



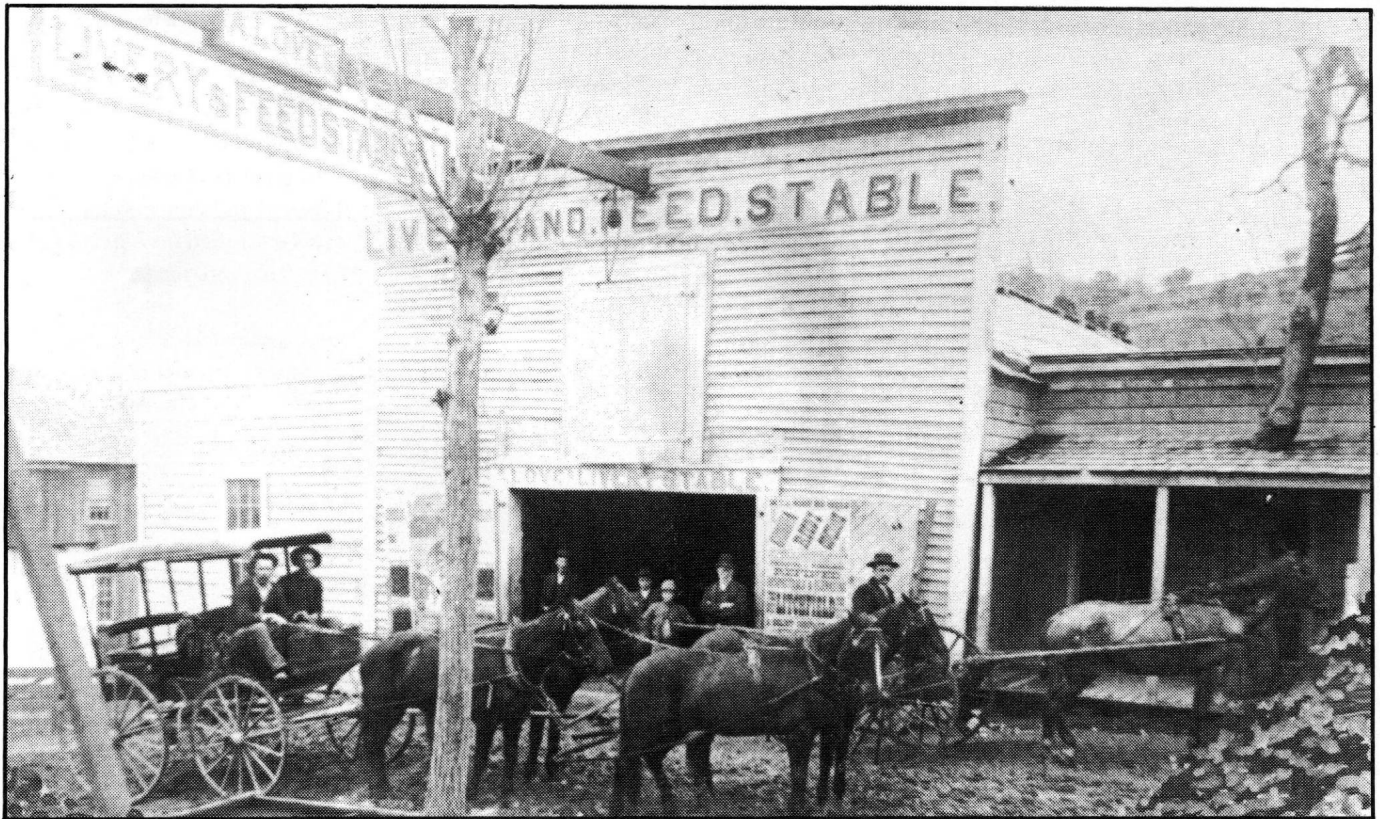
Quarterly Bulletin of the Calaveras County Historical Society
Volume XXII October 1973 Number 1

LIVERY STABLES AND GARAGES IN ANGELS CAMP

We commented, in our earlier issue on this subject, about the important part that the livery stables played in transportation of the Mother Lode area. Each town had a stable or two, and a rig could readily be rented. A number of the residents of that day maintained their own stables, but those that didn't, and of course, many of the "drummers", visitors, and others, depended upon the liveries.

