

DATA SHEET PH0111961

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: California
COUNTY: Sacramento
FOR NPS USE ONLY
ENTRY DATE

APR 21 1975

1. NAME

COMMON: Southern Pacific Railroad Company's Sacramento Depot
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: 5th & "I" Street			
CITY OR TOWN: Sacramento		CONGRESSIONAL DISTRICT: 3rd Congressional	
STATE California	CODE 06	COUNTY: Sacramento	CODE 067

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public Public Acquisition: <input checked="" type="checkbox"/> Private <input type="checkbox"/> In Process <input type="checkbox"/> Both <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ <input type="checkbox"/> Comments _____ _____

4. OWNER OF PROPERTY

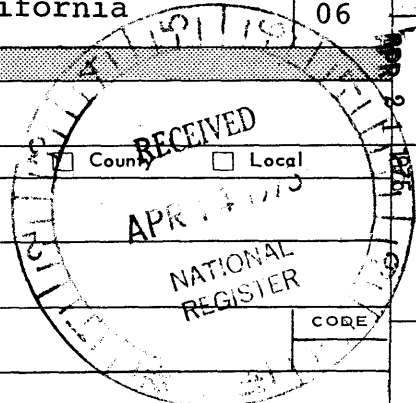
OWNER'S NAME: Southern Pacific Transportation Company		
STREET AND NUMBER: 1 Market Street		
CITY OR TOWN: San Francisco	STATE: California	CODE: 06

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: County Recorder Sacramento County Courthouse		
STREET AND NUMBER: 720 - 9th Street		
CITY OR TOWN: Sacramento	STATE: California	CODE: 06

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Not available			
DATE OF SURVEY:		<input type="checkbox"/> Federal <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local	
DEPOSITORY FOR SURVEY RECORDS:			
STREET AND NUMBER:			
CITY OR TOWN:	STATE:	CODE:	DATE



SEE INSTRUCTIONS

STATE: COUNTY: ENTRY NUMBER: DATE: FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Southern Pacific passenger station in Sacramento was built on the site of what was known as China Slough or Sutter's Lake. The slough was "a large body of water that did not smell like a rose in the hot summer days, and was a grand breeding place for mosquitoes."¹ Southern Pacific had been filling the slough slowly as it needed more land, with the last part filled in 1919. This passenger station was the fourth built by Southern Pacific. The first was a small wood building built in 1864 by the Central Pacific Railroad Company (later consolidated with Southern Pacific) on Front Street between J and K Streets. The second and third depots were built in 1868 and 1879 in the same location as the first. The third depot served until the present station, on I street at 3rd - 5th Streets, was built in 1925.

While the depot was originally planned to be built in 1911,² actual ground breaking did not occur until May 16, 1925. The San Francisco architectural firm of Bliss and Faville designed the structure and Davison and Nichol森 of San Francisco were the general contractors. The Sacramento Bee described the structure as following distinct Italian lines, with the exterior walls faced with Italian pink brick. The sloping roofs are covered with russet-colored tiling and the entire building is trimmed with architectural terra cotta. The station windows were of circular, leaded amber-colored glass, 35 feet high, and equipped with Venetian drapes and blinds. The waiting room has a high domed ceiling, a marble floor imported from Italy, and trimmed of Tamano mahogany from the Phillipines.³

Dr. Joseph A. Baird states that rather than Italian, the architectural style can more precisely be called a highly simplified Mediterranean because it contains elements of Spanish as well as Italian Renaissance. The main building has an early Baroque quality due to the balanced side pieces which center on the main block. While it is Romanesque in proportion, in detail it is Renaissance. The arches are Renaissance as are the corbel tables and keystones, which here are not functional but purely decorative. The tile roof is Mediterranean and the outside brick is more correctly identified as sieneese color. The interior doors of the waiting room are the palatial, 16th century Italian style but simplified for modern use. The benches in the waiting room are a functional, California style of furniture with the heaviness of an empire chair.⁴

The entire cost of the new station was \$2,317,077 including the main structure, the lesser buildings, the plaza it is built on and the interior fixtures. The passenger station is 370' by 125', is three stories tall and had a framework of structural steel with a brick facing. The waiting room, 51' by 141', seated 500 persons and had the following conveniences:

