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WALLACE NORTHERN PACIFIC DEPOT

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Northern Pacific interest in the Coeur d'Alene mines goes back to the spring of 1884, when the railway did its share to build up the Coeur d'Alene gold rush into the Coeur d'Alene stampede that attracted national attention and brought a great deal of passenger traffic to the newly completed transcontinental rail line. Lead silver discoveries later in the year changed the character of mining operations in the region and led to the foundation of Wallace at the point where routes from Burke and Mullan converged. Rail service was essential to development of lead silver properties unrivaled in the United States, and the Union Pacific and the Northern Pacific competed for the Coeur d'Alene trade. Service from Spokane to the mines began with an awkward sequence: the existing Northern Pacific route could be used to Rathdrum Prairie; a branch (the Spokane Falls and Idaho) was built to lake steamer docks at Coeur d'Alene; then a steamboat line ran up as far as Coeur d'Alene Mission (which had been abandoned for a decade); finally, a narrow-gauge railway (Coeur d'Alene Railway and Navigation) went on to the mines. Trains reached Coeur d'Alene October 24, 1886, and Wallace September 30, 1887. The Northern Pacific Railway took over the entire operation, including the small original depot in Wallace, but this cumbersome river route was abandoned in 1890 after the line washed out. By that time, a Union Pacific connection (delayed by right-of-way problems through the Coeur d'Alene Indian Reservation) had reached Wallace, and the Northern Pacific shifted its Wallace traffic to a new grade built across the Coeur d'Alene divide to reach its main line near Missoula. Wallace became the point at which Union Pacific and Northern Pacific service connected in the Coeur d'Alene mining region. Enlarged operations in 1900 preceded construction of a new "elegant brick and concrete edifice, ornate and picturesque," which opened December 29, 1901.

The depot was a formula design, following Northern Pacific Railway plan number 281-1, and serves as a reflection of the tastes of the company and the times. The Chateau style was a very popular style in Canada in this period and was frequently employed in railway buildings and railway hotels.

Construction materials for the depot were standard Northern Pacific brick and concrete. Brick used for the Wallace and

Missoula depots matches that of a major Northern Pacific hotel started in Tacoma in 1891 and abandoned in 1893 before completion. (This building eventually emerged as Stadium High School in Tacoma.) Concrete, used for most of the building, was prepared from cement and from tailings from concentrators of major Coeur d'Alene mines.

The Northern Pacific railway depot in Wallace, constructed in 1901, is a two-story brick and concrete structure in the Chateau style: The building has a cut stone banding extending from the foundation, a brick first story, and a stuccoed concrete second story. The first and second stories are separated on the south and east sides by a pent roof. A three-story tower at the southeast corner dominates the depot. The first floor contains two doors with transoms on both the south and east sides. The east facade has a pair of sash windows between the two doors, and the south side has a set of three sash windows to the west of the doorways. The tower section has three double-hung sash windows.

All the windows are capped by brick segmental arches. The second floor follows the window pattern of the first, but with two extra windows above the solid expanse between the two doorways on the south side. Also, 6/1 lights are used on the second-story windows.

The tower follows the design of the building but has a third story with four pair of small double-hung sash windows. A wood coping, supported by modillions, separates the second and third stories. The third story is also of stucco and continues the Tudoresque motif with its vertical wooden molding. The tower is surmounted by a conical roof which culminates in a finial.

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