

Hon. Henry W. Spaulding, one of the most prominent and leading citizens of Poweshiek county, is at the head of the Spaulding Manufacturing Company, makers of carriages and automobiles at Grinnell and one of the largest manufacturing firms in the west. In the fall of 1910 he was honored by election to the state senate, now representing the twelfth district in that body.

His birth occurred in the northern part of Vermont on the 29th of June, 1846. When still but a boy he removed with his parents to a farm in Orange county, that state, continuing to reside thereon until nineteen years of age, when he bought his time from his mother and started out in business life on his own account. After working at various occupations for two years he built a shop in Chelsea, Vermont, hired a good blacksmith and began to learn the blacksmith's trade, occasionally building a buggy. In the course of a year or more, having two or three finished buggies on hand and creditors pressing him for money which was due them for stock, he took two buggies, hitching one behind the other, and started out to sell them. Having made the sales, he returned and settled his most pressing debts. This was the origin of the trailing system, which has been followed by the Spaulding Manufacturing Company for the past thirty-five years with success. After carrying on business in Chelsea for about two years, H. W. Spaulding sold out and went to work as a journeyman smith in different shops. About two years later he entered the service of Jacob Estey & Company, organ manufacturers of Brattleboro, Vermont, and at the end of about three months was put in charge of their blacksmithing department. He remained with the firm of Jacob Estey & Company for about three years and then went on the road for the Wiley & Russell Manufacturing Company of Greenfield, Massachusetts, manufacturers of screw cutting machines, selling machinery for about four years and traveling as far west as Iowa and also into Canada.

This state impressed him favorably and on the 11th of April, 1876, he took up his abode in Grinnell, here beginning business as a blacksmith and carriage manufacturer on a small scale. The first year he turned out about fifteen new vehicles, annually increasing the number until on the 1st of January, 1883, he was manufacturing about three hundred and fifty carriages a year. On the 17th of June, 1882, owing to a disastrous cyclone, Mr. Spaulding sustained a heavy loss financially and also suffered severe physical injuries. On the 1st of January, 1883, he sold a half interest in the business to A. P. Phillips & Son, the name of the firm becoming Spaulding, Phillips & Company. Their business gradually increased until on the 1st of January, 1887, they were taking care of eight hundred

jobs a year. At that time Phillips & Son withdrew and M. Snyder held their interest for one year, the name of the concern being Spaulding & Snyder. Their annual output was nine hundred vehicles. On the 1st of January, 1888, Craver, Steele & Austin purchased the half interest of Mr. Snyder, who retired. The firm then continued business under the style of Spaulding & Company and in 1888 manufactured two thousand vehicles. Wishing to push their Headers, Craver, Steele & Austin withdrew from the company and Mr. Spaulding conducted business independently for one year. On the 1st of January, 1890, M. Snyder and William Miles each bought a fourth interest in the concern, the name of which was changed to the Spaulding Manufacturing Company. At the end of a year Mr. Spaulding purchased Mr. Snyder's interest, then owning three-fourths of the business. In the decade between 1890 and 1900 the output of the company was increased from two thousand to four thousand vehicles annually. On the 8th of March, 1893, the Spaulding Manufacturing Company sustained a loss by fire of from fifty-five to sixty thousand dollars, and the insurance paid thereon was