- An information desk
- A traveler's aid bureau with a matron available during train hours
- One dozen private telephone booths
- A commercial telegraph office
- A taxi office
- A barbershop
- A candy, fruit and magazine stand

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INVENTORY -- NOMINATION FORM**

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A parcel checking counter
Electric clocks operating off one master clock
A circulating ice water system

The marble ticket counter stood at the south end of the waiting room where tickets could be purchased in Sacramento, through a cooperative exchange system, to any city in the world located on a railroad line. The district passenger agent's office and district freight agent's office were just in back of the counter. The south end connects with a corridor which led to the men's smoking room and to the baggage rooms, which occupied most of the east wing (128' by 65') of the station.

The north wing of the waiting room held the ladies rest room and the restaurant, which accomodated 150 persons. A marble oval-shaped counter seated 50 while dining tables could accomodate another 100. Modeled after the Palace Hotel cafe in San Francisco, the restaurant had several modern features -- a refrigerating plant, electric cake mixer, ovens and a dish washing machine, and an original method of ventilation. The restaurant decor was green mohair draperies against saffron-tinted walls.

The second floor housed the general offices of the Sacramento division and those lines of the company north of San Francisco and extending north to Portland. The telephone board, the largest private exchange in Sacramento, was located on the second floor. It took six to seven operators to handle the calls, an operation as large as that of a city of 15,000. Through this board every Southern Pacific station in the Sacramento valley had direct connections with the division office for the first time. All main line train movements on the Sacramento division were handled by telephonic control. Southern Pacific trunk lines that operated out of the Sacramento depot were:

Roseville - 6	Truckee - 1
Stockton - 3	Sparks - 1
San Francisco - 3	Walnut Grove - 1
Gerber - 2	

The third floor held an assembly hall and storage and filing rooms for paperwork. There were ten passenger tracks along the terminal to the north, which could be reached by a series of gates and concrete subways about 20' wide. Umbrella sheds permitted passengers to get to any train or to the station without being rained on.⁵

The mural on the east wall of the waiting room is entitled, "Breaking Ground at Sacramento, January 8, 1863, For First Transcontinental Railroad". The key to the painting identifies several persons and events in the history of the railroad. The Big Four, Leland Stanford, Mark Hopkins, Collis P. Huntington, and Charles Crocker, are prominent in the painting as are Theodore Judah and Reverend Joseph Benton. The steamer "Chryso-polis", the first wagon load of earth, the first building of the Central Pacific Railroad, and a prairie schooner, called the forerunner of the railroad, are depicted.

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John A. MacQuarrie, the muralist, was one of San Francisco's most distinguished artists. He was best known for his sculptures, the most famous, perhaps, being the huge Donner Party Memorial. It was commissioned by the Native Sons of the Golden West at a cost of \$40,000 - \$50,000. Cast in bronze, the sculpture weighs ten tons and is located at Donner Lake. A plaster cast of the monument was exhibited at the Panama - Pacific International Exposition in 1915. MacQuarrie's other works include the building decoration and window design for the Holy Cross Mausoleum, the murals in several Southern Pacific terminals, the mural the "Golden Spike Ceremony" in the Union Pacific Railroad station in Salt Lake City, Utah, the statue of Father William D. McKinnon in Golden Gate Park, the statue, "Spirit of Western Womanhood", which was placed in the fountain standard at the Western Woman's Club, San Francisco, and the figures for the urn and fountain at Cherryland, a San Francisco suburb. ⁶

The American Railway Express and the railway terminal post office lay to the east of the station. This annex cost \$130,000 and was built by the Sacramento contractor, W. C. Keating. Among local buildings he built are:

- Sacramento County hospital
- Sisters Hospital, 40th and J Streets
- Garfield School and Manzanita School, Oakland
- Sacramento Junior College
- Lewis Apartments, 11th & N Streets
- National Biscuit Company, 9th and R Streets
- Brothers College, 21st and Y Streets
- St. Francis School, 25th and K Streets
- McKinley School