It took a bit more know-how then, of a different sort, to drive a buggy or a carriage out over the country roads than it does to cover the same ground today in a modern automobile. And it required a lot more time, too. There are very few horses broken to harness, anymore, or drivers that know how to handle them.

Early stables in Angels Camp included Michael Cosgrove's Livery and Sales Stable and the Russell & Miller Livery. The former, on the lot of the present-day Bazinett Hotel, was operated later by John Ferry as the Angels Stable. This establishment was destroyed in the great fire of 1885. Later the Tryons reestablished the Angels Livery Stable on the site presently occupied by Carley's Garage. The other livery, the Pioneer, started by Alexander Love



A. LOVE'S LIVERY & FEED STABLE

Alexander Love poses with his crew in the early days of the stable. This building was converted from his dairy to the stable.

Loaned by Mrs. Dorris Faull

about 1880, was located farther up town, almost across from the Congregational Church.

With the advent of the horseless carriage, the liveryies gradually went out of business. Most of them were, somewhere along the line, converted to garages. John Carley started the first real garage in 1908, across the street from the Angels Livery, and then subsequently took over the latter establishment, eventually rebuilding and continuing the garage business to the present day. Lewis McGaffey, Jr. at the Pioneer, in the mid-teens, began catering to the new automobiles and even became the Chandler car agency. A nephew, Charles Rocque, then took over the operation and ran it as a tire repair and vulcanizing business for a number of years. After a brief period when Joe Zwinge ran the garage, it was rented by the Wilmshursts and sublet in 1933 to Charles Stone of Copperopolis, who operated a garage business there for twenty-two years. The building was then taken over by the Wilmshursts and used in their business, and was purchased from the Love estate in 1962. It was finally demolished in March, 1971.

Other garages were established. Turner Lillie's was the third garage in town to open for business, on the site of the present Williams establishment. Then Joseph Wilmshurst and his son, Ralph, who in 1933 had set up in the garage business in San Andreas in the historic Corcoran building, across from Stewart's, moved back to Angels about 1937. Until their new building was erected, the Wilmshursts shared the old livery building with their tenant, Charley Stone.

The Pioneer and the Angels liveryies, and Carley's Garage are described here from papers given before the Society in February,

THE LIVERY STABLE

By

Ed Leonard

The livery stable was a very necessary part of every community of any size. It generally consisted of a two-story building. On the first floor there were stalls for the horses, a harness room, and the office. The office was also sometimes used as the sleeping quarters for the night attendant. The upper story or the loft was used for storage of hay and grain (rolled barley.)

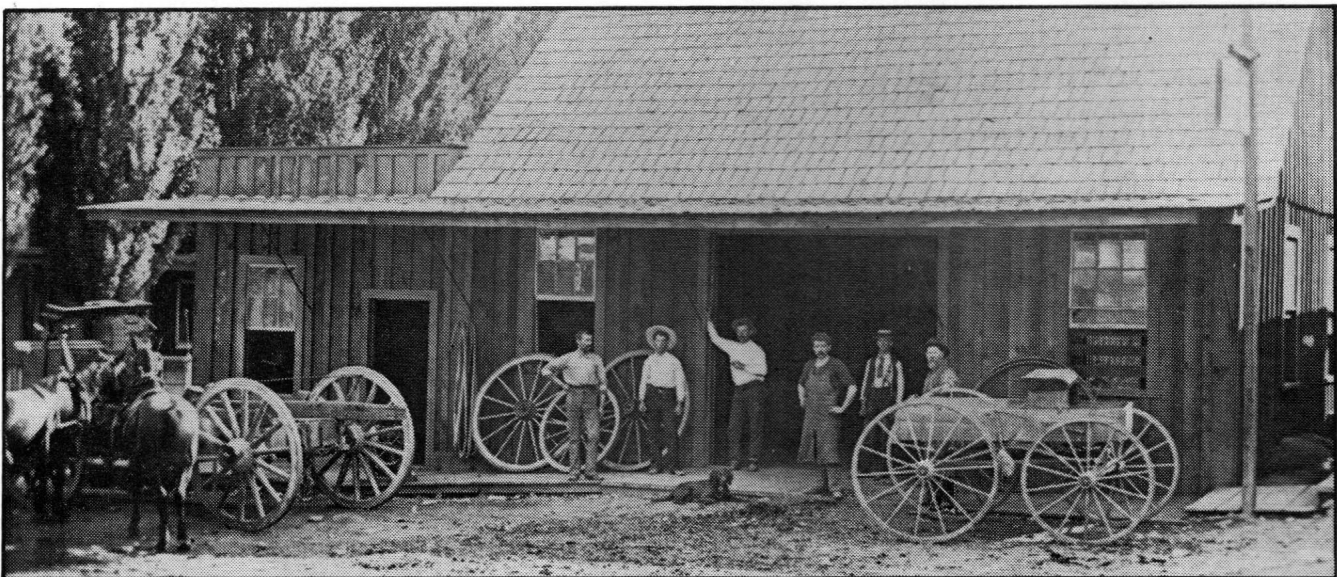
The equipment in a well-run livery consisted of carts, buckboards, buggies, surreys, carriages, and wagons. Some of these were drawn by one horse, others by two, and sometimes four. Horses in those days were classified as riding, single and double saddle, and single and double harness.

