



UTILITAS • FIRMITAS • VENUSTAS

Northern California Chapter
Society of Architectural Historians

The Newsletter

Volume 21, Number 2
Fall 2018

Varied Program Planned for NCCSAH Fall Tour of California's Capital City

The NCCSAH has organized a wonderful fall 2018 tour of several significant 19th century architectural gems in downtown Sacramento. All the buildings on the two-day program are within a five or six block walk, and there are, of course, no hills. Sacramento is an easy drive—or a pleasant two-hour train trip—from the Bay Area. Accommodations are available to us at a group rate, at the Citizen Hotel, a converted 1920s Beaux Arts office building.

We are also offering a bonus, at no additional charge: a special tour of the California State Railroad Museum, for those who plan to arrive on Saturday afternoon. Many may also choose to gather for a no-host dinner on Sunday night (November 4) at the Grange restaurant in the Citizen Hotel, considered one of the best restaurants in the capital.

Our Sacramento program begins on the morning of Sunday, November 4, with a tour of the California State Capitol Building and Park, led by State Parks guides. After a century of wear and tear, and some unsympathetic alterations, some serious thought was given to the idea of replacing the historic capitol with a modern building. Fortunately,



Photo: PeteBobb. Commons Wikimedia

the legislature chose restoration, completed in 1982.

It was Governor Leland Stanford's vision that the capitol "should be constructed...surrounded by grounds with a beauty and luxuriousness that no other capitol could boast." The resulting forty-acre park is laid out in typical Victorian style, and planted with eight hundred trees, flowering shrubs and vivid annuals, representing over two hundred native and exotic varieties.

A one-block walk from the Capitol grounds brings us to the California Museum. Exhibits include the California Hall of

—continued on page 6

Sacramento in the 19th Century: From Frontier Outpost to State Capital

If the city of Sacramento has a founding father, that would likely be John A. Sutter, with a dose of eager co-parenting by Sam Brannan, once the discovery of gold showed that a fortune was to be made.

Long before white faces appeared in California's Central Valley, Indians of the Miwok and Maidu tribes lived there, peaceably, for the most part, organized into village communities of hunter-gathers. Population at the time of European contact is estimated at about 9000, settled over the Sacramento and San Joaquin Valleys, the delta and the Sierra foothills. California offered a temperate climate with an abundance of small game, fish and acorns that formed the staples of their diet.

Several Spanish parties explored the great interior valleys of California late in the 18th and early in the 19th centuries, in search of possible sites for new missions among the native peoples. One of these expeditions, in 1808, was under the command of Gabriel Moraga, who probably bestowed the name Sacramento on the great river that flows southward into the bay of San Francisco. Although other explorations followed, no religious or civil settlement in California's interior resulted.

Interest in missionary activity ended with Mexican independence from Spain, and secularization of the established missions occurred in 1834. Mexican rule led to a land grant policy that was more flexible and more attractive than under Spain. One beneficiary of this policy was John Sutter.

After travels that took him from the German state of Baden Württemberg, where he was born of Swiss parents, to America, Hawaii and Alaska, Sutter arrived at Yerba Buena in 1839. He headed up the Sacramento River, and was drawn to the idea of establishing a permanent settlement. Toward that end, he became a Mexican citizen and, in 1841, received a generous grant of about 49,000 acres in the Sacramento Valley.

Employing Indian labor, Sutter built a fort where the American River joins the Sacramento (today's 27th and L Streets). A reconstruction of Sutter's Fort, completed 1891-3, stands there today and is a California State Historic Park. In time, through additional grants, he held more than 150,000 acres of valley land that formed the territory of what he called New Helvetia.

Once again using Indian workers, he farmed the land, raising livestock and cultivating wheat, barley, peas and beans.



There is some disagreement whether or not Sutter enslaved his workers. Some contemporary observers claim that is the case. At the very least, he seems to have paid them only with food, clothing and shelter, disciplined them harshly and pursued runaways who escaped into the foothills.

