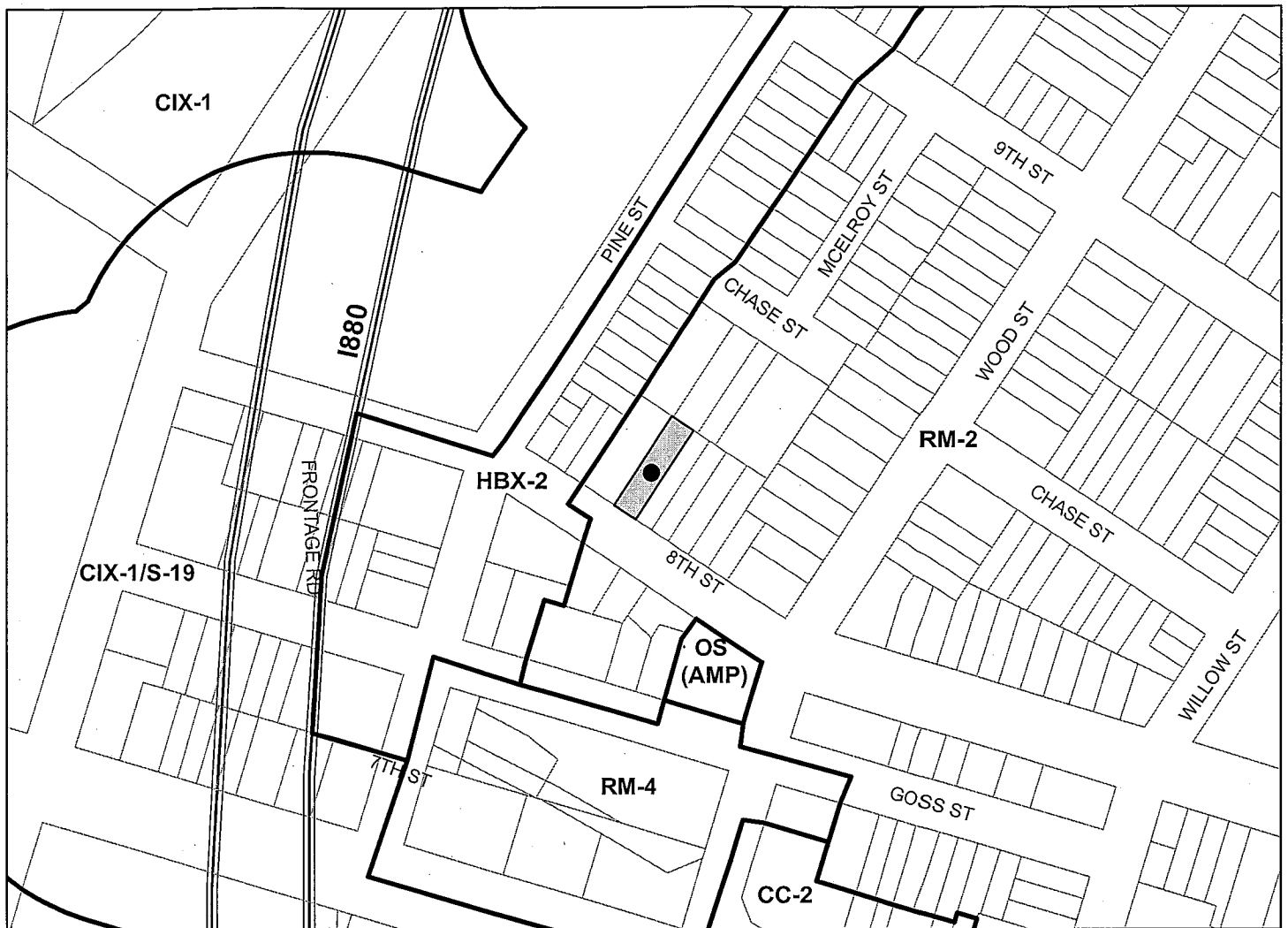


4.	Location:	1782 8th Street (Shorey House) (APNs 6-35-77, 6-35-73, 6-35-74, 6-35-75, 6-35-76 (common area and 4 condos); former APN 006-0035-530-00)
	Proposal:	Application to designate 1782 8 th Street (Shorey House) as a City of Oakland Landmark
	Applicant/Owner:	Biren Talati Sandalstone Group, LLC
	Contact Person/Phone Number:	Biren Talati (650)799-4447
	Case File Number:	LM12-071
	General Plan:	Mixed Housing Type
	Zoning:	RM-2 – Mixed Housing Type Residential
	Environmental Determination:	Exempt per State CEQA Guidelines, Section 15331 – Historical Resource Restoration/Rehabilitation; and Section 15183 – projects consistent with a community plan, general plan, or zoning.
	Historic Status:	LM08-090 – Heritage Property Designation (9-15-08) related to Mills Act Contract LPAB 6-11-12 confirmation of 9-15-08 Heritage Property, Final Evaluation and Determination of Landmark Eligibility: ‘A’ Eligible for City of Oakland Landmark Designation.
	Service Delivery District:	1
	City Council District:	3 - Nadel
	Status:	The Landmarks Preservation Advisory Board adopted a Resolution to initiate landmark designation, recommend landmark designation to the Planning Commission, and forwarded the landmark initiation to the Planning Commission for public hearing and consideration.
	Action to be taken:	Recommend Landmark Designation and forward to City Council
	For Further Information:	Contact Joann Pavlinec at (510) 238-6344 or by email: jpavlinec@oaklandnet.com

INTRODUCTION

Nomination of the Morse House for Landmark Designation was submitted by the Manager of Sandalstone Group, LLC, Biren Tilati.

CITY OF OAKLAND PLANNING COMMISSION



0 125 250 500 750 1,000 Feet



Case File: LM12-071
Applicant: Biren Talati, Sandalstone Group, LLC
Address: 1728 8th Street
Zone: RM-2

BACKGROUND

Previous Heritage Property Designation

Typically, the first step for Landmark designation is for the Landmarks Preservation Advisory Board (LPAB) to review and consider the Preliminary Evaluation Sheet for Landmark Eligibility. However, a Heritage Property application was submitted in conjunction with a Mills Act application for this property in 2008. At the September 15, 2008 LPAB meeting, this property was reviewed and evaluated for eligibility for Heritage Property designation and the LPAB unanimously determined that the property is eligible based on the attached Landmarks Preservation Advisory Board Evaluation Sheet for Landmark Eligibility (Attachment A). The property was Designated as a City of Oakland Heritage Property, though the A rating (39.75 points) would also qualify it as a Landmark.