Harmonizing in exterior finish with the main terminal building, the annex is L-shaped, the base being 190' by 128' and the stem, 180' by 60'. This section was equipped to handle the traffic of the average city of 250,000. To the north of the station lay eleven miles of track, which cost, together with the unloading facilities, nearly \$1,000,000. Here also, lay another faced brick structure, the automobile dock and "conditioning house". ⁷

Contractors for the Southern Pacific depot -

The work and purchasing of material in construction of the depot involved 96 concerns, 48 of which were Sacramento establishments. Some contractors and the material they furnished were:

- Breuner's - designed and made the draperies. Also supplied rugs throughout the building and the furnishings of the women's rest room.
- J. N. Blair & Co., Inc., 1009 Front Street, Sacramento - installed the Mowat Dry Air Refrigerators and the Cyclops Automatic Refrigerating

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Machine, manufactured by the Cyclops Iron Works, San Francisco. Latourrette-Fical Co., Sacramento and Oakland, mechanical and electrical contractors, installed the plumbing, heating, ventilating and electrical work in the depot.

Alling Iron Works, 217 O Street, Sacramento - manufactured all ornamental iron work and ornamental bronze work.

Larsen & Larsen, 1106-1107 Hearst Building, San Francisco - masonry contractors.

Cannon & Co., 400 Forum Building, Sacramento - face brick work.

W. P. Fuller & Co., 1013 - 12th Street, Sacramento - glass work.

Larson Roofing & Supply Co., - roofing.

Kuechler Brothers, 1317 J Street, Sacramento - laid the linoleum in the depot and the American Railway Express Building.

H. P. Fischer Tile & Marble Co., a division of International Business Machines Corp., 640-44 Mission Street, San Francisco - provided the electric time clock equipment.

George C. Smith Co., 910 - 9th Street, Sacramento - steel work and furnished the chemical floor hardener.

Capital City Planing Mill, 815 S Street, Sacramento - interior woodwork in the Southern Pacific post office.

Park Sheet Metal Works, 2562 Sacramento Blvd., Sacramento - sheet metal work and bronze-covered doors in the Southern Pacific post office.

Palm Iron Works, 15th & R Streets, Sacramento - structural steel and miscellaneous iron on the American Railway Express building.

Thomas F. Scollan Co., 2919 T Street, Sacramento - interior and exterior plastering, Southern Pacific post office.

Leo A. Girod, 1017 - 10th Street, Sacramento - brick and terra cotta work on Southern Pacific post office.

Sacramento Lumber Co., 12th & North B Street, Sacramento - lumber for the Southern Pacific post office.

D. E. Burgess, Stockton - painting and interior decoration of the Southern Pacific station.

Material used in construction -

5,935 barrels cement
2,000 tons sand
4,000 tons rock
457,000 feet board measure of lumber used in frame and finishing work
277 tons steel girders and structural steel
543,000 bricks - 352,000 common grade and 191,000 facing grade
14,100 sq. ft. glass with 2 tons putty
25,000 lineal ft. creosoted piling
9,200 sq. ft. steel sash

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62 tons roofing tile
608 squares roofing composition
115 tons architectural terra cotta
14,174 sq. ft. marble and tile
5 cars millwork
17,000 sq. yards plaster⁸

3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian; 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|--------------------------------------|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The Sacramento Southern Pacific terminal was a major transportation center in the west for freight as well as passengers. In 1926, 86 trains passed through the Sacramento station daily, 64 passenger trains and 22 freight trains, on an average of one every fifteen minutes. This level of activity was surpassed only by New York, Chicago, Omaha, Kansas City, New Orleans, and San Francisco. An average of 4,500 passengers daily passed through Sacramento. In addition, Sacramento was one of the principal railroad equipment building cities in the United States. By 1926 the Southern Pacific shops in Sacramento had turned out 142 locomotives since the first one, #173 was built in 1872. Every part for trains was manufactured in Sacramento with a work force of 3,100.

