



Sourisseau Academy

Smith-Layton Archive presents:

Horse Power by Tom Layton

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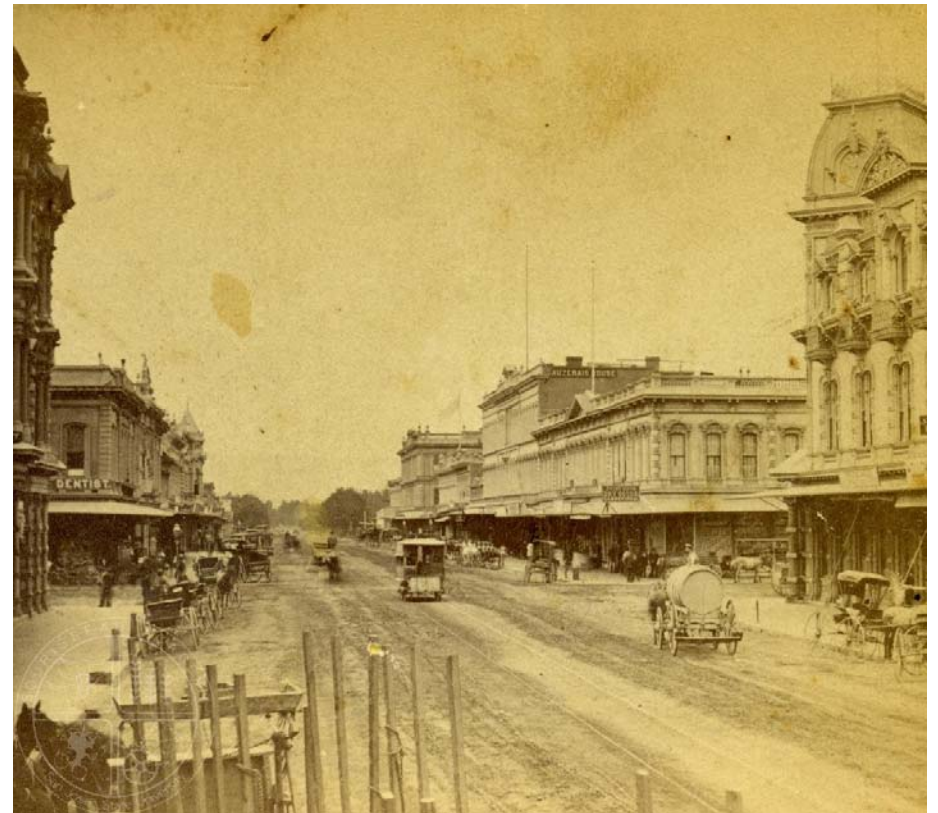