After the railroad came to Angels, the liveryies added a carryall, so that they could take passengers to and from the Depot.

The attendant, the hostler, cared for the animals and made the equipment ready for the customers. For this work he was paid \$1 a day.

Typical rates for hire (1880 - 1900) were:

Riding Horse	\$1 per day
Single Horse and Cart or buckboard	\$1.50 per day



THE LEMUE BLACKSMITH SHOP

If you wanted a new carriage or wagon, or needed repairs to your present equipment, Ralph Lemue was the person to see in Angels. This is a view of his establishment, which was located where the Texaco Station is today, taken about 1891.

Loaned by John P. Lemue

Single Horse & Buggy	\$2.50 per day
Double Team & Surrey or carriage	\$4.00 per day
Driver	\$1.00 per day

The charges were more for longer trips. The board for horses in the stable was \$1 a day. Transient horses left at the stable for a shorter time were charged 50¢ for hay or 75¢ for hay and grain. The liveryman paid from \$14 to \$20 a ton for hay, and \$30 to \$40 a ton for rolled barley. He paid five cents each for the sacks.

THE PIONEER LIVERY

By
Bessie McGinnis

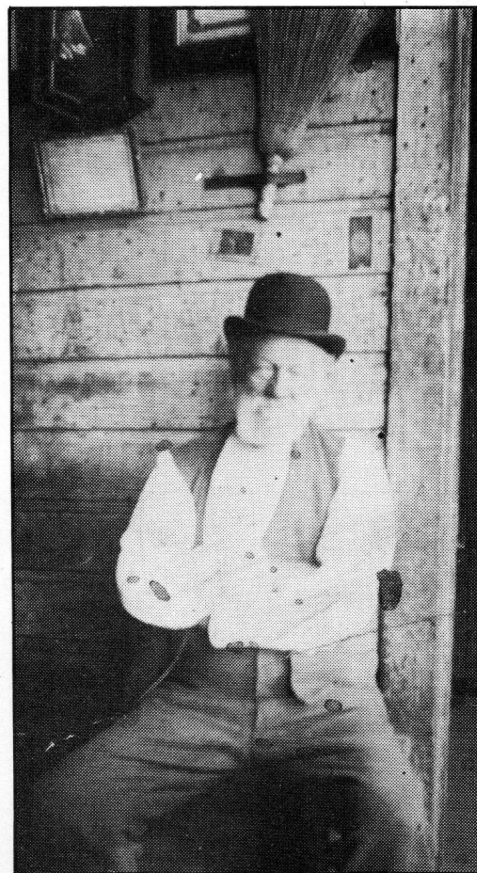
Alexander Love arrived in Angels Camp in the spring of 1852 with his wife and daughter, Elizabeth. They had come from Paisley, Scotland, by way of New York and the Isthmus of Panama. He hired a four-horse team to bring them up from San Francisco. They came through San Jose and Livermore.

Mr. Love panned for gold at first, then went into the dairy business. The children delivered milk to customers in town. Later he had Mr. Lewis McGaffey Sr. build a sawmill for him on what is now called Love Creek, near Avery, and he went into the lumber business. Then he served as County Assessor for seven years, starting in 1870. After his term expired, he started a livery in the dairy building on Main Street. He began with just one horse and buggy, but soon built up a thriving business. He eventually had some 25 or 30 horses, and buggies, surreys, carts, carriages and lumber wagons.

