



Saving a sturdy symbol of civic pride



Oakland Heritage Alliance

THE 16TH STREET STATION as it appears today. The baggage claim is in the wing on the right. This is a composite photo, so it isn't a perfect panorama, but the building's stateliness shows through.

By Naomi Schiff and Austina Alexis

As everyone should know, trains coming from the east to San Francisco don't arrive in San Francisco. They come to Oakland; at one time, passengers took a ferry from the Oakland Mole to reach Oakland's western neighbor (see sidebar); today those determined to visit San Francisco take a bus across the Bay Bridge. Until the Loma Prieta earthquake caused its abandonment, trains arrived at the landmark 16th and Wood Street Southern Pacific Station.

In 1989, *San Francisco Chronicle* architecture critic Alan Temko wrote: "Way down in nethermost Oakland, at the foot of 16th Street, there is a railroad station so beautiful that even people who don't care much about architecture realize it once had something to do with civic pride. . . . The three great arched windows, surmounting balustrades, cornices, architraves and baroque escutcheons perfectly symbolized Oakland's boosterish optimism and growing prosperity during the great age of railroading."

Now a proposed residential development in West Oakland may go up alongside the old station, and hopes are high that the development will generate the financing necessary to repair and re-use it.

OHA's preservation action committee has been meeting with developers Rick Holliday, Carol Galante and Ben Metcalf of Bridge/BUILD Housing, city staff, community groups, and decision-makers with the goal of keeping the station intact. A nearly *see TRAIN STATION on page 4*

Pacific Coast Canning Company: another West Oakland historic site

■ **The Central Station project in West Oakland will cover more than 20 acres. Within it stand the historic train station above and Lew Hing's Pacific Coast Canning Company building**

By Anna Naruta

Looking into Oakland's early Chinese history soon leads the researcher to Jean Moon Liu. Born in 1918, she graduated from UC Berkeley and has contributed decades of effort to Bay Area business and community work. Both the Moon and Lew branches of her family have been a part of the Bay Area since the latter half of the 1800s. Her detailed histories of both lines—*Gold Mountain, Gold Nuggets, Gold Dust, Gold Coins* and *Lew Hing: A Family Portrait*, both newly updated in 2003—demonstrate

her family members' impact on regional and international events. Achievements of her entrepreneur grandfather Lew Hing are featured in the Chinese Garden Hall of Pioneers at Seventh and Harrison streets in Oakland.

Some may be aware that Lew Hing established a cannery in West Oakland, taking advantage of the shipping benefits available by building at the shoreline next to the transcontinental railroad's western terminus. But few know of the massive scale of his operation. In a recent interview, Jean Moon Liu mentioned that during the shortages of World War I, it was the products of her grandfather's cannery that fed Europe. Lew Hing had gone from being a 12-year-old new *see CANNERY on page 3*



National Archives/found by Kelly Fong

THE LONG TRADITION of light manufacturing in West Oakland included several Chinese-owned businesses. Pictured here is Quock Chong, partner in Buffalo Company, a cigar manufacturing and wholesale firm located on 7th Street near Brush.



The power of three: a trio of buildings named as landmarks

By Allyson Quibell

Oakland is the proud home of three “new” Landmark buildings, approved for landmark designation by the City Council in April. Not only are these structures architecturally significant, but they also have equally interesting histories: Two were constructed as part of the post-1906 earthquake building boom, and one was an important center of women’s social, political, business and educational activities during the 1920s and ‘30s.

The huge increase in Oakland’s population following the 1906 quake, combined with local and national enthusiasm for the progressive City Beautiful movement, resulted in major architectural changes during the administration of Mayor Frank Mott (1905–1915).

The Broadway Building was one building subject to such change. The distinctively shaped edifice at the junction of 14th Street, Broadway and San Pablo Avenue is one of Oakland’s first reinforced concrete structures and one of its finest Beaux Arts office buildings. It should come as no surprise that its designer Llewellyn B. Dutton previously worked for Daniel H. Burnham & Co., the architects behind New York’s National Landmark 1902 Flatiron Building. The Broadway Building’s distinctive features include a white granite base, a rich carved clock and figures at the second level above the corner entrance, and white terra cotta cladding.

Completed in 1908 as the First National Bank Building, the Broadway Building represented the northward growth of Oakland’s business and financial districts in the early 20th century. But fast-forward nearly 100 years, and its future was uncertain at best. Although not damaged enough in the 1989 Loma Prieta quake for the city to



THE MALONGA CASQUELOURD ARTS CENTER, once known as the Alice Arts Center, was originally the Women’s City Club.

require its demolition, the building’s owners decided to get a demolition permit first and make development decisions later. Needless to say, cooler heads prevailed, and the building was saved. Good thing; it was placed on the National Register of Historic Places in 1998.

Several blocks east, on the shore of Lake Merritt, sits the Municipal Boathouse, one of the first buildings around the lake built in the Mediterranean Revival style. During the Mott mayoral administration, voters approved \$8 million in bonds that paid not only for construction of the boathouse, but also for a new City Hall and the development of Lakeside Park.

The boathouse was designed with the unique dual purpose of increasing public access to the lake, while serving as an emer-

gency source of water for the Fire Department. The pumping station portion (designed by local architects John Galen Howard and John Debo Galloway) was built first in 1909. The boathouse wings (the creation of Walter D. Reed) followed in 1913–14.

Thanks to funding from Oakland Trust for Clear Water and Safe Parks, a 2002 bond measure for cultural and recreational facilities throughout the city, the boathouse will be restored and rehabilitated, including repairs and replacement of its docks and platforms. That’s welcome news for all lake-goers, especially the Lake Merritt Rowing Club and Gondola Servizio, which call the boathouse home. After the restoration is complete, the city hopes to have a restaurant fill the building’s center section.