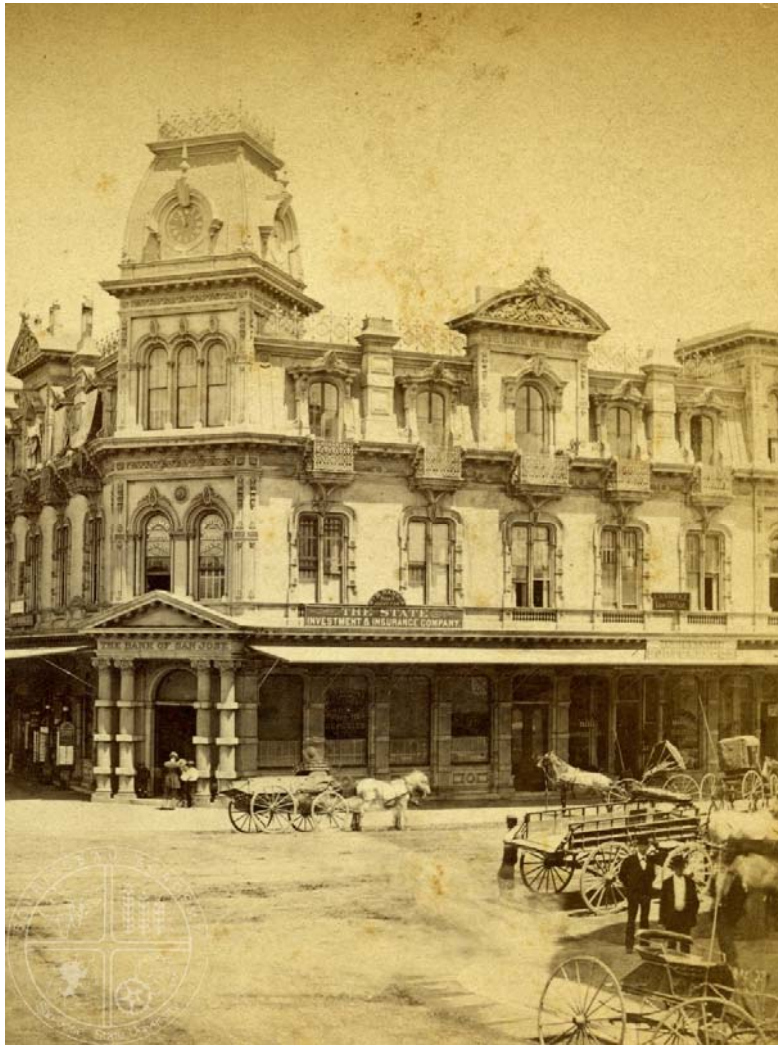
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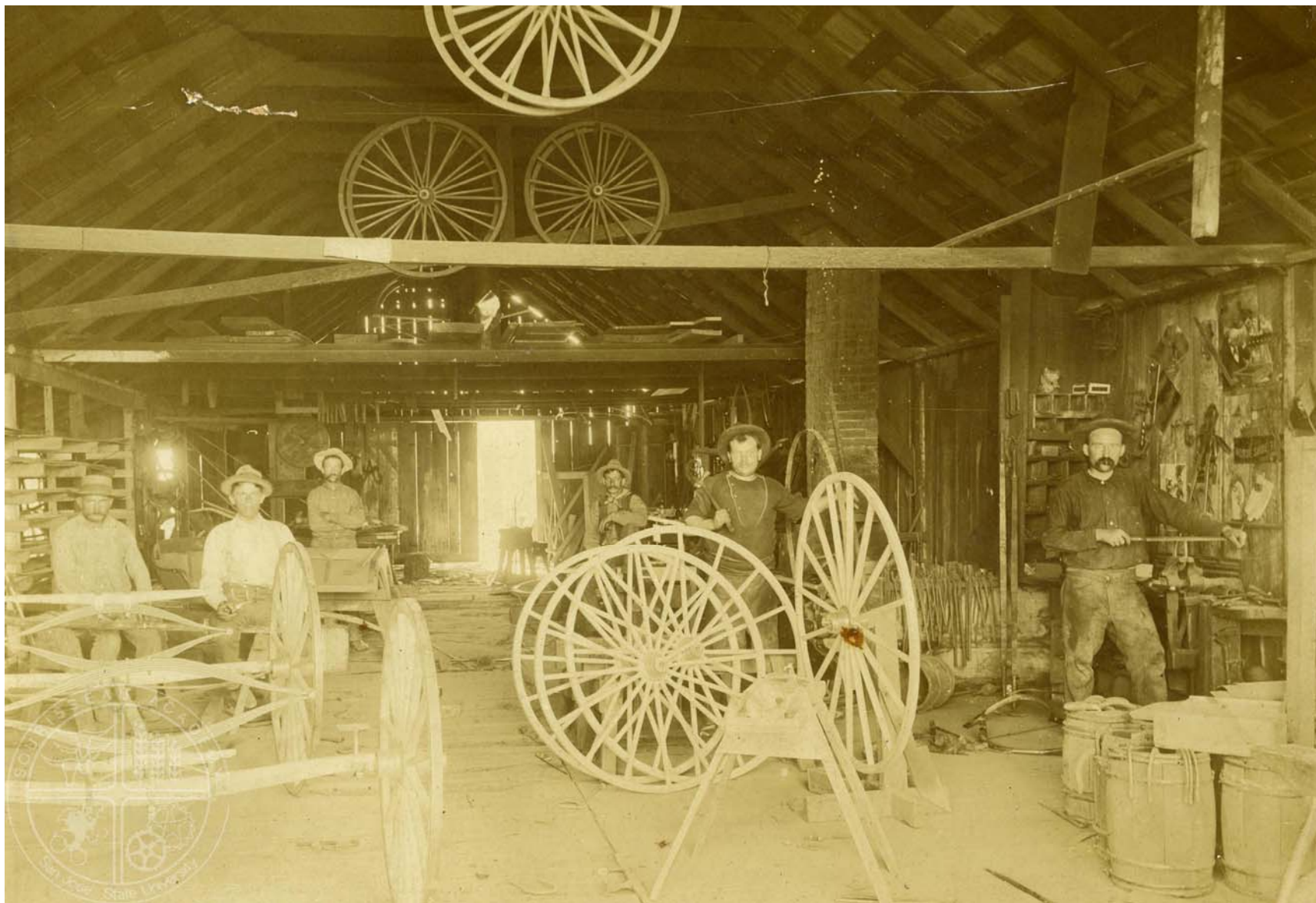