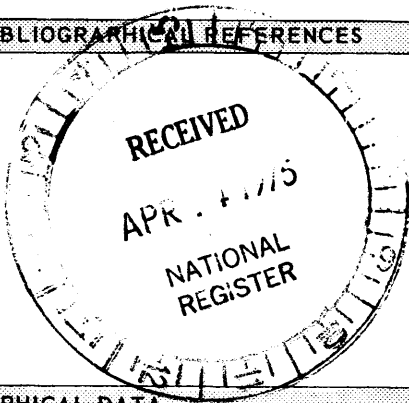
The architectural firm of Bliss and Faville first appeared in the San Francisco business directory in 1899 with their offices in the Claus Spreckels Building. The following year they moved to the first floor of the Crocker Building where they remained until 1903. They then moved their offices to the second floor of the Crocker Building where they were until 1906. The Hotel St. Francis, which they designed in 1904, served as their office in early 1906. The earthquake and resulting fire of that year burned the St. Francis and forced them to move to the Balboa Building at 2nd and Market Streets, which they also designed. They maintained this office until they dissolved their firm in 1926.¹⁰

Among their architectural achievements in the Bay Area are:

The St. Francis Hotel on Union Square. This was one of the best-known hotels on the Pacific Coast and had the largest capacity of any hotel west of Chicago. It was designed and built by Bliss & Faville and opened to the public in March 1904. The earthquake and fire of 1906 left the hotel burned but absolutely uninjured structurally. Bliss and Faville rebuilt the St. Francis, and it was the first big San Francisco hotel to reopen after the disaster. A novel feature at the St. Francis was a "patent elastic floor" or swinging floor for dancing. It was the only floor of its kind on the Pacific Coast.¹¹

Bank of California, San Francisco
 Savings Union Bank of San Francisco
 Columbia Theatre

9. MAJOR BIBLIOGRAPHICAL REFERENCES



10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: _____

ORGANIZATION _____ DATE _____

STREET AND NUMBER: _____

CITY OR TOWN: _____ STATE _____ CODE _____

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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 evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name

Title _____

Date _____

I hereby certify that this property is included in the National Register.

Director, Office of Archeology and Historic Preservation

Date _____

ATTEST:

Keeper of The National Register

Date _____

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Ellis A. Davis, ed., Commercial Encyclopedia of the Pacific Southwest. Berkeley: 1911.
 D. L. Joslyn, Sacramento General Shops, Southern Pacific Company - Pacific Lines, 1948. An unpublished manuscript at the Sacramento City/County Museum.
 Robert A. Thompson, The History and Descriptive Sketch of Sonoma County, California. Philadelphia: 1877.
 Frank Morton Todd, The Story of the Exposition. New York: 1921, 5 volumes.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		38	35	03
NE	° ' "	° ' "		121	29	58
SE	° ' "	° ' "				
SW	° ' "	° ' "				

10/635440
4011500

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **Five**

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
 James E. Henley

ORGANIZATION: Sacramento Museum and History Commission

DATE: Dec. 16, 1974

STREET AND NUMBER:
 1009 - 7th Street

CITY OR TOWN: Sacramento

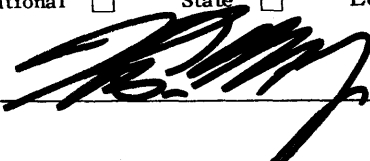
STATE: California

CODE: 06

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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 evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: 

Title: State Historic Preservation Officer


Date: MAR 17 1975

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.


 Director, Office of Archeology and Historic Preservation

Date: 4/21/75

ATTEST:

 Keeper of The National Register

Date: 4.18.75

3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

[Empty space for Statement of Significance]

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Oakland Hotel
Childrens Hospital
Balboa Building
Kamm Building
Holbrook House
W. Mayo Newhall House
C. O. G. Miller residence
University Club
Oakland Public Library
Masonic Temple
Prescott School, Oakland
London, Liverpool and Globe Insurance Building
Eastman Kodak Building
The State Building, Civic Center, San Francisco
Flood Mansion
American Trust Building
Gary Theatre
Presbyterian Orphanage
Moore Office Building
Banker's Hotel, Oakland
Flood Building
Occidental Hotel

Buildings Bliss and Faville designed outside of the Bay Area:

D. O. Mills Bank, Sacramento
Clunie Theater, Sacramento
University of Nevada, Reno

Bliss and Faville remodeled all buildings to correspond with the McKay Mining Building and built the library.

