

Register of Historic Places, the California Register of Historical Resources, and local register listings. In addition, JRP used published and digital versions of U.S. Census Bureau information, including population (U.S. Census Bureau 1850–1930) and agricultural schedules (U.S. Census Bureau 1850-1880).

Additionally, project QIs reviewed previous cultural resources reports, historic-period maps, aerial photography, local and state historical resources lists, and city directories. Lastly, a review of the Caltrans “Historic Bridge Inventory” (Caltrans 2006) identified 39 state-owned highway bridges within the project limits; however, all are listed as Category 5 (not eligible for listing in the NRHP or CRHR).

Chapter5

Historic Context

5.0 Historic Context

5.1 Natural Setting

The study area for the Fresno to Bakersfield Section of the California HST system is at the southern end of California's San Joaquin Valley. The San Joaquin Valley is bounded by the Sacramento–San Joaquin River Delta to the north, the Sierra Nevada to the east, the Tehachapi Mountains to the south, and the Coast Ranges to the west. The western slope of the Sierra Nevada is the source for the rivers and streams that cross the San Joaquin Valley (Gronberg et al. 1998). The San Joaquin Valley is divided into two hydrologic sub-basins: (1) the San Joaquin Sub-basin to the north and (2) the Tulare Sub-basin to the south. Rivers of the San Joaquin Sub-basin join the San Joaquin River as it drains into the Sacramento River, which flows into San Francisco Bay. The rivers of the Tulare Sub-basin, from the Kings River south, have no natural perennial surface outlet, and in the past they formed large, shallow, semi-permanent inland lakes. Only in years of exceptional rainfall did water cross the divide and enter the San Joaquin Sub-basin. Today, the climate in the region is characterized by hot, dry summers with insignificant rainfall and comparatively mild winters, with precipitation ranging from meager to moderately heavy (Durrenberger and Johnson 1976:17, 29–31, 37; Harding 1960:4–5; Haslam 1993: 257–258). This combination of landform and climate has greatly influenced land use and development patterns in the region.

During the Pleistocene, alluvial fans of the Kings River and Los Gatos Creek formed a ridge that impounded waters to the south of the ridge and formed the Tulare Lake basin. As late as the 1840s, Tulare Lake measured 44 by 22 miles (71 by 35 kilometers [km]) in diameter at high water and covered a total area of 760 square miles (19 km²) (Gifford and Schenck 1926:7-8; Miller 1957:171-172). The other major lakes within the basin were Buena Vista and Kern.

At low water levels, Tulare and Buena Vista lakes were historically separated by a slough, but at higher water levels they were connected into one lake. Buena Vista Slough connected the two basins where Buena Vista basin and Kern Lake reached Tulare Lake (Gifford and Schenck 1926:11). The slough extended from Tulare Lake for 40 miles (64 km) to Buena Vista Lake. The northern 35 miles (56 km) of the slough had an average width of 2 to 5 miles (3 to 8 km), while the lower 5 miles (8 km) were 80 to 100 feet (24.4 to 30.5 meters) wide. Generally, the slough stuck to the eastern margins of the western foothills, and the swampy areas spread out to the east (Gifford and Schenck 1926:11).

Goose Lake, which is about 12 miles (19 km) south of Tulare Lake, formed by a depression in the marshes that filled even during low waters. To the south of Goose Lake is Jerry or Goose Lake Slough, which extends 25 to 30 miles (40 to 48 km) to where it connects with the Kern River, approximately 6 miles (10 km) west of Bakersfield.

Extensive marshes once surrounded the lakes, sloughs, and rivers. Before the historic period, their size varied seasonally. Plants such as tules (*Scirpus lacustris*), growing as tall as 10 to 12 feet (3.1 to 3.7 meters), covered the entire range of the wetlands. On drier ground, vegetation consisted of sagebrush (*Artemisia* spp.), greasewood (*Purshia tridentata*), saltbush (*Atriplex* spp.) and various bunchgrasses. Few trees inhabited the area except for along river channels, and included cottonwood (*Populus fremontii*), sycamore (*Platanus racemosa*), and willow (*Salix* spp.). A generalized map of reconstructed native vegetation communities at the time of Euro-American entry into California is provided in Figure 5-1 (after Kuchler 1977). Wildlife abounded in the lake and marshlands where large numbers of migratory ducks and geese joined thousands of year-round aquatic birds. Freshwater mussel (*Margaritifera margaritifera*), fish, and turtles were abundant, along with pronghorn antelope (*Antilocapra americana*), tule elk (*Cervus elaphus*), and winter herds of mule deer (*Odocoileus hemionus*). The area was also home to plentiful numbers

of rabbit (*Sylvilagus* spp.), black-tailed hare (*Lepus californicus*), and valley quail (*Lophortyx californica*) (Wallace 1978a:449). The variety of wildlife in the southern San Joaquin Valley was typical for an area characterized by an arid to semi-arid climate, defined by hot summers and mild winters.

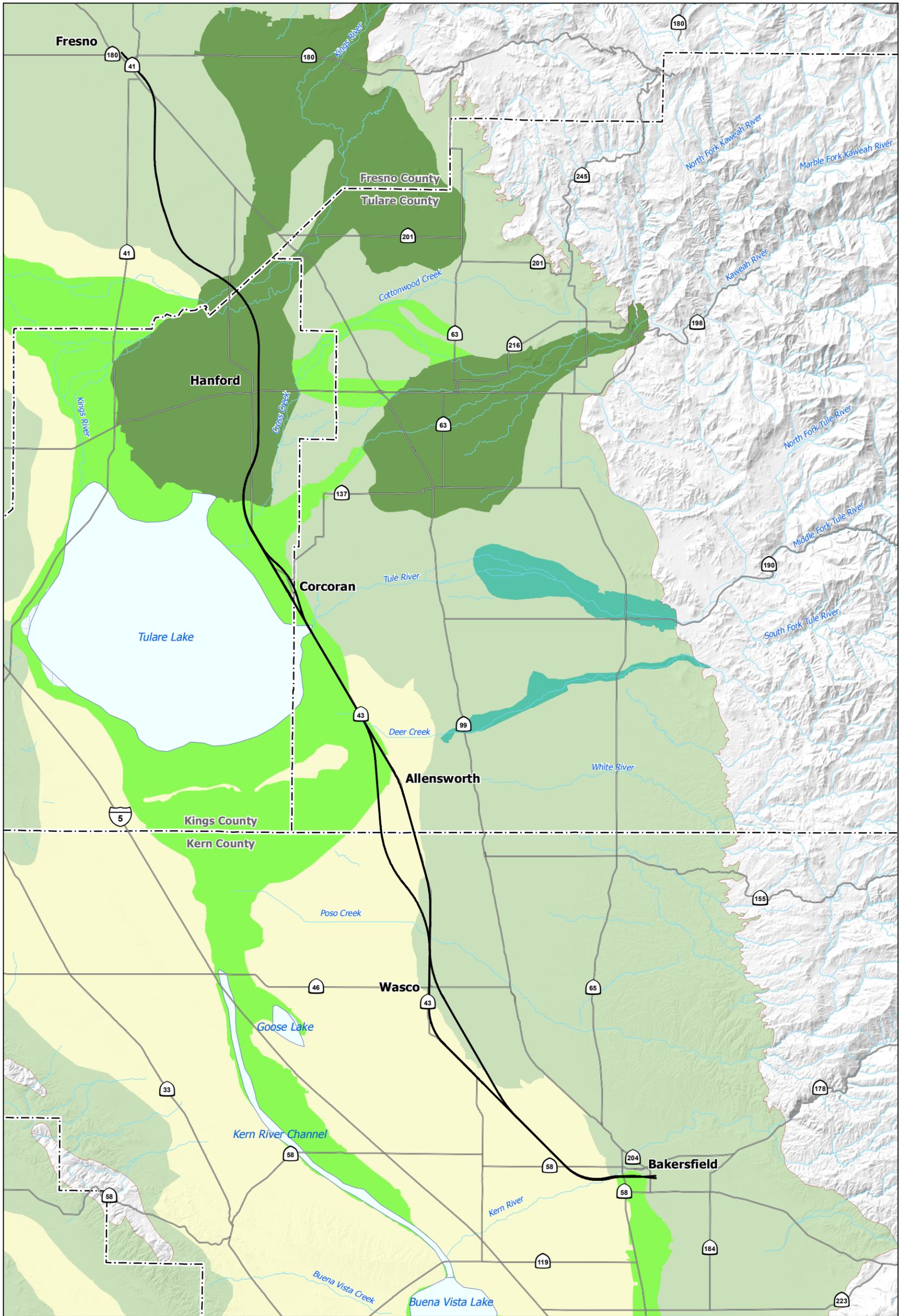
The southern San Joaquin Valley has undergone substantial and widespread ecological change since the arrival of Euro-Americans into the area in the early and middle nineteenth century. Channeling of the Kern River for agricultural purposes began in the 1850s, decreasing water flow into lakebeds and accelerating rates of evaporation for Tulare, Buena Vista, and Kern lakes. As the lakes shrank and eventually disappeared, the lakebeds were quickly reclaimed for agricultural purposes. Irrigation diversions from the Kings, Kaweah, Tule, and Kern rivers reduced the lake to a shallow basin of fertile earth by the early twentieth century. Buena Vista Lake, which continued to receive minimal amounts of water for a longer period of time, was used as a reservoir until approximately 1950, when it too disappeared and was developed as farmland (Wedel 1941:7, cited in Hartzell 1992:62). Today, the area bears little resemblance to its prehistoric appearance. Plant and animal populations have significantly decreased in number and diversity and only 4% of the former wetlands remain within the southern San Joaquin Valley (Crampton 1974; Hartzell 1992; Munz 1968).

The geomorphic evolution (both natural and human-induced) of the Southern San Joaquin Valley has had substantial effects on the differential burial, destruction, and/or preservation at the surface of archaeological sites within the archaeological APE. The relative sensitivity of the APE for buried archaeological sites was assessed in the ASR (Authority and FRA 2011e). Based on these results, a geoarchaeological field-testing program has been developed and is pending implementation. To date, no buried historic properties have been identified as a result of the geoarchaeological assessment.

5.2 Prehistoric Setting

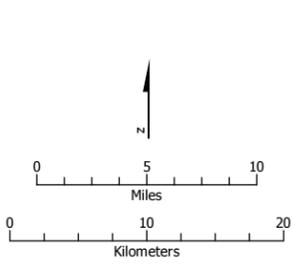
As discussed in Section 4 of the ASR (Authority and FRA 2011e), geomorphic processes—which have buried or destroyed archaeological sites throughout the region—have created obvious limitations to our understanding of the prehistory of the southern San Joaquin Valley. Despite these limitations, a long history of archaeological research in the southern San Joaquin Valley informs our understanding of the prehistory of the region. Much of the early research was focused on the material remains of the late prehistoric and ethnographic periods. In the last decade of the nineteenth century, professional and amateur archaeologists began investigating the numerous “Indian mounds” of the region. C.H. Merriam collected a large coiled basket that contained the mummified body of a child, [REDACTED]. Other materials that Merriam collected included another basket, a net manufactured from the fibers of milkweed, hemp cordage, portions of a rush mat, and fragments of a rabbit-skin blanket. In February 1909, N.C. Nelson of the University of California Archaeological Survey recovered a cache of baskets and other artifacts [REDACTED].

In 1899, 1909, 1923, 1924, and 1925 test excavations took place at more than 20 different sites [REDACTED] (Gifford and Schenck 1926; Hartzell 1992:122). In 1926, Gifford and Schenck of the University of California published their volume on the archaeology of the southern San Joaquin Valley. [REDACTED]. The authors concluded that the only discernible change in, or addition to, the culture of the southern



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Data source: Endangered Species Recovery Program and the Bureau of Reclamation MPGIS Service Center, 1999; URS, 2011

July 28, 2011



- | | |
|---|--|
| Vegetation | Water |
| Grassland | Uplands/Other |
| Riparian | County boundary |
| Saltbush | Alternative alignments |
| Valley oak | |
| Wetlands | |

Figure 5-1
 Historic natural vegetation and hydrology

11x17 back

San Joaquin Valley is represented by steatite in the "Slough and Lake regions" (Gifford and Schenck 1926:118). This apparent lack of change in material culture led to their claim that the cultural remains recovered seemed to be as readily assignable to the "last century as to the last millennium" (Gifford and Schenck 1926:118). In part, these early assumptions regarding the lack of change over time in the archaeological record were the result of poor dating techniques and a sampling bias that resulted from an overdependence on large, highly visible recent archaeological sites that dominate surface contexts in the region (see the geoarchaeological discussion in Sections 4.24 and 4.25 of the ASR).

Various researchers, including the Smithsonian Institute, Wedel, von Werlhof, Warren, and Fredrickson, followed this work in the 1930s through 1960s with limited [REDACTED] that also focused on larger village and burial sites (Schiffman and Garfinkel 1981:3-4). During the Depression years of 1933 and 1934, the Civil Works Administration excavated five sites [REDACTED] exhibited stratified deposits that represented both prehistoric and protohistoric/ethnographic occupations. Materials recovered from the [REDACTED] and [REDACTED], appeared contemporaneous with materials from the upper deposits of [REDACTED], suggesting that they may have been the burial grounds for the inhabitants of the midden sites. Reported by Wedel (1941), this investigation stands as the "most intensive scientific excavation work so far in the [REDACTED]" (Moratto 1984:188).

CA-KER-39 and CA-KER-40 were subsequently found to be components of a much larger site, CA-KER-116. Fredrickson and Grossman (1977) excavated CA-KER-116 in the mid-1960s; the site was found to contain a deeply buried component that Wedel had not identified. Situated at depths of greater than 280 centimeters (110 inches), this component was dated to circa (ca.) 6250 B.C. (Moratto 1984:99, 188).

From an archaeological perspective, research conducted within the southern San Joaquin Valley has resulted in the identification and definition of a number of temporal components, periods, or phases that reflect prehistoric human lifeways and land use patterns. This research has predominately focused on sites [REDACTED] (Fredrickson and Grossman 1977; Gifford and Schenck 1926; Hartzell 1992; Riddell 1951; Walker 1947; Wedel 1941) and in the [REDACTED] (Angel 1966; Hewes 1941; Siefkin 1999). As shown in Figure 5-2, [REDACTED].

Wedel's investigations (Wedel 1941) resulted in the definition of a general chronological framework based on stratigraphic analyses and comparison of artifact assemblages. A two-phase sequence, composed of a pre-European late occupation and an earlier cultural complex, was proposed (Wedel 1941). The early complex was correlated to the Oak Grove Culture of the Santa Barbara Coast, dated alternately at 2,000 to 4,000 years ago (Meighan 1955) and 4,000 to 7,000 years ago (Heizer 1964). The late complex was clearly separated from the earlier by both stratigraphy and artifact types. Wedel (1941) subdivided the late complex into two phases: the early late phase, and the later protohistoric period. Wedel suggested that the early late phase began about A.D. 1400, and reflected a simple complex with similarities to the Tulare Basin to the north. The later protohistoric period, dating to after A.D. 1500, revealed strong influence from Santa Barbara coastal cultures.

In the mid-1960s, additional investigations were conducted [REDACTED] at CA-KER-116 (Fredrickson and Grossman 1977), a small part of an extensive occupation zone that parallels [REDACTED] (3 km) (Fredrickson 1986). Incorporating data from both Wedel's (1941) study and his own 1960s work, Fredrickson (1986) has since proposed a four-phase cultural sequence for [REDACTED].

REDACTED FROM THIS VERSION

Figure 5-2San Joaquin Valley archaeological site distribution
(after Hewes 1941; not to scale)

The earliest occupation is represented by a meager inventory of distinctive artifacts, which include a ground-stone atlatl spur, three crescents, and fragments of several crude, leaf-shaped projectile points (Fredrickson 1986). Radiocarbon age determinations provided three dates of suggested cultural association: two dates were 6250 B.C. and the third was 5650 B.C. (Fredrickson 1986; Fredrickson and Grossman 1977). Fredrickson (1986) notes that although similar style artifacts were recovered from Paleo-Indian period contexts [REDACTED] (Riddell and Olsen 1969), similar conclusions regarding such antiquity at CA-KER-116 should not be made in the absence of corroborative stratigraphic data.

The ensuing phase is represented by sparse remains that reflect an early milling stone assemblage, with possible cultural relationship to the Oak Grove and other milling stone complexes of southern California (Fredrickson 1986). Hallmark attributes include handstones, milling stones, flake scrapers, and extended burial posture. This phase remains undated, but inferences may be drawn from the milling stone horizon elsewhere in southern California, which began as early as 5000 B.C. and persisted for 3,000 years or more (Fredrickson 1986).

The next cultural phase, the late period (ca. A.D. 900–A.D. 1500), is separated from the milling stone complex by millennia, as no assemblage has been found along [REDACTED] to fill in the presumed occupational gap (Fredrickson 1986). Based on stylistic and technological differences in artifact forms, Fredrickson (1986) has tentatively divided the late phase into two subphases: the earlier subphase and the later subphase. The earlier subphase is distinguished by split-punched and whole spire-lopped Olivella beads and crudely made leaf-shaped points. The later subphase is defined by more finished and rough disk Olivella beads and a local bead-making industry, which may have used rare whole-shell Olivella (Fredrickson 1986). Small quantities of asphaltum are noted, as are hopper mortars, and clay lined roasting ovens filled with freshwater clamshell; steatite is rare.

The final period [REDACTED] is considered to represent the ancestral Yokuts' continuous use of the lakeshore environment. This protohistoric period, dating perhaps from A.D. 1500 to the ethnographic period, is represented by abundant use of asphaltum and steatite, the presence of baked clay objects, triangular projectile points, an elaborate bone technology, bowl hopper mortars, disk Olivella beads, Haliotis beads and ornaments, marine clamshell disk beads, and small pendants and carvings of steatite (Fredrickson 1986).