[112] **Pride of Ownership** - 1870, A.E. Pomeroy and his family, dressed in their Sunday best, were proudly photographed at their Gothic Revival style house on Autumn Street. Their delivery wagon is shown in front with *Pomeroy & Company, Hardware and Crockery* advertising their business. Pomeroy owned his wagon but his horse probably came from the local livery stable.



[113] **Downtown** - Left: The Bank of San Jose, with its distinctive and impressive tower, marks the intersection of First and Santa Clara in 1875 where only a few horses and wagons constitute the entire downtown traffic.

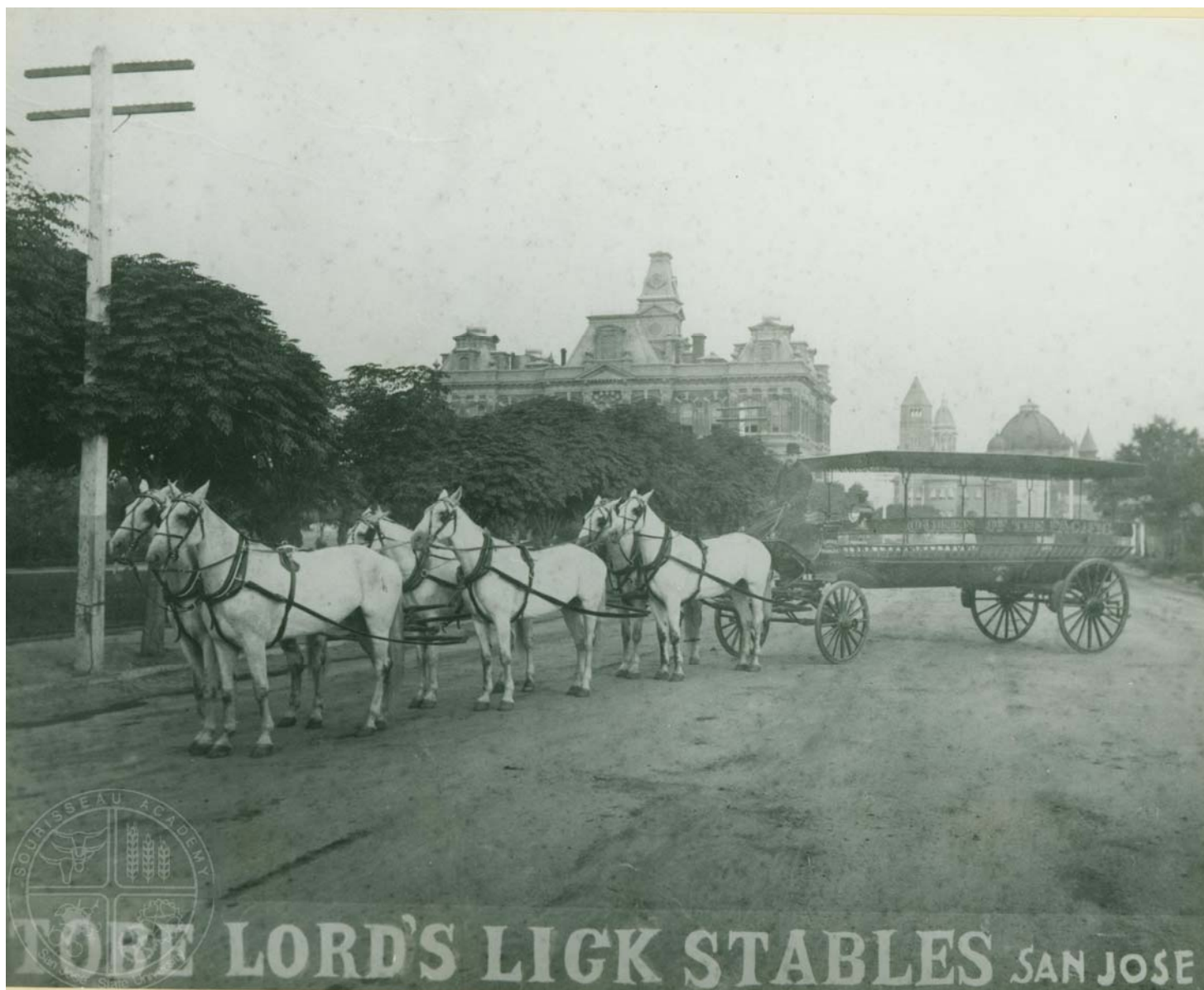
Right: The same intersection, also circa 1875, looking west from Second Street shows a horse-drawn water wagon sprinkling down the dust on Santa Clara Street. The rear of a horse-drawn trolley is in the center, showing that horse power was the only way to travel in that time.