The carriage house was built over Dry Creek and the horse stalls were next to it on another level. There was a loft for hay and grain, and an office on the street side. The Pioneer Livery building is still standing next to the Texaco Gasoline Station.*

The creek was bridged over, and in winter-time the horses were taken out on the bridge to be washed. The horses were brushed and curried every morning, so they would be ready for the day's work. The harnesses were also kept clean and shiny, in the stables. There were stalls for horses belonging to travelers, for either day care or overnight stay. There were many visitors, salesmen, and other businessmen traveling into this area, because the Utica, Stickle, Lightner, Angels, and other mines were operating. Trips to Calaveras Big Trees and Mercer's Cave were becoming popular, too.

*The old building was torn down in March of '71. The site can be identified by the concrete slab, put down when the building was used for a garage, just up-hill from the station. Ed.



ALEXANDER LOVE

Snapped in a familiar pose at the Livery.

Courtesy of Mrs. Dorris Faull

The carriages were washed and cleaned each time after they were used. Wheels were jacked up for cleaning and greasing. The body of the carriage was sponged with a chamois and the wheels cleaned with a sponge. This work was generally done by the night hostler. Drummers who left their rigs at the livery were generous about tipping, so the boys liked the night shift. Dusters and lap robes were furnished with the carriages for hire.

The record books kept by Mr. Love are now in the possession of his descendants. In these books he made note of orders sent for horse blankets, spare parts for the harness gear and other equipment, and leather cleaning supplies. He bought his hay and barley from local ranchers. Among the names of ranchers appearing are Tower & Bisbee, Alex Thompson, Cosgrave, Fischer, Malespina, and Maloney. His books show that he paid from \$6 to \$7 a cord for stove wood. He also sold home insurance policies, and many of these were listed in his books. He noted when new hostlers

were hired and often commented when they left, favorably or otherwise. "Charles, the honest young man, left today to better himself, and I hated to lose him." I discharge Hall, the old hostler, today. I found him to be a poor, miserable, unreliable man. He has left to bilk someone else." Love paid his hostlers \$25 a month.

The Pioneer Livery Stable was operated by Alexander Love until his death in 1901. It was then taken over by Lewis McGaffey. Uke Stanaway, John McGowand and William Kerr also participated in the operation.

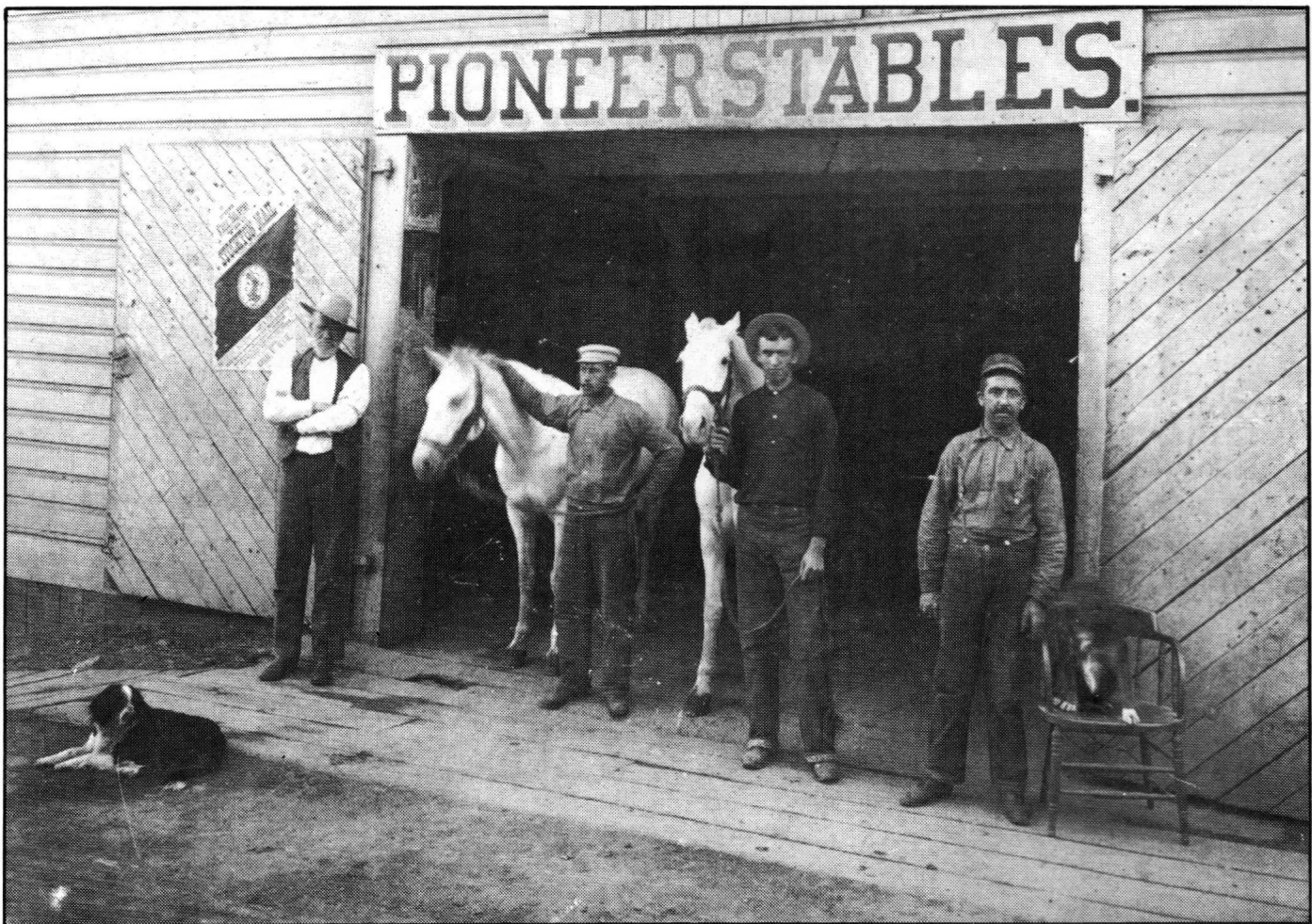
Some of Alexander Love's descendants still residing in this area are Mrs. Bessie Serra, Mrs. Dorris Faull, Mrs. Rose Fletcher, Mrs. Ruth Eberhardt, and Alvin Hogarth. The Hogarth boys worked as hostlers at the stable when they were young.

