

Peninsula Diary Mayo Hayes O'Donnell

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A Sacramento Freeway

Several buildings of historical and architectural value in Sacramento are worth preserving, according to the Department of Interior. Various routes proposed for the north-south freeway in California's capital threaten the destruction of the historic west side of the city.

A report based upon studies made of the National Park Service noted that the selection of any route, but the one west of the Sacramento River in Yolo County would require demolition or removal of old buildings of historic interest, and value.

Old Sacramento contains 31 structures associated with the broad aspects of Western history and their preservation offers an opportunity to re-create a significant segment of the pioneer Western scene.

The National Park Service report emphasized that the historical values of old Sacramento are important to the community, state and in large degree to the nation and urged as far as possible their preservation and restoration.

Two of the buildings in Old Sacramento, eligible as Registered National Historical Landmarks status, are considered to be of particular value by the National Park Service. They are the Big Four House and the Pony Express Terminal.

The Big Four building was the general office of the Central Pacific Railroad Here the Big Four - Huntington, Crocker, Stanford and Hopkins - assisted by the engineer Theodore Judah, planned, financed and built the western end (California to Utah) of the first continental railroad.

The Pony Express Terminal served as the original western terminal of the Pony Express from April 1850, to March 1861. It was also the office, 1858-1863, of the California State Telegraph Co., which helped to construct the first continental telegraph line in 1860-61.

Old Sturbridge Village, Mass., is embarked on an antique hunt that should raise attic dust from one end of New England to the other. The curators are looking for 75 pairs of antique spectacles to be worn for costumed members of the museum staff.

A plea has gone out from curators for New Englanders to rummage through their attics and cellars in search of

old frames of the 1790-1840 period. The eyeglasses may be either round or oval and made of silver, brass or steel. Four different types of bows were popular during this period - one model was hinged, another riveted, one had a sliding adjustment device along the temple and still another had featured a short bow at the hairline at the front of the ear.

Village craftsmen and hostesses who normally wear glasses will be fitted with old frames with lenses ground to their individual prescriptions. The change - over from their present modern glasses will complete the authenticity of the Empire fashions worn by the village reception staff.

Glasses were in relatively wide use 150 years ago and the styles for men and women were similar. Frames were priced according to quality: gold most expensive, followed by silver, brass and steel. Prices started in 1830 at \$3.98 a dozen, wholesale.