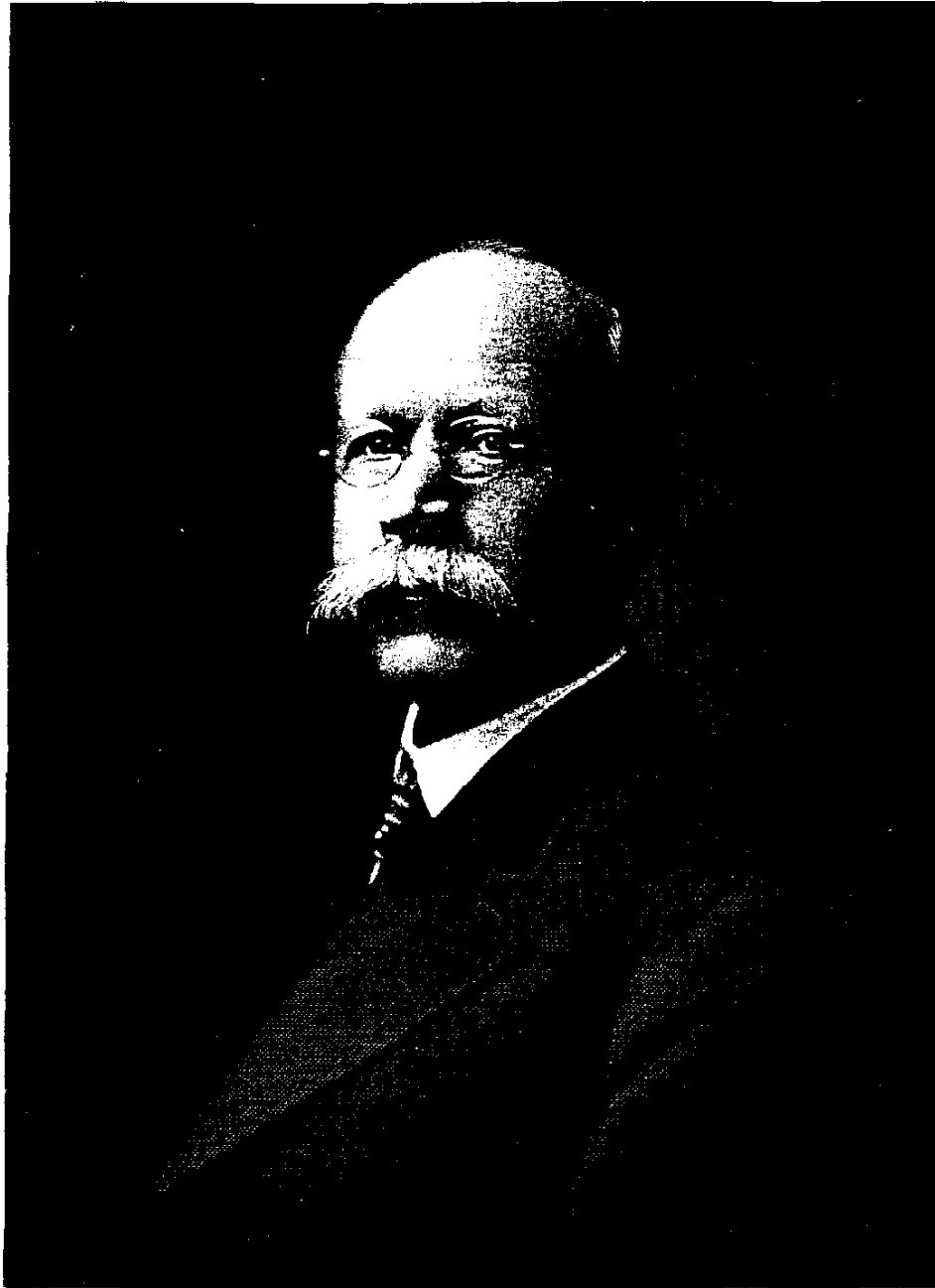
eighteen thousand five hundred dollars. On the 1st of January, 1900, F. E. and E. H. Spaulding, sons of H. W. Spaulding, bought out William Miles and have since remained partners of their father, holding a third interest each. In 1903 the concern manufactured and sold six thousand and one vehicles, while at the present time their annual output numbers ten thousand vehicles and employment is furnished to three hundred people. Their vehicles are sold direct to the consumers and find a ready sale in all the southern, western and northwestern states. For the past two years they have also manufactured automobiles. The plant of the company covers almost an entire block and a part of another. The house from the beginning has sustained a reputation for undoubted integrity and reliability in its methods that has made the name of Spaulding a synonym for commercial honor in Grinnell.