See **TRIO** on page 4

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Cannery

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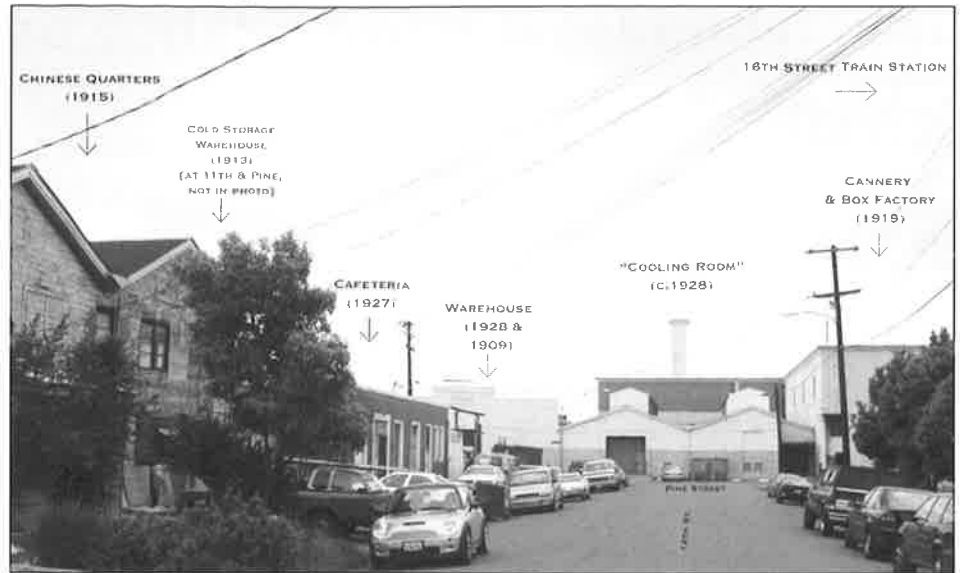
arrival from Canton in 1869, fending for himself after his brother died the following year, to being one of Oakland's largest employers, as president and general manager of the Pacific Coast Canning Company. The cannery complex still stands today, the factory covering two blocks at 12th and Pine streets.

As Jean Moon Liu notes, Pacific Coast was actually Lew Hing's second cannery. In 1877, 18-year-old Lew Hing and his kinsman Lew Yu-Tung founded the Stockton Street Cannery, at the northeast corner of Sacramento and Stockton streets in San Francisco. Canning food was still a new technology, so Lew Hing worked at developing recipes and processes. The Stockton Street Cannery became so successful that at age 44 he decided to take an early retirement in China. One and a half years later, in 1903, he had become "very disillusioned living in China," according to Jean Moon Liu's history. Although Lew Hing's family didn't sever their ties with China—they would travel back and forth, and some of the children remained in China to complete their formal education—Lew Hing and wife Chin Shee returned to the U.S.

To begin the new cannery, Lew Hing purchased two blocks in Oakland near the 16th Street Train Station, and personally invested \$8,000 of the \$50,000 that established the Pacific Coast Canning Company. His partners and close associates included longtime friends Lew Suey, R.R. Ballingall, and William Rolph, brother of San Francisco Mayor James Rolph.

Lew Hing's cannery was not the only Chinese-owned concern among West Oakland light manufacturing and businesses. While city authorities had decreed "official" Chinatowns—such as the one established in 1869 near 20th Street on San Pablo Avenue, or a late 19th century "Lower Chinatown" at the foot of Castro Street—Chinese Oaklanders did not confine themselves to these areas. A passenger on the Seventh Street rail line would pass by numerous Chinese businesses west of Broadway.

One such business was Buffalo Company, a cigar dealer and manufacturer on 7th Street near Brush. In June 1907, a federal immigration official visited to verify that



TODAY, LOOKING WEST from 12th Street towards Pine, we see most buildings of the Pacific Coast Canning Company are still intact. Moving from left to right, we have the 1915 wooden building known alternately as a Warehouse and "Chinese Quarters" and the one-story Cafeteria (1927) now used by Prieto Studios. Not in the photo is the former Cold Storage Warehouse (1913), which fills out the two-block factory area down to 11th Street. The cannery complex expanded along 12th Street. Next are the 1909 and 1928 Warehouse, the double-gabled "Cooling Room" at the end of 12th (ca. 1928), and the Cannery and Box Factory, the area's oldest concrete building (built 1919). The Pacific Coast Canning Co. Historic District is completed by two former Lew family homes on Wood Street near 12th. Built in 1884 and 1891, these two Victorians are also contributors to the Oakland Point Historic District.

none of the Chinese-born men who had filed papers attesting they were business partners were actually acting as laborers. Such a discovery would cost those men their merchants' exemption from the 1882 Chinese Exclusion law. On his site visit, the inspector noted the "large stock of goods" and workforce of 21 men. He evaluated the firm as "a large sized factory."

But the Pacific Coast Canning Company dwarfed such operations. By 1911, the cannery was one of Oakland's largest businesses, with seasonal hires pushing the workforce as high as 1,000 employees. Even at its opening, the cannery employed "about 300 girls and women," according to a profile in the *Oakland Tribune* of Dec. 28, 1905. The cannery was "the single largest employer of Chinese in the area," notes Liu. Yet just as Chinese Oaklanders didn't confine themselves to officially-designated Chinatowns, this Chinese-run cannery employed a multiethnic workforce, including hundreds of local Portuguese and Italian residents. In 1914, Davis' *Commercial Encyclopedia* profiled the Pacific

Coast Canning Co., reporting that it was the third largest cannery on the coast, with 200 male and 500 female employees.

AT WORK IN THE CANNERY

A picture of work in the cannery emerges from a report *Overland Monthly* published in October 1891. The canning industry had been gaining influence in the previous years, both increasing wholesale fruit prices and boosting the role of the railroad in food distribution. *Overland* writer Charles S. Greene made a survey of the industry, visiting Bay Area canneries to document the process with photos and interviews.

