

FASTER, FASTER, FASTER!

“Power and speed be hands and feet.”
—Ralph Waldo Emerson (1803-1882)

There is something in our human nature that makes us want to go faster and farther. This craving for speed and adventure is something we share with people of the past. The 19th century brought many advancements that enabled people to get where they wanted to go faster and more comfortably. For thousands of years it was human feet that carried Kumeyaay people from their summer camps near the ocean to their seasonal hunting and gathering areas in the mountains. The Spanish brought horses, mules, donkeys, and oxen for their wagons and carriages in the new world. Improvements in equipment or accessories (tack) for draft animals (horses, donkeys, mules, oxen) made hauling faster and more efficient.

It is said that the first person to own a passenger carriage in southern California was Felipa Osuna in the mid-1800s century. She was a prosperous *ranchera* who liked to visit her ranch some 35 miles from Old Town. The carriage cut travel time from about

one week by ox cart to one day by carriage. It is said that she traded 50 cows at \$30 each for this carriage. The local parish priest, Father John Molinier had a carriage available to him in 1857. It is said that a dog held the reins in his teeth as he traveled about.

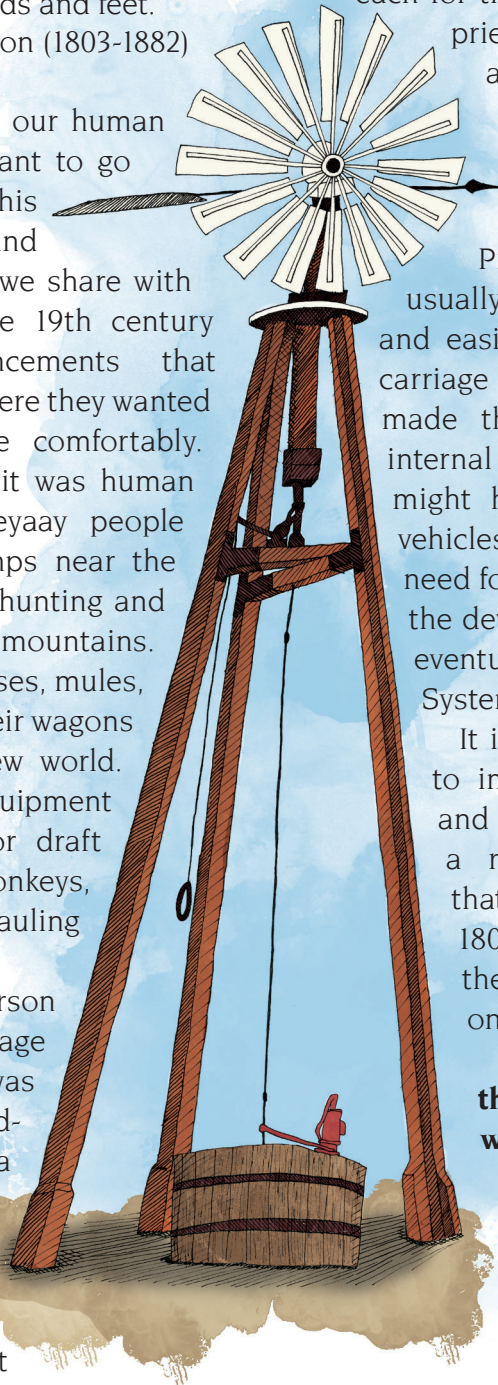
Progress in transportation usually means faster, cheaper, and easier. In the early 1900s, some carriage makers such as Studebaker, made the transition to electric or internal combustion engines. You might have seen the old and new vehicles in the same showroom. The need for better roads for autos led to the development of plank roads and eventually the Interstate Highway System.

It is impossible for most people to imagine a world without cars and trucks. This collection is a reminder of the challenges that faced people during the 1800s when they transported themselves or their goods from one place to another.