ANGELS LIVERY STABLES

By

John P. Lemue

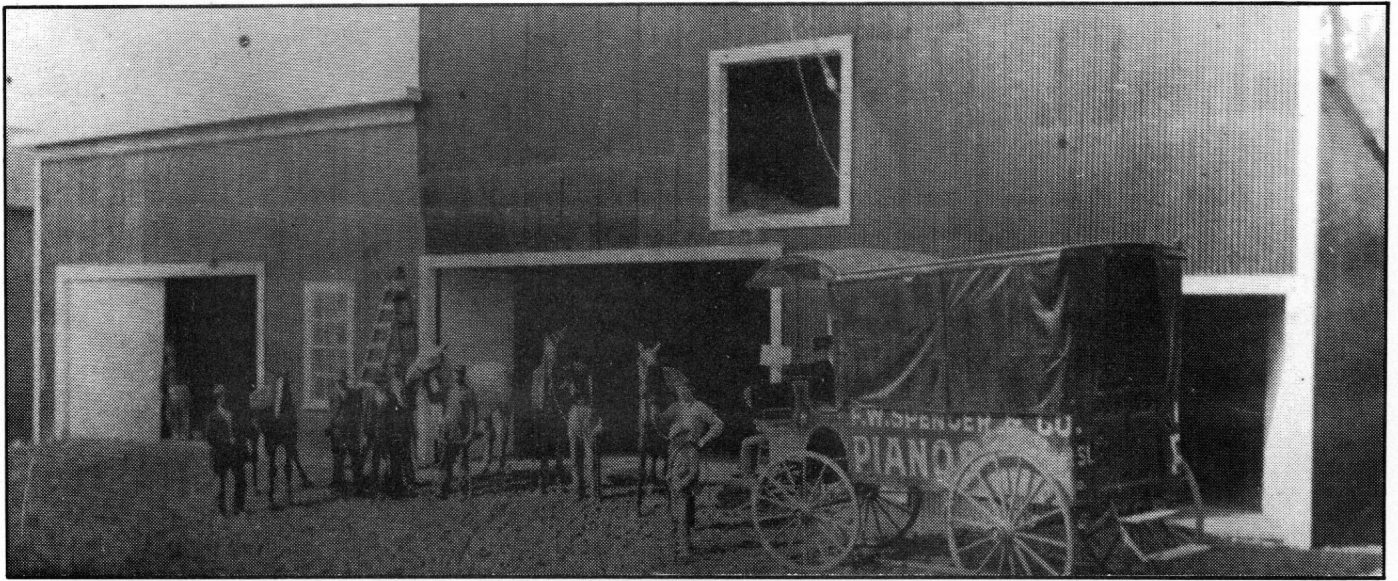
With regard to the livery stables at the lower end of Main Street, The Mountain Echo of June, 1883, runs an advertisement, "Angels Livery Stable, Main Street opposite Angels Hotel - John Terry, Proprietor." This was on the lot now occupied by the Bazinett Hotel. Edna Buckbee, historian, writes that Michael Cosgrove arrived in Angels Camp in 1851 and started a lumber mill. He also built a hotel, dance hall and livery stable. This was probably the livery that John Ferry took over. It was burned in the great Angels fire of 1885.



