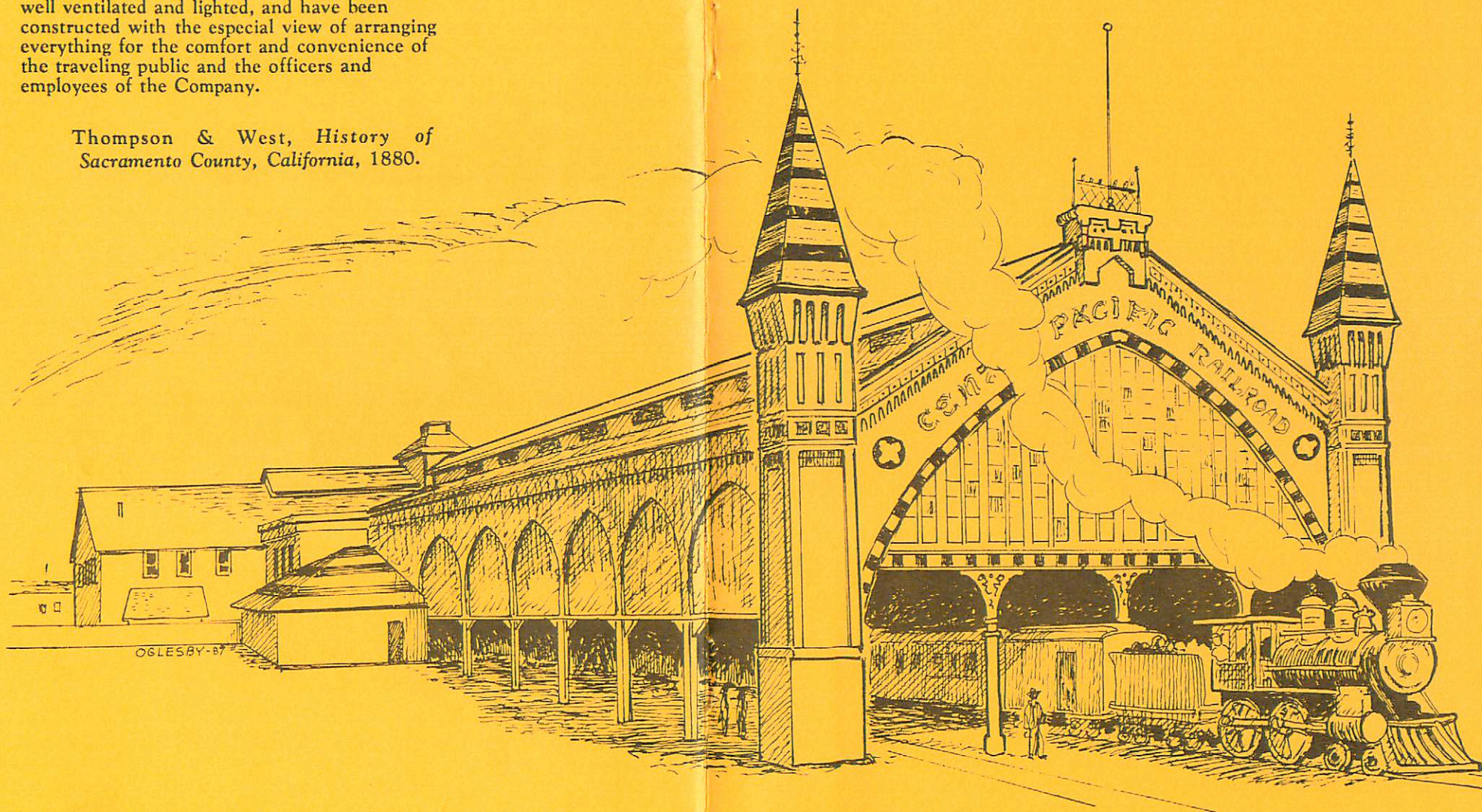


The new depot erected on the Company's grounds during 1879 is by far the finest building of the kind west of Omaha....The general style is Gothic and its architectural appearance is impressive and beautiful. It consists of a central pile of buildings faced by a depot arcade or sheltered avenue, seventy feet wide and 414 feet long. This arcade contains the tracks on which the different trains enter and leave the depot. The roof is corrugated iron....The premises are well ventilated and lighted, and have been constructed with the especial view of arranging everything for the comfort and convenience of the traveling public and the officers and employees of the Company.

Thompson & West, *History of Sacramento County, California*, 1880.

SACRAMENTO FOR TOURISTS, 1884



A Rail Traveler's Guide

Roseville Junction to Davisville

**A Rail Traveler's
Guide to
Sacramento in 1884**

From *The Pacific Tourist*



With an introduction
by Jack Oglesby

Sacramento County Historical Society

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We invite manuscripts about the people, institutions, and events of the Sacramento region throughout its history. For further information, write to: The Editors, *Golden Notes*, 7058 San Jacinto Court, Citrus Heights, CA 95621.

INTRODUCTION

Sacramento often has received short shrift from travel writers. On bookstore shelves today there is even a guide to Northern California that fails to mention the capital city. Others limit coverage to a few sentences. Remarkably, one guide that devotes many pages to Sacramento was written by an author who never came here at all.

Such was not the case when one of the most successful travel guides to America's Far West was published in 1876. Its title: *The Pacific Tourist---Adams & Bishop's Illustrated Trans-Continental Guide of Travel from the Atlantic to the Pacific Ocean*. There are several pages of flattering comments about our city and its attractions. And information is provided about other communities in the vicinity.