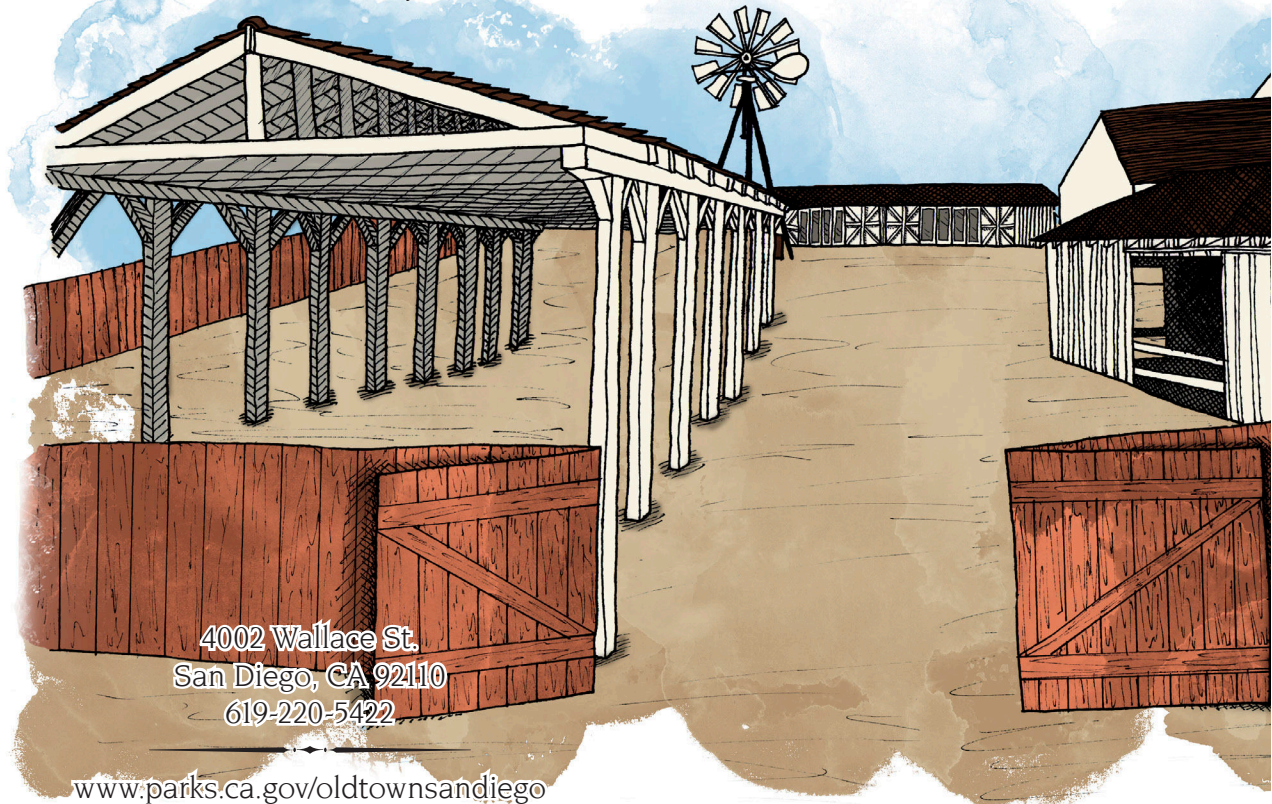
More information about the carriages can be found at:
www.parks.ca.gov/oldtownsandiego



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Illustrations by Megan Curtis.

THE SEELEY YARD.

“PAPPY” HAZARD CARRIAGES.

Date Built: **Circa 1869.**
Interpretive Period: **American.**
Rebuilt in 1974.

THE CARRIAGES.