In what is one of the ironies of history, it was the discovery of gold on Sutter's own land, in 1848, that set off the rush to California that upended his plans for a prosperous fiefdom in the Sacramento Valley. "[W]hen tens of thousands of people came rushing here, they trampled Sutter's wheat fields, they slaughtered his cattle, and they literally deconstructed his fort. In fact the walls were taken down and the bricks used to build downtown Sacramento." (Tour transcript, Steve Beck, Sutter's Fort archivist and interpretive specialist.)

Sam Brannan, well-known California pioneer, who opened a store at Sutter's fort in 1847, made out somewhat better. At the time of the rush, his was the only store between San Francisco and the mines, "a fact he capitalized on by buying up all the picks, shovels and pans he could find, and then running up and down the streets of San Francisco, shouting 'Gold! Gold on the American River!' He paid 20 cents each for the pans, then sold them for \$15 apiece. In nine weeks, he made \$36,000." (Wikipedia)

Sutter's workers joined the rush to the gold fields. The property went to ruin, and Sutter's fortunes collapsed

Portrait John A. Sutter, by Samuel Stillman Osgood. Courtesy of California History Room, California State Library, Sacramento, CA

in the face of squatters' claims on his land. Heavily in debt, he turned over what remained of his property to his son, John Sutter, Jr., who arrived at the fort in September 1848. Sutter, Sr., moved to Pennsylvania, in 1865, where he died in 1880.

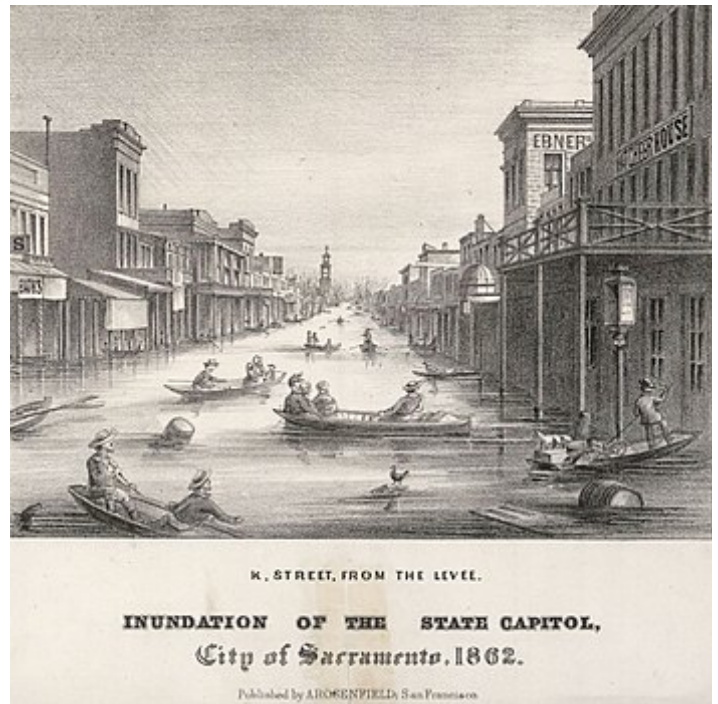
John, Jr., is credited with the formal founding and lay out of the city along the banks of the Sacramento River, the embarcadero, in 1849 (incorporated 1850). Sacramento quickly prospered as the supply center for the mines of the northern Sierra, as Stockton was growing to serve the southern mines. Miners wintered-over in Sacramento, picked up mail, sought rest and recreation there, and purchased supplies.

Sacramento (as well as Stockton) was at a disadvantage when it came to water-borne transport, once the clipper ships and larger sea-going steamers entered the scene. The Sacramento River was not navigable to deep-draft ships, particularly once the practice of hydraulic mining, after 1853, caused the Sacramento to silt up. Consequently, manufactured goods arriving in California by sea had to be off-loaded for transshipment in shallow-draft craft. Thus, San Francisco, with its deep-water anchor-

—And the world rushed in to Sacramento

In a letter of September 1849 to the foreign minister in Paris, J. A. Moerenhout, French Consul at Monterey, describes the dramatic changes in Sacramento. "Last year, I was at this place at the same season and there was not a house or even a tent there. Only a few little schooners lay in the port and the only business of any importance was a trade or barter carried on at the Fort of New Helvetia. Now there is a town of 3,000 to 4,000 inhabitants there, with a quay lined with fine buildings, streets laid out and with a large volume of business that increases as communication with the placers and the interior becomes more regular and easy. . . . Sutter's Fort has lost all importance since the founding of the settlements on the Sacramento River. In the Fort itself there is still a hotel and a few stores, but its business is languishing and there is no longer any stir and activity as prevailed there at the time of my visit in 1848."