The book sold more than 100,000 copies when it first appeared. Subsequent editions met the heavy demand of the public through much of the 1880s. The section reprinted in this issue of *Golden Notes* is from the 1884 edition; Frederick E. Shearer was editor. The first editor was Henry T. Williams. Less than a decade after the golden spike linked East and West by rail, he traveled for nine months between the Mississippi and the Pacific coast to gather material. The Union Pacific and Central Pacific railroads, whose aim was to stimulate travel to the West, bore the cost. (The practice of the travel industry paying the expenses of travel writers continues to this day. Even those publications that contend they "pay their own way" do accept "press rates" which are generously low; this is true of the most prestigious newspapers, magazines and travel book publishers. It's commendable that most of what travel writers say is reliable--well, the majority of them are honest folk.)

A large staff of writers, and illustrators whose work was reproduced in the form of woodcuts, labored in the production of *The Pacific Tourist*. Among the celebrated artists were Thomas Moran and Albert Bierstadt. Photographers included Timothy O'Sullivan, who worked with Clarence King, and William Henry Jackson, whose pictures of Yellowstone accompanied the description

by Ferdinand V. Hayden. They made the book a valuable collectors' item.

Our portion of the text begins with the arrival of the train in a place called Junction, at a town known as Roseville. The reader learns, if he did not know before, that the name honored a pretty and popular young woman, not the flower.

As the train neared Sacramento, a passenger could see the State Capitol from a considerable distance, and near 21st and J Streets would view the grounds of the State Agricultural Society, where early state fairs were held.

Finally the train would roll into the grandiose main station, after passing the busy shops where craftsmen built "the best locomotives, and the most elegant and comfortable passenger cars" west of the Mississippi. The shops are gone now, and so is the massive, roofed station, large enough to cover most of an entire train, like the depots you may see even now in Paris.

The Pacific Tourist encouraged the visitor to spend time in Sacramento, which had "some of the most elegant mansions in the State" as well as "lovely cottages" and fine public buildings.

A good deal of space is devoted to the Capitol, and the impressive view from its dome. Altogether, this is an informative as well as complimentary account of Sacramento as it was in the latter part of the nineteenth century.

Clearly, those who produced this section of *The Pacific Tourist* spent considerable time finding out about the place, quite unlike an 1877 writer for the famed *Leslie's Popular Monthly*. He says of his visit: "Shall we ever forget that half-hour in Sacramento?"

Well, at least he gave it a longer look than some of today's travel guide authors.

Jack Oglesby

Roseville Junction to Davisville

Junction--is 108 miles from San Francisco. It is a day telegraph station, and 163 feet above the sea. The town is called Roseville, in honor of the belle of the country who joined an excursion here during the early history of the road,¹ and will probably be known as Roseville Junction.

Here the Oregon division of the Central Pacific leaves the main line. On the left may be seen the abandoned grade of a road that was built to this point from Folsom on the American River. By this road, Lincoln, Wheatland, Marysville, Chico, Tehama, Red Bluff, Redding, and intermediate points are reached. One hundred fifty-one and a half miles have been built from the junction northward. Passengers going north may use their tickets to San Francisco for passage over this division, and at Redding take stage for Portland, Or.

Antelope--a side track at which passenger trains do not stop, and 6.6 miles farther on, a place of about equal importance called

Arcade.--The soil is light, much of it gravelly, but it produces considerable grass, and an abundance of wild flowers. Prominent among the latter are the Lupin and the Eschscholtzia, or California Poppy. The long fence will interest the Eastern farmer, for here is a specimen

of a Mexican grant.² It is the Norris Ranche, now owned by Messrs. Haggin, Tevis and others, and nearly ten miles long. When California was first settled, these plains were covered with tall, wild oats, sometimes concealing the horseback rider, and wild oats are now seen along the side of the track. No stop is made, except for passing trains, until the American River bridge is reached.

About four miles from Sacramento we reach the American River. It has none of the loveliness that charmed us when we saw it winding along the mountains. The whole river-bed has filled up, and in summer, when the water is almost wholly diverted to mining camps or for irrigation, it seems to be rather a swamp. It is approached by a long and high trestle work. After crossing the bridge,³ on the right, you will notice some thrifty vineyards and productive Chinese gardens in the rich deposits of the river. On the left you will obtain a fine view of the State Capitol; also you get a fine view of the grounds of the State Agricultural Society.⁴ Its speed-track, a mile in length, is unexcelled. Its advantages, including the climate of the State, make it the best training track in the United States. It was here that Occident trotted in 2.16 3-4, and is said to have made a record of 2.15 1-4 in a private trial. The grand stand was erected at a cost of \$15,000.

Should you pass through the city in September or October, do not fail to see for yourself the Agricultural Park and the Pavilion,⁵ and test the marvellous stories about the beets and the pumpkins, and secure some of the beautiful and delicious fruit that is grown in the foot hills.