Please note that applications for a Mills Act Contract often qualify for Landmark Designation, a higher designation than Heritage Property designation. Heritage Property designation has been pursued in order to move the Mills Act Contracts forward, as Heritage Properties are designated by the Landmarks Preservation Advisory Board, while Landmark Designation requires adoption of an Ordinance by City Council, in addition to Planning Commission review and recommendation following the LPAB review and recommendation. This process can take up to a year, which would slow down the Mills Act Contract process. Staff always recommends that properties eligible for Landmark Designation follow up with the Landmark Designation application, as is being pursued by this applicant.

Mills Act Contract Property

A Mills Act Agreement for this property was recorded with the Alameda County Recorder on December 12, 2010.

Work Program Summary:

- Plant tree, install fence and flagpole and historic plaque
- Replace hardscape in front with period surface
- Install fire rated windows on zero lot line side
- Match upper window hood trim on all windows
- Paint exterior of house every 5 years

Mills Act Application Strengths:

- Preserving neighborhood character
- Catalyst for neighborhood
- Conserving materials and energy embodied in existing building
- Reversal of inappropriate work
- Restoration of character defining features
- Located in West Oakland Redevelopment Area

At the time of the Mills Act application, the previously altered facade had already been substantially restored, based on a historic photograph, and structural work had been completed. Therefore the Mills Act work program focuses on finishing details in addition to major maintenance that is anticipated by 2020. The impetus for the Landmark designation at this time is implementation of the work program for 2012.

‘Install fence posts to match, plant tree, add flagpole and plaque describing the historical and cultural significance’

The applicant wishes to state on the plaque that the Shorey House is a City of Oakland Landmark.

PRELIMINARY EVALUATION OF LANDMARK ELIGIBILITY

Property Description and Significance Summary

The Shorey house is a two-story wood frame Italianate house, dating to 1872-73. It has a rectangular plan, now extended to the rear, and a new concrete foundation. It is a very early West Oakland house with strong associations with Oakland's 19th and 20th century African-American community.



It contributes to the National Register eligible Oakland Point District. This district was settled largely by families associated with the railroad or, like the Shoreys, with the waterfront. John Winfield Pearson, owner from 1872-73, was a real estate speculator and a major developer in West Oakland who reportedly owned 110 tenement houses. The Shorey family obtained title in 1888, with two interim owners. William T. Shorey (1859-1919) was born on the island of Barbados in the British West Indies. With a strong attraction to the sea, he left for Boston as a cabin boy, and then worked on a whaler out of New England until the whaling industry shifted to the West Coast. He rose rapidly from mate to officer to captain. In 1886 he became the only black captain on the Pacific Coast. He was a pillar of the community and a leader in society. Booker T. Washington came to speak at a dinner here in 1903, raising funds for Tuskegee Institute.

Please see Attachment B – the Oakland Landmark and S-7 Preservation Combining Zone Application for the full description and statement of significance.

OCHS Rating: Bal+, Major Importance with a contingency rating of Highest Importance, Contributor to an Area of Primary Importance, Designated Historic Property (Study List)

LANDMARK BOARD PROCEDURE FOR DESIGNATION

It is the jurisdiction of the Landmarks Board to review the Notice of Intent, Landmark application, and the final eligibility recommendation and determine whether the designation proposal meets the Landmark designation criteria.

The full Landmark Board process is outlined below:

- Notice of Intent to Submit an Oakland Landmark/Combining Zone Application Form is received. (*Notice of Intent not necessary for a property owner application*)
- Staff agendaizes the Notice of Intent for Board Consideration.
- Staff notifies the property owner(s) of the Board's consideration of the Notice of Intent and requests property owner comments. (*Not necessary for a property owner application*)
- The Board Preliminarily makes a Determination of Landmark Eligibility. *Confirmation of Shorey Evaluation - Unanimous Board determination - Preliminarily Eligible for Landmark Designation – September 15, 2008*
- Staff makes a second request for property owner comments, if they have not been received. (*Not necessary for a property owner application*)
- The Board considers the property owner comments. (*Not necessary for a property owner application*)
- If the Board directs the designation to proceed, the applicant does further and more in depth research. The Board directs the applicant to return with a completed Oakland Landmark Combining Zone Application. *Staff finds that the Shorey application information is complete - June 11, 2012.*
- The Board reviews the application for a Final Determination of Landmark Eligibility. – June 11, 2012 – LPAB unanimous adoption of Evaluation Sheet.
- Staff prepares a Resolution for Board adoption, initiating Landmark Designation – June 11, 2012- LPAB unanimous adoption of Resolution.
- The Planning Commission reviews and makes a recommendation to City Council – November 7, 2012.
- City Council review based on Planning Commission recommendation. (Requires adoption of an ordinance for designation of the property)

Based on this property's previous LPAB unanimous adoption of the evaluation (September 15, 2008), staff has consolidated the eligibility and resolution steps into one LPAB meeting review. The Board confirmed adoption of the Evaluation Sheet for Landmarks Eligibility, made the determination that the Shorey House is Eligible for City Landmarks Designation and adopted Resolution 2012-2 (Attachment C).

RECOMMENDATION

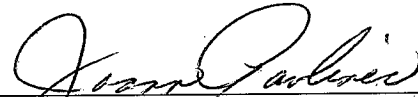
1. Receive testimony from the property owner and interested citizens;
2. Affirm the environmental determination;
3. Recommend that City Council adopt an ordinance designating 1782 8th Street, Shorey House, as an Oakland Landmark.

Respectfully submitted:



Scott Miller
Interim Director
Planning, Building and Neighborhood Preservation

Prepared by:



Joann Pavlinec, Secretary
Landmarks Preservation Advisory Board

Attachments:

- A) Final Evaluation Sheet and Evaluation Tally Sheet for Landmark Eligibility
- B) Oakland Landmark Application Form and attached submittals
- C) Resolution 2012-2

Ref: DesignationsShoreyHousePlanningCommission11-7-12

**City of Oakland – Landmarks Preservation Advisory Board
EVALUATION SHEET FOR LANDMARK ELIGIBILITY**

☐ Preliminary☒ Final

Address:

Name:

1782 8th Street
Berry - Shorey House

A. ARCHITECTURE

1. Exterior/Design: $1\frac{2}{3}$ stories, gable roof w/ raked brackets + returns, formerly arched windows, 1st floor bay, recessed entry w/ arched transom E **VG** G FP
2. Interior: n/a E VG G FP
3. Construction: Wood frame + millwork, generic E VG **G** FP
4. Designer/Builder: Unknown; developer - Pearson E VG **G** FP
5. Style/Type: Italianate House E VG **G** FP

