

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Old Sacramento Historic District

AND/OR COMMON

Old Sacramento Historic District

2 LOCATION

STREET & NUMBER

___ NOT FOR PUBLICATION

CITY, TOWN

Sacramento

CONGRESSIONAL DISTRICT

STATE

California

___ VICINITY OF

CODE

06 087

COUNTY

Sacramento

CODE

067

3 CLASSIFICATION

CATEGORY

☒ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☐ PRIVATE☒ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☒ UNOCCUPIED☒ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☒ YES: UNRESTRICTED☒ NO

PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☐ OTHER**4 OWNER OF PROPERTY**

NAME

Sacramento Housing & Redevelopment Agency

STREET & NUMBER

630 I Street

CITY, TOWN

Sacramento

___ VICINITY OF

STATE

California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC

CCounty Recorder's Office

STREET & NUMBER

901 G Street (P.O. Box 1206)

CITY, TOWN

Sacramento

STATE

California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☒ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Old Sacramento Historic District is an area of a few blocks beside the Sacramento River which still retains some flavor of the pioneering era of the city's history-- about 1840 to 1870. While there are more old buildings clustered in this part of the city than any other, there are also gaping holes in streetscapes, created by the destruction of many buildings. Attempting to remedy the visual patchiness of the area is a redevelopment commission, cosponsored by the city of Sacramento and the State of California, which is rehabilitating old buildings, constructing new ones in period dress, and even moving buildings from other places into the area. The result as of now, as the project is in progress, is mixed, varying from feelings of authenticity to staginess, as one moves from street to street. Due to a new limitation of funds, the speed with which the project is carried forth has also been drastically cut back. Much work is going on, some of it based upon historical research and a desire for correctness.

The immediate surroundings of the district, on three of four sides, are composed of massive freeways, with soaring overpasses to the East and numerous bridge access roads to the North and South, and the Sacramento River, largely invisible behind a concrete wall, to the West. The roadway are a real tangle, and are so close to the little district, that they are a significant part of nearly every view down this or that street. As a result, the feeling within the district, is like that of an island, surrounded by the concrete platforms on which cars and trucks are roaring by.

Second Street and Front Street are the two most unified streetscapes, generally lacking the interrupted line of buildings on the East-West Streets. Perhaps what is being created will one day be a cohesive environment with a feeling for the period aimed at. Right now, the importance of the area derives from the collection of buildings there whose historical associations are very strong, and which have affected the development of the city of Sacramento and the settlement of California and the Far West.

Most important among them, are the B.F. Hastings Building, western terminus of the Pony Express, The Big Four Building, moved to the district from elsewhere, wherein was planned the Central Pacific Railroad, The Adams Building, the second and last Pony Express Terminal, and The Darius Ogden Mills Bank, associated with the financing of the famous Comstock Mine.

Many other buildings are of interest too, presenting the flavor of the town's commercial district through hotels, saloons, warehouses, stage offices, and various small businesses and shops, largely used now as "boutiques," antique stores, and tourist shops.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Mining
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT multiple

STATEMENT OF SIGNIFICANCE

HISTORY

The riverport of Sacramento, situated on the lower Sacramento River, emerged in 1849-1850 as the great interior distributing and transportation center for the Northern Mines in the Mother Lode Country of the Sierra Nevada. It also, almost at once became California's second largest city. In the 1860's, as the mining frontier marched eastward into Nevada, Idaho, and eastern Oregon, Sacramento, already a great staging and freighting center, became the transportation gateway to most of this inland empire. Beginning in 1858, Sacramento served the western terminus of the national communication and transportation systems that linked the East with the West, which extended from the mining town of El Dorado on the south to Sierra City on the north. In the late 1850's and early 1860's Sacramento also became the western terminal of the Central Overland Mail and Stage Line, the Pony Express, the first transcontinental telegraph, and of the first transcontinental railroad.

Late 1848, the town of Sacramento, located some two miles from John Sutter's Fort, and also located on his estate, was surveyed as a townsite and the first lots were sold in January 1849. By December of that year, the new city had almost 4,000 inhabitants. The first buildings of frame, logs, and canvas, were erected in January 1849, and in October, the first brick building was completed. By the end of 1850, Sacramento had 7,000 residents.

Steamboats landed tons of freight from San Francisco at the Sacramento docks, and from here it was carried by pack mule, trains, and wagons up into the Northern Mining Camps. In March 1851, Sacramento was incorporated as a city. By 1854, the city had 2,500 buildings, and it then became the capitol of California.

The discovery of gold at John Sutter's Mill at Coloma, California in January 1848, resulted in the greatest series of gold strikes on the North American continent. In the great movement of miners throughout California, Sacramento at once emerged as a vital and strategic travel, supply, and shipping center.

As San Francisco emerged in the 1850's as the financial capital of the Far West, so did Sacramento become the transportation capital of this vast region. Here in Sacramento were centered the headquarters of far-reaching stage and freight lines to California, Idaho, Nevada, and Oregon. Here were also located the offices of powerful riverboat companies. The first railroad of the Far West was built at Sacramento, and here was planned and begun the western section of the nation's first transcontinental railroad. The Central Pacific Railroad Company was incorporated at Sacramento on June 28, 1861, by Leland Stanford, Collis Huntington, Mark Hopkins, and Charles Crocker, for the purpose of construction of a transcontinental railroad from California to the East.