<http://www.militarymuseum.org/Sutter.html>



Courtesy of the California History Room, California State Library, Sacramento, California

age, retained its primacy in ocean-going traffic. If the transcontinental railroad had existed at the time, Sacramento may have been more competitive, but the rail link was twenty years in the future.

Like many frontier towns, Sacramento had its share of fires. The *Annals of San Francisco* reported on a conflagration over November 2nd and 3rd, 1852, that destroyed nearly 2000 buildings over a 55-block area of Sacramento, displacing 7000 people. Floods were a greater problem. On December 17, 1850, the city was flooded to a depth of five to ten feet.

In his diary, Isaac Lord, a gold seeker (cited by J.S. Holliday in *The World Rushed*), said of that flood: "Tents, houses, boxes, barrels, horses, mules, and cattle are sweeping by with the swollen torrent that is now spread out in a vast sea farther than the eye can reach."

Although the loss in property and goods was substantial, residents seemed to take the disaster in stride: "Instead of people wearing long faces as you would suppose, the city never was more lively. The streets are filled with boats, and everyone was for having a frolic," Lord observed.

Recurring floods led city leaders to consider a remedy. A major flood control project, proposed in 1853, went nowhere, however, probably because of the great cost of such a plan—until the Great Flood of December 1861-January 1862. Described as “the largest flood in the recorded history of Oregon, Nevada, and California”, it resulted from weeks of continuous rain and snow (Wikipedia). By the end of December 1861, the Sacramento River had risen to a level more than twenty-two feet above the river’s low water mark; the city was built at sixteen feet above low-water level.

Beginning about 1863, and for the next ten years, wagons trucked in thousands of yards of soil to raise the level of the streets some nine or ten feet. A tour of Old Sacramento today reveals the original street level under the boardwalks and in basements. (oldsacramento.com)

Sacramento’s stature increased when it became the state capital, in 1854. It was the fourth stop in the journey of the state government. The first and second sessions of the legislature convened in San Jose. Vallejo saw the third and part of the fourth, when the legislature, in mid-session, opted for nearby Benicia. Finding accommodations at Benicia inadequate, legislators, on the opening of its fifth session, January of 1854, quickly approved the move to Sacramento. With the governor’s signature on the legislation, the entire legislature took a steamer up the Sacramento.

What was the attraction? Apparently, Sacramento began courting the law makers in 1853 and made an offer that was hard to resist. According to a let-



Stanford Mansion Photo: www.parks.ca.gov

ter in Thomas Larkin’s papers (R.W. Lotchin, *San Francisco, 1846-1856*), “the Sacramentans ‘hired a steamer filled with provisions and liquors and kept it at Vallejo four days with the tables and bar free to all members [of the legislature].’”

More seriously, The City of Sacramento offered: “Free use of the Sacramento County Courthouse as a capitol building, rooms for state officers, fireproof vaults for the records, removal of the Legislature and furnishings from Benicia to Sacramento without charge, and a building site for a permanent capitol—should Sacramento be declared the permanent capital—were included.” (CA State Library website)

In the years following, a number of developments added to the luster of Sacramento as a growing, thriving city. In 1852, the Sacramento Valley Railroad came into being, the first railroad company to incorporate in California—though not the first to begin operation. Theodore Judah engineered the route. Service between Folsom and Sacramento began in 1856. Today’s Sacramento Light Rail Gold Line follows the historic right of way.

In 1860, Sacramento was a terminus on the short-lived Pony Express. And, of course, in January of 1863, then Governor and “Big Four” railroad builder, Leland Stanford broke ground for the transcontinental railroad at Front and K Streets. Judah plotted the challenging trans-Sierra route, while Sacramento merchants Stanford, Huntington, Hopkins and Crocker secured financing.