Mr. Spaulding is now and for about fourteen years past has been a trustee of Grinnell College, manifesting a deep and helpful interest in the institution. He is likewise a prominent factor in financial circles as the president of the Citizens National Bank of Grinnell and is a director in many other institutions. He deserves great credit for what he has accomplished, since his prosperity is entirely due to his own labor, his utilization of opportunity and his persistency of purpose.

Mr. Spaulding has been twice married. In October, 1872, he wedded Miss Miriam J. Lull, by whom he had three sons, namely: Harry E., who died at the age of twelve years; F. E.; and E. H. The wife and mother was called to her final rest in 1888 and in 1903 Mr. Spaulding was again married, his second union being with Miss Aimee M. Haight, whose birth occurred near Aurora, Kane county, Illinois, January 4, 1870. They are the parents of two daughters, Alice C. and Henryetta W., both of whom were born in Grinnell.

In politics Mr. Spaulding is a staunch republican and his fellow townsmen, recognizing his worth and ability, have called him to several positions of public trust. For one term he served as councilman and for a similar period discharged the responsible duties devolving upon him as mayor of Grinnell. In the fall of 1910 he was elected to the state senate from the twelfth district, comprising Keokuk and Poweshiek counties. In that body he is now ably and creditably serving, taking an active part in the business that is transacted in council cham-

bers of the state. His religious faith is indicated by his membership in the Congregational church, to which his wife also belongs and of which he is a trustee. In all of his business relations Mr. Spaulding has been thoroughly reliable and in his treatment of employes is just and considerate. Without the aid of influence or wealth he has risen to a position among the most prominent men of Iowa and his native genius and acquired ability are the stepping stones on which he has mounted.



*J. W. J. J. J.*

# "There Were Giants In Those Days"

## Grinnell's Foremost And Most Constructive Builder

Herald Nov. 24, 1931

Two or three years ago Carl Phelps said to the senior of the Herald that he would like to see a story of the activities of Senator H. W. Spaulding written up in the way that it ought to be. Mr. Spaulding has been for a long period of years one of the most active, influential and useful men in Grinnell and Carl's suggestion was that he had not been given sufficient credit for the fine work he has rendered so many years in the development of Grinnell.

The writer has thought a good many times that the statement of Mr. Phelps expressed a fact which might be emphasized before the generation which is making Grinnell what it is today. H. W. Spaulding has been one of our most useful citizens. The energy, push and enterprise of Mr. Spaulding, his public spirit, his generosity and his large contributions to the city welfare have been for many years among the most vital things in the growth of the city.

Without going back into the earlier years of Mr. Spaulding's life here, when the writer as a college student, knew little of him, the writer has to say that my real acquaintance with him began when I became superintendent of the Grinnell schools in 1887. With two studious interested and growing boys in the public schools Mr. Spaulding's interest in our intellectual life was then as now an unusual and vital one.

Since my acquaintance with him in 1887 there has been no man in Grinnell more deeply interested in the prosperity of the city, in the success of the colleges, in the development of our public schools and in our civic and church life than Mr. Spaulding.

Mr. Spaulding has been a man who never recognized that there was a word called "can't," in the dictionary. To him we always "can" and this spirit which made him a foremost leader for so many years is still a dominant factor in his life.

Mr. Spaulding wanted good schools. He wanted good teachers, he wanted to live in a town of high moral worth and his aid in producing these eminent qualities in city life has always been most marked.

Mr. Spaulding's spirit has always been that of "come on boys."

He never waited for someone else to do the leading. If anything was to be done worth doing he was there at the head of the procession working with all his might with a determination and a force which made itself felt everywhere. It is almost impossible to name the valuable and useful movements which Mr. Spaulding has led or in which he did not act as one of the leaders in the forefront ranks. It made no difference whether the movement was one for the advancement of the public schools or for the development of a public enterprise which would make Grinnell a better city to live in, or for a better object to help those who are less fortunate than ourselves. He worked hard himself. Everybody who was near him worked hard and there was always a vim and a character in any movement he aided which meant success.

He was foremost in some movements which aroused opposition in our time but later one day have proven their usefulness. As a member of the city council the present sewer system of Grinnell, the present elegantly paved streets, the sidewalks, the fine system of schoolhouses and many improvements had his active support and the benefit of his forceful character.

