

THE COACHMAN'S BOX.

Men Who Drive for Boston's First Families.

How They Combine Dignity and Obsequiousness—Early Training and Experience—Second Men and Their Duties—Drivers with Records from Royalty and Nobility.

Boston's first families all have their favorite coachmen, who combine dignity and obsequiousness. These coachmen are a class of men whose methods and professional duties are little understood by the general public, and men who live as happily and quite as luxuriously as the best paid mechanics. Their work is of a kind that requires steady hands, clear heads, polite demeanor and gentlemanly training, and they must necessarily be intelligent and well educated in their professional following, in which, as a rule, they take much pride. Some inherit their love for the business they follow, while others take it up as an honorable means to gain a livelihood. There is not, however, one good coachman in 50 employed by the leading families in all the world who did not grow up in his profession, and by that is meant being attached to horses or stable from boyhood days. Beside other qualifications, a first-class coachman must be good looking, of good size and pleasant address. The wealthy families of Boston can pride themselves on having some of the most capable and best looking coachmen in this country, and they pay them well for service. Many of them have done like service for royalty and nobility, and their second men, or men who occupy the position on the box with the coachman, and who are generally known as footmen, but are not rightly so called, have served in a similar capacity among the gentry on the other side of the water.

On Newbury street, at that end nearest West Chester park, are located the finest of Boston's private stables, and from them are hitched out every day in the year the noblest and costliest of family and private equipages. They are owned by some of the best known and wealthiest of Boston's citizens, and they are driven by the most capable and best paid coachmen in America. The stables in which these fine turnouts are kept look on the outside more like residences of well-to-do citizens than like quarters for pet equines and elegant road conveyances. The upper story of these buildings is as a general thing occupied as a residence by the coachman, his attendants and his family, and a cozy, comfortable place they are, while the lower floor and floor below are partitioned off for the horses and many kinds of carriages owned by the coachmen's masters. The Newbury street section of the city is the only section in which private tally-ho coaches are kept, and it is a section as noted for its handsome coach attendants as it is for its fine residences. One of the best and most experienced coachmen on the street is Mr. George Hamlin, who drives for the family of Gov. Ames. Mr. Hamlin is about 30 years of age, and came here from England five years ago, where he drove many a fine pair for the gentry of that country. He was a pony boy in the employ of the Earl of Stamford and Warring-

ton, and later handled the ribbons over the thoroughbred roadsters of Sir Watkins William Wynne, now deceased, who was a very wealthy and sportsmanlike gentleman. Previous to Mr. Hamlin's serving the above gentlemen he was employed as a groom by John Tinsley of Chelsea, and later he sat on the boxes of the best turnouts owned by W. H. Houldsworth, M. P., from Manchester, and also Gen. Napier, master at Sanders College for seven years. Since Mr. Hamlin came to this country he has been employed as coachman by President R. D. Evans of the American Rubber Company, Mr. C. R. Lancaster and Mr. W. R. Wood. He has been in the employ of Gov. Ames for about one year, and has five horses under his charge, which are looked after by himself and one helper. The Governor's carriages are of a commonplace character, as he does not believe in ostentation, though he keeps a coachman second to few in the land. In a closed coupe the Governor rides down every stormy, wet or disagreeable morning, and in a beach wagon on a pleasant day. He keeps a large London and two or three other conveyances for the use of his family. His horses are all good and reliable. When a HERALD man called on the Governor's coachman a few days ago, the wife of the coachman, a very pleasant woman, answered the ring of the door bell, and summoned her husband when the newspaper man said he would see him. Mr. Hamlin, when asked the difference in the coachman's service abroad, in wages, livery, treatment, and also of work, compared with this country, said: "There is very little. There is more work and more wages for a good man in this country. Coachmen are allowed more clothes, as a general thing, in England. The livery on the other side is part of the wages. I am very well pleased with this country and my position, and certainly have nothing but the kindest words to say for the treatment received. I became a coachman for the reason that a coachman's life is a respectable one, and preferable to labor on a farm. I have lived in England, Scotland and Wales, and though at some other business I might make more money, still, I am contented."

Some of the gentlemen abroad were very liberal in paying coachmen, but gentlemen in Boston were also good in that respect. The livery used in this country was as good as any he had ever seen, and he showed a specimen which Mr. Hunnewell presented to him. Mr. Hunnewell keeps in his stable all the time from five to seven horses, and Mr. John Brown assists Mr. Duggan in looking after the horses, as well as the fine French, victorias, broughams, dog carts, booby sleighs, Russian cutters and other styles of conveyances. The horses in the stable are all big, high action cobs, and are superb roaders.