With completion of the line in 1869, Sacramento became the western terminus. By the end of that year,



Crocker Mansion Photo: www.crockerart.org

the line reached Oakland. However, the Central Pacific (later Southern Pacific) shops were located in Sacramento from the start, and for years they were the city's largest source of employment. There workers designed, built and maintained locomotives and rolling stock until 1999. Comprised of 90 buildings by the 1930s and '40s, just eight remain. A draft plan for a transit oriented mixed use urban development of the site, published October of 2016, is available at <https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Major-Projects/Railyards---1/Specific-Plan.pdf?la=en>

On July 13, 1895, the powerhouse at Folsom provided the first electricity to Sacramento via 22 miles of transmission lines, making it one of the first places in the United States to transmit long-distance hydroelectric power.

Plans began in the mid-1960s to redevelop Old Sacramento, which is registered as a National and California Historic District. Sited along the riverfront, it is a combination of preserved, restored and rehabilitated-in-place historic structures; relocated historic buildings displaced by freeway construction; and reconstructed historic buildings that had been demolished over time.

Today Sacramento, with an estimated population of 485,000, is the center of a rich agricultural region that produces and processes dairy, poultry, beef cattle, fruits and vegetables, wheat, rice and corn. Much of this produce passes through the Port of West Sacramento. After the Second World War, Congress authorized the Army Corps of Engineers to dig a forty-mile thirty-foot deep-water channel from Sacramento to Suisun Bay. Limited to shallow-draft vessels for many years, the capital city opened to sea-going traffic in 1963.

Other industries in the Sacramento area include light manufacturing, clean tech and energy, business and financial services, and, of course, state government.



The Citizen Hotel Sacramento

Petaluma Museum Association

Our friends in Petaluma have informed us of an exhibition and a series of events related to Petaluma's historic Carnegie Library. The exhibition, *The Petaluma Historical Library & Museum, A Story of Civic Progress and Pride*, runs from October 6 through December 23, 2018. The opening reception, from 5 to 8 pm on Saturday, October 6, will celebrate historian Lucy Kortum and her role in preserving California's Carnegie Libraries.

Related lectures and programs include *Saturday, October 20, 2 pm*, "The Making of Young Brainerd Jones [architect of the Petaluma library]"; *Wednesday, November 7, 7 pm*, "Civic Beautiful: California's City Beautiful Inspired Civic Centers"; *Wednesday, November 14, 7 pm*, "Petalumans of Yesteryear: Preface to the Story of Petaluma's Carnegie Library". *Saturday, December 8, 4 pm*, "Andrew Carnegie & the American Public Library Movement". All events are free and held at the library, 20 Fourth St., Petaluma. For more information: <https://petalumamuseum.com>



—continued from page 1

Fame, California's Remarkable Women, the Missions, and a unique exhibit about the diversity of California Indians. To plan for what will be a brief stop, go to <http://www.californiamuseum.org>

After a break for lunch (cost not included in tour package), we will tour the Crocker Mansion and Art Museum. Billed as the oldest continuously operating museum in the West, the Crocker includes the personal collection of Judge Edwin Crocker, older brother of "Big Four" railroad builder Charles Crocker, and his wife Margaret.

San Francisco architect Seth Babson re-designed the existing buildings that were on site when Edwin Crocker acquired the property in 1868, transforming the existing home into a grand Italianate mansion, with an adjacent gallery building (completed 1872). In 1885, Edwin's widow presented the house and the collection to the City of Sacramento and the California Museum Association. Gwathmey Siegel & Associates Architects designed a 125,000 square-foot addition, which opened in October 2010.

At the time of our visit, the museum will feature two exhibits of California landscape paintings. We may remain after the scheduled tour to view exhibits until 5 pm.

Monday begins in the ballroom of the Jane & Leland Stanford Mansion with a half-hour lecture by Hank Dunlop, of the California College of the Arts, on the subject of restoration of the mansion's original furnishings. A very special tour will follow, led by Tim Gellinck, who served as the State Parks restoration specialist during the fourteen-year \$22 million rehabilitation and restoration of the property, completed in 2005.

Originally housed in the capitol building, the California State Library, our next stop, began to outgrow that space early in the 20th century. Groundbreaking for the present building took place in 1922, and construction was completed in 1928 (Architect: Weeks and Day). The building underwent a thorough restoration, completed in 2014. Highlights of the interior include the memorial vestibule, dedicated to the California veterans of World War I; the grand stairway; second and third floor murals by Maynard Dixon; and the fifth-floor meeting room.