A "Chinese" cannery, Greene discovered, would often have a multiethnic workforce. He reported that one visit showed that a "full two thirds of the workers were not Chinese, but whites of various shades, both sexes and all ages." Greene called it "a strangely cosmopolitan crowd." The canneries Greene surveyed, like Lew Hing's, manufactured their own cans. "Men are needed

See **CANNERY** on page 9

Trio

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According to architect Zach Goodman, with the East Bay firm Murakami/Nelson, the project's design phase is scheduled to be completed in June, and the expected year-long construction will start this fall. He added that a goal of the project is to garner the city's first Leadership in Energy and Environmental Design (LEED) silver rating, an honor designated by the U.S. Green Building Council.

An interesting side note: as part of preparation for the restoration, Goodman discovered an incredible array of ephemera left from the various lives of the building—from matchbooks, baseball cards and candy wrappers to a typewritten menu from 1936 touting a 5-cent steak dinner! He's keeping it all, thinking that the new tenants might want to do something with it.

Not far from the boathouse, the Malonga Casquelourd Arts Center (Alice Arts Center) at 1426 Alice at 14th Street was said to have been inspired by the 14th century Davanzati Palace in Florence, and retains a number of impressive period interiors in its public lobbies and performance spaces.

The six story, quasi-civic building with a Renaissance Revival façade was designed by the firm of Miller and Warnecke, an

influential East Bay firm from 1917 to 1951. Its architectural efforts included period Revival homes, commercial buildings, and a wide variety of institutional work, including the Main Public Library.

Built in 1927–28 for the Women's City Club, the Arts Center is part of a concentration of club buildings and luxury apartments in the Lakeside area, including the two Scottish Rite temples as well as Miller & Warnecke's Hill-Castle and Tudor Hall Apartments and Business and Professional Women's Club. It represents the boom in construction of clubhouses for women's

organizations in the 1920s after the 19th Amendment recognized their right to vote.

The building traces 20th century social history in its transition after 1948 to the Moose Lodge, then to a residential hotel, and in the late 1980s to the city-owned theater and arts center it is today. It was renamed by the city in June 2004 to honor the memory of Malonga Casquelourd, a master drummer, dancer and teacher who dedicated his life to promoting African culture in the East Bay. ■

Thanks to Steve Lavoie of the Oakland History Room for assistance with images.



THE BROADWAY BUILDING, an impressive flatiron, sits where Broadway, San Pablo and 14th all meet, left. At right is an early view of the municipal boathouse.



Both: Oakland History Room

Train station

Continued from page 1

unanimous outcry met the developer's proposal to demolish a one-story wing of the original station—the baggage claim area—and much of its remaining track and elevated platform, once a key facility of the East Bay's fine interurban rail transit system.

The Landmarks Preservation Advisory Board supported OHA's position that every effort should be made to preserve the whole station. Our requests for additional study of a preservation alternative that would retain the elevated railroad track, the baggage wing, and Bea's Hotel were made and heard. Chair Barbara Armstrong led a wide-ranging discussion on Feb. 28,

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Landmarks Preservation Advisory Board notes

By Joyce Roy

Meeting of Nov. 8, 2004: Studio One Art Center: Design Review of exterior modification for new entry porch. Architect Harish Shah presented the subcommittee-preferred concept. The board approved this design which is a one-story entry porch whose roof becomes an uncovered terrace for the second level. Its simple utilitarian design would not upstage the historic building. It also references the historic *porte cochere* originally located on the opposite side of the building, but no longer existing. Landmark nomination for the **Fruitvale Masonic Temple** was submitted by Pamela Magnuson-Peddle for the Fruitvale Main Street Program, Unity Council. The Unity Council, which owns the building, stated that a big part of its commercial district revitalization is preserving the historic assets of the community. The board adopted the Eligibility Rating sheet and directed staff to prepare the resolution for City Landmark Designation for consideration at the

Dec. 13 meeting. Board Secretary reported on the status of the **Arbor Villa Palm Trees**, west side of 9th Avenue from East 24th to East 28th Streets, along Bayview Avenue from East 28th to 927 Bayview and on East 28th Street from Park Boulevard to 9th Avenue. Tree personnel have determined that based on criteria, only two could be replaced.

Dec. 13, 2004: Naomi Schiff (OHA) reported that OHA has been getting phone calls about a modernization at **Oakland Technical High School**, an Oakland Landmark. Fruitvale Masonic Temple: The board voted unanimously to initiate Landmark Designation and forward the nomination to the Planning Commission. The board voted to change the start time for meetings from 4 to 6 p.m. to permit more of the public to participate and/or view the meetings beginning in February. Municipal Boathouse, 1520 Lakeside Drive: Design Review of exterior

See LPAB on page 11



Let us monopolize your summer weekends

We're not kidding!

Pull out your calendar now and mark the dates for our upcoming, always-popu-

Alan Templeton



ROOF DETAIL of a building in Preservation Park, the focus of the July 23 tour.

lar Walking Tour season!

Times and details are yet to be worked out, so watch your mail for our beautiful broadsheet flyer when the time approaches, or consult your favorite local preservation-minded website, www.oaklandheritage.org.

Saturday, July 9: North Field
Sunday, July 10: Mountain View

Saturday, July 16: Borax Smith
Sunday, July 17: Montclair

Saturday, July 23: Preservation Park
Sunday, July 24: Produce Market

Saturday, July 30: Lake Merritt
Sunday, July 31: Chinatown

Saturday, Aug. 6: Uptown
Sunday, Aug. 7: Pill Hill

Saturday, Aug. 13: Sheffield Village
Sunday, Aug. 14: West Oakland

Saturday Aug. 20: Fruitvale
Sunday, Aug. 21: Crocker Highlands

Saturday, Aug. 27: Picardy Drive
Sunday, Aug. 28: Claremont ■

Welcome, new members!