It is useless to say that in a long and active life like Mr. Spaulding's he would not arouse some opposition but he was generous always to a fault and always willing to help where he could. If a movement was started to help the unfortunate anywhere it was known that Mr. Spaulding's name would be at the head with a generous sum. The San Francisco earthquake and fire was one of the notable things in the history of Grinnell where a generous response was given to the call for relief for the unfortunate city and there have been many other calls for help to which his response has been prompt and generous. Mr. Spaulding was always at the head of a movement to secure needed funds to help generous movements at such a time and many are the occasions on which he has been the most active figure in promoting the wellbeing of humane movements.

There have been many public spirited movements in Grinnell.

Henry W.

## Senator Henry W. Spaulding, One of the Builders of Grinnell, Passes Away at the Ripe Old Age of Ninety Years.

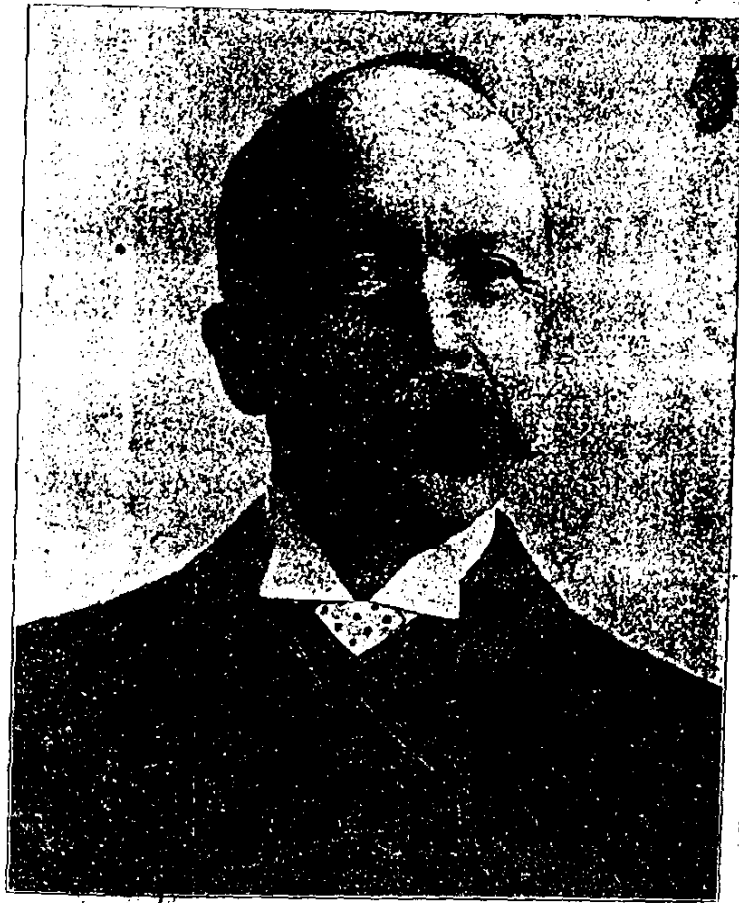
Senator Henry W. Spaulding passed away Wednesday morning at 11:53 o'clock in a local hospital, after an illness of only a few days. He would have been 91 years of age if he had lived until his next birthday, June 29.

Funeral services will be held at 2:30 o'clock Friday afternoon from the Congregational church, conducted by Rev. Robert Inglis. Interment will be in Hazelwood.

It takes only a few words to announce the close of a life which has been of epochal significance to Grinnell. Senator Spaulding has not only been a Grinnell individual; he has been a Grinnell institution. He has risen in Grinnell to heights to which few men have attained. That he reached those heights was due to his rugged

honesty, his industry and his vision. He conducted a factory here which for years was the largest in the state in point of business transacted and for a time was the largest vehicle factory in the nation. He has employed men by the hundreds. He has served his city and his state in places of trust. And all the time he has been at heart the simplest, the most loyal, the most affectionate of men.