Tahoe Tavern, Tahoe City
Southern Pacific Passenger Depot, Sacramento¹²

Walter Danforth Bliss -

Walter Bliss was born August 23, 1872, at Glenbrook, Lake Tahoe. He was the son of Duane Leroy Bliss and Elizabeth Tobey Bliss, a prominent California family. His father arrived in California during the gold rush, working in mining camps of the Mother Lode country. He then entered the banking and lumbering businesses in Nevada. The banking firm of Paul, Bliss and Baker was absorbed by the Bank of California in 1865, with Duane Bliss joining William C. Ralston, D. O. Mills, and William Sharon in organizing the Virginia and Truckee Railroad and the Carson and Colorado Railroad.

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In 1872 Duane Bliss organized the Carson and Tahoe Lumbering and Fluming Co. of California and Nevada, which bought 50,000 acres of timber land and built sawmills at Glenbrook, Lake Tahoe. This business conducted extensive logging and lumber operations, operated railroads, steamers, and thirty miles of flume for the transportation of lumber to the Comstock mines in Virginia City, Nevada, during the great silver mining days. In 1896 Duane Bliss built the passenger steamer, "Tahoe", and in 1899 he organized the Lake Tahoe Railway and Transportation Co. He was the president and manager until his death in 1907. This company took over the steamer and railroad equipment of the C. & T. L. & F. Co., built the narrow gauge railroad from Truckee to Tahoe, built the famous Tahoe Tavern and opened a transportation and resort service at Lake Tahoe.¹³

Walter Bliss' oldest brother, William Seth Bliss, was the engineer for his father's C. & T. L. & F. Co., managing logging and engineering operations at Bijou, California from 1887-1893. He located and built the narrow gauge railroad between Truckee and Lake Tahoe in 1899. He became president of his father's L. T. R. & T. Co. in 1908 as well as the manager of the C. & T. L. & F. Co. He was the president of the latter from 1911-1926. By 1910 the Bliss family owned a great deal of land around Lake Tahoe, some of which they sold to other prominent families from San Francisco. In 1927 William Bliss began liquidating these huge land holdings at Lake Tahoe. The State of California benefitted from this liquidation when, in 1928, Walter, William and their sister, Hope, donated 162 acres of land at Rubicon Point as a memorial park for their father. D. L. Bliss State Park was some of the first land in Lake Tahoe to be owned by and open to the public.¹⁴

While his family was building a financial empire, Walter Bliss went east to study architecture. He graduated from the Massachusetts Institute of Technology in 1895. He then joined McKim, Mead and White of New York, a prestigious architectural firm responsible for designing such buildings as the Agricultural Building at the Columbian Exposition, the Boston Public Library, Madison Square Garden and the Pennsylvania Railroad Station in New York. He met William Faville while both were employed there, and in 1898 he and Faville returned to California, setting up their architectural partnership in San Francisco.

Walter Bliss designed the Tahoe Tavern in 1901 for his father. Located one-half mile south of Tahoe City, the brown-shingled hotel with its multiple gables was a favorite vacation spot for the wealthy from the Bay Area. Socialites from San Francisco ferried across to the Oakland Mole and took a train to the Tahoe Tavern, arriving on special spur rails that carried them directly to the hotel.

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Bliss and his wife, the former Edith King Pillsbury, appear in the San Francisco Blue Book of 1925. In addition, he was a member of the American Institute of Architects, the University Club, Pacific Union, Transportation Club and the Masons.¹⁵

William Baker Faville -

William Faville was born in San Andreas, California, in 1866, to Charles and Emma Baker Faville. His father was a '49'er who had come to California as a miner and then worked for Wells Fargo Express Co. in San Andreas. When Faville was two years old, his family moved to Buffalo, New York, where he attended public schools. He enrolled at the Massachusetts Institute of Technology, where he studied architecture and received several honorable mentions for his work. Upon graduation in 1896, he went to work for the architectural firm of McKim, Meade and White. There he met his future partner, Walter Bliss.

