ca. 1905



Amesbury Public Library

# Saint Joseph's Campus of 19<sup>th</sup> Century Brick Buildings

Below shows the church complex with the convent, school, and rectory facing Sparhawk Street to the right, named after Dr. Thomas Sparhawk, whose house faced directly into School and Main Streets. That intersection became "Huntington Square" after 1888, when Jacob R. Huntington, whose large Mansard house was on Main where elderly housing now stands, donated the Josiah Bartlett statue that remains there today. The rotary at the other end of School Street is dedicated to labor pioneer, George Edwin McNeill, born nearby.

1885 Convent

1885 School

1876 Church

1887 Rectory



# Several Events Relevant to the Church Neighborhood

*A Chronological Record of Amesbury to 1900*

Emily B. Smith, J. E. Brierly printer, Amesbury, 1901

Notable events and affairs are described, including major churches. The Methodist church being built in 1887 is at the corner of Main St. and Nayson's Court, recently converted to condominiums, as with Saint Joseph's Convent. The exterior of that wood church is in substantially original condition. A town pump was removed in 1885 because a domestic water company had just been formed in 1884, freeing demand for old public wells. Creation of the first electric company is noted in 1887 with a contract for street lighting. One can thus see the rise of modern civic infrastructure.

**1865**—Civil War ended. Amesbury furnished about 400 men; 27 died or were killed, 13 wounded. Roman Catholic church (wooden) built on present site. \$1000 appropriated for sufferers by Portland fire. Horton and Merrimac Hat Companies consolidated; Abner L. Bayley agent for many years. Public Library building and Odd Fellows' Hall on Friend street built.

**1873**—Congregational church at Mills improved at expense of \$7000. Friend street schoolhouse built. Town House at Pond Hills burned. Horse railroad to Newburyport completed. Work commenced on present brick Catholic church. Town organized fire districts. Pipes laid connecting with factories, and \$5000 expended on system. R. B. Hawley made agent of the Merrimac Hat Co.

**1882**—High schoolhouse built on Academy lot. Attempt to unite with Merrimac and Salisbury to hire a superintendent of schools defeated. Biddle, Smart & Co.'s carriage factory built. Woman's Relief Corps established. Old Catholic church building burned.

**1885**—Union block re-built. Parochial school building and Sisters' house built; school opened in September. Celebration of the Centennial of Rocky Hill Meeting-House; society organized in 1714; first church built in 1716; Rev. Joseph Parsons the first minister in 1718. "Parson Sawyer" preached his last sermon in 1870, after 36 years in the ministry in the parish. Pump at Wadleigh's block removed, and curbstone (said to be a millstone from the first corn mill of 1641,) placed around Ordway well (dug in 1735) in Huntington Square. Ladies' Auxiliary to Y. M. C. A. instituted.

**1887**—Opera House block built by Messrs. Steere, Biddle, Nelson and Batchelder. Highland avenue accepted by town. Amesbury Mills Fire District property conveyed to the town. Company B organized; E. W. M. Bailey, Captain. Contract made with Electric Light Co. for 40 lights. Methodist church on Pond street burned. Episcopal parsonage built. Methodist church on Main street begun. St. Joseph's parsonage built. Hamilton Mills made cotton mills; M. W. Quinn, Agent. C. F. Pettin-gell's machine shop and Locke & Jewell's factory destroyed by fire and re-built.

# The Original 1866 Saint Joseph's Wood Church

1850s “Dubliner” textile workers of Amesbury were a growing Roman Catholic population that met sometimes on Sundays at the Ordway well on the Main St. island for treks to Newburyport to attend mass. By 1862 they were the largest religious society in town with visiting priests holding monthly mass at Washington Hall on Market Street<sup>1</sup>. At that point they had raised \$1000 toward building a church and by 1865 had secured a lot behind the Congregational Church on Main Street. Cramped at best, they then had the opportunity in June 1865 to purchase the William Bailey estate across School Street adjacent to Dr. Sparhawk’s home, having an extensive property back behind the house that could accommodate larger plans and future growth<sup>2</sup>. Foundation work began by August.

A wooden church was constructed over the next year by Morrill & Wigglesworth of Newburyport, allegedly able to hold 600 or more worshipers<sup>3</sup>, as effort was also made to form their own parish with a resident priest. This all came to fruition as the new church was dedicated on August 26, 1866, and became the 62<sup>nd</sup> Diocese of Boston<sup>3</sup>. Father John Brady became the first parish pastor in 1867, at which time an adjacent house on Pleasant St. was purchased to become the rectory (site of the now community center). An eleven-year-old altar boy at the dedication, John J. Nilan, would become second pastor of the parish.

The new church was described as the largest and costliest in town with a fine setting and good front lawn<sup>4</sup>, and costing upward of \$15,000. (Average industrial wages were about one dollar per day, the textile industry paying less.) Within a few years the church was seeming too small.

1) *The Villager*, June 22, 1865, pg. 2

2) *The Villager*, August 10, 1865, pg. 2

3) St. Joseph's 125<sup>th</sup> anniversary booklet, pg. 12

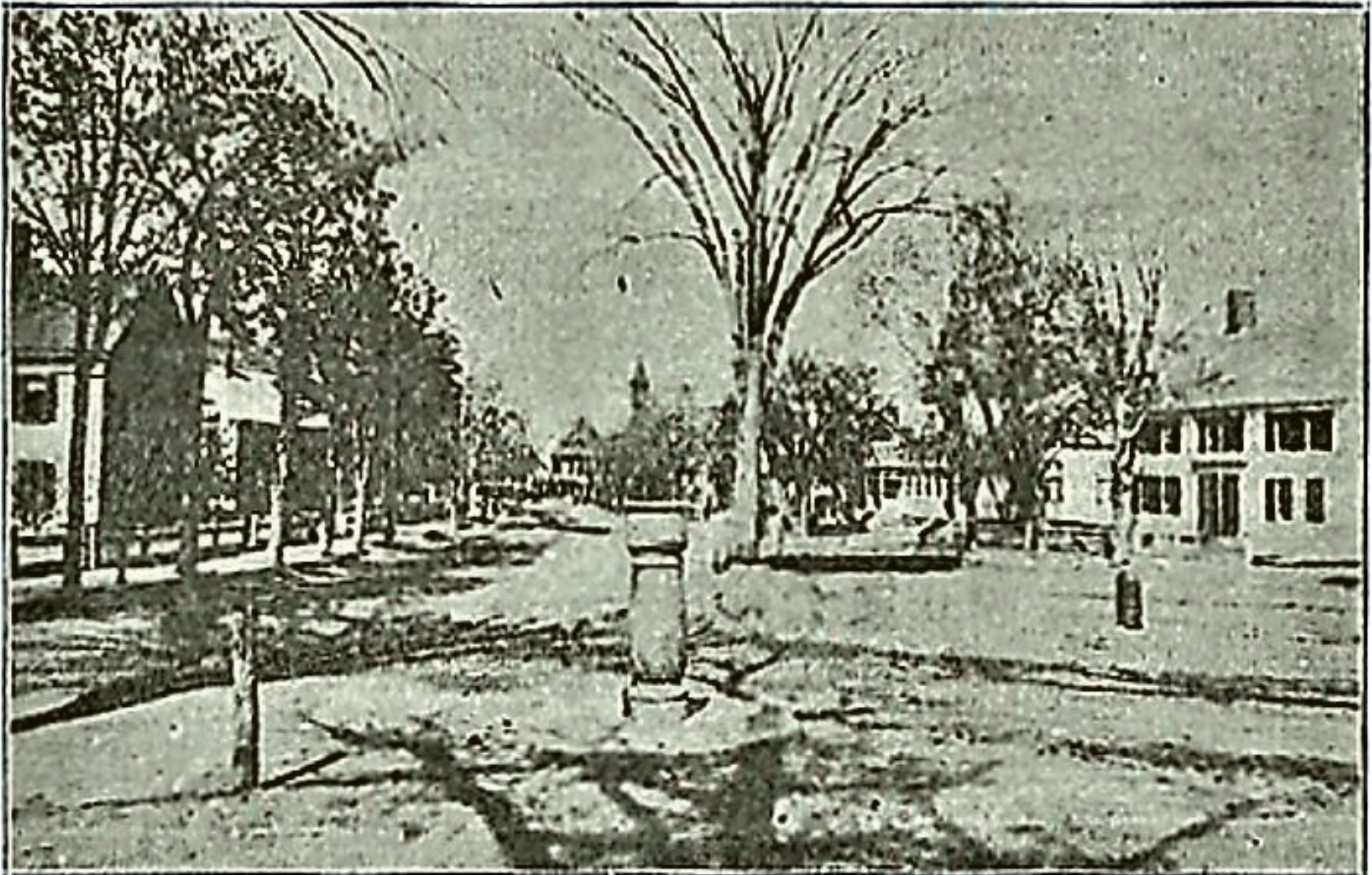
4) *The Villager*, August 30, 1866, pg. 2



St. Joseph's 100<sup>th</sup> anniversary booklet, pg. 5

# Huntington Square Island with Ordway Well, 1887

Main street looking toward town with well and pump in the middle foreground. The new 1887 Methodist church is visible behind trees at right, but the 1888 Bartlett statue does not yet exist. A vertical dark fire hydrant at right is attached to the textile mill pumping station<sup>1</sup> that also served downtown and was solely for fire fighting, not domestic water.



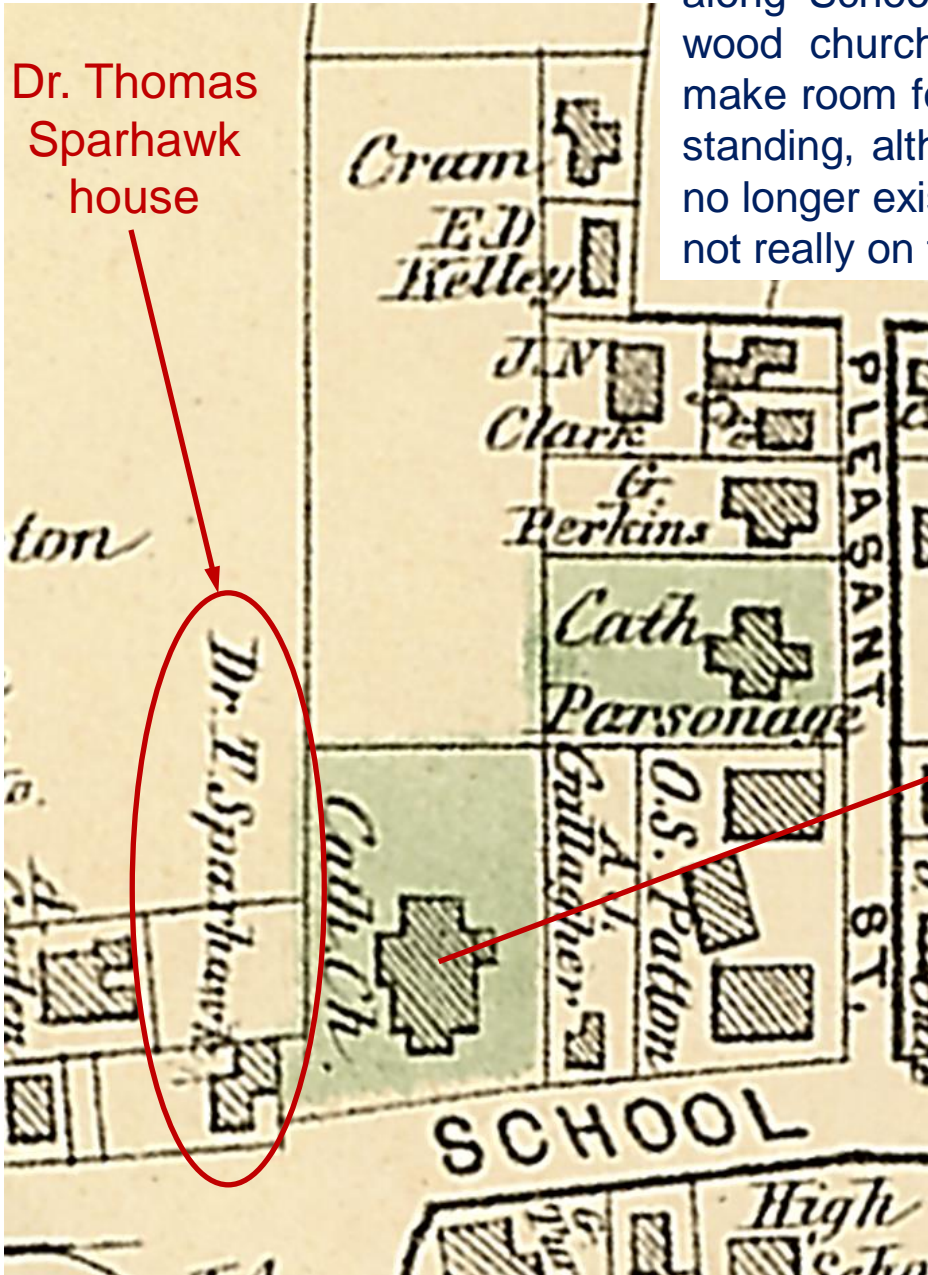
Newburyport Daily News, April 20, 1935

1) 1885 Sanborn Insurance map, Sheet 7

# Progression of Church Buildings and Grounds (School St. at Bottom)

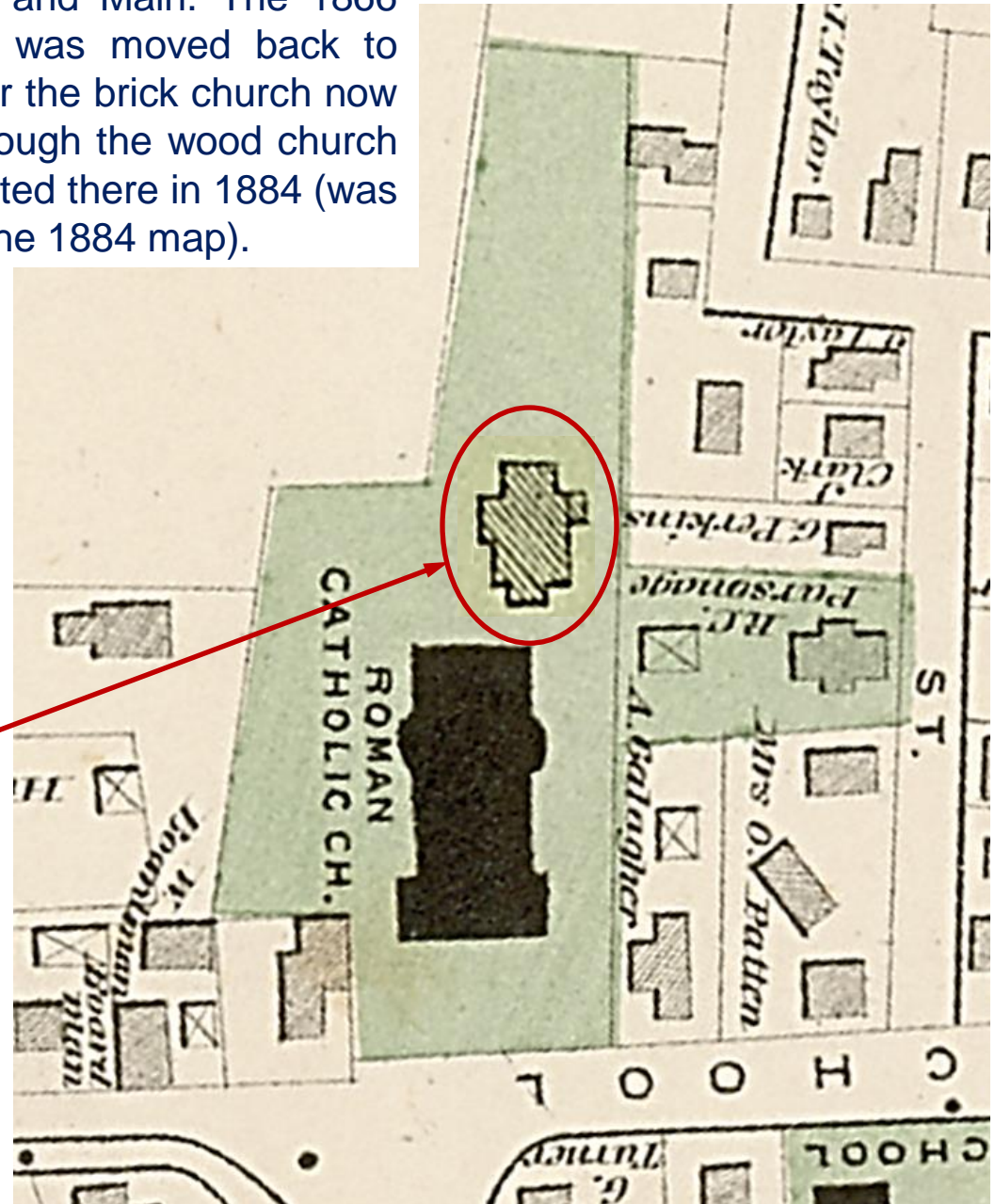
**1872**

Dr. Thomas Sparhawk house



Sparhawk Street does not yet exist; the church is amid a row of houses along School and Main. The 1866 wood church was moved back to make room for the brick church now standing, although the wood church no longer existed there in 1884 (was not really on the 1884 map).