The stable owned by Mr. Walter Hunnewell is in charge of a competent and careful man, Mr. Dan McCarthy, a native of the old sod, who was born 42 years ago. He has been in this country 22 years, and has always been around horses. His father was a coachman in the old country, and lived with a well-to-do minister. Mr. McCarthy has worked for Mr. E. G. Shaw, Dr. Storer and other well known citizens since he came to Boston. With the assistance of Mr. John Daly, the second man, he has the care of six horses and a number of fashionable and costly built carriages.

Mr. Charles Hunnewell holds sway over the stable of Mr. S. E. Westcott, next to that of Mr. Walter Hunnewell. Mr. Westcott keeps four or five good road steppers, and some fine turnouts, and he has a first-class driver.



GEORGE BRADY,
Coachman for Mr. Bayard Thayer's family.

"There's the \$40,000 stable," said one coachman to the HERALD man, as he went in the direction of the stable house of Mr. Bayard Thayer. It's the greatest stable of its kind in Boston, and up stairs you will find coachman George Brady, who has been chief coachman for Mr. Bayard Thayer for two years, and for six years previous to that time was second man in the employ of Mr. E. V. R. Thayer. Mr. George Brady is one of the youngest coachmen of any account in Boston, being but 24 years of age, and having under his charge some of the best turnouts in this country. He drives a four-in-hand tally-ho, drawn by two bays and two chestnuts, and he gets over the road like a veteran. Mr. Brady was born in New York and has a brother in that city, who is very highly connected, in the same business. He is proud of the fact that the stable under his charge is the best in Boston, but he has little to say except that he is pleased with his position. The carriages in the stable are all of an American build after a Parisian pattern, and they are second to none on this side of the water. The harnesses are of English, French and American make, and the harness room is the costliest in the country. The stable is lighted by electricity, and is a perfect structure for the purposes for which it is used.



COACHMAN JOSEPH BINGHAM,
Veteran driver for Mr. F. L. Ames.

The well appointed stable owned by Mr. F. L. Ames, brother of the Governor, is next above the stable of Mr. Bayard Thayer. Mr. Joseph Bingham is the coachman in charge, and he with his wife resides, as do the others in the block, on the first floor in the building above the street. Mr. Bingham is 53 years of age, and has been in America since he was 23 years old. He has all his life been in the business, on this and the other side of the big pond, and has been in the employ of many notable people. In England he was for a time in the employ of Lord Munson, and also Mr. Cheplin, the great racing man. Since he came to this country he has been employed by Mr. J. S. Blake for four years, Mr. Bolt for seven years, Mr. T. Jefferson Coolidge for nine years and Mr. F. L. Ames for eight years. In the stable of Mr. Ames, nine horses are kept, and three men are under Mr. Bingham to care for them. Robert Blane is the second man, Ernest Martin the third man and Alex. Jarvis the fourth man. Mr. Bingham drives all of the many kinds of fashionable turnouts owned by Mr. Ames, from a single hitch to a four-in-hand team.

In the stable of Mr. E. V. R. Thayer, but a few doors below the stable of Mr. Bayard Thayer, some of the best and most fashionable teams in America are kept. Mr. James Coulter is the coachman in charge, and with his family, resides in the building. Mr. Coulter is 41 years of age, and has been in America about 20 years. Since he became 17 years old he has sat on some one's box in the capacity of coachman, and he is considered a man in whom great confidence can be reposed, whether he is driving a single-hitch tandem or four-in-hand tally-ho. He was first employed by Mr. G. F. Jones of New York when he came to this country, and after living with that gentleman over 10 years, he was employed by Mr. Thayer, with whom he has been the past eight years. Mr. Coulter inherited his coaching tendencies from his grandfather. On the other side of the ocean, Mr. Coulter lived with such men as Lieut.-Gen. Baggart and Lieut.-Gen. Moncrieff, and also two Lord mayors. Mr. Miller Spear is Mr. Thayer's second man, and a good one he is. In speaking of the difference between the work of a coachman in England and America, Mr. Coulter said, as a general thing, the wages paid in this country are better than the wages paid in Great Britain, excepting, in a few cases, where coachmen are employed by royal families. The leading coachmen abroad do no work except sit on the box and drive, while the coachmen in America have other cares, but seem just as well satisfied. The routine work in Mr. Thayer's stable does not differ from the work in the other stables on Newbury street, as most of the Back Bay families observe the same rules in maintaining their stables and directing their stable employes.



MICHAEL CARROLL,
Coachman for Mr. Nathaniel Thayer.

