

A HISTORY OF
RICHMOND, CALIFORNIA

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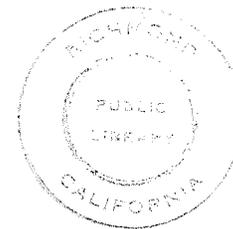
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RICHMOND, CALIFORNIA

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C. I.

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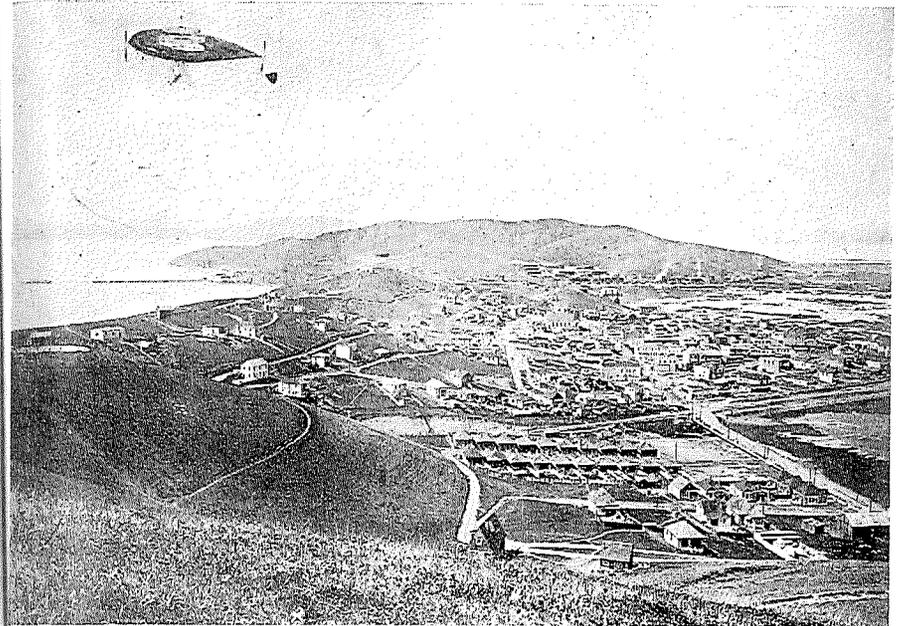
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A HISTORY OF RICHMOND, CALIFORNIA



This photograph, taken in 1903, is probably the best picture of early Richmond. Note in the upper left the fantastic flying machine of Steve Botts which was "faked" in. Botts, a machinist, developed an idea for a semi-rigid aircraft which was to be powered by a steam engine. It created intense interest and a good deal of stock was sold to local people who thought they were going to get rich by being in on the ground floor of the new air age. On the day of the trial flight the machine was taken to the top of Nicholl Nob where it was caught in a strong wind, blown down the hill and completely destroyed. This picture shows every building in the new town of Richmond in 1903 except those along Ohio Avenue. It is the property of Mr. and Mrs. John Ogden of Berkeley, who built the ninth house at Point Richmond in 1900.

CHAPTER I

IN THE BEGINNING

The Mother of Cities

The Bay of San Francisco, upon the north-eastern shore of which Richmond is situated, is a land-locked harbor 540 square miles in area, one of the great harbors of the world, easily taking its place in the distinguished company of Sydney, Hong Kong and Rio de Janerio.

Nor is this its only claim to fame. It is one of the most beautiful or all nature's panoramic spectacles, and in this regard is perhaps equaled only by the celebrated Bay of Naples. Fortunately there are elevated positions both on the east and west sides, rising like the tiers of a theatre, from which man can enjoy to the full the ever-changing picture of this magnificent sheet of protected water dotted with islands.

Joaquin Miller, Poet of the Sierra, had one of the choice reserved seats at his home on the hills above Oakland, which he called "The Hights." Looking down upon San Francisco Bay, he was moved to pen a poem the closing lines of which were these:

*"Such room of sea! Such room of sky!
Such room to draw a soulful breath!
Such room to live! Such room to die!
Such room to roam in after death!"*

The Bay is the mother of the cities that border its shores. The whites have lived beside the Bay only since the latter part of the eighteenth century; but for centuries before that the region was inhabited by a race of Indians who have now completely disappeared. At Richmond, an important reminder of their presence was left in the shell mounds, the largest of which was on the mudflats at Ellis Landing where Shipyard No. 2 was built.

These Indians had a low degree of culture and because of their custom of living largely on roots dug from the earth they became known as Digger Indians. They built only the most primitive kind of shelters and had little or no capacity to construct boats with which to navigate the surrounding waters. In every way the California Indians, including those living in this area, were considerably below many other of the North American tribes in intelligence and general culture. When the early Mexican settlers came here they found a moderate number of these Indians subsisting on fish and on a bread which was made from ground buckeye balls and acorns. This preparation was known by the name of "pinole" and from it the town of Pinole derived its name.

As the white settlers increased in numbers the game was killed off and the streams were depleted of their fish. The open country over which the Indians had long roamed was developed for agricultural purposes. The Indians were incapable of adjusting themselves to the changing conditions and soon were found to be rapidly decreasing. For some years they were fed by the Government, the old Maloney ranch at San Pablo being used as headquarters. Here they received a regular ration of beans, corn and beef which provided them with subsistence until by degrees, they vanished, victims of the white man's progress. Of course, the major shell mound on the site of the shipyard has disappeared. Among other things, the University investigators had this to say concerning it:

"The mound was one of the largest of over four hundred deposits of a similar nature that line the shores of San Francisco Bay. It measured originally 460 feet in length, 250 feet in width, and about 30 feet in height. The great volume, approximated at 1,260,000 cubic feet, is estimated to have accumulated for a period extending over three or four thousand years.

"The refuse composing the mound was made up largely of

broken shells of the common clam and mussel, but some other species such as the oyster, the cockle, and the abalone are also sparingly represented. To these molluscan remains is added a considerable mixture of ashes, broken rock, pebbles, animal bones, human skeletons, artifacts, etc. The mound was used from its beginning as a burial place, and doubtless also as a residence site, there being several house-pits in good state of preservation upon it when first examined."

Friar Crespi, Our First Visitor

Sir Francis Drake cruised along this coast in 1579. It may have been a foggy day as he passed our Golden Gate. At all events he missed seeing San Francisco Bay. Continuing northward, he dropped anchor in a minor indentation in the coast line which he named Drake's Bay.

It was nearly two hundred years later that white men accidentally stumbled upon the Bay. Don Gaspar de Portola set out with a small party from San Diego to re-discover Monterey Bay which had been visited by earlier Spanish explorers. He was unable to find it and instead found San Francisco Bay. In the party was the Franciscan friar, Juan Crespi, who, fortunately for us, had the habit of keeping a diary which turned out to be history.

Friar Crespi was a member of a later expedition led by Pedro Fages which approached the Bay by the inland route, entering the Oakland area from what is now southern Alameda County. The Crespi diary allows us to know something very definite about what these explorers saw in the great East Bay area which was then, of course, a wilderness inhabited by Indians and wild animals. We know that they passed through the oak forests of Oakland and Berkeley, killing a bear and being tormented by swarms of mosquitoes, and that on March 27, 1772, they made camp at an elevated spot on Strawberry Creek above the University site from which they enjoyed a superb

view of the Bay and its three principal islands. We know that on the following day they journeyed to an Indian camp in the immediate vicinity of Richmond, presumably at El Cerrito, and made friends with the aborigines. Father Crespi's passage on this is as follows: "Day broke very cloudy. We set out from the arroyo in the morning, following the road to the North-northwest over level ground, although it was narrower. In two leagues we left the plain and entered some hills, and descended by them to a deep arroyo, whose ford had to be fixed on account of its steepness. It had plenty of water, and on its banks we found a good village of heathen, very fair and bearded, who did not know what to do, they were so happy to see us in their village. They gave us many cacomites, amoles and two dead geese, dried and stuffed with grass to use as decoys in hunting others, large numbers being attracted in this way. We returned the gifts with beads, for which they were very grateful, and some of them went with us to another village near by.

"We crossed four more arroyos with running water, and after four and a half hours travel stopped on the bank of another arroyo at the foot of some hills, well covered with good grass, which form in the course of the estuary, or second arm of the sea, a large round bay, which resembles a great lake of about eighteen leagues extent. In it we saw an island, and also four young whales blowing, from which we inferred that there must be enough depth for ships of deep draft, and in that case all the fleets of Spain could find room in it. The march covered five leagues. As soon as we arrived eight heathen came bringing us gifts, and we reciprocated.

"From the mouth of this bay, or lake, there runs another estuary or arm of the sea about three or four leagues wide. It communicates with the Gulf of the Farallones by the same mouth that I mentioned, that of the great estuary or arm which runs to the South-southeast; so that apparently barks can enter by the mouth, and, ascending by the estuary, can enter the bay

or round lake, where they can drop anchor, as the sea is always calm."

In these engaging passages the good Friar is telling us, among other things, that he has discovered San Pablo Bay, which is indeed large enough so that "all of the fleets of Spain could find room in it." He made a map of "this round lake" which is preserved in the archives of Seville, Spain.

On September 12, 1776, the Mission San Francisco de Assisi was dedicated. Later it was christened Mission Dolores, the name by which it is known today. The mission was in a warm spot in what was called Yerba Buena cove, 16th and Dolores Streets, some miles inland from the Bay. Four miles away at the Golden Gate there was established the Presidio where the first habitations of white men were built, marking the beginnings of the City of San Francisco. Mexico and California were colonies of Spain, and all of the work of colonization was being done in the name of the Crown, particularly after 1813 when the missions were secularized and their control placed in the hands of the State. But in 1823 there occurred the revolt by which Mexico freed itself from the Spanish rule and became an independent nation. In that year all California became Mexican instead of Spanish.

Francisco Castro Acquires Broad Acres

At the Presidio of San Francisco there was an army officer and politician, Francisco Maria Castro, father of ten children, who aspired to become a landed proprietor in the grand manner. He knew that it was the custom of the Mexican Government to grant large tracts of land to the right people, and he cast longing eyes upon Contra Costa, "the opposite coast." It was fertile. It was sunny. It was unoccupied save by a handful of Father Crespi's "bearded heathen." Beyond question it offered opportunities for the abundant life. Castro felt that he was entitled to a slice of land on the basis of

family connections and because of his long and faithful service in the army. His father, Ygnacio Castro, had rendered great service to the Crown and had been signally honored by the Queen of Spain. Not the least of these honors was a grant of land comprising the principal part of the present District of Sonora, Mexico.

Francisco Castro entered the army at an early age. Also he entered politics and became a member of the Provincial Assembly. Further he was closely associated with Ygnacio Martinez, commandant of the Presidio and later owner of a large grant of land. Castro himself rose to be commandant of the Presidio. All these things taken together gave an indication of his influence and importance, and help to show why he could aspire to a grant of government land of some thousands of acres.

It was the day of lavish gifts of land. Martinez' land extended from the vicinity of Pinole to Martinez. The Castro grant had its eastern boundary at the present juncture of the Alameda and Contra Costa County lines where it touched the western limits of the Peralta grant, and extended eastward and northward to a point near boundary of the Martinez holdings.

It was on a portion of the great Castro grant that the City of Richmond was established some seventy years after Castro's death. Between the Martinez and Castro grants there was "El Sobrante" or surplus lands grant, which was secured from Governor Alvarado by Victor Castro, son of Francisco Castro. Four hundred acres of this land have been handed down through the generations. It is now, 1944, the stock ranch of P. L. Castro where cattle are raised just as they were in the days of his Mexican ancestors 100 years ago. He is the grandson of Victor, the great grandson of Francisco Castro.

It was on April 15, 1823, that Don Castro made formal application for his grant of land on "the opposite coast." He was given immediate possession and enjoyed use of the property,

but died in 1831 before legal title was granted by the authorities. He built the first house on the bank of Wild Cat Creek on the east side of what is now San Pablo Avenue in the town of San Pablo and resided there for some years. This old relic was destroyed by fire in 1917. His second residence was the house now known as the Alvarado adobe which fronts on the west side of San Pablo Avenue in the town of that name. Governor Juan Alvarado, who married one of Castro's daughters, purchased the house, made notable improvements to the property, and died there.

The old house has carried over into the modern period, but the adobe walls are covered with boards so that the passer-by does not recognize the building for what it is. A wooden structure has been built in front of the old adobe. The rooms of the historic building itself are a striking contrast to the days of old when the spacious halls rang to the twang of guitars and the silvery laughter of dark-eyed señoritas. The Castro adobe at the Alameda-Contra Costa County lines in El Cerrito, which in later years was used for various purposes including a night club, was the outgrowth of an old fort. It was built by Victor Castro.

In 1882 a writer for the Slocum History of Contra Costa County found the Alvarado adobe in San Pablo highly attractive and he leaves us the following colorful description:

"The homestead at San Pablo is one of the oldest and most picturesque in the State. It was on the land at the time it was purchased by ex-Governor Alvarado. It is about a mile and a half from the railroad station. A winding country road leads to the place, through hay-fields most of the way, and stops abruptly in front of the romantic old house. At present the house stands about thirty feet back from the road. Formerly it stood alone in the center of the large Rancho. But now there are about its few acres the houses of the villagers, and directly opposite the old vine-covered house is the village saloon. The house is

one-story in height, and is built of adobe. It is long and low, after the manner of old California houses. Across the outer front, about one hundred feet wide, and around the northern side and rear, is a broad porch. Over this grapevines and climbing roses trail in the wildest disorder, running up to the roof of the moss-covered stringers, and trying to force an entrance to the low windows. The walls are about two feet thick at one end of the house. On the outside is a stairway which leads to the attic above. Huge roof joists of hewn timber project at both ends of the house, and support the broad eaves. Many improvements were made when purchased by the Alavarados. The adobe walls were covered with clapboards, and the interior was improved in many ways. The entire yard is overrun with shrubbery and flowering plants. Over the front path and winding walks about the house are low arbors covered with grapevines. Traces of former taste and care are visible in the arrangement of the yard, but now weeds and thistles are among the flowers, and a general appearance of ruin and neglect is about the entire place. Near the house is an old orchard of many hundred bearing trees. In the rear are old sheds and yards for poultry, and near by is the stable with tumble-down "lean-to's" about it.

"Today San Pablo is a quiet little town about twenty miles from San Francisco, with which it is connected by the Bay Shore line of the Central Pacific. It is situated on the San Pablo Flat, about five miles from the Bay. Around the railroad station are a few scattered houses, and farther east, nearer the ridge of hills, is a small group of houses in the neighborhood of the Alvarado place. The country is comparatively level, having a slight slope toward the water.

"The place and vicinity is not in a very flourishing condition, owing chiefly to the unsettled condition of land titles. It is hoped, however, that owing to recent litigation, such may be at an end. No settler, although he may have resided on the land

for many years, cares to expend much in the way of improvements until his title is perfected. The moment this difficulty is settled San Pablo will improve rapidly, as its nearness by rail to San Francisco makes it a desirable location. Now the village has few good buildings, the Roman Catholic Church and school property being the best. Here they have had an organization ever since the country was settled. There is also a Baptist Church in San Pablo, a commodious and well-appearing building."

This gives us a touch of the flavor of those bygone days. It was in such surroundings that Francisco Castro lived with his family and retinue on the great rancho, which was in effect a privately owned empire, while carrying on the endless correspondence with the procrastinating Provincial Assembly at Monterey in an effort to secure title. But the proceedings dragged so wearily that the valiant Don Castro died before reaching his goal, and it remained for his descendents to claim title and come into full legal possession.

The correspondence has all been recorded for posterity, but it is interminably long and definitely not interesting. We shall not clutter our account with this multitude of detail, except to note in passing that he did very well by himself in the few years of his occupancy, as evidenced in the closing paragraph of one of his last letters to the authorities, as follows:

"And in order that this claim be attended with a full knowledge of the facts, and justice rendered to him in the present instance, he will add that he is fifty-five years of age; that he is married and has ten children; was born in the town of Sinaloa, in the district of Sonora, Mexico, which was founded by his father; that he was for thirteen years a soldier and corporal in the Mexican company of artillery, and that he has belonging to him on the tract which he occupies one thousand four hundred head of cattle, six hundred sheep, and five hundred horses. He would, therefore, respectfully request that in

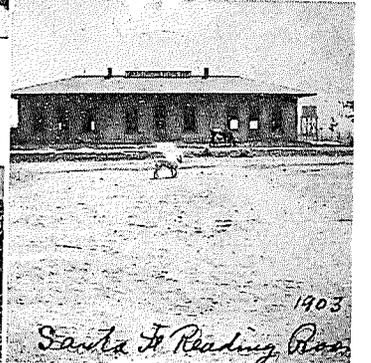
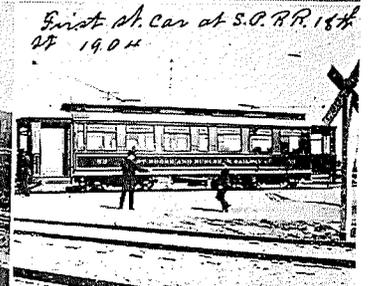
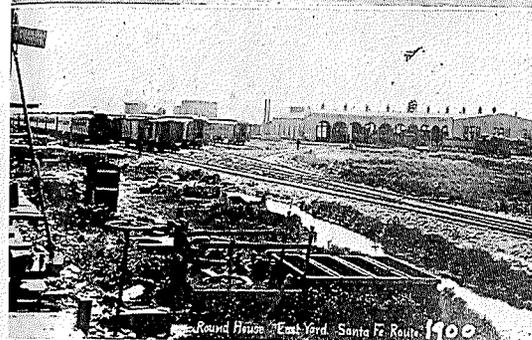
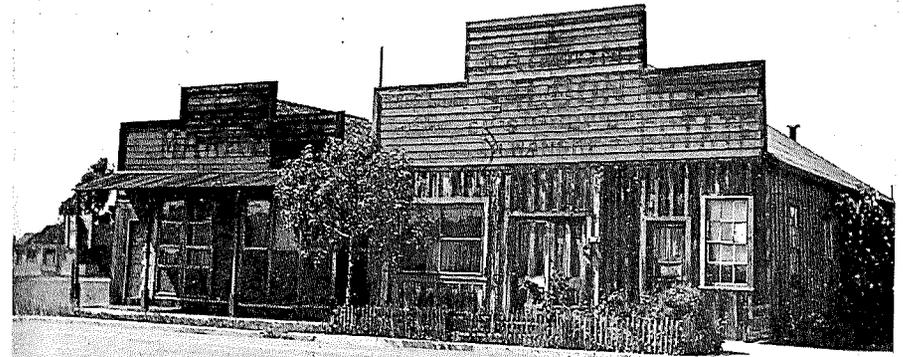
consideration of the services rendered by him, the possession of the said tract of land be granted to him, in order that he may in peace and quietness, and with confidence, go on with the improvements necessary for the maintenance of his numerous family, which favor from your well-known sense of justice will, he trusts, be granted to him.

“Rancho of San Pablo, 1st of May, 1830.

“FRANCISCO CASTRO”

Castro signed his will November 3, 1831, and died two days later. The will bequeathed one half of the rancho to his wife, Gabriele Berreyessa Castro, and divided the remainder of the property equally between his sons and daughters.

The battle with the Monterey authorities over the title was continued relentlessly and drearily by the first son and executor, Joquin Isidor Castro. The correspondence—wordy, ponderous and repetitious—dragged on for another three years after the death of Francisco, and finally on June 12, 1834, the decree was handed down granting title. Thus, after lapse of 11 years, the Castro clan came into full legal possession of their nice little rancho comprising something over 17,000 acres. Not long afterward Victor Castro applied for and received the El Sobrante or “surplus lands” grant. With these two grants the various members of the Castro family had an agricultural empire of over 19,000 acres of land upon which it would seem that they and all of their descendents might have been able to live in regal splendor untroubled by taxes, the fear of change, or the encroachment of neighbors.



The top picture shows two historic buildings at Barrett Avenue and A Street. The one on the left was the printing office of Lyman Naugle and also the post office and grocery. The one on the right was Wanske's saloon. Below on the left are the Santa Fe Shops and the East Yard Station. At the bottom on the left is the Santa Fe Ferry Terminal in earliest days. Pictures on the right carry their own captions.

CHAPTER II

THE GREAT LAND CASE

But all was not well. Through the making of wills, and the sale of property to outsiders, and the confusion which resulted from badly defined boundary lines, the Castro heirs and their immediate descendants, and successors were headed for large scale legal trouble. To begin with, one of the Castro daughters, Martina, married Juan Bautista Alvarado, the Governor. Three of the daughters died without heirs, leaving their share of the property to the Castro widow. The latter willed her entire holdings to the daughter, Martina Castro de Alvarado, who then owned 15/22ds of the great rancho. The heirs were displeased with this, and about 20 years after the death of Francisco Castro made an unsuccessful attempt to set aside the will.

The heirs began selling off various portions of their holdings without establishing definite legal boundaries so that the titles might be secure. One amusing incident occurred in 1853. Juan Castro, a son of the original Francisco, mortgaged his share of the rancho, which was one eighth, to Thomas J. A. Chambers for \$633, payable on demand with interest at the staggering rate of five per cent a month compounded monthly. Three years later he was sold out under foreclosure proceedings, which is hardly to be marveled at under the circumstances.

The details of the legal tangle in connection with the San Pablo rancho would be totally incomprehensible to anybody but a lawyer. To say that titles were clouded is to play with words. Titles were positively murky. Few knew what they owned, and many were not sure they could prove they owned anything. There was many a battle royal in the courts. In fact, there was court action over a period of 40 years, and this became one of the largest and most celebrated land cases in the country. It

was settled once and for all by the final decree in partition handed down by Judge J. C. B. Hebbard on March 3, 1894.

That portion of the rancho which was involved in the suit was apportioned by the decree among 148 owners, many of them in the Richmond area. The names of these owners, and the acreage which they owned, is presented herewith:

OWNER	ACRES
Manuel C. Aguiar	19.92
Anna V. Alvarado	2.26
Antonio Dutra De Andrade	4.86
Bernardo Andrade	0.34
Jose Baez	0.41
Dolores Castro De Barovich	6.28
Augustine De Contro Barroa	38.86
Castarina Barroa	7.55
George H. Barrett	12.02
	40.17
	457.06
	78.675
	0.206
	33.71
Thomas Bishop	87.22
	320.83
	142.24
	45.98
Friederich Blume	20.17
Henry Blume	1.29
Ann Wood Boorman	10.03
Benjamin Boorman	94.41
Joseph Boyd	39.70
Joaquin Braz	1.45
John Cahill	9.655
M. V. D. A. Carrick	2.36
Jesus Castro	2.315
Jose Ramon Castro	34.19
Jovita Castro	3.12
	3.12
Louis Castro	15.32
Victor Castro	3.12
	13.
	8.66
Caroline M. Chambers	0.52
Valentine Chevesich	1/3.
Charles Clayton	11.55
Joaquin Coelho	23.48
James Conlon	

OWNER (Continued)	ACRES
James Curry	4.78
John Davis	0.665
	322.87
	0.57 1/3
	41.17
Patrick Doran	0.115
Hyppolite Dutard	17.32
Antonio Jose Dutro	3.08
George Ellis	11.10
Henry F. Emeric	236.49
	10.195
	548.04
	1.245
	0.86
	0.512
	0.20
	0.63
	3.91
	192.97
	996.08
John Fay	39.18
Anna M. Fnch	0.14
First Baptist Church of San Pablo	0.09
First Presbyterian Church San Pablo	0.25
Lafayette I. Fish & Simon Blum	.03
	355.25
	14.15
Josefa Castro De Fitch	3.12
Elizabeth Fitzgerald	1.82
David A. Fitzgerald	6.64
Josefa Castro De Galindo	1.23
Philip G. Galpin	279.93
Ann Galvin	76.28
	288.44
	0.95
William Galvin	109.24
	.95
Etta M. Gill	9.86
David Goodale	164.04
Owen Griffins	20.08 1/2
Leota K. T. Guitierrez	113.25
George W. Haight	178.44
	1.82
John Hamill	0.77
Mary Hartnett	0.21
	19.55

OWNER (Continued)	ACRES
Robert Hawshurst	3.57
	6.01½
	86.58
Philip Hermann	426.37
Theodore H. Hittell	5.21
	28.04
	28.92
L. M. Hoefler	60.84
	23.73
	11.683
	0.122
	0.46
	0.426
	9.41
Thomas R. Horton	0.425
	24.11
	52.43
William H. Horton	0.63 1/15
David Jacob	2.21 ½
Manuel Jose	6.64
Michael Kearney	127.95
Edward Kirkpatrick	0.44 1/3
	2.985
Charles Kleinschmidt	74.20
Carl Klose	0.91
Eugene Le Roy	151.71
	161.12
Georges Le Roy	8.905
	4.08
	10.
	248.91
George Leviston	64.39
	269.59
	72.19
	3.85
	24.90
	24.90
	11.05
	11.48
	1.54
Adaline L. Linder	41.76
Joseph Lucas	30.02
Manuel Jose Machado	0.56
Stillman L. Magee	501.05
Anthony Maraschi	56.08
	244.96
	19.55

OWNER (Continued)	ACRES
Maria Ida Margraff	85.44
Josephine Masterson	0.89
Virginia Lee Masterson	11.96
Charles Mayne	137.16
	63.39
	201.77
W. S. McClane	0.765
	30.35
Johanna McCann	5.24
E. W. McKinstry	0.41
Charles McLaughlin	16.965
John McClure	100.01
William Meyer	365.88
Angelica G. Moitoza	8.81
	10.93
Ignacia G. Moitoza (Daughter)	7.61
	11.92
Ignacia G. Moitoza (Widow)	116.99
Jose Garcia Moitoza	10.56
Maria G. Moitoza	8.76
	11.50
Thomas W. Mulford	24.77
	23.80 ½
	13.74
	425.21
	195.61
	43.74
James Mulholland	21.65
John Nicholl	152.81
	191.76
Northern Railways Companys	4.34
	10.64
	14.93
	16.69
	38.80
	8.09
All that portion of said Railway Lot C.	5.58
	5.79
	10.09
	3.44
John Nystrom	70.24
Isabella Castro De O'Neill	2.38
Richard O'Neill, Trustee	1025.08
	507.83
	4.577
	158.69
John J. Peres	78.44

OWNER (Continued)	ACRES
Henry C. Pitman	28.71
Concepcion Castra De Provizzo	1.53
	2.38 1/2
Angelica Raposa	1.56 2/3
Ann Raposa	1.56 2/3
Frank Raposa	1.56 2/3
Kate Raposa	1.56 2/3
Manuel Raposa	1.56 2/3
Margaret Raposa	8.01
Louisa E. Rehnert	6.64
Manuel Rifeira	79.43
Patrick W. Riordan	2.14
Jacob Romer	0.36 1/3
Francisco Silbera De Rose	0.23
Azro Rumrill	53.97
Safety Nitro Powder Company	397.55
William W. Sanderson	1.525
	20.045
San Pablo School District	0.75
	1.50
	0.75
	0.59
George Schmidt & William J. Schmidt	52.53
Robert Seaver, Jr.	226.42
Maria L. Shimmins	88.70 1/2
Antonio Perry Silva	49.45
	0.08
Charles Silva	1.05
Frank Silveria Soito	8.95
Rosa G. Moitoza De Soito	6.01
	8.95
Anita Castro De Soto	2.66 1/6
Edith Stege	1.80
	78.15
Minna C. C. Stege	196.75
Juanita Castro De Stevens	1.53
	2.25
B. R. Taylor	16.515
Emily Tewksbury	27.97
	77.21
	392.12
	243.42
	0.49
	2.455
	4.03
	17.54
	1308.91

OWNER (Continued)	ACRES
Emily Tewksbury	125.18
	4.995
	0.332
	3.54 1/3
	4.265
	0.70
	1.45
H. I. Tillotson	0.82
	0.71
	0.25
Rene De Tocqueville	4.81
	29.73
	182.81
James P. Treadwell	85.84
Jacinto Oliveira	5.04
Jose Ramon Valencia	1.58
	2.39 1/4
Maria L. Velasco	40.29
Susan Ward	0.435
Charles L. Watrous	20.085
Frank Webber	85.73
Ann R. Wilson	46.98
Margaret Wilson	17.27
Frederick Wolf	38.75
Ann Elizabeth Wood	0.25
Frank Goodacre Wood	0.25
Richard Cross Wood	0.25
Lucetta Wood	0.25
Robert Newcomb Wood	0.25
William H. Wood	0.25
Anna Wrede, et al	78.53
Lucy A. Wright	171.62
Thomas B. Wright	1.
	0.026

At the commencement of the suit in partition, Dr. Jacob M. Tewksbury of the Richmond area claimed the ownership and possession of nearly 5000 acres of the rancho, but by the final decree this was cut to 2214.155-1/3 acres. In the meantime he had built some levees across the marsh lands lying between the mainland and the Potrero in Richmond and ultimately acquired title to about 1200 acres of this "salt marsh and overflowed land." The south 400 acres was sold in 1905 by his widow to H. C. Cutting, who organized the Point Richmond Canal &

Land Company. This company dredged a canal from near Ellis Landing on the slough to a point near where the Washington School now stands, and almost parallel to Cutting Boulevard, and with the material thus obtained filled and reclaimed about half of the acreage bought, subdividing it into streets and lots. In early days Point Richmond was an island. Sloops sailed regularly through the channel between the Potrero and the mainland, from San Pablo Bay to Ellis Landing, before Tewksbury built the levees that finally caused shoaling, and ultimately the closing of the sloughs.