The strength of any organization is in its membership. We are continuing to expand and grow—and welcome these most recent members with open arms.

Betty Camino ♦ Charles Lester ASID Design Consultant ♦ Josef M Schmitt ♦ Naomi Feger Jil Pelton ♦ Robert Hofmann ♦ Chris Pattillo Suzanne Sargentini ♦ Carmen Martinez Mark McClure ♦ Barbara Armstrong ♦ 16500 Inc., David Komonosky, LC, ♦ Cookie & Cote Reese ♦ Degenkolb Engineers, Holly Razzano ♦ Barbara Newcombe

Meet Stacey Stern, the newest member of our team

By Naomi Schiff

Our year started off with a big transition as we welcomed new administrative director Stacey Stern to our organization. Stacey comes to us armed with an art history degree and a great deal of experience with fundraising at the Chicago Architecture Foundation, and she has hit the ground running. You may soon notice all kinds of innovation; already she has begun the transformation of our membership database to a new and more powerful system. Here's a brief interview, so you can get start to get acquainted. Please don't hesitate to call the office for information, assistance, or to participate in one of our many activities.

Q: *How have your first weeks been going as new Administrative Director for OHA?*

The first few weeks are interesting and challenging. There is a lot to learn about an organization that I'm new to. But I'm enjoying being involved, and the people associated with the organization are extremely supportive.

Q: *Are members invited to drop in?*

A few members have dropped in from time to time, and I welcome any of them to

visit. The office hours are Monday - Friday 1pm - 6pm. Please call in advance as sometimes my responsibilities take me outside the office.

Q: *What's the strangest communication you have received thus far?*

Maybe not the strangest—but certainly amusing. I got a call from the mother of a teenager who had toured Old Oakland that day, but couldn't remember anything she had seen—and her assignment about the tour was due the following morning!

Q: *What's the most intriguing project you are working on?*

I am in the process of nominating the Oakland Heritage Alliance as a recipient of

the 2005 Governor's Historic Preservation Award. This is a wonderful way to recognize OHA's meaningful achievements over the past 25 years, while increasing public awareness, appreciation, and support for historic preservation throughout the state.

Q: *Do you have any particular things you want to accomplish this year?*

One of my top priorities is membership. Not only would I like to increase the number of members, I would like to enhance communications and benefits to current members.

Q: *Have you found out anything surprising about Oakland?*

I have been surprised and pleased by the number of wonderful historic buildings here. ■

Neighborhoods anthology seeks creative writing

An anthology honoring Oakland's diverse neighborhoods is seeking submissions of poetry, fiction, memoir and creative non-fiction. All neighborhoods will be represented: the work needs to be connected to a particular neighborhood in some way, either tangentially or wholly. The book will be published by local writer Erika

Mailman through a grant from the City of Oakland's Craft & Cultural Arts Department. Send your submissions with a self-addressed stamped envelope to P.O. Box 2791, Oakland, CA 94602. Include contact information and designate (if not readily apparent) which neighborhood your material covers. Deadline: June 30. ■



Train Station

Continued from page 4

which culminated in a series of pointed questions posed by boardmember Rosemary Muller. Muller asked whether the station could be reused effectively if no support areas were left around it. The LPAB requested further feasibility information, and recommended that the Planning Commission consider ways to better configure the project, saying "All aspects of the 16th Street Train Station are considered part of an historical resource and the baggage wing and elevated tracks are considered integral to the station building."

At a March 16 Planning Commission meeting, a lengthy parade of speakers came forward. Most speakers supported the retention of the entire train station. (Other issues included affordable housing, neighborhood revitalization and prevailing wage agreements.) Commissioners received a forceful letter from the Western Regional Office of the National Trust for Historic Preservation. Michael Buhler, Regional Attorney, wrote "Designed by Chicago architect Jarvis Hunt (1859-1941), the Beaux-Arts 16th Street Station is eligible for the National Register of Historic Places and remains a proud symbol of East Bay history despite decades of neglect and abandonment. The station was a terminus for African-American migration to the west, particularly during World War II, and served as a central transfer point between the extensive local transit

lines and the passenger railroad . . . The developer relies on questionable assumptions to establish the need for demolition of the station's baggage claim area." At the meeting, Chair Mark McClure, Anne Mudge and Nicole Franklin spearheaded creation of a complex motion, including the ideas that the baggage claim area be included with the main hall in Parcel 2 and that more of the elevated platform also be added into Parcel 2.

On April 12, the City Council's Community and Economic Development Committee heard testimony. A large package of "entitlements" will come before the full council as early as May 3. Councilmember Nadel generally supported the residential project but felt that the baggage claim wing should be

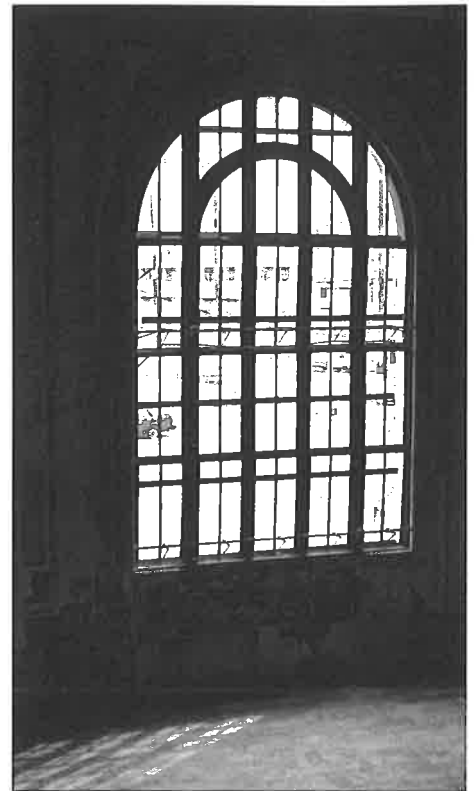
See TRAIN STATION on page 9

A citizen's eloquent plea

Excerpt from a letter by OHA member Arthur Levy to the Planning Commission:

Perhaps more than any other structure in the East Bay, the 16th Street Station is emblematic of the rapid development of Oakland and its sister East Bay cities in the early decades of the 20th century. People commonly associate the station with the SP's (Southern Pacific's) mainline service and with Oakland as the western terminus of the transcontinental

See PLEA on page 8



PASSENGERS AWAITING the train at the 16th Street station gazed out this Beaux Arts arched window, one of three in the at-risk Southern Pacific station. With combined efforts of residents, OHA's preservation action committee, and the city's Landmarks board, Planning Commission and City Council, the news could be good.