Recent archaeological research conducted by Hartzell at sites along [REDACTED] (Wedel Sites #1 and #2; CA-KER-116) and [REDACTED] (CA-KER-180 and CA-KER-1611) has resulted in the refinement of the [REDACTED] chronological sequence as it relates to the Holocene epoch (Hartzell 1992). A similar approach was taken by Siefkin and colleagues for the neighboring [REDACTED] (Siefkin et al. 1996). Cumulatively, these studies provide definition of three broad temporal periods for the larger southern San Joaquin Valley area: (1) Early Holocene, (2) Middle Holocene, and (3) Late Holocene.

5.2.1 Early Holocene (12,000 to 7000 B.P.; 10,000 to 5000 B.C.)

The earliest period of human use of the southern San Joaquin Valley dates to approximately 12,000 years before the present (B.P.) (10,000 B.C.). During this time, the archaeological record suggests that native peoples lived in camps around lake margins and relied extensively on

lacustrine resources (i.e., fish, turtle, freshwater mollusks, and waterfowl) and terrestrial resources (mainly rabbits and artiodactyls).

Populations are considered to have been small, based on the absence of imported items and the use of local resources from within a relatively restricted area centered on the lake marshes and the surrounding plains and foothills. Late Pleistocene/Early Holocene cultural deposits found in the [REDACTED] indicate that stemmed and lanceolate points and crescents were used (Hartzell 1992:317-331; Siefkin 1999:50). Also noted with these artifacts were species of extinct megafauna, though direct cultural association has been proven (Siefkin 1999:49).

Fluted points have yet to be identified at [REDACTED], a factor that Sutton (1996) correlates with the absence of a lacustrine habitat during the early human occupation of the southern San Joaquin Valley. However, artifact distribution at [REDACTED] indicates that water levels were lower during the Late Pleistocene, a trend that was likely reflected by [REDACTED] (Wallace and Riddell 1988:89). Siefkin (1999:51) considers the modern archaeological emphasis on the [REDACTED] a more reasonable answer to the current lack of fluted points and other Paleo-Indian remains at [REDACTED].

5.2.2 Middle Holocene (7000 to 4000 B.P.; 5000 to 2000 B.C.).

Few well-stratified archaeological deposits from [REDACTED] date to this period. The paucity of such sites has been attributed to fluctuating lakeshores and the movement of campsites to locations above or below areas that have been previously studied by archaeologists (Hartzell 1992:318; Siefkin 1999:52).

This period is characterized by assemblages that are similar to Windmill Pattern sites in the [REDACTED], including extended burials without funerary objects, Pinto projectile points, and charmstones, but with some local deposits more closely resembling the Oak Grove and other millingstone complexes of southern California, with millingstones, handstones, and flake scrapers (e.g., Gerow 1974; Gifford and Schenck 1926; Hartzell 1992; Siefkin 1999; Wallace 1954:120-121). Although conclusions are tenuous because of the very limited assemblages for this time, this may suggest cultural affiliation with the northern parts of the Central Valley (Windmill) as well as southern California and the coast (Oak Grove).

From archaeological evidence, it appears that year-round acquisition of fauna occurred at [REDACTED], and many logistical bases were set up along [REDACTED]. Hunting parties likely used the rises above the [REDACTED] to retool weaponry and/or process game (Hartzell 1992:320).

5.2.3 Late Holocene (4000 B.P. to 150 B.P.; 2000 B.C. to A.D. 1850)

In contrast to earlier periods, the archaeological record of the Late Holocene period is significantly more complex. During the Late Holocene, with the lowering of water levels and greater amounts of alkaline in the area lakes (resulting in less abundant and reliable resources), a residential mobility pattern of land use began. This strategy involved more frequent moves, where an entire population or group traveled to resource areas.

Notable technological changes in the archaeological record include the introduction of the hopper mortar, changes in Olivella shell bead forms, and the use of asphaltum in small quantities (Fredrickson 1986; Hartzell 1992:326). Also introduced into the tool kit were Cottonwood series projectile points, bi-pointed bone objects used as fish hooks, steatite H-shaped "reels," and tule-covered clay ball net weights. Late Holocene sites often contain freshwater mussels, turtle remains, ground stone, and marine shell beads (Peak and Associates 1991) and are generally found on knolls between ephemeral drainages (Hartzell 1992:328; Moratto 1984:189). Mortuary

patterns included flexed or semi-flexed burials, somewhat similar to the Late Horizon of the Central Valley sequence.

The protohistoric period of the Late Holocene, which dates from roughly 500 B.P. (A.D. 1500) to the ethnographic period, is represented by a diversified artifact assemblage. Common implements included baked clay objects, triangular projectile points, elaborate bone work, bowl hopper mortars, Olivella disk beads, Haliotis beads and ornaments, clamshell disk beads, and small steatite pendants and carvings (Fredrickson 1986).

5.2.4 Ethnographic Setting

The present-day southern San Joaquin Valley is in the homeland of the Southern Valley Yokuts (Wallace 1978b:448, 449), a geographic division of the much larger Yokuts linguistic group, who occupied the entire San Joaquin Valley and adjoining Sierra Nevada foothills (Kroeber 1907, 1925, 1963; Latta 1977; Newman 1944). Yokutsan is one of four Penutian linguistic stocks, which included Costanoan (Ohlonean); Miwok (Utian); Wintu, Nomlaki, and Patwin (Wintuan); and the Maidu, Nisenan, and Koncow (Maiduan) (Shipley 1978).

In contrast to the typical California cultural grouping known as the tribelet, the Yokuts were organized into "true tribes," in that each had "a name, a dialect, and a territory" (Heizer and Whipple 1971, 370). Kroeber (1925:474) estimated that as many as 50 Yokuts tribes may have originally existed, but that only 40 were "sufficiently known to be locatable" at the time of the survey. Each tribe inhabited an area averaging "perhaps 300 square miles," or about the distance one could walk in any direction in half a day from the center of the territory. Some Yokuts tribes only inhabited a single village, while others occupied several (Kroeber 1925:474-475).

The Southern Valley Yokuts territory was centered near the basins of [REDACTED]

[REDACTED] Sixteen subgroups, each speaking a different dialect of the Yokut language, made up the Southern Valley Yokuts and included the Apyachi, Choynok, Chunut, Chuxoxi, Hewchi, Hometwoli, Hoyima, Koyeti, Nutunutu, Pitkachi, Tachi, Telamni, Tulamni, Wechihit, Wowol, and Yawelmani. Three of the groups, the Chunut, Tachi, and Wowol, claimed the shores of Tulare Lake, and the Nutunutu inhabited the swampy area north of Tulare Lake and south of Kings River. The Wimilchi, Wechihit, and Apyachi occupied the area to the north of Kings River, with the Apyachi living near the river's outlet on the western side of the valley, and the Wimilchi and Wechithit living to the east. The Choynok occupied an area east of Tulare Lake in the Kaweah River delta, southwest of the area occupied by the Telamni and the Choynok groups. The Koyeti's territory was in the swampy sloughs of the Tule River. The Tulamni occupied Buena Vista Lake, and the Chuxoxi lived in the channels and sloughs of the Kern River delta. The Hometwoli occupied the area surrounding Kern Lake, and the Kawelmani lived to the northeast near Kern River and Poso Creeks (Wallace 1978b:449).

Subsistence strategies focused on fishing, hunting waterfowl, and collecting shellfish, seeds, and roots. Fish species commonly hunted included lake trout, chubs, perch, steelhead, salmon, and sturgeon. Waterfowl were mainly caught in snares and nets. Plant foods played a key part in the diet of the Yokuts; the most important resource was tule, whose roots and seeds were eaten. Other plant foods included various species of grasses, clover, fiddleneck, and alfilaria. Acorns were not readily available, and groups often journeyed into foothill zones to trade for the nut (Wallace 1978b:450).

Southern Valley Yokuts generally placed their settlements on top of low mounds near major watercourses and constructed two types of permanent residences. The first type was an oval, single-family dwelling with wooden framing covered by tule mats. The second type was a long,

steep-roofed communal residence that housed at least 10 families. Other structures included granaries and a communally owned sweathouse (Wallace 1978b:450, 451).

Southern Valley Yokuts relied heavily on tule reeds for making woven baskets and mats. Basketry tools, such as awls, were manufactured from bone (Wallace 1978b:451, 452). Flaked stone implements included projectile points, bifacial and unifacial tools, and edge-modified pieces. Ground stone tools consisted of mortars, pestles, handstones, and millstones.

5.3 Historic-Era Setting

Irrigation and transportation systems were the two principal factors in the historic-era development of the region in which the Fresno to Bakersfield Section is situated. This region had advantageous environmental conditions but was sparsely inhabited before California statehood. The California Gold Rush in the mid-nineteenth-century initially stimulated economic development and settlement, but it was the advent of irrigated agriculture and the arrival of the first railroad in the 1870s that profoundly reshaped the existing setting to promote agricultural and municipal growth.

Subsequent events and trends beginning at the turn of the twentieth century—the rise of oil production in Kern County, federal-state water development projects in the Central Valley, and widespread adoption of the automobile and ensuing highway construction—largely amplified and extended the development initially brought to the region of the Fresno to Bakersfield Section in the late nineteenth century. These themes are discussed below to provide the appropriate context within which the resources of the survey population are evaluated for historic significance.

5.3.1 The Spanish and Mexican Periods

Despite its rich soils and generally favorable weather, the San Joaquin Valley was little settled before the Gold Rush. By the eighteenth century, after more than two centuries of exploring the California coast, the Spanish had established a significant presence in the future state; however, that presence was largely confined to settlements on the coast and in nearby valleys. Several Spanish explorers eventually forayed into the San Joaquin Valley in the late-eighteenth and early-nineteenth centuries to find sites for additional missions, but no permanent settlements resulted from their efforts. Spanish army officer Gabriel Moraga conducted the most extensive expeditions in the early 1800s. In 1806, Moraga led a group of 25 soldiers from Mission San Bautista across the San Joaquin River near the present-day boundary between Merced and Fresno counties and then north to the Mokelumne River (which Moraga named). The expedition's return route skirted the eastern side of the valley to Tejon Pass. Two years later, traveling from San Jose, Moraga entered the valley once more. He crossed the San Joaquin River and proceeded as far south as the Merced River (Bean and Rawls 1983:25, 31–34, 40–41, 53; Rice, et al. 1988:46, 87–95; Durrenberger and Johnson 1976:53; Jelinek [1979] 1982:11–22; Beck and Haase 1974:15–16, 20–22; Hayes 2007:40, 42, 46,58–59; Clough 1985:12–13).

Little settlement occurred within the San Joaquin Valley during the Mexican period (1820s to 1840s). For the most part, after its successful bid for independence from Spain in 1822, Mexico found itself in the position of defending what California settlements it had from native raiding. A cycle of raids and reprisals across the coastal mountains continued until the mid-1840s, when non-Mexican, primarily American, settlers took up permanent residence in the San Joaquin Valley and aggressively suppressed native raiding (Beck and Haase 1974:21–23; Broadbent 1974:89, 96–97; Cook 1976:229–232; Fountain 2007:80–119; Preston 1981:54–55).

The only Mexican-era land grant intersected by the Fresno to Bakersfield Section is the Rancho Laguna de Tache, which stretched for miles along the northern bank of the Kings River south of

present-day Kingsburg and westward toward Riverdale. Grantee Manuel Castro ran cattle on the property and established a bunkhouse for his foreman and vaqueros west of Laton. The bunkhouse was well to the west of the Fresno to Bakersfield Section. Rancho Laguna de Tache, which persisted for several decades, was among the few Mexican-owned land grants confirmed by the U.S. District Court, but the rancho was acquired by land development interests in the 1890s, subdivided, and sold. Its lands were the site of extensive irrigation activities by the turn of the twentieth century. Although the Fresno to Bakersfield Section transects the former rancho, no historic architectural resources from this period survive within the APE (Perez 1996:71; Preston 1981:54–55; Roberts 2005:36–37; Mead 1901:308–310).

Mexican rule in California came to an end in 1847, when forces of the United States military seized the territory during the Mexican-American War. By this time, almost half of the non-Indian inhabitants of California were Americans who had settled in either coastal towns or, more commonly, established farmsteads in the upper Sacramento Valley, away from Mexican control (Bean and Rawls 1983: 76–82).

The absence of settlement in the Central Valley during the Spanish and Mexican periods resulted in fairly low demand for extensive roads and other infrastructure. Neither the Spanish nor the Mexicans had public systems of road construction and maintenance and most trade was conducted by sea; inland travelers either made use of native trails or cut their own. Nevertheless, two important routes took shape beginning in the Spanish period: El Camino Real, which ran along the California coast, and El Camino Viejo.

Less well known than the coastal route, El Camino Viejo traversed north-south through the length of the west side of the San Joaquin Valley. This route connected what became Los Angeles to the Central Valley and eastern San Francisco Bay Area. The trail descended through San Emigdio Canyon into the southwestern corner of the San Joaquin Valley. From there it skirted the eastern slopes of the Coastal Ranges, leaving the valley through Patterson Pass southwest of Tracy. El Camino Viejo became popular as a cattle and sheep trail from southern California to San Francisco from 1849 to the 1880s. The historic route is west of and outside the APE for the Fresno to Bakersfield Section (Cleland 1941; Latta 1932; Owens 1990:8–10).

5.3.2 Initial American Settlement and Travel in the Wake of the Gold Rush

In the wake of the California Gold Rush, the trickle of immigration into California that began before the Mexican War became a torrent. Besides the well-known mining towns that sprang into existence from Humboldt County in the north to Kern County in the south, other communities farther from the gold fields also experienced enormous growth. San Francisco was one of these “instant cities,” but so too were Sacramento and Stockton, which served as supply and shipping centers for the foothill mining districts. These towns and settlements initially fed by the economic fuel of the Gold Rush ultimately demonstrated commercial, industrial, and political reasons for surviving the mining boom (Barth 1975: *passim*; Bean and Rawls 1983:84–96; Hoover et al. 1966:14–15; Shinn 1885).

The effects of the Gold Rush and emigration to the new state of California were slower to realize in the upper and lower Central Valley, where development was generally more gradual than in urban and coastal areas, partly because of the absence of efficient transportation systems but also because of the concentration of vast tracts of land in the hands of a few. Until the arrival of the railroad in the valley in the 1870s, travelers relied on existing trails and roads—El Camino Viejo, in particular—supplemented by a few new wagon and stage roads and ferries and bridges built during the mid-nineteenth century.

The first wagon road followed old Indian trails below the Sierra Foothills along the eastern side of the valley, east of the Fresno to Bakersfield Section, with many laterals branching off to the gold mines in the mountains. This general route, which became known as the Los Angeles–Stockton Road, was surveyed by Lieutenant George Derby in the spring of 1850. In the years following, several important ferries and bridges were established on the principal rivers of the valley to assist wagon and stage travel: Gordon’s Ferry (1852) on the Kern River; Payne’s Ferry (1851) on the Kaweah River; Whitmore’s Ferry (1855) on the lower Kings River; Pool’s Ferry (1851) and Smith’s Ferry (1855) on the upper Kings River; and two crossings on the San Joaquin River, one at Brackman’s on the Lower Detour and the other at Jones’ Ferry on the Upper Detour. John Butterfield, founder of the American Express Company and a veteran of staging operations in the East, established the first transcontinental mail service from St. Louis to San Francisco in 1858 utilizing large portions of the Los Angeles–Stockton Road. The Butterfield route through the eastern San Joaquin Valley deviated little from the Los Angeles–Stockton Road as far north as the current site of Fresno. However, at that point, the route veered westward across the valley, over Pacheco Pass, and through Gilroy and San Jose en route to San Francisco. Congress voted to discontinue mail service over this southern route in 1861 and transfer it to a more central route (Conkling 1947:passim; Preston 1981:72–73; Moehring 2004:29).

Regardless of the means by which travelers moved across the San Joaquin Valley, the valley itself was predominately grazing lands and wheat fields in the mid nineteenth century—the product of early monopolization of vast tracts of land. Land speculators, stockmen, and ranchers benefited from minimal government oversight and used liberal state and federal land laws to acquire large amounts of public land within the valley. Henry Miller, Charles Lux, and Solomon Jewett, along with speculators and developers such as James B. Haggin, Lloyd Tevis, and William S. Chapman, led this mass acquisition and in many instances came to dominate the physical and social structure of the region. Their holdings, which included acreage in and near the Fresno to Bakersfield Section, had a character of their own: typically absentee ownership, seasonal labor demands, no crop rotation, employment of dry-farming methods, and speculative returns from an unstable international wheat market (Gates 1975:158–178; Jelinek [1979] 1982:23–38; Thickens 1946a:18–19; Zonlight 1979:6–12).

The California Gold Rush and subsequent emigration stimulated commerce, agriculture, manufacturing, lumbering, and countless other economic pursuits statewide. In the middle decades of the nineteenth century, a scattered network of small towns, serving both travelers and agriculturalists, began to arise throughout the San Joaquin Valley. The most notable community south of Stockton was Visalia, founded in 1852. Within 15 years, Bakersfield—at the southern end of the Fresno to Bakersfield Section—emerged as a thriving town in its own right (Moehring 2004:29).

5.3.3 The Advent and Growth of Irrigated Agriculture

Central to the development of the entire Fresno to Bakersfield Section was the transformation of the San Joaquin Valley into a remarkably successful agricultural region. That transformation began with the establishment of irrigation systems that expanded the zone of cultivation beyond nearby riverbanks to eventually bring vast areas of otherwise arid land into production and make specialty agriculture possible. Expansion and diversification of agriculture worked in concert with railroad development, particularly after completion of the transcontinental railroad in 1869 and the construction of the first rail line through the valley itself in the early 1870s, which provided access to Midwestern and Eastern markets for San Joaquin Valley produce. The broader demand for the valley’s agricultural output and access to rail transportation increased the importance of existing communities, such as Bakersfield, and ushered into existence numerous other towns and communities within and along the Fresno to Bakersfield Section.