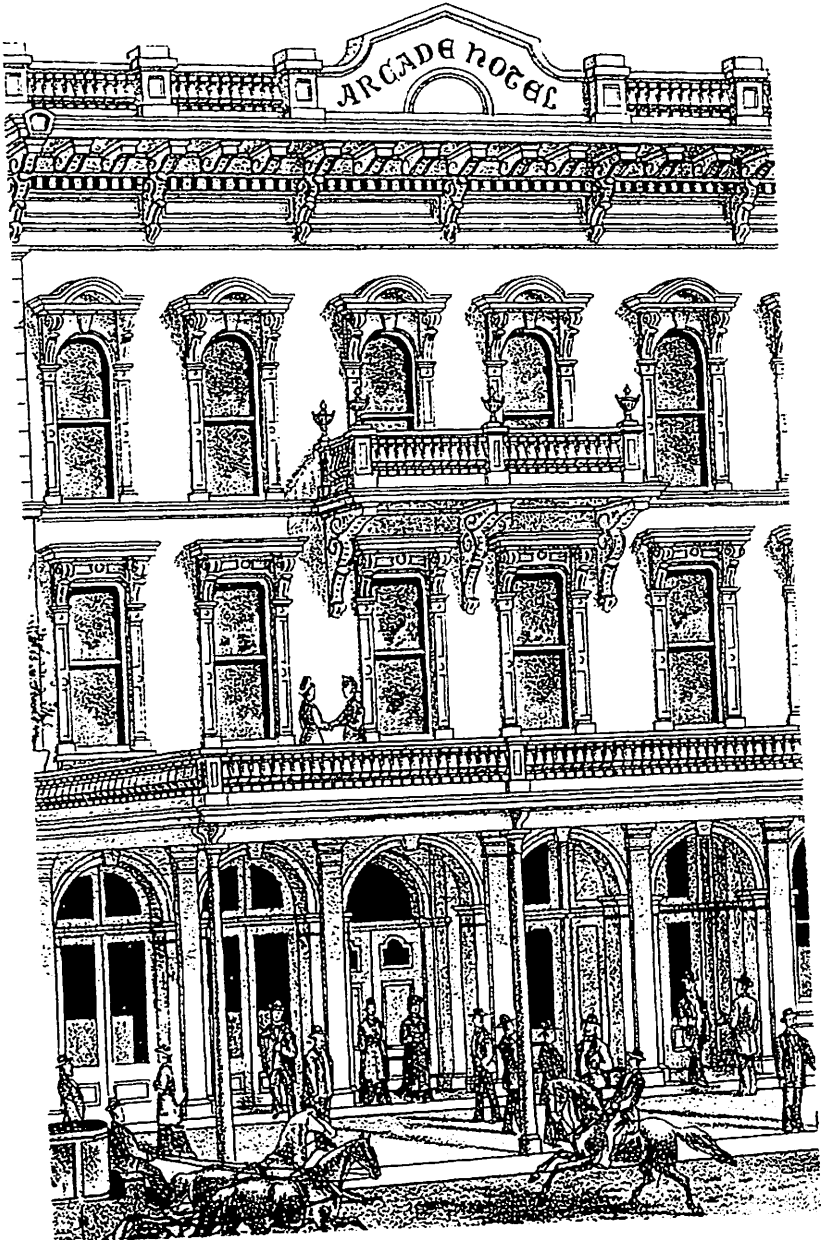
On the left you will also see the hospital of the Central Pacific Railroad.⁶ It contains all modern improvements for lighting, heating, ventilation and drainage, and a library of 1,200 volumes. It can

accommodate 200 patients, and cost the company \$65,000. Fifty cents a month is deducted from the pay of all employes for maintaining the institution. No other railroad has made such generous provision for its faithful employes.

Railroad Works--North of the city there was a sheet of water known as "Sutter's Lake" and "The Slough," and a succession of high knolls. The lake was granted to the city by the State, and the railroad company by the city. Its stagnant waters have given place, at great cost, to most important industries. The high knolls have been levelled, and are also owned, in part, by the railroad company. Not less than fifty acres of land are thus made useful for side tracks and fruitful in manufactures. Six and a half acres of it are covered by the railroad shops. *Twelve hundred men* are constantly employed.

These are the chief shops of the railroad. Some you saw at Ogden, Terrace, Carlin, Wadsworth, Truckee and Rocklin, and you will find others at Lathrop and Oakland Point, and at Tulare and Caliente on the Visalia Division. At Oakland Point several hundred men are employed. All these shops and those of the California Pacific Road at Vallejo center here. These are the largest and best shops west of the Mississippi River, and form the most extensive manufacturing industry of the city.

The best locomotives, and the most elegant and comfortable passenger cars on the coast are built, and a large portion of the repairs for the whole road is done here. All the castings of iron and brass, and every fitting of freight and passenger cars, except the goods used in upholstering, is here produced; boilers for steamers put up, the heaviest engine shafts forged, telegraph instruments made, silver plating done, and 12,000 car wheels made every month. All the latest and



Arcade Hotel, on 2nd Street between J and K

best labor-saving tools and machinery used in wood, iron and brass work can here be seen in operation.

The capacity of the shops is six box-freight, and six flat cars per day, and two passenger, and one sleeping car per month. Twelve years ago, the work of the company at this point, was all done in a little wooden building 24 by 100 feet, and with less men than there are now buildings or departments.

Last year a million and a half dollars was paid out for labor in these shops alone, and 4,000 tons of iron consumed. Some of the buildings, like the roundhouse, are of brick. This has 29 pits each 60 feet long, with a circumference of 600 feet. Some of the buildings have roofs or sides of corrugated iron. Seven large underground tanks, 1,000 gallons each, are used for oil and 2,000 gallons of coal oil, and 400 of sperm consumed every month.⁷

In connection with the shops, is a regularly organized and well-equipped fire-brigade, and in two minutes the water of two steam fire-engines can be directed to any point in the buildings.