Hear how our sister city to the south tackles adaptive reuse

In celebration of Historic Preservation Month 2005, Oakland Heritage Alliance and the City of Oakland's Landmarks Preservation Advisory Board have organized a free presentation. Mr. Hamid Behdad, the director of the Adaptive Reuse Program of the City of Los Angeles, will speak about "Adaptive Reuse in Los Angeles—A Model for Recycling Oakland's Heritage."

Converting vacant or underutilized buildings to apartments, live/work spaces, or visitor-serving facilities has become known as "adaptive reuse."

In 1999, the City of Los Angeles adopted landmark legislation to facilitate

- Presentation on adaptive reuse by Hamid Behdad
- 6-9 p.m., Monday, May 23
- Oakland City Council Chambers, City Hall, 1 Frank H. Ogawa Plaza
- Presented by OHA and Oakland's Landmarks Preservation Advisory Board

the conversion of its older buildings, many of which are economically dis-

tressed and historically significant, to more productive uses.

Known among local developers as the "Adaptive Reuse Czar," Mr. Behdad coordinates the needs of city departments with developers' interests. Behdad's collaborative approach has helped spawn a surge of building renovation in the city—in Los Angeles there are currently over 10,000 adaptive reuse units either in the works or completed.

Refreshments will be served.

Although no response is necessary, if you are able to let us know that you are coming, we will be better able to plan the evening. Call 510-763-9218 and leave us a message. ■



From the cotton mills to Socialism: our boy Jack

Here's the place to get the latest gossip on Oakland's historic front. Around the Town is compiled by our crack newswoman Hildy Johnson.

■ Salute, citizens! Oakland's son, Jack London, was declined the honor of having a reading room named after him at the library in El Segundo (Los Angeles) by the city council. Why? Why for being a "world-renowned Communist." Actually, gentlemen, he was a Socialist, and frankly, my dear, we don't give a damn up here . . .

■ What a salad of things going on! With the death of Prince Rainier of Monaco and the marriage of Prince Charles, Oakland has also had a death royale: that is, the demolition of the Hotel Royal at 20th and San Pablo. This former handsome structure was damaged in the 1989 earthquake and was under discussion for possible reuse. However, it was summarily dismissed without a fare-thee-well.

■ And speaking of San Pablo Avenue, several 19th century buildings are to be demolished to "forest up" the area for the Uptown project. Some of these and others will be acquired by eminent domain. Gee,

wheez, local politicians, I guess you haven't paid attention to the pending U.S. Supreme Court case regarding the condemnation of private property for the "public good" and then turning it over to a private developer. (Case is *Kelo v. City of New London*. A ruling is expected by June 2005). We hope you have a good (City) attorney!

■ Meanwhile, back on Broadway, the 15-story Central Bank building was sold to local developer Wayne Jordan for \$16 million. The stately building is located at 14th and Broadway and is considered one of the prime office spaces in Oakland.

■ A couple of blocks away at 12th and Broadway, the historic Security Bank of Trust, later the Bank of Italy, and later the Key System Building, has been acquired by Oakland developer Bill Sumski. Mr. Sumski is looking into the possibility of turning the building into offices or condominiums. It too was damaged in the 1989 Loma Prieta earthquake and has



also been vacant. As long as it stands, we wish him well!

■ Developer Rick Holliday, one of the earliest promoters of lofts and adaptive reuse of historic buildings in the San Francisco Bay Area, put on hold the development of the Wood Street Train Station (the old Southern Pacific station built in 1912) after the dot-com crash. But with real estate so burning daylight hot, the project is now moving ahead and will consist of 29 acres, 1,570 residential units and retail and commercial mixed use development. With a project this big and tall, OHA will keep you informed (see article on page one).

■ And not to be outdone, the largest building still standing of the California Cotton Mills is being converted into 75 work/live studios at Calcot Place off of Interstate 880. The four-story brick warehouse is characterized by 15-inch-thick red brick walls. You can't miss it when you're sledding your dogs north or south on the freeway. Oh, and did I mention that Jack London's mother used to work there? You see, children, life really is a circle . . . ■

Calendar

UPCOMING EVENTS

May 2005: Oakland Heritage Alliance turns 25!

May 12-15, 2005: 30th annual California Preservation Conference in Riverside, CA, at the Historic Riverside Mission Inn. The National Trust has decided to extend Preservation Week into Preservation Month to provide an even larger opportunity to celebrate the diverse and unique heritage of our country's cities and states. The theme will be "Restore America: Communities at Crossroads." For more info, visit Californiapreservation.org.

May 23, 2005: Presentation by Hamid Behdad, director of the Adaptive Reuse Program of the City of Los Angeles. 6-9 p.m. at Oakland's City Council Chambers. For more information, see page 6.

TOURS AND EXHIBITS:

Wednesdays and Saturdays, May through October: Free downtown Oakland walking tours sponsored by the Oakland Tours Program and the City of Oakland's Marketing and Special Events Department. All tours begin at 10 a.m. and last approximately 90 minutes. For descriptions, dates and tour starting places, go to www.oaklandnet.com/walkingtours or call the 24-hour hotline, 238-3234.