The San Joaquin Valley was among the first areas in California that Americans irrigated. The first irrigation ditches in the valley were built by farmers in the Visalia area, east of the Fresno to Bakersfield Section, and other early diversions were from the Merced River, farther to the north. Diversions in and near the corridor date to the late 1850s; the diversions were built by a wide variety of private and public entities. Private organizations—commercial irrigation companies, land colonies, and mutual water companies—led water development diversion projects in the 1860s, 1870s, and early 1880s. Between 1873 and 1878 the Peoples Ditch Company formed and built a canal to bring irrigation water from the Kings River southward through the Mussel Slough district.² Other water diversion projects, such as the Lower Kings River Ditch, Last Chance Ditch, Settlers Ditch, and Lakeside Ditch, all became points of contention between settlers in the Mussel Slough region and representatives of Southern Pacific Railroad. By the late 1880s, public organizations including irrigation districts, county water districts, and later water storage districts, assumed a greater role in designing, building, and administering irrigation systems in the San Joaquin Valley (Adams 1929:204; Harding 1960:83–90; JRP 2000:19–24).

Initially, ranching and dry-farmed wheat cultivation dominated other forms of agriculture in the San Joaquin Valley and these two land use interests often conflicted. Bonanza wheat production in the 1870s spurred changes in the law, and in 1873 the California State Legislature enacted the “No Fence Law,” which led to the ascendancy of diversified agriculture over ranching. With this law, farmers were no longer obligated to put up fences to keep roaming livestock out of their crops and any crop destruction became the responsibility of the rancher who owned the offending livestock. The passage of this legislation also reflected the transition of rural California from a pastoral economy toward a commercial agricultural economy. Although the wheat boom soon faded, irrigated agriculture emerged in its wake and brought with it irrigation-dependent products, such as deciduous fruits, alfalfa, and citrus, among others (Tinkham 1923:203–206; Harding 1960:90–93).

Throughout the Central Valley and within the area of the Fresno to Bakersfield Section, many types of organized efforts advanced irrigated agriculture during the late-nineteenth and early-twentieth centuries, including privately controlled land colonies, mutual water companies, irrigation districts, and water storage districts. Land colonies are considered to have been among the more innovative methods of irrigation and land development of the period. These colonies were tracts of subdivided irrigable land wherein water delivery canals were often built in advance of settlement to service blocks of small-scale family-farm units suitable for growing fruit orchards, vegetables, and vineyards, wherein water delivery canals were often built in advance of settlement to service blocks of small-scale family-farm units.

Colony developers marketed the tracts to prospective buyers nationwide, selling small, roughly 10- to 20-acre farm plots, each supplied with irrigation. Sometimes the colony owners directed their sales effort to specific groups with common theologies or, more often, to residents of a certain geographical area, particularly from the Midwest. Bernhard Marks, in partnership with landowner William Chapman, developed the Central California Colony in 1875—the first successful colony in the Fresno area—on a 6-square-mile (9.7 km²) plot adjacent to the Fresno to Bakersfield Section (Figure 5-3) (Thickens 1946a:26–35; JRP 2000:12–15).

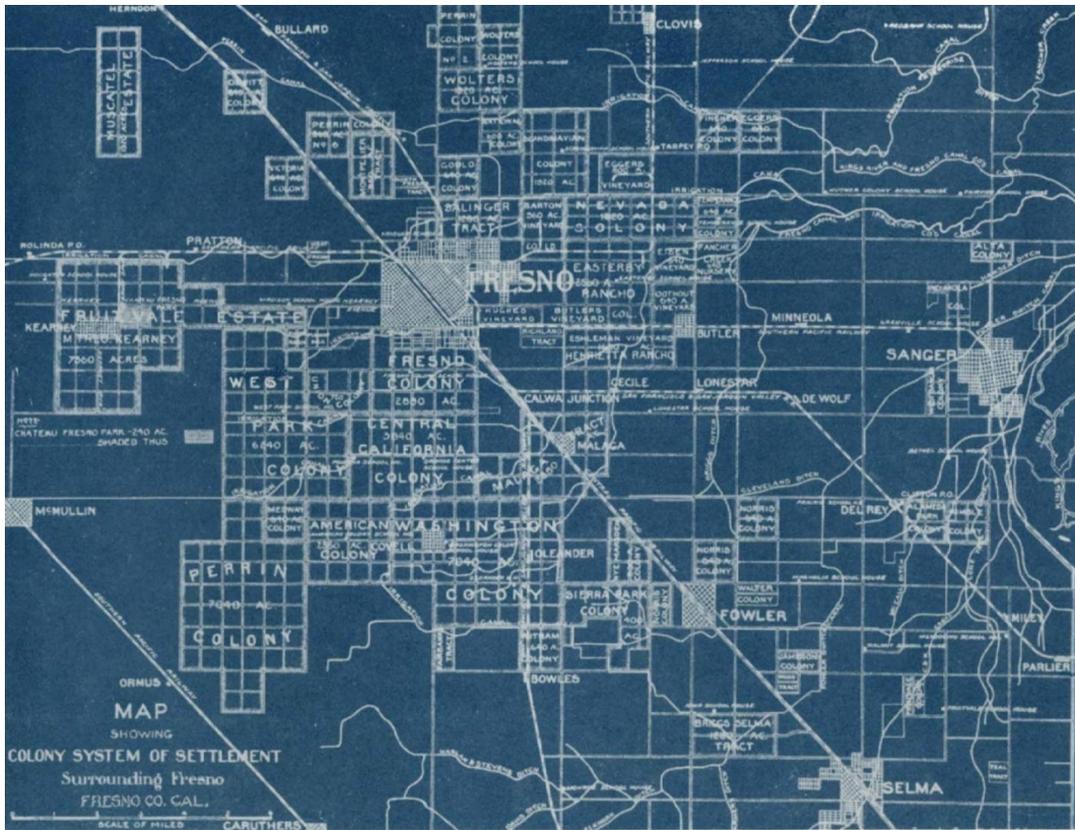
In addition to the Central California Colony, other similar colonies were created in the late 1870s and early 1880s in areas that are partially in the Fresno to Bakersfield Section. These other

² The Peoples Ditch and East Branch Peoples Ditch in Kings County, which pass through the APE, appear to meet the criteria for listing in the NRHP under Criterion A and the CRHR (Criterion 1) at the state level of significance because of their association with the pioneer settlement patterns of Mussel Slough in the 1870s and because of their association with the events that led to the Mussel Slough Tragedy. See Appendix C for the DPR 523 form for these properties.

colonies included the Washington Irrigated Colony, south of and next to the Central California Colony; the Fresno Colony, north of and next to the Central California Colony; and the Malaga Colony, founded by G. G. Briggs, a Yolo County orchardist and grape grower. Colony development was particularly successful in the vicinity of Fresno, a town platted by the Southern Pacific Railroad in 1872 (discussed in greater detail below), but was also used elsewhere in the valley, including Merced and Kern counties. Indeed, many of the colonies were established on land owned by the railroad along or near the line, and the water was delivered from local streams in canals to the place of use, often many miles distant (Adams 1929:204; Clough 1985:121–180; Clough et al. 1986:169; Elliott & Co. 1882 [1973]:102, 103, 212; Thickens 1946a:18–19, 22–23, 32–35, 169–177; Thickens 1946b:171–172; Vandor 1919:168; Willison 1980:84, 1875 map).

Wendell Easton, J.P. Whitney, and A.T. Covell established the Washington Colony in 1878 by subdividing about 7,700 acres (31 km²) of land 8 miles (13 km) south of Fresno into small farm lots. (The Fresno to Bakersfield Section passes through former colony land, which is a potential historic landscape district that appears eligible for listing in the NRHP Criteria A and C, and CRHR Criteria 1 and 2; see Appendix C.) The colony organizers invested heavily in advertising across the country, as well as in Europe and Australia. Sale of 20-acre parcels was slow in the first couple of months of the promotion, but increased so rapidly that six sections were added to the colony by April 1879. By 1882, Washington Colony was the largest colony by acreage in Fresno County. Sales continued to be strong through the 1880s and the population of the colony grew from 118 to 929 residents by 1890 (Department of the Interior 1895: 70). The colony's agriculture developed quickly too, and by 1885, over 1,000 acres of the colony had been planted to grape-vines for raisins and to supply local wineries. Other predominant crops were apricots, nectarines, peaches, Bartlett pears, and plums (Pacific Rural Press 1883 Apr 14; Truman 1885: 29). Washington Colony organizers purchased water rights from the Fresno Canal Company, and each buyer into the colony was guaranteed water, which allowed colony residents to lay out large farms and vineyards (Harvey 1907; Thickens 1946a:32–35; Thompson 1891).³

³ The Washington and Oleander canals of the Washington Colony were found eligible for the NRHP by the previous survey of the Washington Colony rural historic landscape and were also field-checked as part of the present survey. DPR523 forms for the canals and landscape district are provided in Appendix C.



Source: Thickers 1946a

Figure 5-3
 Land colonies in the vicinity of Fresno

The water rights that the Washington Colony developers purchased from the Fresno Canal Company guaranteed irrigation water to colony lot buyers and much of the Washington Colony's success resulted from this reliable irrigation supply (Thickers 1946a). Within the colony, there were small cluster of buildings, such as the unincorporated community of Oleander at the corner of East Adams and South Cedar avenues, as well as the small town of Easton in the western part of the colony and out side the APE for this project (USGS 1923). The period of the Washington Colony's initial development came to a close around 1910 as irrigation methods changed to include pumping ground water; and crops types changed, and the town of Easton had grown enough to have a character distinct from the agricultural colony (Weitze 1990b: 3; Weitze 1990a: 1).

Settlers in these land colonies aspired to achieve an idyllic, homogeneous, rural culture, but vineyard and orchard agriculture in California differed from the family farms of the Midwest. Historian David Vaught has described this manner of agriculture as "specialized, market-oriented, labor-intensive farming." The principal early crop of the colonies in this area was grapes, marketed as raisins. The raisin crop thrived in the San Joaquin Valley climate, which led to overproduction and sinking prices. To control prices and market their product nationally, local growers organized and formed the California Raisin Growers Association in the late 1890s to help ensure a measure of economic stability. Vineyard and orchard agriculture also required large amounts of low-wage labor for short periods of time throughout the year.

Waves of transient workers flooded into the communities to answer this need. Many were recent immigrants to the United States, including Armenians, Italians, Chinese, Portuguese, and in the early twentieth century, Japanese and Mexicans. Permanent residents often saw these non-Anglo peoples as a disruption of their vision of an ideal community, and prejudice and violence against the workers were common. Adequate farm labor housing, low wages, and harsh working conditions were common labor problems arising in the orchards and vineyards during the early twentieth century. Although these issues ultimately led to farm labor union organization and government regulation, conditions for farm workers in the San Joaquin Valley continued to be poor and labor unrest would continue into the modern era, most prominently with the farm labor movement of led by Cesar Chavez in the twentieth century (Vaught 1999:1, 20-25, 53-56, 94, 70-75, 78, 98, 184-186).

Land development companies and land colonies also played a role in the agricultural development of the Bakersfield area, in the southern portion of the Fresno to Bakersfield Section. The efforts of one company in particular were notable—the Kern County Land Company (KCL). In 1890, before organizing the Kern County Canal and Water Company, James B. Haggin and Lloyd Tevis formed KCL to attract settlers and investors to the land they had recently irrigated and wanted to sell. Although Haggin eventually sold most of his land to KCL and moved to the East, Tevis and his family remained the driving force in the company through the end of the nineteenth century. KCL used the colony concept to market its lands, breaking it into large subdivisions of small farms (i.e., colonies). The colony farms were further subdivided and sold to settlers as 20-acre lots for \$60 to \$100 an acre. As this form of land and agricultural development began to fade in the early 1900s, the continually resourceful KCL turned toward managing commercial agricultural production on its still considerable land base. For the next 50 years, the company operated a number of farms, raising both cattle and crops, and prospered from the San Joaquin Valley's growing role as the nation's breadbasket. The company also reaped the benefits of the discovery of abundant oil reserves on its landholdings, particularly the discovery of the Fruitvale Oil Field in and around northwest Bakersfield in the late 1920s. (This area of this oil field is transected by the Fresno to Bakersfield Section.) By the time drillers struck oil on KCL land, the first oil discoveries in western Kern County in the late nineteenth century had become a key regional industry (Baker 1989; *Bakersfield Californian* 1968a, 1968b; Berg 1971:1, 34-35; Morgan 1914: 175-176; Taylor 1954:42-45).

In the 1890s, the Kern County Canal and Water Company—a subsidiary of Haggin and Tevis's earlier company, KCL—consolidated its interests and companies into a single unit. Many of the canals of the various irrigating and farming entities were intertwined with one another, and priority in diversions was shifted as conditions warranted. By the second decade of the twentieth century, the Kern County Canal and Water Company owned or controlled more than 17 canals or canal companies in and around Bakersfield.

At this time, one of the principal irrigated crops produced in Kern County was alfalfa. Orchard crops and vineyards accounted for a portion of agricultural production in the first decades of the twentieth century, but challenges arising from water shortages, market conditions, and expensive infrastructure costs undermined the widespread development of these crops in Kern County. The crop that rose to prominence in this area was cotton. Since the 1920s, and particularly after the Second World War, cotton has been the principal crop of the region (Baldwin 1916:41; Benson n.d.:88-90; Morgan 1914:148-152; Berg 1971:43).

Although KCL was the dominant developer in the Bakersfield area, large land companies were not the only ones to invest and sell land in the region, or within the Fresno to Bakersfield Section. For example, local farmer John T. Basye established the Virginia Colony, a subdivision east of Bakersfield in the 1890s. He and his wife, Katherine, moved to Bakersfield from Virginia in 1880, and he apparently invested in the Virginia Colony at that time. In March 1893, a tract map of the colony was filed with the *Kern County Recorder* (*Bakersfield Californian* 1944b; *Kern County*

Recorder 1893; U.S. Bureau of Land Management 1893). New streets sited in the Virginia Colony were given names associated with Basye's home state—Potomac, Washington, Quantico, Jefferson, Virginia, and Mt. Vernon. It does not appear that the lots were served by a private irrigation system, so this "colony" was developed more as a rural residential subdivision rather than as a typical San Joaquin Valley land colony. The majority of the colony tract was subdivided into 5-acre parcels, and by the turn of the twentieth century most early property owners in the Virginia Colony owned more than one lot (Randall and Denne 1901).

The Virginia Colony remained rural and sparsely populated in the first decades of the twentieth century, with only a small re-subdivision of its eastern side called the Kern Citrus Home Sites subdivision (*Kern County Recorder* 1928). Bakersfield and its surrounding areas expanded after the Second World War, but the Virginia Colony has never been incorporated into the City of Bakersfield, and much of it remains sparsely developed to this day (*Bakersfield Californian* 1944a, 1944b; *Kern County Recorder* 1893).

Although small farms and small residential developments co-existed with larger enterprises, KCL and other agri-business operations became the norm in the San Joaquin Valley, encouraged by concentration on a few key crops, particularly the cultivation of cotton. The commercial cotton industry in California originated in Kern County after the U.S. Department of Agriculture sent specialist Wofford B. "Bill" Camp to California to investigate its suitability for growing long-staple cotton during the First World War. Camp was a native of South Carolina, the nation's leading cotton producer, where cotton crops had been infected with boll weevils in 1915. Camp arrived in Kern County in 1917 and his successful experimental cotton crops soon caught the attention of local farmers. Between 1,000 and 2,000 acres (4 to 8 km²) of cotton were planted in Kern County the following year, and the amount increased dramatically each year thereafter to ultimately top 1 million acres (4,000 km²) in the San Joaquin Valley.

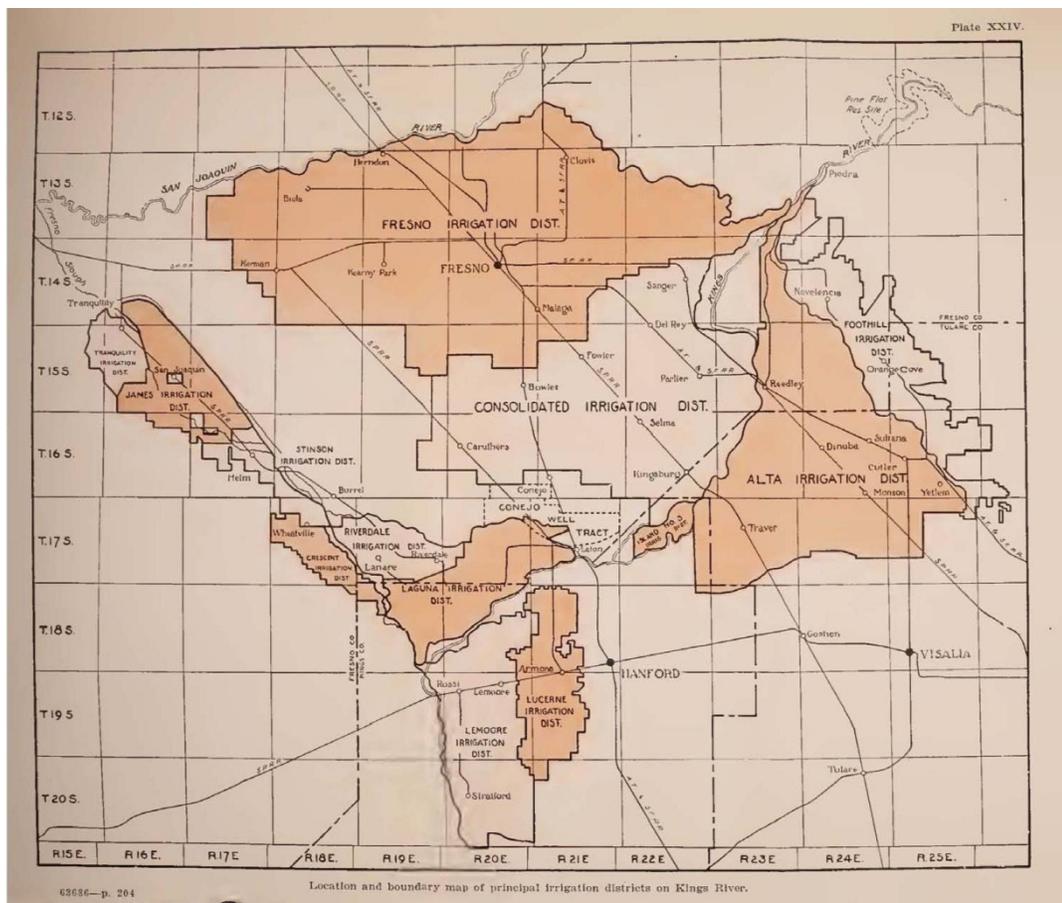
Camp continued to work to educate farmers on ways to grow cotton in the valley region even as the demand for long-staple cotton dropped after the First World War. Camp discovered that Acala cotton was better suited to the valley climate and encouraged the U.S. Department of Agriculture to open a cotton research station to study the variety and support the new industry in California. The department opened the station near Shafter in 1921 on land leased for \$1 per year from KCL, with additional funding from Kern County. Within a few years, at Camp's urging, the California legislature passed an ordinance prohibiting the cultivation of non-Acala cotton varieties in the San Joaquin Valley because cross-pollination crops resulted in an inferior crop yield. Acala completely dominated the San Joaquin Valley cotton industry for the next 60 years, before being overtaken by the Pima cotton varieties (*Bakersfield Californian* 1975; Cline 2007; Pomeroy 1957; U.S. Cotton Field Station 1959:1; USDA 2009).