The height of the carriage era in the United States was between 1850 and 1910. The Seeley Yard is home to a number of passenger carriages from the Roscoe "Pappy" Hazard Collection from that time. As with current vehicles, each piece from the collection has a unique appeal and purpose. Today, a family with four children might select a roomy SUV over a two seat convertible. Probably you would not be using your sportscar to haul hay and feed. Carriages were costly. In a time when most San Diego wage earners made about \$30 per month, carriages cost about as much as a prefab house. Rather than buying them, most people rented a carriage from a livery stable for special occasions. The following late 19th-century carriages are examples from the collection.



Spider Phaeton.



Auto-Top Surrey.

AUTO-TOP SURREY.

The Surrey was the station wagon of middle class families. This carriage was available with either convertible top or the more standard fixed top with a fringe, as referenced in the song "Surrey with the Fringe on Top." This particular surrey belonged to Alonzo Horton, the "father of New San Diego." One can imagine him taking clients about in this handsome vehicle as he attempted to sell real estate in "New Town."

SPIDER PHAETON.

This carriage is named after Phaeton, the son of Helios (the personification of the sun in Greek mythology), who drove his father's chariot too fast with disastrous consequences. The phaeton was intended to be very sporty and daring. Wheels were oversized and frequently painted bright yellow. This vehicle was generally intended for young men of fashion and the back seat was for a footman or servant. Queen Elizabeth II rides in Queen Victoria's 1842 phaeton when reviewing the troops on her birthday.

CABRIOLET OR PANEL-BOOT VICTORIA.

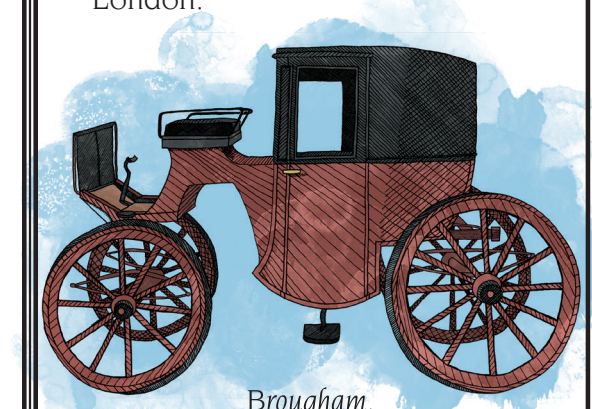
The cabriolet was one of the most elegant passenger carriages ever designed. After the drivers of carriages for hire in London began to use cabriolets, they were called "cabbies" after the carriage. These were designed for the wealthy and were frequently used on drives in fashionable parks. The Victoria or Brewster was described as "affordable fashion." The Brewster Carriage Company proudly stated of their 1857 model, "Fancy, hand-worked iron trim, the kind of courting buggy any boy and girl would be proud to be seen in."



Panel-Boot Victoria.

BROUGHAM.

A brougham is a two-seat, enclosed carriage with an open driver's seat in front. Europe's nobility set the standards for taste and style in the 19th century. Often carriage names took the name of a famous person to associate with royalty or good breeding. An example of this is the brougham, named after Lord Henry Peter Brougham, 1st Baron Brougham and Vaux (1778–1868). Lord Brougham was a noted reformer whose dreams included the abolition of slavery and universal public education. He designed an enclosed carriage in the 1830s that was named after him.



Brougham.

DID YOU KNOW?

- ✦ It takes about 20 minutes to hitch up a horse to a carriage. A longer time is required to unhitch and then groom a horse after use.
- ✦ A working horse drinks about 12-20 gallons of water a day in a warm climate.
- ✦ A horse produces over 30 pounds of manure a day.
- ✦ The 19th century livery stable was a "filling" station and parking garage where horses and mules could be cared for and vehicles maintained and/or stored.
- ✦ Cab drivers in the 19th century were often called "jehus" after the Jehu son of Omri, King of Israel, noted for his furious chariot driving.
- ✦ Lady Valerie Susan, (1847–1910) was a Victorian socialite who shocked British society by hitching zebras to her phaeton and driving them about London.