B. HISTORY

6. Person/Organization: S-IC E.W. Berry, newspaper printer SF - owner/resident 1874-77. Wm T. Shorey master mariner, black. Mrs. Julia Shorey E **VG** G FP
7. Event: 1903 Banquet with Baker T. Washington T-IC active philanthropist 1888-1918 E VG **G** FP
8. Patterns: Early black community, S-IC; public service; mariners; SF Commuters; 19 C residential development of W Oakland, S-IC E VG **G** FP
9. Age: 1872-73 E **VG** G FP
10. Site: original **E** VG G FP

C. CONTEXT

11. Continuity: In Oakland Point- APS contributor E **VG** G FP
12. Familiarity: Newspaper coverage; known in neighborhood E VG **G** FP

D. INTEGRITY

13. Condition: Restored in 2007 **E** G F P
14. Exterior Alterations: large rear addition - minor change to overall character E **G** F P

Evaluated by: B. Marvin / J. Pavlinec / H. Pearson

Date: 8/20/08

STATUS

Rating:

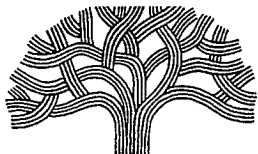
City Landmark Eligibility: ☒ Eligible☐ Not eligible

ATTACHMENT A

☐ Preliminary ☒ Final

12	6	3	0	1. Exterior/Design	
6	3	2	0	2. Interior	
6	3	2	0	3. Construction	
4	2	1	0	4. Designer/Builder	
6	3	2	0	5. Style/Type	
				A. ARCHITECTURE TOTAL (max. 26)	11
30	15	8	0	6. Person/Organization	
30	15	8	0	7. Event	
18	9	5	0	8. Patterns	
8	4	2	0	9. Age	
4	2	1	0	10. Site	
				B. HISTORY TOTAL (max. 60)	36
4	2	1	0	11. Continuity	
14	7	4	0	12. Familiarity	
				C. CONTEXT TOTAL (max. 14)	6
PRELIMINARY TOTAL (Sum of A, B and C) (max. 100)					53
-0	-3%	-5%	-10%	13. Condition (From A, B, and C total)	
-0	-25%	-50%	-75%	14. Exterior Alterations (From A, B and C total excluding 2)	
				D. INTEGRITY	-25%
ADJUSTED TOTAL (Preliminary total minus Integrity)					39.75

City Landmark Eligibility: ☒ Eligible (Present Rating is A or B)
☐ Not eligible



Oakland Landmarks Preservation Advisory Board

OAKLAND LANDMARK AND S-7 PRESERVATION COMBINING ZONE APPLICATION

This form is for use in requesting the City of Oakland pursuant to its Zoning Regulations to establish a landmark or landmark site or to rezone one or more properties to the S-7 Preservation Combining Zone. See instructions in "HOW TO COMPLETE OAKLAND LANDMARK AND S-7 PRESERVATION COMBINING ZONE APPLICATION FORM."

1. IDENTIFICATION

A. Historic Name: Shorey (William T. and Julia) House

B. and/or Common Name: Shorey House

2. ADDRESS/LOCATION

Street and number: 1782 8th Street, Oakland CA Zip Code: 94607
(pre-1912 address 1774 8th Street)

3. CLASSIFICATION

A. Category

☐ District
☒ Building(s)
☐ Structure
☐ Site
☐ Object

B. Status

☒ Occupied
☐ Unoccupied
☐ Work in progress

C. Accessible

☐ Yes: restricted
☒ Yes: unrestricted
☐ No

D. Present Use (P) and Historic Use (H)

<input type="checkbox"/> Agriculture	<input type="checkbox"/> Museum
<input type="checkbox"/> Commercial	<input type="checkbox"/> Park
<input type="checkbox"/> Educational	<input checked="" type="checkbox"/> Private Residence
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Religious
<input type="checkbox"/> Government	<input type="checkbox"/> Scientific
<input type="checkbox"/> Industrial	<input type="checkbox"/> Transportation
<input type="checkbox"/> Military	<input type="checkbox"/> Other (Specify):

E. Number of Resources within Property

Contributing	Non-contributing
<u>1</u>	<input type="checkbox"/> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/>	<input type="checkbox"/> structures
<input type="checkbox"/>	<input type="checkbox"/> objects
<input type="checkbox"/>	<input type="checkbox"/> Total

F. Application for:

☒ City Landmark
☐ Heritage Property

☐ S-7 District
☐ S-20 District

4. OWNER OF PROPERTY

Name: Sandalstone Group, LLC, Biren Talati, Manager

Street and Number: 600 Santa Ray Avenue, Oakland CA Zip Code: 94610

Assessor's Parcel Number: 6-35-77, 6-35-73, 6-35-74, 6-35-75, 6-35-76

5. EXISTING FEDERAL/STATE DESIGNATIONS

A. Federal

☐ National Historic Landmark

☐ Included in National Register of Historic Places

☒ Determined eligible for inclusion in National Register of Historic Places
(as contributor to Oakland Point District)

B. State

☐ California Historical Landmark

☐ California Point of Historic Interest

☒ State Historical Resources Inventory

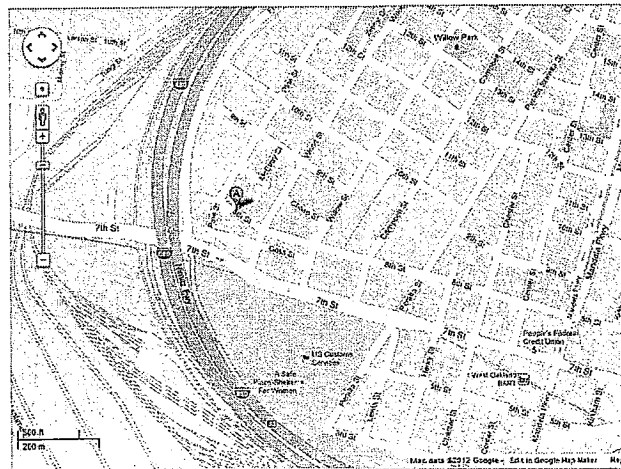
REPRESENTATION IN EXISTING SURVEYS

Name of Survey	Rating (if applicable)	Date	Depository
Oakland Cultural Heritage Survey:			Oakland
West Oakland Intensive Survey	B-1+	1988	City
I-880 Replacement Historic Architecture Survey Report	3D	1990	Planning
Oakland Landmarks Board, Preservation Study List		pre-1992	Department
Determined eligible for Landmark status	B	1994	

(Photo)



(Location Map)