THE PIONEER STABLES

Always a popular view for photographers was the livery crew in front of the stable door. This picture was taken during the Free Silver campaign as the poster to Mr. Love's right indicates.

Courtesy of Mrs. Dorris Faull



THE ANGELS LIVERY STABLE

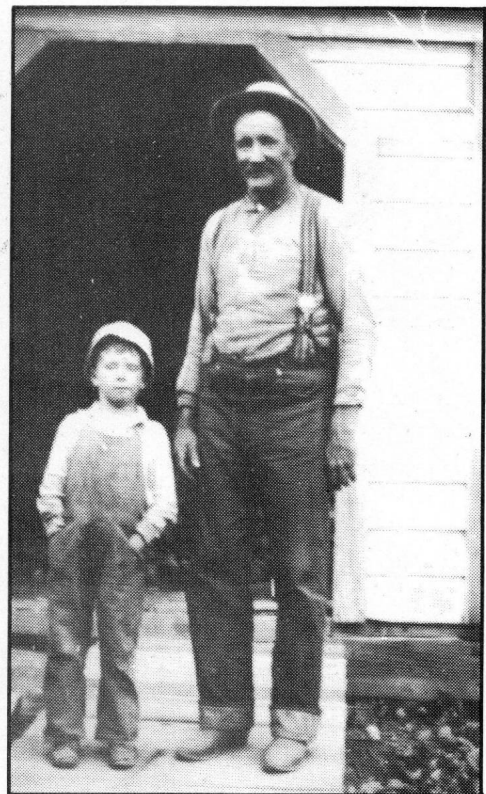
This is how the Tryons' new stable appeared on lower Main Street in the late eighties. A piano salesman is in town.
 Courtesy of Earle Edmiston

During the 80's Charles and George Tryon reestablished the Angels Livery in a new site, where Carley's Garage is today. Charles Tryon had the livery stable when I was a young boy in Angels. I can remember the stable taking fire one night, and a lot of excitement getting the horses out and flooding the stable. In the morning a large pyramid of baled hay was piled on the street. It had been rolled out of the loft in order to get at the fire. The stable, which had not been badly burned, remained standing.

As I remember, there was always a night man or hostler who had certain tasks to perform. He had a room where he cleaned and oiled the harness. There was a wash rack where the dust or mud of the road was washed off the vehicles used during the day. He also fed the horses so they would be ready for the morning's work.

Charles Tryon had a pet monkey that lived in the stable. When he was loose, he ran all over town to be either liked or disliked by the townspeople. He was always up to some mischief. For example, there was a beautiful horse which received special attention and thus became the object of his attention. Nothing pleased the monkey more than to steal eggs and then mash them on the horse's back.

There were always cats around the stable where they could find mice and rats in the hay. One mother cat and her kittens became the special care of the monkey. Charlie Tryon decided one day to get rid of the kittens and arranged with a young boy to put them in a sack and take them home. The boy started out with the sack over his shoulder, and just outside the stable, met the monkey on his way home. The kittens were crying and of course the monkey