Soon a rolling mill will be erected, and upon a location but lately pestilential. The whole coast will be laid under further tribute to these shops for the facilities of travel and commerce.

Just before entering the depot you will see the Sacramento River on the right.

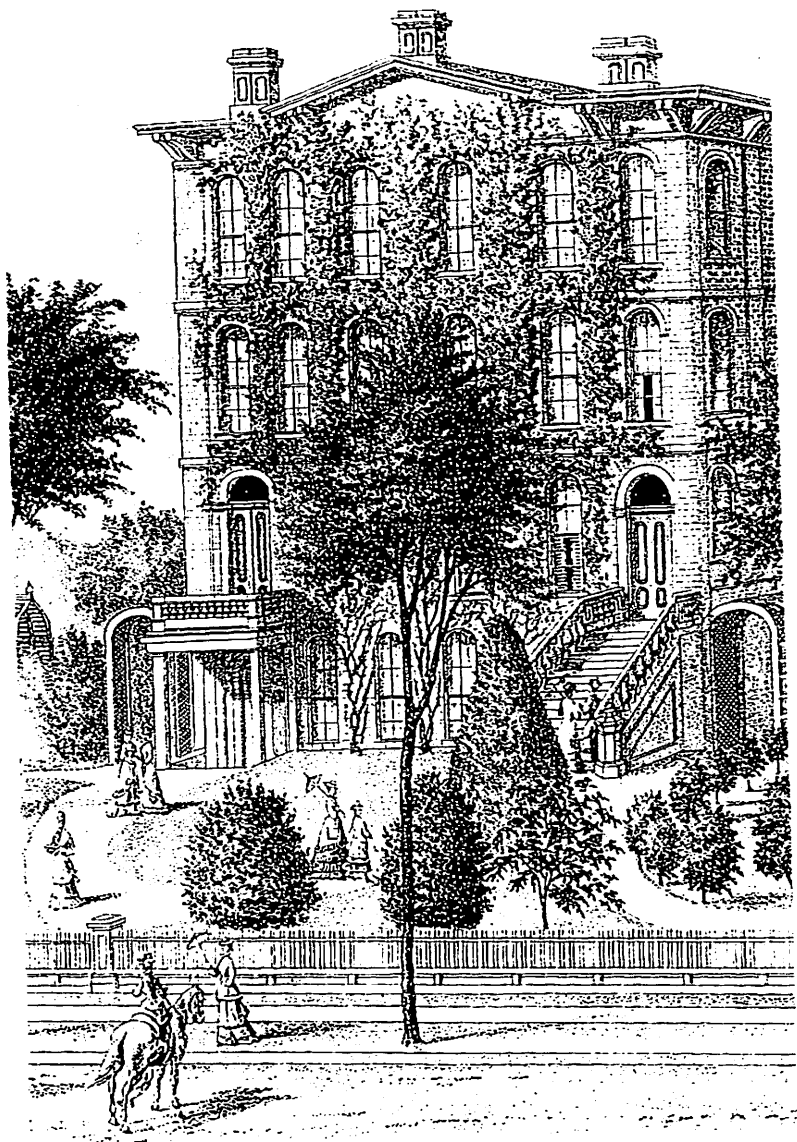
The announcement of "Sacramento" will be exceedingly welcome to every through passenger, for it will leave but little more journeying to be accomplished. The trains stop for breakfast going west, and supper going east. The price of each meal is seventy-five cents, or "six bits," but no better meals are served between New York and Omaha. Trains stop twenty-five minutes. The depot⁸ is the finest in California, excepting that at Oakland wharf, and is worthy of the road and State. It

is four hundred and sixteen feet long and seventy wide, and has another adjoining, one hundred and sixty feet long by thirty-five feet wide. It is largely of iron and glass, and being open at the sides is peculiarly adapted to the warm climate of the region.

At this point passengers have choice of four routes to San Francisco. (1) The oldest--the Sacramento River on which a boat runs daily--leaving usually in the morning, but with irregular hours. It is not a popular route.⁹ (2) There is the old Overland Route--via Stockton and Livermore Pass and Niles. This route is 139.67 miles long. Passengers for San Jose can save fare by taking this route and changing cars at Niles, and will reach San Jose at 4:50 P.M. A ticket at San Francisco is good also to San Jose by this route. (3) There is the route via Stockton and Martinez--avoiding the heavy grade of the Livermore Pass--but making the distance 151.19 miles. This is the same as route No. 2 as far as to Tracy Junction, and from Tracy it is identical with the Overland Route of the Southern Pacific. (4) The popular route is that Overland train from Ogden, crossing the Sacramento River at Sacramento and running over the California Pacific, the Northern Railway and the San Pablo and Tulare Railroad, all leased and operated by the Central Pacific. By this route the distance to San Francisco is only 89.79 miles.

Of course, the weary traveler will take this last-named route, but before proceeding he may cast his eye around Sacramento--the capital of California.

