

FILE NO. 90-77-19

ORDINANCE NO. 396-77

1 DESIGNATING THE ORIENTAL WAREHOUSE AS A LANDMARK PURSUANT TO ARTICLE 10 OF THE
2 CITY PLANNING CODE.

3 Be it Ordained by the People of the City and County of San Francisco:

4 Section 1. The Board of Supervisors hereby finds that the Oriental Warehouse
5 located at 650 First Street, being a portion of Lot 15 in Assessor's Block 3789,
6 has a special character and special historical, architectural and aesthetic
7 interest and value, and that its designation as a Landmark will be in furtherance
8 of and in conformance with the purposes of Article 10 of the City Planning Code
9 and the standards set forth therein.

10 (a) Designation. Pursuant to Section 1004 of the City Planning Code,
11 Chapter II, Part II of the San Francisco Municipal Code, the Oriental Warehouse
12 is hereby designated as a Landmark, this designation having been duly approved
13 by Resolution No. 7750 of the City Planning Commission, which Resolution is on
14 file with the Clerk of the Board of Supervisors under File No. 90-77-19.

15 (b) Required Data. The descriptions of the location and boundaries of the
16 Landmark site; of the characteristics of the Landmark which justify its designa-
17 tion; and of the particular features that should be preserved; as included in
18 the said Resolution, are hereby incorporated herein and made a part hereof as
19 though fully set forth.

20
21 APPROVED AS TO FORM:

RECOMMENDED:

22
23 THOMAS N. O'CONNOR
24 CITY ATTORNEY

CITY PLANNING COMMISSION

25
26 By Robert A. Kennedy
27 Deputy City Attorney

26 By Rai Y. Okamoto
27 Rai Y. Okamoto
28 Director of Planning

29
30 BOARD OF SUPERVISORS

LA #101

Passed for Second Reading
Board of Supervisors, San Francisco

AUG 22 1977

Ayes: Supervisors Barbagelata, Feinstein, Francois, Gonzales, Kopp, Mendelsohn, Molinari, Nelder, Pelosi, Tamaras, von Beroldingen.

Noes: Supervisors

Absent: Supervisors BARBAGELATA MENDELSON
HELDEN PELOSI TAMARAS

 Clerk

90-77-19
File No.

SEP 8 1977
Approved

Read Second Time and Finally Passed
Board of Supervisors, San Francisco

AUG 29 1977

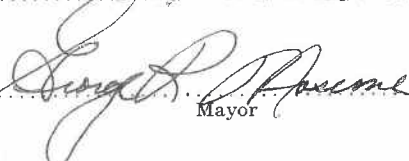
Ayes: Supervisors Barbagelata, Feinstein, Francois, ~~Gonzales~~, Kopp, ~~Mendelsohn~~, ~~Molinari~~, Nelder, Pelosi, ~~Tamaras~~, von Beroldingen.

Noes: Supervisors

Absent: Supervisors GONZALES MENDELSON
MOLINARI TAMARAS

I hereby certify that the foregoing ordinance was finally passed by the Board of Supervisors of the City and County of San Francisco.

 Clerk

 Mayor

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 7750

WHEREAS, A proposal to designate the Oriental Warehouse at 650 First Street as a Landmark pursuant to the provisions of Article 10 of the City Planning Code was initiated by the Landmarks Preservation Advisory Board on May 4, 1977, and said Advisory Board, after due consideration, has recommended approval of this proposal; and

WHEREAS, The City Planning Commission, after due notice given, held a public hearing on June 9, 1977, to consider the proposed designation and the report of said Advisory Board; and

WHEREAS, The Commission believes that the proposed Landmark has a special character and special historical, architectural and aesthetic interest and value; and that the proposed designation would be in furtherance of and in conformance with the purposes and standards of the said Article 10;

NOW THEREFORE BE IT RESOLVED, First, That the proposal to designate the Oriental Warehouse at 650 First Street as a Landmark pursuant to Article 10 of the City Planning Code is hereby APPROVED, the location and boundaries of the Landmark site being as follows:

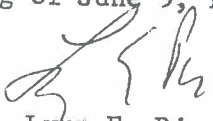
That portion of Lot 15 in Assessor's Block 3789 which is occupied by the structure known as the Oriental Warehouse.