7. DESCRIPTION

A. Condition:

☒ Excellent ☐ Deteriorated
☐ Good ☐ Ruins
☐ Fair ☐ Unexposed

B. Alterations:

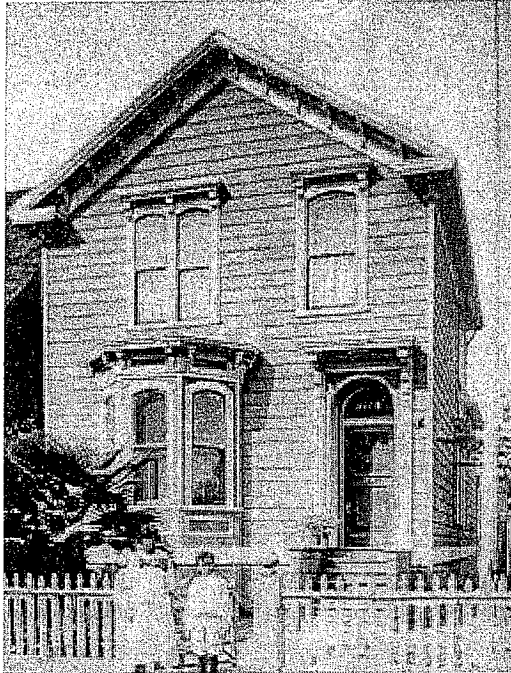
☐ Unaltered
☒ Altered

C. Site

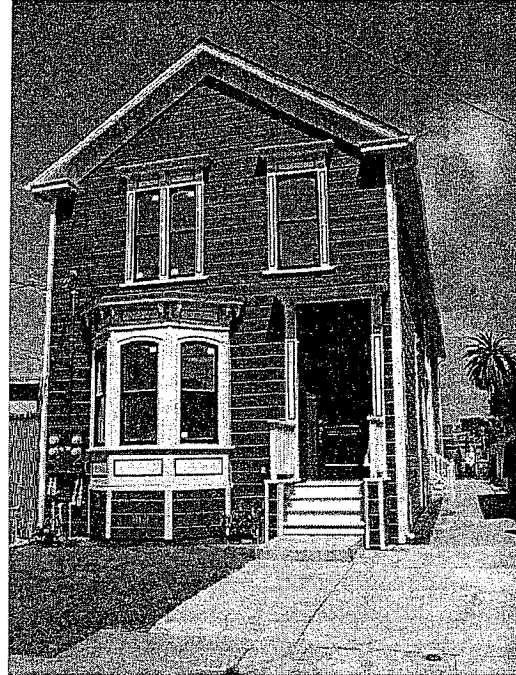
☒ Original Site
☐ Moved (Date?)

D. Style/Type: Italianate house

E. Describe the present and original (if known) physical appearance:



c.1912 (Oakland History Room)



2008 (after restoration)

1782 8th Street is a two-story wood-frame Italianate house at the far west end of the Oakland Point district in West Oakland. It has a rectangular plan and front facing gable roof with bracketed eaves and gable returns. The facade has a one-story angled bay at left front, recessed front door at right front, a pair of tall narrow second floor windows above the bay and a single window over the entry. All the openings have bracketed cornices or hoods; the windows are double hung wood sash with segmental arch tops. Siding is horizontal board.

The present facade is a substantial reconstruction based on an early photo. By the 1980s the house had been converted to four units, the front bay had been replaced with a rectangular bay, a full-width front porch with roof had been added, windows had been reshaped and replaced with aluminum sash, window hoods had been removed, a second floor side bay had been added, and interiors had been stripped and reconfigured. In the 1989 earthquake the house fell off its foundation, the porch came off, and the house sat vacant and damaged for years. The recent rehabilitation turned the house into four larger units, with a two-story rear addition replacing the typical one-story utility lean-tos and approximately doubling the house's original length. Interiors are all new.



1993 (Oakland Cultural Heritage Survey): earthquake damage and alterations to porch, windows, and bay; original one-story rear lean-to.

8. SIGNIFICANCE

A. Period:

- ☐ Prehistoric
- ☐ Pre-1869
- ☒ 1869-1906
- ☒ 1906-1945
- ☐ Post-1945

B. Areas of significance--check and justify below:

- | | |
|--|--|
| <input type="checkbox"/> Archeology-prehistoric | <input type="checkbox"/> Landscape architecture |
| <input type="checkbox"/> Archeology-historic | <input type="checkbox"/> Law |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Literature |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Military |
| <input type="checkbox"/> Art | <input type="checkbox"/> Music |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Philosophy |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Politics/government |
| <input type="checkbox"/> Community Planning | <input checked="" type="checkbox"/> Religion |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Science |
| <input type="checkbox"/> Economics | <input type="checkbox"/> Sculpture |
| <input type="checkbox"/> Education | <input checked="" type="checkbox"/> Social/humanitarian |
| <input type="checkbox"/> Engineering | <input type="checkbox"/> Theater |
| <input checked="" type="checkbox"/> Exploration/settlement | <input checked="" type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Industry | <input checked="" type="checkbox"/> Other (specify) Ethnic |
| <input type="checkbox"/> Invention | Heritage - Afr.-Am. |

C. Period of Significance:

1872-1919~

D.

Significant dates: 1872-73 (construction),
1888-1919~ (Shorey residence)

E. Builder/Architect/Designer: John Winfield Pearson (developer)

F. Significant persons: Washington

William T. Shorey, Julia Ann Shorey, Booker T.

G. Statement of Significance (include summary statement of significance as first paragraph):

The Shorey House, a very early West Oakland Italianate, has strong associations with Oakland's 19th and 20th century African-American community through the activities of its owners (1888-1919) William and Julia Ann Shorey. It is also a contributor to the National Register eligible Oakland Point

Historic District, a well-preserved residential district which was largely settled by families associated with the railroad or with the waterfront, two major influences in the development of Oakland.

Tax assessor's block books indicate that this house as built in 1872-73 by prolific West Oakland developer John Winfield Pearson. It is one of several late-1860s and early-1870s houses that remain at the far west end of Oakland Point around 8th, 9th, 10th, and Pine Streets, characterized by their low-hanging gable roofs and attic-like upper stories. This was the earliest part of Oakland Point to develop around the rail yards and shoreline. Early short-term owners and occupants of 1782 8th Street were E.W. Berry, a San Francisco newspaper printer and journalist, R.C. Saufley, a commercial traveler, George Evans, unidentified, and J.C. Bullock, proprietor of a 7th Street plumbing shop. Around 1888 the house became the property and home of the Shorey family, who lived there until 1919 (assessed to Julia Ann Shorey in block books).

Captain William Shorey was a charismatic character who rated frequent mentions in both black and white newspapers and two pages in Delilah Beasley's 1919 *Negro Trail Blazers of California*; a later *California Historical Quarterly* article (1971) bore the Hollywood blockbuster title "Black Ahab."