The nearest building to West Chester park on the side of Newbury street nearest Commonwealth avenue is the stable of Mr. Nathaniel Thayer, and in it are kept some elegant equipages and well-bred driving stock. Michael Carroll, born in Ireland in 1844, is the principal coachman for Mr. Thayer. He occupies this building, together with James Westbrooke, who is second man. Mr. Carroll came to America in 1867, and



JAMES COULTER AND MILLER SPEAR ON THE BOX OF MR. E. V. R. THAYER'S RUSSIAN.

has since been employed every day. He first worked in New York and later in Newport, R. I. At one time he was employed in New York by Rev. Dr. Field, brother of Mr. Cyrus W. Field, and also for Mr. Howland of Messrs. Howland & Aspinwall. At Newport he drove for Mon. L. Grand d'Hartwell. He has been with Mr. Thayer for the past four years, and is one of the finest looking coachmen in these parts.

prominent New York families. At present the care of the entire Cushing stable is on his shoulders, as the Cushing family is in Europe, and he manages it well.

In the well-appointed stable of Mr. Charles F. Wright lives Coachmen Tom Kerns and



JAMES McCULLAGH,
Coachman for President Asa P. Potter and family.

The stable of Mr. Asa P. Potter, president of the Maverick Bank, is in the next building to that of where Coachman Carroll holds forth. A tall, good-looking man named James McCullagh is coachman for President Potter, and his second man is George Fisher. Mr.



JOSEPH H. NASH,
Chief driver for Hon. John F. Andrew.

Dennis Mahoney. Mr. Kerns makes a stately and dignified driver for Mr. Wright, while the other coachman drives for Mr. Wright. Both coachmen have had considerable experience in their line, and are good men for the positions they hold. Five horses



FRENCH TURNOUT OF MRS. JOHN A. BURNHAM.
Coachman Alfred Yates and Second Man on the Box.

McCullagh is 45 years of age, and was born in the north of Ireland of English and Scotch parentage, and has been in America about 20 years. He has never done any work except in connection with his present following, which he entered at the age of 12 years. Before he came to America he was employed by Mr. W. F. D. Kane, who is at the head of one of the best known English families, Sir Henry Edwards, M. P., brother-in-law of the Earl of Erne, Alex. Boye, Mrs. G. Kenny Clark of Dublin and Hugh Lecky. When he came to America he was first employed by Mr. Horatio Whitwell, and afterward with Mr. Henry Upham, Mr. Tlestone and Miss Loring. He has been with Mr. Potter for four years.

In close proximity to the stable of Mr. Potter is that of Mr. N. H. Rice, where Coachman Arthur Jones is master. Mr. Jones is about 45 years of age, robust, good-looking, steady and capable. He has one or two assistants in looking after the eight horses and turnouts quartered in the stable, and they make things look well.

and some elegant sleighs and carriages are looked after by both men and one assistant.



GEORGE VOSS,
Coachman for Mr. Thomas F. Cushing and family.

Among the cluster of stables on the street is that of Mr. A. B. Turner, where Coachman John O'Brien spends his waiting hours. Mr. O'Brien was born in Ireland 33 years ago, and for 24 years has been a resident of the United States. During all of the time spent in America he has been driving singles, double hitches and four-in-hands, so none will



EDWARD CAHILL,
Driver of fashionable turnouts owned by Mr. E. Rollins Morse.

The stable of Mr. E. Rollins Morse adjoins that of Mr. Rice, and is keeping with the stylish ideas of the owner. Mr. Edward Cahill, who was born in Ireland 40 years ago, is coachman for the Morse family, and James Cahill is second man. Coachman Cahill says he was born in a stable, and will probably never live out of one. He has been in America for the greater part of his life, and has worked for many prominent men. For six years he drove for Mr. J. S. Allan of the Allan line of steamships. He was at other times employed by Mr. H. H. Hunnewell, Mr. S. V. R. Thayer, Mr. William Amory and Mrs. Edwards. His livery is a seal brown color, and when he is dressed in it he is one of the best looking drivers on the road.

Mr. Joseph H. Nash, a rosy-checked, bright-eyed, stocky-looking Englishman, who has lived in this country for 13 years and was born 37 years ago, is employed as a coachman for Hon. John F. Andrew, whose stable is in the immediate vicinity of the other above mentioned. Mr. Nash left home when he was 11 years old, and has since been employed at his present occupation. In England he drove for many distinguished gentlemen, among whom was Sir George Calmoun, and in America he has also driven for well known men, among them being Mr. F. Gordon Dexter and Mr. W. Denny. For two years, on the other side of the water, Mr. Nash got good experience driving a harness cab in London. Mr. George McKenzie, a Scotchman, is second man for Mr. Andrews, who keeps at different times from four to seven horses.