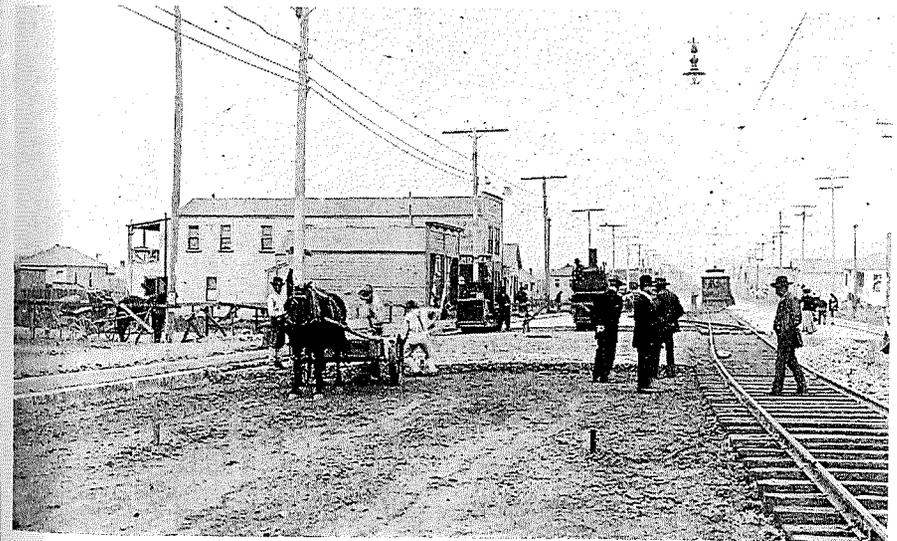
Among other portions of the San Pablo Rancho acquired by Tewksbury was Lot No. 48 consisting of 392.12 acres. The south-southeasterly line of this lot was 100 feet north-northwesterly of the line of Washington Avenue and extended from the marsh on the north side of the Potrero across to San Francisco Bay. In 1901 Mrs. Tewksbury sold about half of this lot No. 48, and also a portion of the salt marsh and overflowed land, to the Standard Oil Company, and later sold that company the larger portion of the northerly 600 acres of marsh. On these lands the Standard Oil Company's mammoth refinery now stands.

John Nicholl owned, under the settlement, 152.81 acres at Point Richmond. On February 26, 1897, he sold a portion of this to the San Francisco and San Joaquin Railway Company, immediate predecessors of the Atchison Topeka and Santa Fe Railroad, for \$80,000. By this deal the Santa Fe established its yards and shops in Richmond.



A. S. Macdonald, "discoverer" of Richmond, and founder of the modern city.

The scene below shows the paving of Macdonald Avenue in 1910, five years after Macdonald launched his subdivision enterprise on the old Barrett Ranch which resulted in the establishment of the city in its present location. Macdonald Avenue was a muddy country road in wet weather even after the car line started operating and many business establishments had been established at its western end. The paving gave the final impetus to its development as a business thoroughfare. This picture was taken near the present subway.



CHAPTER III

THE MODERN ERA OPENS

Origin of the Name Richmond

And now the old days were gone. The northeastern shore of San Francisco Bay was touched by the breath of change. No more would it see a few landed owners living like kings on thousands of fertile acres over which ranged their great herds of cattle and horses. The modern era had opened.

The big change was signalized by the coming of the Santa Fe. Establishment of the western terminus of that railroad here meant the setting up of shops, and this in turn called for the employment of labor. Thus the Santa Fe became Richmond's first industry. Shortly thereafter ground was broken for the first buildings of the Standard Oil Company's refinery. This was formerly known as the Pacific Coast Oil Company, with its plant in Alameda. It established itself in Richmond just at the turn of the century and soon became the community's largest employer of labor and the largest taxpayer. It continued to hold these records until the shipyards came in 1940.

Perhaps the history of modern Richmond can be said to begin on July 7, 1900, when Lyman Naugle, the pioneer publisher, brought out the initial issue of the town's first newspaper, the Record, and devoted most of the four pages to an account of the arrival of the first passenger train over the Santa Fe on July 3. The new community was a small village clustering near the base of the hills at Point Richmond. It was known as Eastyard. In the Santa Fe tract, with Ohio Street as its main thoroughfare, there was another and quite independent village which went by the name of Atchison. It had a postoffice, with Mrs. Lillian Blake as postmaster.

Dr. C. L. Abbott, pioneer Richmond physician, made some

researches into the origin of the name Richmond and developed a theory which we are glad to quote here:

"On the geodetic coast map of 1854 made by the United States Government was placed the name of 'Point Richmond' at the place where the San Joaquin Valley Railroad established its terminal in its survey, blue-printed in 1899 by the engineers of San Joaquin Valley railroad tracks, switches and terminal buildings, used the name 'Point Richmond Avenue' for the old county road which is now 'Barrett Avenue,' so whatever the theory as to the origin, the name must antedate by several years these two maps.

"This geodetic survey must have been made two, three or four years prior to 1854, and there is no record in Washington of any member of this surveying party having had the name of Richmond for whom the name could have been taken.

"I would like to have considered an interesting fact, however. On December 15, 1849, when the first legislature of California met at San Jose, Edmund Randolph represented the City of San Francisco, California being soon thereafter admitted into the Union as a full grown state, it was dependent upon the Federal Government to make its coast and geodetic survey.

"The federal surveying party from San Francisco was in considerable part acquainted politically and socially with the new state officers, among whom was Edmund Randolph, then State Assemblyman from San Francisco, who was born in Richmond, Virginia, of parents who were one of the first families. No doubt loyalty to the town of his birth caused the name of 'Richmond' to appear upon this new Western map."

How Richmond Was "Discovered"

Some mention must be made of A. S. Macdonald, who has a lasting hold on local fame, inasmuch as Macdonald Avenue, the principal business thoroughfare, bears his name. Richmond would have arrived sooner or later, but its

arrival was certainly hastened by the foresight and business acumen of this pioneer. It was Macdonald who promoted the original deal which caused the Santa Fe Railroad to establish its western terminus here, and it was he who subdivided the old Barrett ranch, creating 5,000 business and residential lots and bringing about the development of the modern city of Richmond on its present site about two miles east of the original location at Point Richmond. The area had received no publicity. Its possibilities as the site of a new western city were totally unknown or unrecognized until Macdonald discovered them by pure chance. In his own words, he relates the dramatic story of the discovery of a future city:

"It was in 1895, one November morning, that I drove out from Oakland bound for the San Pablo marshes on a duck hunt. Leaving San Pablo Avenue we passed the old Nicholl Homestead to what is now 23rd Street; here the county road turned to the north, then to the west again along Richmond Avenue. It was a muddy, treacherous road out to the Potrero and was only used by a Swiss dairyman, a tenant on the Tewksbury land, residing about where the Standard Oil Company's office stands. Leaving our team at this place we walked out on the dyke to blinds out at the end of the San Pablo Creek. It was a perfectly beautiful morning with the sun shining brightly and not a breath of wind, consequently no ducks flying. After sitting five hours without a chance shot I concluded to quit, walk over the Potrero Hill and explore the Bay shore. On reaching the summit of the hills a magnificent view greeted my eyes—Mt. Tamalpais looming to the right, Berkeley to the left and seemingly just across the way, San Francisco; without a sign of life to disturb the quiet and peaceful scene. I wondered why such a delightful spot had been neglected for either pleasure or profit. Not alone its beauty but its commercial possibilities appealed to me at once. I determined to investigate.

"The Government map and surveys showed a depth of 65

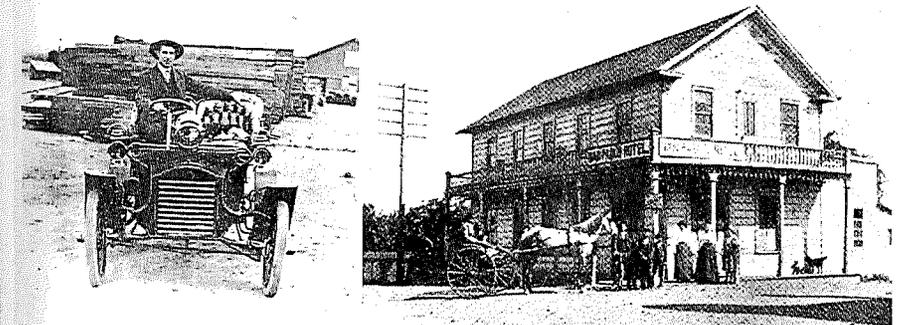
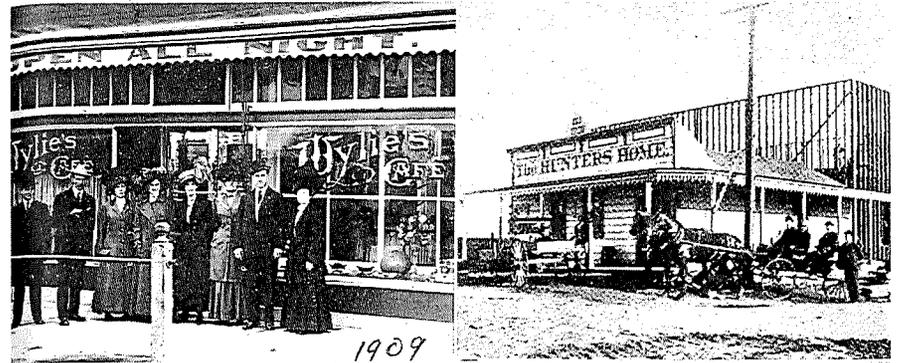
feet of water, the only point on the east side of the Bay where land and navigable deep water met; aside from this I discovered a saving of over 12 miles could be made by the Southern Pacific Railroad by a ferry from Point Richmond direct to San Francisco instead of handling freight through Oakland to the shallow estuary of Peralta Street slip.

"These facts I presented to Collis P. Huntington of the Southern Pacific with the idea of establishing the freight and overland traffic of the Railroad Company at that point. Mr. Huntington thought very favorably of the project and prepared to look over the project but unfortunately, or rather fortunately, as it turned out, he had become entangled in some law suits and left the State.

"Not discouraged, however, as soon as the Santa Fe Railroad Company announced its intention of reaching San Francisco, I presented my scheme to them. To avoid attracting attention, the chief engineer, head officials and I went out by separate routes and carefully examined the waterfront with the result that it was considered the most feasible and economical point on the Bay as a terminus, and was adopted.

"As soon as this question was definitely decided, I knew that a great city must grow up there and the next thing was to find a proper location. The Potrero was rough and hilly, while the immediate land adjacent was low, flat and swampy; the next choice tract was that belonging to George H. Barrett, a pioneer resident. This we secured and named the city of Richmond. The country was uninviting looking enough at this time, the only habitation being the old homestead of Barrett. This was a run-down farm house, on a muddy road which is now Tenth Street, on the present site of the Syndicate office building at Nevin Avenue. The property consisted of 550 acres of perfectly level land, one of the most desirable pieces of the old San Pablo Rancho."

The Barrett ranch property was bounded on the north by



Upper left, note what the well dressed man and woman were wearing in 1909. Center left, Richmond Avenue post office. Bottom left, Harry Aine and his horseless carriage. Upper right, Hunter's Home saloon, with the framework of Sam Curry's livery stable rising behind it. Lower right, early San Pablo hotel.

the present Barrett Avenue, on the south by Ohio Street, on the west by Garrard Boulevard, and on the east by Twenty-third Street. It was used for the production of hay and grain.

Associated in the big subdivision deal were William A. Bissell and Edward H. Chambers, Santa Fe Railroad officials; and Edward Canfield and Joseph A. Chanslor, oil well developers. Bissell and Chanslor both have their niches in the local hall of fame with streets named for them. These four men aided in providing the capital, and Macdonald was the promoter and manager of the enterprise. His judgment as to the proper location of the rapidly growing city was sound. The terrain was level while the ground at Point Richmond was hilly. Access could be had to the deep water and the industrial possibilities of the Outer Harbor, and at the same time the Inner Harbor could be easily reached and developed from the newly placed community. Lots sold like the proverbial hot cakes and Macdonald Avenue soon took on the air of a modern business thoroughfare. In all directions the residential area spread. The subdivision was a huge and permanent success. In 1905 Macdonald built an impressive mansion on Vernon Street, Oakland, in a district which was then at the peak of fashion, presumably on the profits made in Richmond. Point Richmond continued to have an entity of its own, but the larger city had set its feet firmly on the hay fields of the old Barrett ranch from which it will never be dislodged.

THE TWO PIONEER INDUSTRIES

The Santa Fe Railroad Perhaps we should glance backward at this point to learn something of the history of the two great industrial concerns which really founded Richmond — the Santa Fe Railroad and the Standard Oil Company with its giant refinery.

The Southern Pacific had preceded the Santa Fe by a great many years in this territory. It ran its first trains through Contra Costa County and Richmond in 1878 over the newly constructed road between West Berkeley and Martinez, and has given continuous service since then. However, from the historical point of view we are more interested in the Santa Fe because it was the first large corporation to select Richmond as the site of its operations. Let us see how this came about.

It was on February 26, 1897, that Robert W. Watt, as Vice-President of the San Francisco and San Joaquin Railroad, handed a check for \$80,000 to John Nicholl in payment for 57 acres of land at and near Ferry Point which is now the site of the Santa Fe yards, shops and terminal.

The San Francisco and San Joaquin Railway was founded by a group of San Francisco capitalists, headed by Claus Spreckles. The financiers had decided to build a railroad from San Francisco Bay to Bakersfield to tap the rich San Joaquin Valley. Incorporated on February 26, 1895, the San Francisco and San Joaquin Valley Railway, with headquarters at Stockton, was headed by the following board of directors: Claus Spreckles, John D. Spreckles, J. B. Stetson, Robert Watt, Captain A. H. Payson, Charles Holbrook, Lewis Gerstle, Leon Sloss, Alvinza Hayward, Isaac Upham, Thomas Magee, W. F. Whittier and J. A. Hooper.

Actual construction of the Valley Road, as it was called in those days, began in Stockton on July 22, 1895. The rails were to be laid south into Bakersfield first. Tracks from Stockton to the Bay Region would be laid later.

Events progressed rapidly. A contract for construction of engines had been placed. Contracts had been let for the construction of bridges along the new line. A memorable day to the pioneers of San Joaquin Valley was October 5, 1896, when the first through train from Stockton arrived in Fresno, a distance of 125 miles.

During 1897 and 1898, the main track was laid from Fresno to Bakersfield, also from Fresno to Corcoran, via Visalia, but the building of a railroad was a costly enterprise. Already \$2,500,000 had been spent on the San Francisco & San Joaquin Valley Railroad and funds raised from the sale of stocks were almost exhausted. The Atchison, Topeka, and Santa Fe Railway had completed its line into Southern California in 1887. The Santa Fe for some time had been seeking an entrance into the San Francisco Bay area. The little Valley Road was still nearly seventy miles from Richmond. In 1899, the funds of the Valley Road were completely exhausted. Officials of the Santa Fe, investigating a San Francisco Bay terminus, saw a solution to their problem in the uncompleted San Francisco and San Joaquin Valley Railway, and after long negotiations purchased the line from the San Francisco capitalists.

Immediately after assuming control of the Valley Road, W. B. Storey, then chief engineer in charge of construction for the Santa Fe, directed the laying of rails toward Richmond. Storey, who later became President of the Santa Fe Railway System, faced a difficult task in the construction work between Stockton and Ferry Point due to the grading problems across reclaimed tule lands, the boring of five tunnels and the removing of a sizeable hill between Richmond and Ferry Point.

On August 26, 1899, rails had been laid to Pinole. One of the biggest tasks in the construction work was the boring of the Franklin tunnel, a distance of 5,595 feet long. Richmond was not far off. The filling of the tidelands near Ferry Point had begun. Santa Fe, meanwhile, had started a Marine Department. A ferry slip was being constructed at Ferry Point. By the first of May, 1900, all the principal tasks had been completed. A ferry boat, the Ocean Wave had been purchased and put into service between Richmond and San Francisco.

On July 3, 1900, the first overland passenger train from Chicago arrived in Richmond. Captain Hans Lauritzen, long identified in Richmond navigation circles, was at the helm of the "Ocean Wave."

Captain Lauritzen later founded the Richmond Navigation and Improvement Company. He died at the age of 74 in November, 1941, at the helm of one of his ships.

The crew of the first overland passenger train into Richmond was: Conductor, H. H. Sturgill; Brakeman, W. E. Allen; Engineer, L. Baker and Fireman D. H. Carpenter.

Officials at Richmond at the time service was inaugurated were: Master Mechanic, E. E. Harlow; Agent, W. B. Trull; Storekeeper, Charles Rihn, later a Contra Costa County Supervisor; Locomotive Foreman, Frank Higgins, later Master Mechanic of the Yosemite Railroad.

Trull was agent for the Santa Fe at Richmond until October 1, 1937, when he retired. He later became President of the First National Bank of Richmond and died in 1944. He was succeeded as Agent at Richmond by Harry Rex.

The Santa Fe shops were moved from Stockton to Richmond in January, 1901. In November 1901, the car shops of Santa Fe in Richmond were almost totally destroyed by fire. New and greater shops were built. In the early years less than 100 men were employed in the Santa Fe yards at Richmond.

Standard Oil Refinery Second in chronological order, but first in industrial importance, was the Standard Oil Company's refinery. In 1879 the Pacific Coast Oil Company had been formed by a group of adventurous men headed by D. C. Scofield. That company's first refinery, erected at Newhall, in Southern California, proved both too small and too far from the centers of trade to be operated successfully, so a larger one was erected at Alameda Point, on San Francisco Bay. Its capacity was 600 barrels of crude oil a day and "Commerce and Industries of the Pacific Coast," published by A. L. Bancroft in San Francisco in 1882, said of it that there were nine stills in operation, producing "illuminating oil, light and dark lubricating oils, gasoline, benzine and naphtha, each still making a distinct fluid." Note that illuminating oil, then the biggest seller, headed the list, with gasoline and the other poor relations bringing up the rear.

Then, in 1890, Pacific Coast Oil Company entered into an agreement with Standard Oil Company (Iowa) which had opened a number of sales agencies along the Pacific Coast but which had no Western refining unit of its own. The agreement was that Standard Oil should act as salesman for the refined products of Pacific Coast Oil. Today, with Standard products so well known, it would seem anomalous for another company to have to market them, but in 1890 the products were neither so well known, nor, as someone has said, so well made.

Finally, with the turn of the century, Standard Oil Company purchased outright the stock of the Pacific Coast Oil Company and undertook a campaign of expansion, one phase of which was to change the site of the refinery. Pacific Coast Oil, pressed for refining facilities, had been considering the possibility of constructing a larger plant to replace the one at Alameda Point. Northward some 15 miles on San Francisco Bay lay Point Richmond, or as it was then called, East Yard, a small railroad town at which the Santa Fe had begun con-

struction of a terminal for its transcontinental line. Just north of the town stretched about 3000 acres of grazing land, partly hills and rolling ground and partly marsh, known as the San Pablo Rancho; and here in 1901 two representatives of Standard Oil Company, Col. W. S. Rheem and J. C. Black, arranged for the purchase of 85 acres on which to build their refinery. The consideration was \$15,000. Later the Richmond refinery occupied an area of 1,750 acres and the original purchase price could not buy the space needed for administration quarters alone.

With the oil industry still in rompers, figuratively speaking, and with construction methods what they were in 1901, the building of the Richmond Refinery was one of the tests of fortitude through which the real pioneers of the Western oil industry all had to go. There were no surveying instruments conveniently available at the time, so the first buildings, all of brick, were constructed by simply laying the first brick 12 feet 6 inches from the center of the railroad tracks and aligning with Main Street. Three bricks would then be laid to make the other three corners of the building, which would be squared by the old carpenter rule of 6, 8 and 10. Then the walls would be built up between the corner bricks. The first two-and-a-half years of construction were carried on without a blueprint or specification of any kind and the solidity of all of the buildings rested on hand sketches and the individual judgment of carpenters and masons.

During the winter of 1901-02 it rained so persistently that it was a wonder the work could be carried on at all. It was nothing for a new wall of heavy, water-soaked bricks to go over in a gale. The brick framework for the condenser boxes of the first eight stills at No. 1 battery were nearly up, for example, when one night a terrific wind and rain storm arrived. During that one night the wind blew down the brick walls. In the morning their remains met the workmen when they arrived on the



Top: Grading for the first storage tanks of the Standard Oil Refinery early in 1902. Center, three of the important men in the history of the refinery: left to right, Luther Dimm, J. F. Brooks and A. B. Brooks. Bottom, refinery stills damaged by the earthquake of April 18, 1906.

job, and there was nothing to do but start over again. The brick from which the refinery was built came from San Rafael, Port Costa and many other scattered sources and all had to be brought across the bay in scow schooners and landed on the beach at the foot of Scofield Street. So difficulties encountered on the construction job often backed all the way into the brick-yards dozens of miles away.

In spite of obstacles inherent in the times, and setbacks which could not have been anticipated, the No. 1 Still at No. 1 Battery was completed on July 2, 1902, and was charged and fired on the following day when Col. Rheem lit the torch and placed it in the fire box. The first oil was brought through the tail line on the morning of July 4 and at the suggestion of Col. Rheem, another principal of the Company, Mr. J. P. Smith, received and kept the first six ounces of oil to arrive. No golden spike ceremony was ever more portentous than J. P. Smith's simple act that morning.

The refinery soon became recognized as being by far the largest on the Pacific Coast equipped with the most efficient processes of its day. In the first full year of its operation, 3,317,000 barrels of oil were run through the stills. Roughly 9,000 barrels a day is not much as measured against a later practice of 100,000 barrels, but it was a lot of crude for a small refinery of eight shell stills. Within eight months of the arrival of Col. Rheem to purchase 85 acres of land, the town of East Yard had become the center of the oil industry on this side of the continent.

Until 1906 the refinery had always operated under the name of Pacific Coast Oil Company, even though an integral part of Standard Oil's national organization. But on July 23 of that year the name was officially change to Standard Oil Company (California). This was to continue until 1911 when the dissolution of the Standard organization took place and the Company became separated from the parent New Jersey Com-

pany. Thus for many years the operations of the Richmond Refinery have been integrated with the producing and marketing activities of a single oil company, operating throughout a vast natural trading area on mainland United States, and also gradually extending its activities around the Pacific Basin and into southern Asia.

Naturally, the refinery played an important part in production for war purposes. The community felt a justifiable pride in the way in which the great Standard Oil organization responded to the emergency of war while at the same time giving as much service as lay in its power to civilians.

Following is the list of the men who have directed the destinies of the Richmond refinery from the beginning, together with their periods of service:

NAME	FROM	To
W. S. Rheem, Superintendent	1902	1911
L. D. Dimm, Manager	1911	1917
J. P. Smith, General Superintendent	1917	1918
J. F. Brooks, Manager	1919	1922
R. W. Hanna, "	1922	1924
W. D. Mason, "	1924	1926
R. T. Osborn, "	1926	1931
Max Thornburg, "	1931	1932
C. E. Finney, Jr., "	1932	1933
F. H. Smith, "	1933	1944
R. K. Rowell, "	1944	

CHAPTER V

A VILLAGE BECOMES A TOWN

The City Government

With two corporations in the field employing labor a village sprang up. This was destined to become a town, and then a city. At first the village lived a wild free life without any government except that which came by remote control from the County. Absence of local government in the earliest days was nothing to worry about, since the population was small and there was a limited demand for social services. As time went on it did become a problem and the need for a city government was distinctly felt. This feeling among the citizens led to the incorporation of Richmond on August 7, 1905.

Three previous attempts at incorporation had failed because the town proposed to take in too much territory. One of the proposals called for taking in all the area which was included in a series of annexations in later years. Others were more modest, but still did not fit the case. As finally decided upon, the area of the original town was as follows:

Beginning on the east line of the wharf of the Standard Oil Company; thence northwesterly along line of the wharf and east line of the land of the oil company to the point about 450 feet north of Standard Avenue; thence southeast to intersection of north line of Ohio Street with easterly line of right of way to the Santa Fe Railway, thence northerly along right of way line to north line of Macdonald Avenue 100 feet west of First Street; thence south to Cutting Boulevard; thence southwesterly in a line running about 1000 feet northwest of the old road where it crossed the Potrero to the brickyards, over to the edge of the tide-land surveys; thence following the outer line of the tide lots to near the outer wharf; thence zigzagging around so

as to leave Ferry Point out, and then following the outer boundary of tide lots to the place of beginning.

A census taken at that time showed a population of 2118. The subdivision of Macdonald had been placed on the market, and other areas of considerable size and importance had already been cut up into lots. The community was still very small but had started spreading out toward the east. It became obvious to the Trustees during the first few months of their public service that they had made the town too small. On December 22, 1905, less than six months after the incorporation, the first annexation election was held to take in all the territory to the eastward as far as Twenty-third Street, and to give Richmond the corporate limits which were to mark its boundaries until the year 1912. The election was successful, with the following vote: Outside of Richmond in the area to be annexed: Yes, 111; No. 93. Inside the City of Richmond: Yes, 176; No. 5. Thus the proposal to extend the limits of the City was approved by those annexing and those to be annexed.

The five trustees and the officers who were to administer the affairs of the new community, with the votes they received at the first election, were as follows:

Trustees: E. J. Garrard, 224; S. R. Curry, 220; F. S. Babcock, 162; Frank Critchett, 159; John Kenny, 153. H. L. Livingstone, marshal, 115; J. V. Galbraith, city clerk, 242; Waverly Stairley, treasurer, 248.

The Trustees gathered for their initial meeting to inaugurate a government for Richmond on August 14, 1905, and their first action was to appoint William T. Satterwhite city attorney and Robert G. Still city recorder. The meeting was held in the office of the Critchett Hotel, one of the first buildings built in the Point Richmond district. This was, therefore, the first Richmond City Hall, and it served as such during the next four years.

Garrard called the first meeting to order. Critchett was

named temporary chairman. Curry was then chosen President of the Board.

Operating under a Board of Trustees, Richmond was a city of the sixth class. Its leading citizens felt that its destiny was such that it should become a chartered city at the earliest possible date. The voters elected a Board of Freeholders on October 12, 1908. It consisted of F. E. Adams, C. L. Abbott, C. R. Blake, L. Boswell, L. R. Dimm, E. A. Gowe, E. J. Garrard, G. A. Follett, L. S. Higgins, I. E. Marshall, J. M. Perrin, E. M. Tilden, H. H. Turley, H. E. Wyatt and John Roth.

A charter election was held February 9, 1909, and the proposal passed by a large majority. The charter went into effect July 1, 1909.

The final chore of the old Board of Trustees was the passage of an important street ordinance. Cutting Boulevard in its present form stems from this ordinance. The Boulevard had been opened, but only as far west as Eighth Street. On April 19, 1909, the Trustees officially closed their record of service for the City of Richmond by opening and widening Cutting Boulevard from Eighth Street to Railroad Avenue to a uniform width of 110 feet to correspond with the previously constructed street.

On May 10, 1909, two weeks after this meeting of the Trustees, the first election was held for City Councilmen who were to take office under the new charter. The Council had nine members compared with five on the old Board of Trustees. Three of the Trustees were elected to the new Council. They were E. J. Garrard, G. A. Follett and J. B. Willis, who was President of the Board of Trustees at the end of its service.

The personnel of the first City Council was as follows: E. J. Garrard, J. B. Willis, G. A. Follett, J. C. Owens, J. N. Hartnett, Edward McDuff, O. R. Ludewig, H. E. Wyatt and J. J. Dooling.

They drew lots for the long and short terms with the following results: Two years, Garrard, Wyatt and Ludewig. Four

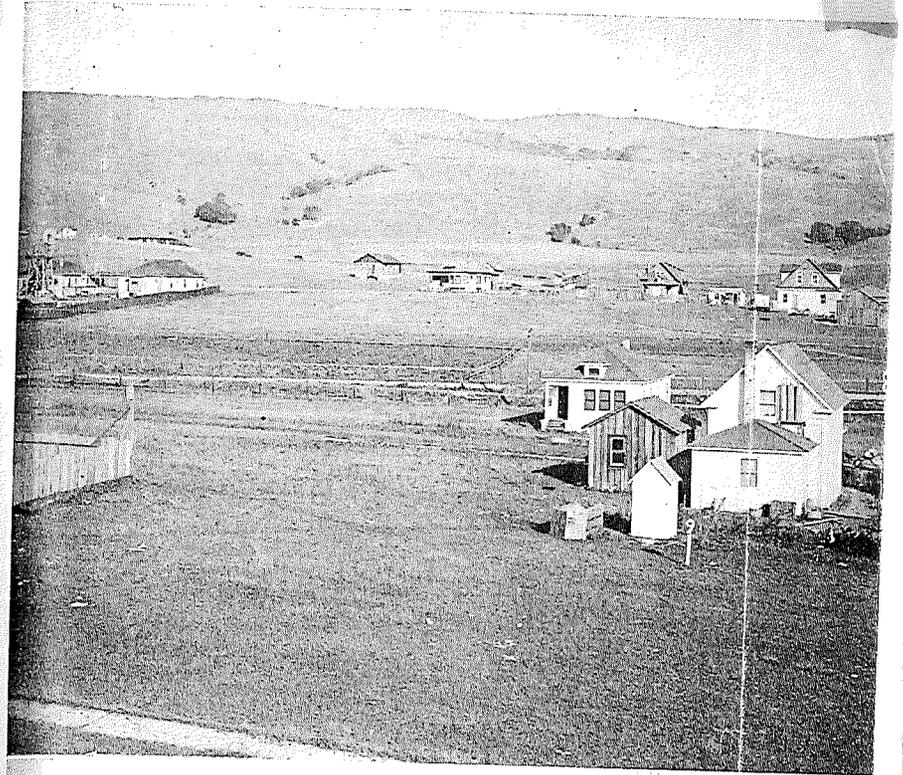
years, McDuff, Owens and Dooling. Six years, Follett, Hartnett and Willis.