There are "free busses" to the Arcade, Golden Eagle, Capitol, Grand or Orleans, all first-class, comfortable and well patronized; or the streetcars will convey you near any one of these. The "Western" is also a good and popular house.¹⁰



*Sacramento Seminary for Young Ladies, on 1
between 10th and 11th Streets.*

The population of the city is about 25,000. The streets are regularly laid out, and beginning at the depot, with Front or First, are numbered to Thirty-first, and the cross streets are lettered, beginning with A on the north side of the city. The stores are chiefly of brick, and residences of wood. The broad streets are shaded by trees of heavy foliage, the elm, walnut, poplar and sycamore prevailing, and in summer are almost embowered by these walls of verdure, that are ready to combat the spread of fires. It is a city of beautiful homes. Lovely cottages are surrounded by flowers, fruits and vines, while some of the most elegant mansions in the State are in the midst of grassy lawns or gardens filled with the rarest flowers. The orange, fig, lime and palm flourish, and the air is often laden with nature's choice perfumes. It is lighted with gas, and has water from the Sacramento River, supplied by the Holly system. Two million gallons are pumped up daily.

The climate is warm in summer, but the heat is tempered by the sea breeze which ascends the river, and the nights are always pleasantly cool. Notwithstanding its swampy surroundings and the luxuriance of its semi-tropical vegetation, statistics establish the fact that it is one of the healthiest cities in the State.

Among the more prominent buildings are the Court-house, Odd Fellows', Masonic, Good Templars' and Pioneer Halls;¹¹ the Christian Brothers' College, the Churches, Schools and the Capitol. The grammar school building¹² is a credit to the educational structures of the State, and attracts attention from visitors second only to the Capitol.

The Pioneers are an association of Californians who arrived prior to January, 1850. Their hall has an antiquarian value--especially in a very accurate register of important events extending back to A. D.

1650. Another association, the Sons of the Pioneers, will become the heirs of the valuable archives, and perpetuate the association. The annual business of the city exceeds *twenty-seven million dollars*.

The State Capitol.--This is the most attractive object to visitors. It cost nearly \$2,500,000. It stands at the west and thrice terraced end of a beautiful park of eight blocks, extending from L to N street, and from Tenth to Fourteenth street. Back of the Capitol, but within the limits of the park and its beautiful landscape gardening, are the State Printing Office and the State Armory.

The main entrance to the Capitol is opposite M street. The edifice was modeled after the old Capitol at Washington and has the same massiveness, combined with admirable proportions, and rare architectural perfection and beauty. Its front is 320 feet and height 80 feet, above which the lofty dome rises to 220 feet, and is then surmounted by the Temple of Liberty, and Powers' bronze statue of California.¹³ The lower story is of granite, the other two of brick.

Ascending by granite steps, which extend 80 feet across the front, we reach the portico with ten massive columns. Passing through this, we stand in the lofty rotunda, 72 feet in diameter. The chambers and galleries are finished and furnished in richness and elegance befitting the Golden State. The doors are of walnut and California laurel, massive and elegant. The State library has 35,000 volumes. The great dome is of iron, supported by 24 fluted Corinthian columns and 24 pilasters. Rising above this is a smaller dome supported by 12 fluted Corinthian pillars.

The beauty of the whole is equaled in but few of the public buildings in the country, and the California laurel with its high polish adds no little to the charm. The steps leading to the top of the outer dome are easy,

except for persons of delicate health, and the view to be gained on a clear day, will amply repay any exertion. The extended landscape is incomparably lovely. You are in the center of the great Sacramento Valley, nearly 450 miles long by 40 wide, where fertile soil and pleasant climate have contributed to make one of the loveliest pictures to be seen from any capitol in the world. Just beneath lies a city with many beautiful residences, half concealed in the luxuriant verdure of semi-tropical trees. Lovely gardens enlarged into highly cultivated farms--then, wide extended plains, on which feed thousands of cattle and sheep, groves of evergreen oak, long, winding rivers, and landlocked bays, white with the sails of commerce, and along the eastern horizon stretch the rugged Sierras, with their lines of arid foot hills, perpetual verdure, and snowy summits, shining like white summer clouds in a clear blue sky.

On the west the Coast Range limits the vision with its indistinct and hazy lines, out of which the round top of Mount Diablo is quite distinct. Southward, the eye takes in the valley of the San Joaquin (pronounced, Wah-keen), with its rapidly populating plains.

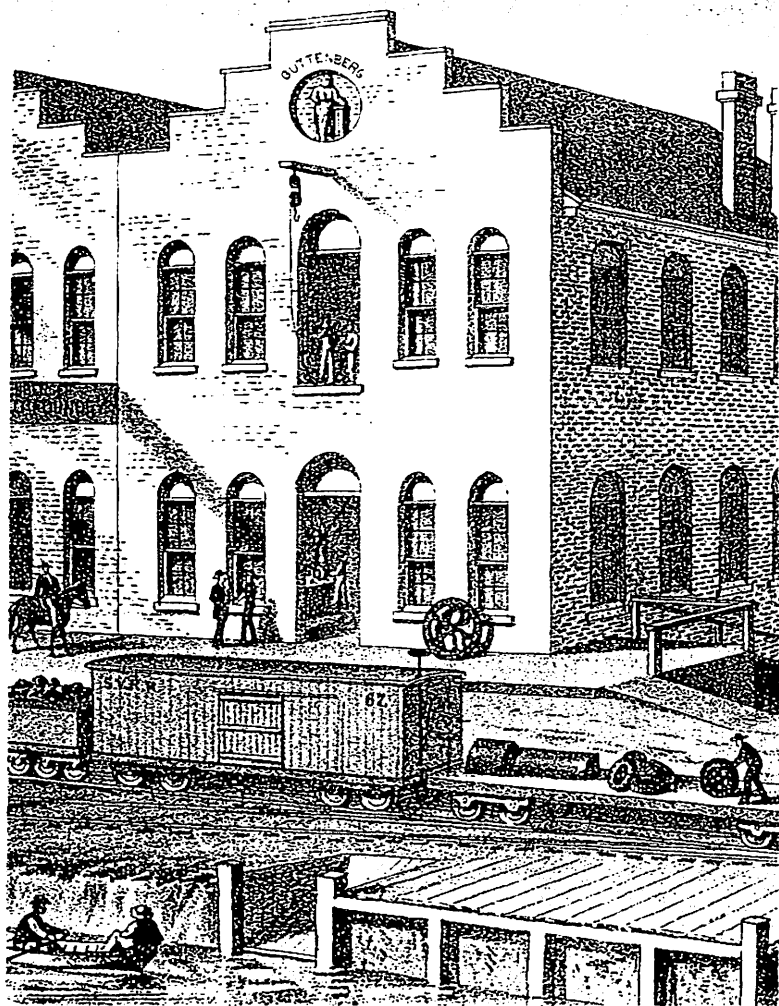
In 1850, a fire left only one house standing, where are now 21 of the principal business blocks, and in 1854, a second fire nearly destroyed the city, after which lumber was scarce at \$500 a thousand.