After their apprenticeship in New York, Bliss and Faville came to San Francisco, setting up their architectural partnership in 1899. In 1911 Faville was appointed one of three original members of the Executive Architectural Council for the Panama-Pacific International Exposition. The Exposition, held in San Francisco in 1915, was the world's celebration of the opening of the Panama Canal. It was the third exposition of its class held in the United States and the twelfth in the history of expositions. Ground was broken October 14, 1911, and the exposition was structurally complete three months before it opened. The \$50,000,000 enterprise opened February 20, 1915, and ran until December 4, 1915.

Faville, besides his duties on the Architectural Council, had one of the most difficult design problems of the Exposition -- the continuous outer facade of the whole central group of eight palaces (exhibit halls), which had to be bonded into one composition. He solved the problem of continuity by decorating the wall to mark the various epochs in architecture.

From 1922-24 Faville was president of the American Institute of Architects of Washington, D.C., as well as one of its directors for eight years. In addition, he served as president of the Northern California chapter of the American Institute of Architects and as a lecturer in architecture at the University of California at Berkeley in 1924-25. He was affiliated with the Pacific Union Club, San Francisco Architectural Club, Marin County Golf Club, the Mechanics Institute, San Francisco Art Association, and the League of Nations Association of San Francisco. Faville and his wife, the former Ada Cobaine, appeared in the San Francisco Blue Book of 1925. Additionally, Faville was included in Who's Who in America in 1949.¹⁶

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Footnotes

- ¹D. L. Joslyn, Sacramento General Shops, Southern Pacific Company - Pacific Lines, 1948. An unpublished manuscript at the Sacramento City/County Museum.
- ²The Architect and Engineer of California, December 1910, p. 100.
- ³Sacramento Bee, February 27, 1926, D3/4, D1/1-8.
- ⁴Per an interview with Dr. Joseph A. Baird, Art Department, University of California, Davis, December 9, 1974.
- ⁵Sacramento Bee, February 27, 1926, D1/1, 6, 8; D6/3.
- ⁶San Francisco Chronicle, January 24, 1915, 7/1; November 30, 1944, 9/5; San Francisco Examiner February 12, 1929, 12/4; The Architect and Engineer, June 1911, 101.
- ⁷Sacramento Bee, February 27, 1926, D1/1; Sacramento Union, February 27, 1926, 18/1-2.
- ⁸Ibid, D1, D3, D6, D7, D8; 15, 18.
- ⁹Sacramento Bee, February 27, 1926, D8/2; Sacramento Union, February 27, 1926, 14/3-4; James E. Henley, Director, Sacramento City/County Museum, interview, 12/74.
- ¹⁰San Francisco Business directories, 1898-1927.
- ¹¹The Architect and Engineer, February 1909, 62-63.
- ¹²Ibid, November 1909, 52; February 1909, 27; January 1911, 69; September 1910, 97; June 1911, 119; September 1909, 34; May 1910, 139; June 1910, 110; November 1910, 100; April 1911, 99; October 1911, 117; Who's Who in America, 778; Sacramento Bee, February 16, 1925, D3/4.
- ¹³Who's Who in California, 1928-29. San Francisco, 1929, 116; Manuscript #178, Duane L. Bliss, California Historical Society, San Francisco.
- ¹⁴Who's Who in California, 335; Oakland Tribune, August 30, 1964, CM 22-23 in the Magazine section, Knave; San Francisco Chronicle, June 29, 1928, 16/1.

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- ¹⁵Ellis A. Davis, ed., Commercial Encyclopedia of the Pacific Southwest. Berkeley; 1911, 169; Frank Morton Todd, The Story of the Exposition. New York: 1921, v. 1, 295; Archie Newsom, per an interview with Newsom, a former employee of Bliss and Faville, on December 5, 1974; San Francisco Blue Book of 1925, 45; Oakland Tribune, August 30, 1964, CM 23-23.
- ¹⁶Freemasons. California, California Masonry v. 2, 124-125; Archie Newsom; Davis, Commerical Encyclopedia, 163; Todd, Story of the Exposition, v. 1, 166, 294; Official Guide of the Panama-Pacific International Exposition - 1915, San Francisco, 13-15; Official Handbook, Panama-Pacific International Exposition - 1915, San Francisco, 21; Card catalog, California Historical Society; Architect and Engineer, January 1926, 108.

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