Not a native Grinnellian, he brought to this, his adopted community, all the devotion of a son. Always, ever since the day when, a young man, he came here to make his home, Grinnell has been his town, to be served, to be helped, to be fought for if necessary. Always he has been a Grinnellian and that is the reason



SENATOR H. W. SPAULDING

When it printed this picture a few months ago in connection with the coming of the new shoe factory to Grinnell, The Herald-Register had little idea that it would be called upon to use it again so soon. It shows the senator as he used to look in the days of his activity and it is as he looks here that Grinnell people will want to remember him.

not all of them a financial success but all of them created an enlightened public spirit and meant much for the development of the little city. The Colonial theatre was

and fostered largely by the flying enterprise and Spaulding's spirit. Arbor Lake sprang into being and into success because it was backed by the Spaulding spirit. To be sure some of these movements were not so successful but it was not because of the spirit which promoted them but partly because of a narrow field of operation. The Brick and Tile Co. was fostered by a group of business men because it augured well for Grinnell. The Grinnell Aeroplane Company was one of the largest movements fostered by Mr. Spaulding and a large group of business men because it promised much for the future and the fact probably is that if Billy Robinson had kept his attention fixed entirely on modern aviation and the development of this new industry the war movement a year or two later would have made Grinnell one of the centers of the flying industry in the World war.

But Mr. Spaulding was equally as helpful in church and social movements as he was in business enterprises. He was a leader and aided in every movement which promised a better religious life as well as in every movement which promised a better civic life.

Mr. Spaulding is now in his 86th year and his present strength and force indicate plainly that a man can live actively and work hard for more than four score years and still retain an active and vigorous manhood. Few men in their lifetime have put in more hours of hard work and longer days than Mr. Spaulding and he is today as hopeful and ambitious as he was twenty-five years ago.

Mr. Spaulding is a Vermonter. His father died when he was still a young man. Those were the days in the New England states when a boy stayed at his home and worked until he was twenty-one. However, H. W. was ambitious to get into business life and at the age of eighteen he bought his time of his mother, paying \$300 for it. He came to Grinnell in 1876 at the age of thirty-two, having had successful experience in the manufacture of buggies at Chelsea, Vt. There he introduced the

# SAY FAREWELL TO SEN. H. W. SPAULDING

Funeral Services Are  
Held Friday  
Afternoon.

A large company of friends gathered in the Congregational church Friday afternoon for their last farewell to Senator Henry W. Spaulding, community builder and good friend. In honor of this distinguished Grinnellian, business houses drew their shades during the time of the funeral. Elbert M. Smith, the church organist, played softly familiar hymns as the company assembled.

The services were in charge of Rev. Robert Inglis, pastor of the church, who read from the Scriptures. Prayer was offered by Rev. Wm. Welsh, pastor of the Baptist church. Paul Meyers, speaking for the business interests of Grinnell and also as a close personal friend, gave a fine talk, in which he said that Senator Spaulding in his youth had traveled widely for an eastern firm. He had stopped in Grinnell, which then resembled a New England village set down on the western prairies and when he came west to locate chose this community because he liked it. He referred also to his experiences during the cyclone, which destroyed his home and his business and injured him severely, and told of the many ways in which he had proved his worth as a constructive force in Grinnell.

Professor J. D. Stoops spoke for the college, referring to Senator Spaulding's interest in education and especially in the Department of Speech. Professor Stoops ascribed this interest on the part of Senator Spaulding to the belief that speech related education more closely to everyday life. He referred to the Spaulding contests in speaking, which Senator Spaulding endowed, and to the great interest that was taken in these contests at the time of their inception.

Rev. Mr. Inglis closed the service with a graceful tribute in which he referred to Senator Spaulding's indomitable spirit even in the face of adversity. He had lived, the speaker declared a significant life in a significant way. He read several selections in verse which illustrated the character of the man.

Pallbearers were Senator T. C. Cessna, C. H. Hanson, W. J. Nelson, A. M. Burton, Ross V. Coutts and Paul P. Meyers. Interment was in Hazelwood Cemetery.