**1884**



## Building a Larger Brick Church

The 1845-49 potato famine caused nearly 50% of period American immigrants to be Irish, entering eastern seaports. Saint Joseph's first pastor, Father John Brady, was raised in County Cavan, Ireland, and upon entering priesthood was sent to Boston in 1864, then Newburyport in 1865. After several years in Amesbury it was apparent to him that the 1866 wood church was too small. Upon his plan, work began in 1872 by moving back the wood church to become a school<sup>1</sup>. Parishioners dug a new foundation hole during evenings, after twelve hours in the mills, the cornerstone being set in July of 1873, just as the Panic of 1873 dropped America into its longest recession.

By then the Amesbury church had momentum supported by the Boston Archdiocese and its Irish congregations. The building was designed by Patrick Charles Keely (1816-1896). Born in Tipperary County Ireland, he had formal training and had emigrated to Brooklyn in 1842. He became essentially the in-house architect for Roman Catholic churches throughout the east, designing over 600 churches<sup>2</sup>. In Boston, his Cathedral of the Holy Cross (largest in New England) had been begun in 1867 and was still under construction as the Amesbury church was being built. The latter was of a Gothic Revival style with triple entrances, his 1874 design for the Saint Anthony church of Greenpoint, Brooklyn following along in a very similar motif (see appendix).

The Amesbury church was to be 151 feet long, 96 feet wide, with a 200-foot spire, and having an estimated cost of \$80,000. Masonry work was done by an Edward Behan (also reported as Bean), with carpentry by Thomas Whalen and Foot & Brann<sup>3</sup>. Only the last is clearly known, being Hiram Foot and Frank Brann, who had built a new school on Friend St. in 1873<sup>4</sup>. Frank Brann had come to town in about 1871 from North Yarmouth, Maine, appearing in town directories as both a carpenter and architect<sup>5</sup> (Keely had a similar background). This church work brought him into the favor of Saint Joseph's parish, for whom he designed their 1884 church at Merrimac<sup>6</sup>.

Amesbury's church was complete by the end of 1875, lacking only the wood steeple. Recession delays had extended timing and cost, which was running up to about \$125,000<sup>7</sup>. The school and steeple projects required another decade to complete, but perseverance had garnered a church.

1) *The Pilot*, Patrick Donahoe, Boston Ma, August 2, 1873, pg. 4

2) Wikipedia.com, Patrick Keely

3) *The Pilot*, Patrick Donahoe, Boston Ma, December 18, 1875, pg. 4

4) *Amesbury Annual Report*, March 1, 1874, pg. 15

5) *Amesbury Directory*, 1873, pg. 175

6) Saint Joseph's 125<sup>th</sup> anniversary booklet, pg. 8

7) *The Pilot*, Patrick Donahoe, Boston Ma, December 18, 1875, pg. 4

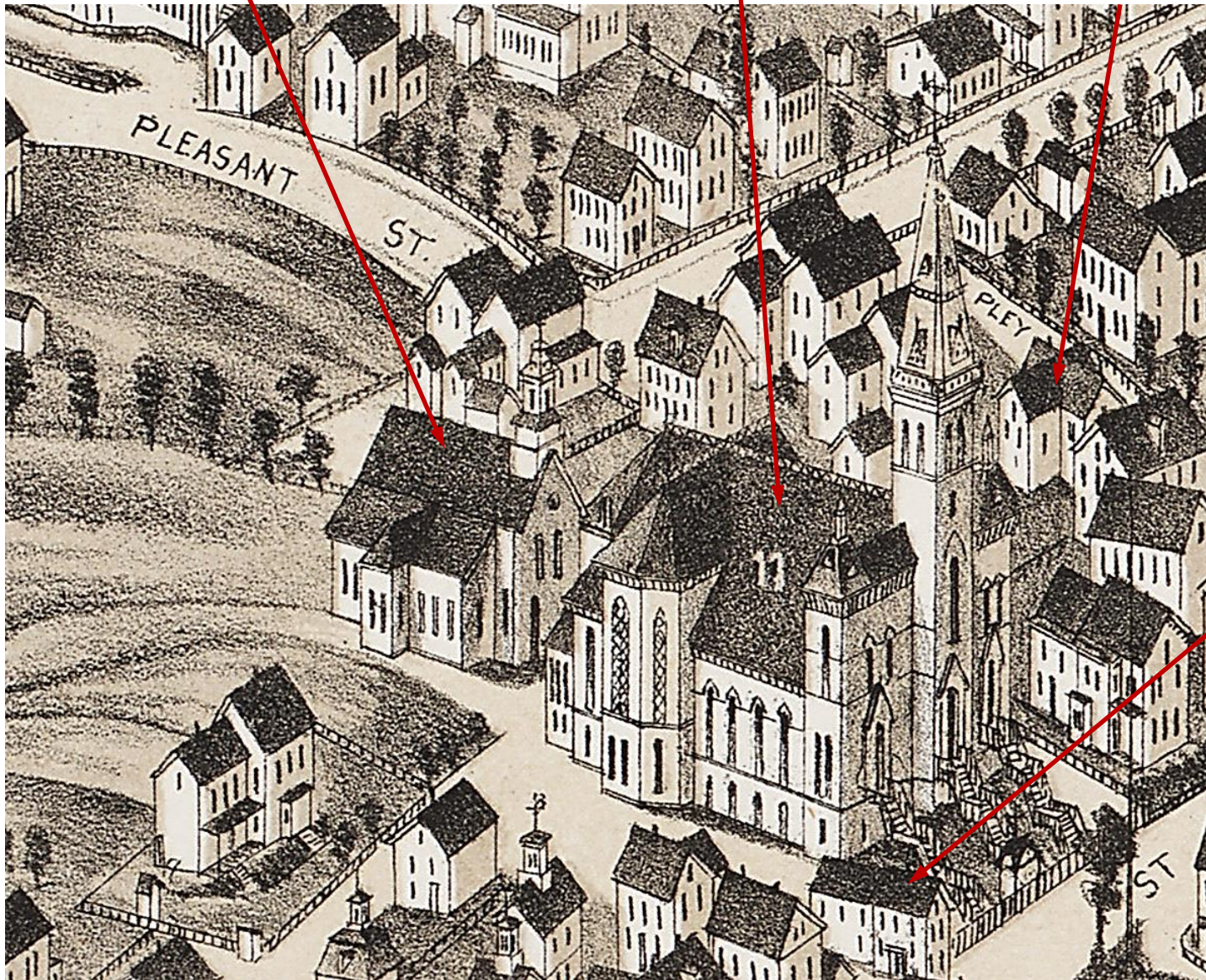
# Both the Wooden Church and Brick Church Pictured in 1880

The old wood church still exists in 1880, roughly where the school building is now. The new brick church actually had no steeple at this time, and the first steeple installed was not of the form seen below. The steeple shown here seems roughly based on the architect's plans, and something very close to this style was eventually built.

1866 wooden church

1876 brick church

Rectory



Dr. Sparhawk House

1880 aerial map drawing



## Saint Joseph's 1876 New Brick Church (photo ca. 1890)

The new church was dedicated on May 7, 1876, as America's centennial was being celebrated, and as the Salisbury Mills textile company closed for four years because of both the extended recession and obsolescence.

The new church had three wooden front stairs for three separate entrances, and initially no steeple or bell. The eventual first steeple was of a domed "wedding cake" style, surrounded by four turrets, each having four spikes of small crosses. Side towers had pyramidal roofs with triangular windows in each face, and turrets on top. There was a decorative fence along the front roof ridgeline. These features remained throughout the 19<sup>th</sup> century.

The slow 1870s economy put pressure on town businesses and families, although carriage making suffered less because the carriage buying class had some financial resilience (not so during the 1890s). Most Irish workers lacked skills for carriage work, striving to find any work at all. The economic climate slowed the pace of changes to the neighborhood's primary architectural features.



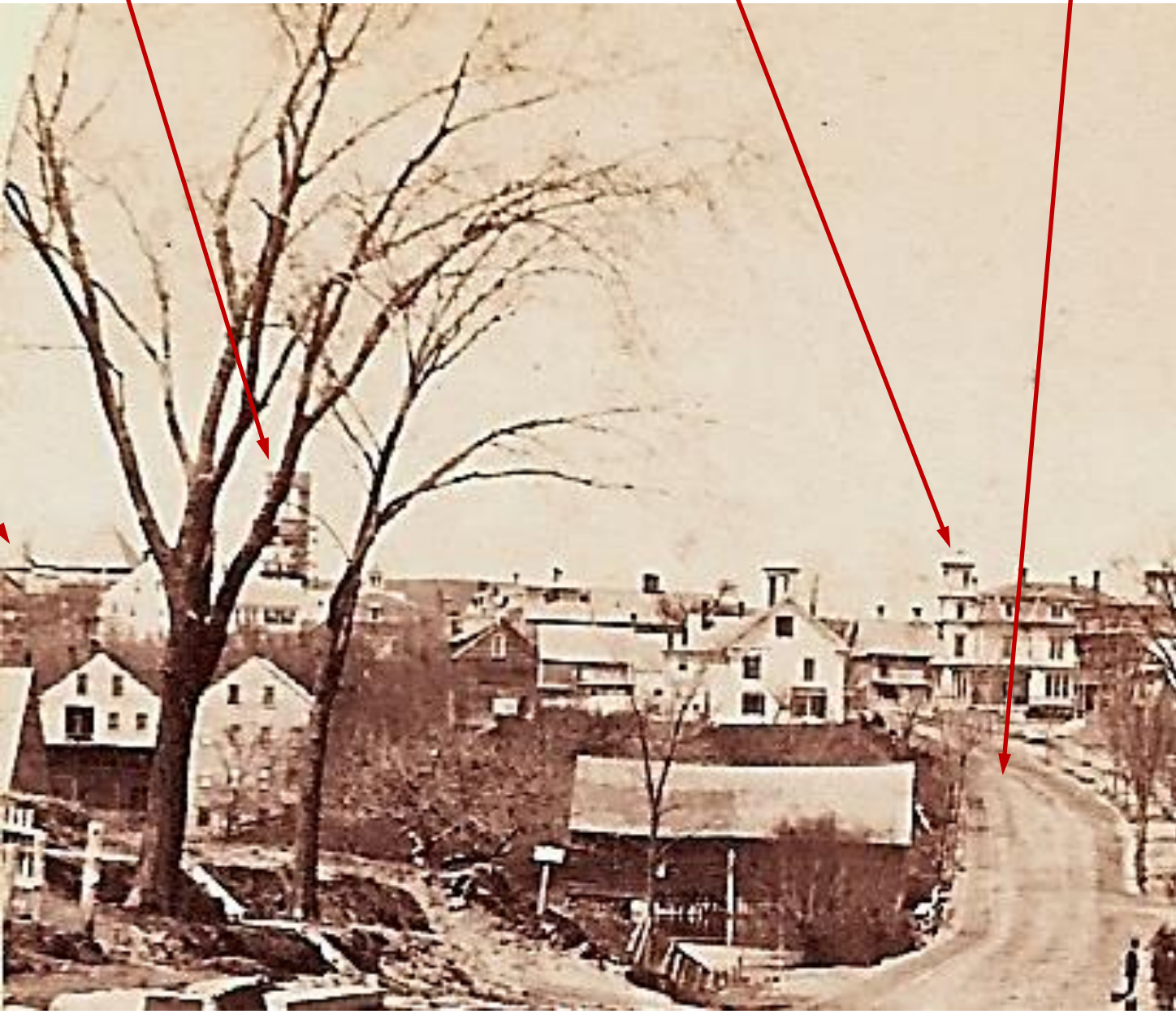
# Looking up Patten's Hill, Main Street, Church Tower Behind the Trees ca. 1880

church tower,  
with no steeple

J. R. Huntington house

Patten's Hill  
Main Street

This appears to be the original wood church and belfry, in its second location, behind the new brick church.



Amesbury Public Library archive

## Looking Down Patten's Hill, Main Street, from Huntington Square

Jacob R. Huntington's house is on the left, having a high-rising front tower. The large Mansard house at right is that of Dr. John A. Douglass, a Civil War surgeon who served as a town doctor for much of the later 19<sup>th</sup> century. Directly to the viewer's right is another Mansard that still exists, home of Alexander M. Huntington, brother of Jacob. Down the hill in mid-picture can be seen the smokestack of the steam woolen mill that once existed where the post office now stands.



From Amesbury stereo collection on ebay

# School Street and Saint Joseph's Neighborhood in 1876

## manufacturing, dwellings, and tenements

Across School Street from the church was Amesbury downtown that had developed primarily from its 19<sup>th</sup> century textile industry. It held a mix of boarding houses, tenements, and textile row houses (only one row house survives), mixed among colonial and later dwellings. In 1876 the roughly southerly line of School and Main Streets still had few westward crossroads other than transportation routes of Friend St. leading up to New Hampshire, and Haverhill Road (Rt. 110). This was a spacious edge of town that was just beginning to feel pressure for residential development. The few westward exceptions were short streets, as there were still few places to go, and generally a mix of industrial use with several residences and/or tenements.

Pleasant St. was a 3-legged industrial/residential street adjacent to Saint Joseph's Church.  
eventually renamed Pleasant, Perkins, and Picard Streets

Lincoln Court was a short dead-end street having a few workshops and tenements.