Mr. George Voss, an Englishman 49 years old, who has resided in America 17 years, is coachman for the family of Mr. Thomas F. Cushing, whose stable is near that of Mr. E. V. R. Thayer. Mr. Voss has been employed by Mr. Cushing for 11 years, and was known to engaging with Mr. Cushing he worked for



JOHN O'BRIEN,
Coachman for Mr. A. B. Turner and family.

doubt his experience. He has been employed by Mr. C. H. Joy, Mr. T. F. Cushing, Mr. William Appleton, and several other leading Boston citizens, and is considered an expert with the reins. For three years past he has been employed by Mr. Turner.



GEORGE HAMLIN,
The man who drives Gov. Ames about.

ton, and later handled the ribbons over the thoroughbred roadsters of Sir Watkins William Wynne, now deceased, who was a very wealthy and sportsmanlike gentleman. Previous to Mr. Hamlin's serving the above gentlemen he was employed as a groom by John Tinsley of Chelsea, and later he sat on the boxes of the best turnouts owned by W. H. Houldsworth, M. P., from Manchester, and also Gen. Napier, master at Sanders College for seven years. Since Mr. Hamlin came to this country he has been employed as coachman by President R. D. Evans of the American Rubber Company, Mr. C. R. Lancaster and Mr. W. R. Wood. He has been in the employ of Gov. Ames for about one year, and has five horses under his charge, which are looked after by himself and one helper. The Governor's carriages are of a commonplace character, as he does not believe in ostentation, though he keeps a coachman second to few in the land. In a closed coupe the Governor rides down every stormy, wet or disagreeable morning, and in a beach wagon on a pleasant day. He keeps a large London and two or three other conveyances for the use of his family. His horses are all good and reliable. When a HERALD man called on the Governor's coachman a few days ago, the wife of the coachman, a very pleasant woman, answered the ring of the door bell, and summoned her husband when the newspaper man said he would see him. Mr. Hamlin, when asked the difference in the coachman's service abroad, in wages, livery, treatment, and also of work, compared with this country, said: "There is very little. There is more work and more wages for a good man in this country. Coachmen are allowed more clothes, as a general thing, in England. The livery on the other side is part of the wages. I am very well pleased with this country and my position, and certainly have nothing but the kindest words to say for the treatment received. I became a coachman for the reason that a coachman's life is a respectable one, and preferable to labor on a farm. I have lived in England, Scotland and Wales, and though at some other business I might make more money, still, I am contented."



COACHMAN JOHN DUGGAN,
Who pilots the horses of Mr. Arthur Hunnewell.

Close to Gov. Ames' stable is the stable of Mrs. John R. Burnham and the home of Mr. Alfred Yates, the first-class coachman for Mrs. Burnham. Mr. Yates has been employed by Mrs. Burnham for seven years, and for six years previous to that time he was with Mr. E. R. Andrews, who brought him to America from Paris. He is 39 years old, very polite and capable, was born in Paris of English parents, and has a very erect form and intelligent countenance. To the newspaper man he said, as he looked about the stable, "Everything here is French, from the coachman to the harnesses. Yes, I have been at my present occupation since boyhood, and have never been out of it. As a boy I drove in Paris. I have been in America for 14 years, three years of which time I was in New York. I think I have one of the best places in Boston, and I do my best to show my employers that I appreciate their kindness. I have full charge of the horses, with a second man and helper to assist me. In summer I am at Beverly, where Mr. and Mrs. Burnham reside." Mr. Yates' father was a coachman all his life, and he had seven brothers, all of whom followed the same occupation, but he is the only one left. He is one of the first coachmen in Boston who ever wore livery. He says the service here differs very little from what it is on the other side of the water. The livers are all made in Paris styles, and the wages are better in this country than they are abroad. Mr. Yates is an excellent painter in water colors and black and white. He is also a first-class photographer.

Next to the private stable of Mr. J. A. Burnham is the stable of Mr. Arthur Hunnewell, where John Duggan, a ruddy-faced, good-looking son of old Erin, resides with a very pleasant wife. Mr. Duggan is 31 years old, and has been a coachman for Mr. Hunnewell for three years, previous to which he was employed as a coachman for Mr. Horatio Whitwell. Before that he lived in Ireland and drove for Lord Stuart for six years. He also handled the ribbons over the high-spirited roaders owned by other noted gentlemen. To the HERALD man Mr. Duggan said that there was little or no difference between a coachman's life abroad and his life in Boston.