Beyond the land colony system, irrigation districts did much to advance the growth of agriculture in and around the area of the Fresno to Bakersfield Section. Irrigation districts emerged in the late 1880s out of the conflicts between riparian and appropriative water users in the San Joaquin Valley that culminated in the landmark California Supreme Court decision in *Lux v. Haggin*. This case pitted Kern River water user Charles Lux, co-owner of the Miller and Lux cattle company, against Haggin, founder of the Kern Valley Land and Water Company, one of several water companies operating in the Bakersfield area in the 1880s. In its 1886 decision, the California Supreme Court upheld the right of riparian water users, such as Lux, whose property bordered the water source, over the right of appropriative water users, such as Haggin, who tapped the water source to bring water to lands not adjacent to the source via canals.

Faced with this decision, irrigation supporters looked to the state legislature to secure the power they needed to undertake irrigation development without continuing to be undercut by riparian water right holders. The result was the passage of the Wright Act in 1887, which authorized the creation of quasi-governmental entities known as irrigation districts. Irrigation districts functioned

much like municipalities, with the power to issue bonds, condemn property, levy and collect taxes, and maintain and operate water diversion and distribution works. Although the Wright Act was not initially effective, the legislature amended the act several times in the years that followed, and these revisions spawned successful irrigation districts throughout the Central Valley and elsewhere in the state. These districts not only provided water for irrigation but also became municipal water and power providers (Hundley 2001:93–103; Jelinek [1979] 1982:47–60; JRP 2000:14–15; Preston 1981:136–137).

Within the area of the Fresno to Bakersfield Section, farmers and landowners organized irrigation districts in the early twentieth century, such as the Fresno Irrigation District, Consolidated Irrigation District, and Corcoran Irrigation District. The Fresno Irrigation District (FID) is the most northern of these, and by the late 1920s FID was the largest irrigation district diverting from Kings River, watering lands south of the San Joaquin River in Fresno County in the vicinity of the City of Fresno (Figure 5-4). Created in June 1920, FID assumed the water rights and canal system of the Fresno Canal and Land Corporation (previously the Fresno Canal and Irrigation



Source: Adams 1929,206

Figure 5-4
 Fresno Irrigation District and Consolidated Irrigation District in 1929

Company). Private diversions from the Kings River to service FID lands had begun in the late 1860s, and by the 1890s diversions included the extensive series of canals built by the owners of Rancho Laguna de Tache. Within a decade of the organization of FID, it served a large area of land around Fresno in the northwestern part of the Kings River delta that extended as far north

as the San Joaquin River. Crops grown in the district included raisins, deciduous fruits (apricots and peaches), alfalfa, cotton, melons, berries, citrus fruits, and grains (Adams 1929:204–209, Plate XXIV; Bonte 1930: 57).

The Consolidated Irrigation District, which bordered FID to the south, was organized a little over a year after FID, in August 1921. The early history of the Consolidated Irrigation District mirrored that of FID. Championed by the Fresno County Farm Bureau, the district was successor to the water rights and canal system of a private water development company—in this case, Consolidated Canal Company, whose rights and system dated back to the late 1870s. The service area of the Consolidated Irrigation District included much of the land between the southern boundary of the FID and the Kings River, and its crops were similar: raisins, deciduous fruits, and alfalfa (Adams 1929:209–214, Plate XXIV; Bonte 1930:50).

Farther south, surrounding the town of Corcoran in Kings County, was the Corcoran Irrigation District. Formed in 1919 by landowners east of Tulare Lake, the Corcoran Irrigation District was an effort—as state irrigation economist Frank Adams described it in 1929—“to gather up such scattered waters as are available and apply them to a fertile belt of land that thus far has not been very highly developed.” Although the district acquired the water rights and canal built by the Lake Canal and Irrigation Company and the Union Water and Ditch Company in 1903 and 1904, it was not until the U.S. Army Corps of Engineers built the Pine Flat Reservoir in 1954 that it was able to obtain the water it needed to bring all of its lands into cultivation. As elsewhere in the Kings County and Kern County portions of the Fresno to Bakersfield Section, crops in the district historically included alfalfa, cotton, and melons, and now also include pistachios, almonds, and tomatoes (Adams 1929:257–261, Plate XXVI; Bonte 1930:51; Cline 2007; USACE 1975:189–190).

Farmers beyond the reach of canal systems developed groundwater as a means of irrigation. The first use of groundwater for irrigation in California was from artesian wells, and in the early years of this practice flows could be secured from wells in the area between the Southern Pacific Railroad line and Tulare Lake Basin. By the 1880s, wells 300 feet deep had been dug or drilled west of Tulare, with flows upward of 800,000 gallons per day. Steam-powered pumps came into use during the next decade, beginning with groundwater pumping for irrigation near Lindsay, but remained relatively rare until electric service reached the valley from hydroelectric plants in the Kern River canyon. Pumping increased rapidly after 1910, when hydroelectric power became readily available. A significant overdraft of groundwater resulted, which retarded irrigation in areas without sufficient recharge sources until the Friant-Kern Canal was completed as part of the Central Valley Project and water deliveries began in the early 1950s (Davis et al. 1959; Fox 1905; Hunter 1905; JRP 2000:14–15; Mendenhall et al. 1908; Mendenhall 1916; Pisani 1984: 390–392).

The character of irrigation systems varied in response to topography and geological conditions. The earliest irrigation systems in the Central Valley were constructed through alluvial soils where the rivers emerged from the foothills into the valley; the diversion lines in these systems were short and unlined to minimize construction difficulties. Later systems employed mountain storage reservoirs and lined and reinforced canal construction through hilly country that required bench cuts, fluming, retaining walls, siphons, and tunnels. The irrigation systems in the broad flat valley were of a different character. They usually consisted of earth canals with comparatively few unusual engineering structures. Valley irrigation systems commonly employed structures such as diversion weirs, regulators, check gates, lateral head gates, delivery gates, and bridges or culverts at roadways and railroad crossings. As with all utilities and infrastructure, the components of these systems have been improved, replaced, and altered over the succeeding decades (Moritz 1909:370, 1912:987; Etcheverry 1916:121–124; JRP 2000).

5.3.4 The Arrival of the Railroads

The expansive territory of California, its limited inland navigation and road systems, and its remoteness from the populous East made railroads vital to the state's early economic development. Nowhere in California was this truer than in the Central Valley, where railroad construction, in concert with irrigation development, brought settlement, growth, and prosperity. In the years since statehood, some 200 railroads have been constructed and operated in California. The Fresno to Bakersfield Section parallels some of these railroads along its route through the San Joaquin Valley, including the Atchison, Topeka and Santa Fe (AT&SF) line (now owned by BNSF), and farther to the east the first rail line to enter the region, the Southern Pacific Railroad (now owned by UPRR). The Fresno to Bakersfield Section also parallels or crosses many smaller rail systems and branch and spur lines that feed into the main lines of the major railroad routes.

The construction of the Southern Pacific Railroad southward through the Central Valley and into the San Joaquin Valley in the 1870s spurred development within the San Joaquin Valley, but the line is largely east of the Fresno to Bakersfield Section except in the cities of Fresno and Bakersfield. Much of the Fresno to Bakersfield Section parallels the AT&SF rail line, which did not reach into the valley until the late 1880s and 1890s. The railroad companies platted towns and established stations that spawned communities, several of which are situated in the Fresno to Bakersfield Section, such as the city of Fresno and the city of Hanford (both established by Southern Pacific) and the AT&SF cities of Corcoran, Wasco, and Shafter. Existing towns that the railroad bypassed struggled to survive and many dwindled away. Both the AT&SF and the Southern Pacific continued to add branch lines and to acquire competitors well into the twentieth century.

Wheat was the main agricultural product shipped out of the San Joaquin Valley by the Southern Pacific in its first decade. The advent of irrigated agriculture in the 1880s and 1890s, coupled with the introduction of rail shipping in general and refrigerated rail cars in particular, encouraged the cultivation of more land and a greater diversity of specialty crops. Although wheat remained an important crop in California, farms along the various San Joaquin Valley rail lines produced a remarkable variety of commodities, including table grapes, raisins, stone fruits, almonds, pistachios, tomatoes, and cotton as well as dairy products and cattle (Jelinek [1979] 1982:57–58, 61–78; Preston 1981:121–163).

The Southern Pacific Railroad was the first major railroad to build through the Central Valley. The company was the descendant of the Central Pacific Railroad established by Sacramento merchants Charles Crocker, Mark Hopkins, Collis P. Huntington, and Leland Stanford—popularly known as the “Big Four”—who had joined forces in 1863 to construct the western portion of the Transcontinental Railroad line (completed in 1869), ultimately connecting the line to the shipping points in the San Francisco Bay area. After establishing that link, they turned their attention to the south, where a rail line was needed to tap the wheat-producing region of the San Joaquin Valley and open the sparsely settled southern portion to development. Although other investors formed a rail corporation and surveyed the initial line, the Central Pacific ultimately gained majority control of the San Joaquin Valley rail route in 1868. On October 12, 1870, the various competing lines were officially consolidated into a corporation known as the Southern Pacific Railroad of California, with the Big Four in control of the board of directors (Kraus 1969: passim; Smith 1939: 203–204).

The company pushed the San Joaquin Valley mainline south from Stockton to the Stanislaus River by May 1870, and the first train entered Modesto on May 5, 1870. The Southern Pacific not only had a profound effect on new towns because it was the first line into the valley, but it also affected existing settlements and stage stops because people from these communities removed

their homes and businesses to the new town sites along the rail line. Early settlements on the Kings, Kaweah, and Tule rivers were similarly drained of population by the new railroad towns.



Source: Secretary of War 1873

Note: Southern Pacific rail line had reached Delano.

Figure 5-5
 San Joaquin Valley in 1873, showing irrigable lands and rivers

During early 1872, the Southern Pacific drove southeast through Merced County to Fresno, a railroad town laid out by the Contract and Finance Company—the land-development arm of the Southern Pacific—in May 1872, and immediately established scheduled service to the new community. The town was in the center of an 81,000-acre ranch supplied with irrigation and municipal water from Kings River by the Fresno Canal and Irrigation Company (see below for more on Fresno) (Tinkham 1923: 94; Carothers 1934:47–48, 52–54; Preston 1981:128–129).

The Southern Pacific continued down the valley, locating stations on terms favorable to its interests. Visalia, a town of nearly 1,000 residents, for instance, was bypassed when its citizens

voted not to pay the subsidies that the Southern Pacific demanded. The Big Four chose to continue their southern route from Goshen, west of Visalia, to a point midway between the foothills and Tulare Lake, where the railroad company founded the town of Tulare City. Tracks were laid out over the semi-barren, dusty plains to Tipton and reached Delano Station, an important shipping point for wool and stock east of the Fresno to Bakersfield Section, in July 1873 (Figure 5-5). In April 1874, construction resumed south of Delano to the Kern River, but the Southern Pacific did not enter Bakersfield. Instead, the company laid out a new town called Sumner to the east of the valley's most prosperous community, initiating rail service to Sumner in August of that year. Sumner was later called Kern, or Kern City, and was eventually annexed to the city of Bakersfield. Now, it is generally known as East Bakersfield (Bailey 1984:72–75; Burmeister 1969:21; Hoover and Kyle 1990:129; Smith 1976:175–180). (See below for additional information on Bakersfield and its surrounding communities.)

In a brief time, the Big Four had created a prodigious railroad empire that transformed California and much of the American West. Nowhere was the transformation more profound than in the San Joaquin Valley, where between 1870 and 1880 the population grew by 45% and the acreage of improved land increased by more than 70%. Southern Pacific established about 50 stations in the six San Joaquin Valley counties before 1890, including: 14 stations in San Joaquin County; 6 stations in Stanislaus County; 5 stations in Merced County; 8 stations in Fresno County; 2 stations in Kings County; 5 stations in Tulare County; and 4 stations in Kern County.⁴ Town sites were founded at 24 of these stations. The Fresno to Bakersfield Section is largely west of the original Southern Pacific alignment, but a few of these Southern Pacific towns are within the APE, including the city of Fresno, the city of Hanford, and the community of Sumner (East Bakersfield).

By the late nineteenth century, Southern Pacific also held patent to more than a million acres of valley land, much of which was sold to large land developers and speculators. Some acreage went to small farmers through the efforts of the Southern Pacific Colonization Agency—a business division formed by the railroad to encourage farmers to settle on lands owned by the railroad—and some was developed as agricultural colonies, often planned and sponsored by Southern Pacific land agents. Nevertheless, much of the property remained in large tracts, controlled by railroad subsidiaries or sold to the large private companies that were predecessors to today's "industrial farms" (Orsi 2005, 105–123; Smith 1976, *passim*).

The AT&SF faced tough competition when it entered the San Joaquin Valley roughly 20 years after the Southern Pacific because its rival was determined to maintain its monopoly in the region. Southern Pacific had built branch lines down both sides of the valley and feeder branches to tap strategic resources, so it was not until the 1890s that its hold was seriously challenged by the AT&SF. The AT&SF, also known as the Santa Fe, built a rail line from Kansas to New Mexico in the 1860s, and headed westward to eventually establish a line that would reach Southern California in the 1880s. Construction of the AT&SF reached the California-Arizona border in 1883, where it connected to the newly built Southern Pacific line from San Francisco that terminated in Needles, California. In 1884, the AT&SF leased the Needles-Mojave line from the Southern Pacific, and by 1888 the AT&SF had two coastal terminals in southern California, at San Diego and Los Angeles. AT&SF and its subsidiaries and partners went into receivership during the economic Panic of 1893, but soon reorganized and managed to obtain trackage rights over the Tehachapi Mountains from the Southern Pacific in 1897, and AT&SF trains could finally access the

⁴ The Southern Pacific Railroad Depot in Fresno (Reference: 467-031-3ST), built in 1889 in the Queen Anne architectural style, is listed in the NRHP under Criteria A and C at the local level of significance (see Appendix C).

San Joaquin Valley (Snell and Wilson 1968; Waters 1950: 93–126, 127-133; Clarke 1958: 145–150; Marshall 1945: 176–195).

Breaking the monopoly of the Southern Pacific in the San Joaquin Valley was a formidable task. The Southern Pacific and its rail and steamboat affiliates still controlled transportation in northern California, where the company had instituted a rate policy of “all the traffic will bear.” Merchants, farmers, and other shippers organized into associations to fight control of “The Octopus,” as Southern Pacific was derisively dubbed.

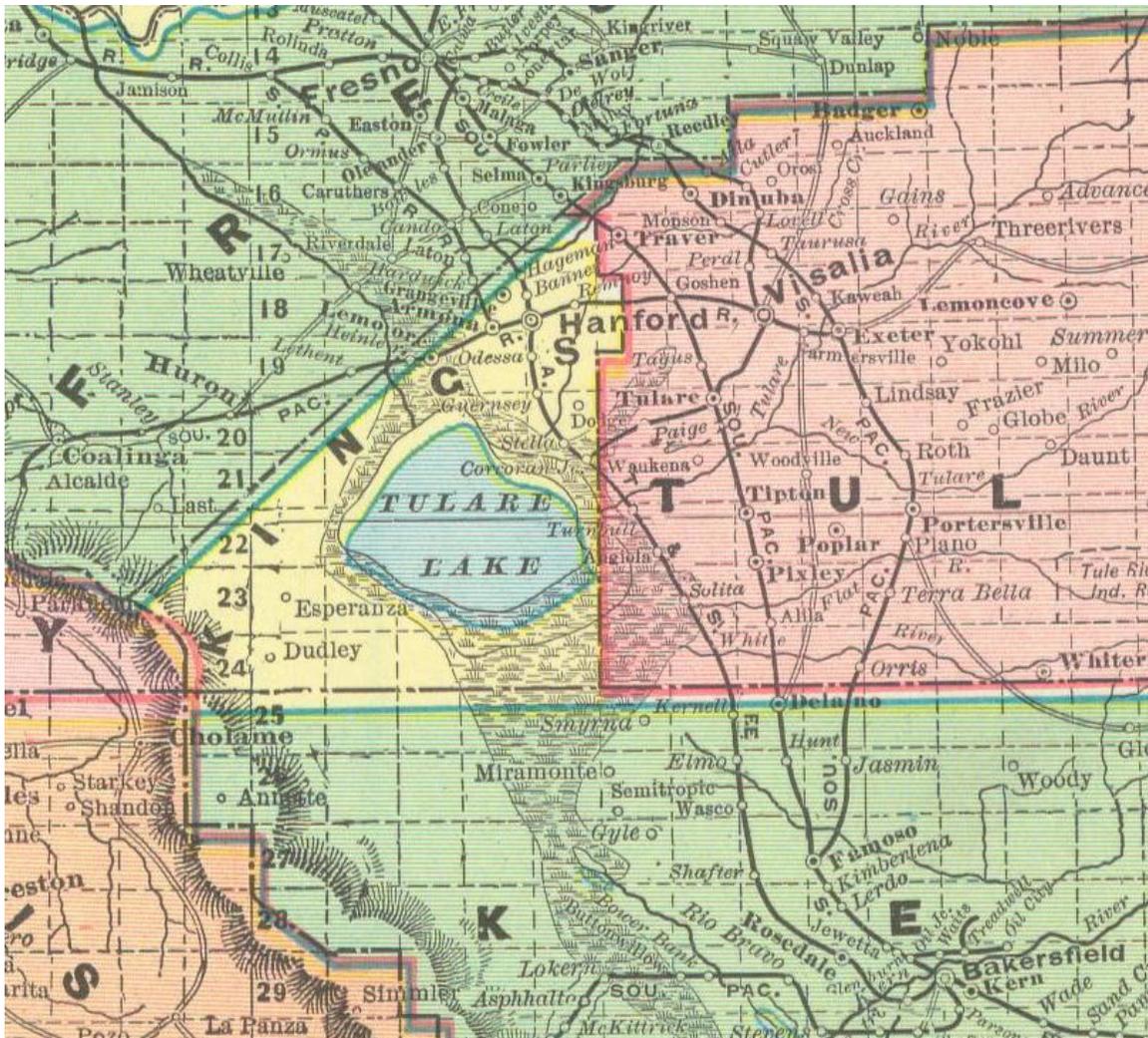
Nowhere was the anti-railroad sentiment more intense than among the businessmen of San Francisco and farmers of the San Joaquin Valley, who sought lower freight rates and retribution for the Big Four’s oppression of the small landowners of Mussel Slough who resisted Southern Pacific’s uncompromising land acquisition tactics. Mussel Slough and the surrounding farmland are in northeastern Kings County, an area intersected by the Fresno to Bakersfield Section south of the Kings River and north of Hanford. The area, later known as Lucerne, was one of the first near the Kings River to be successfully irrigated. Local farmers incorporated the Peoples Ditch Company and began water distribution in 1873, completing the first phase of their works by 1879. Settlers invested heavily in expensive irrigation projects like Peoples Ditch and other improvements, such as houses, farm buildings, fences, wells, and crops. The settlers deemed the land forfeited by the railroad company and hoped to procure it through preemption or homestead laws. After a Southern Pacific appraiser assessed the improved lands and the railroad raised the price it demanded from the settlers, a dispute between pro-railroad and anti-railroad supporters began. In 1880 several men were killed in what became known as the Mussel Slough Tragedy after violence erupted when armed marshals intervened in a property dispute between Southern Pacific and local landowners. The event is memorialized by California State Historic Landmark No. 245, which is on 14th Avenue, west and outside of the Fresno to Bakersfield Section APE.