[114] **Big-time Manufacturers** When horses were the only source of locomotion, riding in a wagon or carriage was usually preferable to sitting on top of an animal. Many carpenters and blacksmiths had the skills to build horse-drawn wagons, buckboards, buggies and carriages, but spoke wheels were purchased ready-made from specialists.



[115] **Small-time Manufacturers** - Before about 1910, the local blacksmith was one of the most important men in town. They were the service stations of their time, able to repair a wagon or shoe a horse. They were also the craftsmen who could repair farm equipment when necessary. The sign painted on the front of John Jordan's shop in Gonzales, California near Salinas in Monterey County reminds us of the necessity of both trades in a rural area.



[116] **Elegance**—During the mid-1880s, this carriage, pulled by three matched pairs of white horses from the *Lick Stables* on Market Street in downtown San Jose, was the stretch limousine of its day. The sign on the side of the carriage reads *Queen of the Pacific*, letting prospective passengers know this was the finest carriage available.



[117] **More Elegance** - Time to rest the horses and let the passengers stretch their legs. The Vendome Stables, located on the grounds of the Vendome Hotel provided stiff competition to the Lick Stables with their May Queen carriage, the perfect conveyance for these young women (perhaps students from Notre Dame) and the three nuns who accompanied them. Few San Jose stables could offer such large equipages.



[118] **Working class** - Some teamsters used whatever horses were available. This load seems fairly heavy because the team has two pairs, but the horses are not matched for size. The wagon, loaded with fruit boxes, was probably heading for a San Jose packinghouse.



[119] **Pride of Ownership** - Hitching up all of these horses would have taken some time. This family has an assortment of vehicles; a light cart on the left, a milk wagon for deliveries in the center, and a heavy-duty farm wagon with sturdy wheels powered by the team on the right. This circa 1919 Santa Clara Valley farm family poses proudly for a portrait featuring their horses, chickens and a wagon loaded with milk jugs. Within a few years, an updated photo would likely have included an inexpensive Model T pick up.