Paramount Theatre, an art deco movie palace, offers \$1 tours of areas not usually open to the public. Learn the theater's history, at 10 a.m. on the first and third Saturday. 2025 Broadway. 893-2300.

Pardee Home Museum, an 1868 Italianate villa home to two Oakland mayors and one California governor, offers tours at noon on Fridays and Saturdays, reservations recommended. Schools and private groups may arrange a special tour. \$5 adults, children 12 and under free. 672 11th St. 444-2187 or www.pardeehome.org.

African-American Museum and Library is open in its renovated home, the historic Charles Greene Library at 659 14th St. Hours are Tues. through Sat., noon to 5:30 p.m. 637-0200 or www.oaklandlibrary.org.

Black Panther Legacy Tour conducted by the Dr. Huey P. Newton Foundation. Eighteen sites significant in the history of the Black Panther Party, last Saturday of each month, noon-2:30 p.m. Advance tickets required (\$25). Call 986-0660 or visit www.blackpanthertours.com.

Camron-Stanford House, an 1876 Italianate house museum on the shore of Lake Merritt offers tours 11 a.m.-4 p.m. on Wednesdays and 1-5 p.m. on Sundays. \$4/\$2 (free first Sunday). 1418 Lakeside Drive, 444-1876.

See page 5 for dates of OHA's July and August walking tours. Each Saturday and Sunday is a different tour! Get to know your city and help support our organization at the same time.

Plea

Continued from page 6

railroad. But it was not the SP's mainline service, or at least not the mainline alone, that fired the SP's ambitious plan for a monumental station in the Beaux Arts style, clad in Sierran granite.

The SP designed the 16th Street station as the centerpiece of another railroad altogether, the SP's extensive system of interurban electric cars that served the East Bay for 35 years until 1941. This system played a central role in the rapid development of neighborhoods and commercial corridors in Oakland, Alameda, and Berkeley during this entire period. One of the very few, and by far the best, surviving vestiges of this great interurban electric railroad is the interurban platform still standing at the station.

At the turn of the 20th century, electrification of suburban railroad lines swept the country in much the same way the Internet presented itself a century later. We know that the Internet appeared on the scene not just as a revolutionary mode of communication, but also as transformative of our way of life. Likewise, a hundred years ago, railway electrification provided a revolutionary and previously unthinkable mode of personal mobility. Interurban electric railroads first enabled the suburban development that continues to this day, and of which Oakland, Berkeley, and Alameda are early and prime examples.

In the years following the 1906 fire, the three electric "interurban" railroads of the East Bay provided a pre-automotive, yet thoroughly modern, transit spine that spurred the real estate boom out of which the East Bay first took the shape we recognize today. The SP's "Red Cars," the Key System, and the Sacramento Northern knit the East Bay together and, linked by long piers extending out to meet the transbay ferries, provided rapid, clean, and quiet commute service to jobs in San Francisco's financial district.

In 1924, the SP had several interurban lines serving Oakland, Berkeley, and Alameda. Interurban service preceded real estate development. After laying the tracks, railroad and other real estate interests then sold the vacant lots lying on either side. On those same lots now lie the East Bay neighborhoods of the teens, '20s, and '30s that still hold so much of the region's charm and character.

The SP grandly conceived and built the 16th Street Station as the central transfer point between the SP mainline and its interurban electrics and as the gateway to and from the newly reborn City of San Francisco itself. To avoid interference and delays and to provide ease of transfer, the SP designed the station to accommodate its steam mainline on the ground and its cutting edge interurban electrics on an elevated platform.

Mainline passengers could disembark at 16th Street, have their baggage transferred by elevator to the interurban level and catch a fast electric train to San Francisco, downtown Oakland, East Oakland, Alameda, or Berkeley. A suburban passenger from north Berkeley's Thousand Oaks neighborhood could disembark at the station as a central transfer point to another SP line serv-

WOODEN WINDOW^{INC.}

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- Bill Essert, CEO

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ing Oakland or Alameda, or could ride the rest of the way out to SP's Oakland mole, and complete the commute to his office on Montgomery Street by ferry.

After the construction of the Bay Bridge, the Red Cars joined the Key System and Sacramento Northern Trains in providing transbay service over the lower deck of the bridge from 1939 until the end of SP service in 1941.

Such was the optimism underlying the distinctive design of the 16th Street Station. And although the explosion of the mass-produced automobiles on the scene in the 1920s ultimately proved that optimism's undoing, the electrified rails and the red behemoths that plied them spread suburban development like wildfire. Until the end of service on the eve of the Second World War, the Red Cars spurred the construction of homes and the development of commercial districts as far north as Northbrae in Berkeley, through south Berkeley and Emeryville, as far east as Havenscourt and Dutton Avenue in East Oakland, and throughout Alameda.

Today, the platform remains intact and a perhaps haunting reminder of the rapidity of our societal change. In a simpler time, thousands of passengers waited here on ordinary days for trains to take them to their homes, jobs, friends, and loved ones. The catenary standards, still standing, continue to bear silent witness to this era. Through creative reuse, the "elevated tracks" could serve as a monument to the enduring contributions of the Red Cars and the other lost interurban railways to our East Bay life and heritage. ■



Cannery

Continued from page 3

at a few points," Greene noted, "Mainly in feeding the heavy die presses, but children can easily do most of the things necessary." It was not uncommon to find children working in factories; only in 1938, after a century of efforts to regulate child labor, was the first national act passed. In canneries, Greene found "The greater part of the labor about the factory is very light, and most of it is done by girls, and often by very young girls . . . not over ten or twelve years old."

Pay was by piecework. The foreman of the fruit cutters at a Bay Area cannery Greene visited asserted, "It's a poor woman that doesn't make a dollar and a half a day." Children earned less. Greene reported, "I watched one girl, apparently about thirteen years old, counting out her piece checks behind some boxes, before joining the line at the pay desk. When she knew she was observed she blushed prettily. 'How much can you make in a day?' I questioned. 'Dollar,' was the short but sufficient answer."