J. R. Huntington's first carriage shop was there.

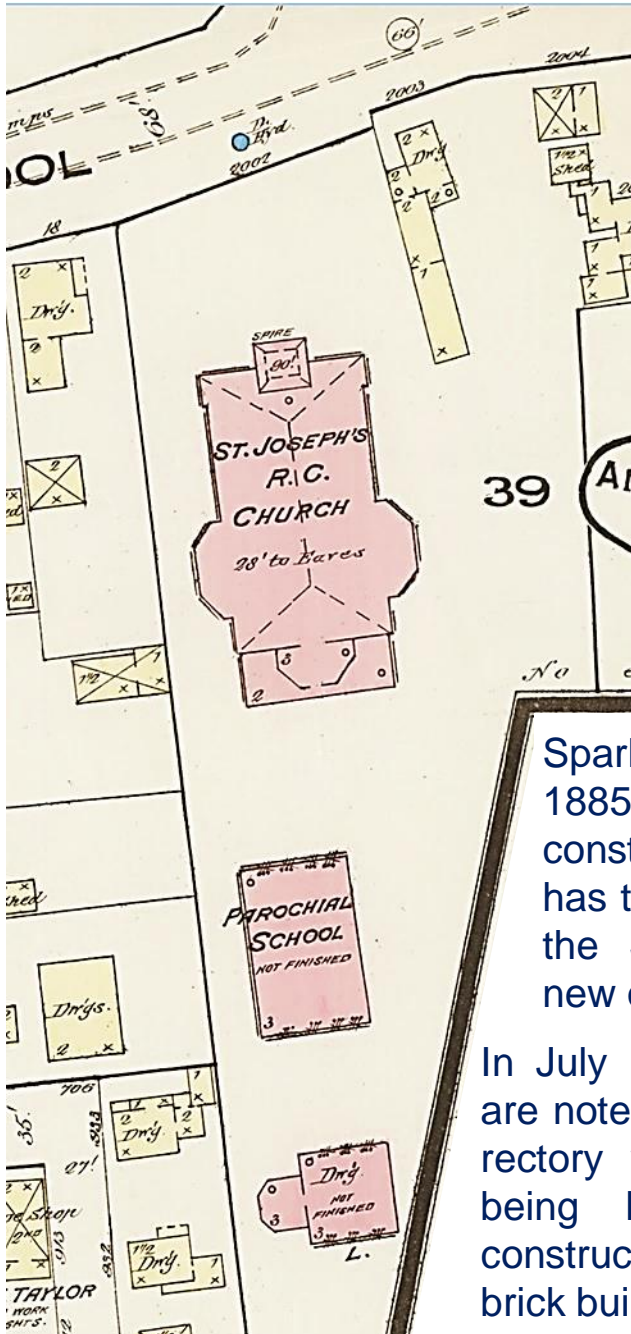
Mechanics Row was a short dead-end street having several carriage related factories.

Greenwood St., a short residential street of Mechanics Row entrepreneurs

The adjacent neighborhood to the church was shaped by carriage manufacturing along Friend Street and through to Pleasant. Such neighborhood carriage complexes existed on Powow Street, Market Street, Mechanics Row, Collins Avenue, and elsewhere, a typical complex having two to four multi-storied buildings connected by upper-story walkways for moving people and carriage parts. Very few had power, thus lacking large chimneys and smoke, but had smaller blacksmithing forge fires. As both the carriage industry and the general economy declined during the 1890s, these manufacturing complexes went into disuse and abandonment, to be quickly overrun by local housing and leaving few traces of their former existence. Their locations gentrified into residential neighborhoods, including middle/upper sections of the Powow St. area where there had also been several open water reservoirs that no longer exist. Meanwhile, along School and Main Streets, 1870s carriage prosperity was gradually pushing residential expansion westward into the highlands, where Carpenter St. next connected Main St. to Highland St. in 1880.

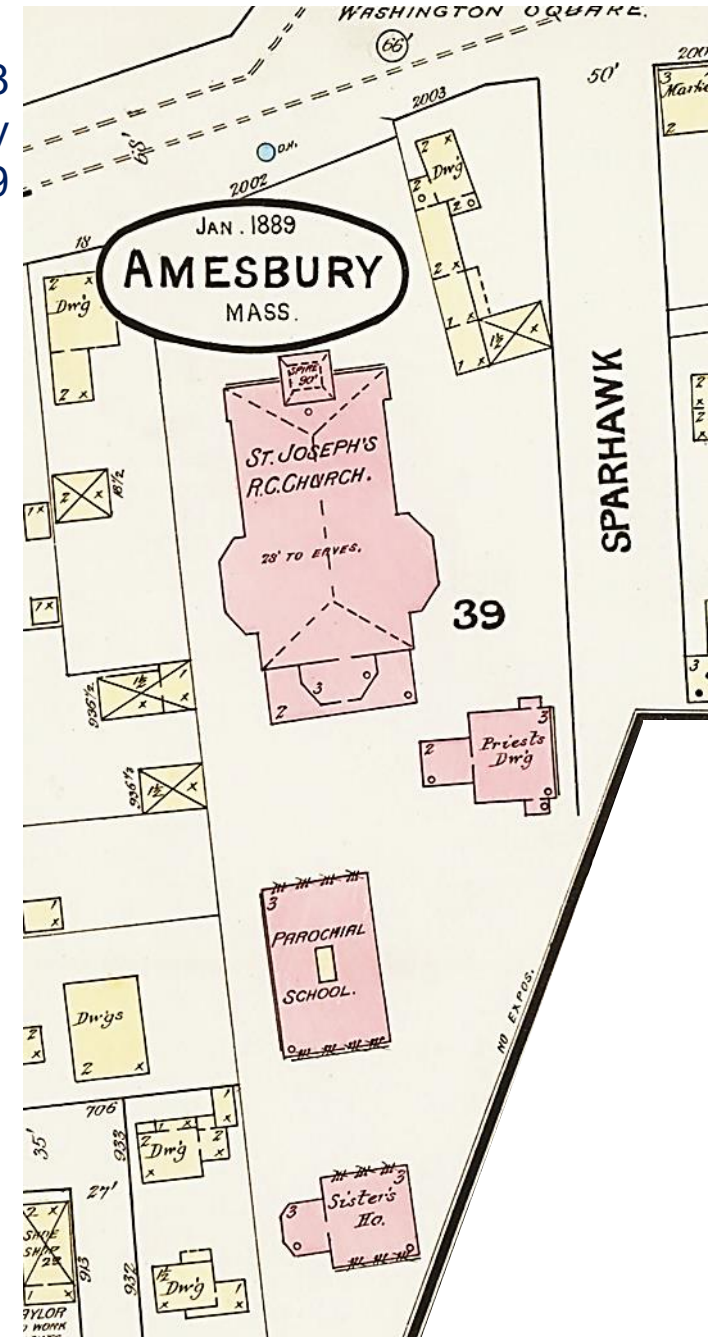
# Progression of Church Buildings and Grounds (School St. at Top) Sanborn Insurance Maps

**1885**



Sheet 8  
July 1885

**1889**



Sheet 8  
January  
1889

Sparhawk street does not exist in 1885 but has been partially constructed by 1889. A new barn has thus been added to the back of the Sparhawk property, likely by new owner Samuel R. Bailey.

In July 1885 the school and convent are noted at left as "Not Finished". The rectory was built in 1887, with little being known of its design and construction. By 1889 Saint Joseph's brick buildings were all complete.

# William Franklin Brann, Architect of Saint Joseph's Convent & School

Frank Brann (1824-1913) was a housewright, carpenter, and architect. Besides his 1875 Saint Joseph's church carpentry he was designing and building houses for notable locals<sup>1</sup>. In addition to "many of our most elegant houses" he was contracted in 1877 to design the new brick Merrimac Hat Co. factory still standing along the river<sup>2</sup>. 1880s economic recovery likely helped business and newspaper items at right suggest that he was active. The middle advert ran frequently from 1883 through 1888, He was living during that period at 39 Friend Street, his office being at "No. 1 School Street" apparently in with Justice of the Peace, George Turner, directly across from Saint Joseph's church. By 1884 Saint Joseph's had built their Brann-designed church at Merrimac and he was working on designs for their Amesbury school and convent (bottom right).

Brann boarded at various addresses during the 1880s, and was joined in town by his son, Edgar D. Brann. The latter advertised a carpentry partnership of L. A. Libby & E. D. Brann<sup>3</sup>, they doing renovations on the Hawkswood riverside mansion<sup>4</sup>. Frank Brann continued in design and carpentry until 1902 when he returned to North Yarmouth, Maine. Whatever his credentials, the hat factory and Saint Joseph's buildings give credit as attractive and enduring accomplishments.

1) *The Villager*, April 12, 1877, Pg. 2, C. 4

2) *The Villager*, November 1 1877, pg. 2, C. 2

3) *Weekly News*, advertisement, March 6, 1885, pg. 4, C5

4) *Weekly News*, November 28, 1884, pg. 2, C2

- 1883-01-12, Weekly News, Page4

**Frank Brann, architect and designer, announces his readiness to serve those who have work in his line. He has done<sup>9</sup> this kind of work for many years, and is, perhaps, second to no one in his business. The satisfaction that he has given is sufficient recommendation.**

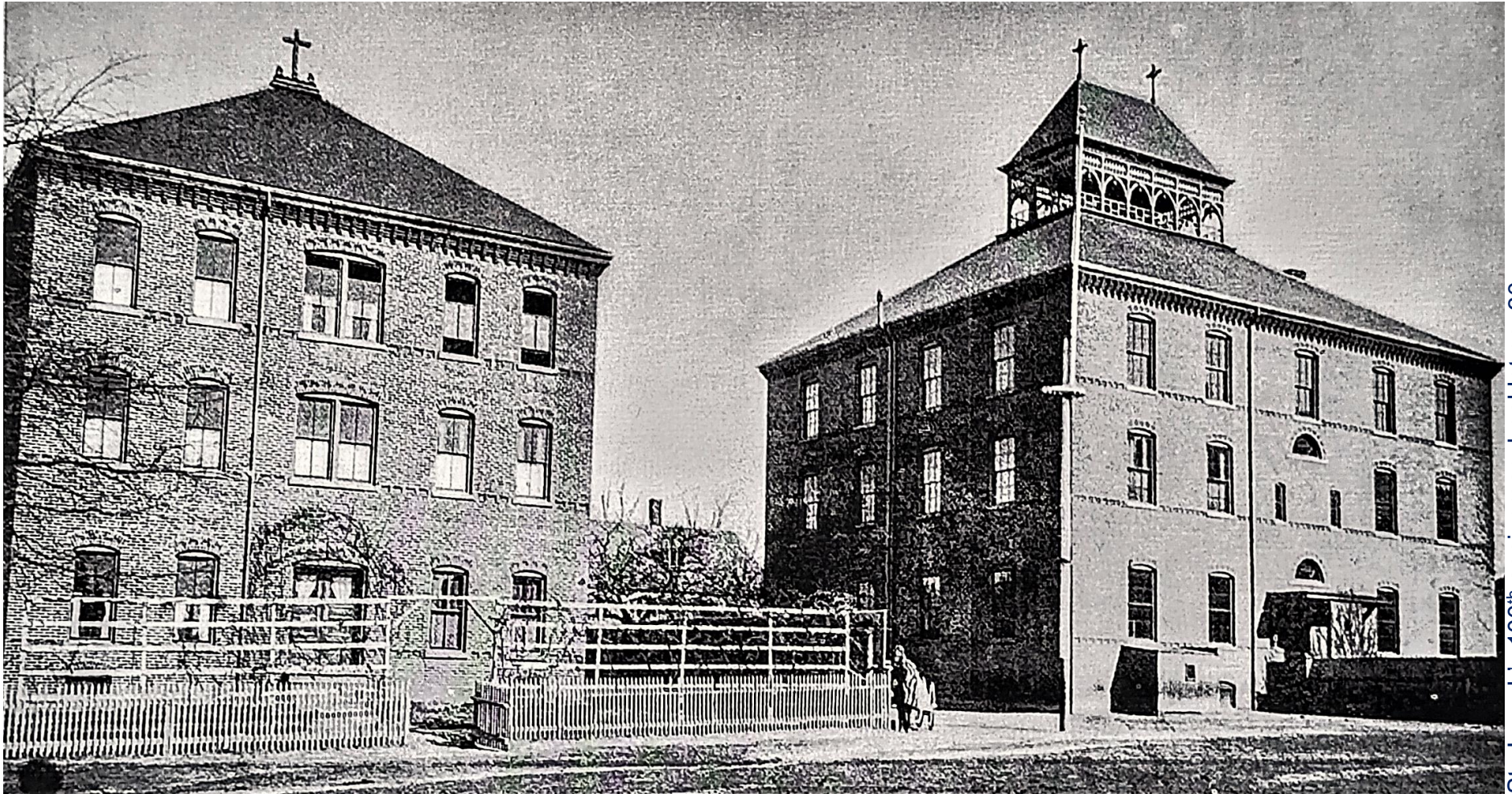
1883-02-02, Weekly News, Page7

**FRANK BRANN,  
ARCHITECT AND DESIGNER.  
NO. 1 SCHOOL STREET, - AMESBURY.  
Plans, Specifications and details furnished for every variety of buildings. Designs for Furniture, Interior Decorations and Monumental Work.**  
Jan 6m

1884-06-06, Weekly News, Page2

**Frank Brann, architect, has completed the plans for the building to contain the parochial schools. The building is to be 72 by 57 feet, three stories high, and will contain eight school rooms, besides teachers' rooms, cloak rooms, etc., and will probably be completed by the time of the opening of the fall term of school. Mr. Brann is now engaged in drafting the plan for another building for the use of the Sisters of Charity.**

# Saint Joseph's 1885 Convent and School



St. Joseph's 100<sup>th</sup> anniversary booklet pg. 30

First pastor John Brady sought to open a school in the original wood church, that plan faltering in 1882 when the old church burned. He still found enthusiasm and funds to contract plans and again enlist parishioners to dig school foundations in 1884 on the old church site. Once construction began, they dug convent foundations, work continuing in time for a fall 1885 school opening. A 900 lb. school bell delivered by Hooper Bell Foundry of Boston was first rung on November 17 of that year. Shown here ca. 1900, the convent has a fence and grape arbor across the front and vines growing around its entrance. Ground around the buildings is level with the yard, with wood entrance steps ascending to elevated doorways and a small porch at the school entrance. This seemingly allowed natural light to pass through the many basement windows of both buildings.

# Lives of the Convent and School<sup>1</sup>

The three-story brick buildings have steeply hipped slate roofs, the convent also having a narrower angular apse in back with a kitchen in the basement and a tall-ceilinged chapel occupying the top two stories. (The chapel had stained-glass windows that are now in storage.) The school was planned for up to 500 students, with eight classrooms plus a top floor auditorium that could be divided into four more classrooms. The basement housed restrooms, storage, and boilers that could heat both the school and church. The impact of the school was significant.

School opened with classes from primary through high school, initial attendance being 359 pupils representing 60% of Amesbury students. The town thus closed eight of its ten schools. As times changed, the church's second pastor made the school coed in 1892 and divided classes into grades. High school was then discontinued in 1896 because the depression following the crash of 1893 drained away quantities of students above eighth grade who were seeking work. Success of those who instead entered the public high school proved the quality of Saint Joseph's curriculum.