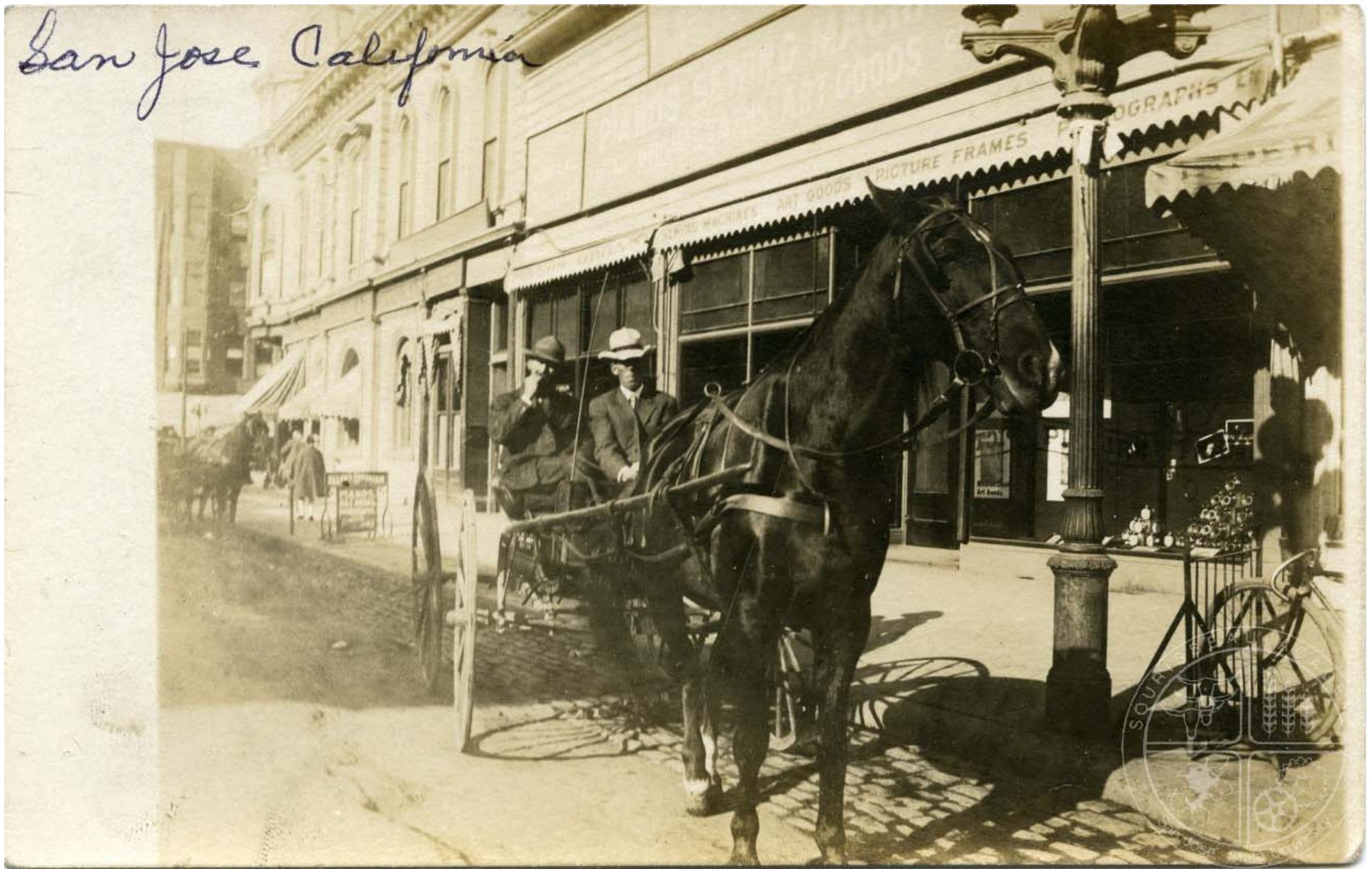
[120] **Not Exactly Horse Power** - Oxen were the preferred power source for heavy loads, although this load of firewood is relatively light since only three yokes seem to be involved. Oxen were slow but very steady and less prone to bolt. In 1908, wagonloads of firewood were still being dragged out of the Santa Cruz Mountains by teams of oxen.



[121] **Pulling to a Stop** - Although a wagon required motive power, it also required a braking system to slow its descent down steep hills for loading and unloading or to hold steady for a photograph such as this! Note that both of the driver's feet are pushing brake pedals, engaging two independent friction pads to the rear wheel of the wagon. It's a light load—only one horse is required for a cart full of empty boxes.



[122] **Service in Downtown San Jose** - There were still 26 livery stables in the downtown in 1910, and many businesses relied on horses to make all of their deliveries. Most businesses owned their own wagons but relied on a local stable for the horsepower needed for deliveries. Feeding, exercising, and stabling a horse was a job for others. In 1910, the Robinson Company was located at 67-73 West Santa Clara Street, where they sold furniture, stoves, draperies and carpets.



[123] **Not Much Competition** - As late as 1900, bicycles provided the only privately owned competition to the horse. This is probably the taxi of its day, with the driver picking up a customer to drive him to the train station or to his suburban home.



[125] **Almost an Epitaph** - It is 1910, and unaware of the cruel irony, this two-horse team pulls a Pacific Telephone wagon carrying a spiffy new motorcycle! As best as we can tell, this is a 1909 Harley-Davidson, worth about \$100,000 in today's collector market.



[126] **Horsepower Replaces Horse Power**—Unbeknownst to all involved, we witness the last gasp of horse power—the preparation of a roadway for the era of horsepower!