You will find a self-guided tour brochure here:
http://www.library.ca.gov/Content/pdf/visitUs/SelfGuidedTourBrochure_web2.pdf

The Maynard Dixon murals in the main reading room:
<https://www.artandarchitecture-sf.com/maynard-dixon-and-a-pageant-of-traditions.html>



Diocese of Sacramento formed, 1886. Cathedral dedicated, 1889. Rendering from Sacramento, the commercial metropolis of northern and central California. Courtesy of the California History Room, California State Library, Sacramento, California.

The final stop of our Sacramento program will be the Cathedral of the Blessed Sacrament. At the instruction of Patrick Manogue, Sacramento's first bishop, architect Bryan J. Clinch based his design for Sacramento's cathedral on *L'Eglise de la Sainte Trinité*, in Paris. When dedicated, in 1889, it was the largest cathedral west of the Mississippi. It underwent extensive restoration, 2003-05.

After pausing for a box lunch (covered by the cost of our program), Tom Wallach, who has been the cathedral manager and historian for many years, will conduct our tour. We anticipate concluding our two-day Sacramento visit around 3:30 pm.

NCCSAH FALL, 2018 TOUR: GREAT 19TH CENTURY ARCHITECTURE DOWNTOWN SACRAMENTO

November 4 - 5, 2018

Sunday, November 4

10 am – 11:30 am: Tour of the Capital Building and the Capital Park

12 pm – 12:45 pm: Tour of the California Museum

1 pm – 2 pm: Lunch at Crocker Art Museum cafe (not included in cost of program)

2 pm – 3 pm: History and Architecture Tour of the Crocker Mansion and Art Museum

3pm – 5 pm: View exhibits at the Crocker Museum (Museum closes at 5 pm)

Monday, November 5

9:30 – 10 am: Hank Dunlop, California College of the Arts, will lecture on restoring the original Stanford Mansion furnishings, in the Stanford Mansion Ballroom

10 – 11:30 am: Tour of the Stanford Mansion Historic State Park

11:30 am – 12:15 pm: Tour of the California State Library

12:30 pm – 1:30 pm: Box Lunch at Cathedral of the Blessed Sacrament (included in cost of program)

1:30 pm – 3:00 pm: Tour of Cathedral

Bonus Tour

For those who are planning to arrive in Sacramento on Saturday, November 3, we've arranged for a tour that afternoon at the California State Railroad Museum, at no additional charge. There is no need to sign up in advance for this event. The museum is located very near the Amtrak Station, at 111 I Street. The one-hour tour is scheduled for 3:30 pm and will focus on the building of the transcontinental railroad.

NOTE: If you are planning an extended stay, you might want to consider a day-trip to historic Folsom. Gold Line light rail from downtown Sacramento takes you right there (one hour each way).

<http://www.historicfolsom.org>



“OK, that’s five votes in favor of saving the historic old hotel, and one vote for stomping it to bits and eating everyone inside!”

Artist: Bradford Veley
Cartoonstock.com

Reprise: The Los Angeles Tour Draws Praise

Memorial Day weekend found a group of our members in downtown Los Angeles for a two-day program. The first day gave a taste of LA modernism, the second sampled historic architecture. From our base at the landmark Biltmore Hotel on Pershing Square all the tour sites, on both days, were within a comfortable walking distance (walking!, in Los Angeles?).

Saturday's events began with a tour of the Disney Concert Hall (opened 2003), the work of Frank O. Gehry and Associates, whose design provoked, in the words of David Gebhard, "praise, criticism, and bewilderment." We crossed the street from the Disney for a visit to the Broad Museum, a bold architectural statement in its own right. Designed by Diller Scofidio + Renfro in collaboration with San Francisco's Gensler, and opened in 2015, it is home to the contemporary art collection of Eli and Edythe Broad.

A brief walk took us to the beautiful Catholic Cathedral of Our Lady of the Angels (Rafael Moneo, architect, 2002). After a pause for lunch on the cathedral plaza, Saturday concluded for many in the group with a return to Disney Hall for a matinee concert by the Los Angeles Philharmonic. The hall's outstanding acoustics added an unexpected dimension to the fine performance of an all-Schumann program.