At the first meeting July 12, 1909, Garrard acted as temporary chairman for purposes of organization and Willis was chosen as the first Mayor.

At the beginning the City government was administered from the Critchett Hotel on Richmond Avenue. But quarters become crowded as the work of the departments expanded, and anyway the office of a hotel was hardly the place for a permanent municipal abiding place. It was imperative to secure more room. Funds in the city's till were not plentiful, and bond issues not being popular, John Nicholl, Jr., met the situation by building a fine new structure at 210 Washington Avenue. He maintained his own offices on the second floor and leased the ground floor to the City at \$50.00 a month. As time went on and the departments continued to expand, the City took over some of the rooms on the second floor on a month to month basis. This John Nicholl City Hall at Point Richmond was in use as the seat of government from July 19, 1909 until June 15, 1915.

Story of John Nicholl

John Nicholl, Jr., was the son of John Nicholl, one of the truly important pioneers. He came here in 1857 and bought 200 acres of the San Pablo rancho to be used as a home and a farm. Nicholl was born in Ireland in 1822. He had only a limited amount of schooling and spent his early years at farm work in Ireland. At 25 he set out to seek his fortunes in America, arriving in New York on a sailing vessel in 1849. In Philadelphia in 1853 he married Agnes Booth Hodge, a friend of his youth who had preceded him to America. In December, 1843 with a party of thirteen, Mr. and Mrs. Nicholl boarded the Steamship George Law for the Isthmus of Panama. They crossed the Isthmus, Mrs. Nicholl riding a mule while Nicholl walked. Reaching the Pacific side, they boarded the Steamship



John L. Stephens enroute to San Francisco, where they arrived February 16, 1854.

Nicholl paid one dollar to cross the bay to San Leandro Creek where he leased a ranch and began general farming. He prospered and in 1857 came to Contra Costa County, bought 200 acres of the San Pablo Rancho and here began developing a home for his family. After his home was built in 1857, he sent to Ireland for his mother whom he cared for until her death in 1884 at the age of 96. His wife's mother and father also made their home with them.

He raised grain, hay and stock and for many years operated a threshing machine within a radius of six miles of his ranch.

For forty years he was an Elder in the Presbyterian Church at San Pablo. Prior to that the family drove to Oakland to attend church.

In the early sixties he purchased the property east of the Home Ranch known as the Morgan Ranch, consisting of four hundred acres. To this property he had been given a Quit Claim Deed. This property was involved in the famous lawsuit of the San Pablo Rancho.

To prevent a squatter's title being claimed, the Court ordered that until a decision was reached, all land not covered by Bargain and Sale Deeds be taken into custody by the Sheriff. So this land, known as the Morgan Ranch, was taken with the crops on it. In 1891 when the distribution of land under quit claim deeds, prorated according to location and value, was made, John Nicholl, upon advice of his attorney, Major Mhoon, accepted one hundred and fifty acres of hill land located on San Francisco Bay, known as Point Richmond, in lieu of the 400 acres of the Morgan ranch which the court would have returned to him. Later events proved the wisdom of the decision. It was the Point Richmond land that the San Francisco and San Joaquin railroad wanted to provide a terminal for the Santa

Fe railroad. Through Claus Spreckles, 57 acres were sold for \$80,000.

The original Nicholl home ranch extended from the Santa Fe railroad tracks on the south to Roosevelt Avenue on the north, and from 33rd Street on the east to 23rd Street on the west.

The Morgan ranch joined the original home ranch on the west and on the north it touched Macdonald Avenue, which in the earliest days before Richmond was incorporated was an old country road known as Davis Lane. The Morgan ranch extended southward almost to the bay.

As the new town developed a bank was needed, and Nicholl helped to establish the Bank of Richmond which had headquarters in a building constructed by him at the corner of Washington and Richmond Avenues.

Nicholl bought the Emeric property of 400 acres of hill land adjoining his Point Richmond property. On this was located the Remilyard Brick Company which supplied the brick used to build the original Palace Hotel in San Francisco.

In 1898, after the death of Mrs. Nicholl, he formed for the benefit of his family, one of the first incorporated estates in California, the John Nicholl Company. He was president of the company and retained all of the stock of the company until his death.

John H. Nicholl, manager for the John Nicholl Company, had visions of a Government Naval school to be located on the Southeast point on the channel. Secretary Daniels came from Washington to look over the proposed site, but this country soon became involved in the world war and the matter was dropped. This property was later sold by Wm. B. Nicholl to the Richfield Oil Company.

The growing City was in need of a Natatorium so the John Nicholl Company offered to donate the site if the city would build the Natatorium. An election was held to raise enough

money by bonding the city. The first election failed to carry but that did not kill the project for those interested. They waited six months and it was again placed before the people with the result that the bonds carried.

In 1912 the north half of the old ranch property was sold by Burg Bros. to J. O. Watkinson and later subdivided by Burg, who had a part in donating the site for the present City Hall. They also gave W. S. Rheem one acre on the northeast corner of 23rd and Macdonald Avenue to extend the street car track along Macdonald to San Pablo Avenue.

Nicholl Park consists of eighteen acres purchased by the City. In honor of her father, Mrs. Mary Nicholl Kruger gave the gate and flag to the city and also left \$5,000 in cash at her death, which was used to build rest rooms for the baseball field in the park.

In 1896 the elder Nicholl moved to Oakland to make his home, and his son Joseph L. Nicholl, farmed the ranch, later purchasing from the John Nicholl Company five acres surrounding the old home on Macdonald Avenue.

While not active in business in his later years, Nicholl always maintained a lively personal interest in the growth and future of the town he had helped to start in 1897. He died July 28, 1914, at the age of 92.

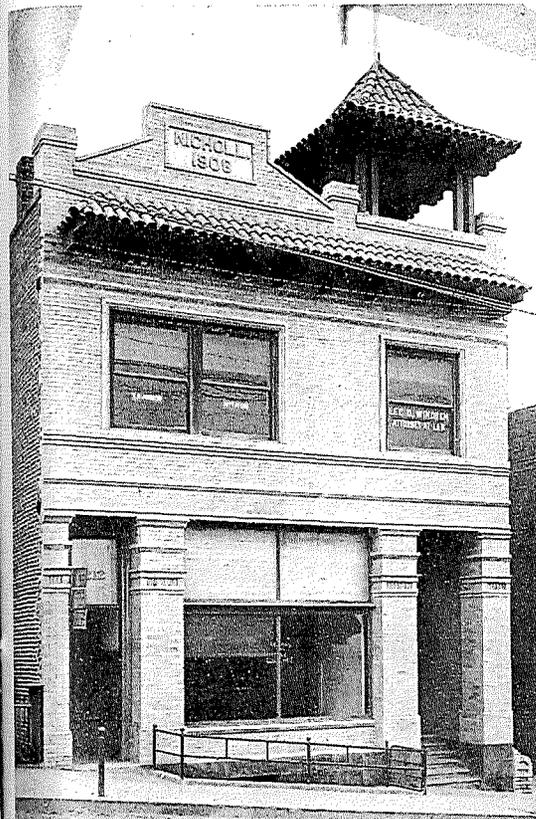
Many hundreds of buildings comprising a portion of modern Richmond, now stands on the 200 acre ranch of John Nicholl. The eucalyptus trees planted in front of the house on Macdonald Avenue date from 1868. In 1941 the old family house was moved to another location and modern apartments were erected on the site.

The Azro Rumrill Family

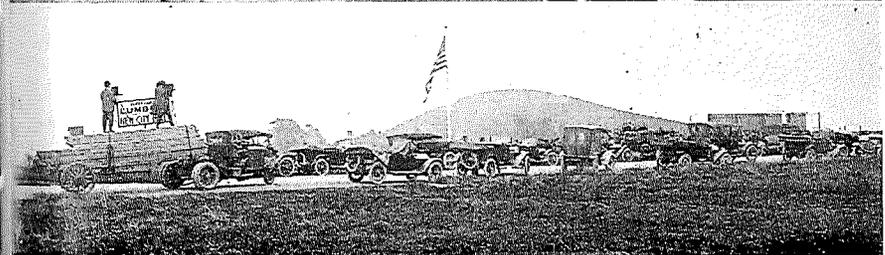
While we are on the subject of pioneers who left their influence on the community from earliest times, even long before it was a place of residence, we should glance at Azro Rumrill. He was born in Vermont in 1831 and died on the old ranch

in the San Pablo area on the outskirts of Richmond in 1901. At an early age he was taken by his parents to Jefferson County, New York, where he remained until he was 13 years old when he was placed in school at Oswego. He then joined his father in Hartford, Washington County, Wisconsin. With the father he was engaged in farming, but had a strong desire to settle in the new West, and in 1853 started for California, sailing by way of the Isthmus. He settled first at Watsonville where he joined a brother who had preceded him. In 1854 he went to the mining country and in 1856 settled in the San Pablo area, acquiring approximately 54 acres of the old San Pablo rancho. This was somewhat reduced in size by the court decree of 1893. The farm remained in the possession of the family until the boom which began in 1941, when it was taken over by a private subdivider and developed into a community of homes. Rumrill was a Justice of the Peace and a Supervisor of Contra Costa County. In 1856 he voted for Fremont for President in the election at which Buchanan was chosen President. The only polling place in this area was at San Pablo. The town was then small and Richmond was completely unsettled except for the few inhabitants who lived on the ranches. One of the Rumrill daughters became Mrs. Walter T. Helms, wife of the superintendent of schools.

Battle of the City Halls As the lease on the Nicholl City Hall at 210 Washington Avenue began to run out a move was in order, and the City fathers naturally looked toward the new Richmond as they prospected about for another home for the City government. Unfortunately, they were not permitted to settle this important matter in a peaceable and businesslike manner. Instead, they were caught up in a great tug of war between rival real estate men, each desirous of causing the rapidly developing city to revolve around a particular center. Each of these men had a tract of land with



Richmond's second City Hall at 210 Washington Avenue, later used as a Masonic Temple. The man is J. C. Owens, the City's second Mayor, 1911-13. Below is the convoy hauling the first load of lumber for the short-lived Wall City Hall at Twentieth and Maine Streets.



lots for sale, and the one who could attract a City Hall and keep it would certainly enjoy a great enhancement of his realty values. The ensuing struggle between the real estate men created a political brawl that kept the town agog and ended by the people receiving a block of land and a \$25,000 City Hall completely free.

The struggle was between the John Nicholl Company and George S. Wall. Both were real estate promoters in a big way, with interests in different parts of Richmond. Nicholl offered to donate the site and construct the building at Twenty-fifth Street and Nevin Avenue, where the City Hall now stands. Wall offered a site at Twentieth and Maine Streets. The Council accepted the latter offer despite the fact that it was necessary to pay \$185 a month until the total of \$13,320 had been paid for the building. It was built, and the City departments moved in and set up shop on June 15, 1915. However, the incident was not closed. The Nicholl Company pressed its point, which was that its offer of a City Hall was a free one and must be accepted. City Halls became political footballs. The matter of accepting the Nicholl offer was placed before the voters at an election held October 15, 1915, exactly four months after the departments had moved into the Wall City Hall. Apparently the voters knew a free City Hall when they saw one, for the Nicholl deal was overwhelmingly accepted. Plans were drawn and construction started, and on January 1, 1917, the municipal government began operating in the two-story building which has since served as the seat of government. After a lapse of ten years, in accordance with the agreement, Nicholl delivered the deed for the property to the City.

Richmond has always been governed by the original charter, with amendments. There were two elections for a new charter, both defeated. On July 6, 1920, the office of City Manager was created and was at once filled by James A. McVittie, who served with notable efficiency during what was perhaps the

most important and changing period of the community's history. For the most part the course of life has run smoothly for the Richmond City government. There have been no political scandals, and no recall election has been successful. Marie Ogborn, Mattie A. Chandler and Helen M. Collins are the only three women who have served on the Council. Mrs. Chandler was first appointed to fill a vacancy in 1924 and served continuously until 1943 when she retired. She served four terms as Mayor.

Public Officials

The community is indebted to City Clerk A. C. Faris for compiling a chronological list of the elected and appointed officers of the City government from 1905 to 1944. Following are the Trustees and City Council members who have served since the incorporation:

- FRANK CRITCHETT:** Member of first Board of Trustees. Acted as temporary chairman at first meeting of the Board. Served August 14, 1905 to April 16, 1906.
- F. S. BABCOCK:** Member of first Board of Trustees. Served August 14, 1905 to April 16, 1906.
- JOHN KENNY:** Member first Board of Trustees. Served August 14, 1905 to April 16, 1906.
- SAM CURRY:** Member first Board of Trustees. Elected President of the Board at first meeting. Served August 14, 1905 to April 16, 1906.
- E. J. GARRARD:** Member first Board of Trustees. Called first meeting to order. Re-elected as Trustee, 1906, for four year term. Served as President of the Board of Trustees, April 16, 1906 to April 17, 1908. Served as member of the Board of Freeholders that prepared new charter. Elected as Councilman under new Charter in 1909. Took office as Councilman July 6, 1909, and acted as temporary chairman at that meeting. Drew two year term as member of the first City Council. Re-elected in 1911 for six year term; again in 1917; and again in 1923. Served as Mayor of the City 1914 to 1917; and 1921 to 1923. Served as Councilman until his death, September 15, 1927.
- JAMES CRUICKSHANK:** Elected a member of Board of Trustees, April 9, 1906. Took office April 16, 1906, and served until April 20, 1908. Did not run for re-election.

- G. A. FOLLETT:** Elected as member of Board of Trustees, April 9, 1906, for four year term. Took office April 16, 1906, and served until new charter took effect. Served as member of the Board of Freeholders to prepare new charter. Elected as City Councilman, May 10, 1909. Took office July 6, 1909, for six year term. Served until June 30, 1915. Did not run for re-election in 1915.
- J. R. NYSTROM:** Elected as member of Board of Trustees, April 9, 1906. Took office April 16, 1906, and served until April 20, 1908. Defeated for re-election.
- J. A. WHITESIDES:** Elected as member of Board of Trustees, April 9, 1906. Took office April 16, 1906, and served until December 3, 1906, at which time he resigned.
- J. J. DAVIS:** Appointed December 3, 1906, to fill unexpired term of J. A. Whitesides. Served until April 20, 1906.
- J. B. WILLIS:** Elected as member of Board of Trustees, April 13, 1908. Took office April 20, 1908. Served as President of the Board April 27, 1908, until July 6, 1909. Elected as City Councilman May 10, 1909. Took office as Councilman July 6, 1909, and served until June 30, 1915. Served as first Mayor, July 6, 1909, until June 30, 1911. Did not run for re-election.
- I. M. PERRIN:** Elected as member of Board of Trustees April 13, 1908. Served April 20, 1908 until July 6, 1909. Defeated at election for Councilman in 1909.
- LEVI BOSWELL:** Elected as member of Board of Trustees, April 13, 1908. Served April 20, 1908, until July 6, 1909. Defeated at election for Councilman in 1909.
- J. C. OWENS:** Elected as City Councilman, May 10, 1909. Served July 6, 1909 to June 30, 1913. Did not run for re-election. Served as Mayor 1911-1913.
- J. N. HARTNETT:** Elected as City Councilman, May 10, 1909. Re-elected in 1915; again in 1921; again in 1927. Did not run for re-election in 1933.
- EDWARD McDUFF:** Elected as City Councilman, May 10, 1909. Served July 6, 1909 to June 30, 1913. Defeated for re-election in 1913.
- O. R. LUDEWIG:** Elected as City Councilman, May 10, 1909. Re-elected in 1911. Served as Mayor 1913-1914. Resigned effective November 1, 1916. Defeated for re-election in 1917. Elected again in 1933. Served as Mayor 1938-1939. Defeated for re-election in 1939.
- H. E. WYATT:** Elected as City Councilman, May 10, 1909. Served July 6, 1909 to June 30, 1911. Defeated for re-election in 1911.

J. J. DOOLING: Elected as City Councilman, May 10, 1909. Served July 6, 1909 to June 30, 1913. Defeated for re-election in 1913.

H. L. PENRY: Elected as City Councilman May 10, 1911. Served July 1, 1911 to June 30, 1917. Defeated for re-election in 1917.

R. L. FERNALD: Elected as City Councilman May 12, 1913. Served July 1, 1913 to June 30, 1919. Defeated for re-election in 1919.

W. L. LANE: Elected as City Councilman May 12, 1913. Served July 1, 1913 to June 30, 1919. Re-elected in 1919. Served July 1, 1919 to June 30, 1925. Served as Mayor 1917-1919. Defeated for re-election in 1925.

WILLIAM PICTON: Elected as City Councilman May 12, 1913. Served July 1, 1913 to June 30, 1919. Did not run for re-election.

J. B. OGBORN: Elected as City Councilman May 10, 1915. Served July 1, 1915 until his death on April 21, 1919.

MARIE L. OGBORN: Appointed May 19, 1919 to fill vacancy caused by death of J. B. Ogborn and to serve until July 1, 1919. Elected for two year term at election of May 12, 1919. Re-elected in 1921 for six year term. Defeated for re-election in 1927.

J. H. PLATE: Elected as City Councilman May 9, 1921. Served July 1, 1921 to June 30, 1927. Served as Mayor 1924-1925. Did not run for re-election.

GEO. F. BLACK: Elected as City Councilman May 14, 1923. Served July 1, 1923 to June 30, 1929. Defeated for re-election in 1929.

J. G. GERLACH: Elected as City Councilman May 10, 1915. Served July 1, 1915 to June 30, 1921. Defeated for re-election in 1921.

JAS. N. LONG: Appointed November 1, 1916 to fill vacancy caused by resignation of O. R. Ludewig, for term ending June 30, 1917. Elected as City Councilman May 14, 1917. Served until December 19, 1921, at which time he resigned. Served as Mayor 1919-1921.

THOMAS I. COLE: Appointed December 19, 1921 to fill vacancy caused by resignation of Jas. N. Long. Served until June 30, 1923. Defeated for re-election in 1923.

H. O. WATSON: Elected as City Councilman May 14, 1917. Served July 1, 1917 to June 30, 1923. Defeated for re-election in 1923. Defeated for re-election in 1929. Defeated for re-election in 1937.

M. H. CAREY: Elected as City Councilman May 12, 1919. Served July 1, 1919 to the time of his death July 29, 1924.

MATTIE A. CHANDLER: Appointed August 4, 1924 to fill vacancy caused by death of M. H. Carey, Re-elected in 1925. Served as Mayor 1926-1929 and in 1942-1943. Re-elected in 1931. Re-elected in 1937. Did not run for re-election in 1943.

W. W. SCOTT: Elected as City Councilman May 12, 1919. Served as Mayor 1923-1924. Re-elected in 1925. Served as Mayor 1925-1926. Re-elected in 1931. Served as Mayor 1935-1936. Re-elected in 1937 and 1943. Served as Mayor 1941-42.

F. A. SCHOLES: Elected as City Councilman May 14, 1923. Served July 1, 1923 until his death May 12, 1927.

E. A. MARTIN: Appointed May 17, 1927 to fill vacancy caused by death of F. A. Scholes, Served until June 30, 1929. Defeated for re-election in 1929.

A. B. HINKLEY: Appointed September 16, 1927 to fill vacancy caused by death of E. J. Garrard. Re-elected in 1929. Served as Mayor 1930-1931. Re-elected in 1935. Served as Mayor 1937-1938. Defeated for re-election in 1941. Appointed in 1943 to fill S. S. Ripley vacancy. Elected in 1943 for six year term.

JOHN I. COLLINS: Elected as City Councilman May 11, 1925. Served July 1, 1925 until his death August 6, 1928.

HELEN M. COLLINS: Appointed August 20, 1928 to fill vacancy caused by death of John I. Collins, to serve until June 30, 1929. Did not run for re-election.

A. L. PAULSEN: Elected as City Councilman May 9, 1927. Served July 1, 1927 to June 30, 1933. Served as Mayor 1929-1930. Defeated for re-election in 1933.

V. A. FENNER: Elected as City Councilman May 9, 1927. Served July 1, 1927 to June 30, 1933. Appointed July 6, 1937 to fill vacancy caused by death of Geo. F. Imbach, and to serve until June 30, 1939. Re-elected in 1939 for four year term. Re-elected in 1943 for six year term.

GEORGE F. IMBACH: Elected as City Councilman May 13, 1929, to serve until June 30, 1931, unexpired term of John I. Collins. Re-elected in 1931 for six year term. Served as Mayor 1934-1935. Re-elected in 1937 for six year term. Died June 18, 1937.

WALTER J. JOHNSON: Elected as City Councilman May 13, 1929. Served as Mayor 1933-1934. Re-elected in 1935 for six year term. Re-elected in 1941 for six year term.

RUSSELL J. MEYER: Elected as City Councilman May 13, 1929. Served as Mayor 1931-1933. Did not run for re-election in 1935.

S. S. RIPLEY: Elected as City Councilman May 8, 1933. Re-elected in 1939 for six year term. Served as Mayor 1940-1941. Elected supervisor, Resigned Dec. 31, 1942.

F. E. TILLER: Elected as City Councilman May 8, 1933. Served as Mayor 1936-1937. Re-elected in 1939 for six year term.

JOHN A. BELL: Elected as City Councilman May 13, 1935. Served as Mayor 1939-1940. Re-elected in 1941 for six year term, Resigned Sept. 1, 1943, because of ill health.

JOHN JOSEPH KENNY: Elected as City Councilman May 8, 1939. Entered Armed Services. Resigned March 1, 1942.

CLARENCE D. ERICKSON: Elected as City Councilman May 12, 1941.

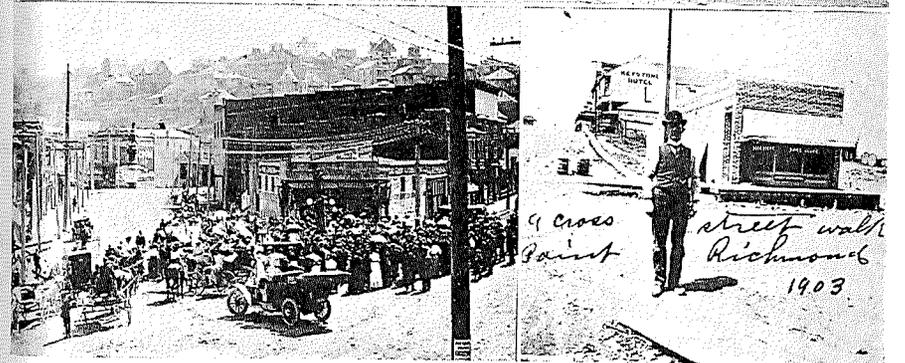
ROBERT D. LEE: Appointed March 2, 1943 to succeed Kenny. Elected 1943 for two year term.

ROBERT H. MILLER: Elected 1943 for two year term.

C. E. MARSHALL: Appointed September 7, 1943 to succeed Bell.

Following is a list of the Mayors of Richmond:

Name	From	To	Years
J. B. Willis	July 1, 1909	June 30, 1911	2
J. C. Owens	July 1, 1911	June 30, 1913	2
O. R. Ludewig	July 1, 1913	June 30, 1914	1
E. J. Garrard	July 1, 1914	June 30, 1917	3
W. L. Lane	July 1, 1917	June 30, 1919	2
J. N. Long	July 1, 1919	June 30, 1921	2
E. J. Garrard	July 1, 1921	June 30, 1923	2
W. W. Scott	July 1, 1923	June 30, 1924	1
J. H. Plate	July 1, 1924	June 30, 1925	1
W. W. Scott	July 1, 1925	June 30, 1926	1
Mattie A. Chandler	July 1, 1926	June 30, 1929	3
A. L. Paulsen	July 1, 1929	June 30, 1930	1
A. B. Hinkley	July 1, 1930	June 30, 1931	1
R. J. Meyer	July 1, 1931	June 30, 1933	2
Walter J. Johnson	July 1, 1933	June 30, 1934	1
George F. Imbach	July 1, 1934	June 30, 1935	1
W. W. Scott	July 1, 1935	June 30, 1936	1
F. E. Tiller	July 1, 1936	June 30, 1937	1
A. B. Hinkley	July 1, 1937	June 30, 1938	1
O. R. Ludewig	July 1, 1938	June 30, 1939	1
John A. Bell	July 1, 1939	June 30, 1940	1
S. S. Ripley	July 1, 1940	June 30, 1941	1
W. W. Scott	July 1, 1941	June 30, 1942	1
Mattie A. Chandler	July 1, 1942	June 30, 1943	1
F. E. Tiller	July 1, 1943	June 30, 1944	1
Robert D. Lee	July 1, 1944		



Richmond's first hospital, built and operated by Dr. C. L. Abbott and Dr. U. S. Abbott. It was constructed in 1908. At the lower left is the dedication of the Point Richmond drinking fountain in 1908. The picture at the lower right carries its own caption.

The chronological list of appointive officers and administrative heads, also compiled by City Clerk Faris, follows:

CITY CLERK:

- J. V. GALBRAITH: Elected in 1905. Took office August 18, 1905. Served until April 15, 1906.
- H. H. TURLEY: Appointed Deputy City Clerk, December 12, 1905. Elected City Clerk April 9, 1906. Took office April 16, 1906. Served until July 31, 1909. Served also as City Assessor.
- T. PARK JACOBS: Appointed by City Council, under new charter, July 6, 1909. Took office August 1, 1909. Served until June 30, 1910.
- I. R. VAUGHN: Appointed City Clerk by City Council, June 13, 1910. Took office July 1, 1910. Served as City Clerk until March 31, 1913. Resigned to accept appointment as City Treasurer.
- A. C. FARIS: Appointed by City Council, March 31, 1913. Took office April 1, 1913.

CITY AUDITOR:

- H. H. TURLEY: Appointed by City Council, July 6, 1909. Took office August 1, 1909. Served until June 30, 1910.
- J. A. McVITTIE: Appointed by City Council, June 13, 1910. Took office as Auditor July 1, 1910. Served as Auditor until July 15, 1920. Resigned to accept appointment as City Manager.
- MARIE A. WHITESIDES: Appointed Auditor's Clerk March 17, 1913. Appointed Deputy City Auditor, July 1, 1914. Appointed City Auditor, July 15, 1920. Resigned effective November 15, 1937.
- B. K. PETERSON: Appointed by City Manager, November 1, 1937. Took office, November 16, 1937.

CITY TREASURER:

- W. STAIRLEY: Appointed by Board of Trustees, August 15, 1905. Served until June 30, 1910.
- C. J. CRARY: Appointed by City Council July 1, 1910. Served until March 31, 1912.
- L. G. BONZAGNI: Appointed by City Council April 1, 1912. Served until March 31, 1913.
- I. R. VAUGHN: Appointed by City Council April 1, 1913.

CITY ATTORNEY:

- WM. T. SATTERWHITE: Appointed by Board of Trustees, August 14, 1905. Served until June 25, 1906.

A. G. MCBRIDE: Appointed by Board of Trustees for one month on August 27, 1906.

H. H. JOHNSON: Appointed by Board of Trustees, September 24, 1906. Served until his death in June, 1907.

W. H. H. HART: Appointed by Board of Trustees, July 1, 1907. Served until July 5, 1909.

LEE D. WINDREM: Appointed by City Council, July 6, 1909. Served until March 31, 1913.

D. J. HALL: Appointed by City Council, April 1, 1913. Served until his death, April, 1926.

THOS. M. CARLSON: Appointed by City Council, April 14, 1926.

CITY RECORDER:

ROBERT G. STITT: Appointed by Board of Trustees, August 21, 1905. Served until May 28, 1906.

J. L. KENNON: Appointed by Board of Trustees, June 4, 1906. Served until April 20, 1908.

T. D. JOHNSTON: Appointed by Board of Trustees, April 21, 1908. Served until December 22, 1908.

C. A. ODELL: Appointed by Board of Trustees, December 23, 1908. Served until July 31, 1909.

POLICE JUDGE:

WM. LINDSEY: Appointed by City Council August 1, 1909. Served until January 31, 1916.

HIRAM E. JACOBS: Appointed by City Council February 1, 1916. Served until March 4, 1918.

C. A. ODELL: Appointed by City Council March 5, 1919. Served until his death October 16, 1937.

LEO. G. MARCOLLO: Appointed by City Council, October 11, 1937 to serve without compensation during illness of Judge Odell. Appointed as Police Judge by City Council October 26, 1937.

CITY ENGINEER:

T. BADGER: Appointed by Board of Trustees as Temporary City Engineer. Served December 11, 1905 until January 28, 1906.

H. T. COMPTON: Appointed City Engineer, by Board of Trustees. Served May 14, 1906 to May 31, 1908.

ORLIN HUDSON: Appointed City Engineer by Board of Trustees. Served June 15, 1908 to July 31, 1909.

CITY ENGINEER AND SUPERINTENDENT OF STREETS

ORLIN HUDSON: Appointed by City Council August 1, 1909. Served until June 30, 1910.

W. S. FARLEY: Appointed by City Council July 1, 1910. Served until July 31, 1910.

H. D. CHAPMAN: Appointed by City Council August 1, 1910. Served until August 15, 1924.

EDW. A. HOFFMAN: Appointed by City Manager August 16, 1924.

CITY HEALTH OFFICER:

DR. H. N. BARNEY: Appointed by Board of Trustees November 27, 1905. Served until April 27, 1908.