Second, That the special character and special historical, architectural and aesthetic interest and value of the said Landmark justifying its designation are set forth in the Landmarks Preservation Advisory Board Resolution No. 163 as adopted on May 4, 1977, which resolution is incorporated herein and made a part hereof as though fully set forth;

Third, That the said Landmark should be preserved generally in all of its particular exterior features as existing on the date hereof and as described and depicted in the photographs, case report and other material on file in the Department of City Planning Docket LM77.6;

AND BE IT FURTHER RESOLVED, That the Commission hereby directs its Secretary to transmit the proposal for designation, with a copy of this Resolution, to the Board of Supervisors for appropriate action.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission at its regular meeting of June 9, 1977.

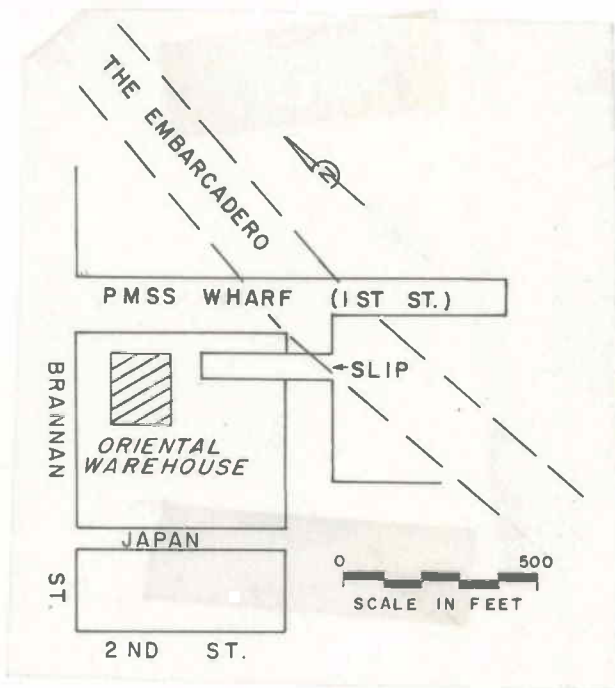

Lynn E. Pio
Secretary

AYES: Commissioners Bierman, Dearman, Elliott, Lau, Rosenblatt, Starbuck.

NOES: None

ABSENT: Commissioner Wentz

PASSED: June 9, 1977



OWNER: Southern Pacific Company

LOCATION: 650 First Street

STATEMENT OF
SIGNIFICANCE:

The Oriental Warehouse, built in 1867 or early 1868, is all that remains in San Francisco of the Pacific Mail Steamship Co., a firm whose activities had considerable impact historically, economically and socially not just on San Francisco, but on California and the rest of the United States. Pacific Mail Steamship Co. initially carried passengers, mail, treasure and cargo on a regular schedule between Panama and Gold Rush San Francisco. Later, the firm was the first line to establish regular mail, passenger and trade service between this country and the Orient. It carried thousands of Orientals, mostly Chinese, who became a source of cheap labor which built the railroads and developed California's agricultural business. This importation continued until the Exclusion Act of 1882. The presence of these workers, often exploited, and often considered a threat by white residents for jobs, led to social, labor and economic conditions whose effects are still felt today.

HISTORY:

The Pacific Mail Steamship Co. was founded before the Gold Rush by William H. Aspinwall of New York. The Act of Congress establishing the mail service was passed on March 3, 1847, and the contract in the Pacific was assigned to Aspinwall in November, 1847. The service was designed to link the East Coast, via an overland route at Panama, with the newly acquired Oregon territory. (California was of lesser importance in those days.) It was considered a chancey venture even with heavy U.S. Government mail subsidies. Three wooden side-wheel paddle steamers, fueled with coal, were put on the original run from Panama to San Francisco.

The first steamer, the CALIFORNIA, put to sea from New York on October 6, 1848--before the impact of California's gold discovery had been felt in the East. By the time the CALIFORNIA reached Panama City, however, she was besieged with would-be prospectors. The CALIFORNIA arrived in San Francisco on February 28, 1849, the first arrival of a passenger steamer in this port, and dropped anchor "off the town." This was probably at the base of Telegraph Hill, for her passengers landed at Clark's Point. Immediately all her crew and officers, except for the captain and a wiper boy, deserted ship for the gold fields.