The church's third pastor in 1910, Father Dennis Lee, improved buildings and property to modern safety standards and introduced new exams conforming to standards of the archdiocese. With the global flu pandemic of 1918 Father Lee provided to the makeshift hospital at the YMCA (Hard Knox Gym) teaching sisters who had nursing experience, and became an influential campaigner for an Amesbury hospital. More grave was a devastating school fire one February night in 1926 that the building survived but with extensive damage. With cooperation throughout town, students were relocated with only five class days lost. Fall classes resumed in a totally remodeled school having fireproof stairwells. Convent and school yards were regraded, raising the ground around exits to doorway level for rapid egress, and an iron fence was erected around the property. Due to deterioration, the belfry and bell were removed in 1961, the bell going to the abbey tower of St. Anselm college in Manchester, New Hampshire.

Mid-20<sup>th</sup> century generally saw retiring nuns and declining religious vocations, requiring re-balancing of archdiocese educational resources and closing of Amesbury grades seven and eight in 1971. The school closed entirely in 1973, after educating an estimated 25,000-30,000 students.

1) Drawn from St. Joseph's 125<sup>th</sup> anniversary booklet pgs. 28-31

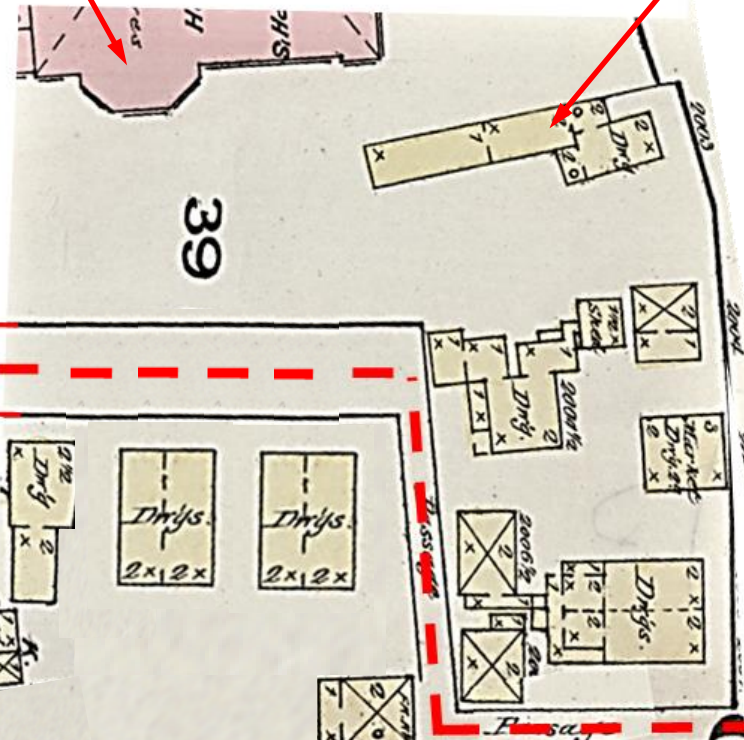


# Sparhawk Street Soft Opening - 1885

## 1885 Sanborn Insurance Map, Sheets 6 & 8

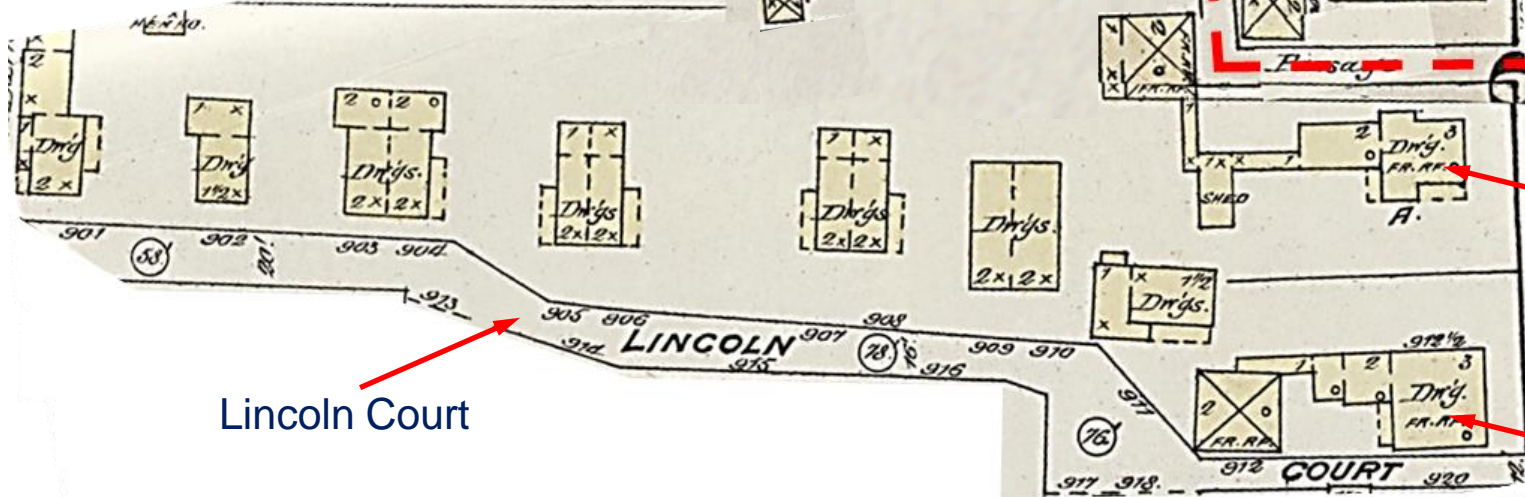
There exists in 1885 a short portion of Sparhawk Street beside the church, and A. M. Huntington is living on Main Street. The Huntington brothers have built a group of duplex houses on Lincoln Court and Sparhawk. Because the bit of Sparhawk St. does not yet break out into Main St. the only access to it is by a deeded right of way up A. M. Huntington's driveway and then down an adjacent drive onto Sparhawk. With school and convent facing the street on one side and houses on the other, the street plan was clearly well established and known.

Saint Joseph's Church      Dr. Sparhawk house



MAIN STREET

This building boom was supported by both the economy and the recent creation of a water works and distribution system. The latter allowed a modern urban density.



Lincoln Court



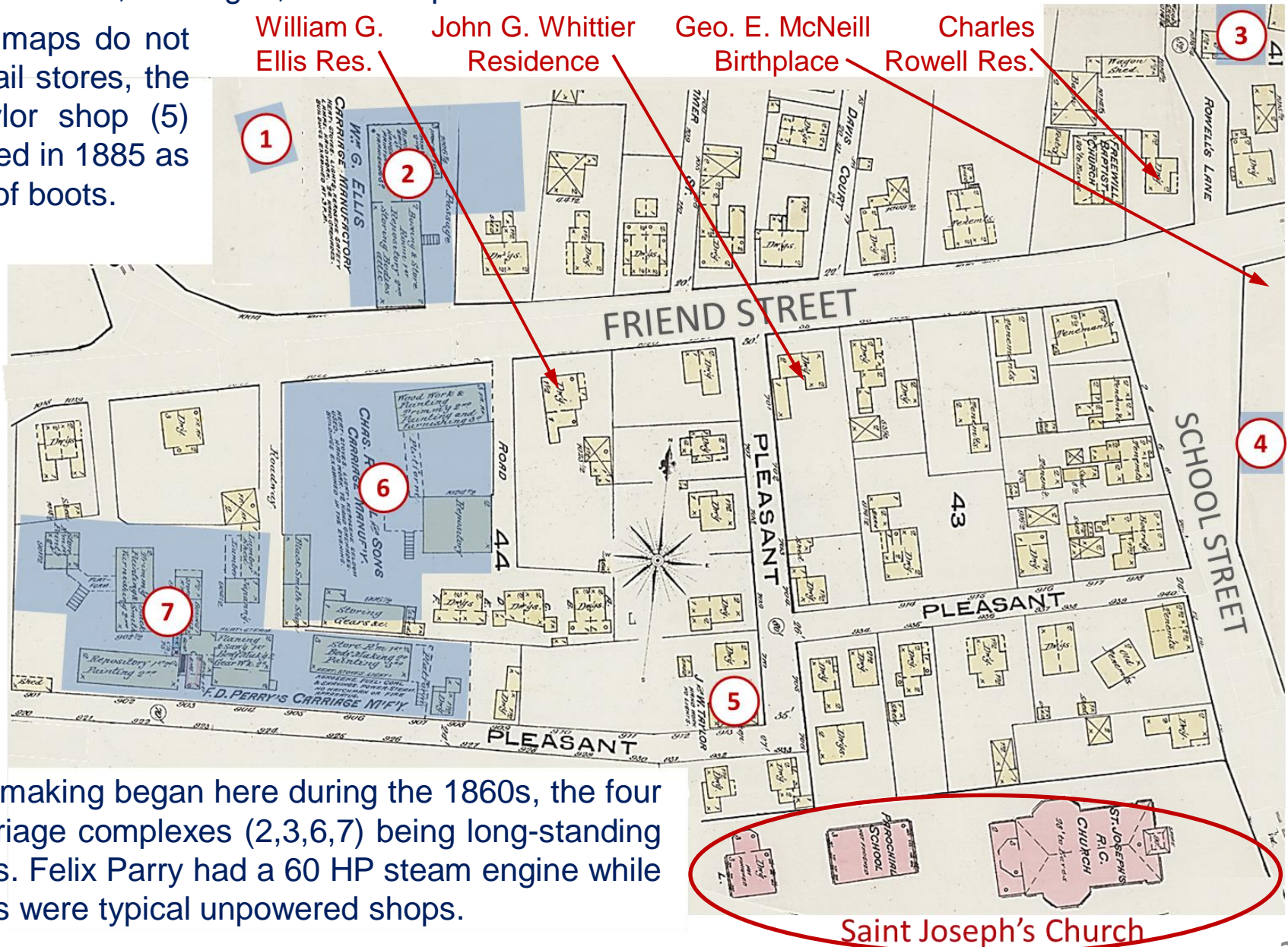
A. M. Huntington House

Dr. Douglass House

# Neighborhood Manufacturing nearby Saint Joseph's Church - 1885

- 1) Wm. G. Ellis, Carriages, & others later
- 2) Wm. G. Ellis, Carriages, major maker
- 3) Samuel Rowell, Carriages, larger than shown
- 4) Folger & Lewis, Carriages, small shop
- 5) J. & M. Taylor, home, shoe shop on 2<sup>nd</sup> floor
- 6) Charles Rowell, Carriages, brother of Samuel
- 7) Felix D. Parry, Carriages, major maker

Sanborn maps do not detail retail stores, the J&M Taylor shop (5) being listed in 1885 as a maker of boots.



Carriage making began here during the 1860s, the four large carriage complexes (2,3,6,7) being long-standing producers. Felix Parry had a 60 HP steam engine while the others were typical unpowered shops.

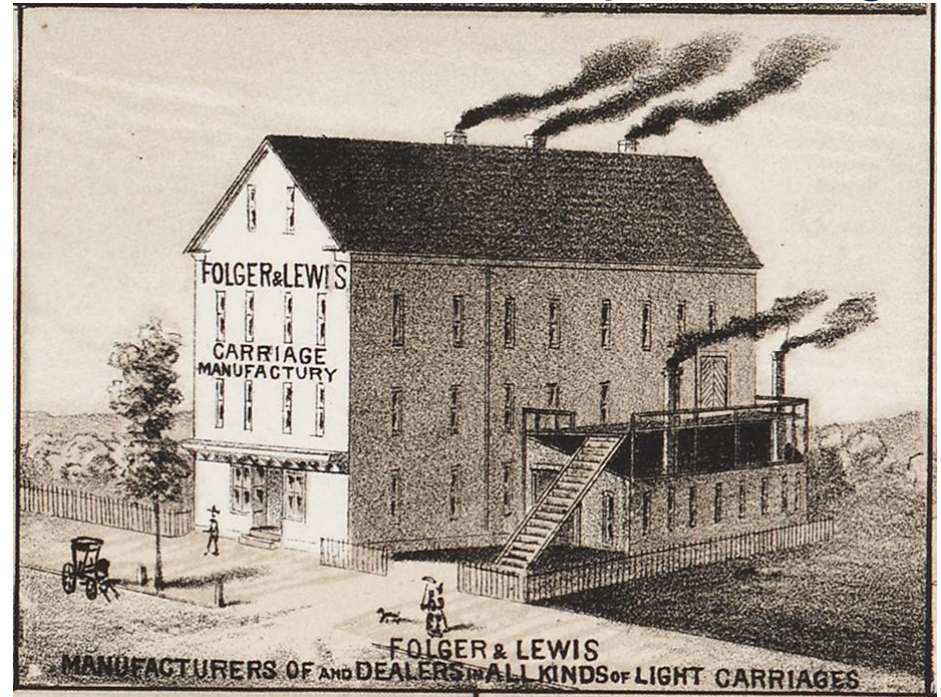
Evolution of a Neighborhood

1885 Sanborn Insurance Map, Sheet 8

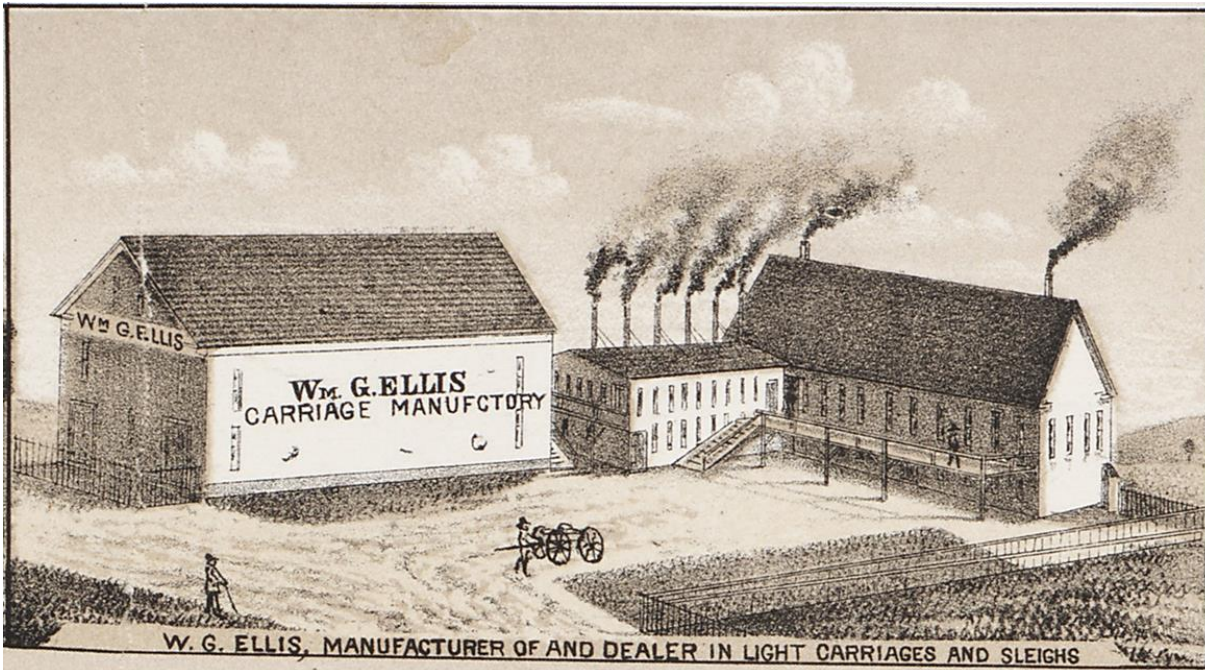
# Neighborhood Carriage Factories, from 1880 Aerial Map Drawing



The Friend St. residence of William G. Ellis, a Mansard style common at the time, even for some factories. It burned during the 1930s. Ellis's factory (below) was across Friend St. from his home.