DR. J. McI. MORRISON: Appointed by Board of Trustees April 28, 1908. Served until July 5, 1909.

COMMISSIONER OF HEALTH AND CITY PHYSICIAN

DR. H. N. BARNEY: Appointed by City Council July 6, 1909. Served until March 20, 1910.

DR. CHAS. R. BLAKE: Appointed by City Council March 21, 1910. Resigned May, 1944.

DR. MARTIN MILLS: Appointed by City Council April 17, 1944.

ASSESSOR AND TAX COLLECTOR:

I. E. MARSHALL: Appointed by City Council August 1, 1909. Served until September 30, 1918.

J. O. FORD: Appointed by City Council October 1, 1918.

CITY MANAGER:

JAMES A. McVITTIE: Appointed by City Council July 15, 1920.

Annexations To Richmond The limits of the City having been set up in 1905 to include territory as far east as

Twenty-third Street remained until 1912, after which there were annexation elections to take in more area. Stege and Pullman had developed as villages in their own right, and there was a feeling that they should be included within the city limits of Richmond. Also a demand was expressed in many quarters that Richmond should extend itself eastward of San Pablo Avenue to take in the attractive hill section, later developed under the name of Mira Vista.

Richmond lost its opportunity to take in this latter area and it was absorbed by El Cerrito in 1924. The election to take in Stege and Pullman was held May 12, 1912, and the territory was annexed. A small section of the general area had been left out and this was annexed at an election December 8, 1936. On July 24, 1939, a small district in North Richmond was brought into the city. One annexation was accomplished without an election, the area had no inhabitants. This was the inclusion of Alvarado Park and certain streets lying between Richmond and the park which was done by action of the City Council. In the year 1944 Richmond had an area of 31.7 square miles.

CHAPTER VI

COMMUNITY SERVICES

Schools Some of the cultural sides of community life such as library, parks and recreation centers were necessarily neglected during the first decade inasmuch as the new community was busy with more basic problems. However, development of schools, fire and police departments and all the vital public utilities went forward.

Walter T. Helms was an important factor in the life of the schools from the earliest days. He graduated from the University of California in 1899 and followed this with some post graduate work for his secondary teaching certificate. In 1900 he came to Richmond as supervising principal. In 1909 he was appointed district school superintendent, an office which he continued to hold as the community grew and the schools expanded until they were serving a population of more than 100,000.

We have seen that the area occupied by the City of Richmond was formerly a part of the San Pablo School District. The San Pablo District is one of the original districts formed when Contra Costa County also included what is now Alameda County and part of Santa Clara County.

This western end of Contra Costa County up to the advent of the Santa Fe Railroad was an agricultural community. San Pablo was a small village surrounded by large farms and vegetable gardens.

The San Pablo School District was composed of all the territory west and south of Pinole to the County line. The main school building was located on San Pablo Avenue near McBryde Avenue. A branch was located near the Sunnyside Hotel at Market and 13th Streets, known as the Depot School. An-

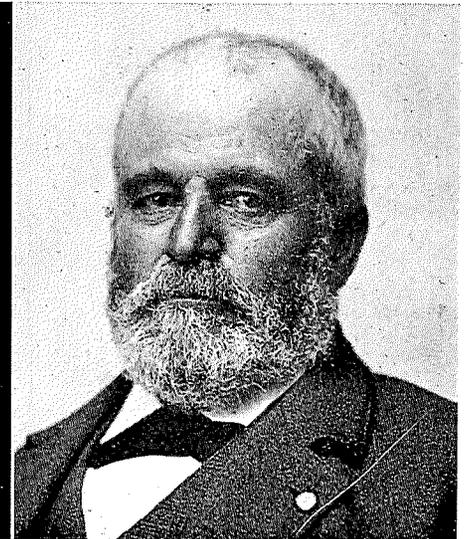
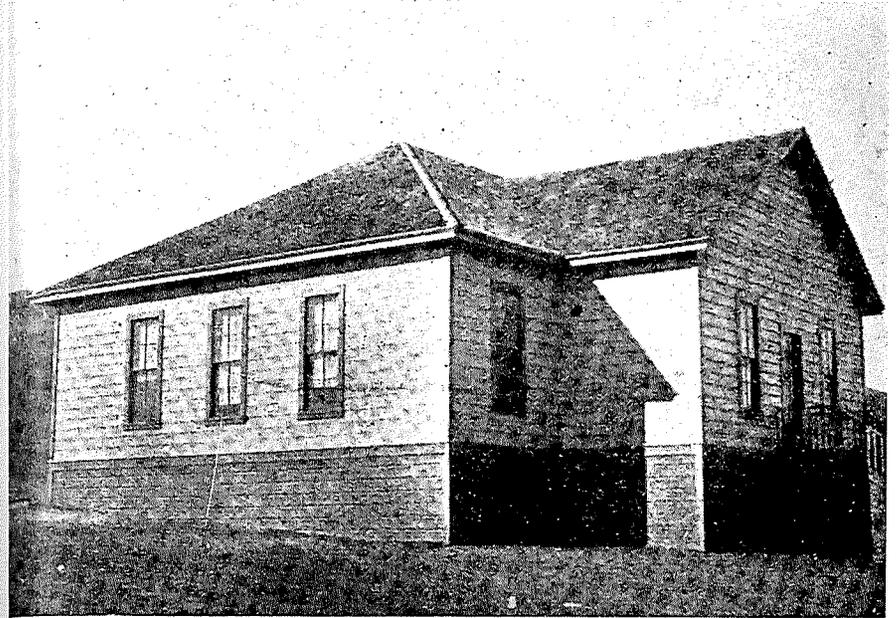
other branch had been located near the County Line known as the Castro School. This was moved later to Potrero and San Pablo Avenues. This building and site were later sold to St. John's Catholic Church and the new school located at the present Stege School site. The original building is still a part of the St. John's Catholic Church.

Another early San Pablo School was located on Highway 40 at Tank Farm Hill in a site surrounded by eucalyptus trees which are still standing there. James Rogers, a former County Clerk and prominent Martinez attorney, began his teaching in that building.

In 1899 the Santa Fe came to Richmond. The Trustees of the San Pablo School District at the time were John J. Nystrom, Harry Ells and John Peres. This Board decided because of shifts in population, to discontinue the San Pablo Avenue School, known as the hill school being located on a slight elevation, and the depot school. With a small bond issue a site was purchased where the present Market Street School of San Pablo is located, and a four room frame building was erected. This was ready for occupancy for the opening of the fall term of 1901. This Board also decided to employ a Supervising Principal to organize and administer the San Pablo Schools. These were the new Market Street School, the Stege School and a one room school at Point Richmond located first in Richard's Hall and, after the fire, moved to the basement of the original Methodist Church. The Board applied to the University of California to recommend someone for the new position, and on the recommendation of the University Mr. Helms was selected.

The faculty was composed of three teachers at the Market Street School, two at Stege and one at Point Richmond.

Because the western section of the district began to grow rapidly as the Santa Fe developed its terminal and the Standard Oil Refinery built its plant, it became necessary to provide school facilities for the new population. At first, the Point Rich-



Richmond's first school house consisting of two rooms. Lower left, the veteran Superintendent of Schools Walter T. Helms as he looked in 1912. On the right, Azro Rumrill, pioneer, and father-in-law of Mr. Helms. Mr. Rumrill was an early San Pablo school director.

mond area grew most rapidly. A scattering population began on the east side of "the flat" most along Ohio Street, which, at first, was planned as the main highway to Oakland.

To relieve the crowded conditions of the large class in the church basement, a two room building was erected on a site on Standard Avenue given by the Tewksbury estate. This building, which was in 1907 to become also the home of the first high school, was the first school building to be erected in what was to become the City of Richmond, and was opened in September of 1901 with two teachers. To provide for the new settlers along Ohio Street, a room over a stable in a small barn at Wick's home at Sixth and Ohio was rented in 1902, but as the ceiling was too low for the Superintendent to stand erect and as the stable proved too much as the hot weather came on, this school was moved to Fitzgerald's building at Maine and Haight (now Fifth) Streets.

Also in 1902, A. S. Macdonald had purchased the Barrett ranch of 500 acres and laid out a city. By inducing the East Shore and Suburban Railway to make Macdonald Avenue instead of Ohio Street its route to Oakland, rapid growth of homes about First and Second Streets at Macdonald began. To care for the children there, a one room school was opened on the west side of Second Street a little north of Macdonald Avenue.

This growing population presented quite a problem to the trustees. It was decided to call a bond election which was carried. A six room building was erected on Standard Avenue to replace the original two room building which was moved to one side of the site. On the east side, a four room building was erected on a small site given by the Richmond Land Company located on Tenth Street between Macdonald and Bissell Avenues, the present Lincoln School site, and the Fifth Street School and the Second Street School were removed to this new Tenth Street School as it was known until later named "Lincoln School."

A sentiment gradually developed to separate from the San

Pablo District and in 1903 the original San Pablo District was divided into three school districts, San Pablo, Richmond and Stege. Later by annexations and consolidations, Stege District which comprised the town of Stege and what is now El Cerrito and Kensington areas was again united with the Richmond District so that the original San Pablo School District is now contained in the San Pablo District and the Richmond District. John R. Nystrom and Harry Ells remained on the Richmond Board, the third member being William A. Lucas, a banker.

From this time on the growth of the Richmond School District has been continuous and the Boards of Education and the Administration have been continually faced with problems of securing school sites and buildings to accommodate the growing school population. In due time the following schools were established to care for the growth in the various sections of the city: the Nystrom School in south Richmond; the Peres School in north Richmond; the Grant School for the eastern section and later on the Woodrow Wilson School in that section; the Pullman School as the result of the location of the Pullman Shops and the growth in that area; the Fairmont and Harding Schools to care for development of the City of El Cerrito; and Kensington School for the southeastern section of the district.

The greatest problem came with the advent of the shipyards in 1940 when the school population jumped from 6,500 to 25,000 pupils. Two additional schools were established — the Mira Vista School and the Harbor Gate School. Additions were also made to many of the existing schools.

Secondary Schools

In 1907, agitation began for the establishment of a high school in Richmond as the nearest high school was in Berkeley. Accordingly, an election was held and the Richmond Union High School District composed of the elementary districts of San Pablo, Stege and Richmond was created. Three Trustees—Mr. William F. Beld-



HIGH SCHOOL STUDENT BODY OF 1907-08

Top row: Dr. Walter Smallwood, Joe Peters, Buford Wright, Tsar Calfee, William Nystrom, Duncan Dunning, Dr. Chas. Lipp. Second row: Annabel Dunning, Irene Woods, Florence Flannagan Eaton, Leonie Trautvetter Hoffman, Anna Axelson Brichman, Mary Casey. Third row: Myrtle Osborne, Elizabeth Chamberlain, Argela Edwards Brombacher, Wilma Roth Roberts. Fourth row: Ruth Glover Hill, Gladys Chreiter Davis, Elizabeth Peres Vaughn, Irene Powers, Rose Wicks Parker. Bottom row: Dr. Rena Decker Nelson, Jean Bartholomew Innis, Olivia Slover, Helen Campbell, Octavia Norton Erwin, Marguerite Butterfield Baldwin, Maud Pritchard Norton, Gertrude Eakle, Carroll Marshall, Duncan Campbell, Edward Hoffman, Lawrence Silva. Dr. Walter Smallwood was first graduate in 1908.

ing of San Pablo, Mr. L. D. Dimm, Superintendent of the Standard Oil Refinery of Richmond, and Mr. B. B. McLennen representing the Stege district were selected to organize a school. A bond issue of \$85,000 was voted for the erection of a high school building. The first high school was opened in the original two room school building on Standard Avenue in 1907. A site at Twenty-third and Macdonald was selected and a new high school building completed and opened in August of 1908.

The rapid growth of secondary schools has paralleled the growth of elementary schools. In 1920 a decisive step was taken when junior high schools were established whereby the first six grades of the districts were taken care of by the elementary department and grades seven to twelve by the secondary division. The high school district was enlarged by the addition of Pinole-Hercules and Sheldon School Districts.

Because of the increased enrollment, a new high school site was selected at Twenty-third Street and Tulare Avenue. The large growth of the El Cerrito section of the district was the occasion for the purchase of a fifteen acre site for the erection of a secondary school at that vicinity.

The Roosevelt Junior High School was begun in 1920 located at the high school site at Twenty-third and Macdonald. This school was later moved to a new building at Ninth and Bissell and the Longfellow Junior High School established in 1928 at Twenty-third and Macdonald as the high school was moved to the new site at Twenty-third and Tulare.

In 1944 another large junior high school, known as the Harry Ells Junior High School was being erected at a new site adjoining Nicholl Park on Macdonald Avenue.

The Fire Department It was not until the second decade that the fire department was put on a fully paid basis, marking the end of that colorful era of fire fighting when the volunteers were called from their beds

by the clanging of a great bell, and rushed heroically and picturesquely to quench the devouring flames.

In the matter of fire protection Richmond passed through the various stages of evolution common to most American communities. First there were fires with no means whatsoever of putting them out. Then there was the volunteer fire department which continued to grow as the city grew until it was rendering excellent service to all sections and finally on September 1, 1915, there was a paid fire department with a full time chief and a full time staff operating as one of the indispensable services of the City government. The community owes an important debt to Assistant Fire Chief J. J. Barry for his exhaustive research into the history of the Richmond fire department. Mr. Barry spent some years in searching the records back to the very beginning of fire fighting in this city and developed a great mass of informative detail of the greatest value to the present and succeeding generations.

He recalled the two great fires at Point Richmond June 9 and 10, 1901, when there was no water and no fire department, with the natural result that everything in sight was burned to the ground. The community realized that this condition could not be permitted to continue.

On the evening of June 13, 1901, a meeting was held in the Critchett Hotel for the purpose of forming a fire department. Lyman Naugle, the publisher of the little city's only paper was elected chairman. Among those present were E. M. Tilden, A. C. Lang, J. A. Whitesides, P. M. Dean, R. L. Adams, John Murray, Wm. Ellis, J. B. Blake, E. J. Summerfield and many others.

The necessary funds were readily provided, many Oakland and San Francisco firms making substantial donations in addition to those of local men.

P. G. McIntyre was elected president of the volunteer organization but at the second meeting he resigned, due to pres-

sure of business, and A. C. Lang was elected president, John Murray was elected chief and Wm. Ellis, assistant chief. During the years that followed, the men who acted as chief of the volunteers at the Point were: George Hinds, Wm. Ellis, Oliver Wylie, R. L. Adams, Dick Spirsch and R. F. Paasch.

Dances and shows were given to raise revenue for the purchase of equipment for the department and on March 8, 1902, the fire boys received delivery of a chemical fire engine purchased from a San Francisco firm. This chemical engine was used by Mill Valley for a time but had been taken over by the fire equipment company and resold to Richmond for \$500. The boys gave it a real test and it did very good work as far as capacity was concerned; but the great need was for water mains. In June 1902, some sort of a system was put in service but unfortunately there was no pressure, the water being pumped from the marsh behind the Santa Fe shops.

At the end of the volunteer era Richmond had five of these volunteer departments. The chiefs were elected by the members. Neither the chiefs nor volunteers received compensation.

On September 1, 1915, the fire department was put on a fully paid basis. The crew which had been appointed as regular men in 1914 were stationed there — Captain R. F. Paasch, Lieut. Fred Brewen, Harry Lloyd and W. T. Moore. When the regular department was formed, the crew comprised Captain R. F. Paasch, Lieut. Fred Brewen and Hosemen Victor Green and F. M. Smith.

The first paid fire chief was Roy L. Lemoin, who served until 1924, when he was succeeded by W. P. Cooper. The latter was still holding office when this history was published.

Police

Department

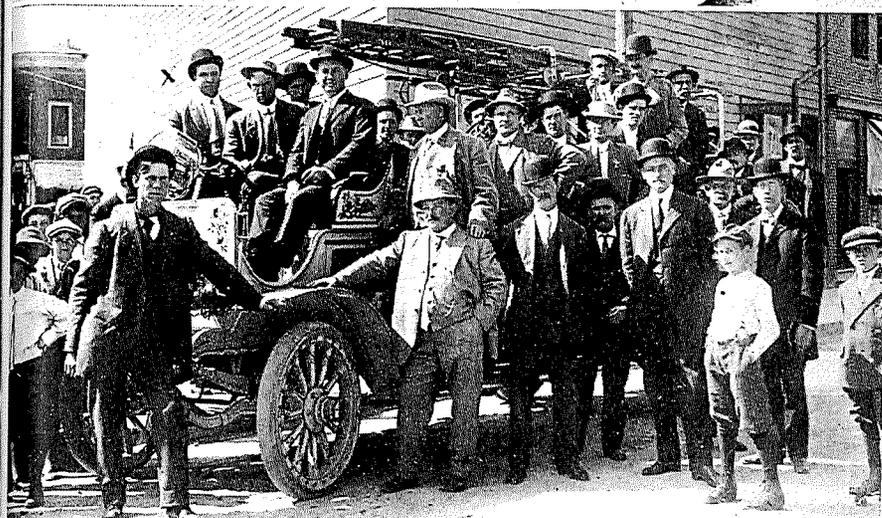
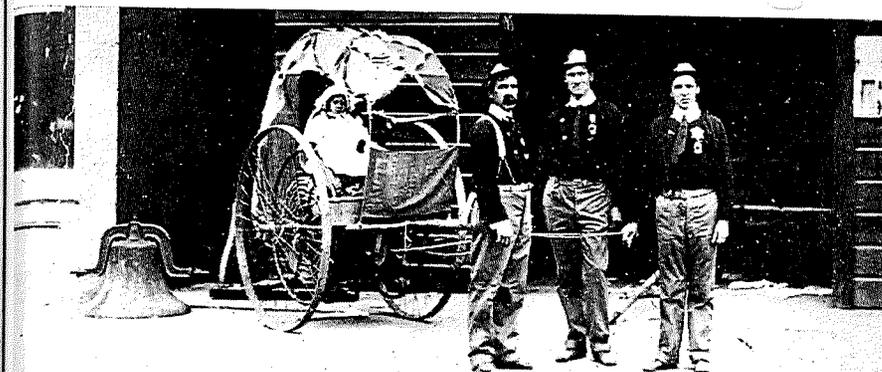
For the first few years of Richmond's life, police protection was on a hit-or-miss basis. Frank Moitoza was elected Constable in 1901, which was a year or two after the hamlet began to de-

velop at Point Richmond. Moitoza, we are willing to believe, was a perfectly good police officer, but his headquarters were at the town of San Pablo, and he was expected to cover the entire township, which was a substantial order. There is no reason to think that Richmond was any more lawless than any other youthful community of the period, but as time went on there was certainly need for expansion of this vital branch of social service. Moitoza and his contemporary officers, of course, had a simple job compared to that which confronts police officers of the present day. In the beginning all malefactors and suspects had to appear with Moitoza in the Justice court at San Pablo, but this was later remedied, and Richmond was given a Justice mill of its own.

In 1905 Richmond treated itself to the luxury of an official night watchman, who prowled the streets in search of those who might violate the law or be suspected of intent to do so. This was Harry Stevens, who thus goes down in history as Richmond's first police officer. He was followed in the position in 1906 by A. B. Crump.

The first marshal, and therefore the man who might be regarded as the first chief of police was H. W. Livingstone, who was appointed Marshal, Superintendent of Streets, Tax Collector and Pound Master by the Board of Trustees at its first meeting when Richmond was incorporated in 1905.

Thus Richmond had police protection during the first decade, but it was not until after the adoption of the charter in 1909 that the department began to operate on a sound basis with a Chief of Police and under a plan which would permit expansion and improvement to meet changing conditions. Consequently it was during the second ten years of Richmond's history that the department entered the modern phase.



Top, Company No. 1 of the first Volunteer Fire Department, with the cart and bell. Left to right, W. Ellis, R. L. Adams and John Murray. Center, crew with Fire Truck No. 1. Bottom, members of the police force about 1910.

CITY MARSHALS AND CHIEFS OF POLICE

- H. W. LIVINGSTONE: First City Marshal. Also served as Tax Collector, Supt. of Streets and Pound Master, Aug. 1905 to April 1906.
- J. H. GREGORY: Elected as City Marshal in April 1906. Re-elected in 1908. Also served as tax collector, Supt. of Streets and Pound Master.
- J. P. ARNOLD: First Chief of Police under the City Charter. Appointed July 6, 1909. Resigned July 1, 1914.
- CHAS. H. WALKER: Appointed to succeed J. P. Arnold July 1, 1914. Resigned August 15, 1919.
- W. H. WOOD: Appointed to succeed Chas. H. Walker August 18, 1919. Removed from office April 21, 1924.
- DAN COX: Appointed to succeed W. H. Wood May 16, 1924. Served until his death, May 6, 1933.
- L. E. JONES: Appointed to succeed Dan Cox May 15, 1933.

CHAPTER VII

SOME IMPORTANT BEGINNINGS

The Post Office The early residents had problems and in true American fashion set about to solve them. They needed post office service, a Chamber of Commerce, public utilities and street car transportation, and like most other communities they fumbled a good deal before they were able to evolve the smooth running mechanism of community life which we see functioning these modern times.

One of the most important of the early citizens was Lyman Naugle about whom nothing very exact is known except that he was a printer and newspaper man, who arrived here just in time to make his influence felt on the town's early life. As stated before, he was the first publisher, bringing out the initial issue of the Record to commemorate the arrival of the first passenger train over the Santa Fe. Also, he was the first postmaster and was one of the organizers and officers of the first Chamber of Commerce. Naugle had his print shop and publishing establishment on what is now Barrett Avenue at A Street. He secured the appointment as postmaster and operated the post office at his shop. Certain real estate developers anxious to promote Point Richmond influenced Naugle to move the post office there, which he did on his own initiative without consulting the authorities. Within a few days he was visited by a Federal inspector and ordered to move back to the official and legal location. Some time later a branch was opened at Point Richmond with Miss Lucretia Wood as postmistress. The second of the main Richmond offices was at Third Street and Macdonald Avenue. Other and later locations were at Sixth Street and Macdonald, Sixth Street and Nevin Avenue, and Eleventh Street and Nevin Avenue, the latter being a new building opened in 1939. Postmasters who succeeded Naugle were

Miss Lizzie McGann, Sam Jenkins, W. J. Stairley, James N. Long, John A. Miller, and L. J. Thomas. The latter took office in 1933.

Newspaper History Naugle's Record was a weekly sheet and it filled a real need for the community. A good many newspapers have come and gone, but perhaps none was more important than this first one which faithfully recorded the comings and goings of those pioneer residents of Richmond. For a few months he had the field to himself. Then in 1901 the town attracted the attention of Guy E. Milnes who was publisher of the Gazette at Martinez and an important figure in County politics. One winter day he hauled a second hand press out from Oakland in the rain, getting stuck in the mud several times on the way. He called his paper the Leader and launched it as a daily. At about the same time a small weekly calling itself the Press came into existence, but it died an early death, presumably from advertising malnutrition. In 1902 Norman Ellsworth, a San Francisco printer, invaded the field with the Tribune. These were the days of personal journalism, and the editors frequently lambasted each other in the public prints, although it is doubtful whether their readers cared a great deal for their personal quarrels. The Tribune had announced that it intended to become a daily, but it never succeeded in coming out oftener than twice a week, and at a tender age it passed out, nor was its passing regretted by its cynical contemporaries. In 1910 the Herald was established by J. L. Kennon. Within a year it was merged with the Record, thus establishing the name Record-Herald under which the paper was published for many years thereafter. In 1912 there was a merger of the Record-Herald and the Leader under ownership of Mr. Milnes and Frank Hull, with F. J. Hulaniski as editor. The latter was an important figure in the newspaper world here and was the author of a history of Contra Costa County.

In the early period of Richmond's history it appeared that Ohio Avenue was to be the main thoroughfare. The district which sprang up here was known as Atchison, and in 1902 Warren B. Brown helped to put the village on the map with a weekly newspaper, the Atchison Times. In 1903 he started the Terminal which continued publication as a weekly until it was absorbed by the Independent in 1930. Dr. Brown died in 1916.

The Daily News had a brief career starting in 1914. It was established by local labor unions and for a time had a large circulation and more advertising than either the Independent or the Record-Herald. In 1920 it was absorbed by the Record-Herald and disappeared from view.

The Daily Independent entered the field with its first issue June 7, 1910, under the auspices of a stock company organized by M. J. Beaumont and I. N. Foss, the latter acting as editor. In Martinez at that time was a young newspaper man, John F. Galvin, who had started his career as office boy for the San Francisco Examiner and had followed this with a varied experience as reporter, editor and publisher in several small communities. In 1912 he was co-publisher of the Martinez Standard along with Will R. Sharkey. Mr. Beaumont offered Mr. Galvin a salary to come to Richmond and take Mr. Foss' place as editor of the Independent. Mr. Galvin was more ambitious than this and would not come unless he could purchase an interest. This was arranged, effective June 25, 1912.

In the following year Fred S. Newsom, who had come to Richmond as student pastor of the First Christian Church, became advertising solicitor for the Independent and started riding a bicycle in pursuit of business. He later was business manager and was identified in many constructive ways with the life of the community until his death in 1943. It was in 1914 that Mr. Beaumont withdrew and Mr. Galvin purchased the remaining interest, thereby becoming publisher of an afternoon paper which was destined to remain in the field and to play a

lasting part in the affairs of the city. Thus Richmond, over a great number of years was well served by the Independent in the afternoon and the Record-Herald in the morning, both giving ample coverage to local, national and world news. That their service was highly satisfactory to all concerned is indicated by the fact that no other daily newspaper has attempted to enter the territory since the demise of the News in 1920.

Street Car Transportation

Street car transportation received attention at an early date. On August 13, 1900, which was after the Santa Fe had selected "East Yard" as its western terminus, but before the Standard Oil Company had started to build its refinery, A. S. Macdonald and William G. Henshaw were granted a franchise by the County Board of Supervisors to construct a street railroad system. The line was to run from Point Richmond to San Pablo Avenue and thence south to the Alameda-Contra Costa County line. The franchise was to run for 50 years. The price which the Supervisors exacted from the promoters was \$100 in cash, plus two per cent of the net receipts after the first five years of operation. In addition, the railroad promoters were required to erect and maintain electric lights at a number of important points along the route which at that time was of course entirely devoid of street lighting and was as dark as a coal mine at midnight.

However, Macdonald and Henshaw had no real desire to engage in the street railroad business. They wanted a railroad system to insure the full and uninterrupted growth of the new community, and when a man came along who really wanted to construct and operate such a system they stepped aside and gave him their blessing. This man was William S. Rheem, then head of the Standard Oil Company. It was in 1902 that Rheem and a group of associates organized the Belt Line Railway, which was later operated jointly by the Southern

Pacific and Santa Fe. In 1904 the same group organized the East Shore and Suburban Railway in Contra Costa County and started construction. Within a year they formed a new company with four times as much authorized capital. The system was carried to completion. Included in the plan was a 17-acre amusement park.

By 1911 the company had 17 miles of track in Richmond and running to the county line. There were branch lines running to San Pablo and Grand Canyon Park.

Revenue passengers increased 39.6 per cent from 1906 to 1910. In 1910 the company carried 2,700,000 passengers. The gross income increased 55.7 per cent in the same period. It paid dividends of \$2 per share in 1907, and \$4 a share in 1910. The line ran along Ohio Street to Sixth, then on Sixth to Macdonald and east along that street to San Pablo Avenue. In the earliest days of the line there was no paving and no sidewalks either on Ohio or Macdonald, and passengers leaving the cars stepped off into a sea of mud. Ohio street was wide open country, so much so that it was not uncommon for the motorman to stop the car long enough to take a shot at a jack rabbit.

The main line of the Southern Pacific crossed Macdonald at the same point where it crosses now, and the trains were naturally a menace to the street cars and their passengers. After some accidents and near-accidents, a safety measure was adopted. The passengers left the street car, walked across the Southern Pacific tracks and embarked on a car on the other side. This was inconvenient to say the least, and it became obvious that a subway was a crying necessity. On September 10, 1907 the City Council passed an ordinance granting the Southern Pacific the right to construct the subway at its own expense with the specification that it should be maintained by the East Shore and Suburban Railway company. At a later date the subway was enlarged and considerably improved to care for increasing flow of vehicular traffic.