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The CALIFORNIA was followed within the next four months by the steamers OREGON and PANAMA, and thus was regular service established between Panama and San Francisco, a service that because of the Gold Rush proved unexpectedly lucrative for the owners.

HISTORY:
(Continued)

The explosive growth of California-- and the building of the trans-continental railroad (to be completed in 1869)-- gave impetus to developing regular service across the Pacific to the Orient. Bids were called for by the United States Postmaster General, and in August of 1865, the contract was awarded to the only bidder, Pacific Mail Steamship Co., the only firm in the Pacific large enough to bid. The United States Government paid PMSS Co. a \$500,000 annual mail subsidy for the run to the Orient.

In 1867, Pacific Mail inaugurated the new service from San Francisco to Yokohama, Japan and Hong Kong, China, with side runs to Shanghai. This was the first regular trans-Pacific service.

Pacific Mail built four new steamships for this service: the GREAT REPUBLIC, JAPAN, CHINA and AMERICA. These were wooden side-wheel paddle steamers, already old-fashioned at the time. These four vessels were the largest ocean-going wooden commercial steamers ever built, and were the last great ocean liners to be driven by paddle-wheels. They were enormous vessels, just over 360 feet in length, and about 4,000 tons gross.

The ships were elegantly appointed. The maritime historian, John Kemble, in Side-Wheelers Across the Pacific, describes them:

"... the dining saloon and social hall extended 120 feet down the center of the ship, with twenty-six double state-rooms and two bridal rooms opening out of them. The woodwork and furniture were of black walnut, and the walls of the public rooms and bridal rooms were frescoed: peach blossom, lavender, pea-green, and purple being the chief colors used, with ornamental work in gold. Upholstery on the furniture was of silk and worsted reps. On the floors, carpets, and oilcloth were absent, the public rooms being floored with stripes of spruce and black walnut in 'Zebra Pattern.'"

In addition to this elegance, there were, of course, quarters for steerage passengers and considerable cargo space.

New shoreside facilities were built in San Francisco for this new trans-Pacific service, including the Oriental Warehouse which was completed either in late 1867 or early 1868. In his report to the Pacific Mail stockholders dated February 29, 1868, President Allan McLane wrote:

"At San Francisco, the Company, having secured from the State of California, on very favorable terms, valuable wharf privileges at the foot of Townsend Street, have erected extensive and commodious wharves, capable of accomodating the present and prosepctive wants of our growing business, and at which the inward and outward steamers of the Panama and China Lines lie and discharge and receive cargo, without interfering one with the other. In connection with with these wharves, and to meet the demands of the increasing freight traffic, particularly that to and from China, the Company have built three convenient warehouse of ample capacity, (the Oriental Warehouse

HISTORY:
(Continued)

built in thirds) and provided with the best protection against fire: these warehouses, one of which has been bonded under the U.S. Revenue laws, will not only increase the trade by adding to the facilities for shipment, transshipment, etc, but, from storage and leases, are a direct source of profit to the Company upon the capital invested in their construction."

The same document lists PMSS Co.'s wharves, real estate, buildings, and other assets in San Francisco at \$569,093.04 ledger, but with an estimated real value of \$1,523,095.64.

The ALTA CALIFORNIA for October 14, 1972, describes the Pacific Mail properties:

"All of the Company's wharves, offices, and shops, are situated at the east end of Brannan Street, where it owns about ten acres of land, which is bounded on the east by the bay, on the south by Townsend Street, on the west by Japan, and on the north by Brannan. From the last mentioned street the main office, and an immense wharfshed, 40 feet high, is entered. This shed... when completed, will make the whole wharf 1,180 feet in length. West of this immense shed, standing considerably back from Brannan Street, the Company's bonded and free warehouses, now conducted by Poole (sic) & Harris, are located. These warehouses, /Oriental/ are constructed in a substantial two-story brick building, 231 x 191, divided into three equal fire-proof sections, two of which are for bonded, and the other for free goods. Immediately to the rear of this building ... is a slip, 180 feet wide and 228 in length, having from twenty-eight feet depth of water ... On the west of this slip there are three large grain sheds, called the 'Occidental Warehouse,' and farther to the same direction are the blacksmith's boiler and machine shops. The coal-yard ... faces Brannan Street."