Above, the School Street factory of Nathaniel H. Folger and Benjamin F. Lewis. Folger went on to become one of the high-grade makers in town. The many small chimneys on carriage factories are for forge fires, where blacksmiths fitted iron components onto carriages.



Such period images glorified their subjects at a time when belching chimneys signified power and progress. Adjacent people and carriages were shown very small, suggesting large factories

# The Ordway Town Pump in Huntington Square Island – ca. 1885



Old Town Pump in Huntington Square

History of Amesbury, Sara Locke Redford, Whittier Press, 1968, op. pg. 65

The Ordway family well had allegedly been dug in 1735. It was reported that in 1885 a town pump was removed from in front of Wadleigh's business block<sup>1</sup> in the first block of Elm Street on the left. The Powow River, plus private and public wells and pumps, had been the sole source of domestic water until 1884, when carriage entrepreneurs created a privately owned water company. That had wells and a pumping station on Market Street pumping water up to open reservoirs on Powow Hill, yielding high water pressure down at town level. It was then possible to eliminate old wells that were potentially becoming contaminated by urban and industrial growth.

The Wadleigh well had been capped by a millstone that was said to be from the first corn mill of 1641 along the Powow River. When that well was closed, the millstone was brought over to the Ordway well, where the gentlemen on the left (reportedly carriage maker Samuel Rowell) is standing on it. The view is looking toward the original wood steps just visible in front of St. Joseph's church on School Street.

The pump continued in use into the 20<sup>th</sup> century, noted in 1908 as still being visited by stopping automobiles while people grabbed a drink.

1) *A Chronological Record of Principal Events in Amesbury, Massachusetts*, Emily B. Smith, Amesbury, 1901, pg. 28.

2) *Amesbury Daily News*, 1908-08-14, Page3

# Looking Across Patten's Pond Toward the School & Convent

1886 Ice Storm, still no steeple. The first steeple dates from 1886-88 period.

House at Carpenter & Main      convent      school with large belfry      Patten's Pond      church tower



Courtesy of Steve Klomps

# Saint Joseph's with Original Steeple and Corner Turrets - 1888

## viewed across town from Carriage Hill

The church silhouette dominates the western end of the Main Street commercial district skyline (and still does). Its distinctive profile features four small turrets surrounding the original steeple plus a turret on both of the smaller corner towers. The steeple turrets were later modified to have simpler conical tops, and then were later completely removed. The large white factory at bottom left is that of Nathaniel H. Folger, recently of School Street. To its right is the factory of Samuel Rowell, also still operating on Pond St. at the north end of School Street.



Courtesy of Steve Klomps

# Saint Joseph's Church with Original Steeple, & the Sparhawk House

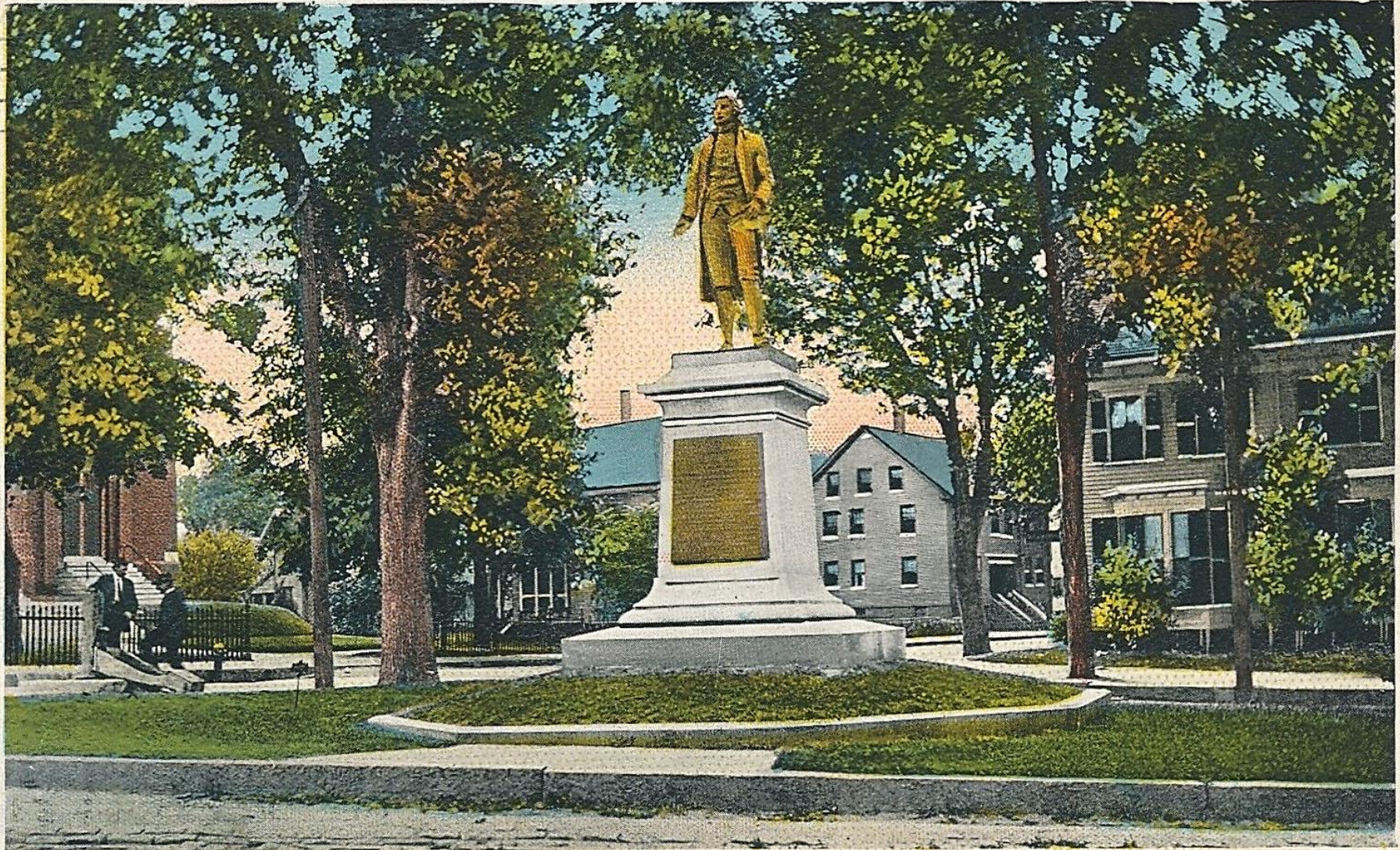


St. Joseph's 100<sup>th</sup> anniversary booklet pg. 7

Above is the church, tower, and steeple sometime after erection of the 1888 Josiah Bartlett statue in front of the Dr. Sparhawk house. The Sparhawk property was purchased in the middle 1880s by carriage and sleigh maker, Samuel R. Bailey, who extended additions out the back, including the peaked roof barn protruding at left. Bailey remained there until 1900 (City Directories & Sanborn maps 1885, 1889, 1894, and 1899) when he occupied a large wood Mansard still at 188 Main Street, formerly that of Robert O. Patten. The Church then bought the Sparhawk property and razed the buildings.

# Bartlett Statue and Ordway Well in Huntington Square Island

The statue is on its Main St. island at School Street ca. 1910. Bartlett pointing south toward his birthplace on lower Main Street. Several gentlemen are standing around the well at left. The church stairs behind them are in their current form and buildings in the background are those that we see today. It is not clear that the overall statue structure has been moved from this location.



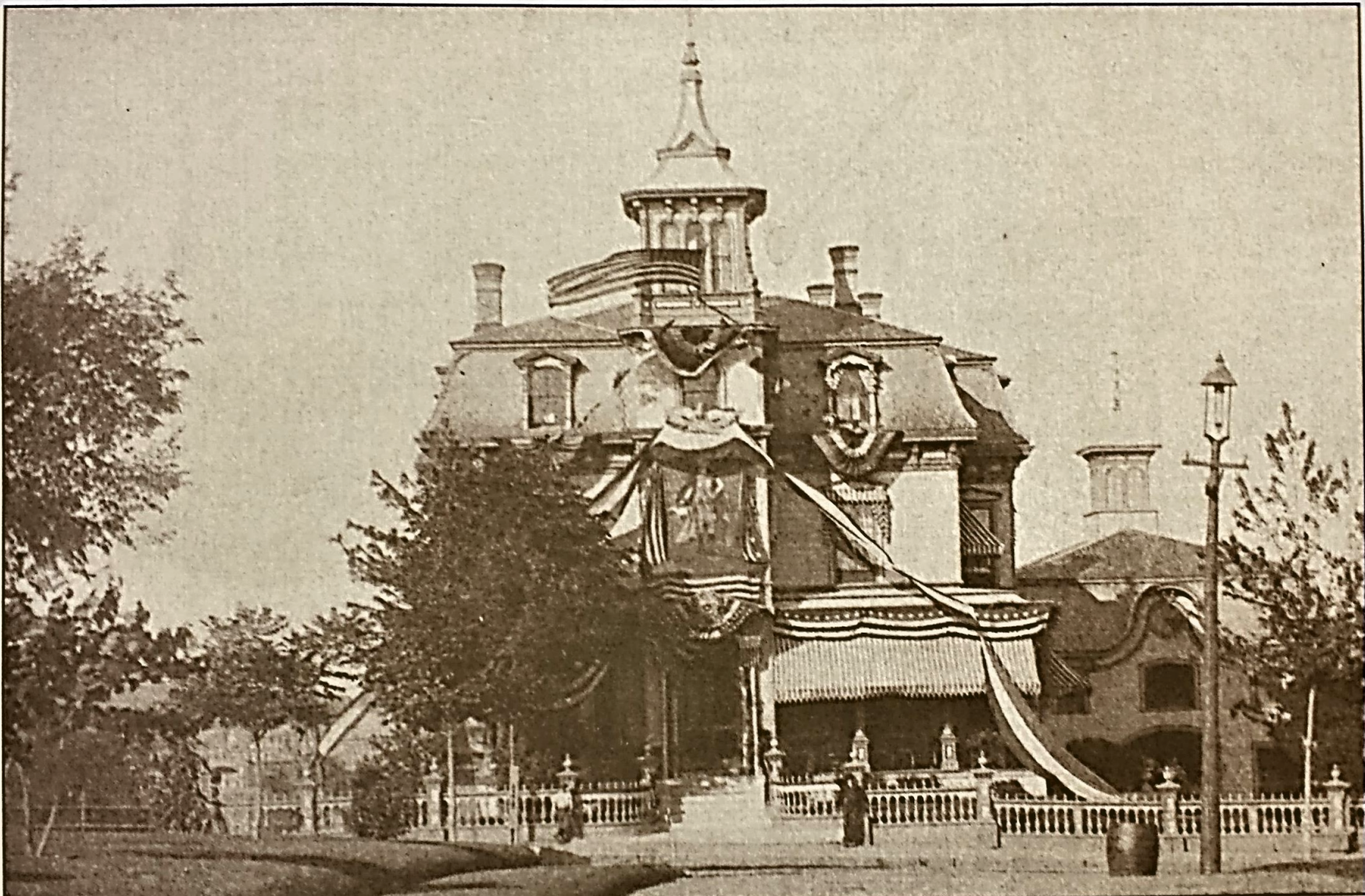
BARTLETT MONUMENT, HUNTINGTON SQUARE, AMESBURY, MASS.

Postcard found on ebay



## Residence of Jacob R. Huntington on July 4, 1888

(shown during dedication of Bartlett statue) When Jacob R. Huntington announced in 1887 that he would be donating the Bartlett statue, he proposed naming the intersection Sparhawk Square. In response, an Ordway descendent countered that the name should be Ordway Square<sup>1</sup> based on the history noted on previous pages. It was ultimately known as Huntington Square, not the least because of the prosperity that J. R. Huntington had brought to town.



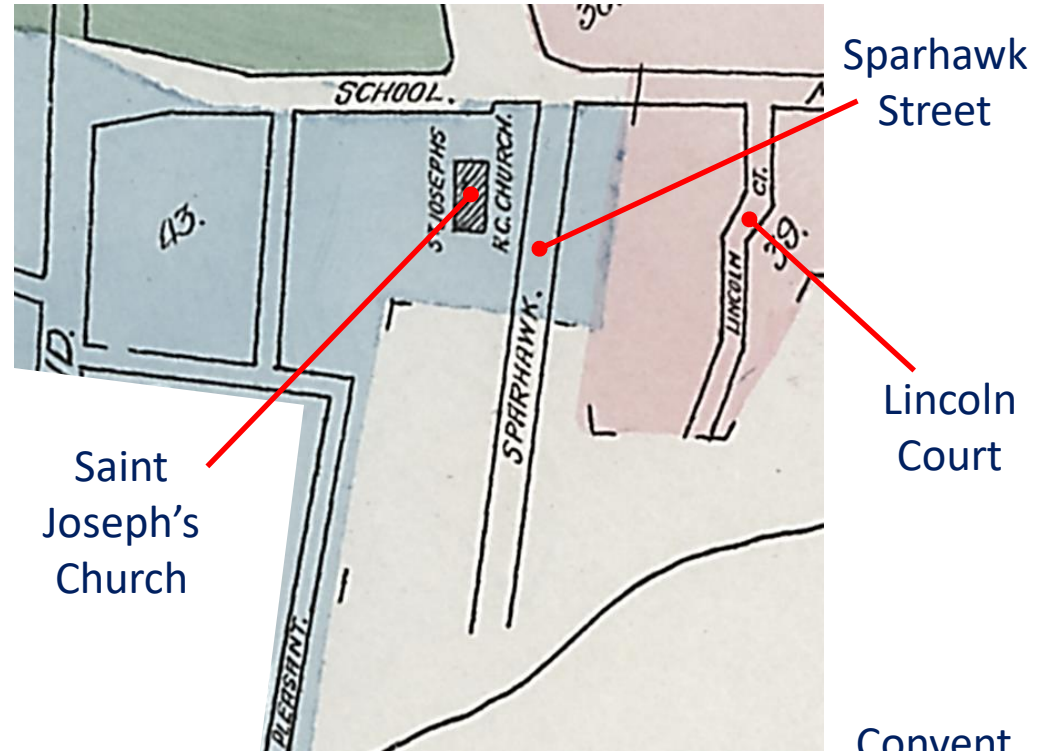
Amesbury Public Library archive

1) 1887-08-18, *Villager* weekly newspaper, Page 8

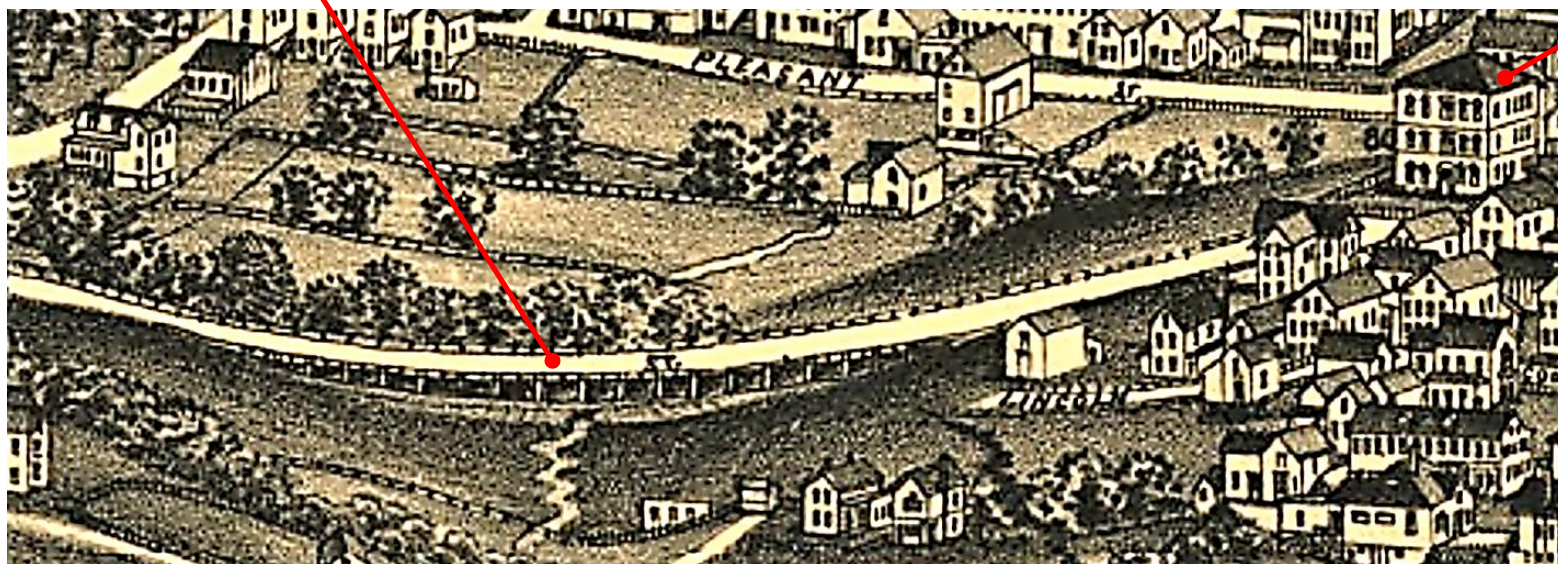
# Sparhawk Street – Partially Built 1889 Sanborn Insurance Map – Sheet 1

In 1888-89 Sparhawk Street extends only about a half-block along beside the church. Going further requires running down the hill behind the church and through the marshy creek area at the bottom of the hill. This was accomplished by building a wood trestle on pilings over the Marsh and then continuing back up the hill to Whittier Street (below).