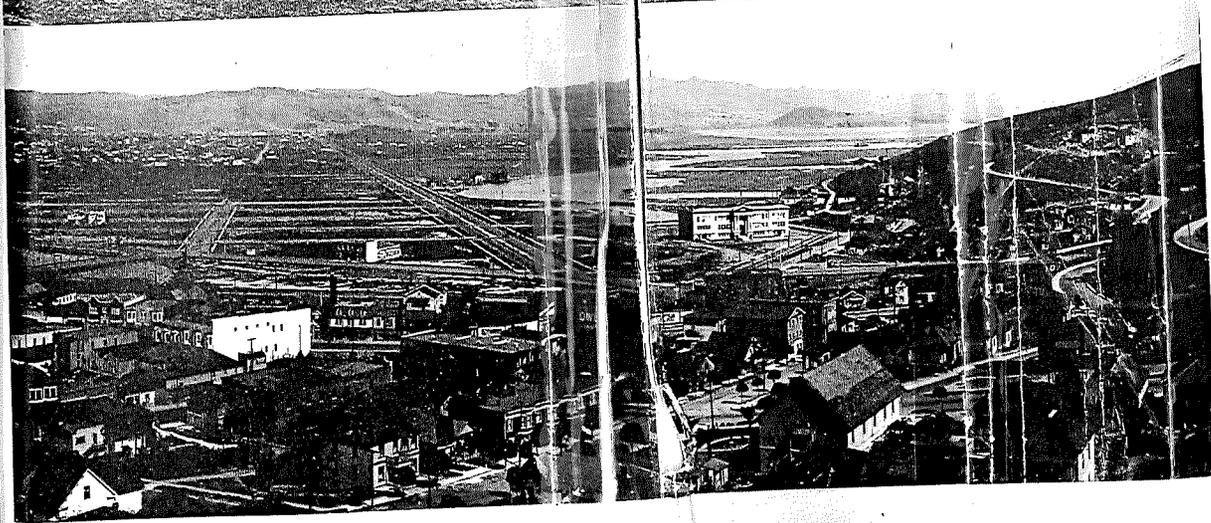
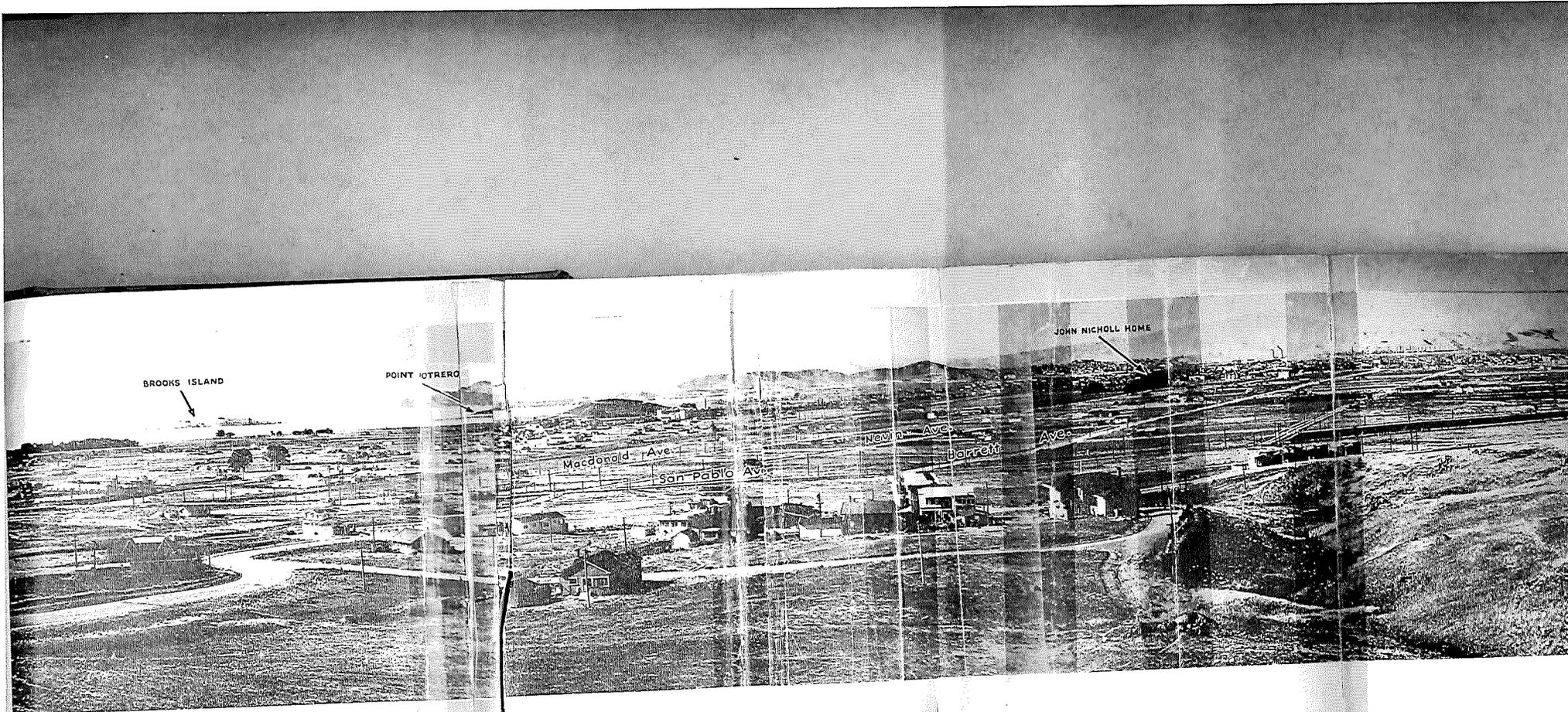
F. M. ("Borax") Smith developed and unified the local transportation system and the Key lines to San Francisco. His operations were limited to Alameda county. The Oakland Traction company absorbed the East Shore and Suburban company in 1910, thus placing the street car system of both counties under one management.

The present Southern Pacific station was finished and opened to the public November 1, 1915. It replaced a two-story combination station building which had been constructed on the same site in 1905. This took the place of the shelter shed on Barrett avenue, which was Richmond's first station.

The utilities—telephone, water, power and gas—have been in the field since the beginning, though not under the present ownership. Through mergers, sales and reorganization the corporate picture has been in process of change and evolution from one generation to the next, but through it all Richmond has received service which always allowed a safe margin for growth. The big test for the utility companies came after 1940 when Richmond developed into a war production center, and there was a demand for service which had heretofore not been approached.

Power and Gas The Richmond Light and Water Company, organized in 1901, built a plant adjacent to the Standard Oil refinery and was the first company to serve Richmond with electric power and gas. The Richmond Light and Water Company remained in existence only for a year. Its electric properties were taken over by the Richmond Light and Power Company organized in 1902. The steam plant was abandoned as a source of electricity almost at once and electric power was purchased from the Bay Counties Power Company, a direct predecessor of the Pacific Gas and Electric Company.

At the turn of the century the distribution of electricity in



At the top is taken some time after 1915, when Richmond had established itself as a modern city, but before the great development that came with the war boom. Practically every foot of the vacant property shown here was covered with private and public housing units after 1940. Note the presence of Easter hill, to the right of Point Potrero, which was graded down to the street level during the war. No traffic is visible on any of the streets. At the left is a picture taken from one of the elevations of Point Richmond looking eastward before construction of the shipyards and before any of the great housing projects had been built. The building at the right of the center is the old Washington School.

Northern California was confined principally to larger cities along the seaboard. Power sources were steam plants. Hydroelectricity from the watersheds of the Sierra had not appeared. The electric age was in the making. Little was known about electricity or what it would do.

Coincident with the organization of the Richmond Light and Power Company was the beginning of the hydroelectric era in California. The Bay Counties Power Company in 1901 became widely known for two outstanding accomplishments. It completed a transmission line 150 miles long extending from Colgate on the middle fork of the Yuba River into Oakland. This was the first delivery of hydroelectricity into the San Francisco bay region. An outstanding engineering feature of this transmission line was the successful spanning of Carquinez Strait, a distance of 4427 feet between towers and completely over water.

In 1903 the Bay Counties Power Company constructed a substation in Richmond on the site of the dismantled steam plant and hydroelectricity made its entry into the Richmond area. Later, in 1907, the Pacific Gas and Electric Company built a second substation in Richmond, on Tenth Street.

memo
The Richmond Light and Power Company continued as an electric distributing company until 1910. In that year its properties were acquired by the Western States Gas and Electric Company. The Western States Gas and Electric Company was a subsidiary of the Byllesby interests of Chicago, and operated other utility services in Northern California. The Western States Gas and Electric Company continued distributing electricity only in Richmond until 1927 in which year its properties in Richmond and elsewhere were purchased by the Pacific Gas and Electric Company. The Pacific Gas and Electric Company has supplied gas service in Richmond from its very beginning. Gas distribution to Richmond residents was started in 1906 by an extension from the company's Oakland gas

facilities. This was in the early days of manufactured gas.

Gas manufactured from oil was the source of Richmond's gas supply until 1929. In that year the Pacific Gas and Electric Company completed the first line of its natural gas system bringing natural gas from Kettleman Hills at the upper end of the San Joaquin Valley into the San Francisco bay region to replace the manufactured gas supply. This line came directly north from Kettleman Hills and forked at the head of San Francisco Bay, one line following the peninsula into San Francisco while the other continued along the north shore of San Francisco Bay and terminated in Richmond. Subsequently, in 1930, another natural gas transmission line was built by the Standard Pacific Gas Line, Incorporated, owned jointly by Pacific Gas and Electric Company and the Standard Oil Company of California. This line runs through the San Joaquin Valley and ends in Richmond's neighboring town of San Pablo.

The Pacific Gas and Electric natural gas system is based on two long distance transmission lines extending northward from the major fields of supply, Kettleman Hills and Buttonwillow in lower Central California. These lines are of steel pipe 16 to 26 inches in diameter. Branch lines reach all major cities of Northern and Central California.

The company's natural gas resources were augmented after 1936 by the development of a number of smaller fields of supply. These fields are located in the southern part of the San Joaquin Valley, near Tracy in San Joaquin County, near Rio Vista in Solano County at Sutter Buttes in Sutter County and near Woodland in Yolo County. T. Emmet Ward represented the company as manager in Richmond for many years.

Growth of the Telephone

The tinkle of the telephone was heard almost as soon as Richmond began to be a town. There was no telephone service when the Santa Fe started operations in 1900, but on March 1,

1901, the first toll station was installed in the Critchett Hotel, at the corner of Washington and Richmond Avenues, in East Yard. In April, two telephones were placed in service for the Santa Fe over a line connecting the station with Oakland. These arrangements were, at the best, temporary; and other facilities soon became needed. Richmond's exchange is peculiar among those of California, for the reason that it was founded on November 9, 1901, some years after central offices in other cities of prominence were established. The pioneering problems, so far as equipment was concerned, were not as difficult as those of San Francisco, Oakland and Alameda had been. The telephone problem in Richmond came to consist principally in keeping pace with a phenomenal development, compressed in a comparatively small number of years. The telephone company's new exchange was known by the name of East Yard, for the time being. It was located in quarters on Richmond avenue, between Washington and Santa Fe, also occupied by Miss Laura Baxter's confectionery store. The proprietor of this modest business enterprise also acted as agent for the company and employed two operators to assist her. The new switchboard served twenty-eight subscribers at first and boasted one toll line to the Oakland Exchange. The manager of the latter, Mr. Fleming, supervised the East Yard office.

In 1902, the Sunset Company took over the exchange, upon Miss Baxter's resignation, and moved it to a room over the Point Richmond Bank, at Washington and Richmond avenues. The exchange name was changed to Point Richmond at this time to coincide with that of the town; and the business of the office was increased considerably, when the Standard Oil Company began to build its great refinery near the place. The number of subscribers had increased to one hundred and four, by the end of 1902. Growth continued at such a pace that a new central office was equipped at 30 Washington avenue, to supercede the old one, in 1903. The switchboard installed was of the

magneto type and had two positions. George Topping, who had been acting as manager, resigned during the year; and no successor was appointed.

Maintenance and installation work was done by crews sent over from Oakland, twice a week; but their troubles were few compared with those of pioneer workmen in Oakland. Metallic circuits were universally used in the area, and induction difficulties were necessarily not as pronounced as would have been the case had grounded lines been in service, with so many power wires about.

So many orders for service were received that the old office rapidly approached its capacity. When new quarters became necessary, the company forsook Point Richmond and moved into an especially constructed frame building at 242 Third Street in the new part of town. Harry Goss managed the Richmond office from 1906 to 1908. Mr. Patterson, his successor, resigned a year later.

Richmond's local telephone directory, in August 1906 was of a type common in San Francisco back in the pioneer days of 1878. It consisted of a strip of light cardboard and contained the names of over two hundred and fifty-nine subscribers. The principal concerns listed were the Belt Line Railroad, which operated through the industrial district; the officers and stations of the East Shore and Suburban Railway; the Southern Pacific Company; the Santa Fe and the Richmond Light and Power Company. Three prefixes are found in the book, called Main, Black and Suburban—each designating some certain territory served, within the exchange limits. Names of Richmond subscribers were also to be found in larger directories distributed by the Sunset Company, but the small publications alone had a general local use.

When the telephone company central office was moved to the new Richmond in 1906, the majority of subscribers lived in the Potrero, or Point Richmond. During the following year,

when the Pacific Telephone and Telegraph Company succeeded the Sunset, one hundred and two telephones were gained, bringing the total on January 1, 1908, to four hundred and seventy-seven. This increase can in part be attributed to population growth; the introduction of desk instruments, and a new four party, residence rate to take the place of the old ten party business and residence rate. The management of Richmond's telephone affairs passed to J. H. Mathews in 1909. He resigned during the next year and was succeeded by George R. Calvert voluntarily retired in July, 1941, and George Spalteholz was appointed manager. Frank E. Looney became manager in 1944.

Water Service A multitude of companies have served Richmond with water. Like other parts of the East Bay area, Richmond has often been served by a number of companies at one time, competing against each other for the business. The last of the small private companies, The Pullman Water Supply Company, which delivered water to a dwindling list of customers through a badly deteriorated pipe system, passed out of existence when it was taken over by the East Bay Municipal Utility District in 1943. Most of Richmond, like other cities of the East Bay received its water service from the East Bay Water Company after 1916 when that corporation merged the other companies in the field and established a virtual monopoly under jurisdiction of the Railroad Commission. The East Bay Municipal Utility District, a political subdivision, was created by vote of the people on May 8, 1923, to bring in a new supply of water and to take over and administer the distribution system under public ownership. Richmond voted against the project and refused to become a part of the district. Shortly thereafter Richmond asked for and received annexation into the district, and has since been a part of it. The first director from this ward was Henry A. Johnston. He was

succeeded by George Thornton, whose place was taken by Albert P. Hill, well known Richmond and El Cerrito business leader. Mr. Hill was serving as director when this history was published in 1944. For many years Norman Doyle has been manager of the Richmond division.

An Early Booster Shortly before 1910 the first City directory was issued. It contained an introductory article and gives us a picture of what the town was like at that time, and what the writer believed it would be like in the future.

We quote: "A complete census of the city have never been compiled. At the time of the last decennial census of the United States there were but few people here. At the close of the year 1900 there were not over twenty buildings in the settlement. By the time the government enumerator gets around in 1910, it is safe to predict the population will exceed 20,000, and it may reach 30,000. This directory is supposed to contain the name of every adult inhabitant. The compilation covers 2,600 names. Multiplying this by $2\frac{3}{4}$ the figure usually employed in computing population by city directories and we have 7,150 which is probably not far from correct."

The suggestion that population would reach 30,000 by 1910 was only a booster's dream, as this figure was not really arrived at until the census of 1930, and in 1940 it had only reached 23,400. It was after 1940 that Richmond's growth went beyond the wildest dreams of its most ardent supporters. In less than three years after the establishment of the shipyards population passed the 100,000 mark, which meant it had multiplied itself five fold.

More notes from the old directory: "The contract was let March 9, 1907, for the construction of the finest opera house on this side of the bay by the Richmond Opera House Com-

pany. The building is to be erected on the vacant lot beside the Berkeley Cafe and facing on Tewksbury avenue. It is to be of modern architecture, and the contract price calls for a little under \$20,000.

"The style of architecture will be highly artistic; the fittings and furnishings will be elaborate and every detail has been entered into with the view of giving the people of Richmond and Contra Costa County a play house that they may well feel proud of. "The major portion of the work on this project has been accomplished through the untiring efforts of P. M. Dean, to whom the urgent need of a house, such as he proposes to build, appealed. "The City of Richmond invites and will extend every inducement to other industries to locate here. No place on the Pacific Coast has advantages to offer manufacturers that will equal those at Richmond. The city has fine water works, electricity for power and illumination, telephones, telegraph (both Western Union and Postal) a live Chamber of Commerce, cheap lands, low taxes, and the very best shipping facilities, both by rail and water. "Reliable information may always be obtained by addressing the Secretary of the Chamber of Commerce."

The Chamber of Commerce

Ever since then people have been applying to the Chamber of Commerce for information, and getting it. Richmond has had many Chambers of Commerce, improvement associations and booster organizations of one kind and another under a variety of names. But it had to wait until 1924, in the third decade of its history, for the permanent Chamber of Commerce, the one that was to carry the burden of harnessing the community's constructive efforts over a great period of years.

The need for a Chamber of Commerce was recognized as soon as Richmond existed, and before it was an incorpor-

ated town. Thus we find an almost prehistoric Chamber in 1902 with the following officers and directors:

Wm. F. Belding, President; Lyman Naugle, First Vice-President; R. H. Curry, Second Vice-President; J. B. Eakle, Third Vice-President; H. B. Kinney, Treasurer; J. L. Kennon, Secretary. Directors: J. Q. Black, R. R. Thornton, John Murray, J. R. Neylan, J. Asher, B. J. Baker.

In a few years the Chamber of Commerce had run its course and its place was taken by the Richmond Progressive Association, which adopted a full program and got off to a flying start on May 17, 1912. It was during this early period that the Richmond Industrial Commission was formed. It concentrated largely on the job of attracting new industries and in this regard was extremely active. It is generally credited with being responsible for the location of the Pullman plant here.

In 1912, while continuing its own Chamber of Commerce activities, Richmond took a prominent part in the formation and operation of the first County Chamber of Commerce. This County Chamber had a directorate made up of men from all sections of the County, and Richmond won the battle to have the office established here. George T. Compton of Walnut Creek was the executive.

A few years later a new Richmond Chamber of Commerce had entered the field and was carrying the load while other organizations devoted to community promotion had gone out of business or had dropped into a secondary position. In April of 1920 the Chamber published an elaborate and complete booklet summarizing growth of the community and looking to the future. At this time the officers and directors were as follows:

OFFICERS: E. H. Kueffer, President; O. R. Ludewig, 1st Vice-President; W. G. Casey, 2nd Vice-President; C. S. Downing, Treasurer; W. S. Sullivan, Secretary.

BOARD OF DIRECTORS: Charles G. Bacon, Rev. A. M. Bahn-

sen, F. E. Beck, W. G. Casey, C. E. Clark, C. S. Downing, John F. Galvin, Louis Garfinkle, Fred W. Heckman, C. C. Kratzer, E. H. Kueffer, O. R. Ludewig, Carl E. Overaa, W. S. Pierce, Dan W. Reardon, Lou W. Schroeder, H. O. Watson. Pierce and Carlson, Legal Advisers.

By 1922 this Chamber of Commerce had faded from the scene. Richmond was without a Chamber of Commerce for two years, a condition which was not fitting for a community which made the proud boast that it was the youngest industrial city on the Pacific Coast and was destined for great things. Sentiment which had been stirring for some time in the minds of business and professional men crystallized into action in 1924 with the formation of a Chamber of Commerce which was at last organized on such a sound basis that it could endure through the years and could provide the community with the leadership that it is the duty of such organizations to provide.

Henry A. Johnston was President, E. B. Bull First Vice-President, and S. B. Merry Second Vice-President. The directors were as follows: Chas. S. Renwick, W. W. Scott, Henry A. Johnston, P. M. Sanford, E. M. Downer, J. A. McVittie, J. L. Eakle, L. A. Pockman, W. A. Potter, Harley Carter, Harry Marcus, George N. Rooker, A. P. Hill, F. B. LaMoine, E. B. Bull, J. P. Strom, Larkin J. Younce, T. H. DeLap, S. B. Merry, M. A. Hays, J. H. Plate, Otto R. Ludewig.

The organization began functioning with offices in the Elks building. Guy W. Wolf, who had been connected with the Oakland Chamber of Commerce, was managing secretary. Mrs. Helen B. Kingsbury, who had been employed by the Standard Oil Company, was engaged as office secretary. Wolf's office was later abolished and Mrs. Kingsbury was given the responsibilities of Secretary. In this connection she continued to serve the Chamber for a great number of years. Mr. Johnston had two terms as President, and in 1926 was succeeded by P. M. Sanford, a contractor and property owner, who had been

a director since the beginning. Mr. Sanford filled the office so satisfactorily that he established a long distance record for this kind of office holding. He was president for 16 years, and this service was continuous except for the year 1931 when E. B. Bull was president for one term. In 1926 Burdette S. Sanders, Oakland newspaper man and advertising executive, was engaged as director of publicity and advertising. He was succeeded in 1928 by the author of this history.

Mr. Sanford was succeeded as President by Edgar W. Dale in 1942. Mr. Dale had been for many years the Secretary of the Richmond Elks and continued in that capacity after assuming his new work with the Chamber. He was influential in the Red Cross, Health Center and many other important civic groups and movements. The Chamber of Commerce touched the life of the community in a great variety of ways through the years, and continues to do so.

CHAPTER VIII

SECOND AND THIRD DECADES

Miscellaneous Events

Richmond had entered upon its span of life at a period when there were many signs of change in the national scene.

There was, for example, the automobile, which was only a toy in the hands of the occasional adventurous person until well after 1910. It is amusing to note that in 1914 Richmond motorists were ignoring the State law regarding license plates on their cars. We quote from the Daily News of March 23, 1914:

"WARNING ISSUED TO OWNERS OF AUTOS"

"The 20th of March has passed and likewise the last day of grace for auto owners to have state license tags placed on their cars. Nearly all of the machines in this city are displaying the red and white "signboards", but from now on the officers will begin a strict enforcement of the law, arresting all auto owners who do not display numbers of their cars or who do not give evidence that they have applied for the same. Sheriff Veale is in receipt of the following notice: "To all Sheriffs: The new motor vehicle act, effective January 1, 1914, has now been in force for about three months and sufficient time, therefore, has elapsed for all owners of motor vehicles to have complied with the requirements of the law and obtained their necessary credentials for operating the same. "Under this law, one-half the net revenue derived from this act is returned to the counties from which such applications for registration have been made. It is therefore, to the interest of each county that the requirements of the law be complied with and your earnest cooperation to this end is requested.

"Briefly stated, the requirements of the law are that each

automobile, which includes all motor vehicles, with the exception of motorcycles, shall be equipped with a small registered motor vehicle seal and two number plates, one number plate to be affixed to the front and the other to the rear, the rear one to be so placed as to be illuminated at night so as to be readily discernible at a distance of fifty feet in the reverse direction to which such automobile is proceeding. Motorcycles must have number plates affixed to the guard of the wheel."

Plea For Laundry At the beginning of the second decade Richmond residents managed to keep themselves clean, but outside people made a profit on this. Richmond was not the possessor of a single laundry, which moved the Record-Herald to the following outburst on February 6, 1911:

"And while we are talking about the needs of Richmond, let us not fail to mention the fact that we are each and every week sending from this city to Oakland and San Francisco \$600 for laundry work. To some people this may not seem to be a great sum of money, but in the course of a year it amounts to the sum of \$31,200 which goes from us forever, with the exception of the pittance received by the men who gather up the soiled linen once a week and return it to the owners after it has been washed, starched and ironed.

"The Record-Herald is informed that the reason why a laundry cannot be made to pay in this city is because Richmond is a too prolific field for the outside laundries. That it is the custom of these institutions in Oakland and San Francisco to join hands whenever a venturesome individual attempts to go into business here with a local laundry and run him out of business. This has been done a number of times and it will be done again, unless the city council will give some sort of protection to local laundrymen.

"No less than four attempts have been made by laundrymen to establish laundries here and each separate attempt has

met with failure. The last laundry went out of business some three years ago, for the reason that Oakland and San Francisco would do the work cheaper than the home institutions—for the laundry wagon drivers. Naturally they took the work where they could save money. The families of this city do not profit by this competition, but the drivers do. It is the driver who meets the trade and therefore he has been in a position to divert the work in any direction he sees fit.”

“It is in the power of the council to place a license on the laundry business in a sum sufficient to protect a home laundry. Let the tax be heavy enough to discourage the outside man and then the local laundry can put on its own wagons in the field and compete with the trade. The great sum of money spent by the people of Richmond for washing their soiled linen would be better if left in the channels of trade in this city. This point cannot be disputed by anybody. Thirty-one thousand two hundred dollars will pay for a great deal of labor and it would all be home labor. Men and women would be employed and the greater part of this money would be spent with Richmond business men.

“There is no argument over the advisability of passing a law to protect an institution of this kind in Richmond.”

The Town Stays Wet In 1912 the national drift toward prohibition was strongly under way, but in Richmond the popular feeling was for an open town with plenty of saloons. The matter came to a vote on April 11, 1912, and the saloons won easily, as reported in the Independent, as follows:

“By an over-whelming majority yesterday the electors of the City of Richmond—male and female—voted to retain the saloons. Twenty-six hundred and seventy-nine voters, out of a total of some 3,300 who were on the great register and entitled to vote, marched to the polling places and registered their

ballots. Of these, 1,864 voted for the continued operation of the saloons, while only 793 voted to close them. The ratio in favor of the saloons was about 2½ to 1.

“In every one of the eleven precincts in the city a substantial and decisive majority was rolled up for the saloons in the largest vote that was ever cast in the city in any election.

“The uncertainty as to the outcome of the election expressed by many because of the doubt as to how the women voters would register their opinion was early dispelled by the women themselves, who went to the polls and openly expressed their belief in the saloons remaining open. It was estimated by the election officials after the closing of the polls last night that the vote of the women had been about equally divided between the wet and dry forces. Of the 2,579 votes that were polled, twenty-two ballots were spoiled and were not counted in the final results. The officials at the polling places say that the majority of these favored the saloons.

“The result of the election was received with great jubilation by the city generally, the workers who had been active throughout the day in bringing voters to the polls receiving the congratulations of the business men, merchants and others who believed that the future of the city was bound up in the result of the election. The forces who had opposed the saloons took their defeat with a good grace, and many of them were heard to remark after the result was known that Richmond, even with the saloons, was a pretty good town to live in after all.

“The election was the first in the history of the city and county in which women acted in the capacity of election officials, and in all but two of the eleven precincts a woman official assisted in the supervision of depositing the ballots in the ballot box. Male election officials and voters were a unit of stating that the work of the women was more than creditable and that the intricacies of balloting were mastered by them after a few votes had been cast.”

The Ferry System

It was in 1915 that there unfolded the beginnings of a mode of travel then completely new—a ferry system for automobiles. In that far-off year a few daring souls were driving cars across the continent, thinking themselves lucky indeed to make it in four or five weeks.

Blacksmith shops and bicycle repairmen were still giving first aid to ailing motor cars. And a man named Raymond Clarke conceived the idea of establishing an automobile ferry between Marin and Contra Costa counties.

His idea brought fruition when Andrew Mahoney, Oliver Olson and Charles Van Damme organized the Richmond & San Rafael Ferry & Transportation Company in March of that year. Chartering the steamer "Ellen" from the Mare Island Employees' Association, service was established between Blake Brothers' quarry in Contra Costa county, as a Richmond terminus and the old ferry terminal of the San Francisco Northern at Point San Quentin. A year later, the company built its first automobile ferry—the "Charles Van Damme" named for the first president of the company. Many are the motorists who can remember this vessel, which served faithfully for years. The Van Damme was a sidewheel craft, with an incline compound engine and a capacity of 37 automobiles. Corrals were built on the main deck, in the wing by the wheel house, and the company swelled its revenue by transporting thousands of cattle and sheep "on the hoof."

The Library

Nowhere was the rise of culture more apparent or more important than in the development of the library system. This had its beginnings as early as 1907 in a private library club, but did not grow into a public system until 1910, as shown in data assembled by Coit Coolidge, who became the librarian in 1940. We quote him:

"The Richmond Public Library had its beginnings in the

activities of two women's clubs, the Richmond Club and the West Side Improvement Club which in 1907 each operated circulating libraries. The women donated their time to these ventures, the books were donated and entertainments were given to meet expenses. The Richmond Library Club, formed by the members of what is now the Richmond Club, was organized on August 16, 1907 with Mrs. W. W. Felch as chairman of the library committee. The club rented a small room on the corner of Sixth and Macdonald Avenue and the committee operated the library. Among the members of that first committee were Mrs. W. W. Felch, Mrs. E. B. Smallwood, Mrs. Kate Smith, Mrs. Clarence Jenkins and Mrs. C. B. Evans. The public library was formed by a union three years later of this club with a similar venture at Point Richmond.

"Before this, however, through the leadership of Mrs. E. B. Smallwood and the Richmond Club a petition had been sent in 1908 to the Carnegie Corporation for a gift of funds to build a suitable public library building. The Carnegie interests responded with a gift of \$17,500 on condition that the City would undertake to provide annually a fund for the development and maintenance of the new institution. With this money the front part of the building at 4th and Nevin Streets was started the latter part of 1909 and completed the following year on a plot of ground consisting of five lots donated by the Richmond Club. The architect was W. M. Weeks, and the newly formed Board of Library Trustees under which he worked was comprised of Mrs. E. B. Smallwood, President, Mr. Harry Adkinson, Secretary and the following trustees: Mrs. George W. Topping, Dr. J. L. Bedwell and Mrs. L. D. Dimm.

"The new building was opened with a general reception held in the library on the evening of August 17, 1910. Mr. Frank Bunker, Superintendent of Schools spoke on "The Library in the Community," Dr. Martin's orchestra furnished the music, and the Reverend D. W. Calfee delivered the invoca-

tion. Mrs. Alice G. Whitbeck the newly appointed librarian was introduced and the Library declared open for use. The equipment and methods were the most up to date known and under the able leadership of Mrs. Whitbeck the library made great progress in the community.

"The Library had in the beginning only three or four book cases and not many books. What was later used for newspaper readers was then the children's alcove. Downstairs in the basement was a smoking room for the men which was later discontinued from lack of patronage. The building was open afternoons and evenings.