At this cannery, payday was Monday night, and Greene wondered if cannery management considered this a strategy to help "the people save their money, instead of spending it on Sunday amusements." But the foreman explained that the cannery paid on Monday because "no heavy shipments come on Mon-

day morning. And Saturday night they are busy, being obliged to clean up all the fruit on hand, so that it won't spoil."

A GLOBAL BUSINESS

Lew Hing's workers canned goods that entered the global economy. As early as Greene's 1891 survey, canned California produce was being shipped to Germany, England, Bombay, Tahiti and other Pacific islands, Australia, Singapore, the United States of Columbia, Asiatic Russia, and the Yukon. Eighty percent of the Pacific Coast Canning Co.'s output, writes Liu, was distributed in Europe, its Wild West-themed Buckskin Brand label emblazoned "OAKLAND, CALIFORNIA, U.S.A."

Lew Hing was a consummate player in the global economy, heading diversified ventures that complemented each other. In banking, he served as president of Canton Bank of San Francisco, and in transport as the chairman of the Board of Directors of the China Mail Steamship Co., Ltd., which ran service between San Francisco and Hong Kong. Locally, he developed hotels and was principal owner of the Hop Wo Lung Grocery in San Francisco. He was an investor in Thomas Foon Chew's Bayside Cannery in Alviso, the third largest cannery in the world in the 1920s (trailing only Del Monte and Libby). In Mexico, he established a 4,000-acre cotton plantation of which he was principal owner, and

held 50 percent interest in the company that managed it. At a time when U.S. borders were closed to Chinese-born workers, government documents record that Lew Hing "arranged with the U.S. government that Chinese laborers conscripted from China would pass through San Francisco without stopping and board trains to take them directly to Mexicali, Mexico." To accommodate the needs of the plantation laborers, Lew Hing developed two to three blocks of various Chinese businesses. The factory's output was sold across the border, in Calexico, California.

His professional memberships included the Oakland Chamber of Commerce, the Canners' League of California, and the National Canners' Association. An Oakland resident since the quake, he died in his home on March 7, 1934, at age 76. To the list of major capitalists that includes Leland Stanford and Collis P. Huntington, we might add the name Lew Hing.

Thanks to Jean Moon Liu, Philip P. Choy, Kelly Fong, and the Oakland Cultural Heritage Survey for providing research materials. Oakland resident Anna Naruta is a finishing Ph.D. student in Anthropology and Historical Archaeology at UC Berkeley and a founding member of UptownChinatown.org, a coalition working to commemorate Oakland's old San Pablo Avenue Chinatown and preserve any irreplaceable archaeological remains as the site is redeveloped this summer. ■

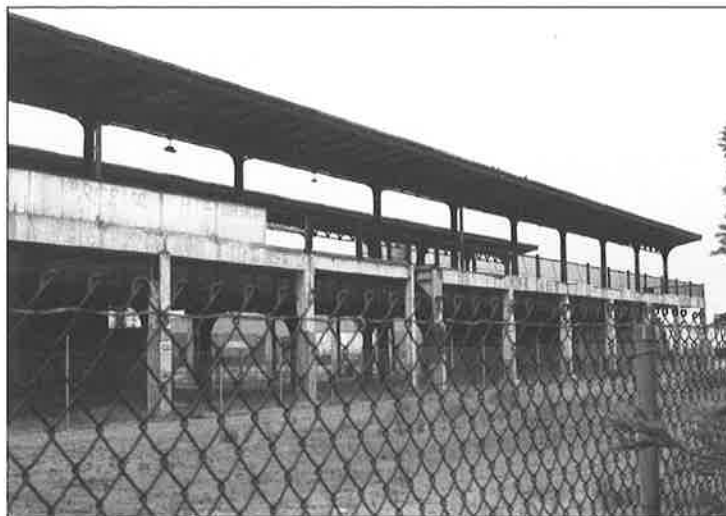
Train station

Continued from page 6

retained. CED Committee Chair Councilmember Brunner presented a list of pointed queries for staff research and negotiation. City staffers appear to be working toward a solution which preserves the whole building and describes next steps: a seismic retrofit, a feasible re-use program, and location of funds with which to proceed.

The small Bea's Hotel building did not attract as much support, but preservationists argued that it adds useful context to the historic site. Railway workers and travelers lodged in the small hotels around the station, and their modest scale might provide a useful transition to the large new buildings.

Oakland Heritage Alliance



THE PLATFORM which once held teeming masses waiting for their interurban ride.

Advocates came away from these meetings with a feeling of guarded optimism, gratitude to community members, staff, and

elected officials, and with the realization that the station's restoration will require continued work and vigilance. ■

Public weighs in on huge development proposal at Ninth Avenue terminal

By Naomi Schiff

The "Oak to Ninth" proposal now under study is a 3,100-condo plan for a 62-acre piece of waterfront that stretches from Oak Street south to Tenth Avenue. Signature Properties proposes to purchase publicly-held land from the Port of Oakland and develop high-density housing and commercial and open space areas.

The land includes the outlet channel from Lake Merritt, the Jack London Aquatic Center, and a large tract of underutilized land, along with marine uses. It surrounds the Fifth Avenue artisans' colony.

At two public meetings in March and April, interested Oaklanders reviewed the outlines of the plan. OHA supports adaptive reuse of the Ninth Avenue Terminal, the last surviving municipal terminal constructed under a 1925 harbor bond measure, and many people had ideas for how it could be reused.