At some point the trestle was eliminated by building up an earthen mound for the road. It appears that at least some of that fill was obtained from hills around edges of the marsh and creek on both sides of Sparhawk.



Sparhawk Street trestle



From 1890 aerial map

## Hillside Avenue as a Dirt Road – ca. 1900

Hillside is simply an extension of Sparhawk Street. The neighborhoods of Whittier, Hillside, and Highland Streets running down to Haverhill Road were gradually developing during the 1880s, the last two streets especially accumulating homes of carriage entrepreneurs. In the photo below, the conical turret seen on the horizon down the middle of the street is on a home at the southwest corner of the Hillside and Highland intersection. Cross streets on lower Main St. connected up into these neighborhoods as growth continued.



Postcard found on ebay

# Looking out Main Street into Huntington Square, Past 1903 Library

The church has its original steeple and three sets of front steps. The Bagley house left of the library no longer exists. Into Huntington Square, Main St. widens on the library side, making room for a long narrow island in which stands the Bartlett Statue and Ordway town pump. The library is the site of the former Ordway residence. In this picture front steps extend out to the street, with no fountain in front. Main Street was later narrowed on that side, creating lawn space for the public bandstand near the corner and for the library fountain.

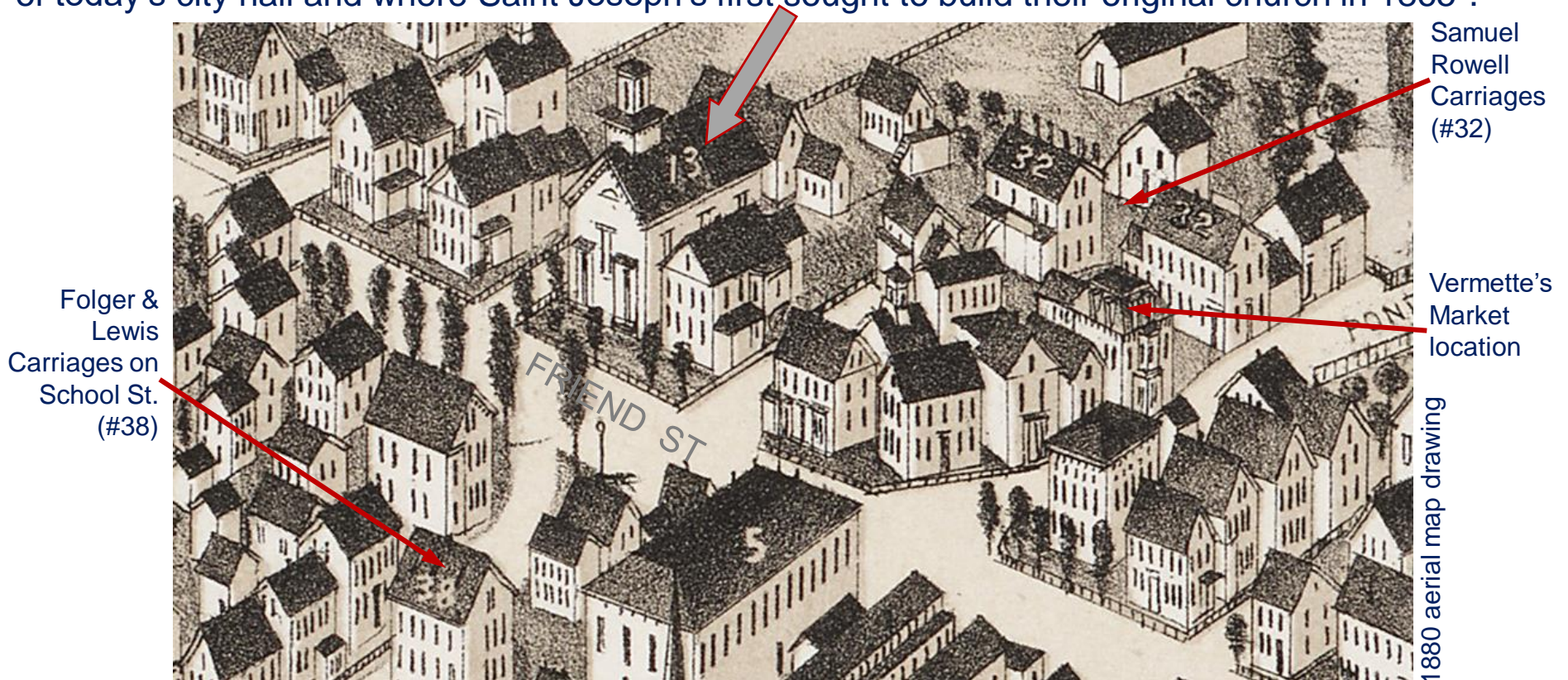
As Amesbury entered the 20<sup>th</sup> century Main Street was a dirt road virtually all the way to Market Square. A horse-drawn street railway ran out Main St. past the library and then turned left toward Patten's Hill and on down to Point Shore.



Postcard found on ebay

# The Free Will Baptist Church on Friend Street

New England mill towns attracted French Canadians seeking work, and locally they also sought their own Catholic parish, granted in 1903 under the name of Sacred Heart. The wood church below on Friend St. opposite School St. (marked #13) had existed since before the Civil War. This congregation dwindled during late 19<sup>th</sup> century, such that in June 1903 they agreed that Sacred Heart could immediately occupy the church, which they did<sup>1</sup>. In November 1903 the former occupants transferred the property for \$1 to the Mass. Association of Free Baptist Churches<sup>2</sup>. It was then transferred in December to the Catholic Archdiocese of Boston<sup>3</sup>. For reference, the Mansard dwelling toward the right on Pond St. is the location of Vermette's Market. Buildings marked #32 are part of Samuel Rowell's carriage making complex, while the street just right of the church was then called Rowell's lane. Building #5 (bottom) is the 1872 Merrimac Opera Hall, site of today's city hall and where Saint Joseph's first sought to build their original church in 1865<sup>4</sup>.



1) Amesbury Dailey News, June 18, 1903, pg. 2

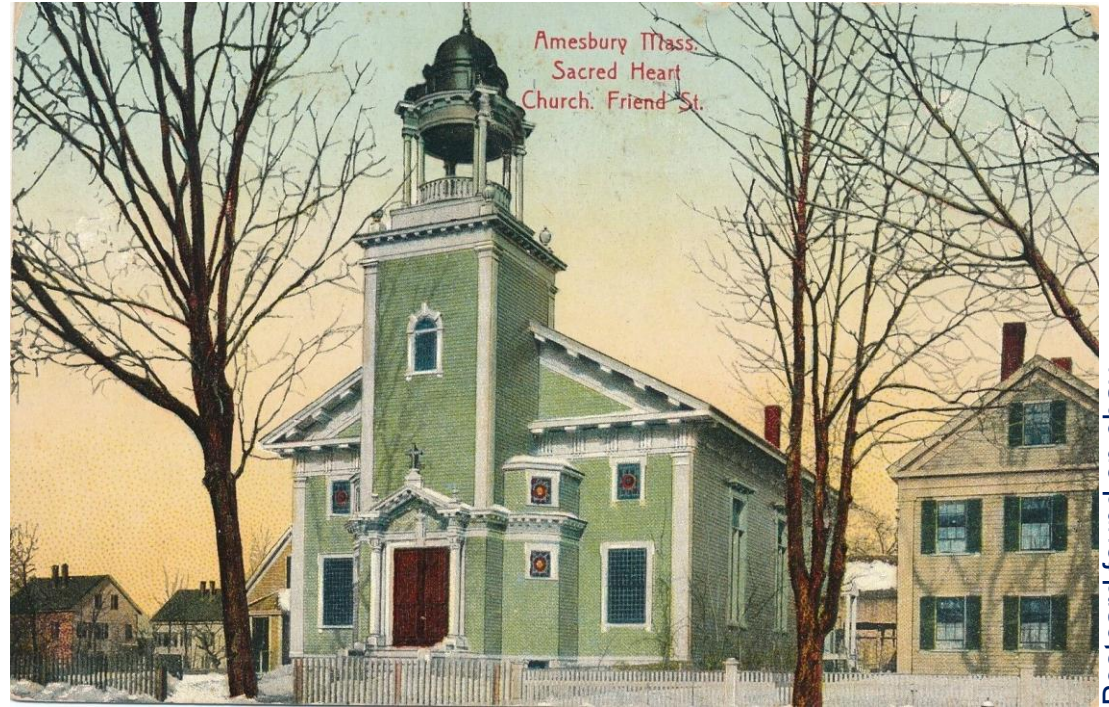
2) Amesbury Dailey News, November 5, 1903, pg. 2

3) Amesbury Dailey News, December 19, 1903, pg. 2

4) *The Pilot*, Patrick Donahoe, Boston Ma, May 4, 1901, pg. 8

# A Catholic Church at Both Ends of School Street

Sacred Heart parish had been meeting at the Cammett building<sup>1</sup> on School St. next to Folger & Lewis carriages. After acquiring the Friend St. church, they repaired and updated the front of the building in 1904 plus added the grand tower, belfry, and entrance. They also made use of a nearby building as a school, which was staffed by the Sisters of Saint Chretienne.<sup>1</sup> The house just right of the church belonged to carriage maker Charles Rowell, brother of Samuel.



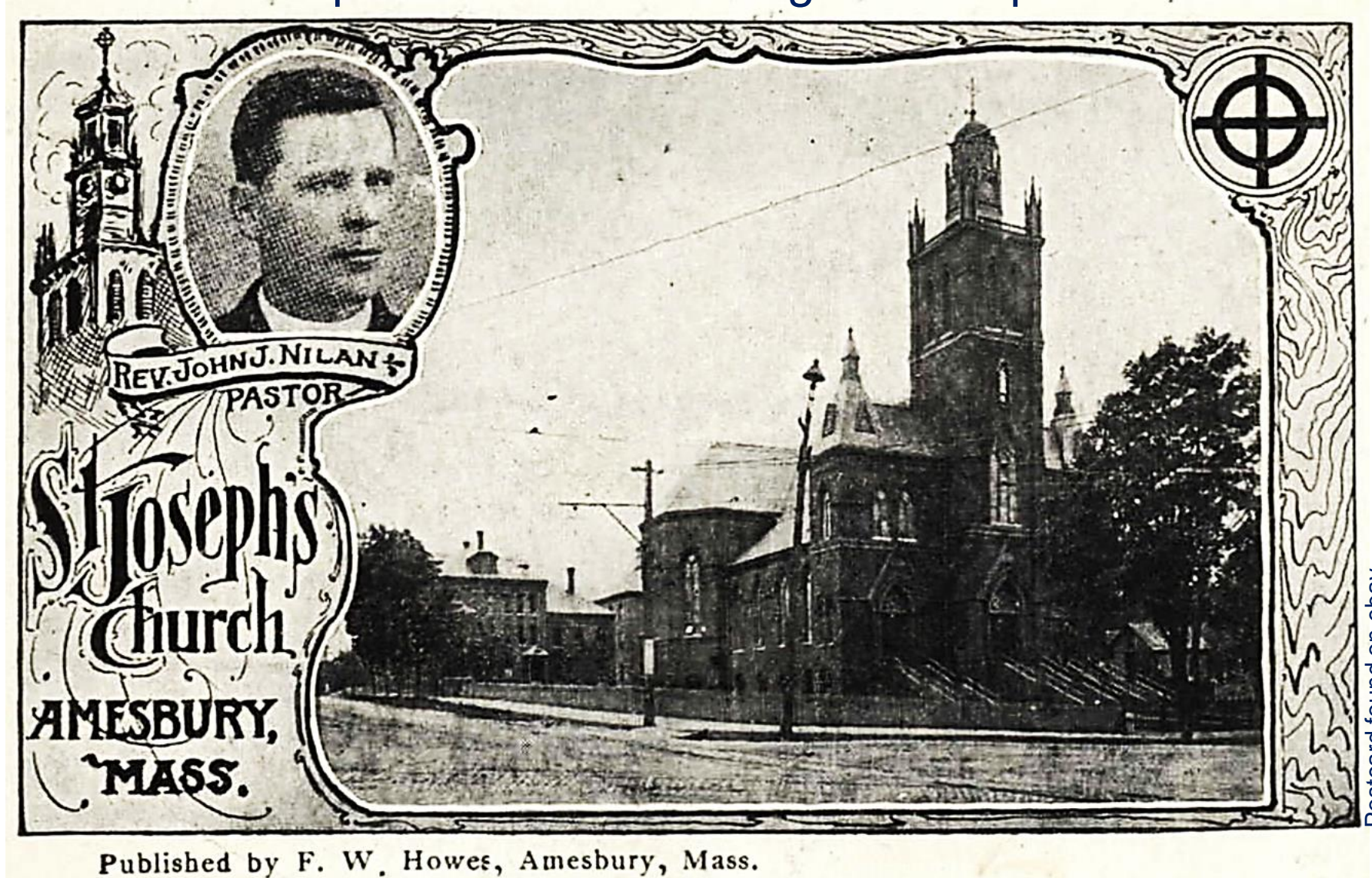
Postcard found on ebay

1) *History of Amesbury*, Sara Locke Redford, Whittier Press, 1968, op. pg. 177



The larger brick church at left opened on Christmas Eve, 1928, holding about 500 people, and sometime later they built the large brick Ecole next door. At that point, both Catholic churches gracing both ends of School Street had their own parochial schools. Seventy years after forming, Sacred Heart was combined into the newly formed Holy Family parish, which maintained both churches and congregations until 2007 when the Sacred Heart property was closed and sold. It now is home to the Anglican Church of Amesbury, with a charter school operating next door.