Thus the Library developed through its first years from its modest beginning with the union of the two club libraries, the Richmond Club and the Women's West Side Improvement Club and the donation of all their books to the new City Library in 1910 until September 1913, when Mrs. Whitbeck resigned to become head of the Contra Costa County Library with headquarters at Martinez. At the end of the first year the number of books in the library had increased from 1896 at the beginning to 3,409 and showed a circulation of 20,021 volumes. The following year the book stock had increased to nearly 6,000 volumes and the circulation had jumped to 38,938 volumes. There were over 1,000 borrowers. There was a well organized service for children, the West Side Branch was flourishing and the Stege Branch had been started. In September, 1913, Miss Della M. Wilsey was appointed to succeed Mrs. Whitbeck.

"When Miss Wilsey left the library to be married to Mr. J. A. McVittie of Richmond, she was succeeded by Miss Norah McNeill who was appointed librarian in 1917 and served until her retirement in 1939."

It was after the appointment of Mr. Coolidge as Librarian in 1940 that the community had its most spectacular population growth, and the library system provided service in keeping up

with the times. Among other things, two new branches were opened—one in the Canal housing project, the other at Twenty-fourth street and Macdonald Avenue. Special emphasis was placed on getting technical books and publications into the hands of those who were training themselves for the mechanical trades.

Growth of The P.-T. A. The foundations for the Parent-Teachers Association movement were laid on March 21, 1916, through the efforts of Superintendent of Schools Walter T. Helms, when a meeting was held at Lincoln School to form an organization to aid under-privileged children. The movement continued to expand through this decade and into the 1920's until Richmond was provided with a complete city-wide system in which all schools were represented.

Officers of the initial P.-T.A. were Mrs. A. B. Ledgerwood, president; Mrs. J. T. Narbett, first vice-president; Miss Nora McNeil, recording secretary; Mrs. Stivers, treasurer; Miss Nettie Windrem, corresponding secretary; Mrs. W. T. Helms, Mr. and Mrs. B. X. Tucker were also active. The total membership at that time was twenty-seven.

On November 14, 1916, the members gave a concert in the Lincoln Auditorium raising \$175 toward this fund. From fifty-six to sixty under-nourished children were served milk daily. In October the association extended the service to Nystrom school. About twenty children were served there and two at Peres. At the suggestion and with the cooperation of Mr. J. T. Zumwalt, they held a paper drive which netted them \$450 and this was added to the fund. They also gave a dance at East Shore Park. John A. Miller acted as the publicity chairman and they raised \$1,000.

From these activities other Parent-Teacher Associations came into being for the purpose of serving the under-privileged. Mrs. W. T. Helms also was in charge of the sewing project

for needy children, cooperating with the local Red Cross. The various units belonged to the Berkeley Federation. In 1923 the Richmond organization became an independent group known as the Richmond Federation with Mrs. Billie Brown as the first president. Later it was known as the Richmond Council of Parents and Teachers. Among the first group of officers were Mesdames Talitha Edgar, R. N. Farhenholtz, W. N. Morgan, A. L. Rector, Miss Nora Ashfield, Mr. F. C. Shallenberger and "Doc" Seawright.

Previous to 1923, a scholarship fund was established through the personal contributions of Mrs. W. T. Helms and Mrs. B. X. Tucker. In 1923 the Richmond Council assumed the maintaining of this fund. In April and June, 1924, Mrs. George Ellis acted as chairman of two theatre parties which netted the fund \$800. Up to 1927 only three students had received scholarships. Now thirty or forty students have been benefited from this fund. In the neighborhood of \$2,000 has been loaned out. In 1932, they changed the name from Scholarship to the Student loan and it became a revolving fund. Students could borrow without interest money to attend business college and nursing schools as well as academic colleges. Our student loan fund was established before the State Congress decided to provide one of their own.

One of the first official duties of the Council was the passing of a resolution that when a minor committed an offense bringing him before civil authorities, the name of such minor should not be published.

Parks and Playgrounds It was not until after 1920 that Richmond got into its full stride in the important matter of public recreation such as parks and playgrounds. These activities have grown with the years and are now operated on a large scale commensurate with the size and importance of the community which they serve. The

parks with the recreational activities normally connected with them are administered under the City Manager, while the school playground system and the numerous recreational activities connected therewith are in charge of a special division operating under the school department. For many years the Park Superintendent has been R. Tcherassy and the director of recreation has been Ivan W. Hill. These two phases of public recreation have been developed steadily since they were first inaugurated so that Richmond compares favorably with other communities in this highly important service to the public.

In the earliest day supervised and organized school recreation was an unknown factor in Richmond as it was in other towns and cities. There was simply a place for children to play and they amused themselves with whatever facilities they could find. There was no organization of after school recreation, dances, sports, etc. As the idea of supervised recreation began to gain a foothold, Richmond joined in the forward looking movement, setting up facilities as the need grew and the school population increased. This work has now become one of the most important departments of civic life. It has been elaborated to include every legitimate branch of recreation not only on school playgrounds but elsewhere, including the city parks where many events are arranged and supervised. The first step toward establishment of the present city park system was taken in October, 1922, when the voters approved a bond issue of \$150,000 for park purposes. The first park property acquired with the bond issue funds was the 18 acres of land making up the present Nicholl Park on Macdonald avenue between Twenty-ninth and Thirty-second streets. This was part of the original John Nicholl ranch and the land was purchased from the Nicholl family. It was developed with trees, shrubbery, lawns and a great variety of recreational facilities.

Largest of the city parks is Alvarado, situated on the banks of Wildcat creek at the eastern end of McBryde avenue. It is a

little over 42 acres in extent and is a wild, natural recreational area within the limits of the city. Its facilities include park benches, stoves, barbecue pits and a large dance floor. The other eight parks are Elm, Memorial, Mira Vista, South Richmond, Pullman, Recreational Center, Library, Washington Park and Playground, and East Shore. There was large scale expansion of the recreational program after 1940 when the population began to increase by leaps and bounds as the result of Richmond's development into a great war production center.

Churches The oldest church building in Richmond is the brick structure at Richmond Avenue and Martina street in the Point Richmond district, constructed in 1906 by the First Methodist Church. The second church building was Our Lady of Mercy Catholic church which adjoins the Methodist Church. These were permanent structures. There was a temporary wooden structure on the site of the Methodist church which was the first building in Richmond where services could be held and the various aspects of church work carried on. For example, this building was used to house and feed many hundreds of refugees from the San Francisco fire and earthquake. The idea of religious worship was in the minds of the people from the time the community first began to take shape, and church service was held in 1899 in a Santa Fe passenger coach which was placed on a sidetrack each Sunday morning for this purpose. Rev. William N. Younglove, Methodist, was the first pastor. In 1900 the First Methodist church of Richmond was officially organized. Thus the Methodists have the honor of being the church pioneers. Other faiths followed. There is now a full representation of the principal denominations and Richmond churches enjoy the reputation of being well sustained and well attended.



Built by the Methodist Church, this was the first structure in Richmond in which church services were held. Prior to its construction services were held in a Santa Fe railroad car. Shown also are Rev. Younglove, Richmond's first pastor, with Mrs. Younglove.



Y. M. C. A. and Boy Scouts The Young Men's Christian Association was first organized in Richmond on a temporary basis in 1918, and a more permanent organization was set up in the following year with Dr. W. M. Bullock as chairman. With him on the Board of Directors were the well known community leaders of the period—Professor J. E. Zumwalt, Judge D. N. Hall, Walter T. Helms, P. M. Sanford, C. E. Parker, E. H. Harlow, S. E. Turner, H. T. Stidham, H. A. Stiver, E. J. Hill and E. M. Tilden. In 1920 the Y. M. C. A. was organized under the National Council and Dr. Bullock was succeeded in the Presidency by P. M. Sanford, who continued to serve for a great many years. Secretaries of the organization in the order of their incumbency have been Walter J. Mead, Vernon D. Brammer, A. W. Mueller, Reynold Carlson, C. E. Parker and Frederique F. Breen.

One of the early Boy Scout troops of the city was sponsored by the Y. M. C. A. with Harold Garrard as Scoutmaster. Beginnings of the Scout movement in Richmond might be said to stem from the boys' group organized at Point Richmond in 1910 by the Rev. D. W. Calfee, though they did not go under the name of Boy Scouts. In 1914 Troop No. 1 of Point Richmond was chartered with Jesse George as Scoutmaster. One of the outstanding leaders in Scouting not only in Richmond but throughout the county has been Dr. A. B. Hinkley of Richmond who for many years was chairman of the Scout Board.

With the development of all these cultural sides of community life, Richmond placed herself abreast of the times and faced the future with confidence born of the knowledge that it was in truth a City of Destiny.

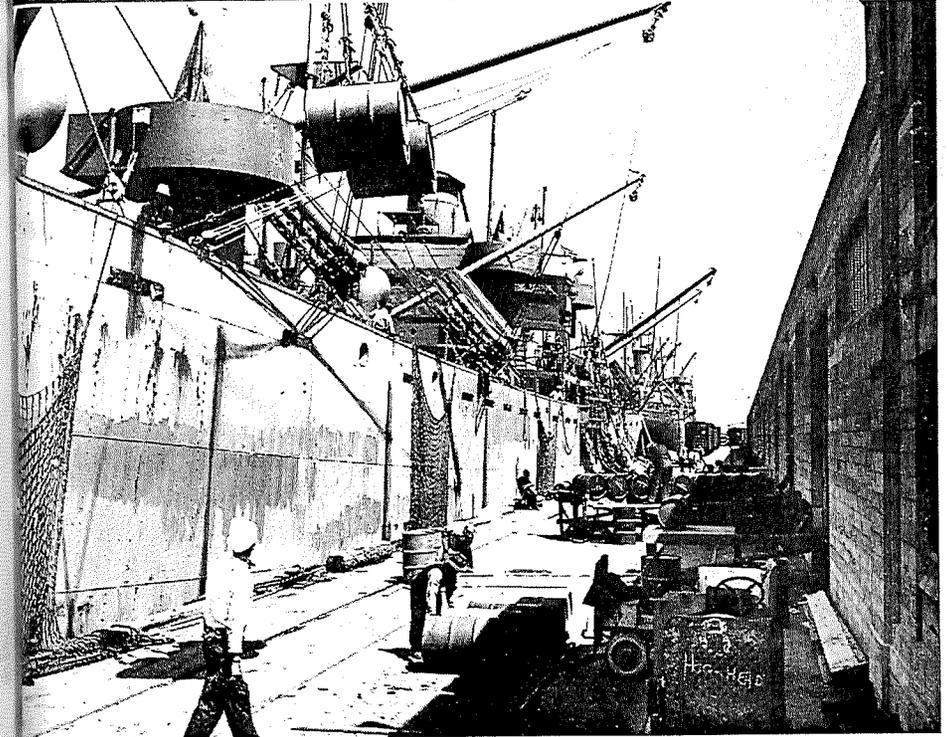
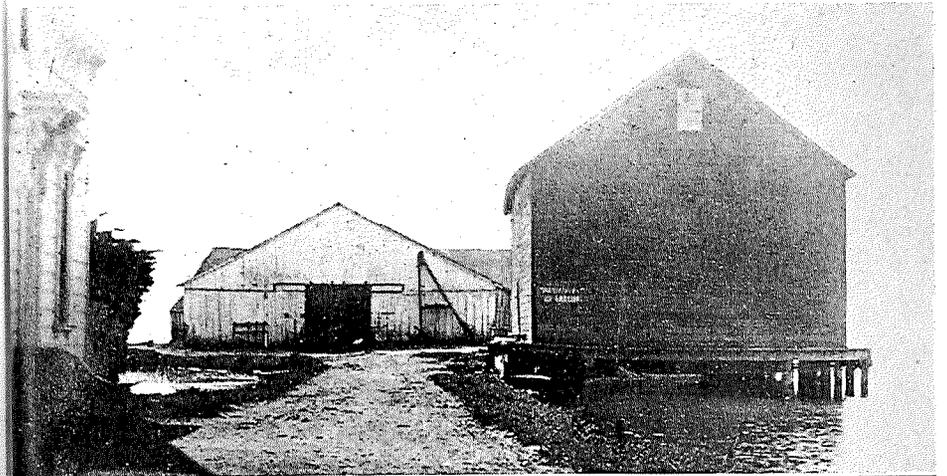
CHAPTER IX

THE PORT OF RICHMOND

Captain Ellis Was the Pioneer

Richmond's position as the second port on the Pacific Coast in tonnage was not reached in one or two steps, but only after a period of years and a long process of evolution and growth. The beginnings of water commerce in Richmond date back to the days of the '49 gold rush. It was only a few years after gold was discovered and San Francisco began to take on the shape of a boom town that Captain George Ellis set up a rickety old wharf on the mudflats in the vicinity of the largest of the Indian shell mounds on the present site of Shipyard No. 2. Contra Costa County was rich in hay and grain, and Captain Ellis did a thriving business transporting these products to the new city across the bay. He had two small schooners, the Sierra and the Mystery, both necessarily of minor draft, as there had been no dredging and there were no deep water channels such as we have today for the accommodation of great ocean-going freighters. John Nystrom whose descendants have always been prominent in the affairs of Richmond, was manager of Ellis Landing at that early period. As we have already noted, Point Richmond was then an island. The navigable channel ran from San Francisco past Ellis Landing through the present site of the Standard Oil refinery to San Pablo bay. It was about the time of the actual founding of the City of Richmond that this old slough was closed and the Point Richmond area made a part of the mainland. The Ellis family home stood near the waterfront in convenient proximity to the dock, and Ellis at that time owned 90 acres of waterfront land, of no great value in these early days.

We have related how A. S. Macdonald recognized the vast potentialities of the Richmond harbor when he surveyed the



At the top, the warehouse and wharf of Captain Ellis which began operating on the Inner Harbor shortly after the days of '49. Below, one of Richmond's modern terminals on the same site.

scene while he was out duck hunting one morning in 1895. Others were quick to agree with him that here was one of the great undeveloped harbor areas of San Francisco bay, and while the struggling little hamlet at Point Richmond began to evolve into a city, the idea of port development was always uppermost in the minds of the forward looking citizens.

The files of some of the now forgotten newspapers give us a glimpse of what was going on. We quote from the "Richmond Tribune" of April 26, 1902:

"The Tribune" learns from reliable sources that sometime during the latter part of May the Richmond Terminal Company will commence operations in Richmond.

"While at this time it is impossible to obtain details of the aims and purposes of the company, those in a position to form pretty accurate conclusions state that the new company will operate in conjunction with the Santa Fe and Southern Pacific Railroads, operating the terminals of the two railroads at this point. It is also stated that this will be but the first step toward making this the point of shipment for all of the Santa Fe's export business; that large docks are to be built, together with suitable warehouses for the handling of the immense grain business of the line and the ample accommodation of ocean going vessels. Those statements taken in connection with the establishment of the immense tankage facilities now being constructed on the waterfront at the point for supplying shipments with fuel oil, gives an air of sincerity to the plans which makes them difficult to discredit.

"Enterprises of this kind are not usually undertaken unless there is a certainty of the location of manufacturing industries sufficient to warrant the investment, so it can easily be seen Richmond is on the verge of another substantial advance."

A few days later the Richmond "Daily Record" swatted its contemporary with the following:

"The scoop of Richmond's alleged morning newspaper

regarding the Richmond terminal company's project to build wharves falls very flat in the face of two facts, first, the publication of practically the same allegations of the Terminal company's intentions, by the Record, long before the alleged morning newspaper was in existence, and numerous references to the subject since, and second, the lack of confirmatory evidence that additional eastern capital has in fact become interested in the company or that any definite program for active work has been arranged. The Record sincerely hopes that eastern capital or some other capital will become interested in the water front possibilities in this neck of the woods and believes the time not far away when some action will be taken in the matter. There is no proposition around Richmond surer of paying dividends and there are many possibilities within her sphere, than such a plan as is proposed. Indeed the realization of wharfage and warehouse facilities for Richmond is in the near future, and if the Point Richmond Terminal company which was incorporated in June 1900, and which claims the riparian rights along Richmond's deep water harbor front does not act soon, others may.

"The facts are, the title to water lots along Richmond's harbor front by the Richmond Terminal Company is seriously questioned by many. Marsh land and water front with a depth sufficient to float full rigged deep water ships within a few feet of the rocky cliffs, are two distinct propositions.

"Let us all hope Richmond's superb water front facilities will be improved and soon. The "Record" will hail with salvos any company with cash to carry out the work and give Richmond the benefit of her natural rights to supremacy as a great deep water shipping port. With this realized Richmond will scoop her old neighbors."

Developments Of 1902

There were further developments later in the year, and we quote from the Richmond "Leader" of November 11, 1902:

"G. E. Allen, superintendent for Capt. C. A. McNeill and B. C. Winston, is in town and together with Col. R. R. Thornton has made the survey for the wharf at the foot of Washington avenue to be used for the purpose of landing freight and passengers from the line of steamers to be put in operation here.

"Work on constructing the wharf will commence in a few days as the material will soon be on hand. The wharf will be 100 feet long and will take about two weeks to build. It is the intention of Messrs. McNeill and Winston to give the people of Richmond something better than a launch service which was at first under consideration and to that end will put on a stern wheel passenger and freight boat. Launches, however, will also run to accommodate theatre parties and others who desire such service.

"It is now up to the people of Richmond to meet these gentlemen half way in their enterprise and give them their hearty support in their efforts.

"Messrs. McNeill and Winston will be here in a few days to consult our citizens in reference to a time card as they wish to make their trips at a time which will suit the general public the best."

By 1907 a ship canal had been built and this is described in a Chamber of Commerce folder of the period, as follows:

"There is a maxim that trade development follows the line of least resistance. Richmond is providing the line and trade development is fast following. Quietly and without much ado there has been developing at Richmond an opportunity for the meeting of commerce by ship and by rail which promises marvelous things for the future. In particular this refers to the ship canal being constructed here.

"The building of this great ship canal and the store houses

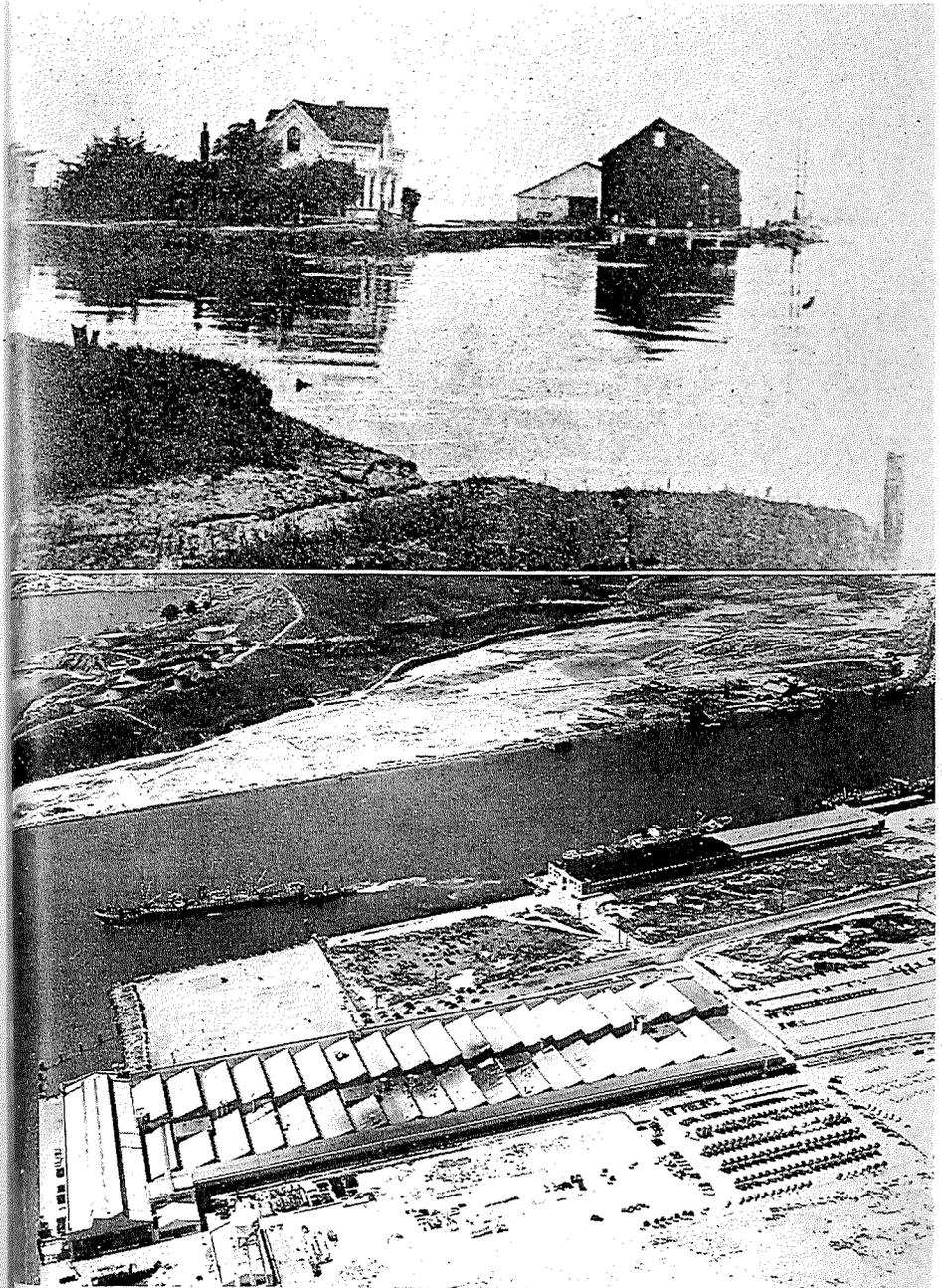
and the belt railroad and the modern facilities for handling the world's tonnage is mightily interesting to capitalists who desire to make money in this new Liverpool—the Pittsburg of the West.

“Here has been planned and partly executed a ship canal one and a quarter miles in length, 200 feet in width and 30 feet in depth, whence may come the deep sea vessels to load and unload alongside of the warehouse or factory.

“The ship canal, reaching in behind the hills to the very heart of the City, will supply one of the most perfectly protected and most easily accessible harbors in the world. Add this three miles of perfectly protected dockage to the fifteen miles of natural harbor, and you have more available deep water harbor than the great City of San Francisco. This canal gives to Richmond commercial advantages which cannot be duplicated on the Pacific Coast. Surrounding this canal are from five to seven hundred acres of perfectly level, firm land, which is to be gridironed by a belt railroad connecting with both the Santa Fe and the Southern Pacific systems, giving facilities for warehouse and factory purposes not to be equalled on the Pacific Coast, and not to be excelled in the whole world.

“A new ferry boat about to be constructed at the Richmond Ship Yards, on the canal, for the Richmond Transportation Company, will ply between the head of the Richmond Canal and San Francisco. The time consumed in making this trip from Richmond to the ferry building will not exceed thirty-five minutes. Service will begin about the first of November and will consist of a boat every other hour from each side of the bay. This service will increase to an hourly service as soon as another ferry boat can be constructed. The operation of this ferry boat will turn the traffic of North Berkeley, Bay View and Stege, as well as Richmond, from Oakland to Richmond Ferry.

“This proximity to the city of San Francisco makes it very



At the top, the Captain Ellis wharf and warehouse and the family residence. Below, Ford plant and Terminal No. 3 in the same area.

convenient for the manufacturer who wishes to maintain offices in that city and still be in close touch with his factory. The development of San Francisco Bay in the next ten years will be the greatest of any decade since the history of man began on the Pacific Coast. With the Panama Canal finished within that time, with the awakening of the Orient, and the development of the great undeveloped regions of the Pacific, with the struggle for mastery of the Pacific Ocean, which is sure to come between this country and Japan, with San Francisco Bay the natural and unavoidable center of all this great theatre of activity, what man is short-sighted enough to let pass an opportunity of securing a business location in the fastest growing city of the Pacific Coast?"

But even these were minor developments. They fell far short of the mark and there was never-ending pressure for some port development that would have real meaning. The sentiment of the community is reflected in an article from the Richmond "Record-Herald" September 14, 1911, a portion of which is quoted:

"Captain William Crichton, a retired sea captain and a man who was prominent a decade ago in the Orient as an engineer, was in the city today. Captain Crichton has a lot in this city which he purchased eight years ago and he has some interest in the welfare of the city. As a preface to this article it may be stated that it was while he was serving a large Japanese company in the capacity of Captain of one of its largest steamships plying to this coast and through the Suez Canal to Europe, that he was selected by the Japanese government to build the harbor of Nagasaki, one of the greatest engineering feats in the history of the Orient.

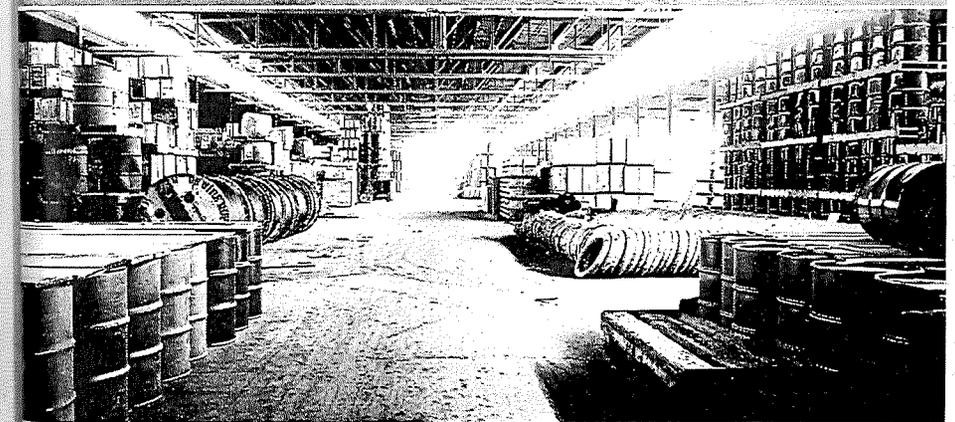
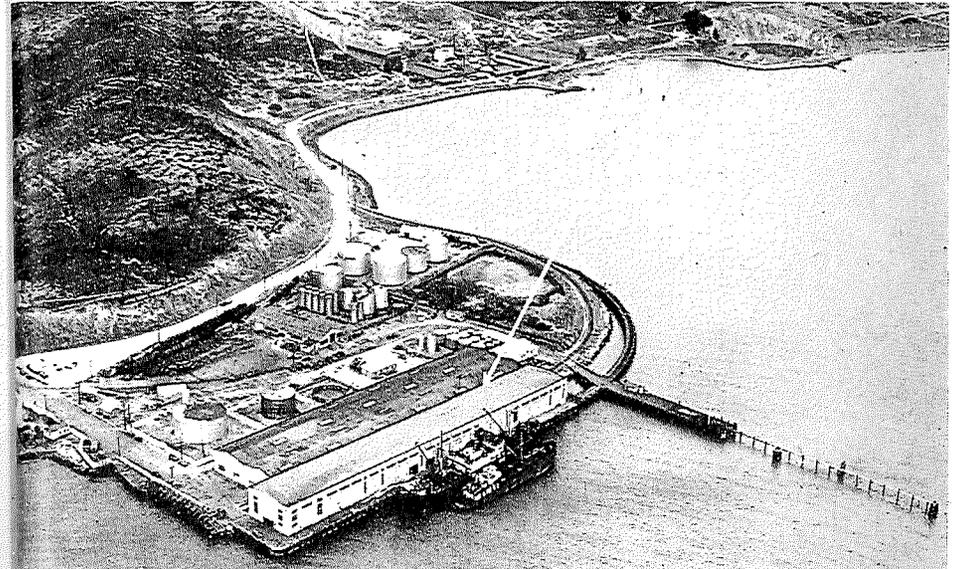
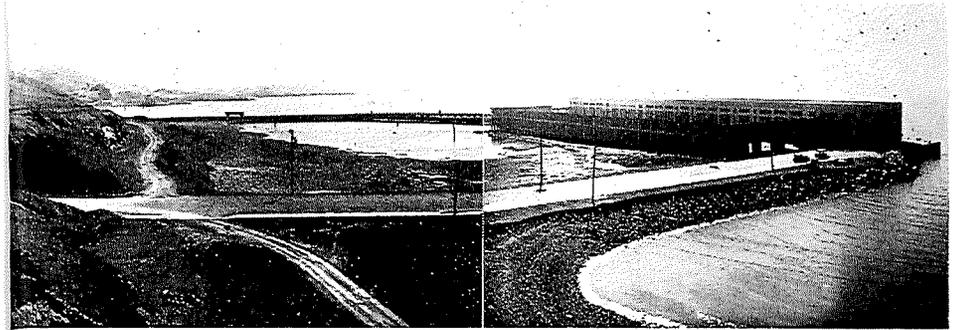
"Captain Crichton keeps in close touch with Richmond and everything pertaining to the city's welfare and naturally he has been following the efforts of our people to secure adequate harbor facilities commensurate with our industrial importance

with considerable interest. He has been in the harbor construction business himself and is therefore, qualified to speak from the standpoint of a man who knows what he is talking about. He says Richmond should build her harbor in the open bay, just above the Santa Fe docks. His plan is to construct docks on three sides of a basin which will easily accommodate eight of the largest ocean-going vessels with a draft of 28 to 30 feet and these are to be made accessible to the city by means of a tunnel and roadway, as a continuation of Tunnel Avenue, or some other street which the city may desire to utilize for this purpose. This feature of the enterprise may be handled in any way the city engineer sees fit, but the main thing is the harbor and its cost and possible utility to the city and its commerce."