On Sunday morning we convened in Pershing Square for a downtown tour. Highlights included a trip on Angels Flight and a visit to the dramatic sky-lit interior of the 1893 Bradbury Building, with its wrought iron balconies and cage elevators. Angels Flight, a funicular that, beginning in 1901, connected the now-vanished Victorian Bunker Hill residential neighborhood with the downtown business district, was reconstructed and relocated to its present site in 1996.



*Audience at Disney Hall awaits concert's start.
Photo: Ian Berke*

We broke for lunch, which some took at the thronged historic Grand Central Market, home to a varied collection of food vendors and shops. After the break, our group enjoyed an informative tour through the grand public spaces of the Biltmore Hotel.

We made our final stop of the weekend at the Los Angeles Central Library, an Art Moderne gem by architect Bertram Grosvenor Goodhue (1926). Threatened with demolition beginning in the 1960s, the library endured a long struggle for survival that culminated in the 1980s in a careful restoration and rehabilitation. Construction of a compatible contemporary addition more than doubled the library's capacity. The building reopened in 1993.

At the end of the day, many in our group gathered at the Skylounge on the 71st floor of the US Bancorp building, offering a stunning view of the entire LA Basin, to toast the conclusion of what all agreed was a successful and informative weekend.

Photo gallery of the LA Program appears on page 9

NCCSAH owes thanks to the many people who made for a memorable visit to Los Angeles:

Disney tour coordinator Jeanice William arranged our visit to the Disney, and Joanne Nakano and Danna Mota were our well-informed tour docents. Our thanks also to the Philharmonic's group sales office for providing us with a special rate on concert tickets.

April De Leon, booked our visit to the Broad, where Kim Orendor was our excellent guide.

Tour and event coordinator at the cathedral, Melissa Zacarias, arranged for our visit, and Bart Benjamins led a detailed and informative tour. Sal Soria, cathedral organist, gave an entertaining demonstration of the organ.

Bruce Scottow, education outreach coordinator for LA Conservancy, provided our excellent guides to downtown Los Angeles and the Bradbury, Chris Spry and Dave Nuter.

Informed Conservancy guides Alice Allen and Gloria Hernandez led us through the grand public spaces of the Biltmore Hotel. We are grateful, by the way, to Crystal Hwang, group sales manager for the Millennium Biltmore, for negotiating our group room rate at the hotel.

The library's tour coordinator, Arin Kasparian, arranged for our visit and placed us in the very capable hands of guides Diana Rosen & Kate Kaplan.

—Lest we forget: our fearless leader, Ward Hill, pulled all the pieces of this program together. Thank you Ward.

Photo Gallery: Los Angeles Tour



Photos by Ian Berke: Visiting garden at Disney Hall
Middle: Bill Kostura Angelenos line up at the Broad
Museum; Phil Bellman: our group gets tour of
the Broad galleries.

More photos on page 10



Other Events Of Interest

Preservation Action Council of San Jose

Walking tour: Shasta Hanchett Neighborhood

Saturday September 22, 2018, 9:45 am

www.preservation.org

AIA San Francisco

15th Annual Architecture and the City Festival
Through September 2018.

<https://aia-sf.site-ym.com/?page=ArchandCity>

California Historical Society

Exhibition: *California Boomtowns: Photographs of San Francisco and Los Angeles*. Through December 2018

678 Mission St., San Francisco

https://www.californiahistoricalsociety.org/exhibitions/upcoming_exhibitions.html

San Francisco Heritage

Lectures: *Julia Morgan's San Francisco*,
Thursday October 11, 2018 at the Century Club,
1355 Franklin St. *Bracing for Disaster: Earthquake Resistant Design in San Francisco 1868-1933*. Thursday
November 8, 2018, at the Old US Mint, 88 5th St.

<https://www.sfheritage.org/lecture-series/>

DOCOMOMO US/NOCA

Tour: Lake Merritt Modern

Saturday October 13, 2018, 10 am - 12:30 pm.

<https://docomomo-us.org/event/lake-merritt-modern>

California Preservation Foundation

Annual Preservation Awards

October 19, 2018, 6 - 9 pm. Biltmore Hotel, Los Angeles.