He served more than one term as mayor of Grinnell and was responsible in a large measure for the installation of the sewer and water systems.

He served two terms in the State Senate, during the administration of Governors Clarke and Carroll.

These are only a few of the distinguishing features of this long and extraordinarily useful life.

To Senator Spaulding's first marriage were born three sons, Harry Emerson, Frederick Elliott and Ernest Heywood. Of these, Harry, the oldest, died of diphtheria at the age of 17. The others grew to manhood. Mrs. Spaulding, the center of a happy and united home, died in 1938 and for many years Senator Spaulding was both father and mother to his surviving boys. The result was the establishment of a singularly close family tie between father

and sons, which only his death could loosen. The devotion of his sons has well repaid the devotion which their father gave to them during their formative years.

In 1903 he married Aimee Haight, who survives him. To them were born two daughters, Alice, now Mrs. Clark Blair of Oakland, Cal., and Henrietta, who became Mrs. E. C. Van Gorder of Audubon, Ia. He is survived by four grandchildren, Mrs. Robert A. Brock of Kansas City, Mo., and Mrs. Patricia Spaulding, now of Des Moines, children of Mr. & Mrs. F. E. Spaulding; Miriam Jane Spaulding, also employed in Des Moines, daughter of E. H. Spaulding's of Grinnell; and Edward Van Gorder, of Audubon, Ia.

Only a few more things remain to be said in this very incomplete story of a complete and well rounded life. Senator Spaulding was a lover of people. He was fond of children and they were fond of him, especially in these later days when he was freed from the pressure of great affairs. He loved

to stop them on the street and talk to them and many unobtrusive acts of kindness attested his interest in the little folks.

He loved his garden. The Spaulding people have been famous in this community for years, and he was generous with them. His flowers not only brought joy to him but they carried comfort and happiness to many homes. His peonies were usually in their prime at Memorial Day and he loved to send bouquets of the fragrant blossoms to his friends.

Although not a man of education, except that which he gave himself, he was a great reader of worthwhile things and he attained a degree of culture which might have been envied by many with greater advantages.

He was a great believer in Iowa

land and in his active days found great pleasure in dealing in farmland. He owned thousands of acres of Iowa land in his time. In many of his land activities he engaged in the partnership and co-operation of Senator T. C. Cessna. He not only owned farms, but he took an interest in them and was well informed and progressive in his ideas.

During his later years he was greatly interested in and an active supporter of Red Cross activities. He spent much time at the Red Cross Center and even in his eighties he used to carry sacks of flour and had them in the cars of people who came to receive this form of relief. One of the cherished possessions of the Red Cross Center is a fine Victrola with an equipment of many at-

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slowed down the business. It was not any lack of management or falling off in quality. The last Spaulding buggy ever made was just as good as the first.

Since the closing down of the factory Senator Spaulding has lived quietly in Grinnell. He didn't want to live anywhere else. About Grinnell his heart strings were entwined. He always had some idea for the welfare of Grinnell in his mind.

Naturally, a man of his driving energy and restless industry was concerned with many things besides his own business. A few are mentioned here:

He was one of the backers and founders of the Grinnell Soft Water Company, which created Arbor Lake.

He was one of the originators and for a long time the largest stockholder of the Colonial, now the Iowa Theatre.

He was responsible more than any other man for the establishment of "Billy" Robinson's aeroplane factory in Grinnell a promising enterprise which failed of fruition because of "Billy's" tragic death.

He was the prime mover in the founding of the original Grinnell Typing Machine Company and built the factory building.

He served for many years as trustee of Grinnell College and was a generous donor.

He made possible the establishment of a Department of Speech in the college.

He endowed the Spaulding Prize in Public Speaking, which still is contested for annually.



trailing system so familiar in later years to Grinnell people. Being somewhat pressed by creditors Mr. Spaulding started out in the state of Vermont with a couple of buggies, sold them and came back and settled with his creditors. He entered the employ of Estey & Company and assisted in the manufacture of the organs of that famous company in those earlier years, sixty or more years ago. He started the manufacture of buggies here in 1876 and develop-

ed at his factory on the east side of Broad street a plant capable of manufacturing 350 buggies a year. They were sold by the trailing system, notes being taken in payment. The work was done on a small scale but the business grew and by 1887 the company was manufacturing about 800 buggies a year.