The Mussel Slough area and Hanford changed substantially in the 1890s, when Kings County separated from Tulare County in 1893. Hanford became the new seat of Kings County, and by 1897 the AT&SF railroad also served the town, solidifying Hanford’s role as a regional shipping and commerce center (Bryant 1974:173–175; Kings County Library 2005; Menefee and Dodge 1913; Orsi 2005:102–104; Waters 1950:133–138).

Another response to the hold of “The Octopus” was the establishment of a new rail company known as the San Francisco and San Joaquin Valley Railway (SF&SVJ) in the 1890s. The San Francisco Traffic Association, a group of San Francisco merchants who had promoted several waterborne freight operations, decided in 1893 that the only way to free San Francisco from the Southern Pacific monopoly was to construct an independent railway from San Francisco Bay down the San Joaquin Valley to a connection with the AT&SF. The SF&SVJ, nicknamed “the People’s Railroad,” was supported by valley farmers tired of being at the mercy of the Southern Pacific monopoly. The railroad would run from Stockton to Bakersfield, generally east of, but substantially parallel to, the Southern Pacific line. After many financing delays, the state issued a charter for the SF&SVJ on February 25, 1895 (Bergman 2009: 51–53; Brown 1958: 123–125; Rice et al. 1988: 217–236). The SF&SVJ opened its mainline between Stockton and Fresno in 1896 and finished a branch line from Fresno to Visalia the following year. Construction pushed south from Hanford to Bakersfield, so that the SF&SVJ stretched 278 miles (447 km) through the valley, including a branch loop from Fresno to Corcoran by way of Visalia in 1898 (Figure 5-6) (Bryant 1974:175–178; Storey 1940:31–39; Vandor 1919: 271).⁵

⁵ The SF&SVJ Section House in rural Shafter (Reference: 027-070-28) appears eligible for listing in the NRHP at the local level of significance under Criterion A and Criterion C (see Appendix C).

The SF&SJV had no outlet to the south, but offered an important shipping option for the San Francisco Bay Area and northern California markets. The new railroad company knew that success depended on linking with the AT&SF. In the fall of 1898, AT&SF agreed to purchase the common stock of SF&SJV and soon thereafter turned its attention to eliminating the 68-mile (109 km) gap in its service between Bakersfield and the AT&SF main line at Mojave. Edward P. Ripley, president of the AT&SF from 1895 to 1914, hesitated to build a new line from Mojave to Bakersfield that merely paralleled the Southern Pacific over the rugged Tehachapi Pass. The Tehachapi Pass climb was one of the most difficult in the United States, and Southern Pacific's route included 15 tunnels, an ascent of 4,000 feet at 2.5% grades, and the engineering feat known as the "Tehachapi Loop," a portion of the route that actually crosses 77 feet in elevation over itself in a spiral alignment and tunnel. When no suitable alternative route was found, Ripley paid dearly to lease the Tehachapi trackage from the Southern Pacific. The AT&SF avoided building a second track through the pass, but Tehachapi proved to be a bottleneck for the railroad in future years (Bergman 2009:51–53; Bryant 1974:177–178; Duke and Kistler 1963; Waters 1950:139–140).



Source: Cram 1899

Figure 5-6
 Major rail lines between Fresno and Bakersfield in 1900

Throughout the remainder of the nineteenth century and well into the twentieth century, the railroad industry faced its share of challenges, but it nevertheless remained a steady presence in the San Joaquin Valley. The First World War placed a heavy burden on the major railroad companies in the United States as the federal government took control of the railroads for more than 2 years in support of the nation's war efforts. After the war, Southern Pacific began a vast long-range program of rehabilitation and improvements that included extensions, additions, and reconstruction. This program of improvements was interrupted during the Great Depression, when Southern Pacific's revenue dropped to about 50% of its 1929 peak. Retrenchment of services followed; some branch lines were abandoned and torn up, unprofitable services were curtailed, and old equipment was put out of service (Heath 1945:26; Hofsommer 1986:71-77).

This trend reversed during the Second World War, which brought all-time freight records. The magnitude of change was probably greater on the West Coast than anywhere else because of the busy San Francisco Bay ports and the numerous new military facilities established in California. During the war years, the Southern Pacific made great strides in improving its rail system and rolling stock and also began to address the problem of its single-track mainline in California. The company installed 1,400 miles (2,250 km) of new rail along its trunk lines, both as replacement rail for existing lighter-gauge rail and newly laid rail for double-tracking, and 115 miles (185 km) of track at 268 sidings and siding extensions. Also, many track structures, such as bridges and trestles, were strengthened, new roundhouse and shop facilities were installed, and stations were expanded (Heath 1945:44-51; Hofsommer 1986:190-207).

Southern Pacific used its wartime profits to continue to enhance its operating system. By 1951, the company had replaced approximately 2,600 miles (4,184 km) of track with new and heavier rail on its main lines to facilitate larger locomotives and longer freight and passenger trains. Rails between San Francisco and Los Angeles through the western side of the San Joaquin Valley, for example, were improved in part to accommodate upgrades to the overnight streamline train *Lark*, a long and heavy luxury overnight passenger train that was also among the company's first to be converted from steam to diesel locomotive power. Southern Pacific's upgrading program for the main line through the San Joaquin Valley in the 1960s included installation of new welded rails called "ribbon rails," which were manufactured at its Tracy rail-welding plant. Today, these rails are still functioning on hundreds of miles of Southern Pacific track (now owned by the Union Pacific) throughout the Central Valley (Hofsommer 1986:210-212, 273).

The AT&SF mainline improvements through central California have included upgrades to its roadbed and replacement of most engineering features from its original construction in the 1890s. BNSF owns the former AT&SF line between Fresno and Bakersfield, and all of the rails, ties, and ballast in this part of the system were installed from the 1970s through the 1990s, or even more recently (BNSF 2003; Bryant 1974:314-319, 322-323, 344-346; Chant 2007:304, 331-339; Heath 1945:25-30, 44-51; Hofsommer 1986:306-310).

5.3.5 Municipal Development

The California Gold Rush initiated the first American economic growth and settlement within the San Joaquin Valley, but sustained municipal development did not come to the vicinity of the Fresno to Bakersfield Section until irrigation projects and railroad construction combined to make the valley fit for diversified agriculture. The powerful combination of irrigation development and the arrival of railroads in the 1870s (and the next major line in the 1890s) transformed the San Joaquin Valley from an isolated, pastoral and relatively unpopulated place to a dominant agricultural region that featured the beginnings of two large municipalities. This influence affected town creation and growth throughout the region, but not always in the same way throughout the corridor. Bakersfield, for instance, predated the railroad and instead owed its existence to the early reclamation and irrigation efforts of its founder, Colonel Thomas Baker; it succeeded in spite of the Southern Pacific's efforts to minimize its growing importance to the San

Joaquin Valley. Fresno, by contrast, was the direct product of the railroad and irrigated agriculture. Fresno and Bakersfield were not the only towns to emerge within the Fresno to Bakersfield Section during this period, but the two communities became the largest in the valley. They contain most of the urban development that took place within the corridor, and most of the historic architectural resources surveyed for this HPSR.

A. FRESNO

Fresno and nearly all Central Valley railroad towns share a common layout: a central depot and a uniform plat set at right angles to the rail line. Individual parcels, or lots, were established in a uniform pattern on a rectangular grid set at right angles to the tracks, rather than with the surrounding government land survey. Blocks were 400 feet by 320 feet, contained 32 individual lots, and had mid-block alleys 20 feet wide. Commercial arteries were 100 feet wide, and residential streets were 80 feet across.

As railroad towns grew, the streets outside the original town plat conformed to the public land surveys and parcel lines of surrounding landowners rather than to the railroad town plat. The legacy is a special hybrid street pattern characteristic of all the valley railroad towns (Figure 5-7) (Bergman 2009:9–10, 51–52, 57–58; Smith 1976).



Source: Britton & Rey 1901b

Figure 5-7
 Fresno in 1901, bird's eye view facing east

Unlike Bakersfield, Fresno owed its creation and development entirely to the railroad, but like other communities in the Fresno to Bakersfield Section, Fresno also benefited from the success of San Joaquin Valley irrigated agriculture. The land for the site of Fresno was owned by the San Joaquin Valley Association, a German syndicate organized under the supervision of W.S. Chapman for the purpose of establishing an irrigation colony of some 80,000 acres in Fresno County. The association induced the Big Four to locate its town site on their lands by donating three sections of land to the railroad. Fresno, platted by the railroad's Contract and Finance Company according to its standard town design, grew slowly at first and then blossomed with construction of dependable irrigation systems in the 1870s, the creation of cooperative irrigation colonies like Washington Colony, and the establishment of successful satellite agricultural towns, such as Millerton, Orange Cove, and Reedley. The Southern Pacific main rail line reached Fresno in 1872. Two years later Fresno became the county seat and Southern Pacific completed a

branch line from Fresno through the prosperous Porterville citrus region to Kern Junction—solidifying Fresno's position as an important valley transshipment center.

As discussed above, commercial farming developed in Fresno County with the advent of irrigation colonies, co-operatives, and districts and water companies that converted arid lands on the valley floor into fields. The population of the town of Fresno stood at just over 1,100 in 1880, but jumped rapidly to almost ten times that population a decade later. The population more than doubled over the next 20 years, reaching almost 25,000 by 1910. The value of agricultural land increased tenfold during this period in the vicinity of the town, and Fresno County had become the leading raisin shipping center in the United States. Fresno businessmen and investors diligently promoted commercial and irrigated agriculture to bring as much land in the valley into production as possible, and by the early 1900s, small towns and irrigated farms populated the vast district of land that had been unbroken and uncultivated just a generation earlier (California Digital Library 2001:Fresno County, Fresno City 1880, 1890, 1910; Carothers 1934:41; Elliott & Co. 1883:20, 102–109; McAdie et al. 1905:332; Moehring 2004:31; Smith 1976:158).

Fresno was an ethnically diverse town during its early decades, beginning with Chinese residents who came to Fresno County during the Gold Rush, working initially on the railroad and later in agriculture. As elsewhere in California, the Chinese population of Fresno during this period was overwhelmingly male. Segregated by law into West Fresno, Fresno's Chinatown provided a separate social and cultural identity. China Alley, a major street within the Chinatown by the 1880s, was two blocks long and ran between F and G streets. Chinatown housed Fresno's notorious red-light district, which contained brothels, gambling houses, and opium dens patronized by Chinese and non-Chinese alike. As the Chinese population of Fresno declined in the middle decades of the twentieth century, the distinctive ethnic identity of Chinatown faded. Blacks and Chicanos moved into the areas vacated by the Chinese and West Fresno thus continued to be a segregated—but increasingly mixed—ethnic enclave within the larger town (Chacon 1988; Sanborn 1889a, 1899a, 1918–1919, 1918–1948).

Another significant ethnic group in the Fresno area was the Basque from northern Spain and southern France. This group did not establish a specific neighborhood in Fresno, but lived, worked, and established homes and businesses throughout the area. The Basque began immigrating to the western United States as early as 1849, and settled mainly in San Francisco and Los Angeles. By the late 1800s, rapid urbanization of these areas caused many Basque immigrants to relocate elsewhere in California, particularly Bakersfield, Fresno, and Stockton. Some migrated to Fresno County and farmed, but most came to work as sheepherders on the region's many large ranches. By the turn of the twentieth century, the city of Fresno included the fourth largest Basque population in the state (Echeverria 1999:103, 117).

New Basque immigrants, mostly young unmarried men, found food and lodging within a familiar atmosphere at the Basque hotels and boardinghouses in Fresno. These facilities provided a place where Basques congregated, enabling the established community to further assist the new immigrants, who typically did not speak English, in finding jobs and doctors, processing permits and papers, and attending to other tasks. These hotels and boardinghouses specifically catered to transient Basque sheepherders and laborers, but also served a range of working-class patrons, from railroad workers to ranch hands, farmers, and miners (JRP 2002: 60–61). The first Basque hotel in Fresno was the Hotel Bascongado on G Street, which opened in about 1898 just west of the Southern Pacific rail line near downtown. By 1901, the Hotel des Pyrenees (later renamed Frechou House) was constructed on the western side of town at the corner of O and Kern streets, followed by the Fresno Hotel (also known as "Sheepcamp" Hotel) near the old Santa Fe Railroad Depot (Santa Fe Avenue and Tulare Street). A fourth hotel, Hotel de Spanio, opened in 1907. These boardinghouses served Fresno's Basque community for the next 20 years; however, by the mid 1920s the old hotels gave way to a new wave of hotels, including the Basque Hotel,

the 1926 Hotel Santa Fe, the 1932 Victoria Hotel, and the early 1940s Yturri Hotel (Echeverria 1999; Sanborn 1918–1948, 1918–1950).⁶

B. COMMUNITIES BETWEEN FRESNO AND BAKERSFIELD

Fresno and Bakersfield were the largest, most influential communities to develop within the Fresno to Bakersfield Section, but between these two towns, additional small towns emerged in the early twentieth century—most notably, Hanford and Corcoran in Kings County, Allensworth in Tulare County, and Wasco and Shafter in Kern County. All shared the typical San Joaquin Valley history that included irrigated agriculture, land colony development, and influences of road and rail transportation. Hanford, formed by the Southern Pacific on its branch line between Lemoore and Visalia, became a regional commercial center when it was still part of Tulare County. In 1893, Hanford became the seat of newly formed Kings County, and a few years later the AT&SF main line also started serving the town. Hanford soon became a regional shipping and commerce center, serving the surrounding orchardists and cotton and dairy farmers (Bryant 1974:173–175; Menefee and Dodge 1913; Orsi 2005: 102–104; Waters 1950:133–138).

Corcoran began as a rail stop of the SF&SV line in the late 1890s, but did not become a town until after the AT&SF acquired the line and then built a branch line to connect the main AT&SF line with its route along the eastern side of the valley. Corcoran became a station stop at the junction of the branch line and the AT&SF main line, and the Los Angeles Land Company purchased, platted, and subdivided land for a town site. Local farmers initially grew a variety of crops in the surrounding reclaimed Tulare Lake area, but in the 1920s cotton became the principal agricultural commodity. Corcoran was the leading cotton district in the San Joaquin Valley, where Corcoran's J.G. Boswell completely dominated the industry with a cotton-growing empire of more than 150,000 acres (600 km²) of Acala cotton. For decades, Boswell was headquartered in Corcoran. In recent decades, Boswell converted his operation to Pima cotton, and before his death in 2009, he shifted his focus to tomato processing and alfalfa production. The cotton gin, seed oil mills and storage tanks, and livestock feedlots that once lined the AT&SF rail line through Corcoran have been replaced in recent years with modern Pima cotton mills and tomato processing facilities. Boswell's extensive operation was the largest single employer in Corcoran and the surrounding area for decades, but is now surpassed by Corcoran State Prison, which opened in 1989 at a site just south of town (Arax and Wartzman 2003; Bergman 2009:51–52, 197; City of Corcoran 2010; Cline 2007; Small and Smith 1926:585–589).