<https://californiapreservation.org/programs/awards/>

National Trust for Historic Preservation

Conference: *PastForward*. November 13 - 16, 2018,
San Francisco

<https://pastforwardconference.org/pastforward2018/>

*Photos, top to bottom, Ward Hill:
Chris Spry stands at The
Million Dollar Theater to expound on
historic downtown LA; Bart Benjamins
pauses with our group before
the organ at LA Cathedral.
Phil Bellman: Angel's Flight, in flight;*

Registration: NCCSAH Goes to Sacramento

[please print]

Name _____

Affiliation _____

Address _____

City/State/Zip _____

Email address _____

Registration:

For two-day program, November 4 & 5, 2018

Number in my party _____

Members \$50 per person _____

Non-members \$70 _____

(includes one-year membership in NCCSAH)

Cost includes box lunch at the cathedral
on the 25th and all tour fees

Total enclosed: \$ _____

Please make checks payable to NCCSAH and mail to:

Ward Hill
NCCSAH Sacramento Tour
3124 Octavia Street, #102
San Francisco, CA 94123

For more information please contact
Ward Hill at whill@pacbell.net.

REGISTRATION INFORMATION

Tour cost: \$50 for members, \$70 for non-members
(includes dues for one year) for tours on both days
(includes lunch on November 5 and all tour fees).

Send your check made out to NCCSAH to:

Ward Hill
3124 Octavia Street, #102
San Francisco, CA 94123.

Please include your name, email (*very important!*) and
telephone number. No refund for cancellations after
October 1, 2018, unless we can sell your position.

Transportation and Lodging:

Please make your own transportation arrangements.
One option is Amtrak's Capitol Corridor train, which
runs several trips daily from Emeryville to Sacramento
(bus connection with San Francisco). Round trip fare
is about \$48 (senior discount available).

<https://www.capitolcorridor.org>

We have reserved a limited number of rooms at the
elegant Citizen Hotel, at 10th and J Streets, at a group
rate of \$189 per day for a room with either one king
size bed or two queen size beds; rooms with a single
queen size bed are available for \$169 per day. These
rates apply for our group from October 31 through
November 11.

*Last date to take advantage of these special rates for
our group is October 8, 2018. For information about
booking a room at the Citizen Hotel, contact Ward Hill
at: whill@pacbell.net.*

We are organizing a group to have dinner together on
Sunday night, November 4, at the Grange Restaurant
in the hotel, considered one of the best restaurants in
Sacramento. Please let Ward Hill know if you want to
join the dinner party: whill@pacbell.net.

Do you have the time?

Is your membership current?

At \$20 per year/\$10 for students,
NCCSAH membership is still a great deal.

Please see the coupon on the last
page for details.



UTILITAS • FIRMITAS • VENUSTAS

The mission of the NCCSAH is to further the objectives of the Society of Architectural Historians of which the Northern California Chapter is an affiliate; promote the study and discussion of our region's architectural history and its related fields; visit significant works of architecture; and increase public awareness and appreciation of our architectural heritage. Membership is open to anyone interested in architectural history and its related fields who agrees to pay the annual dues and subscribe to the bylaws of the organization.

NCCCSAH Officers

President, Rich Brandi
Vice President, Paul Turner
Treasurer, Ward Hill
Secretary, Don Andreini
Membership, Ian Berke

**Remember you do not have to be
a member of the National SAH to
become a member of NCCSAH**

Join or Renew Now!!

Individual \$20.00

Student \$10.00

Make checks payable to NCCSAH

Please send your ideas or comments
concerning The Newsletter to:

Don Andreini

NCCSAH Newsletter Editor

dandreini@sbcglobal.net

To become a member of the Northern California Chapter of the Society of Architectural Historians

or to renew your dues return this form
and your dues check for \$20 made out to NCCSAH
to

Ian Berke, NCCSAH
Ian Berke Real Estate
2824 Clay Street
San Francisco, CA 94115

Name _____

Affiliation _____

Occupation _____

Street Address _____

City, State, Zip _____

Home Phone _____

Work Phone _____

Fax Number _____

E-mail address _____