CHARLES TRYON

Snapped at the ranch with his nephew Walter, about 1915.
 Loaned by Walter Tryon



THE PIONEER TRYON FAMILY

George Clifton Tryon was one of the almost legendary "Forty-niners." He sailed to Panama from New York, walked across the Isthmus and progressed by boat up the Pacific Coast until his ship was wrecked. He swam ashore and traveled the rest of the way on foot. George Tryon became an important member of the Angels community, and served as Assessor and as Sheriff. He started up the Tryon mine and established the Tryon ranch. The latter became the property of his son, Charles, after whom Mt. Tryon and Tryon Meadows in the Sierra are named. In the view above, we see George Clifton Tryon surrounded by his wife and seven children. Standing, left to right, Celia Pierano (Mrs. Walter), Walter Tryon, Addie Madison Tryon, Charles Tryon. Sitting, Kate Tryon (Bryant), George Clifton Tryon, Adelia, his wife, and George Tryon. The two youngsters are James (center) and John. The latter was the father of Walter Tryon who now resides at the family ranch.

Loaned by the Walter Tryon Family



THE BIG FLOOD

Lower Main Street became a shambles when Angels Creek went on a rampage in January, 1909. The front of the Angels Livery can be seen extreme right, and Dr. Pache's house across the creek (left).

Loaned by John Lemue



CHARLES TRYON

(1864-1945)

This is lovable old Charlie Tryon as many Angels residents still remember him.

Loaned by Walter Tryon Family

heard them. He jumped onto the boy's back, making him drop the sack and run. Then the monkey tore open the sack and packed all the kittens back to their bed in the stable.

Many of the "drummers" made the Angels Livery the stopping place for their teams. Some would come through driving long spring wagons piled high with big trunks of sample goods. These were displayed in the "sample rooms" at the hotels where merchants came to see the goods and give their orders. The livery also had special wagons for salesmen who did not have their own rigs. Most of them, however, did have their own horses and buggies, but if not, were able to hire teams and drivers to take them to the nearby towns.

Tom Powers bought the stable business from Charlie Tryon about 1900 and ran it for a few years. When the train came into Angels, most of the travel switched to the train. This, of course, changed the livery stable business overnight. From then on, the stable had a bus or carry-all to meet the train at night and in the mornings, to take passengers to and from the hotels. About this time, Tom Powers sold out to Billy Kerr, who continued to keep teams for hire, as well as carriages and buggies for out of town

travel. Kerr wold to Wesley Richards who had a stage line to Milton. When Richards quit running his stage line, he sold the livery business to Emil Schwoerer. Emil carried on until the automobiles literally put him out of business. So he sold the horses and equipment, and then sold the building to John Carley who converted it to a garage in 1913 or '14.

CARLEY'S GARAGE

**By
Joe Carley**

John H. Carley was the oldest child of Joseph and Anna Carley. He was born and raised on the old Carley ranch at French Gulch, three miles out of Murphys. He married Elizabeth Chase, of Murphys, in 1891, and moved to Angels where he was working at carpentering and building houses. In addition, he entered into the store business with his brother-in-law, John Davey, and built the large structure later known as the Wood's building. He also took a correspondence course and became an undertaker, later becoming the Coroner and Public Administrator of Calaveras County.

About 1906 or '07, he started working on the few automobiles that were around Angels at that time, doing this at his home where he had built a small shop. He already had quite a lot of experience with internal combustion engines as he had for some time kept the gas engines on the thrashing machines working on the various ranches around Murphys and Angels.

In 1908, he started up the Garage on Angels Creek, calling it the "City Garage." He later renamed it "Carley's City Garage." About 1914, he moved across the street into larger quarters in the Angels Livery Stable. He dropped the "City", and called the new location "Carley's Garage," and it has been known as this to the present date.

John Carley sold Model T Fords up until the early twenties. At the time when Henry Ford was going to force every franchised dealer to stock a Fordson tractor, John told the Ford people to cancel his franchise.

John and Elizabeth Carley had five children. The two sons, Earl and Joe went to work in the garage with their father while still going to school. After finishing school, Earl drove the auto stage from Angels to Stockton from 1914 to 1919, and then went to work steady at the garage. Joe followed in 1924, after getting through school, to work full time with his father at the garage.

At this time, there were about six men working at the garage, as well as a bookkeeper. We had a school bus franchise to Murphys, Melones and Copperopolis. When the Carson Hill Mine was operating, we also had the job of bussing the miners to and from work on all the different shifts. One of the shifts went on at midnight. Earl did most of the bus driving to the mines. One of the



CARLEY'S GARAGE BEFORE



CARLEY'S GARAGE AFTER

Nick Capanich, John Carley, Joe Carley, Unice Thompson, and Jim Carley in front of the old garage after its face-lift.