Richmond Industries of 1907

At this period of waterfront development it may be interesting to see what industries had been attracted to Richmond. They are listed in one of the Chamber of Commerce publications issued in 1907. The article follows:

"Industries already located in Richmond are as follows: The Standard Oil Refinery, manufacturing all its by-products, maintaining a large fleet of vessels plying from its own wharves at Richmond to all parts of the world and sending out a trainload of products every day by rail. These works include a large whale-oil plant, doing business with the whalers; also can and barrel factories, car shops, acid plants, ship building and repair works. And every year some new department is added. The plant represents an investment of ten millions of dollars and employs at the present time thirteen hundred men. It is growing larger each year and will soon become the largest refinery in the world; \$500,000 is now being expended in enlarging the plant. The next largest industry in Richmond is the Santa Fe Railroad repair shops and terminal yards, giving employment to five hundred more people. The Associated Oil



At the top, Terminal No. 1 at the Outer Harbor showing the warehouse addition under construction. Center, Terminal No. 1 at a later stage of development. Bottom, interior of one of the Parr-Richmond warehouses.

Company, the next largest oil company in California, also has a large plant here for the supply of fuel oil.

"The California Wineries Association since the San Francisco fire has purchased forty-seven acres of land on the peninsula and has started an investment of \$3,000,000 in a main storage plant and winery. It is putting up immense brick buildings and will give employment to four or five hundred people. It is on the Belt Railway and has an electric tram to convey cargoes from cellar to vessel.

"The Richmond Machine and Iron Works has built an extensive plant on the south side, at the entrance of the canal of the Point Richmond Canal and Land Company. It employs fifty mechanics. A shipyard with forty men on the payroll is also in operation on this canal.

"The Berkeley Steel Company has erected a large plant on the east side and is shipping structural steel to an extensive market. In a short time one hundred men will be employed.

"The Richmond Manufacturing Company is now operating a large furniture factory in the same vicinity, manufacturing iron beds, chairs and other kinds of furniture. It employs one hundred people.

"The Richmond Pottery Company has its plant completed, and is shipping a large amount of fancy pottery, for which the clay here is pronounced very fine. There are four large brick works besides the ones mentioned above, already in operation. The Continental Brick Company and the Richmond Brick Company have extensive plants and are shipping to an unvarying market.

"The Los Angeles Pressed Brick Company have their plant here, which employs from 250 to 400 men. This is a large enterprise and it is interesting to know that the brick for the old Palace Hotel in San Francisco was furnished from this site nearly forty years ago.

"The Central Brick Company, which employs 150 men, is

located about half way to Point San Pablo, on the Belt Railway, and now has orders for six months ahead.”

Beginning of Modern Port Fullest credit must be given to the pioneer city councilman and public leader, E. J. Garrard, for his leadership in development of modern port facilities. In the early part of 1910 Garrard, then a member of the city council, urged that the City should begin making plans for dredging the channel through the marsh and tide lands to the deep water of San Francisco Bay. The Council asked Congressman Joseph R. Knowland to apply to the Rivers and Harbors Committee for an appropriation for a preliminary survey of the harbor. The request was granted and the survey was completed and forwarded to the Chief of Engineers, U. S. Army, on June 21, 1912.

The Council employed P. A. Haviland, Civil Engineer, on September 11, 1911, to prepare a report for the construction of a tunnel and highway to the waterfront, and on January 8, 1912, to prepare a report for the Harbor improvements. These reports were completed on September 23, 1912.

In December, 1913, a delegation of citizens and property owners of Richmond appeared before the Board of Army Engineers in Washington, D. C., with Congressman Charles F. Curry, who was then our representative in Congress, to request that Board to recommend an appropriation for the development of the Harbor. This recommendation was made, and was approved by the Committee of Rivers and Harbors; and the Rivers and Harbors Act of Congress of August 8, 1917, adopted the Richmond Harbor project and appropriated \$428,000 towards the work, provided the City appropriate a like amount.

It was through the untiring efforts of Congressman Curry over a period of eighteen years, in securing all necessary Gov-

ernment approvals of the Harbor project and all necessary appropriations therefor, that Richmond has enabled to develop the Harbor that it has today.

The plan for the Harbor lines was approved by Wm. M. Ingram, Assistant Secretary of War, October 9, 1917, and provided for a channel approximately 4 miles long, 600 feet wide, and 24 feet deep at mean lower low water, with a training wall 10,000 feet long extending westerly from Brooks Island.

On November 19, 1912, a bond issue was voted for \$440,000.00 for the Tunnel and Highway, and for \$730,000.00 for the construction of Wharves No. 1 and 2 and a section of the training wall, and the dredging of a portion of the channel. On September 28, 1920, a bond issue was voted for \$150,000.00 for the construction of a warehouse adjacent to Wharf No. 1 and for \$400,000.00 for additional channel dredging and the construction of another section of the training wall.

Advent of Fred D. Parr Richmond had been noting with increasing interest the tremendous progress being made by Los Angeles in its harbor development, and to a somewhat lesser extent the effects of such work at San Francisco and Oakland. The Leeds and Nicholson engineering report of 1925, arranged for by the City Council, made many valuable observations and recommendations. It called attention to the fact that Richmond was about to lose the benefit of appropriations already made by the Federal Government for the local harbor because the city had failed to take advantage of the opportunities which the appropriations offered for industrial and shipping development. Their report urged the construction of a second terminal, to be located on the inner harbor, new dredging and other improvements. Very significant of the attitude of experts toward municipal operation of shipping facilities and harbor development in general

was the statement in the Leeds and Nicholson report, reading as follows:

"The real purpose of port development is not to create revenue for a municipality but to facilitate the movement of commerce. The value of a port consists in the general movement of business, the increased employment, the growth in taxable values and the increased prosperity of the community which results from the construction of efficient and economical terminals. These seem intangible, but in actual facts they far outweigh the cash value of the revenue which some feel should be produced."

This same report dealt with another phase of the matter, the manner in which port business should be administered. It urgently recommended that this be divorced from the City Council and handled in some other way, saying:

"We firmly believe that the port administration should be separate from the city, county, and state administration, as it is purely a business proposition and should be removed entirely from politics. While there seems to be no visible evidence of politics in the administration of the harbor, nevertheless it has been the experience of other ports and cities that politics invariably creep in and we, therefore, recommend its removal from the city. While the port of Richmond is young and in the early stages of the development of its port, is a very opportune time to make this change, and we believe the sooner it is made the better."

It was at this period that Richmond acquired the leadership necessary to advance it along the next step in its destiny. That step was taken largely through the initiative of the Chamber of Commerce, which at that time had been recognized and launched upon the vigorous and successful career which has continued to date. Mr. Henry A. Johnston was president, and through his leadership, and with the cooperation not only of the Chamber of Commerce forces but of many other groups which became

interested, measures were adopted which were fruitful of results. First, there were numerous meetings, at which careful analytical studies were made of the situation. These ended in a resolution by the Chamber's directors, favoring private instead of public operation, and, of particular significance, the issuing of an invitation to Mr. Fred D. Parr of San Francisco to come to Richmond and consider the possibility of assuming responsibility for control and management of the harbor, its facilities and adjacent industrial properties.

There seemed to be sound sense in this. Mr. Parr had already had something of a meteoric career in which he had proved that he possessed imagination and the capacity to handle big things in a practical way. He was born in Visalia where his father was a cattle man and rancher. After passing through grammar and high school he came to San Francisco to attend business college. His first job was that of bookkeeping for the E. J. Dodge Company. Although he kept a perfectly good set of books, it appeared that he was no bookkeeper but rather was destined for more important things. In short order he became assistant manager of the company. Even this was too small to fit his size and he organized his own shipping company, the Parr-McCormick Steamship Line, with service to all the principal ports along the Pacific Coast. When he was a little over 30 years old he cast his eyes on the waterfront of Oakland where his imagination told him there were immense possibilities for port development which would not only have an important effect on the future of that harbor but would lay the permanent foundations of his own fortunes as one of the outstanding port terminal operators and industrial land holders of the Pacific Coast. This was indeed promotion in the grand manner. It involved leasing a large section of the Oakland waterfront, construction of terminal facilities, and the bringing to that area of industries which made investments running into millions.

When the lease was entered into between the City of Oak-

land and the Parr Terminal Company the dealings were had with the Oakland City Council, which then had direct charge of the waterfront. Later, a Port Commission was created which assumed full control of the harbor development for Oakland. There was a conflict of policy between the Oakland Port Commission and the Parr Terminal Company and the Parr Company finally surrendered to the Oakland Port Commission the waterfront portion of its leasehold, retaining the industrial leases until the expiration of its lease with the City. This meant that Mr. Parr was in a receptive mood when he was approached by Richmond and offered a lease on the local waterfront.

In 1925 Mr. Parr was asked to address a meeting of the Directors of the Richmond Chamber of Commerce, presided over by Mr. Charles S. Renwick, at which time Mr. Parr outlined the steps that he felt should be followed in order to adequately develop the harbor and industrial properties at Richmond. These steps were later amplified, and were essentially as follows:

1st. Arranging for the United States Government and the City of Richmond to do the necessary dredging to provide channels of adequate width and 30 feet in depth so as to accommodate the largest ocean-going steamers that might be secured for the Harbor of Richmond;

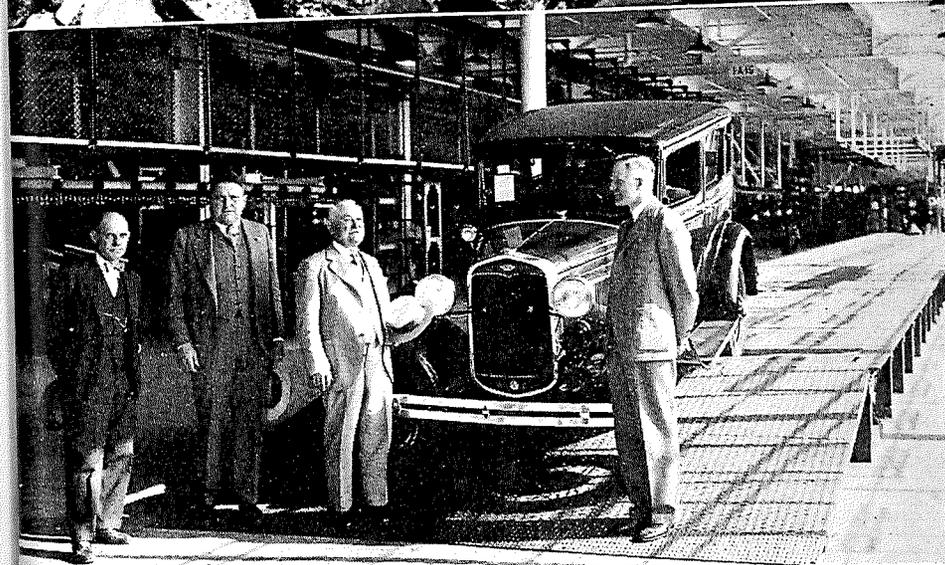
2nd. Arranging for the filling of the waterfront lands so as to make them suitable for the needs of industry;

3rd. The constructing of the necessary streets and sewers to adequately serve the new industrial area;

4th. Arranging with the Southern Pacific and Santa Fe for joint tracks to serve this area and arranging for the construction of a car storage yard to accommodate 400 cars;

5th. The securing of a nationally-known industry which would give impetus to the industrial development;

6th. Submitting to the voters of Richmond a bond issue by



Upper picture shows dredging in the Inner Harbor area in 1924. Below, interior of the Ford Assembly plant, constructed on land created by dredging. Dave Rose, the late Sheriff R. R. Veale and Clarence Bullwinkle, Ford manager, are witnessing completion of the first car.

which \$690,000 would be provided to aid in carrying out the program;

7th. Acquiring of more than 100 acres of land at the Harbor of Richmond by the Parr-Richmond Terminal Corporation;

8th. Securing of \$400,000 by Parr-Richmond Terminal Corporation through a bond issue to aid in carrying out its part of the obligations under the lease with the City;

9th. Providing for the construction of a modern Terminal facility which would enable Richmond to compete on an equality with other ports on San Francisco Bay.

All of these plans were carried forward by the Parr organization, in cooperation with the Richmond City Council, the Richmond Chamber of Commerce, and the two Richmond newspapers which gave full support to the program. The Parr lease was signed on October 18, 1926, and is a partnership arrangement which runs for a period of fifty years.

Modern development for the port, putting it abreast of the period, and making it the second port of the Pacific Coast, may be said to date from that time.

The dredging was arranged for; the lands were filled to grade; the sewer and streets were constructed; the rail lines were installed, together with the required car storage yard; a nationally known industry, namely, Ford Motor Company, was sold some seventy acres of land by the Parr Company, on which it agreed to build, and did construct a five-million dollar assembly plant.

The bond issue for \$690,000 was voted by the people of Richmond, with a margin of more than 8 to 1 in 1927, to finance the City's part of the obligation under the lease.

The bond issue of \$400,000 for the Parr-Richmond Terminal Corporation was underwritten by Dean Witter & Company.

The modern Terminal facility at the Inner Harbor was constructed jointly by the City of Richmond and the Parr com-

pany. In other words, all of the conditions originally outlined were fully complied with and the results have justified the prophecies made at the inception of the program. The partnership between the City and an untiring individual is unique in the annals of the world's ports. It has afforded a continuity of port management that has won results and proved advantageous to all parties concerned.

Parr-Richmond Terminal No. 3, which can berth two ocean-going steamers at one time, together with smaller craft, and which has a modern steel frame concrete super-structure, equipped with a sprinkler system, was put in operation in 1929, with a public ceremony which was recognized by leaders throughout the Bay area.

As shipping continued to increase, complaints were filed by the steamship companies that it was difficult to operate their ships in the channel and that if we wished them to continue to call at this port it was necessary that the channel be made 30 feet deep. To change the project depth from 24 to 30 feet the Council petitioned the U. S. Engineer's Office for a resurvey of the Harbor, which was authorized; but the Engineer for this district would not recommend deepening the channel to 30 feet unless the width of the channel was made narrower than the project width of 600 feet. To get the added depth the City agreed to this change.

The new plan submitted to the Chief of Engineers at Washington provided for a channel 400 feet wide from deep water of San Francisco Bay to Wharf No. 1, 300 feet wide to Point Potrero, 750 feet wide for the turn at Point Potrero, 475 feet wide at the turning basin at the northerly end of the Inner Harbor, the turning basin to be 800 feet square, and the depth of the entire project to be 30 feet at mean lower low water. This plan was approved by the Chief of Engineers and the Committee of Rivers and Harbors. It was expected that it would be authorized in 1928, but no new projects were considered by Con-

gress until two years later, when it was authorized by the Rivers and Harbors Act of Congress of July 3, 1930, which appropriated funds for the Government's share, or one-half, of the cost of additional dredging and completion of the training wall.

Before the new project was approved July 3, 1930, however, it was necessary for the City to dredge portions of the channel 30 feet deep in order to meet the demands of the steamship companies, and the Government and the City each paid one-half the cost thereof down to a depth of 28 feet (which is an over-depth dredging of the former 24-foot project depth), and the City paid the entire cost of the additional 2 feet.

The plant of the Ford Motor Company was opened with elaborate ceremonies and with great publicity to the City of Richmond in 1931.

Shortly thereafter, Filice & Perrelli Canning Company acquired a site at the Inner Harbor from the Parr Company and constructed a modern cannery, which has been quite a factor in stimulating shipping through the Harbor of Richmond due to the large volume of business moved by that company.

The Parr Company has carried on a continuous canvass of a selected list of prospects throughout the entire nation. This endeavor has been financed by the Company through a budget averaging approximately \$21,000 a year for the past seventeen years, or a total of approximately \$357,000 expended for the promotion of Richmond as an industrial center. This expenditure has produced very tangible results in the progress of the port, as evidenced by the many companies directly solicited and brought to Richmond by the Parr-Richmond Terminal Corporation.

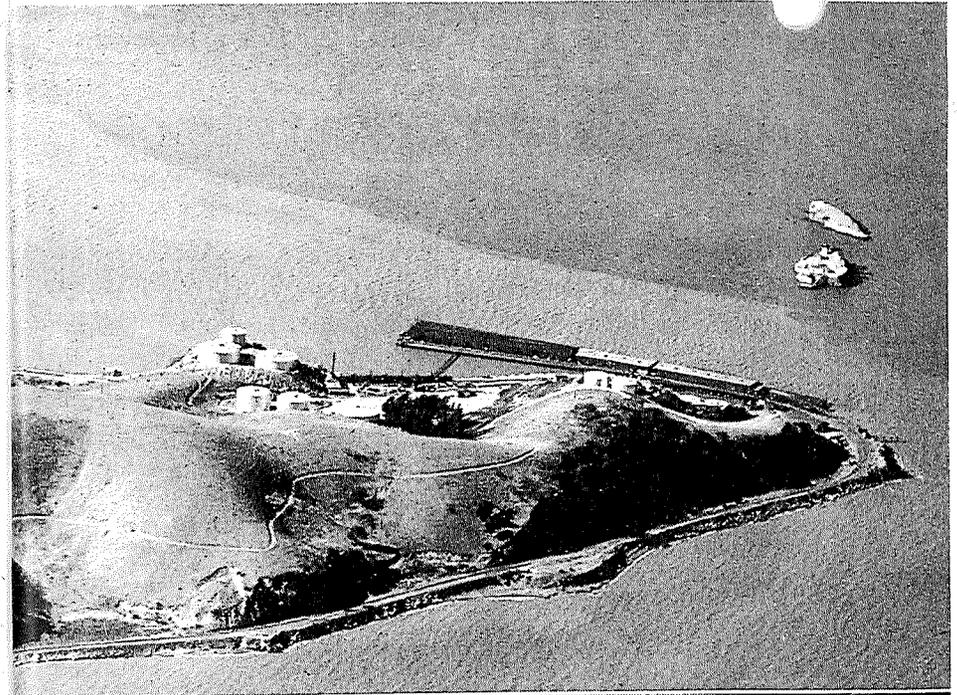
The program of industrial solicitation and harbor development has been on the black side of the ledger for the City of Richmond. This is due to the fact that the increased taxes from waterfront and industrial properties has paid off the entire original bond issue and the city receives an annual cash return.

Parr-Richmond Terminal No. 4 at Point San Pablo was not included in the original lease arrangement. This property was acquired by the Parr Company at the time that it arranged for the sale of the Richmond Belt Railway properties to the Southern Pacific and Santa Fe. Later, this property was turned over to the City for a nominal consideration and a lease was granted to the Parr-Richmond Terminal Corporation and a profit-sharing plan was put in operation, which has proved successful and highly satisfactory to all concerned.

Not the least of the advantages to the City from the Parr management has been the fact that the Port was managed by a highly successful private operator, which undoubtedly has been an important factor in the great era of progress and development through which it has passed in these intervening years.

The San Francisco "Argonaut" on December 27, 1940 made the following statement concerning the work done by Mr. Parr in industrial development, and particularly in connection with Richmond and its harbor properties:

"Men who possess vision and enterprise, who are devoted to ideal of human progress, are needed more today than at any time in world history. Everywhere the handiwork of our civilization is crashing to earth, and yet when there are men who plan and build in the face of destruction, the hope of a better day seems never to die. In California there are men of this kind and one of their number is Fred Depler Parr. From the beginning of his career he has constantly turned his energies to the development of California and the Pacific Coast. It was his leadership in organizing the Dodge Steamship Company, and later the Parr-McCormick Steamship Line, both carrying on an extensive coastwise trade, that won him recognition as one of the outstanding figures in the shipping industry of the West. He next organized the Parr Terminal Company, and subsequently the Parr-Richmond Terminal Corporation, and it was



The top picture shows Terminal No. 4 at Point San Pablo before any other development had taken place in that area. Below is the same spot with full development of fish canneries and reduction plants.

through his influence that many vital industries, including the five million dollar Ford Motor Company Plant, became established on the waterfront property of Richmond. One of the major achievements of his career came last week in the announcement of a contract whereby the Todd-California Shipbuilding Corporation, of which Henry J. Kaiser is president and Stephen D. Bechtel vice-president, will build a giant shipyard at Richmond. There 7,500 men will be employed in the construction of \$100,000,000 worth of cargo ships for Great Britain. In addition to his leadership in the economic life of the West, Mr. Parr has worked long and earnestly in the fields of education and religion. In this critical hour he stands like an oak in the community, a man to admire for the success of his endeavors and to respect for his service to society."xxx

Going back to one of the earliest years, we find that the tonnage passing through the port of Richmond was 2,759,538 in 1917. Ten years later, in 1927, it had increased to 5,169,170. This was the year following the signing of the Parr lease. By 1941 we find the total tonnage was 10,064,359. At this time Richmond had for several years enjoyed the distinction of being the second port on the Pacific Coast in tonnage and the seventeenth port of the nation. Following Pearl Harbor the Port facilities were largely used by the Government for war purposes, and figures on tonnage were not available after 1941. Plans will be continually underway for further port development. In 1944, the Parr organization completed a warehouse costing \$90,000 at the Inner Harbor, which it leased to Filice & Perrelli Canning Company. In the same year it acquired some 500 acres of industrial properties in North Richmond as a site for a central manufacturing district, and sold ten acres to Eastman Tag and Label Company.

How Richmond has contributed to the World War II effort through the Ford Motor Company as the result of the foresight and energy of Mr. Parr and others is vividly portrayed in the

October, 1944, edition of the Ford Times, a magazine published for national distribution to Ford employees, in an article entitled, "Richmond Emerged from the Sea." The article follows:

"If the essence of drama is conflict — and any dramatist would tell you it is — then the Ford plant at Richmond, Cal., is a dramatic masterpiece.

"First there was the lively conflict between the industrial city of South San Francisco and the young, upstart community of Richmond across the bay. Each of them wanted the Ford factory. South San Francisco offered a site with a water-front location, hard-rock foundations, the main line of the Southern Pacific, surfaced highways, nearby residential areas for employees, and numerous other advantages.

"Richmond had none of these except the waterfront. And Richmond's proposed site was not only waterfront, but water sides, top and bottom. There was no bed-rock under the tide-water they proposed to sell to Ford, even after you probed 75 feet through the mud.

"However, Richmond had other advantages. Some of them, like its location close to the Golden Gate and its ample room for expansion, were even then apparent to the naked eye. But others were strictly potential advantages depending on future developments, and not as impressive in those days as when viewed today through the enlarging-glass of intervening years.

"One very specific advantage enjoyed by Richmond was Fred D. Parr. He belongs to that tribe of fabulous Californians who make the desert bloom as the rose, build oil derricks out in the ocean, and see nothing incongruous in a few acres of waves as a building site for a thousand-foot factory.

"So there's the plot for the first act of the drama. Plenty of conflict. Plenty of suspense, starting 'way back in 1925 when the enthusiastic Mr. Parr first read that Henry Ford wanted waterfront properties for his plants and decided to get Ford as a neighbor to his recently-built dock and warehouse.



Above, the committee of citizens who carried out promotional campaign for financing construction of the Carquinez Hotel in 1925. First row: L. D. Barr, J. J. Barry, L. G. Eby, J. L. Eakle, E. J. Esola, Geo. Morrison, F. Schuman, F. Ketelhut, C. S. Downing, J. L. Reid, A. J. Tully, J. L. Rihn, W. W. Scott, W. G. Mayer, Sr., S. Barbikas, D. W. Reardon. Second row: F. A. Silva, Unidentified, W. A. Hislop, H. O. Watson, I. R. Vaughn, A. P. Hill, Dan Cox, Clyde Baker, O. J. Ripley, Harry Marcus, H. S. Curry, Wm. Heber, Roy Wells. Third row: A. G. Papadakis, H. J. Hennessy, Guy Wolf, C. C. Kratzer, Chas. Hamilton, E. M. Downer, Sr., H. A. Johnston, J. F. Brooks, W. D. Mason, H. W. Sanders, G. E. Milnes, A. L. Paulsen, Rev. F. Wooten, H. H. Hurley. Kneeling: Ivan Conn, Geo. Calvert, Unidentified, J. A. Miller, Jas. Walker, W. Snelgrove, Dan Noziglia, R. H. Cunningham, R. DeBleyker, J. A. Long, W. W. Chapin, W. P. Cooper.

Below, party at the station welcoming Fred D. Parr and W. W. Scott back from Detroit when they secured the contract for the location of the Ford plant here, in 1926. Left to right, George Black, Mr. Parr, Mrs. Mattie Chandler, Frank Scholes, Harry Plate, Mrs. W. W. Scott, W. W. Scott, Henry A. Johnston and E. M. Downer, Sr.

"It takes four years for the first act to run its course. Four years of meetings with city councilmen, engineers, dredging contractors, pile-driving concerns, railroad people, public utility executives. Four years of planning, making surveys, drawing charts, getting estimates, and preparing a prospectus that would command attention at the Ford conference table.

"As the curtain falls in 1926, the Ford people are signing Mr. Parr's contract. But only on condition that the city of Richmond can deliver the goods as promised — two transcontinental rail lines, water mains, eleven thousand volt electric lines, deep water channel, etc.

But still hovering in the background, still confident, and still threatening the Parr peace of mind are South San Francisco, Oakland, and other bay communities which are still determined to upset the Richmond applecart.

"Act Two opens August 1, 1931. The backdrop shows a long, lonely sand spit stretching away to the distant horizon where Richmond's business district is barely visible.

"Upstage center is the new two-story Ford factory, literally "floating" on 3,500 pilings, and surrounded by land that wasn't there 12 months before. There's a ship channel along one side, 1,600 feet long, 32 feet deep, 200 feet wide. There's a 520-foot wharf, large enough to dock two Ford ships at the same time. There are two Southern Pacific and Santa Fe railroad tracks, 11,000 volt power lines, water mains and everything else the Ford buyers insisted upon.

"Down front is a flag-draped speaker's platform, with NBC microphones ready to carry the dedication broadcast. United States Senator Samuel Shortridge is there to deliver the address of the day. Civic officials are there. And J. R. Davis, representing Dearborn executives. And Clarence Bullwinkel, then Ford manager for northern California. And Fred Parr.

"Twenty thousand people are there, too. Many of them have driven, in caravans organized by Ford dealers, from as far

away as Nevada. They jam the area where neat lawns will soon be growing; and while they wait for things to start happening, they thumb through the 40-page special edition of the Richmond Independent. They read about the importance of the new Ford factory to Richmond's industrial life, how 800 Ford employees are already seeking Richmond homes . . . and more to follow. They note that this new factory is the largest Ford plant on the Pacific Coast, that its capacity is 400 cars and trucks a day. Its customers are the Ford dealers in Montana, Washington, Oregon, Idaho, Nevada, Northern California and the Territories of Hawaii and Alaska.

"The audience applauds the speeches, then waits, expectantly as J. J. Tynan, a Bethlehem Steel executive, pulls the cord to blow the factory whistle which will officially start the wheels turning.

"Tynan yanks, but nothing happens. He yanks again. And then some hero, whose identity it not on record, jumps into action and saves the day. As Tynan continues pulling at the jammed cord, this now-forgotten lad races to the nearby tracks where Santa Fe and Southern Pacific engines stand, and their combined screeches soon provide a satisfying din.

"Seven days later Open House week attendance is computed at 101,236. The 75 official guides in white flannels and blue coats lay aside their megaphones, and Act Two closes to the tune of jack hammers, drills, speed wrenches and conveyors in a symphony of routine production.

"Ten years elapse between acts Two and Three of the Richmond drama.

"In that interval 398,000 passenger cars and trucks were built at the plant, including the 27-millionth Ford.

"Conflict is still the keynote as the curtain begins to rise on Act Three, but now it's conflict on a world-wide scale. Jeeps are coming off the assembly lines originally designed for passenger cars and trucks. The Southern Pacific and Santa Fe en-

gines that whistled the signal for the factory to begin operations, now chug into the yards pulling long strings of freight cars loaded with Army trucks, half-tracks, tanks, tank destroyers, personnel carriers, scout cars, amphibious tanks, lift trucks, snow plows, bomb lift trucks and other vehicles of war.

"Since July, 1942, these military combat vehicles have been flowing into the Richmond branch to get their final processing before being loaded onto gray, gun-toting freighters that now use the deep-water Ford channel.

"Hundreds of Ford and Government employees, many of them women, are adding extra armor here, an additional gunport there, or making some other changes from original design as suggestions from the battle fronts are given the green-light by Army ordnance engineers. Thus does the Richmond Tank Depot, as it is called, help keep American fighting men supplied with up-to-the-minute improvements in their battle equipment.

"In August, 1943, the speaker's platform was again erected in front of the Ford building. But this time the setting is different from the mob-scene at the dedication in Act One. And the reason is different. It's E Award day.

"There's a new back drop showing a solid array of buildings, cranes, shipways and other industrial might in place of the lonely sand spit that in 1931 stretched its emptiness to downtown Richmond. Henry Kaiser has moved in with his shipyards, and Richmond population that was only 23,000 as late as 1940, is now a bustling 93,000."