# Saint Joseph's Church in its Original Completed Form



Published by F. W. Howes, Amesbury, Mass.

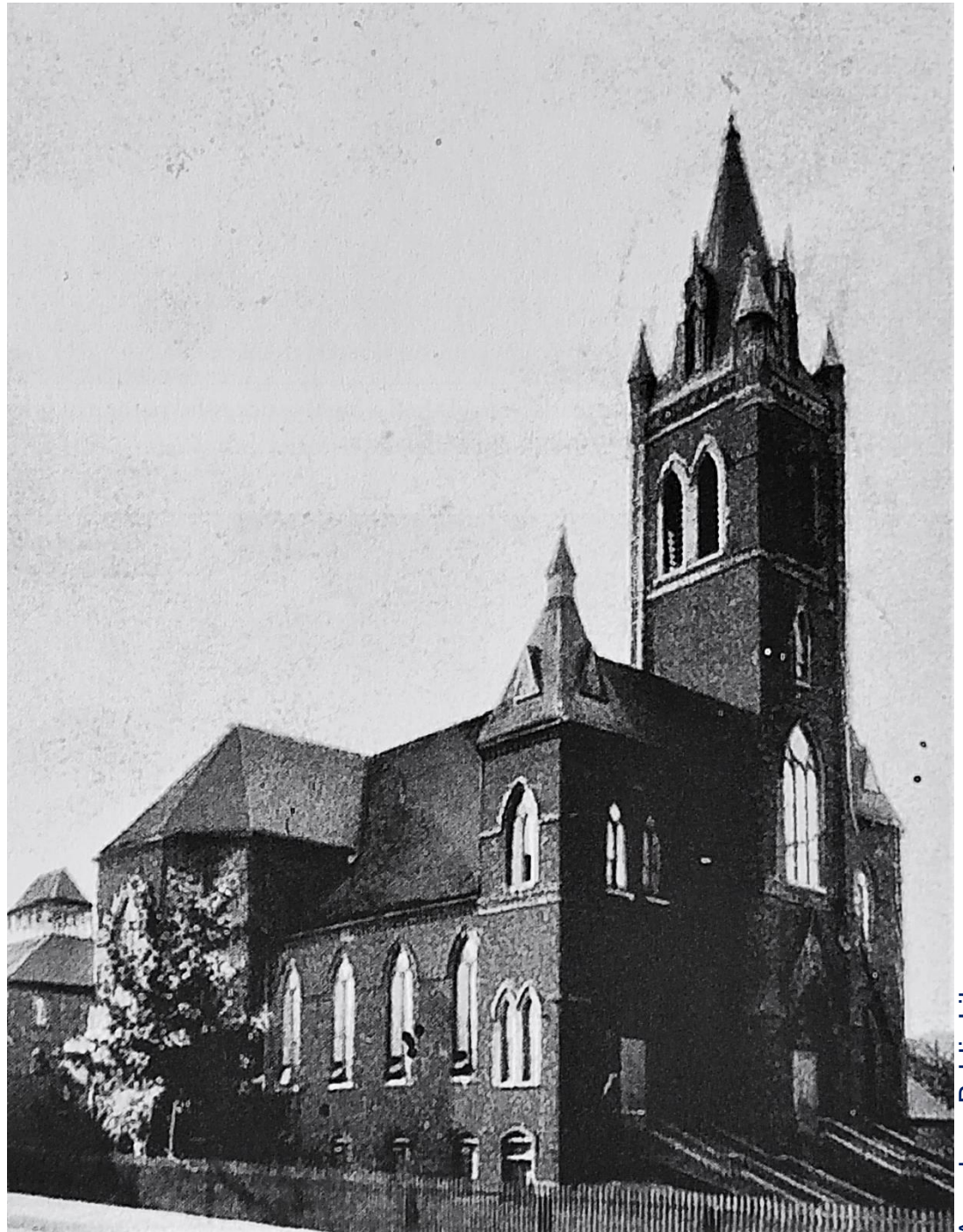
Saint Joseph's church ca. 1903 with its original steeple accompanied by small decorative turrets having spiked tops. Reverend Nilan of Newburyport was the second Saint Joseph's pastor, residing from 1892 until 1910 when he was appointed as Bishop to Hartford. Having been educated at Saint Raphael College in Quebec, he taught French at Saint Joseph's school. Frederick W. Howes had taken over an existing Market Square bookstore in late 1901 and began publishing postcards of local scenes.

## The New Saint Joseph's Church Steeple - 1904

The new brick church building was so grand in style and scale that the steeple seems a relatively minor added burden. But, overall costs were clearly high, and the steeple was not required for the basic mandatory purpose of receiving a congregation. It is thus reported that in 1904, under second Pastor John Nilan, a steeple was completed to the originally intended architectural form with a bell donated by first Pastor, Bishop John Brady, delivered by Meneely Bell Co. of West Troy, NY. In addition to a massive bell, this required a large cast iron mount and a structure of significant capability, such that the total bell installation may have been the main obstacle in completing the steeple.

The base of the final steeple flares out to eliminate flat platform surfaces that could hamper drainage. Corner turrets are simplified in form to having simple conical tops. The octagonal steeple has elaborate window adornments of rising steeple-like shape that reflects the overall design theme.

Drawn from St. Joseph's 100<sup>th</sup> anniversary booklet, pg. 9





## Utilities and Infrastructure Evolve

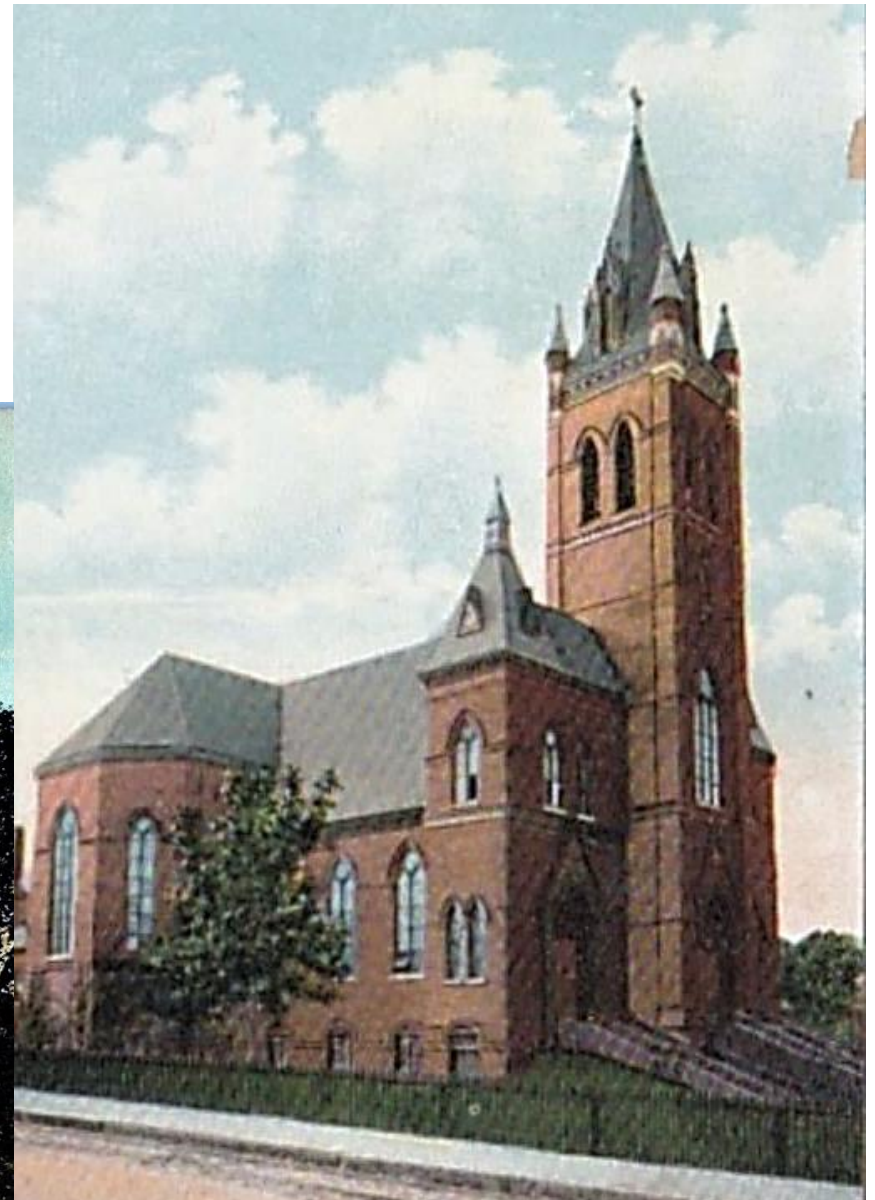
Modern utilities are infrastructure laden, requiring time to develop, more time for constructing delivery systems, and then more time for squeezing them into existing structures. Of gas, water, and electricity, two were driven by the innate desire to drive out darkness. Earlier lighting was less effective and far more laborious for replenishing fuels. All but electricity used flame that constituted a constant fire hazard. When Saint Joseph's original 1866 wooden church was built, the textile mill's 1858 coal gas plant on Mill St. was already supplying to domestic town users. It is unknown if that early church was gaslit, but later church buildings were. As the mill gas plant closed carriage entrepreneurs opened a larger town coal gasification plant in 1887 at the end of Water Street.

The textile mills also built the town's first water supply system in 1872-3, placing fire sprinklers in their buildings and fire hydrants in mill yards. The system was solely for fire suppression and in 1873 the town attached to it to provide downtown street-side fire hydrants. In 1884 carriage entrepreneurs opened the Powow Hill Water Co. providing high-pressure water for both fire suppression and domestic use. This allowed indoor plumbing at a time when there were numerous available appliances for cleaning, bathing, and sanitary water uses. Saint Joseph's 1885 convent and school had plumbing in their construction, the school having restrooms in the basement. For the growing town, outdoor privies would no longer pose a threat to private and public wells and pumps. However, increased water flowing into town presented increased water flowing out of town. Amesbury early-on accepted professional recommendations to separate sanitary sewers from storm sewers, benefiting the Merrimack River today compared to upstream cities still having combined systems in which heavy storm surges cause sanitary waste overflows into the river.

In 1887 carriage maker William G. Ellis, of the School St. neighborhood, opened a steam powered electric generating plant at the bottom of Oak St. powering his adjacent factory, a carriage factory on Railroad Ave. and 40 downtown streetlights. Domestic electricity was also available. After textile production permanently ceased in 1912, the mills' water and steam power also became an electric utility. Amid modernizations, Saint Joseph's Pastor Dennis Lee electrified church lighting in 1917, thirty years after the first electricity in town. After the 1926 school fire, he used the renovation to electrify the school. Especially after investments in gas lighting, some time was required to justify electric conversions, and it is unclear at what dates other church buildings were electrified.

## The Second-Phase Tower Receives New Entrance Stairs

These photos are of the fundamentally same tower and steeple configuration. Front wooden stairs have been eliminated (1906) in the bottom photo, replaced by substantial granite stairs. Three stairs again descend from the three entrances, but to an intermediate height terrace from which a single granite stairs continues to street level. This is the configuration that exists today.



2 Postcards found on ebay

The picture above still exhibits the three separate wooden stairs descending completely down to street level.

# Saint Joseph's School with Front Fireproof Stairwell

This would be after the 1926 school fire. The school yard and church have been surrounded by an iron fence with brick entrance columns to the school yard. Re-grading of yard elevations around the school and convent buildings has not yet occurred. The front external stairwell has since been removed, replaced by an internal stairwell, while a rear external stairwell still exists.



Amesbury Public Library

## Saint Joseph's School 75<sup>th</sup> Anniversary Sisters' Reunion – 1960

A group of current and former Sisters of Saint Joseph who had lived and taught at the Amesbury school gathered for a reunion, shown here in front of the convent garden. Behind them is the former house on the lot in back. At right, on the side wall of the chapel apse, is a ground level entrance door that has since been bricked closed to accommodate the outside fire escape stairwell.

The Sisters share the Saint Joseph name with this Amesbury parish by coincidence. The order was established in France in 1650, and in 1836 a half dozen of them came to St. Louis, Missouri to assist a parish there. In a slow spread, four sisters reached Boston in 1873, after which a contingent sent to Amesbury in 1885 was only the fourth group dispersed around the Boston archdiocese<sup>1</sup>.



1) St. Joseph's 100<sup>h</sup> anniversary booklet pg. 28

## More Recent Changes at Saint Joseph's Church Campus

Upon the 1966 Saint Joseph centennial a new parish hall with kitchen opened for community events, meetings, and dinners. In 1998 the necessity for administrative efficiency resulted in the merger of Sacred Heart and Saint Joseph parishes into a single Holy Family parish with both churches remaining open and holding mass, events, and programs. However, declining congregations plus rising debt and insurance cost forced a late 2006 decision to close and sell the former Sacred Heart complex. Its final mass was said on Saturday, August 18, 2007, the culmination of an undoubtedly emotional journey for two cultural and social institutions each holding over a century of personal family histories.

A small number of Sisters of Saint Joseph had remained at the convent after the 1973 school closing, teaching religious classes and supporting other church activities. However, the school closure had resulted from dwindling congregations and resources, such that the two substantial buildings (convent and school) gradually became marginalized, suffering interior infrastructure obsolescence and exterior deterioration. In 2008 the church undertook restoration and updating of the 120-year-old buildings. Exteriors of both were significantly refurbished with new slate roofs, new double-glass insulated windows, and a re-pointing of brickwork. With updating, the school interior configuration of classrooms could be directly utilized as offices for social services and the Saint Vincent DePaul charity organization, continuing to be so today.

Contrastingly, the convent interior consisted of small residential rooms not amenable to other uses or flow, so that the building was gutted out to the brick walls. The main building, separate from the rear apse for the chapel, had floors removed, becoming completely hollow in preparation for a new interior design having elevators, and an elevator pit was dug in the basement. Convent work then stopped for reconsidering purpose and cost. After sitting in that condition for a dozen more years the building was sold in 2021 to be converted into private residential condominiums. While perhaps a necessary concession to reality, another reality was that without the 2008 upgrades, further deterioration may have rendered the convent financially unsalvageable.

# Saint Joseph's Church during 1966 100<sup>th</sup> Anniversary, and Today

A major 1943 renovation of the tower and roofs removed turrets from steeple corners and from side tower rooftops. Side towers were re-roofed with no windows. In later years much of the stone and cement masonry has been painted white, possibly for preservation.