South of Corcoran, retired African-American Colonel Allen Allensworth established the town of Allensworth in Tulare County, which is in the APE for the Fresno to Bakersfield Section. This community, which was governed by African-Americans, was based on the ideas of industry, thrift, and good citizenship championed by its founder. An ex-slave, Allensworth escaped bondage and joined the Union Army during the Civil War. After the war, he taught in the Freedman's Bureau. He studied theology and was later ordained as a Baptist minister and army chaplain. Together with other African American investors, he organized the California Colony and Home Promoting Association in 1908 and acquired the Allensworth town site. Over the next 3 years, more than 400 parcels of land were sold to black homebuyers and prospective agriculturalists nationwide. The colony soon realized itself as a successful town, with a stop and shipping facilities on the AT&SF line, a hotel, stores, businesses, a library, and a school, among many social organizations. This success was short lived, as the community struggled after Allensworth's death in 1914. This loss, coupled with other factors, not the least of which was the racial prejudice of the AT&SF, which routed most rail trade onto its spur line in the nearby white community of Alpaugh,

⁶ The Basque Hotel (Reference: 467-062-08) at 1102 F Street was built in 1922 and appears eligible for listing in the NRHP and CRHR (see Appendix C).

brought about the demise of his town by the late 1920s. Interest in the history of Allensworth was rekindled in the late 1960s during the civil rights movement. The Colonel Allensworth State Historic Advisory Committee, composed of concerned citizens, historians, and historical societies, selected the site as the finest example of African American contributions to state history. Within a few years, it was listed in the NRHP and became a California state historic park (McBroome 2001:149–180; Royal 2008; Wheeler 2006).⁷

A year before Allensworth platted his eponymous community, the California Home Extension Association of Los Angeles bought nine sections of land due south of Allensworth in 1907 from the KCL for subdivision and colonization. This purchase was the beginning of the town of Wasco. The land was sold in 20-acre plots, and the first settlers arrived in March 1907. The location had been an AT&SF railroad station known as Dewey since 1897 and was initially developed with a store, saloon, and blacksmith shop, becoming a small town of a few hundred residents during the first years of settlement. Wasco served as a local trading hub and railroad depot for area farmers and the Lost Hills oil fields to the west, which was discovered in 1910. In subsequent years, Wasco developed into a regional service center for surrounding ranches and farms and was known for cultivation of potatoes, cotton, and various orchard crops. Within a few years after the City of Wasco incorporated in 1945, several nursery rose growers began operations in the area. The city now reports that 55% of the rose plants grown commercially in the United States are cultivated in and near Wasco. The Department of Corrections opened Wasco State Prison just west of town in 1991 (City of Wasco 2007, 2010; Comfort 1934:197–198; Morgan 1914:182–184).

In 1913, KCL subdivided 7,000 acres (28 km²) of land along the alignment of the AT&SF railroad northwest of Bakersfield into farming tracts, drilled some demonstration irrigation wells, and platted the town of Shafter. The region around Shafter initially developed into a sugar beet-producing area irrigated by groundwater pumping, and like the other areas along the Fresno to Bakersfield Section also became known for cotton and, eventually, almond and pistachio production. As agricultural development continued, Shafter became a regional service center for area farms (Comfort 1934:203, 236–239; Gavin 2009; Morgan 1914:151; *San Joaquin Light and Power Magazine* 1915:609). The Camp brothers came to the Shafter area and both made unique contributions to their adopted state. As noted previously, Bill Camp came to study the prospects of growing cotton in the area, and was successful in introducing this crop, which came to dominate San Joaquin Valley agriculture for decades. Camp was instrumental in the establishment of the U.S. Department of Agriculture cotton research station north of town in 1921.

Bill Camp's older brother, Saul A. Camp, came to the Shafter area a few years later and became a successful potato and cotton farmer and gin owner. S.A. Camp eventually became interested in harness racing horses and in 1956 built a track and practice stable complex east of Shafter on the Lerdo Highway. The renowned harness racing driver Joe O'Brien worked and trained there for nearly 30 years. The racing facility is in the APE for the Fresno to Bakersfield Section (Cline 2007; Pomeroy 1957; *Bakersfield Californian* 1975; U.S. Cotton Field Station 1959:1; USDA 2009).⁸

⁷ The Allensworth Historic District and California State Historic Park are at 4129 Grant Drive near Earlimart, Tulare County (Reference: 331-100-030). The property is listed as an NRHP district under Criteria A and B at the state level of significance as a historically representative assemblage of buildings that highlights the county's agricultural history, and as a representation of Allensworth's African-American heritage (see Appendix C).

⁸ The harness racing training track and stables are on the Lerdo Highway (Reference: 089-090-29). The complex appears eligible for listing in the NRHP and CRHR for its association with O'Brien. A DPR523 form for this property is provided in Appendix C.

C. BAKERSFIELD

Even before the railroad era, Bakersfield was the most important early settlement in the southern San Joaquin Valley. Colonel Thomas Baker founded the town at the head of the valley at a strategic junction of mountain passes, rivers, and historic trails leading to southern California and the Mojave Desert. In 1862, Baker obtained 160 acres of swamp land known as Kern Island from Christian Bohna. The area became known as Baker's Field, and Baker's reclamation efforts encouraged others to settle along the Kern River. His humble abode rapidly became a gathering center for a small farming and sheep-raising community that developed before the town site was surveyed. Four years later, when Kern County was created from portions of Los Angeles and Tulare counties, Baker, then county surveyor, mapped and planned the town site. The original boundaries were between present-day 26th Street on the north, T Street on the east, California Street on the south, and H Street on the west. By 1869, Baker had not only amassed personal landholdings of over 89,000 acres, but had also constructed a 27-mile-long toll road connecting Bakersfield to the mountain community and county seat of Havilah, as well as a gristmill and two schools. The town of Bakersfield had a population of 600 by 1870 and replaced Havilah as the county seat in 1874 (Bailey 1984: 37–39, 45; Baker 1937: 17–19; Hoover et al. 1966:121, 132–133; Lewis Publishing 1974: 232; Robinson 1976: 24–28, 34).

Becoming the seat of local government cemented Bakersfield's growing role as one of the most prominent towns in the Central Valley and also reflected the growing importance of agriculture in the region. Throughout the 1870s and 1880s, Bakersfield experienced sustained growth based on Kern County's sheep and cattle industry; later, the town thrived as irrigation transformed its hinterland into a rich agricultural district teeming with alfalfa and fruit orchards. Bakersfield residents who sold horses, mules, lumber, and gold imports from the nearby Greenhorn Mountains contributed to the town's increasing prosperity. In the 1870s, downtown Bakersfield boasted a county courthouse, town hall, several hotels, three saloons, and a brewery owned by Henry A. Jastro, Baker's son-in-law. Bakersfield also had a flourishing Chinatown with a population of about 1,000 by the mid 1870s. A decrease in gold mining and completion of major railroad construction in the valley by the end of the nineteenth century caused formerly transient Chinese workers to settle more permanently in the Bakersfield Chinatown. The Bakersfield Chinese community was on 20th Street, between K and L streets, and expanded onto 21st Street by 1890, after which it began a steady decline. The earthquake of 1952 destroyed many of Bakersfield's Chinese-owned residences and businesses.

By 1888, Bakersfield added 145 town lots, greatly expanding the size of the platted city. Although the town was bypassed by the Southern Pacific in 1874 in favor of nearby Sumner (which is discussed in greater detail below), local entrepreneurs established the Bakersfield and Sumner Street Railway in 1888 using mule-driven street cars. By this time, the downtown area—between M and I streets and 16th and 21st streets—had several new buildings, including an opera house, a bank, and another hotel. However, in 1889 a devastating fire raged through the growing city, razing 15 city blocks. The "Great Fire," as the event came to be known, destroyed 147 businesses, five hotels, and 44 homes. Despite the destructive conflagration, Bakersfield recovered and continued to grow. By the turn of the twentieth century, it boasted a population of more than 4,000 and a largely rebuilt downtown. Benefiting from the local industries, agricultural processing, and petroleum production in particular, the city continued to expand throughout the early twentieth century (Fox 1905; Hunter 1905; McDannold 2000: 114; Pisani 1984: 390–392; Robinson 1976:42; Sanborn 1885, 1888, 1889b, 1890, 1892, 1899b, 1905, 1912).

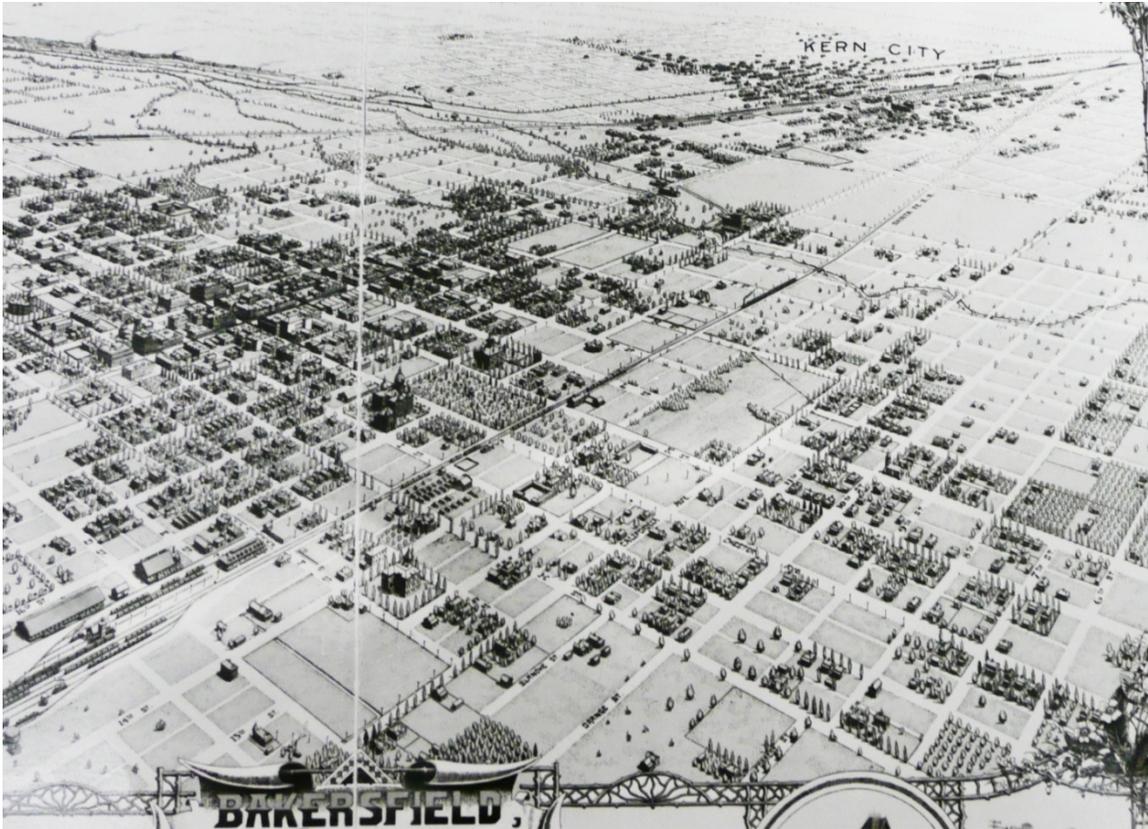
Bakersfield prospered in spite of its lack of an official rail stop along the increasingly vital Southern Pacific rail line through the valley. In 1873, as rail construction approached the Kern River, Southern Pacific sought a right-of-way and land grant from Bakersfield, but the city balked at subsidizing the company's construction efforts. In response to this rebuff, Southern Pacific constructed a bridge over the river a short distance east of Bakersfield and laid out a new town

called Sumner in 1874. (Also called Kern City, Sumner eventually became known as East Bakersfield.) The Big Four attempted to usurp Bakersfield's popularity, but without success. Bakersfield continued to thrive, and by 1909 Sumner was annexed into its larger neighbor. AT&SF had also made Bakersfield one of its stops after the purchase of the "People's Railroad," the San Francisco and San Joaquin Railroad, which prevented Bakersfield from being isolated from distant commercial markets both north and south (Bailey 1984:72-75; Burmeister 1969: 21; Hoover et al. 1966: 129; Smith 1976: 175-180).

Because the Southern Pacific line bypassed downtown Bakersfield, the city did not develop the same characteristic layout of the other San Joaquin Valley rail stops, such as Fresno, which has a downtown street grid organized at right angles to the rail line. Bakersfield was not served directly by the AT&SF until about 1897, when the company constructed a large rail yard southwest of downtown, west of F Street between 14th and 16th streets. The AT&SF round house, warehouse, and depot built at that time do not remain today. The AT&SF line extended eastward from the yards along 15th Street, through Bakersfield, before heading northeast to parallel the Southern Pacific tracks heading eastward to Sumner/Kern City (Figure 5-8) (Bryant 1974:173-176; Holterhoff 1914:10; *Los Angeles Times* 1898a, 1898b; N.J. Stone & Co. 1901; Sanborn 1892, 1912).

5.3.6 Events and Trends of the Twentieth Century

Since the turn of the twentieth century, additional events and trends have influenced the development of the region of the Fresno to Bakersfield Section: the discovery of oil in Kern County, federal-state water development projects, and adoption of the automobile as the primary mode of transportation in the United States and the Central Valley. Although these changes were distinct and important, their overall effect on the corridor was to intensify and expand upon the land settlement patterns already established in the late nineteenth century. The Kern River oil boom of May 1899 initiated a rapid building increase in Bakersfield and the surrounding area, including, ultimately, Wasco to the north. Encouraged by the discovery of oil in Kern County, the Southern Pacific and AT&SF railroads collaborated on building the Sunset Railroad to connect Bakersfield with the Sunset Oil Field. By 1910, benefitting from a second oil boom, the Sunset line became highly profitable (Bailey 1984: 77, 81).



Source: Britton & Rey 1901a

Note: AT&SF rail yard at lower left, with AT&SF main line extending to upper right. Southern Pacific main line enters from upper left and turns to pass through Kern City (previously known as Sumner)

Figure 5-8

Detail from bird's eye view of Bakersfield in 1901

Since the mid 1930s the State of California, under the sponsorship of the Department of Water Resources, and the federal government, under the aegis of the U.S. Army Corps of Engineers and the Bureau of Reclamation, have played a major role in the development and distribution of water resources to agricultural, industrial, and municipal users throughout the state. Both the federal Central Valley Project and California's State Water Project have transferred water from the water-rich northern half of the state southward to water-deficient areas in the San Joaquin Valley. Largely because of these federal-state water projects, even some of the most water-poor areas of the valley have been transformed into fertile agricultural land (Hundley 2001: 234–272). Among the high-volume canals was the Friant-Kern Canal, which passes through the study area just northeast of Bakersfield. Constructed between 1945 and 1951, the Friant-Kern Canal was built as an initial segment of the Central Valley Project. It is one of the West's longest canals, measuring 152 miles and carrying San Joaquin River water stored at the Friant Dam, east of Fresno, southward to the Kern River, near Bakersfield. The canal provided water for local distribution and spurred the creation of new irrigation districts in the San Joaquin Valley, which, in turn, expanded California's agricultural economy (JRP 2000: 77-79).

These water projects also supported the continued expansion and industrialization of California agriculture and particularly agribusiness in the San Joaquin Valley where decades of racist and unfair labor practices on California farms, as well as similarly unfair immigration policies (both at the state and federal levels) ultimately led to the birth of the modern farm labor movement that was spear-headed by Cesar Chavez. As noted in a recent NPS study:

Cesar Chavez is recognized for his achievements as the charismatic leader of the farm labor movement and the United Farm Workers of America (UFW), the first permanent agricultural labor union. The most important Latino leader in the history of the United States during the twentieth century, Chavez emerged as a civil rights leader among Latinos during the 1950s. Chavez also assumed major roles in the broader labor movement, the Chicano movement, and the environmental movement. As a result, Chavez earned a higher degree of national prominence and significance during his lifetime than any other Latino in U.S. history (NPS 2011: 38).

One built environment resource within the APE for the Fresno to Bakersfield section is associated with Chavez and the 1968 ruling in the Delano grape strike – part of the general effort of farm laborers to organize a union. The Kern County Superior Court building, which is part of the Kern Administrative Center in Bakersfield, was the site of both protests and the ruling (see 00629001, 1315-1415 Truxtun Avenue, Bakersfield, Appendix C). None of the other sites identified by the NPS study area located within the APE for this HST section.

A. FRESNO

The first two decades of the twentieth century were generally a period of prosperity for farmers and agricultural regions, and Fresno, as a major hub for its surrounding agricultural districts, concurrently experienced an increase in population and construction. Lumber yards, fruit and raisin packing sheds, and other businesses developed in an industrial corridor along the Southern Pacific tracks through Fresno. As the market for these products matured, early businesses began to build new more substantial buildings, often to replace earlier, more modest edifices (Sanborn 1898:11–19, 1906: 21–29). The uses of buildings along this corridor also became diversified. The warehouses, industrial showrooms, and factories included the Hobbs Parsons Warehouse (1903), Benham Ice Cream Factory (1913), and Budd & Quinn Showroom (1937).

The downtown commercial area of Fresno developed a few blocks farther east of the railroad than the industrial buildings immediately adjacent to the tracks. A series of “skyscrapers” were constructed in the downtown area during the 1910s and 1920s. The skyscrapers included the Hotel Fresno (1912), the Helm Building (1914), the Mason Building (1918), the Bank of Italy Building (1918), the Mattei Building (1919), the T.W. Patterson Building, the Pacific Southwest Building, the San Joaquin Power Building, and the Californian Hotel (1923).⁹ These buildings ranged from 7 to 16 stories. The growing city also offered more modest accommodations for visitors and single professionals at the edge of the downtown area. Early examples included the 1900 Crackler Apartments, 2429–2439 E. Belmont; 1912 Hotel Fresno, 1241 Broadway; 1912 Kern Kay Hotel, and 906–912 Van Ness (City of Fresno 2010); additional examples were constructed through the 1920s (Clough et al. 1986; Sanborn 1918–1948, 1918–1950).

The sluggish agricultural economy of the 1920s and the Great Depression, beginning in 1929, brought an end to this period of prosperity, severely curtailing construction and development until the end of the Second World War. After the war, development of Fresno focused on the suburban areas to the north as the automobile became prevalent and the Highway 99 corridor

⁹ Situated within the APE for this project, the Hotel Fresno (Reference: 466-21-401) was Fresno’s first high-rise building and was recently found eligible for the NRHP at the local level of significance under Criteria A and C. The seven-story structure reflects early trends in skyscraper tripartite design and was designed by prominent architect Edward T. Foulkes. The eight-story Bank of Italy Building (Reference: 467-065-08T) is an important example of the Italian Renaissance revival in early skyscraper development (Criterion C) and was listed in the NRHP in 1981.

was improved. In an attempt to revitalize downtown, Victor Gruen Associates created a new plan for the city's commercial center, which included new freeways and the Fulton Mall. The Fulton Mall was designed to replace the busy Fulton Street shopping district with a pedestrian mall. Garrett Eckbo designed the mall to encompass 16 blocks, but this grand plan was not realized and only a six-block length was completed. In 2010, Fulton Mall, which is adjacent to but not in the APE of this project, was determined to be eligible for listing in the NRHP; Fulton Mall was also listed in the CRHR (Fulton Mall NRHP Nomination Form 2008; Correspondence with SHPO 2010; City of Fresno 2011).¹⁰ Other aspects of planned downtown revitalization, including altered transportation routes and parking, were also not completed. Despite the fact that the revitalization did not completely materialize, it had an impact on the surrounding area, and the pedestrian mall attracted national attention, with other cities attempting similar projects. Many buildings along Broadway in Fresno were demolished to make room for parking. As the pedestrian mall proved unable to compete with suburban retail centers, the retail space and commercial offices became vacant. Subsequent redevelopment plans have resulted in the replacement of earlier structures with new construction in the downtown area (Downtown Association of Fresno 2010).