William Shorey was born in Barbados in 1859. As a young man, he served as an apprentice seaman. In 1880, he sailed from the East Coast, around the Cape of Good Hope, and eventually to San Francisco as a junior officer aboard the *Emma Harriman* on a voyage that consumed three years. By his fourth trip aboard this vessel, and third leaving San Francisco, he was promoted to Commander. William Shorey captained the *Andrew Hicks* and the *Gay Head* at points in his distinguished life at sea. He earned the coveted Master's License, which permitted him to pilot ships of any size, anywhere in the world. His exhibitions of bravery and selflessness were chronicled regularly in the San Francisco dailies. None were more perilous than the one in February of 1907. His ship the *John and Winthrop* sailed from San Francisco to the Sea of Okhotsk. This voyage took in excess of 40 days and before setting course back to the Bay Area, Captain Shorey and his crew had taken four whales. In October and November of the same year, the *John and Winthrop* encountered fierce typhoons that stripped the vessel's sails and deprived the men of food, yet there was no loss of life. The crewmen credited the "coolness" of their captain for this fortune.

He married Julia Ann Shelton, the daughter of a prominent San Francisco African-American family, with whom he had five children. She too became active in the Oakland black community. She was an active member on several boards including the Beulah Rest Home, Companions of the Forest, the Herames of Jericho, and the Household of Ruth which was cited in Charles Tilghman's 1915 *Colored American Directory* for "doing the great work of humanity by relieving the sick and distressed and honorably burying the dead." She accompanied her husband on a few voyages and wrote articles on her observation of nature for the San Francisco *Elevator*.

Before and after his retirement from the sea, William Shorey was a prominent political figure. On January 14, 1903, influential black citizens from around the Bay Area attended a dinner at the Shorey house in honor of Booker T. Washington, who spoke to raise funds for educational growth and his school at Tuskegee. It was fitting that the event took place in West Oakland, which was the center of a thriving African-American civic culture, with lodges, newspapers, churches, and businesses. With the Pullman porters as a nucleus, Oakland at the beginning of the 20th century had a much larger African-American population than San Francisco.

In 1907 the name of Short Street, the extension of 8th Street beyond Pine, was renamed Shorey Street. The Captain was the first black resident in Oakland to be so honored by the city's fathers. Following Shorey's death in the 1919 influenza epidemic, his widow and children moved away and

ultimately settled in the prestigious African-American neighborhood of South Berkeley. The last of his children, Victoria Shorey Francis, lived until 1971.



photos from Oakland Museum, AAMLO, and Oakland History Room,
via multiple internet sites

Reflecting the changes in West Oakland employment and population density during the years of the Great Migration and Depression, the 1920 census shows 1782 8th Street housing an eight-person extended family of African-Americans from Texas, with occupations reported as chauffeur, maid, cook, railroad laundry worker, plus two lodgers who were porters. Residents in 1930 appear to be a railroad porter, railroad waiter, and two nurses for private families. The 1936 WPA housing survey shows the residents at 1782 8th Street as a six-person family described as "Negro," headed by a laborer with the Southern Pacific Railroad. The residents in 1936 had been there for two months, and the house was described as needing "Major Repairs." By the late 1950s it belonged to Willie M. Mayes, listed in 1967 as a Naval Hospital employee, who was the owner into the 1990s.

In 2005 Sandalstone Group acquired the Shorey house and embarked on a historical reconstruction of the front facade. The property had been converted into a four-unit boarding home, had fallen off its foundation and was significantly altered inside and out. Architect-designer Yu-Fen Talati and developer Biren Talati recreated the front facade from the 1912 photo with the aid of a computer drafting program, while the rear addition of three townhomes maintains the architectural elements. The Mills Act contract executed in 2012 will continue the restoration throughout the property.

9. MAJOR BIBLIOGRAPHICAL REFERENCES:

from Historic Resources Inventory form for 1782 8th Street, City of Oakland, 1990 :

Abajian, James de Tarr, Blacks in Selected Newspapers, Censuses, and Other Sources, Boston , 1977

Beasley, Delilah L., The Negro Trail Blazers of California, 1919, pp. 125-127

Conmy, Peter T., "William Thomas Shorey and Shorey Street", Oak Letter (Oakland Public Library), July 1972

Daniels, Douglas, Pioneer Urbanites, Philadelphia, 1980

Goode, Kenneth G., California's Black Pioneers, A Brief Historical Survey, McNally & Loftin, Santa Barbara, California, 1974, pp. 89-90

Hausler, Don, "Old Folks' Home," Oakland Heritage Alliance News, Spring 1985

The Knave (Leonard Verberg), "Captain Shorey and Shorey Street", Oakland Tribune, 12-3-1972

Tompkins, E. Berkeley, "Black Ahab," California Historical Quarterly, Spring 1972, 51:75-83

Oakland Sunshine, December 27, 1913

Oakland Western Outlook, 4-3-1915:3, 2

San Francisco Chronicle, November 26, 1907

San Francisco Pacific Coast Appeal, 2-15-1902; 1-3-1903:12; 1-17-1903:2; and 2-7-1903:1,2

Sketches of Leading and Representative Men of San Francisco, "John Winfield Pearson", 1875, pp. 887-90

African American Museum and Library at Oakland (AAMLO), William Shorey Collection
Historic Resources Inventory, Oakland Point District, City of Oakland, 1990
www.shoreyhouse.blogspot.com

10. **GEOGRAPHICAL DATA**

A. Land area of property (square feet or acres): 4030 sq. ft.

B. UTM References:

USGS Quadrangle Name: Oakland West

USGS Quadrangle Scale: 1:24,000

A 10 561500
Zone Easting

4184630
Northing

B _____
Zone Easting Northing

C _____

D _____

C. **Verbal boundary description:** 1782 8th Street, Oakland CA;
parcels 6-35-73, 6-35-74, 6-35-75, 6-35-76, and 6-35-77; formerly parcel 6-35-53-0

11. **FORM PREPARED BY**

Name/Title: Biren Talati, Manager

Organization: Sandalstone Group, LLC. Date: April 23, 2012

Street and Number: 600 Santa Ray Avenue Telephone: 650-799-4447

City/Town: Oakland State: CA Zip Code: 94610

Email: biren@sandalstone.com

DEPARTMENTAL USE ONLY

A. Accepted by: _____ Date: _____

B. Action by Landmarks Preservation Advisory Board

☒ Recommended ☐ Not recommended for landmark/S-7 designation

Date: 6-11-12 Resolution number: 2012-2

C. Action by City Planning Commission

☐ Recommended ☐ Not recommended for landmark/S-7 designation

Date: _____

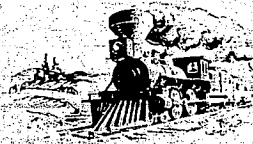
D. Action by City Council

☐ Designated ☐ Not Designated

Date: _____ Ordinance No: _____



K N A V E



15-CM OAKLAND 206 COLUMBIA Sun., Dec. 3, 1972

Captain Shorey And Shorey Street

AMONG an estimated 50 street name changes instituted by city ordinance and signed into law by Mayor Frank K. Mott on Aug. 24, 1907, was one short thoroughfare in the Fourth Ward that took on the name of Shorey Street. Up until that time the little street—hardly a block long—was known as Short Street. The street name Shorey is believed to have honored Capt. William T. Shorey, a Negro master mariner and resident of Oakland.