CHAPTER X

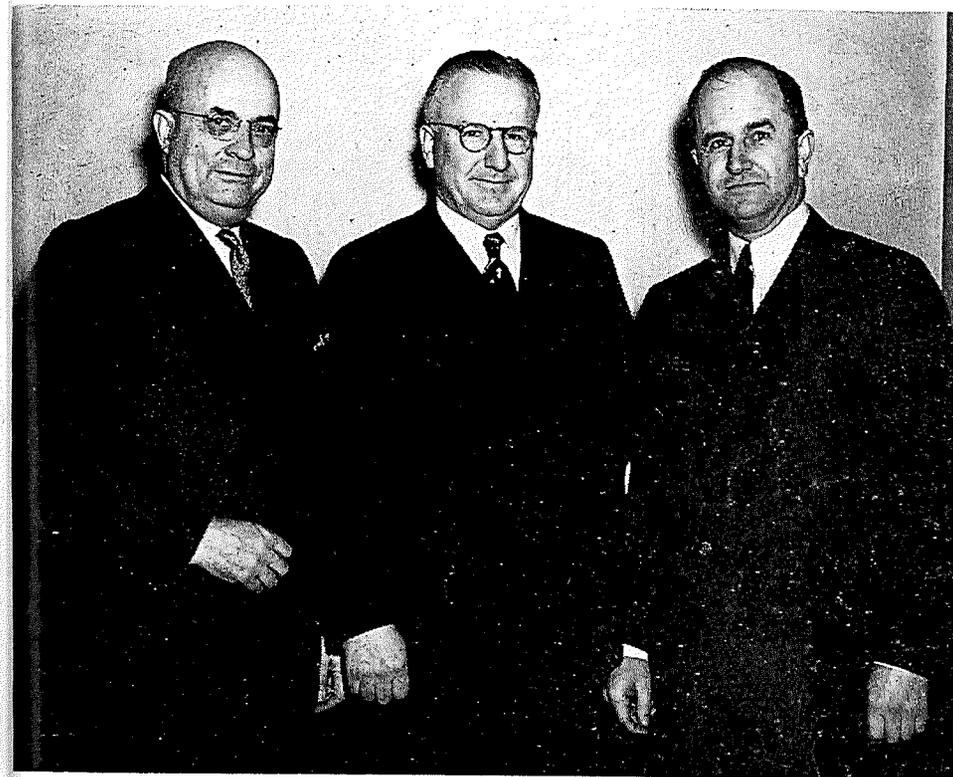
RICHMOND GROWS UP

Slump of the 1930's

It will be recalled that the great depression began with the stock market smash and general decline in prices, production and employment in the latter part of 1929. Richmond already had some big things under way, such as the construction of Terminal No. 3 and the Ford assembly plant, and these developments went forward. As we said before the terminal was opened in 1929 and the Ford Plant in 1931. Up to the latter year Richmond was not seriously affected by the depression and there was considerable optimism leading to the belief that after all the economic difficulties were minor and that prosperity, to quote President Hoover, "was just around the corner." Perhaps it was, but the corner was farther off than most people had realized, and soon Richmond began to take its bitter depression medicine along with the rest of the country.

Things were not worse than in other parts of the United States, and better than in some places. Nevertheless the City had its share of boondoggling and W.P.A. Industries adopted a share-the-work plan by which employees were kept at work a limited number of days per week so they could maintain themselves. None of the major industries closed down, which is a tribute to management.

Richmond people certainly did not have two chickens in every pot, though sometimes they had one chicken, or the equivalent thereof, and so Richmond like the remainder of the U. S. A., muddled through the tough depression years. During the entire decade between 1930 and 1940 no major industry with the exception of the Ford assembly plant located in Richmond, and arrangements for this had been made far in advance



Three men who wrote history in establishing shipyards in Richmond. Left to right, Henry J. Kaiser, leader of vast war industrial enterprises; Fred D. Parr, outstanding figure in terminal and industrial activities; and S. D. Bechtel, affiliated with the fabulous Six Companies. The picture was taken at a Chamber of Commerce luncheon to commemorate the breaking of ground for Shipyard One in 1940.

of the depression. In 1930 the Federal census showed a population of 20,093. By 1940 this had increased only to 23,642. There was little building. For example, in 1935 only 285 building permits were issued, as compared with 337 in the year 1912. School enrollment, which can be expected normally to show a gain every year, actually registered a decrease in 1933 and 1934. Telephone connections fell from 4857 in 1930 to 4286 in 1934. With time hanging heavily on their hands, people patronized the library in a big way, and the circulation advanced from 369,940 in 1929-30 to 447,497 in 1933-34.

In short, Richmond was not unusual or distinctive in any way except that all its major industries kept running, while in a good many communities the factories shut down completely and threw all their workers on relief. In general, Richmond followed the regular depression pattern, including widespread pessimism by many persons who felt sure it was going to last forever.

Of course it wouldn't have lasted forever. By 1937 and 1938 Richmond and the rest of the country began to dig themselves out from under the debris. Then came Pearl Harbor and the war, and Richmond was launched on a spectacular boom which placed the City in an entirely new category and made it one of the outstanding industrial and war production centers of the Pacific Coast.

The Shipyards To be exact, the development of Richmond into a war production center started a year before Pearl Harbor. This was due to the fact that America was taking steps to become the arsenal of democracy in line with the dictum of President Roosevelt. The first step toward that end in Richmond was taken when on December 20, 1940, the newly organized Todd-California company accepted a contract from the British Purchasing Commission to build 30 vessels for Britain, the ships being needed to offset the frightful loss by sub-

marine sinkings which was then at its height. Many arrangements unknown to the public were under way months before this, and in these arrangements Fred D. Parr was a moving factor. It was in June, 1939, that Mr. Parr and his representatives conferred with George Havas, engineer for the Henry J. Kaiser Company, about what ultimately became the site of Shipyard No. 3. Maps and photographs illustrating the sites were transmitted by letter on June 9, 1939. The Kaiser organization evinced little further interest in shipbuilding until September, 1940, when Mr. Parr discussed the subject with S. D. Bechtel, various conversations being crystallized in a letter to the W. A. Bechtel Company on September 27, 1940. The information about a site for what was to become the Todd-California Shipbuilding Corporation was presented.

On October 31, 1940, Henry J. Kaiser telephoned to Mr. Parr, asking for a definite proposal on 60 acres with frontages along Parr Canal and the Santa Fe Canal and extending west-erly from Eighth Street. Shortly thereafter it developed that 75 to 100 acres would be required. As the result of many conferences involving diversified interests was data submitted in regard to the following:

Owner	Acreage
Parr-Richmond Terminal Corp.	11
Proctor & Gamble Mfg. Co.	54
Richmond N. & I. Co.	13
Enterprise Foundry Co.	21
Total	99

A project involving so many properties and diverse inter-ests presented a number of complications. The Parr-Richmond Terminal Corporation ultimately purchased the Enterprise property to make it available under terms and conditions that would be satisfactory to the prospective shipbuilders. Finally arrangements concerning the site were worked out and on De-

cember 19, 1940, Washington announced that shipbuilding contracts were being signed and that the Todd-California Ship-building Corporation would be formed to establish a shipyard at Richmond with Henry J. Kaiser as president and S. D. Bechtel as vice-president.

On December 26, 1940, a luncheon under the auspices of the Richmond Chamber of Commerce was attended by Mr. Kaiser and Mr. Bechtel. They and others paid tribute to the foresight and perseverance of Mr. Parr in behalf of Richmond, about 130 persons being present.

Construction of the yard began on January 14, 1941. Sub-sequently, 24,000 piles were driven; 674,000 cubic yards of material moved; 30 buildings erected; and 7 ship ways con-structed. The first ship was launched nine months later on October 27, 1941, requiring 125 days on the ways and 72 days at the outfitting docks — at that time a phenominal record. The thirtieth ship was on the ways 49 days and at the docks 25 days. By March of 1941, negotiations were undertaken to pro-vide a site for a second Richmond shipyard, the nucleus of the site being what was known as the Parr-Gilmore property of the Parr-Richmond Terminal Corporation to the east of 14th street and the south of Meeker avenue and adjacent to large hold-ings of the Santa Fe railway company. Again, day and night conferences under the sponsorship of Mr. Parr were neces-sary. Finally what appeared to be insurmountable obstacles were overcome and leases and contracts were signed, the first facilities contract for what was to become Yard No. 2 being dated April 10, 1941. Original plans for nine ways were chang-ed to make the total twelve.

The prefabrication plant between 10th and 14th streets, Yards 3, 3-A and 4 followed and employment in all of the yards on Richmond's Inner Harbor ultimately exceeded 90,000. In the course of developments, the Permanente Metals Corporation took over Yards 1 and 2.

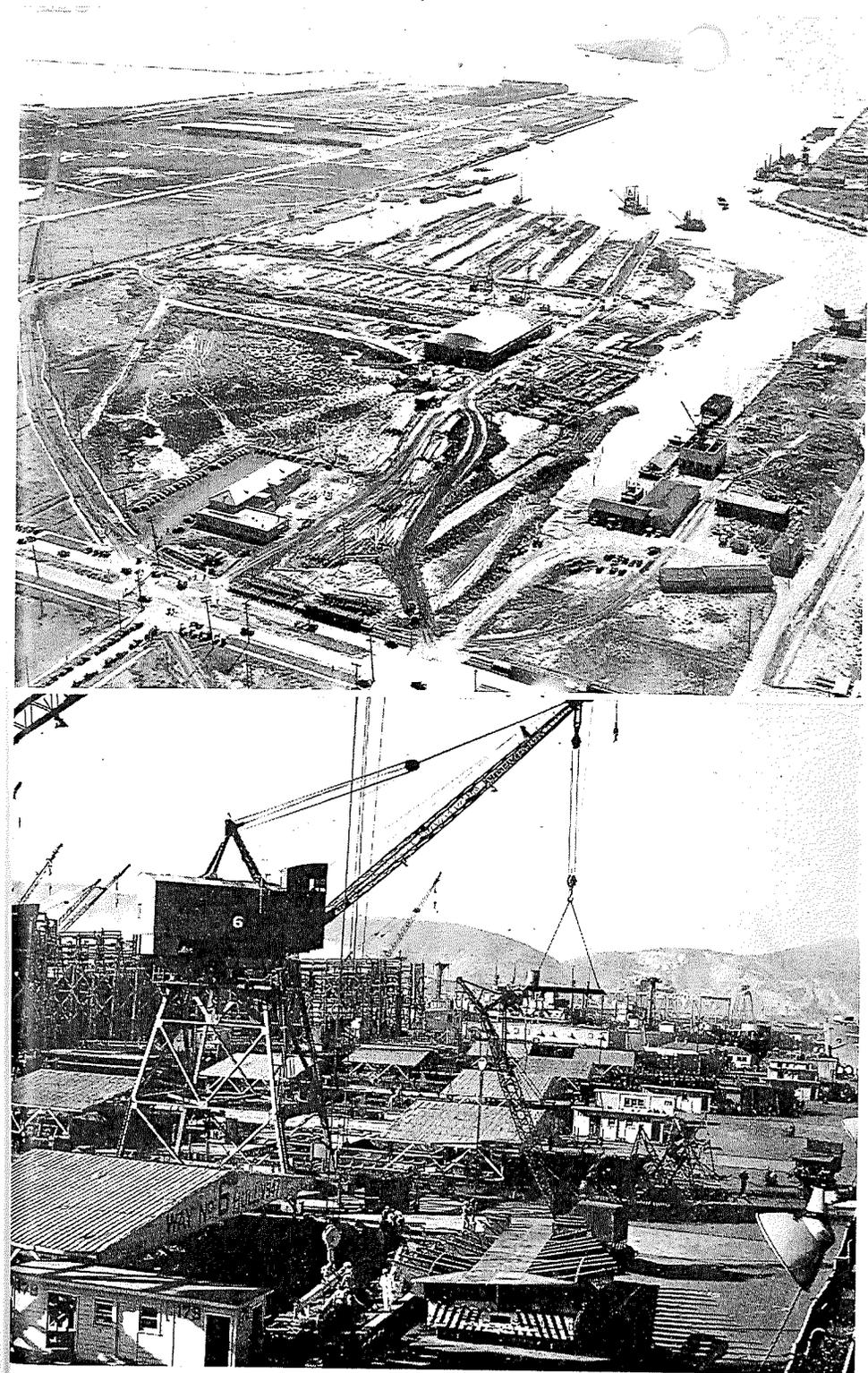
Up to the middle of 1944 the Richmond yards produced 563 cargo ships of the Liberty type, and then switched to a new design of a larger and faster ship to be known as the Victory.

Production records have been little short of fabulous. The Edward Rowland Sill, the first Liberty, required 98 days to deliver. Yard Two's fifth ship, the Anthony Wayne, was delivered in 38 days. All world records went glimmering when the Robert Peary was launched four days, fifteen hours and twenty-six minutes after the laying of the keel.

The reason for the astounding speed is found in the driving energy and resourcefulness of Henry J. Kaiser and his capable associates, who developed entirely new techniques.

They installed a system of mass production along assembly lines. They spread construction all over the many acres of each yard, and thereby were enabled to use several times the number of workmen on each hull. For moving the bulky, heavy loads of preassembled or prefabricated sections, they put giant "whirley" and smaller mobile cranes to work swinging tonnage. In these mass production shipyards, steel plates and bars flowed smoothly through different plate and bending shops. Frames were heated in great furnaces and immediately shaped on improved jigs in less than one-fourth the time it formerly took. Mammoth presses with newly invented devices pressed shapes to predetermined curvatures. All sized and shaped parts moved to an assembly platform where several pieces were welded into a larger unit. Again several larger units were welded into a complete unit, such as the entire bow of a ship.

Through the ages, a lazy sloping California mountain came down abruptly to meet the sea at Pt. Potrero. By the will, ingenuity, and resourcefulness of the Kaiser engineers and construction men, this mountain was moved to provide a level site where now stands a modern shipyard No. 3. Within four days after the signing of the contract on January 9, 1942, the task of leveling the hill and filling the adjoining low areas was un-



Above. Early construction work on Yard 1 of the Permanente Metals Company. 1942. P. 1

dertaken by the excavating crews. In the first week of February, the immense general stores building was begun and a month later construction of the plate shop had started. Scarcely five months after signing of the contract, the yard was leveled, most of the buildings were erected, and the keel of the first C4-S-A1 troop transport had been laid.

The unique feature of the yard is that the vessels are constructed on a level in huge concrete basins instead of on sloping ways. To launch a ship it is merely necessary to flood the basin, open the gates, and the vessel is ready for towing to the outfitting docks.

Yard Four has a brief but challenging history. First, fifteen Landing Ships, Tanks, known as LST's, were built there, then twelve of the new type Frigates, the S2-AQ1's, were completed. Then the men and women of this yard built the EC-1's, or "pint-size Liberties."

A good many personalities have been responsible for this great program of ship construction. Best known among them is Henry J. Kaiser who was tagged America's miracle man for his achievements. He was by no means solely responsible for the developments in ship construction, magnesium, cement manufacture and the vast building programs such as Boulder Dam, Bonneville, Grand Coulee and the other big jobs with which his name is persistently, and often exclusively, linked. He has partners, but Kaiser himself is undoubtedly an aggressive, imaginative industrialist, in all probability the real leader of his group. Kaiser was born in New York state in 1882, one of a family of four children. His first job was in a store. Then he took up photography and in three years owned the studio where he had worked. He followed this by opening a large studio at Daytona Beach, Florida, where he did what most people would consider a flourishing and satisfactory business. But he wanted a wider field. He went to Spokane and entered the hardware business. Then he bought stock in a sand and

gravel plant and soon was putting up sand and gravel plants at various points along the Pacific Coast.

For a good many years prior to the war he was in this line of business. In 1931, he began to have visions of larger things, Boulder Dam was about to be built, and it was too big a chunk for any one western contractor to bite off. A group of contractors, one of whom was Kaiser, met in San Francisco to pool their resources and see if they could land this big job. This was the beginning of the Six Companies, which indeed cut a wide swath thereafter. They built Boulder Dam,, Bonneville Dam, Grand Coulee, the concrete piers for the San Francisco-Oakland Bay Bridge to say nothing of such incidental chores as the Broadway low-level tunnel and other jobs. Although they are still colloquially referred to as the Six Companies, they are now in reality eight companies. The men of these companies are Kaiser's partners. And while Kaiser has had most of the spotlight, it is well to remember that the others exist. They are now in all manner of things—helicopters, cargo planes, steel at Fontana, magnesium in the Santa Clara Valley, cement, gypsum, and of course ships. In addition to shaking the earth with these giant projects, Mr. Kaiser and his associates looked forward to a low-priced, mass production automobile, and prepared themselves for large scale production of prefabricated housing. And meanwhile Mr. Kaiser retained a tight hold on his little sand and gravel business.

One of the important factors in the success of the shipyards at Richmond is to be found in the personality of Clay P. Bedford, who filled the big job of general manager. Mr. Bedford had been one of Mr. Kaiser's bright young men at Boulder Dam.

Housing Program The City of Richmond had enjoyed a quiet, orderly kind of development since it first began to attract industries. The coming of the shipyards set the community by its ears. This was true because it was so sud-

den. The Federal census of 1940 had given Richmond a little over 23,000 population. When the shipyards began to operate, they brought in 90,000 new workers, all of whom would have liked to live in Richmond. The town was under-built when the boom started, and its housing accommodations were totally inadequate to take care of this flood of new arrivals. Private house builders did their best to meet the situation. In 1941 2,257 building permits were issued having a value of \$8,641,-334, and this expenditure was all for low cost housing. But still the flood came. New arrivals slept in their cars and in the parks. Home owners opened their houses for the renting of rooms. Dormitories with cots were set up in the business section. It was impossible to cope with the situation.

The only solution for the housing shortage apparently lay in the development of a large scale public housing program. This was done, and the Richmond program became the largest one of the country to be handled under the direction of a single Housing Authority. The work was launched under direction of Harry Barbour as executive director, and continued by Charles F. Strothoff following Barbour's resignation in 1943.

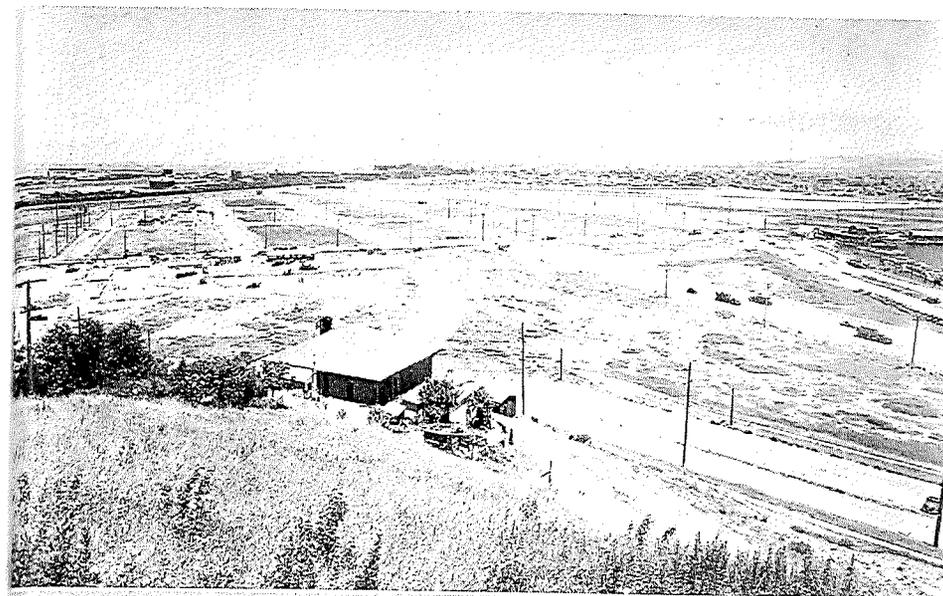
The Housing Authority was incorporated January 24, 1941, almost a year before Pearl Harbor. Naturally, the needs of a country with two wars on its hands were not visualized at that time, but the ground work was so well laid that unlimited expansion on a war basis was possible. The first step was a survey, followed by the award of contracts for the construction of 48 duplex buildings in Triangle Court, which was designated for persons in the lower income groups. Nystrom Village, comprising 102 units, was opened in December of 1941. Immediately afterward came the construction of Atchison Village comprising 450 units on lower Macdonald Avenue. The first tenant moved into this project on March 1, 1941. Triangle and Nystrom were built under the slum clearance program of the local Authority, while Atchison Village was a war project for

defense workers. All three are of permanent construction.

As the working personnel increased at the shipyards and other industries it became necessary to build many thousands of temporary housing units for single men and families, and within two years practically every available block of land in the City had been covered with dormitories, demountable houses and war apartment buildings. By the end of 1944 the public housing program was regarded as virtually complete and could be summarized. It had resulted in the erection of dwelling units costing over \$35,000,000.

Following is a list of all the housing projects constructed under the direction of the Richmond Housing Authority.

Name	No. of Dwelling Units
Triangle Court	98
Nystrom Village	102
Atchison Village	450
Esmeralda Court	94
Richmond Dormitories	1986
Atchison Annex	100
Harbor Gate	806
Canal Apartments	1312
Canal Dormitories	1008
Richmond Terrace Apts.	688
Canal Addition	800
Cutting Apartments	1200
Richmond Trailer Park	334
Cutting Dormitories	2600
Cutting War Apartments Addition	242
Seaport War Apartments,	494
Pullman War Apartments	368
Maritime War Apartments, Division 1	1983
Division 2	1637



Two dramatic pictures show the spectacular growth of Richmond during the war boom. Upper, June, 1942; lower, January, 1943. Note the small cottage in the foreground showing that both photographs were taken from the same spot. The buildings are Esmeralda Court and Canal, both public housing projects.

Division 3	. . . . .	1644
Division 4	. . . . .	733
Division 5	. . . . .	1162
Division 6	. . . . .	1582
Division 7	. . . . .	420

The Richmond Housing Authority is governed by five directors. In 1944 these were: Chairman, W. J. Richards, Jr.; vice chairman, E. M. Downer, Jr.; Emmet Vestal, R. S. Elliott and J. A. Giovannini.

A very important and extensive program of public services was inaugurated and carried out by a number of agencies to serve this great new population in the public housing area. The Health Department of the City of Richmond extended its control and supervision to these new districts. Nurses from the Health Department acted in an advisory capacity throughout the area. Well baby clinics were established and their services made available to all children from birth to school enrollment age. Complete pediatric and prenatal clinics were maintained and staffed by the Permanente Field Hospital. The California Physicians Service set up service which in some measure alleviated the acute shortage of doctors.

Seven large community center buildings were constructed and fully equipped for recreational and social life. Church services in the new area were supervised by the United Church Ministry under the Richmond Area Church Defense Council. The City Board of Education took charge of an extensive program of recreation. Permanent recreation directors operated in all the community center buildings during the day and evening. The activities included music, dancing, crafts of many kinds, athletics and diversified playground amusements.

Other Aspects Naturally, the community was affected in every way by the great influx of new population. Streets, sewers, schools, fire and police departments, all community facilities proved hopelessly inadequate, and

Richmond passed through a difficult period before the necessary emergency measures could be taken to cope with the situation. Be it said to the credit of the public officials both elective and appointive that they rose to the occasion and brought order out of chaos. A great amount of new sewer lines was laid. There was notable street improvements, one of the outstanding projects being the modernization of Cutting Boulevard, which was turned into a high speed highway for the accommodation of the greatly increased flow of traffic.

The fire and police departments were hard pressed, but by 1943 had secured additions in the form of new equipment and personnel so that they could keep the situation in hand. The schools were in a most difficult situation without enough buildings and with a definite shortage of teachers.

**Effect of War
Upon School System**

At the outbreak of the war, Richmond Schools had an enrollment in the elementary schools of 3,112

and in the secondary schools of 3,015 pupils.

To house these pupils there were the Richmond High School, the El Cerrito Junior-Senior High School, Longfellow and Roosevelt Junior High Schools and the following elementary schools: Washington, Nystrom, Lincoln, Peres, Grant, Woodrow Wilson, Pullman, Stege, Fairmount, Harding and Kensington.

At the close of the school year in June of 1944, the elementary enrollment increased to 12,510 and the secondary enrollment increased to 7,905. These figures do not include the Evening High School, the Continuation School nor the classes in National Defense Training which would add an average of 4,400 units.

To house all these additional pupils, two methods were employed. The first is known as the double session. Here the school rooms are used twice daily—a morning session and an afternoon session. This is an invention of the Federal Government.

It violates all good school practice, and is unfair to the children. It was one, and perhaps, the chief cause of the increase of juvenile delinquency in this area. Double sessions were required by the Federal government, before financial aid or priorities would be granted by the government authorities.

The following school housing additions were made:

Nystrom School increased from 10 rooms to 40 rooms, and operated on double session. Pullman increased from 4 to 14 rooms and partly on double session. Stege was increased from 12 rooms to 24 rooms and on double session. The Washington school was increased from 8 rooms to 11 rooms and on double session. The Harding School increased from 9 to 12 rooms.

The following new school buildings were erected: The Mira Vista School with 8 rooms. The Harbor Gate School with 20 rooms. A one room school was established at Point Molate.

The following are the changes in the secondary schools: At Roosevelt Junior High School a 29 room administration and classroom unit was destroyed by fire. This was rebuilt. An addition of 30 class rooms were added to this plant. The school was on double session throughout.

No additions were made to the Longfellow Junior High School. It was on double session and overcrowded. To relieve this plant, a new junior high school to be known as the Harry Ells Junior High was built by the Federal Government.

At the El Cerrito Junior-Senior High School 5 additional classrooms were added.

The costs of the various buildings were as follows:

Nine Classrooms (three each at Stege, Washington, Harding)	\$ 27,352.00
Nystrom School (Thirty-room building)	295,000.00
Mira Vista School (Eight-room building)	41,725.75
Pullman School (Ten-room addition)	39,043.00
Stege School (Ten-room addition)	44,206.00
Stege School (Proposed addition—estimate)	80,000.00
Harbor Gate School (Proposed addition)	40,000.00
Roosevelt Junior High (Thirty temporary rooms)	98,000.00
Roosevelt Junior High (Reconstruction)	275,000.00
El Cerrito Junior-Senior High (Five rooms)	19,657.00
Harry Ellis Junior High	286,400.00
The above costs do not include furnishings which would total about \$100,000.00.	

CHAPTER X
CONCLUSION

This is the story of Richmond, the city that grew from an old Mexican rancho. It covers a period of only two generations. In a little over forty years Richmond passed from the era of farming and cattle raising to that of a metropolis of something over 100,000 population, one of the important cities that lie along the fringe of San Francisco Bay. It is an amazing story of quick growth and change, such a story as could not be unfolded anywhere else except in this great country of ours. Of course Richmond was fortunately situated, or it could never have developed into so great an industrial center in so brief a time. But it is also true that it had constructive and forward looking citizens of the highest type who guided it constantly toward the star of destiny.

Richmond faces the future with confidence and serenity. Its citizens believe the future is greater than the past. As this history was published the European war was known to be drawing to a close and plans were being developed for the post-war period. Between 1940 and 1944 Richmond acquired great industrial plants, immense housing facilities and a substantial pool of labor. It merely remained for the community and the industrial leaders to make proper use of the good fortune which has been thrust upon them to carry Richmond forward to larger achievements. An important story remains to be written—the record of change in the period after the war. For the present we take our leave of the reader, hoping that this account will give Richmond residents a proper pride in the achievements of their community and bring the Richmond picture into proper focus for all outsiders.



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MAYORS - RICHMOND, CALIFORNIA

MAYORS

. B. Willis	1909 - 1910	Robert H. Miller	1948 - 1949
	1910 - 1911	D. M. Bradley	1949 - 1950
. C. Owens	1911 - 1912	" "	1950 - 1951
	1912 - 1913	Gust J. Allyn	1951 - 1952
. R. Ludewig	1913 - 1914	" "	1952 - 1953
" J. Garrard	1914 - 1915	Ed. J. J. McKeegan	1953 - 1954
" "	1915 - 1916	John J. Sheridan	1954 - 1955
" "	1916 - 1917	" "	1955 - 1956
. L. Lane	1917 - 1918	Al Cannon	1956 - 1957
" "	1918 - 1919	James P. Kenny	1957 - 1958
. N. Long	1919 - 1920	Carl P. Lyford	1958 - 1959
" "	1920 - 1921	Leo Viano	1959 - 1960
. J. Garrard	1921 - 1922	D. M. Bradley	1960 - 1961
" "	1922 - 1923	Gay Vargas	1961 - 1962
. W. Scott	1923 - 1924	Al Cannon	1962 - 1963
. H. Plate	1924 - 1925	Gay Vargas	1963 - 1964
. W. Scott	1925 - 1926	George D. Carroll	1964 - 1965
attie Chandler	1926 - 1927	David Pierce	1965 - 1966
" "	1927 - 1928	Milton Spinner	1966 - 1967
" "	1928 - 1929	Stan Grydyk	1967 - 1968
. L. Paulsen	1929 - 1930	John J. Sheridan	1968 - 1969
. B. Hinkley	1930 - 1931	George Livingston	1969 - 1970
assell J. Meyer	1931 - 1932	Don Wagerman	1970 - 1971
" "	1932 - 1933	Nathaniel Bates	1971 - 1972
alter Johnson	1933 - 1934	Albert E. Silva	1972 - 1973
o. P. Imbach	1934 - 1935	Booker Anderson	1973 - 1974
. W. Scott	1935 - 1936	Richard Nelson	1974 - 1975
. E. Tiller	1936 - 1937	Gary Fernandez	1975 - 1976
. B. Hinkley	1937 - 1938	Nathaniel Bates	1976 - 1977
. R. Ludewig	1938 - 1939	Don Wagerman	1977 - 1978
ohn A. Bell	1939 - 1940	Stanley Grydyk	1978 - 1979
. S. Ripley	1940 - 1941	Thomas J. Corcoran	1979-1980
. W. Scott	1941 - 1942	Lennie C. Washington, Jr.	1980-1981
attie Chandler	1942 - 1943	Thomas J. Corcoran	(elected first Mayor 5/12/81 4 year term)
. E. Tiller	1943 - 1944	Thomas J. Corcoran	Re-elected Mayor 5/14/85 4 year term
obert D. Lee	1944 - 1945	(Died 7/23/85)	
arence Erickson	1945 - 1946		
. B. Hinkley	1946 - 1947		