In the winter of 1851-2, a flood covered the whole city, and led to the construction of levees, which were afterward enlarged. Part of the city, too, was raised above high-water mark. Ten years later a flood occurred, with from eight to ten feet of water in all the parts of the city not raised, and flooding the first stories of all houses and stores. In the winter of 1875-6, the river was three inches higher than ever before known, yet the city was perfectly safe.¹⁴



The State Agricultural Pavilion, 15th Street, on grounds of Capitol Park

"Should you pass through the city in September or October, do not fail to see for yourself the Agricultural Park and the Pavilion, and test the marvellous stories about the beets and the pumpkins."



Sacramento Foundry, northeast corner of Front and N Streets

As a distributing point, the commercial advantages of the city are second only to San Francisco. Freight by the Overland route is here started north or south. Merchants of Nevada, Northern California and Utah secure their freight from this point with less charges and greater despatch than from San Francisco, and all shipments to the mountains or beyond, must go through this gate. Fruit from the foot hills, of choicer flavor than that grown in the warmer valleys, and vegetables, enormous and abundant, from the rich alluvial soil of the rivers, concentrate here to supply the dwellers from the Sierras eastward. During the summer of 1875 the average weekly shipment, of fruit alone, to the East, was 400 tons.

The industries that already give the city prominence, and not directly connected with the railroad, are more than can be mentioned. Among them are the Capital Woolen Mills, several carriage, wagon and furniture factories, several flouring-mills, one of which, the Pioneer, is the largest in the State, with capacity for producing 600 barrels of flour and 950 tons of barley per day, boiler, general iron and brass works. Wineries are permanently established and productive.

Beet Sugar--is manufactured about three miles from the city. The works were erected at a cost of \$275,000, and 1,450 acres of land are in use for the factory. Ninety tons of beets can be used, per day, yielding about 13 1-2 per cent. of saccharine matter, while the refuse is mixed with other feed and used to fatten cattle.

This promises to become one of the chief industries of California, and the only occasion where the descriptive powers of Mr. Nordhoff¹⁵ seem to have failed him, was in the presence of the machinery of the Johnson process used in this manufacture.

The sugar-beet does not grow to enormous size, but the mangel-wurzel continues to grow, summer and

winter, until it attains enormous size. Southern California is said to have produced one of 1,100 pounds, and a farmer of Sonoma County, had one (not considering the top), three feet above the ground. We believe he fenced around it, lest a cow should get inside of it and eat out the heart.

The city has a paid Fire Department, and five newspapers--the *Daily* and *Weekly Record-Union*, the *Daily* and *Weekly Bee*, *The Sacramento Valley Agriculturalist* (weekly), *Sacramento Journal* (German tri-weekly), and the *The Weekly Rescue*, the organ of the I. O. G. T.¹⁶

Sacramento is intimately connected with all parts of the State and is advantageously situated for manufactures and for wholesale trades. Merchants in Nevada find it a day or two nearer than San Francisco. The river affords cheap transportation to Northern California, and to and from San Francisco. The California Pacific and Northern Railway extend their arms to the west side of the Sacramento Valley and even to Napa and Lake Counties, and the Oregon Division of the California Pacific controls the trade to Southern Oregon. The Sacramento Valley railroad, runs to Folsom, controlling trade as far as Placerville. By the Western Pacific, connection is made at Lathrop with the San Joaquin Valley and the Southern Pacific.

Sacramento has three daily trains to San Francisco. (1) The Overland leaving at 7:20 A. M. (2) The Alta Passenger and Oregon train leaving at 11:30 via Stockton and the Oregon and Sacramento at 3:30 P. M. The last runs via the California Pacific, and tourists who desire to spend the day in Sacramento will find it best to take this 3:30 train.

Leaving Sacramento via the

CALIFORNIA PACIFIC RAILROAD,

and crossing the Sacramento River on a substantial drawbridge, we are in the village of Washington--an unfortunate town. It is backed by tule (swamp) lands, and was long harassed by tolls extracted to cross the river. But its worst enemy is the flood. The levees that protect Sacramento hurl the spring torrents of the American River (uniting with the Sacramento just above the city) on the right bank of the Sacramento and break through the village. Sometimes the water extends from Sacramento to Davisville, and a small steamer runs across the tule land. For months at a time the railroad between Washington and Davisville has been impassable and trains have had to take either route (2) or (3), mentioned above, for San Francisco.