City Historian Peter T. Conmy, who also serves as the executive secretary of the Alameda County Historical Society, tells us he was urged to delve into the naming of Shorey Street by Assistant City Clerk Harold Jacobson after receiving an appeal for factual history from Mrs. Ruth Lasutemay, secretary of the East Bay Negro Historical Society.

Apparently, Dr. Conmy says, the 1907 transaction was one long overdue, and was intended to eliminate numerous duplications. As Oakland grew and territory was annexed, the municipality inherited street names that conflicted with some already existing streets.

For example, there was a Second Avenue on the east side of Lake Merritt, and by virtue of annexation in 1897 there was found to be a Second Avenue in Oakland's northern area, which was given the name of Shafter Avenue. Third and Fourth Avenues were renamed Lawton and Manila Avenue, respectively. By the same criteria, a second College Avenue was changed to Hawthorne Street.

The primary purpose of these name changes appears to have been eradication of duplication, but secondarily the application of new names in some instances honored individuals, and in others represent convenience only.

There can be no doubt but that Shafter Avenue honors General Shafter of Spanish American War fame, and the re-designating of Peralta Avenue between Fourth Avenue and Lake Merritt as Cleveland Street commemorated the 20th president of the United States.

WHAT Dr. Conmy found in his research rounds on William Thomas Shorey was that he was born in Barbados, West Indies, on Jan. 25, 1859. His father was William Shorey, a native of Scotland who migrated to the West Indies and became a sugar planter, marrying Rose Frazier, a creole negress who has been described as a "beautiful woman."

William Thomas was the oldest of eight children. Because of the economic status of his parents he went to work at an early age and learned the trade of plumber, but appears to have preferred the sea. Therefore, he shipped on a vessel bound for Boston. On the voyage he made the acquaint-

duced him to Capt. Whipple A. Leach of Provincetown, Mass., under whose tutelage he studied navigation, fitting himself for qualified seafaring which became his career.

Whaling still flourished as a major industry in New England at the time and in 1876 he made his first voyage to the North Atlantic and beyond to the Eastern Arctic. He joined the crew as a green hand in whaling but before it ended he had advanced to boat steerer, a hazardous assignment requiring great skill.

Shorey now joined the crew of the *Emma H. Harriman* and embarked on a cruise that would last three years, ending in San Francisco. During this voyage he was promoted from Third Officer to First Officer, indicative of the maritime capability of this negro sailor.

In San Francisco the ship was sold to McGee & Moore of that city, the whaling industry now being on the wane in New England and the west coast held better possibilities.

SHOREY now elected to remain on the West Coast. The *Emma H. Harriman* was readied for a cruise to the Arctic. On this he served as Second Officer. On the second voyage he functioned as First Officer, and on the third voyage as Master of the vessel. This was in 1886.

Records show that Captain Shorey commanded the following ships until his retirement from the sea in 1909: the *Emma H. Harriman*, 1886-92; the *Gay Head*, 1894; the *Andrew Hicks*, 1894-1902; the *Johnathan Winthrop*, 1903-1908.

After reviewing Captain Shorey's record, the late Albert M. Harmon, librarian of the San Francisco Mari-

time Museum, offered Dr. Conmy this opinion:

"It is undoubted that Captain Shorey was an extraordinary man. I have examined crew lists of the voyages he made and was astonished to find that his crews were largely white, a rather outstanding achievement for a colored master at that time, or indeed any time."

One newspaper ran a feature story about Captain Shorey's superb craftsmanship when the *Johnathan Winthrop* was endangered seriously in a storm. Coming out of the Okhotsk Sea the ship was beset by two devastating typhoons. Overcoming those dangers, the ship encountered dense fog in Bowsail Channel and when it lifted was only 20 feet off a reef. Returned to port, the crew spoke highly and reverently of their Master. The newspapers reported, "The men on board say that nothing but Captain Shorey's coolness and clever seamanship saved a wreck."

ON AN unknown date in 1886 Captain Shorey married Julia Ann Shelton of San Francisco. She was a native of that city born June 10, 1865, the daughter of Frank Shelton, a native of Arkansas and a whiteners by trade. The Shelton family resided at 4 Gerke Alley, a small street on the slopes of Telegraph Hill. Shorey was Master of the *Emma H. Harriman* at the time and he and his bride set out on a cruise that included Mexico and the Hawaiian Islands. At Honolulu Mrs. Shorey boarded another ship for the mainland and Captain Shorey and his crew took the *Emma H. Harriman* into Arctic waters in the interest of whaling. A good year elapsed before he returned home.

Five children in all were born to

Captain and Mrs. Shorey, four girls and one boy. The children, all born in Oakland, and the dates of their births, were Zenobia Pearl, Aug. 19, 1888; Elvira J., Nov. 1891; Hazel E., June 1893; Victoria Grace, Aug. 1, 1898; and William Thomas Jr., May 25, 1902.

Two died in infancy, one at the threshold of adult life, and two survived into advanced years.