Increasing suburban development also diluted the ethnic neighborhoods of Fresno. The number of Basque residents decreased, and only three of the numerous Basque boardinghouses and hotels remained in 1951 (Zubiri 1998:144). By the 1960s, Basque immigration slowed to a trickle, and the heyday of the hotels and boardinghouses catering to that segment of the population was over. Today, the Basque Hotel and the Santa Fe (outside of the study area) are the only two Basque hotels in operation in Fresno (Powell 1994; Zubiri 1998:4, 22–23, 144–146).

B. BAKERSFIELD

In the early twentieth century, the proximity of Bakersfield to the Kern County oil fields was a boon to the city's economy. By 1908, in an attempt to maintain a competitive edge over larger oil producers rushing to Kern County, more than 150 local companies belonged to the Bakersfield-based Independent Oil Producers Agency. The 1910s proved an oil-rich decade for Kern County, and the resulting cash flow into Bakersfield sparked more development. In the first couple of decades of the century, Bakersfield saw the addition of several commercial and civic enterprises. The Beale Memorial Library and a number of churches, temples, theaters, halls, and parks were established during this period. In April 1907, Truxtun Beale donated the site for Beale Park, which he hoped would become "a center for popular education and promote good citizenship." About this same time, Bakersfield annexed Kern City, formerly Sumner, ending the separation of the original Southern Pacific railroad town from Bakersfield proper; the neighborhood soon became known simply as "East Bakersfield." Other new neighborhoods and residential subdivisions formed on the outskirts of Bakersfield during the pre-war period, greatly expanding the city's boundaries, especially to the south and southeast of downtown (Bailey 1984:79; Boyd 1997:108–109; Morgan 1914:160; Sanborn 1912).

Developments in commerce and industry fueled a corresponding growth in population. By 1907, Bakersfield had more than 7,300 citizens. This population increase led to improvements in city infrastructure and the construction of more public-support facilities. The streetcar line operated by the Bakersfield and Kern Electric Railway Company connected the Southern Pacific Railroad station in Kern City with the Santa Fe Railroad station in Bakersfield. Southern California Edison opened the largest hydroelectric plant in the country in 1907 (Kern River No. 1) and began supplying Bakersfield with power through its Kern River–Los Angeles transmission line. By this

¹⁰ In August 2010, the SHPO concurred that Fulton Mall is eligible for listing in the NRHP and was listed in the CRHR. Because a majority of Fulton Mall property owners objected to its listing in the NRHP, it is not likely that the mall will be listed in the NRHP.

time, a new courthouse was built on two blocks between 15th and 17th Streets on Chester Avenue, and the three-story San Joaquin Hospital was completed. The county constructed a jail on Truxtun Avenue between P and Q streets in 1913, and Bakersfield College, opened the same year, is the oldest continuous-running junior college in California. These civic achievements enhanced the urban environment and created opportunities for greater commercial and residential growth (Bailey 1984:83; Boyd 1997:98; Sanborn 1912–1951).

When the United States entered the First World War in 1917, Bakersfield's economy was enjoying an upswing. Although the war interrupted some physical development, drawing people and resources away from the area, it also helped sustain growth in Kern County because the military effort required raw materials, such as food and oil that Kern County was in a unique position to deliver. As demand rose, the production of both agricultural goods and oil increased. Petroleum demand decreased after the war, but agriculture filled the economic void, as growers began to invest heavily in the newly developed Acala cotton varieties; other successful products in the county included alfalfa, grapes, melons, potatoes, and citrus fruit. By this time, development of the city stretched west and south to Oak Street and Brundage Lane, respectively. By 1929, Bakersfield's 34,000 residents (in addition to the roughly 26,000 additional residents in the surrounding area) had access to a variety of services and businesses, including 12 hotels, 2 golf and country clubs, 15 elementary schools, a junior high school and high school, 15 churches, and 60 social and service clubs (Bailey 1984:87–89).

In the post–Second World War years, Bakersfield found itself rebuilding after two disastrous earthquakes occurred in the summer of 1952. The first, the Tehachapi Earthquake, struck in July and killed 14 people, and the second, the Bakersfield Earthquake, killed 2 people and damaged or destroyed many buildings and structures throughout the city and surrounding area. The city was determined to rebuild and immediately began constructing a new city hall, civic center, and Mercy Hospital expansion. The city and county focused foremost on repair and reconstruction of the earthquake damage and then turned to addressing urban planning issues, such as traffic concerns, annexation proposals, and expanding social and civic services. Although the implementation of these plans and policies was not easy, the city ultimately expanded and improved its infrastructure and services. Three hospitals in the area also renovated their facilities, spending another \$7 million. Religious organizations built worship centers, industrial companies built warehouses, commercial businesses built offices, and the city updated important civic buildings, constructing a new Civic Center that provided for improved government and public services. The Ernest Lynn McCoy Kern County Civic Administrative Building (see Figure 5-9 and Figure 5-10) was constructed between 1956 and 1959, concurrent with a period of steady residential growth throughout the city (Bailey 1984:96–100; *Los Angeles Times* 1954; Rand McNally and Company 1960; USGS 1954).¹¹

¹¹The Kern County Civic Administration Center, at 1315-1415 Truxtun Avenue (Reference: 006-290-01), appears eligible for listing in the NRHP and CRHR (see Appendix C).



The building complex was constructed between 1956 and 1959.

Figure 5-9
Historic photo of Kern County Civic Administrative Center



Extensive tree coverage now largely obscures the west side.

Figure 5-10
Kern County Civic Administrative Center, June 2009

Chapter 6

Historic Properties Identified

6.0 Historic Properties Identified

This chapter provides a general discussion of the archaeological resources identified, a general discussion of the historic architectural resources identified, a discussion of the specific NRHP-listed or NRHP-eligible archaeological resources, a specific discussion of the NRHP-listed or NRHP-eligible historic architectural resources, tables of the historic properties identified, and a table that lists the historical resources identified for the purposes of CEQA.

6.1 Archaeological Resources

[REDACTED] A complete description of the survey methodology and findings can be found in the ASR (Authority and FRA 2011e). As a result of record searches and background research, [REDACTED]

[REDACTED] (Chase 1994). CA-KER-3072 was identified as a “very sparse lithic scatter” within the property [REDACTED] (Everson 1991). This deposit consisted of a “few” lithic flakes over a 2,500-square-meter area; in addition, the area was described as highly disturbed by agriculture and that the flakes were likely out of context, which would indicate that the deposit is of low scientific value. Previously recorded archaeological properties listed in or determined eligible for listing in the NRHP, and within the archaeological APE, were identified as a result of the background research. CA-TUL-2950H/P-54-004737 is [REDACTED] (Orfila 2010). Levees have been constructed around the perimeter of the site, and it is periodically utilized as [REDACTED]

[REDACTED] The three previously recorded sites briefly discussed above, CA-KER-2507, KER-3072, and CA-TUL-2950H/P-54-004737 are considered ineligible as historic properties or historical resources under the NHPA or CEQA, respectively. The recommendations regarding the eligibility of these sites are presented in the ASR (Authority and FRA 2011e).

The two archaeological sites identified during the field surveys presented in this HPSR are both considered to be ineligible for the NRHP, and as such, they are not considered historic properties under the Section 106 process. The evaluations of these sites are presented in the ASR (Authority and FRA 2011e).

6.2 Built Environment Resources

The 52 historic architectural resources inventoried and evaluated in this HPSR reflect the major events and trends discussed in Chapter 5 (Historic Context). The survey area stretches from the downtown area in the city of Fresno, through rural Kings and Tulare counties, through the city of Bakersfield, and terminates in unincorporated Kern County, east of Bakersfield. Although the survey area is large and includes portions of four counties, the majority of the resources surveyed herein are in, or in the immediate vicinity of, Fresno and Bakersfield; however, some of the built environment resources are in the smaller towns and rural areas of Kings, Tulare, and Kern counties. (For a complete list of historic architectural resources inventoried and evaluated in this HPSR, see Table 7-1, below.)

Of the 52 historic architectural resources identified in this HPSR, 25 are either listed in, previously determined eligible for, or appear to be eligible for the NRHP. As such, these properties are

considered historic properties under the Section 106 process. Eligibility for the NRHP rests on dual factors: *significance* and *integrity*. The 25 properties meet one or more of the NRHP significance criteria (listed below) for inclusion in the NRHP (National Park Service 1997) and retain integrity:

Criterion A: association with “events that have made a significant contribution to the broad patterns of our history.”

Criterion B: association with “the lives of persons significant in our past.”

Criterion C: resources “that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.”

Criterion D: resources “that have yielded, or may be likely to yield, information important to history or prehistory.”

In addition to meeting one or more of the above criteria, the 25 historic properties retain integrity, which is determined through application of seven aspects: location, design, setting, workmanship, materials, feeling, and association. Location and setting relate to the relationship between the property and its surrounding environment. Design, materials, and workmanship relate to construction methods and architectural details. Feeling and association are the least objective of the seven aspects of integrity, and pertain to the overall ability of the property to convey a sense of the historical time and place in which it was constructed.

The remaining 27 historic architectural resources were fully evaluated for NRHP eligibility in this study. The evaluations concluded that the resources either did not meet any of the criteria for listing or did not retain sufficient integrity to convey their potential significance (for complete evaluations see the DPR 523 forms provided in Appendix C). As such, these 27 historic architectural resources are not considered historic properties for the purposes of the Section 106 process. However, they are considered historical resources for the purposes of CEQA because a local government has recognized or identified the properties.

This section discusses the evaluation contexts of the 25 NRHP-eligible properties and is organized by general property type. The section provides tables that list the historic architectural and archaeological resources identified within the APE that this HPSR is required to report, per the Section 106 PA, including the following:

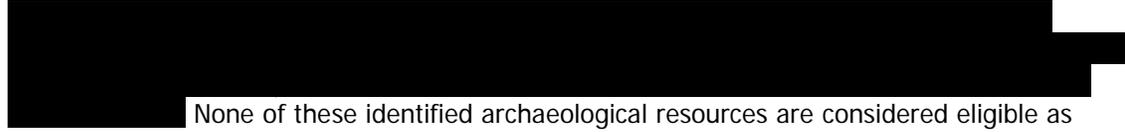
- Properties listed in the NRHP.
- Properties previously determined eligible for the NRHP.
- Properties determined eligible for the NRHP for which SHPO concurrence is requested.
- Archaeological properties that are currently being evaluated and are presumed eligible.
- Properties evaluated as not eligible for the NRHP as a part of this study.¹²

The tables include information on the applicable NRHP criterion or criteria and the level, period, and area of historic significance.

In addition, this section includes a table that lists the 27 historic architectural resources that are not eligible for the NRHP but that are considered historical resources for the purposes of CEQA because a local government has recognized or identified the properties.

¹²For historic architectural resources that were subject to inventory and evaluation but that do not appear to be eligible for listing in the NRHP or CRHR, please refer to the HASR.

6.3 NRHP Listed or Eligible Archaeological Properties



None of these identified archaeological resources are considered eligible as historical properties under the NRHP. See the ASR (Authority and FRA 2011e) for more details regarding the ineligibility of these sites.

6.4 NRHP Listed or Eligible Historic Architectural Properties

The 25 listed or eligible historic architectural properties within the APE relate to a number of themes of development in the study area. Railroad features represent some of the earliest history of the area, with the corridors of the Southern Pacific and the AT&SF providing crucial transportation linkages that spurred the development of the area's towns and agricultural regions. Similarly, irrigation features are indicative of the earliest and most fundamental advances allowed by the introduction of reliable water sources to the largely arid region. Residential development in the study area is reflective of both the population growth and social evolution of the region, with some of the earliest being farmsteads and homesteads and much of the later development being more urban in form. This evolution is indicative of the increasing development of towns and cities of the San Joaquin Valley, as cities such as Bakersfield and Fresno became major population centers. Similarly, the range of commercial and industrial construction reflects the increasing social and economic complexity of the area.

The historic architectural resources reflect a number of functional uses, including railroad facilities, hotels, retail, residential, and others. Designed in the late nineteenth century and throughout the twentieth century in a range of styles, many of the properties have been altered over time, as continuous use and changing stylistic preferences and functions required new forms. The study area also includes several institutional properties. The development of schools, government centers, and research facilities in the study area was a response to growing populations and new mandates for city, county, and state governance and educational and governmental complexes.

All of these property types convey the development of the Fresno to Bakersfield Section from a largely undeveloped agricultural hinterland to an economically and socially diverse region of California. Each property type is discussed in more detail below. The location of each historic architectural resource is shown by "map reference number" on the APE maps in Appendix A. For the full evaluation of each property, refer to the DPR 523 forms provided for this study in Appendix C.

6.4.1 Railroad-Related Historic Properties

Three historic properties identified in the study area relate to the development of the railroad, which had a profound influence on the region. The properties include two railroad depots and a section house: the 1889 Fresno Southern Pacific Passenger Depot; the 1917 Santa Fe Depot in Shafter; and an 1898 San Francisco & San Joaquin Valley Section House in Shafter.

The Southern Pacific Railroad Depot in Fresno (Reference: 467-031-3ST) was built in the Queen Anne architectural style. The property is listed in the NRHP under Criteria A and C at the local level of significance. The Santa Fe Freight and Passenger Depot at Shafter (Reference: 027-03-008) is listed in the NRHP under Criterion C at the local level and is a good example of the frame combination depot (Figure 6-1), a standard railroad design that accommodated both freight and

passenger traffic. The SF&SV Section House in rural Shafter (Reference: 027-070-28) is indicative of the complex infrastructural requirements of the region's railroad networks and appears eligible for listing in the NRHP at the local level of significance under Criterion A and Criterion C. This frame building is constructed in the Folk style, with a long low profile, wood siding, and exposed eaves. The building was constructed to serve as a residence for the railroad foreman responsible for the construction and maintenance of the railroad along this section of track. The plan used for the section house is a stock design used for several section houses along this line, which is in keeping with railroad-related design of this era.



(Reference: 027-030-08), April 7, 2010

Figure 6-1

Santa Fe Freight and Passenger Depot, 150–200 Central Valley Highway, Shafter

6.4.2 Historic Properties Related to Irrigation

Three historic properties in the study area are irrigation canals, and one is a rural historic landscape based upon a nineteenth century irrigated colony development. The canal structures transect the Central Valley and were of vital importance to the development and agricultural success of the region. Entirely utilitarian in form, the canals are basic infrastructural elements that range from modest earth-lined canals to larger lined and piped canals.

One historic canal property in the survey area is the Peoples Ditch in rural Kings County. The segments of Peoples Ditch and East Branch Peoples Ditch that pass through the APE appear eligible for listing under NRHP Criterion A and CRHR Criterion 1 at the state level for their association with pioneer settlement patterns of the Mussel Slough area in the 1870s, and for their association with the events that led to the Mussel Slough Tragedy. The period of significance for Peoples Ditch is from 1873, when construction began, through 1880, when the Mussel Slough Tragedy occurred. The character defining features of Peoples Ditch are its alignment through Mussel Slough and its earth-lined banks.

The other two canals in the survey area that are historic properties are in rural Fresno County: the Washington Colony Canal (Figure 6-2) and the North Branch of the Oleander Canal. Both appear eligible for listing in the NRHP at the local level of significance under Criteria A and C as contributing elements of the Washington Irrigated Colony Rural Historic Landscape District. The canals are earthen-lined and date to the late nineteenth century. Although they remain largely in their original form, they have likely been rechannelized over time and also have new concrete

check features and culverts. This systematic alteration is common in continuously used infrastructural elements such as these canals.



April 20, 2010

Figure 6-2
 Washington Colony Canal, Fresno County

A previous study conducted in 1990-1992 concluded that the Washington Irrigated Colony appeared eligible for the National Register as a rural historic landscape district with a period of significance from 1878 to 1910. The study inventoried and evaluated the potential district and found it significant for its association with settlement patterns and architecture (NRHP Criteria A and C). At the time of identification, contributors to the district consisted of 6,520 acres within the district boundaries (planted in raisin grapes, historic fruit and nut trees, oranges and onions; dairy and pastureland; eucalyptus groves; tule ponds; minor remaining street trees); 55 farmsteads; approximately 22 linear miles of open earthen canals; the north-south, east-west grid platted for the colony; and the Santa Fe railroad line (1898) running north-south between Cedar and Maple Avenues. The study identified 522 post-1910, non-contributing buildings and 1,060 non-contributing acres within the original boundaries of the Washington Irrigated Colony. Most of the non-contributing acreage is around Easton, which is not in the APE for this project.

Four of the 55 contributing farmsteads identified in 1990-1992 are within the APE for this project. Three of these farmsteads have lost integrity of design, workmanship, and materials to a degree that they no longer convey their association with the period of significance (1878-1910), and therefore should not be considered contributors to the potential district: 2502 E. Lincoln Avenue, 6532 S. Maple Avenue, and 7098 S. Maple Avenue. (These ineligible resources are reported in the HASR). One farmstead, 6422 Maple Avenue, retains sufficient integrity of design, materials, workmanship, setting, location, feeling, and association and is still a contributor to the potential district. In addition to the contributing farmsteads, the APE for this project contains other contributing elements of the potential district: two short segments of the Washington Colony and Oleander canals (see above), approximately 80 agricultural parcels of farmland, and portions of the orthogonal street grid. See the respective DPR523 forms in Appendix C for more information about the landscape district and the portion of the APE within it, including the land use patterns, railroad, and roadways, as well as individual forms for the canals, and farmstead property.