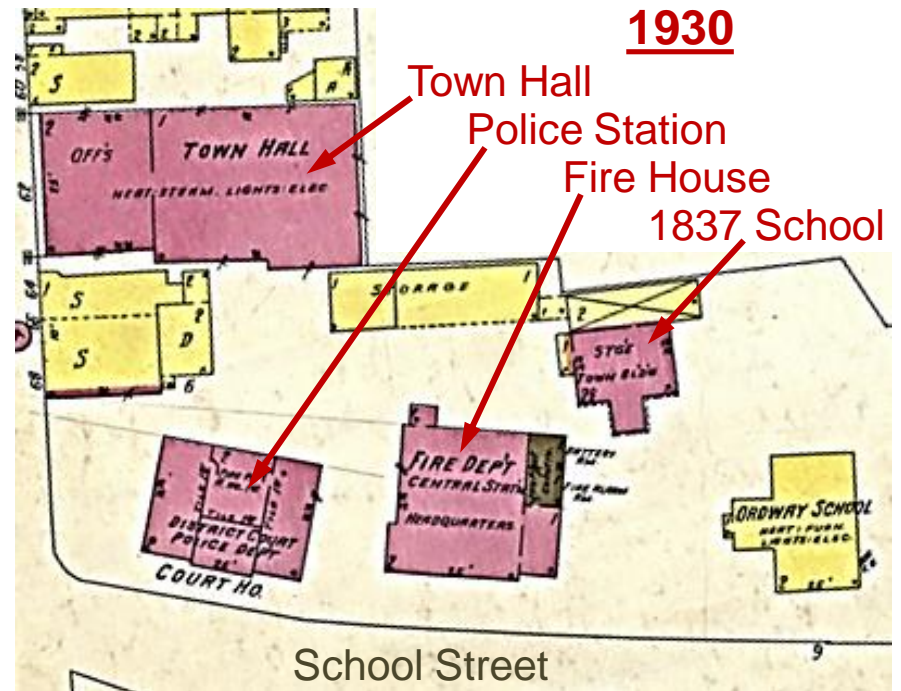


St. Joseph's 100<sup>th</sup> anniversary booklet intro

# No Longer the Edge of Town, School St. the Municipal Center

While Market Square has been a perennial commercial center, with the U. S. Post Office and old Salisbury Mills town offices once there, the entire first block of Main St. was owned on both sides by the textile mills, leaving Amesbury town offices elsewhere. Elsewhere was the Friend St. site behind the Congregational Church that Saint Joseph’s parish had first considered in 1865. It had become the location of the 1872 Merrimac Opera Hall (noted on a previous page) where the town leased offices. After that burned in 1886, a larger opera house and business block was built in 1887 beside the Congregational Church on Main Street where the town again leased offices. In 1888 the above Friend St. site became home to a new Armory and office building specifically designed to function as Town Hall, which it remains today. That property backed onto the back of the two Ordway schools on School Street, the older brick school having become the central fire house in 1889, tucked back beside the 1860s Ordway high school building that still survives. The town thus had an “L” shaped set of properties that isolated several other buildings along the northeast side of School Street, such as the former Folger and Lewis carriage building and George E. McNeill’s birthplace.

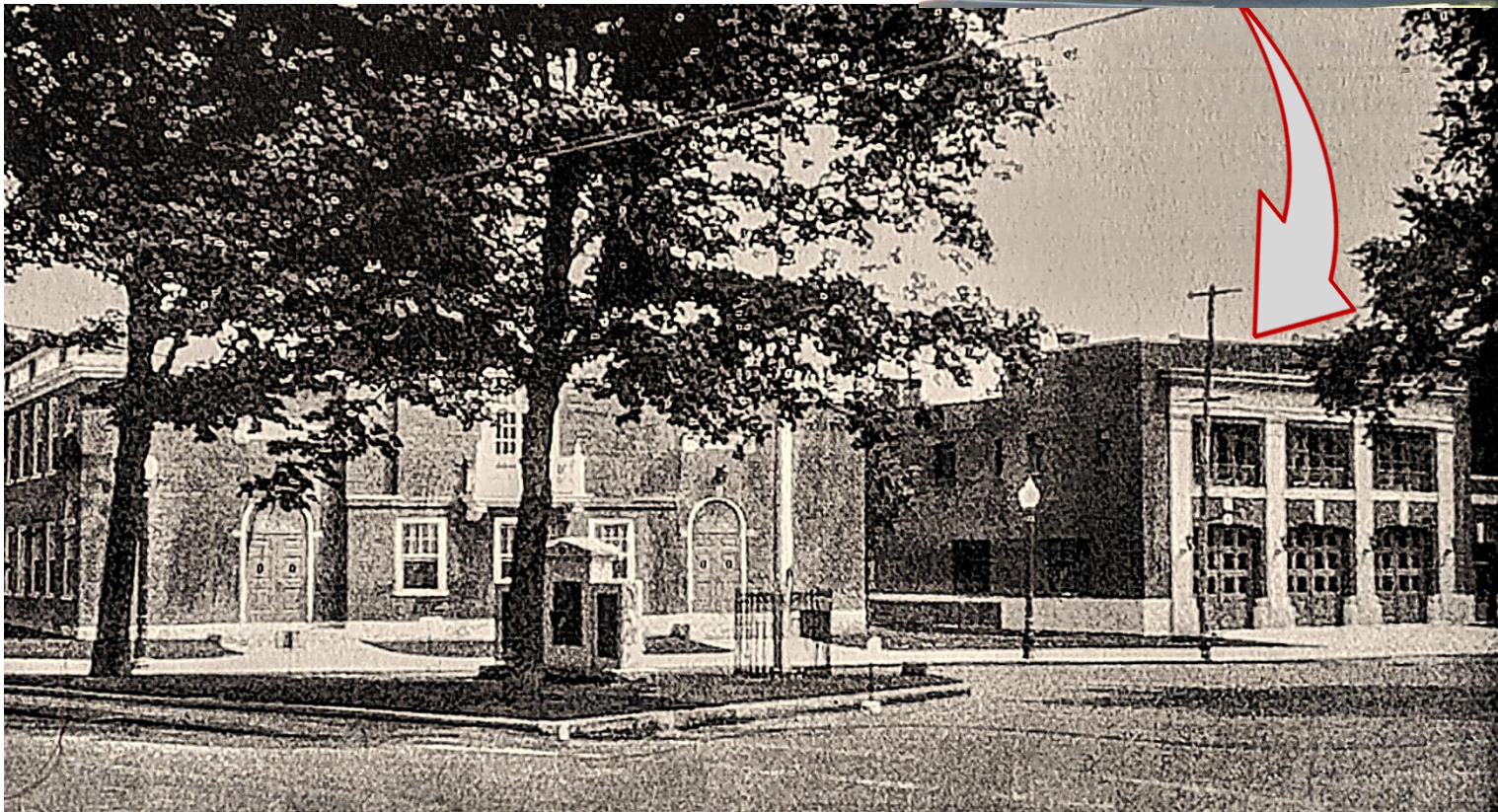
That isolated corner plot was used in 1928 to build a larger new central fire house (there had long been an Elm Street fire house in several different locations). It was joined by a combined police station and district court, the police having previously been located in Town Hall. Meanwhile, the old wooden high school had held various grades up until about 1960, after which it was used for town inspector offices and more recently a senior center, the latter up until the new Nicholas Costello Senior Center was opened on Railroad Avenue. The net result is that the north end of School Street has evolved into the municipal center of Amesbury.



1930 Sanborn Insurance Map, Sht. 3

# Police-and-District-Court, Central Fire House, Town Hall Annex

At right is the 1837 brick school (with additions) that in 1889 became the central fire house (seen here in about 2010). Below is the 1928 police and court building (left) and three-bay fire house (right). The old school was set back from the street just right of the fire house, it then becoming offices known as Town Hall Annex. The police and fire buildings were later joined by an additional structure. Also seen is the original School Street island having memorial tablets now located across Friend Street.



Post car found on ebay



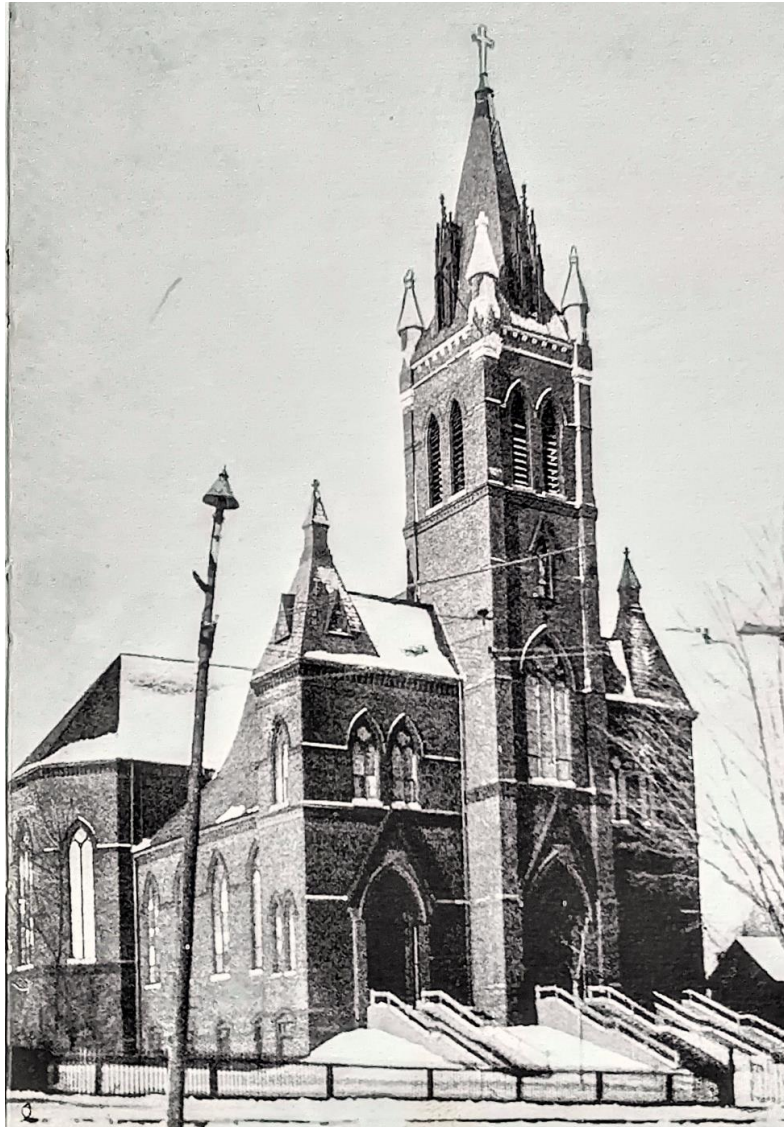
# Appendix A

Comparison of Saint Joseph's Church, Amesbury,  
to Saint Anthony's Church, Brooklyn,  
both designed during the 1870s by  
Patrick C. Keely.

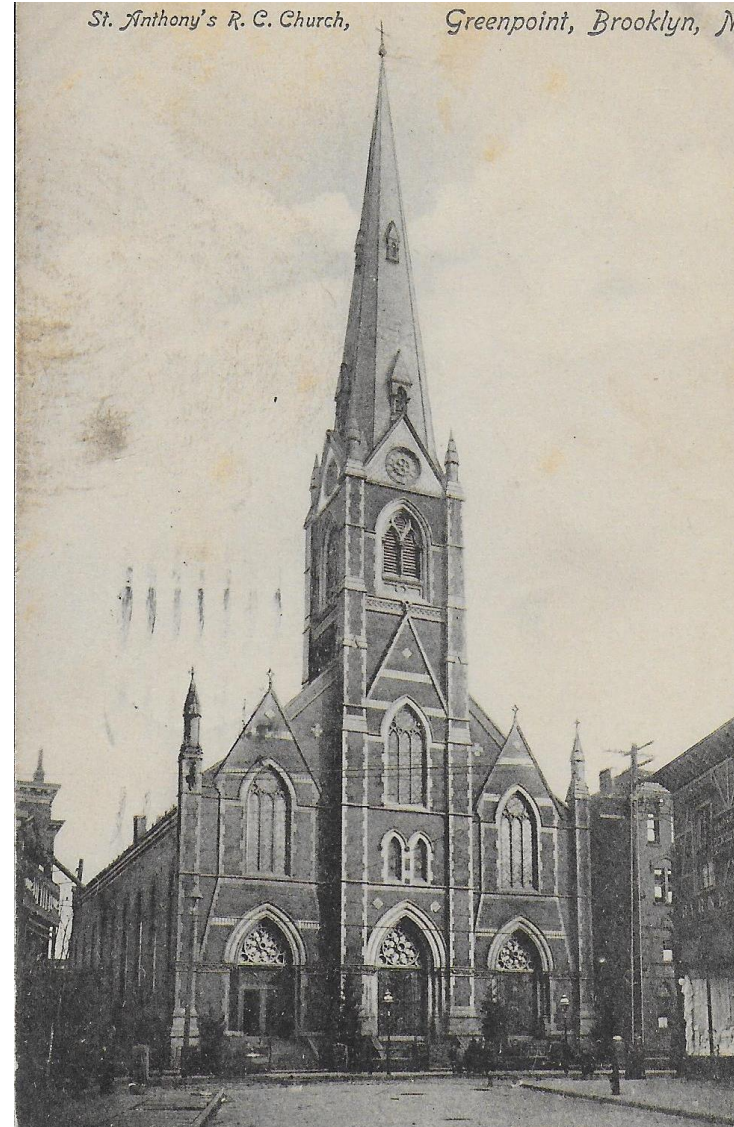
# Saint Joseph's, built 1873-76 and Saint Anthony's, built 1874

Patrick C. Keely designed hundreds of churches in a variety of styles, some on a truly grand scale. These two are of an intermediate size, in similar neo-gothic styles, designed during the 1870s. Saint Joseph's is on the left, right is Saint Anthony's church in Greenpoint, Brooklyn, New York. There are similar small turrets at peaks and corners, and similar stone trim. Saint Joseph's was noted as having "imitation freestone trimmings<sup>1</sup>" likely meaning concrete. See next page.

1) *The Pilot*, Patrick Donahoe, Boston Ma, December 18, 1875, pg. 4



St. Joseph's 100<sup>th</sup> anniversary booklet pg. 23



Postcard found on ebay

# Current Saint Joseph's and Saint Anthony's Facades

The churches present themselves very similarly today with their mix of red brick and white painted trim. Saint Anthony's has retained its turrets. The matching painted trim further suggests that it is intended as a protective coating for the underlying stone and/or concrete.



Found at <http://www.evergreenfuneral.com/nearby>



# Appendix B

Convent & School Decorative Brickwork

## Brickwork, Lambert Hollander & John H. Clark Buildings, 1888

After the April 5, 1888 Carriage Hill fire, the Hollander and Clark buildings were built that same year at #1 and #3 Oakland Street (then called Carriage Avenue, which did not yet connect to Oakland). They were separate buildings (later connected by elevated walkways) with nearly identical decorative brickwork unique among local carriage factories. Decorative details were lavished only on walls facing streets, whereas side walls facing the courtyard or alleys were left relatively plain. Because of interest in the carriage industry and photo tours of related sites, these brickwork details have received some notice, whereas the St. Joseph buildings have not, until recent conversion of the convent into private condominiums.



The John H. Clark building marble date stone, in a recessed brick panel and having above a row of decorative vertical bricks on edge, a common motif between 3<sup>rd</sup> story windows of both buildings.

John H. Clark Building

Lambert Hollander Building



# Convent & Hollander Bldgs. Recessed Panel Motif between & in Arches

Convent first & second floor windows  
(1885)



Lambert Hollander Building, first &  
second floor back windows, (1888)



Common decorative motifs of brickwork perhaps suggest one contractor constructed both buildings, but no such thing is assured, and neither contractor is known.

Convent second & third floor windows



Lambert Hollander Building, second & third floor windows, at back