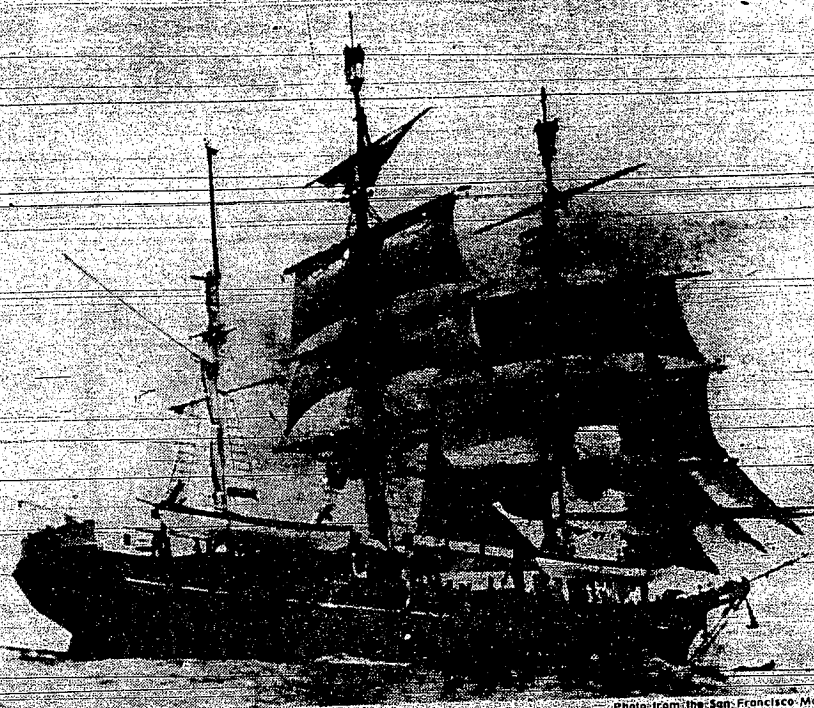
In 1894 as Captain of the *Gay Head* and accompanied by his wife and infant Hazel, Shorey set forth on another voyage. By the time the Hawaiian Islands were reached the child was seriously ill. Mrs. Shorey left the ship with the sick child and on another vessel returned to Oakland. It was well that she did so because Hazel succumbed on April 4 and two days later was laid to rest in the family plot in Mountain View Cemetery beside her little sister Elvira who had died Nov. 18, 1893, aged two years and one month. The life span of infant Hazel was 10 months and four days.

Zenobia Pearl Shorey, the oldest child, died in the family home at 1774 Eighth Street on Nov. 27, 1908, aged 20 years and two months. Cause of death was tuberculosis. She too was buried in the family plot at Mountain View.

When Captain Shorey passed away in 1919 he was survived by his wife, Julia, and two children, William and Victoria. William received his final summons on July 20, 1969, and Victoria Grace, who had become Mrs. Willie Francis, followed on Jan. 12, 1971.

CAPTAIN SHOREY reached the half century mark on Jan. 25, 1909. At that time he had been a seafaring man for more than 35

Continued on Page 18



This is the Whaling Schooner Andrew Hicks that Captain Shorey skippered in 1892-1894

Photo from the San Francisco Maritime Museum

The Knave . . .

Continued from Page 15

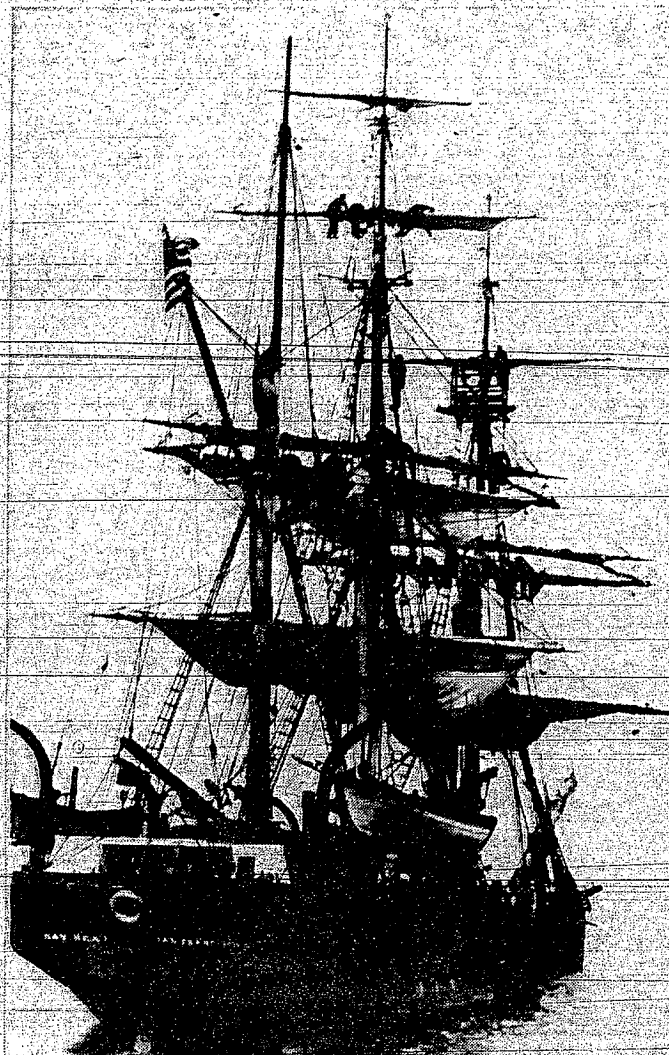
years and had been a Master Mariner for almost a quarter of a century. His had been an arduous life and the time had come when he sought a less strenuous existence. Accordingly, he retired from the sea, but until the time of his death kept his license in effect. His final renewal was dated Nov. 21, 1918. Once ashore, Captain Shorey accepted employment on the docks as a Special Police Officer with the Pacific Coast Steamship Company. This appointment came on Jan. 8, 1912 and remained in effect until his death seven years later.

The captain had long deserved to be a citizen of the United States and had taken out first papers, but because of his long sea voyages the statutory time always lapsed. On Dec. 7, 1908, he again took out preliminary papers and this time, because of his retirement, he was successful. On Nov. 27, 1912 he appeared before Judge Frank B. Ogden in Alameda County Superior Court and was admitted to citizenship.

In religion the sea captain was a high church Episcopalian and held membership in the old St. John's Episcopal Church at Eighth and Grove Streets in Oakland. This appears also to have been the religion of his wife Julia Shelton Shorey and of his family. When he died his body was taken to St. John's for services prior to interment. The obituary notice relating to his daughter, Zenobia, who died in 1908, advises that her body was to be taken to that church for a "high mass" and then to Mountain View Cemetery. The funerals of Mrs. Julia Shelton Shorey and Mrs. Victoria Francis were from St. Peter's Episcopal Church at Broadway and Lawton Street in Oakland.

Captain Shorey died in Oakland on April 15, 1919, age 60 years, two months and 21 days. Cause of death was lobar pneumonia. The obituary notice indicates membership in Golden Gate Lodge 3007, G.U.O. and A.O. of F. No. 7804 of San Francisco.

Mrs. Shorey survived her husband by a full quarter of a century. Her end came on March 12, 1944 and was caused by arterio-sclerotic heart disease. She was 79, and had been very active in the affairs of the Beulah Rest Home, at one time being chairman of the board of directors. She



The Gay Head was commanded by Captain Shorey in 1894

was also a member of the Companions of the Forest, the Household of Ruth, and the Heremes of Jericho.

William T. Shorey Jr. died July 20, 1969, having been preceded in death by his wife Audrey who went to her rest in 1962.