Also related to irrigation, but on a much larger scale, is the Friant-Kern Canal, completed in 1951 as a component of the federal Central Valley Project. The purpose of the concrete canal was to transfer massive amounts of water from the San Joaquin River, near Fresno, to the Kern River, near Bakersfield. As one of the West's longest canals, the Friant-Kern facilitated the expansion of irrigated lands on the east side of the central and southern reaches of the Central Valley, and played a pivotal role in expanding California's agricultural economy to unprecedented levels in the post-war era. It has been determined eligible for the NRHP under Criterion A and is listed on the CRHR.

6.4.3 Residential Historic Properties

The study area includes three historic properties that relate to the rural residential development of the area, two in Fresno and the other in Bakersfield. The Vartanian Home at 362 F Street in Fresno (Reference: 467-092-34) appears eligible for listing in the NRHP at the local level of significance under Criterion C. The circa 1895 property includes three outbuildings and a residence constructed in the Queen Anne style (Figure 6-3). Architectural detailing includes a prominent gable with hip roof design, spindle work, fish-scale detailing, and a prominent bay window. The building is a good but modest example of Queen Anne design, which is typified by prominent gables and irregular rooflines, asymmetrical massing, and a variety of exterior surfaces and ornamental details.



(Reference: 467-092-34), April 21, 2010

Figure 6-3
Vartanian Home, 362 F Street, Fresno

The Berg home at 6422 S. Maple (Reference: 334-250-16) appears eligible for listing in the NRHP at the local level of significance under NRHP Criteria A and C, as a contributing element of the Washington Irrigated Colony Rural Historic Landscape District. This Queen Anne style home was constructed in 1908 and features the varied rooflines and bay windows typical of the style, as well as an attached former tankhouse.

The Stark/Spencer residence at 1321 N Street in Bakersfield appears eligible for listing in the NRHP at the local level of significance under Criterion C (Reference: 006-430-02). The residence is a good local example of the Queen Anne and Eastlake styles of architecture and was constructed in 1898 and then moved to the site in 1929. The building features a rambling gable roofline and a number of exterior treatments, including fish scale cladding, half-timbering, and decorative frieze banding. A wrap-around porch features turned wood posts and decorative spandrel brackets.

6.4.4 Commercial Historic Properties

The study area includes eight commercial properties that appear to be eligible for listing in the NRHP. One is in Corcoran, and six are in the city of Fresno. All of the commercial properties are indicative of the prominent roles that urban centers played in the development of the surrounding region. Acting as service centers for the surrounding agricultural hinterland, both Fresno and Corcoran developed as commercial hubs throughout the twentieth century. To a large degree, the commercial and industrial development was largely vernacular and standardized in form, with basic commercial block construction and common design elements.

Two hotels are included among the commercial properties in Fresno: the 1912 Hotel Fresno (Reference: 466-21-401) and the 1922 Basque Hotel (Reference: 467-06-208). The period in which the hotels were constructed was a time of great growth in Fresno, as the city consolidated its role as a major regional hub. The period was also a time in which hotels, residential hotels, and rooming houses gained in social acceptability and popularity and the hotel served as an important social and economic meeting place for several decades (Criterion A) (Hattersley-Dratton 2011; Sandoval-Stausz 2007). The Hotel Fresno was Fresno's first high-rise building (Figure 6-4) and appears to be eligible for the NRHP at the local level of significance under Criterion C. The seven-story structure reflects early trends in skyscraper tripartite design, with a monumental base, shaft, and emphatic cornice. The hotel was designed by prominent architect Edward T. Foulkes and illustrated Fresno's increasingly urban aspirations. The building's design was reminiscent of hotel design in major metropolitan areas, including such hotels as San Francisco's St. Francis.

The Basque Hotel was far more modest in its styling and architectural aesthetic, and is notable for its relationship to the Basque community rather than its design or architecture. The two-story building has an L-shaped footprint with common Streetcar Commercial influences. The residential hotel was designed for mixed-use, with a commercial first level, and was a focal point for the area's sizeable Basque population. The building appears eligible for the NRHP at the local level of significance under Criterion A for its historically significant relationship to the Basque community.



(Reference: 466-214-01), April 20, 2010

Figure 6-4

Hotel Fresno, 1257 Broadway, Fresno

The Bank of America building at 947-951 F Street (Reference: 467-07-401), a two-story, two-part building with Mission Revival elements built in 1908, was originally known as the Industrial Bank of Fresno. The building appears to be eligible under NRHP Criterion A and Criterion 1 at the local level as Fresno's first Japanese-owned lending institution, under Criteria C and 3 and for its restrained expression of the Spanish Mission Revival style..



(Reference: 467-072-06), April 26, 2010.

Figure 6-14

Azteca Theatre, 836-840 F Street, Fresno

The Azteca Theatre, an Art Deco-style theatre at 836-840 F Street, constructed circa 1950 (Reference: 467-072-06) (Figure 6-14); the Azteca Theater is eligible for listing in the NRHP Criterion B and CRHR Criterion 2 for its important association with Arturo Tirado, at the local level of significance for his influence and support of Fresno's Hispanic community between 1956 and 1970. Mr. Tirado was a significant individual in Fresno's Hispanic community starting in 1956 when, in addition to Spanish-only movies and live performances, the Azteca Theater became his base of operations out of which he conducted extensive community outreach and support that resonated throughout Fresno's Hispanic population, many of whom lived or worked in Fresno's west side where the theater is located and where he was known as the unofficial Mayor of West Fresno. The period of significance is between 1956, when he was first associated with the theater, and 1970, when the Mexican film industry rapidly declined and Tirado used Azteca Theater less frequently as a stage for social change. The character defining features of the property are those that existed during the period of significance (1956-1970) and include the plan, massing, material, and Art Deco fenestration, including the marquee, signage, and vertically articulated façade. The boundary of the historic property is the legal parcel.

The remaining commercial buildings in Fresno are eligible for the National Register for their architectural merits (Criterion C). The Holt Lumber Company property at 1916 S. Cherry Avenue (Reference: 467-020-13) is a one-story brick building constructed circa 1920. The building features a hip roof with mission tiles, narrow boxed eaves with modillions, and a recessed entrance highlighted by an arched opening with surrounding square pilasters, and is significant as a distinguished local example of Italian Renaissance Revival commercial construction. The Radin-Kamp Department Store at 959 Fulton Mall (Reference: 468-281-01) was built in 1925 and

is a four-story reinforced-concrete building with brick facing and decorative terracotta elements along the roof and frieze. The building is listed in Fresno's Local Register of Historic Resources (No. 124) and is presumably eligible as an important local example of early-twentieth-century commercial architecture. The eight-story Bank of Italy building (1918), located at 1015 Fulton Mall, is an important example of the Italian Renaissance revival and early skyscraper development (Reference 467-065-08T). This property was listed in the National Register of Historic Places (NRHP) in 1981 and is therefore also included in the California Register of Historical Resources (CRHR) and local register. The Radin-Kamp Department Store and the Bank of Italy buildings are adjacent to Fulton Mall, but both are outside the historic property boundary of Fulton Mall and are not contributing features of the mall. Fulton Mall is outside the APE of this project. Lastly, the Crest Theatre, at 1160 Broadway Plaza, was constructed in 1948 as a part of the West Coast Theater chain (Reference: 466-212-12). The reinforced-concrete building followed the tenets of the "Skouras Style," named after Charles Skouras, president of the West Coast Theaters, which included sweeping curves and flourishes, elaborately draped prosceniums, neon backlighting, and copious use of gold leaf, brass, and aluminum.

The sole commercial property that appears eligible for listing in the NRHP in Kings County is Zuniga's Tortilleria (Reference: 030-184-010-000), in the City of Corcoran. The building was constructed in the 1950s of concrete block as a tortilla factory. The modest building is a significant local representative of the cultural development of the region's Mexican-American community and appears eligible at the local level of significance under Criterion A.

6.4.5 Institutional Historic Properties

The survey population includes four historic properties that can be classified as institutional in nature, two each in Fresno and Kern counties. The properties reflect a diverse range of uses: they include the First Mexican Baptist Church in Fresno; the Fresno Fire Department No. 3 building; the Kern County Civic Administration Complex in Bakersfield; and the Harvey Auditorium at the Bakersfield High School (Figure 6-5). The properties date from the 1920s to the mid 1950s.

The First Mexican Baptist Church at 1061 E Street (Reference: 467-103-01) is a brick Mission Revival style building with a prominent, two-story bell tower. Built in 1924, it is listed on Fresno's Local Register of Historic Resources (No. 23) and appears to be individually eligible for the NRHP at the local level under Criterion A, for its role as an important service and gathering place for Fresno's Mexican community, and under Criterion C, as a distinguished expression of the Mission Revival style.

The Fresno Fire Department Station No. 3, located at 1406-1430 Fresno Street (Reference: 467-065-08T), was built in 1939 as part of the federal Works Progress Administration (WPA) program. Buildings designed under this Depression-era program—in which the federal government commissioned prominent architects for public projects—often reflected popular period styles such as Art Deco, Streamline Moderne, and International. This fire station, with its simplified ornament and emphasis on horizontal lines expressed through incised and raised banding and flat-roof parapet, is listed in Fresno's Local Register of Historic Resources (No. 213) and appears eligible under NRHP Criterion C and CRHR Criterion 3 as a distinctive local example of the Streamline Moderne style. It is also an important work of E.W. Peterson, a locally significant architect.

The Kern County Civic Administration Center (Reference: 006-29-001) in Bakersfield appears eligible for the listing in the NRHP at the local level of significance under Criterion A and Criterion C for its association with the county's reconstruction programs after the 1952 earthquake and for its design and earthquake-resistant features. The site consists of a large U-shaped government

complex with four buildings built between 1956 and 1959 in the International style (Figure 5-9 and Figure 5-10). The complex appears as one large building; however, the four distinct buildings are built close together, with narrow gaps between them to allow separate movement during earthquakes. Several architectural characteristics unify the complex, including Mo-Sai concrete panels, louvers, concrete panel shells, and aluminum-frame windows in grid-like patterns. The development of the Administration Center was a direct response to the devastating 1952 earthquake, which destroyed many of Bakersfield’s institutional buildings. The design of the complex was decidedly modern and was meant to convey a modern corporate style for county governance. The complex was also conceptualized within the “total design” concept, with all buildings conforming to the same stylistic mandate and forming a cohesive modern complex.

The Kern County Superior Court building, which is part of the Kern Civic Administrative Center, is also associated with Cesar Chavez and the 1968 ruling in the Delano grape strike – part of the general effort of farm laborers to organize a union. The court built was the site of both protests and the ruling and as identified by the NPS, is potentially eligible for the NRHP under Criteria A and B for these associations.

Bakersfield High School (Reference: 004-052-01) is a complex of 20 buildings dating from the 1920s to the modern period. Much of the campus was designed by local architect Charles Biggar; however, a number of the buildings have been remodeled or altered as the campus has expanded and lack integrity to the historic period. Within the complex, the Harvey Auditorium is a significant example of Biggar’s work and appears to be individually eligible for listing in the NRHP at the local level of significance under Criterion C. The Streamline Moderne building was designed in 1934 and completed in 1948 and features smooth concrete walls and angular monumental massing.



(Reference: 004-052-01), April 7, 2010

Figure 6-5
 Harvey Auditorium, Bakersfield High School, 1241 G Street, Bakersfield

6.4.6 Miscellaneous Historic Properties

Four resources in the architectural APE are not common property types and do not fit into the categories discussed above. One such miscellaneous historic property occurs in each of the four counties. In Fresno County, the South Van Ness Entrance Gate to the City of Fresno (at 2208 South Van Ness Avenue) is a streetscape element consisting of an arched truss with a sheet metal sign supported by two Ionic columns on pedestals (Figure 6-6). The sign bears the inscription, "Fresno: The Best Little City in the U.S.A." The gate was erected in the 1920s to lure Highway 99 travelers into the city, and is emblematic of the rise of roadside commercial architecture and the advent of automobile culture in the valley. The property appears eligible for listing in the NRHP at the local level of significance under Criterion A and Criterion C.



(Reference: South Van Ness Entrance Gate), April 21, 2010.

Figure 6-6
2208 South Van Ness Avenue, Fresno

The Lakeside Cemetery (Reference: 028-202-004-000), on a 1.5-acre lot located along the south side of Kent Avenue in Kings County, is one of four cemeteries that make up the Hanford Cemetery District, which was formed in 1882, though the earliest burial (1874) pre-dates the establishment of the district. Cemeteries are not usually considered for listing in the NRHP unless they meet the conditions of Criterion Consideration D. The Lakeside Cemetery meets the special criterion based on its relative age within the Lakeside District and its associations with early settlement pattern of the region (NRHP Criterion A and CRHR Criterion 1). The establishment of the cemetery was contemporaneous with permanent Euro-American settlement of the area, which began around 1874 as the Southern Pacific Railroad secured land grants along the Hanford line.

The other two historic properties classified as miscellaneous consist of complexes of buildings and structures. One of these, Tulare County's Allensworth Historic District (Reference: 331-100-030), is a State Historic Park with a number of vernacular residential and commercial buildings, a schoolhouse, a library, and a church (Figure 6-7). The property is a historically representative assemblage of buildings that highlights the county's agricultural history. The property is also a significant representation of Allensworth's African-American heritage. The California Department of Parks and Recreation recognized the importance of the property in both its NRHP nomination of Allensworth and in its designation of the property as a State Historic Park (see Section 5.3.5

above, and Appendix C). The property is listed as an NRHP district under Criterion A and Criterion B at the state level of significance.



(Reference: 331-100-030), April 22, 2010.

Figure 6-7
 Allensworth Historic District, 4129 Grant Drive, Earlimart

The other multi-building historic property is Joe O'Brien Stables at 1320 E. Lerdo Highway in Kern County (Reference: 089-090-29). The property is in the vicinity of Shafter and features several mid-century stable buildings, a race track, and two residential buildings that were owned and operated by prominent harness racer Joe O'Brien. The buildings are of common construction and largely utilitarian in form, but they are significant for their direct important association with O'Brien's accomplishments in the field of harness racing, which include winning two championships and earning the sport's highest honors by 1960 while also training and teaching. The buildings appear eligible for listing in the NRHP at the local level of significance under Criterion B.

6.5 Tables of Historic Properties Identified

The historic properties in the APE that are listed in the NRHP are shown in Table 6.5-1. The historic properties in the APE that were previously determined eligible for listing in the NRHP are shown in Table 6.5-2. The historic properties in the APE that appear to be eligible for the NRHP, as evaluated by this study and for which SHPO concurrence is requested, are listed in Table 6.5-3. The historic architectural resources in the APE evaluated as not eligible for the NRHP, for which SHPO concurrence is requested, are listed in Table 6.5-4. DPR 523 forms for all historic architectural resources evaluated and addressed in this HPSR are included in Appendix C.

Table 6.5-1
 Historic Properties (Historic Architectural Resources) Listed in the NRHP

Map ID#	APN	Address / Resource Name	City	County	Year Built	Applicable NRHP Criterion or Criteria	Level, Period, & Theme of Significance
13	46703031ST	1033 H Street Southern Pacific Railroad Depot	Fresno	Fresno	1889	A, C	Local; 1889–1971 (A), 1889 (C); agriculture, architecture, commerce, transportation
14	46621307	1015 Fulton Mall Bank of Italy	Fresno	Fresno	1918	C	Local; 1918-1928; agriculture
38	331100030 331130003 331141004 331151011 331161020 333350041	4129 Grant Drive Allensworth Historic District	Earlimart (vicinity)	Tulare	1908–1912	A, B	State; 1908–1930s (A), 1908–1914 (B); agriculture, education, literature, military, political, religious, social
39	02703008	150–200 Central Valley Hwy Santa Fe Depot	Shafter	Kern	1917, ca. 2000	C	Local; 1917; architecture

Table 6.5-2
 Historic Properties (Historic Architectural Resources) Previously Determined Eligible for the NRHP

Map ID#	APN	Address / Resource Name	City	County	Year Built	Applicable NRHP Criterion or Criteria	Level, Period, & Theme of Significance
42	n/a	Friant-Kern Canal	n/a	Kern	1945–1951	A	State; 1945–1951; irrigation/engineering

Table 6.5-3

Historic Properties (Historic Architectural Resources) that Appear Eligible for the NRHP for Which SHPO Concurrence Is Requested

Map ID#	APN	Address / Resource Name	City	County	Year Built	Applicable NRHP Criterion or Criteria	Level, Period, & Theme of Significance
9	46621401	1257 Broadway Hotel Fresno	Fresno	Fresno	1912	C	Local; 1912; architecture
10	46621212	1160 Broadway Plaza Crest Theater	Fresno	Fresno	1948	C	Local; 1948; architecture
11	46706508T	1406–1430 Fresno Street Fresno Fire Department No. 3	Fresno	Fresno	1939	A, C	Local; 1939; architecture
12	46706208	1102 F Street Basque Hotel	Fresno	Fresno	1922	A	Local; 1920s– 1960s; social history, ethnic heritage
15	46710301	1061 E Street First Mexican Baptist Church	Fresno	Fresno	1924, 1929	A, C	Local; 1924– 1929; ethnic heritage; Architecture
16	46707401	947–951 F Street Bank of America	Fresno	Fresno	1908	A, C	Local; 1908; ethnic heritage
20	46828101	959 Fulton Mall Radin-Kamp Department Store	Fresno	Fresno	1925	C	Local; 1925; architecture
27	46707206	836–840 F Street Azteca Theater (located in the potential CEQA- only Chinatown District, which is not eligible for NRHP)	Fresno	Fresno	ca.195 0	B	Local, 1956-1970, ethnic heritage / significant individual
30	46709234	362 F Street Vartanian Home	Fresno	Fresno	ca. 1895	C	Local; 1895; architecture
31	46702013	1916 S. Cherry Avenue Holt Lumber	Fresno	Fresno	1920s, post- 1961	C	Local; 1920s; architecture