HISTORY:

(Continued:

The Oriental Warehouse was initially operated by the firm of Howard & Pool, pioneer warehousemen. Benjamin C. Howard first appears in a 1856 city directory as Superintendent of the North Point Warehouse (the Seawall Warehouse). I. (Isaac) Lawrence Pool first appears in the 1852 city directory, associated with the firm of Klanchee, Mel & Co., general commission merchants, but an early-day account lists the firm of Mel & Pool as proprietors of the warehouse ship NIAN TIC. Later in 1852, I. Lawrence Pool was on his own as an "importor," and by 1856, he was operating out of the North Point Dock Warehouse (the Seawall Warehouse). In the directory of 1859-60, the firm of Pool and Howard, commission merchants, had come into being, operating out of the North Point Dock Warehouse. The firm broke up briefly in the early 1860's when Pool tried his hand at mining, for in 1863-64, he was listed as "secretary, mining companies." By 1864-65, the two partners were back together again, this time under the name of Howard & Pool, and in 1868 they took over proprietorship of the Oriental Warehouse. In 1870, they were proprietors of not only the Oriental Warehouse, but also of the Pacific Mail Steamship Company's grain warehouse (the sheds called the Occidental Warehouse), the North Point Bonded Warehouse, and were also agents for the Coos Bay Mining Co., major coal suppliers on this coast.

By 1871, the proprietors of the Oriental Warehouse were Pool & Harris, Benjamin Howard having disappeared from the directory. Edwin Harris was first listed in 1858 as a teamster. The next year he was a clerk for William T. Coleman & Co., and kept this job for several years. By the 1867-68 directory he had gone into the warehouse business with a partner, Charles Carlton, and they were operating the Empire Warehouse at the foot of Beale Street. The firm of Pool & Harris is listed for the first time in 1871, the year that Harris joined Pool at the Oriental Warehouse. They operated the Oriental Warehouse for ten years.

The ALTA CALIFORNIA for October 14, 1872, reported the importance of the PMSS Co.:

"What this city would now be as a shipping port, were it not for the past operations of /the PMSS Co./ it is difficult to determine, but the inference is justified that its growth and importance would be far behind the advanced point they reached Of course, while the Company has been benefitting the Coast and this city in particular, it has been correspondingly benefitting itself ... although it has grown into mammoth proportions, and rendered its owners one of the richest corporations in the country, California is no the less indebted to it for the proud position she at present occupies in the category of States.

"... with the exception of the Municipal Government, the Pacific Mail Steamship Navigation Company is without doubt the most extensive employer of labor in the city. ...outside of the official staff, the Company has over two hundred and fifty men on its pay-sheets, and when, added to these, the crews of its steamships which are periodically coming into port are taken into account, a faint idea can be formed of the large sum of money it pays for wages alone, and circulates, through its employees daily, weekly and monthly in this city.

HISTORY:
(Continued)

"Twenty-five steamships, owned by the Company, are employed in the Pacific trade."

John Kemble states in Side-Wheelers Across the Pacific, regarding the run to the Orient, that:

"the manner in which those steamers pounded back and forth over the lonely stretches of the North Pacific was an everlasting wonder to the men of their time."

The route was a non-stop run of over 3,000 miles from San Francisco to Yokohama, scheduled to take 22 days. The influence of this trans-Pacific service on the West Coast was enormous, not only as a trade route, but also with respect to the thousands of immigrants from Japan and China who arrived (or departed) San Francisco Pacific Mail steamer. (Kemble figures there might have been as many as 1000 Chinese passengers eastbound, and 800 westbound, on an average run.) Shortly after inauguration, PMSS Co. hired Chinese stewards and seamen (with the expected demonstration by sailors on the beach), a move designed to reduce wage and food costs to the owners, but which gave the ships crews superior to the average white sailors generally available in the Pacific Ports.