Courtesy of Carley's Garage



THE NEW GARAGE

Nick Capanich, Joe, Vera and Earl Carley, and Jack Valente proudly show off the new garage in 1936.

Loaned by the Carley family

busses we used for that run was a 1910 4-cylinder Packard car which was converted to a bus with lengthwise seats in it.

About 1926, John Carley took a sub-franchise for Chevrolet cars from C. M. Menzies, the Chevrolet dealer in Stockton. He also had sub-franchises for Reo and Chalmers cars, and just before World War II, sold Dodges.

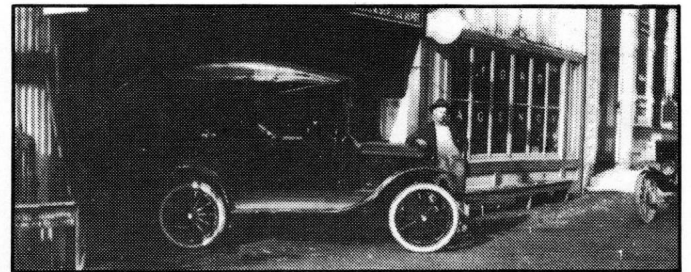
He remodeled the old livery stable two different times, and in 1936, tore the old building down, and had a new concrete and steel building erected, at that time one of the most modern buildings on the Mother Lode. John Carley passed away in 1944, leaving the business to his two sons, Earl and Joe, to carry on. In 1948, we became a franchised dealer for the Pontiac Motor Division, which is still in effect, and in 1960, became a dealer for GMC trucks.

Earl Carley married Vera Wood, of Melones, in 1924. Vera kept books at the garage for 26 years. They have no children. Vera and Earl retired in 1960.

Joe Carley married Alberta Raggio of Angels in 1925. They had two sons, Wade and Bertram. After High School, Wade went to General Motors Institute at Flint, Michigan, for two years; graduating in 1954. Then, after working at the garage, he went into the Service in 1957, and was discharged in 1959. He became a partner with his father in Carley's Garage in 1960. In 1959, he married Shin Yung Soo of Korea, and they have two boys, Jonathan and Matthew.

Bertram went to Humphrey's Business College and then on to Delta Junior College. In 1960 he entered the Service, and upon his discharge in 1962, became the bookkeeper for the garage.

Carley's Garage was recently honored by the Union Oil Company as being the oldest Union dealer in their system and when Union credit cards were first originated in the thirties, Carley's Garage was given a card honoring their association since 1909. This card is still in use. In 1960, Earl and Joe were each presented with a Girard Perregaux Gyramatic wrist watch, inscribed on the back "Commemorating 51 Years Association with the Union Oil Co."



CARLEY'S FORD AGENCY

Earl poses with a "Tin Lizzie" that's ready for the road, mud, chuck holes and all. This snap was taken shortly before Carley's gave up the Ford agency.

Loaned by Carley's Garage

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The Calaveras County Historical Society, a non-profit corporation, meets on the fourth Thursday of each month at the Grange Hall in San Andreas - except for dinner meetings which are held each quarter at different places in the county.

IN MEMORIAM
 Rose Schwoerer

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THE ANGELS GARAGE

Proprietor Charley Stone has just turned out a sleek Pontiac for a customer, at his shop in the old Love Building. The sign shows the effects of the recent fire that burned down the historic Calaveras Hotel next door. Charley sold used cars in '38 and '39, then turned to new Pontiacs in '39 and '40, when this snap was taken. Then Dodges from then till '54 when he left Angels to return to his home town, Copperopolis, to open a garage there. His employees at Angels included his sons Howard, Charles and Babe, his brother Jim, his son-in-law Ben Northington, and Merle Lagomarsino. A person of tremendous energy, Charley would leave Angels at 7 a.m., haul a load of miners down to the North Keystone mine at "Copper", then pick up the high school kids there, and deliver them in time for their first class at Bret Harte High. Then after a busy day at the garage, Charley would bus the students home to Copper in time to bring the miners back to Angels. Then he had to get the night shift back to Copper at 7 p.m., and bring them back to Angels at 2 a.m. When did he sleep? Ask Charley.

Picture loaned by Charles Stone