(cont'd)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Carroll D. Hall and Hero Rensch, Old Sacramento: A Report on its Significance (in 3 parts, Div. of Beaches & Parks, Sacramento, 1958).
Harold Kirker, California's Architectural Frontier (San Marino, 1960).
Oscar O. Winther, The Transportation Frontier, 1865-1890 (New York, 1964).

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY c. 30

UTM REFERENCES

A 10 61301140 42711726
ZONE EASTING NORTHING

B 10 6130600 42711720
ZONE EASTING NORTHING

C 10 6130600 4270970

D 10 61301120 4270970

VERBAL BOUNDARY DESCRIPTION

The "Old Sacramento" Historic District, is bounded on the north by the south edge of the "I" Street Bridge access ramp, on the east by the west edge of U.S. Interstate Route 5, on the south by the north edge of Capitol Mall, and on the west by the Sacramento River. Within this c. 30 acre district, visually bounded so abruptly on three sides by massive concrete highway structures, is a small town with the flavor of a Western, nineteenth-century commercial district. Buildings within, are a mixture of preserved historical

(cont'd)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

11 FORM PREPARED BY

NAME / TITLE

James Dillon

ORGANIZATION

Historic Sites Survey, National Park Service

DATE

11/22/75

STREET & NUMBER

TELEPHONE

1100 L Street, NW.,

CITY OR TOWN

STATE

Washington,

D.C. 20240

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ____

STATE ____

LOCAL ____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been determined according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

Boundary Certified:

DATE

11/19/75

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

4/29/79

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

Old Sacramento

CONTINUATION SHEET

ITEM NUMBER

PAGE

Among the most interesting historic structures are the following buildings:

1. The Big Four House. Built in 1852, this was the office of the Central Pacific Railroad Company from 1861 to 1873. Located at 220-226 K Street.
2. Pony Express Terminal (B.F. Hasting's Building). Built in 1853, it served as the western terminus of Russell, Majors, and Waddell's Pony Express from April 1860 to March 1861. Located at 1006 Second Street.
3. Adams and Company Building. Built in 1853, this structure served as the express and banking house of the important Adams & Co. firm from 1853-1855, then as a stage depot and telegraph office. From May-October 1861, it was the second and final western terminal of the Pony Express, during the period when it was operated by Wells, Fargo & Company. Located at 1014 Second Street.
4. Pioneer Telegraph Building. Erected in the 1850's, this served as the office of the State Telegraph Company from 1863 to 1868, and of the Western Union Telegraph Company, 1868-1915. Located at 1015 Second Street.
5. Darius Ogden Mills Bank. Built in 1852, D. O. Mills (1825-1910) was personally associated with this bank until 1861, when he moved to San Francisco. In 1864 Mills became president of the new Bank of California, which, from 1864 to 1875, was the most powerful financial institution in the Far West. In 1883 Mills then moved to New York City with the millions he had made in the Comstock mines and became a national banking figure, associated with the Bank of New York. Located at 226 J Street.
6. Sacramento Bee Building. Erected in 1857, this structure served as a newspaper office from 1857 to 1902. Located at 1016 Third Street.
7. Ebner's Hotel. Erected in 1856, this three-story building is located at 116 K Street.
8. Lady Adam's Building. A two-story store and office building erected in 1852, it is located at 113-15 K Street.
9. Fire House No. 3. Erected in 1853 this two-story building is located at 1112 Second Street.

(continued)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

Old Sacramento

CONTINUATION SHEET

ITEM NUMBER

PAGE

Important historic sites include the following:

1. The Embarcadero. This served as the riverboat landing at Sacramento from 1839 to 1881. Located west of Front Street on the eastern bank of the Sacramento River. The landing of the California Steam Navigation Company was located at the foot of K Street.
2. Original Stage and First Railroad Terminal. Located at the southwest corner of Front and K Streets, this was the original terminal of the 1850's stages to the mining camp and also of California's first railroad, the Sacramento Valley Railroad, built in 1855-56.
3. Start of Construction of First Transcontinental Railroad. Located at Front and K Streets. Here, on January 8, 1863 the first spade of earth was turned to mark the beginning of construction of the Central Pacific Railroad. Here was also located the railroad's first depot.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET Old Sacramento ITEM NUMBER 8 PAGE 2

Old Sacramento during the Gold Rush days of the mid 19th century was a hub of activity for Northern California and the entire Pacific Coast. It was in this section of the city that Sacramento's first commercial enterprises had their start. Gold prospectors from all over the world loaded up with supplies at these businesses and joined the wagon trains which slowly wound into the Mother Lode country.

The first stores, hotels theatres and other commercial structures were made of wood, brick and stone. Despite floods, fires, cholera and squatter riots, Old Sacramento thrived. Its energetic citizens built levees, formed fire brigades, established hospitals, schools and churches. The first stage and telegraph lines, the first steamboats, the first California railroad and the Pony Express agency were to be found there. It is worthy of note that the majority of the registered state historical landmarks in Sacramento County are located in Old Sacramento. In Old Sacramento were located the dramatic occurrences that changed the course of California history from a gradual agricultural development of a new territory to a sudden, relentless movement arising out of the age-old quest for gold. Old Sacramento is the very heart of the history of Sacramento.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET Old Sacramento ITEM NUMBER #10 PAGE #2

buildings, and constructed "period" creations. Within the bounds of the district are two separate National Historic Landmarks, The B.F. Hastings Building at 1006 Second Street, and the "Big Four Building," recently relocated to the south side of "I" Street, between Front and Second Street. The boundary is shown as the blue line on the accompanying USGS map entitled "Sacramento West quadrangle," 7.5 min. series dated 1967.