The arrival of a Pacific Mail steamer was an event of great importance in San Francisco. John Kemble describes a typical arrival:

"... on 19 June 1869, news was telegraphed from the lookout on the Heads at the entrance of San Francisco Bay that GREAT REPUBLIC was coming in from the west. Small white flags marked 'U.S.M.' were broken out on the city street cars, indicating that a mail steamer was coming into the harbor, and a messenger from the Merchant's Exchange galloped through the streets with the news that the ship was GREAT REPUBLIC from China. Outside the gates of the Pacific Mail wharf, a crowd of persons and vehicles soon assembled... mail and express wagons, hacks for passengers, and nearly a hundred Chinese merchants, consignees of the cargo or representatives of the 'Six Companies'."

As the ship docked, activities on the wharf increased until, according to the Alta California for October 14, 1872, describing yet another arrival, there was:

"...such a state of excitement and confusion as to suggest to the mind of the spectator the Tower of Babel."

"Hackmen, boarding-house runners, touters of every denomination and a heterogeneous mass of seemingly self-interested humanity therefore crowd the gangways as soon as they are fixed, throwing cards, shouting names, hustling passengers and attacking baggage until chaos would almost seem to have returned again ... as one passenger after another is appropriated and disappears, the excitement gradually quiets down, until soon the scene is virtually filled by Custom House officials and stevedores, when the discharging of cargo is vigorously commenced, and the snort of engines and the rattle of trucks supercede the vociferous action of the human voice." (Alta, Oct. 14, 1872)

HISTORY:

John Kemble describes incoming passengers through Customs:

(Continued)

"Cabin passengers landed first by an after gangway, having had customs inspection on board the ship, and departed from the wharf in hacks. Then the Chinese steerage, sometimes more than a thousand of them, came ashore by the gangway forward, carrying bedding, clothing, and all their possessions swung over their shoulders on bamboo poles. After rigid inspection, particularly for smuggled opium, they were permitted to leave the wharf. On their way through the streets to Chinatown, the immigrants were sometimes attacked by white ruffians, particularly in periods of anti-Chinese agitation."

Cargo carried by the Pacific Mail steamers proved to be profitable from the beginning. Westbound, the cargo was principally flour and treasure--gold and silver bars and Mexican dollars--although there were also various shipments of oats, barley, wheat, quicksilver, liquors, beans, dried fish, and various provisions and goods for American and European residents in the Orient. Eastbound, the cargo was principally rice, tea and silk. Langley's City Directory for 1879-80 reported on the China trade:

"The commerce between China and Japan and San Francisco during the past year shows: from China, among other imports, 770,417 lbs. of coffee, of the value of \$134,295; 36,977, 215 lbs. of rice, of the value of \$1,088,108; 3,249,082 lbs. of tea, of the value of \$1,145,524; 968,108 lbs. of raw silk, of the value of \$3,838,238, and silk cocoons, to the value of \$84,399. From Japan there was received: 313,791 lbs. of raw silk, of the value of \$1,578,869; silk worm eggs, cocoons and silk waste, to the value of \$741,340, and 13,867, 586 lbs. of tea, of the value of \$3,404,630; the total imports from both countries for the year amounting to \$14,685,781."

The Alta California of April 7, 1875, advertising an auction at the Oriental, describes additional cargo stored there:

"Friday, April 9, 1875, at 11 o'clock am, at the Oriental Bonded Warehouse, foot of Brannan St. We will sell unclaimed merchandise comprising:
1 case, 12,100 cigaritos, from Panama.
1 bale hops, from Honolulu.
1 case Fancy Goods & Letter Paper, from Panama.
1 pkg. Powder Fuse, from Panama.
24 mats Rice, and 1 case Samples, from Japan.
By order of T.B. Shannon, Collector.
Terms, U.S. currency.

H.,. Newhall & CO.
Auctioneers"

In 1876, Collis P. Huntington, one of the original "Big Four" of railway fame, and president of the Central Pacific Railroad Company, wrote his good friend Mark Hopkins:

"April 6, 1876. The PMSS Co. is in trouble and it would be a very good time to take it into camp if we had the right parties to work with. I think the whole concern could be controlled for a million and a half."

HISTORY:
(Continued)

The PMSS Co. did come "into camp", shortly thereafter, and in 1893, Huntington became president of the steamship company, and remained in control until his death in 1900.