Mr. Spaulding has had various partners at different times, namely Phillips & Son, M. Snyder and William Miles, but ultimately the plant became a Spaulding plant and developed with great rapidity. At one time the output amounted to 10,000 buggies a year and the employment of nearly 300 workmen.

The introduction of the automobile industry proved fatal to Mr. Spaulding's buggy industry as well as to the manufacturers of spring wagons throughout the country.

However, manufacturing was not the only industry in which Mr. Spaulding took an active part. He was for a long period of years an active worker and trustee of Grinnell college and is now trustee emeritus having been so elected because of his long and useful service to this institution. He was one of the founders of the Citizens National bank. He served as senator in the 39th senatorial district, composed of Poweshiek and Keokuk counties. He was a strong and useful member of the senate. He was recognized as a man of fine judgment, as a progressive, public spirited citizen of Iowa, standing for temperance, for progress and for practically every good thing which marks a state development.

Mr. Spaulding's life has been a synonym of integrity, of good judgment, and of honorable living. His name has never been tainted by the thought of a dishonorable deed. When he was needed to promote useful movements he was always ready. His name was foremost in every movement for progress.

And yet when we speak of the fine qualities which have marked his life and have made his name an example of honorable living in Grinnell it is but just to him to note that his ever abiding good nature, hopefulness and generous spirit have been among the things which will remain with us for a long period as typical of a successful and upright manhood.

And now just a personal word. This story of Mr. Spaulding's life is not an "in memoriam," but is a recognition of the long, active and useful business life of a sincere friend, lovable companion and worthy citizen. In these personal traits he has filled up in full measure the fondest anticipation and has added inspiration to an active business life.

Why, after all these years of physical decline, Grinnell people who really knew him will stand uncovered about his coffin to mourn the loss of a friend, a fellow townsman and a gentleman of the old school.

In writing of Senator Spaulding's life it is hard to tell where to begin, it has touched so many fields and has been so full of interesting incidents. He was born in Chelsea, Vermont, the son of Roswell O. and Nancy Pelham Spaulding. His parents were not blessed with this world's goods, and in his youth he worked on neighboring farms. Later, before coming to Grinnell, he traveled for the Estes Organ Company of Brattleboro, Vt., and for a well known Massachusetts tool company. In 1873 he was married in Hartland, Vt., to Miss Miriam Jane Lull, a woman of culture and fine mental attainments, a relative of Ralph Waldo Emerson.

Mrs. Spaulding was with him when he came to Grinnell in 1876 and engaged in the blacksmithing business, running his own shop. It was characteristic of him that he always ran his own shop. In his spare time he built open wagons, in those days called "democrat" wagons, and as fast as he finished a wagon he took it out in

which he was later to develop to great efficiency and which was his great contribution to the science of selling.

When the Craver-Steele & Austin header plant moved to Harvey, Ill., Mr. Spaulding moved his business, which had been expanding steadily, to the location on Spring street, which had been vacated. He had as partners, first "Mike" Snyder and later William Miles. The business was then known as H. W. Spaulding & Co. In 1900, when his son, F. E. Spaulding, entered the business as a partner, the name was changed to the Spaulding Manufacturing Company. E. H. Spaulding, the other son, entered the business in 1903.

The Spaulding plant in those days was a hive of activity. It employed men by the hundred in its various departments. Building after building was erected to keep pace with the demand. The Spaulding product of buggies and spring wagons was an honest product, honestly made and was sold all over the nation by crews of expert salesmen who "trailed" the vehicles through the country. The company had its own legal department, headed by the late A. C. Lyon and its expert book-keeper, F. W. Sprung. It was only the advent of the automobile and the consequent falling off in demand for horse drawn vehicles which

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