Along the river bank, opposite Sacramento, is a narrow strip of land sufficiently elevated for farming--but the train is soon beyond this on trestle-work, or a high embankment crossing the tules. On this narrow strip the ubiquitous pea-nut and chickory grow to perfection. No pea-nut surpasses these in size or flavor, and the chickory commands a price equal to the German. Coffee men consider it of superior quality, and the traveler will find it abundant in the *pure* coffee of all the hotels in the interior. The tule land is the richest in the State--a fine vegetable mold and deposit from the winter floods. Many square miles of it up and down the river await reclamation, and much has been reclaimed. It will be difficult to reclaim the great extent of it now before the eye, because on the right of the railroad and several miles up the river, the waters of Cache Creek spread out and sink, and on the left the waters of Putah Creek are also emptied, and high levees would be required to carry off so much water. These tules are the temporary abode of some, and the

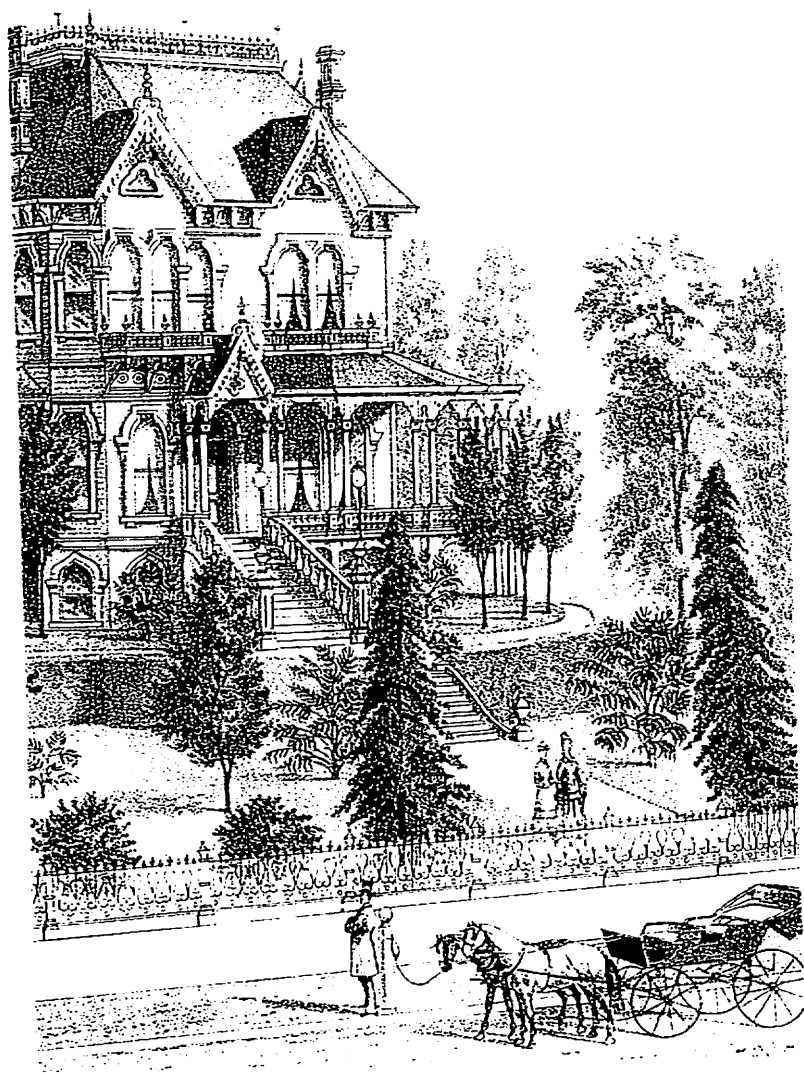
permanent abode of other, varieties of wild fowl, and the happy hunting-grounds for many a Nimrod. After the first rains come, the geese arrive, the white brant coming first and in largest number. Three varieties are common, the white and speckled-breasted brant, and the hawnter. Acres of the ground, where the dry tule has been burned off and the grazing grass has sprouted, are covered with the geese, and sometimes they are like a great cloud in the air, and their noise heard for a mile or more.

The varieties of the duck are many, but the mallard, sprig tail, canvas-back, and teal are most esteemed. It is an easy and pleasant task for one acquainted with the flight of the ducks to bring down from twenty to a hundred in a single day, besides more geese than he is willing to "pack." About five miles from Sacramento is an island (of a hundred acres, dry and grassy) where two or three days camping may be enjoyed by a lover of the sport.

When the Sacramento overflows its banks and the creeks are high, the tules are hidden by the water, and if the wind blows, this region is like an open sea. Frequently the road-bed has been washed away and now it is protected by an inclined breakwater and young willows.

It has been generally, but erroneously, supposed that hogs and the Chinamen feed on the tule root. The bulbous root they eat is called by the Chinese "Foo tau," and is imported largely from China, where it grows to a greater size than in this country. Across the tules at Swingle's Ranch is *Webster*, a side track and flag station.

Davisville is 13 miles nearly due west of Sacramento, and is 77 miles from San Francisco. It has a population of 300, all gathered since the building of the railroad, and has several stores, a dozen saloons,



Residence of J. H. Glide, southeast corner of 9th and H Streets

four restaurants, and a Presbyterian, a Methodist Episcopal, and a Roman Catholic Church. About the same proportion of saloons to the population holds good over California, but that of churches does not. But "Davisville is not an immoral place, for the liquor is all sold to *non-residents*."