A city landmark application was prepared by OHA board member Cynthia Shartzter, approved by the Landmarks Preservation Advisory Board in March 2004, and then stalled, pending discussions around the proposal:

"This intact, original wharf and transit shed is an important Oakland landmark, visible from the water, the highway, and BART. Its exceptional his-

toric, architectural, and cultural significance are noteworthy because it:

—is a fine example of Beaux Arts derived architectural style applied to . . . a utilitarian, industrial municipal building;

—is a rare example of a prewar municipal port building utilized for break-bulk cargo in Oakland, distinguished by its symmetry, long bands of steel industrial windows between rhythmic concrete pilasters along the sides, a stepped peaked parapet, and monumental entry with tall paneled concrete pilasters and a massive cornice;

—was built in 1930 as a state of the art harbor improvement, with a 500-foot addition in 1951 . . . and has been in continual use from October 1930 to the present day;

—is an especially prominent visual element . . . due to the building's distinctive design, focal location on the Oakland-Alameda Estuary, and large scale—1,004 feet long by 180 feet wide and 47 feet in height;

—encompasses its exterior sense of monumentality on the interior with four acres of unimpeded, vast open space . . . ;

—is strongly illustrative of and intimately connected with important patterns of political, economic, and industrial history . . . ;

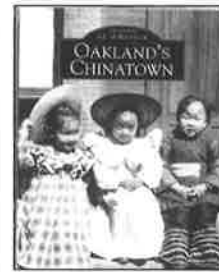
—represents an early Port of Oakland facility during the Port's major expansion period and the Port of Oakland in general . . . ;

—is significant to maritime history of the City of Oakland and the Bay Area with respect to architecture, maritime commerce, transportation and port history; and

—is an early example of an inter-modal transportation complex consisting of water, rail and land transportation capability in one facility."

Signature Properties proposes a drastic change to the agreed-upon uses for the

New Oakland books!



Oakland's Chinatown, by William Wong, and *Oakland Fire Department*, by Captain Geoffrey Hunter, are historic photographic books from Arcadia Publishing. They are both 128-page paperbacks priced at \$19.99 and are available at local bookstores.

land under the Estuary Policy Plan. Much less open space would be provided, and the terminal demolished. Four acres of open space would be placed not on firm ground, but upon what is now the terminal's pier, replacing the historic structure with grass. The average height of the lower residential buildings is proposed to be about eight stories; high-rises might be about 25 stories high. There is virtually no transit service; Interstate 880 and the railroad yards cut the area off from easy access.

Many community groups feel that the plans must change. OHA's preservation action committee members have been discussing issues with other groups, in hopes that a consensus will emerge and that the project can be improved. Concerned OHA members may call the preservation action committee (763-9218) to learn more. Communicate with city council members and port commissioners to have a say in the project. Issues include affordable housing; vehicle, pedestrian, transit and bicycle access; view corridors; life safety; connections to the San Antonio neighborhood, impacts on the Fifth Avenue artisans' colony; impacts on wildlife and water quality; how the project can better reflect Oakland's maritime identity; and how best to allow for visually and physically accessible, welcoming open space and park facilities. The Bay trail will run along the water's edge, and OHA suggests that visitors will have a richer experience if they can glimpse Oakland's history as they walk around the Bay. ■



TILEWORK on the corner of the 9th Avenue terminal shows how a municipal building can also have great aesthetics.

Oakland Tech High School opens with fanfare in 1915

On the morning of Feb. 27, 1915, Oakland Manual Training and Commercial High School music teacher Herman Trutner, Jr. marched his students out of the old school building at 12th and Market streets, across town to the doorstep of their new school at 4351 Broadway. Thus was Oakland Technical High School born. Dedication festivities that day included greetings by Mayor Frank K. Mott and State Superintendent of Public Instruction Edward R. Hyatt, an address by David Starr Jordan of Stanford University, and a musical program.

The *Oakland Tribune* noted that day that Tech had started out as Oakland Central Grammar School in 1896 to provide manual training to Oakland's students in a ninth grade course. In 1900, it became Oakland Central High School. The next year, the name was changed again, to Polytechnic High School. The proprietor of the Polytechnic Business College took vocal objection to this name and in 1906 the school became the Manual Training and Commercial High School. Its current name was adopted with the new campus.

Principal Philip M. Fisher opened the doors of the original grammar school in 1896 and remained with the school until 1924. In fact, it was Fisher who turned the first spade of soil on the John J. Donovan-designed Broadway campus.

Donovan was an M.I.T. graduate who first came to Oakland in 1911 to supervise the construction of City Hall for the firm of

Palmer & Hornbostel. He stayed to design Oakland's Municipal Auditorium and a number of school and library buildings for the city and around California. In 1921, he wrote *School Architecture*, a book that remained an important text in its field for many years. This neoclassical structure is among his best buildings.

It cost \$667,500 to build in 1914 on land that had earlier been purchased from the Ladies Aid Society. The remote site disappointed many who preferred a more central location. They complained that the new school was too far from East Oakland students and too close to Berkeley.

Later additions included a gymnasium in 1927 and a new wing on the 42nd Street side of campus that opened in 1961. That addition provided a new auditorium for the school and new classrooms. Its dedication was highlighted by the appearance of Herman Trutner, Jr., who had piped the students into the school when it opened in 1915.

The school closed 1977–1983 for seismic retrofitting and an interior remodeling that included the addition of wheelchair ramps in the front and rear of the main building. Students spent those years attending classes



OAKLAND TECHNICAL HIGH SCHOOL in 1919 was at a "remote site"—today this section of Broadway is significantly built up.

Courtesy, Oakland History Room

in portable buildings at the old Merritt College/University High School campus. At a time when early school buildings were being knocked down and replaced, as Oakland High and Castlemont High were, we are fortunate that the school district spent over \$10 million of local and state funds to preserve Tech.

After the school reopened in 1983, students in Tay MacArthur's government class embarked on a project to obtain landmark status for their school. They did all the research for the landmark application, prepared the paperwork, and made presentations before the Planning Commission. Their efforts led to Tech's designation as Oakland landmark in 1985. A few years earlier, another group of MacArthur's students had lobbied successfully for the establishment of a statewide holiday honoring Dr. Martin Luther King, Jr. ■



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