By the directory for 1880-81, Goerge C. Bode had taken over the proprietorship of the Oriental Bonded & Free Warehouse, and was also proprietor of the Oriental Dock, the slip adjacent to the warehouse on the south side. Goerge Bode first appears in a directory in 1858 as a bookkeeper, firm not listed, but the 1861-62 directory lists him as an accountant for the firm of J.B. Thomas, importing, shipping and commission merchants at 619 Front Street. By the directory for 1868, George Bode was on his own as a warehouseman. In later years, he was part of the firms of Bode & Searle and Bode & Danforth, although he operated the Oriental Warehouse on his own.

A speech given by S.M. Haslett, II to the 50th anniversary convention of the American Warehousing Association, February 19, 1911 describes the Oriental Warehouse:

"The Oriental Bonded and Free Warehouse was operated by Mr. George C. Bode for the joint account of a group of the other warehousemen interested in Customs Bonded Warehouses of which group our firm was not a part. Shortly after I became interested in the Greenwich warehouses [1886] a defalcation occurred in the Oriental warehouse and one of Mr. Bode's "silent" partners wished to be relieved of his responsibility and interest therein, and his interest was taken over by my brother, Percy E. Haslett. Some time later, Mr. Bode and his associates disposed of their remaining interests to the Hasletts who associated with them Mr. Robert H. Swayne, and the Oriental warehouses were thereafter operated in the name of Haslett & Swayne.

"This warehouse was located adjacent to the Pacific Mail docks at which all of the steamers trading to the Orient and to Central America discharged their cargoes and was in a very favorable location in regard to the storage of rice, Chinese merchandise, Calcutta grain bags and other Oriental products; also Central American coffee, and thereafter our companies were important in such storage."

Samuel Haslett was born in Belfast, Ireland in 1841, married and became the father of six children, including four sons who were to be associated with him later in San Francisco warehousing. In 1872, he moved his family to Melbourne, Austrailia, and six months later to Auckland, New Zealand. In July, 1876, the family came briefly to San Francisco. Mr. Haslett worked for about a year in a lumbering town in Washington, but in 1877, was back in San Francisco. In 1878, he became junior partner in the warehouse firm of J.W. Cox & Company, operators of three warehouses, Humboldt, Cunningham's and North Point #2.

J. Warren Cox first appeared in a directory in 1854 as a clerk, but, by 1860, was operating warehouses, first with a partner, and then under the name of J.W. Cox & Co. In 1882, Mr. Cox sold out his interest to Charles H. Bailey, and the firm became known as Haslett & Bailey. Samuel Haslett II joined his father's firm at this time. In 1887, Samuel Haslett II bought out James J. Searle's interests in the firm of Bode & Searle, operators

HISTORY:

(Continued)

of three warehouses, and the firm became known as Bode & Haslett. The Bode was George C. Bode, in that year still proprietor of the Oriental Warehouse.

James J. Searle was the son of John Searle whose forebears had been warehousemen in Scotland. John Searle came to San Francisco in the Gold Rush and by 1852, was already established as a commission merchant as well as being the Portugese consul. James Searle was born in 1855 on board the sailing ship FORTUNE, tied up at the foot of Clay Street and operated by his father as a floating warehouse. (The FORTUNE was later used as a hotel, and is believed to be buried near the northwest corner of Front & Vallejo, adjcant to one of the Daniel Gibb warehouses.) In the 1870's, James Searle went into the warehouse business in association with George Bode. Even though Searle sold out his interest in that firm to Samuel Haslett, he continued to be associated with the firm, and became vice president of the Haslett Warehouse Co. On his death in 1945, at the age of almost 90, he had spent 72 years in the warehousing business in San Francisco.

Percy Haslett and Robert H. Swayne purchased George Bode's interest in the Oriental Warehouse in the early 1890's; the directory for 1891-92 first lists the firm of Haslett & Swayne as proprietors. The various Haslett firms were incorporated into the Haslett Warehouse Company in February of 1898. By this time, they had become the leading warehouse firm in the area. The Haslett Warehouse Company continued to operate the Oriental Warehouse until about 1903.