In 1862 land was worth from \$6 to \$10 per acre, and now sells at \$75 to \$100.

Near Davisville are large orchards, "Brigg's" covering 400 acres, and the "Silk Ranche" orchard 250 acres, but in dry seasons the quantity and quality of the fruit, is greatly impaired by the want of irrigation.

The failure of silk culture was largely owing to the hot winds from the north, killing the worms. Attention to fruit culture, has demonstrated the necessity of allowing nothing to grow between the trees. Nor are the trees trimmed so high up as in the Eastern States. Here alfalfa yielded in one season \$55 worth of hay to the acre.

At Davisville the railroad to San Francisco turns directly to the south, and a branch runs north to Woodland and Knight's Landing.

Continuing south from Davisville, the road crosses Putah Creek--a stream rising in Lake County and "sinking," *i. e.*, spreading out over the tules. The old channel is near the town and a recent channel a mile further south. In summer the bed will be dry, and in winter there will be a torrent.

NOTES

¹There are several versions of the origin of the place name. This one was recounted in the *Sacramento Bee*, October 20, 1931. The name Roseville was used as early as 1864.

²Rancho Del Paso, originally more than 44,000 acres, granted in 1844.

³The present steel truss bridge, used by Amtrak and freight trains, is at the same point on the river where the Central Pacific first crossed on a wooden bridge built in 1862-3; a later structure was in place in 1884.

⁴The State Agricultural Society grandstand and track were on a 20-acre site bounded by 20th, 22nd, E and H Streets.

⁵The Pavilion was located on 15th Street at the east end of Capitol Park and housed exhibits for the State Fair from 1884 to 1905, when the Fair moved to Stockton Boulevard and Broadway.

⁶The Central Pacific Hospital was at 13th and C Streets.

⁷Oil from the big tanks was used for fuel and lubrication; coal oil (kerosene) for the many external lanterns, and sperm (whale) oil for passenger and station lighting.

⁸The "new" depot was built in 1879 on ground reclaimed from China Slough, between G and I, Front and 3rd Streets.

⁹The discouraging remark about using the riverboat to get to San Francisco may have been inspired by railroad policy at that time. Actually, the Central Pacific owned and operated riverboats, starting in 1869, and later heavily promoted river travel on what it called "The Netherlands Route" well into the 20th century.

¹⁰The Arcade was on 2nd between J and K; the Golden Eagle, at K and 7th; the Capitol, on the southwest corner of K and 7th; the Grand, at 106 K Street; the Orleans, on 2nd between J and K; and the Western, on K between 2nd and 3rd.

¹¹Pioneer Hall, 1011 Seventh Street, was built in 1868 by the noted Sacramento architect, Nathaniel Dudley Goodell (1814-1895). Arriving in California from his native New England in August, 1849, Goodell became a prominent builder and architect, designing hospitals, schools and homes throughout the lower Sacramento and upper San Joaquin valleys. Among Goodell's work still extant in the Sacramento area are the Senator William Johnson Home (Rosebud) at Hood (1876); the Governor's Mansion, originally built for Albert Gallatin, at 16th and H Streets (1877); and the Heilbron Mansion, presently a Great American First Savings Bank office, at 7th and O Streets (1881).

¹²The Sacramento Grammar School occupied the block between I and J, and 15th and 16th Streets.

¹³The "bronze statue of California" referred to was never commissioned. The statue was, however, featured prominently in architect Reuben Clark's watercolor rendering submitted for the design competition during the summer of 1860.

¹⁴Sacramento was flooded in 1850, 1852, 1853, 1861, and four separate times during the winter of 1862-3. From 1864 to 1873, the city raised its streets and buildings ten to fifteen feet above their original levels.

¹⁵Charles Nordhoff (1830-1901), one of the writers of *The Pacific Tourist*, was a journalist who had traveled in California and Hawaii and was the author of the popular book, *California for Health, Wealth and Residence* (1872), which brought many new settlers to the state.

¹⁶The I.O.G.T. was, presumably, the Independent Order of Good Templars, whose headquarters were at 4th and J Streets.

FURTHER READING

The Pacific Tourist: The 1884 Illustrated Trans-Continental Guide of Travel from the Atlantic to the Pacific Ocean, edited by Frederick E. Shearer, with an introduction by James D. Horan (New York: Adams & Bishop, Publishers, 1884; republished 1970 by Crown Publishers, Inc.).

Out West on the Overland Train: Across-the-Continent Excursion with Leslie's Magazine in 1877 and the Overland Trip in 1967, by Richard Reinhardt (Palo Alto, California: The American West Publishing Co., 1967).

JACK OGLESBY, who wrote the introduction and drew the cover illustration of the old railroad depot, moved to Sacramento from the San Francisco Bay area in 1948. He rode trains and paddlewheelers when both were powered by steam. He has been a travel writer and editor for more than seventeen years, formerly with the *Sacramento Bee* and now with *Senior Spectrum Newspapers*. He has reviewed scores of guidebooks, traveled with some of the authors, and long observed the practices of the travel industry and travel press.

OTHER ILLUSTRATIONS are from Thompson & West's *History of Sacramento County, California* (1880), except that of the State Agricultural Pavilion, which is reproduced courtesy of the California State Library and the City Of Sacramento, Museum & History Division.