When Collis P. Huntington died in 1900, Southern Pacific Company, by then controlled by E.H. Harriman, purchased his controlling block of sotck in the Pacific Mail Steamship Co., and thus acquired ownership also of the Oriental Warehouse. Southern Pacific's official account states:

"To gain the traffic advantage of controlling a large steamship company operating in the Pacific, Southern Pacific acquired December 1900 about 51% capital stock of the Pacific Mail Steamship Company. In connection with the trasncontinental rail line, the ships of this company were operated from Pacific Coast ports to Panama, Honolulu, and the Orient. Southern Pacific disposed of its stock December 1915, following passage of the La Follette Act prescribing certain steamship regulations."

HISTORY:

(Continued)

Southern Pacific Co. established the Oriental Warehouse Co. with R.P. Schwerin as president. Mr. Schwerin was born in New York in 1858, and died in San Francisco in 1936. He went to the Naval Academy at Annapolis and then into the Navy as an officer. In 1893, he came to the attention of railroad magnates Collis P. Huntington and E.H. Harriman. They persuaded him to quit the Navy and become purchasing agent for the Southern Pacific Company. By the directory of 1895, Schwerin was vice-president and general manager of the Pacific Mail Steamship Co., probably brought in by Collis P. Huntington who became president in 1893. The first directory listing for SP's Oriental Warehouse Co. is 1904. In that year, Mr. Schwerin was its president, as well as being vice-president and general manager of the PMSS Co; Mr. Schwerin continued in this dual capacity until SP divested itself of the PMSS Co. in 1915. In that year, he became vice president and general manager of Associated Oil, in which SP owned a large interest.

Southern Pacific Co. sold its interests in the PMSS Co. in 1915 to W.R. Grace & Co.; however, Southern Pacific continued to own the Oriental Warehouse and surrounding land. In 1925, the Dollar Steanship Co. purchased five Pacific Mail steamers used in the trans-Pacific trade. The inter-coastal trade continued to be operated by a W.R. Grace subsidiary. In 1925 the name, house flag and good will of the Pacific Mail company were purchased by a San Francisco syndicate headed by Herbert Fleishacker of the Anglo California Bank. These assets were sold to the Dollar Co. in 1926. The PMSS Co. was liquidated in New York in 1942, the name to be derived briefly by the Dollar Co. in the 1940's. The Dollar Co. was eventually acquired by the U.S. Government because of financial problems, and the American President Lines set up to run the firm. This move was resisted by the Dollars and the Robert Dollar Co. is still in existence.

In 1910, new immigration barracks were built on Angel Island "not far from the Federal quarantine station," and the Examiner for January 22, 1910 reported:

"Chinese Detention Go To 'Island' To-Day
New Immigration Barrakcs Start With 300 Occupants;
Old Mail Dock Passes.

The passing of the old Mail dock at First and Brannan Streets as a habitation for Chinese and other Orientals held in detention at this port by the Immigration authorities takes place to-day... There are about 200 Chinese now in the old shed. On the Siberia there are 100 more to be sent to 'The Island.' The demolition of the old Mail dock, an historic place for the last forty years, will follow soon the departure of the Chinese."

The 1920 Directory listed the proprietorship of the Oriental Warehouse as the De Pue Warehouse Co., "merchandise and grain warehousing, 'with general offices in the Oriental Warehouse and "uptown" offices in the Merchants Exchange Building. Edgar De Pur, president of the firm, had been president of the Yolo Orchard Co. before the Fire of 1906. Directories indicate he started the warehousing firm immediately after the Fire. The Firm operated the Oriental Warehouse for about 30 years, leaving it in 1954 or 1955. In the later years, Edgar De Pur Osgood, nephew of Edgar De Pue, was president.

HISTORY:
(Continued)

The warehouse remained vacant for about four years. In 1959, it was occupied by the Dillon Drayage & Warehouse Co. and the Hawaiian Express Co., freight forwarders, both firms under the management of Milton J. Daly. These firms continued to occupy the warehouse through the directory of 1971. The next year A.A. Gingel Co., manufacturers agent, occupied at least two-thirds of the building, and they are there today.

Today all that remains in San Francisco of the Pacific Mail Steamship Co. is the Oriental Warehouse and the name China Basin. The name Japan Street has long since changed to Colin P. Kelly, Jr. Street, in honor of one of the early heroes of World War II.