The passing of Mrs. Victoria Francis on Jan. 12, 1971 marked the death of the last remaining child of William and Julia Shorey.

zine known as *Oakland Sunshine*. If this is so, there may be in some obscure place an extant copy, but the great libraries do not have it. The Library of Congress has scattered issues for the years 1915, 1920 and 1925, but none for 1907. Gregory's *American Newspapers* shows that Bancroft Library of the University of California in Berkeley has some issues, but not for 1907; the only one is that of Dec. 21. California State Library in Sacramento likewise has no pertinent issue.

Unless in the future a copy is found, proof of the council's intent to honor Captain Shorey must be based upon other than direct evidence," Dr. Conmy says.

It must rest upon tradition and circumstances.

A review of the name Shorey in Oakland indicated but one other person after whom conceivably the street might have been named. This was Albert Shorey, a distinguished member of the Oakland Police Department. He was born in Kennebec County, Maine, Feb. 2, 1837, completed his high school in Colburn Institute and taught elementary school. He served in the Union Army during the Civil War, followed by two years in government service. In Oakland he was appointed a ~~Sergeant~~ ^{Sergeant} in 1870 and a regular officer in 1872. He rose to the rank of detective and was the Detective Bureau's senior officer at the time of his retirement. He died Dec. 24, 1905 a few months after his retirement.

Although Detective Shorey bore a fine record in the Police Department, it is unlikely that Shorey Street was named for him. If it had been, there would undoubtedly be a tradition to support it.

"Oakland appears to have been free from racial bias," Dr. Conmy concludes.

That Captain Shorey and his family attended St. John's Episcopal Church, founded originally by an all white congregation.

"In keeping with this fine spirit which prevailed in 1907, it is not at all unlikely that the Oakland City Council named a street after a Negro sea captain who stood out in the community as both a good and brave man.

"This could be made into a fact if the present 1972 City Council, as the successor of that body that sat in 1907, took action as to clarify the matter."

—THE KNAVE

Photo from the San Francisco Maritime Museum

WHEN the Oakland City Council changed the name of Short Street in Oakland's old Fourth Ward to Shorey Street back in August of 1907 the "why" is clear but the "after whom" cannot be determined by documentary evidence, Dr. Conmy notes.

"It has been suggested that the change of name honoring Captain Shorey was noted in a Negro maga-

large number of teams. He gave his children the best education possible. William Blake became an instructor in music and also the leader of a band. One daughter, Sara, is a finished vocalist. She married Mr. Alexander Taylor, who was an excellently educated musician. They went east and, after spending considerable time in study under the best instructors in music, both vocal and instrumental, they decided to make a tour, first in the United States and then of the European countries. While in Prague, Germany, a son was born to them, which was the first colored child ever born in the country, and for that reason the ruler of the place and his wife acted as god-parents of the child and gave it what would amount in our money to the sum of two hundred and fifty dollars. Silva, another daughter, married a German carpenter who was very successful and invested heavily in property, at one time owning ten or more good two-story modern houses. They still own a ranch down the peninsula. The writer refers to Mr. and Mrs. Bennett, of Oakland. William Blake, a son, was not only a splendid musician, but he mingled freely in every movement that was of interest to the race. He was an active member of the Young Men's Beneficial Society of San Francisco, and of the Executive Committee of the Colored Convention.

Joseph McKinney, the subject of this sketch, came across the plains with Captain McKinney from Missouri to California in 1854. He engaged in stock-raising and farming in Merced County. He afterward owned 1,700 acres of land.

Captain William T. Shorey was born in the Island of Barbadoes of the British West Indies. The son of a sugar-planter and a beautiful creole lady by the name of Miss Rosa Frazier, he was the oldest of a family of eight children. When quite young he learned the trade of plumber, but, like many of the boys living on the island, preferred to follow the sea. He shipped on a sailing vessel to Boston, where he learned navigation from Captain Whipple A. Leach, of Vermont, who, at the time, was residing at Provincetown, Cape Cod. He afterward applied and was accepted as a seaman on the sailing bark "Emma H. Herman," a whaling-vessel sailing for Boston. During this cruise they touched several points along the South Atlantic, west coast of Africa, sailing around the Cape of Good Hope and calling in at Australia and Tasmania, and thence around to the west coast of South America, touching at Chili, Valparaiso, Peru and Panama, and from thence to San Francisco. This cruise lasted three years, during which time Mr. Shorey was promoted from third officer to first officer of the vessel. After this voyage the vessel was sold to McGee and Moore, of San Francisco, whereupon Mr. Shorey sailed on the same vessel as second officer with a new crew, en route to the Arctic Ocean. On the next cruise he sailed as first officer and had a very successful voyage; on the third cruise he sailed as master of the vessel. Previous to sailing he married Miss Julia Ann Shelton, of San Francisco, and they went on this cruise, during their honeymoon, to Mexico and the Hawaiian Islands. Shortly before they landed the volcano Mt. Pelee became active and, shortly after the lava flowed down the mountain-side, the waters of the ocean were so heated that the fish were killed for miles around the harbor.

Mrs. Shorey was a keen observer and a great lover of nature, aside from being a sea captain's wife. While on the island she gathered considerable valuable information and sent an interesting letter to the editor of the *San Francisco Elevator*, who published the same in a weekly issue of the paper. The party afterward landed at Honolulu, where Captain Shorey left the party and continued his cruise to the Arctic region. Mrs. Shorey, accompanied by other sea-captains' wives, returned to California. It was not the custom then for sea-captains to be accompanied to the Arctic coast by their wives. The captain was gone about one year, returning to San Francisco after a successful cruise. After being on the "Emma Herman" for several years, he was transferred to the "Andrew Hicks." After several successful voyages on this vessel he transferred to the "Alexander," making two successful voyages on her, but on the third voyage he lost her in an Arctic ice pack, without the loss of life. The captain and entire crew returned by a Government vessel to San Francisco, sailing the next year in the whaling-bark "Gay Head." Captain Shorey was accompanied on this cruise by his wife and daughter, Zenobia. When they reached the Hawaiian Islands the daughter fell ill, and Mrs. Shorey was compelled to return home, where the child died. Captain Shorey continued on the voyage to the Arctic region, returning as usual in the fall after a successful cruise. The captain attributed his wonderful and amazing success to his happiness in having his wife and daughter accompany him part of the voyage.

During the many years Captain Shorey was cruising as whaling sea-captain in the Pacific Ocean he had many thrilling experiences. They were often prominently mentioned in the daily press. The vessel which Captain Shorey then mastered left the port of San Francisco February 9, 1901, and returned November 3, 1901. So many vessels

had been wrecked during the season no one expected the return of this bark. When she was sighted the Examiner sent a reporter out in the pilot boat with the pilot who was bringing the bark into port. The following appeared in the paper the next day with the headlines: "Whaling bark passed through two typhoons. Only vessel on the coast having a colored captain safely reached harbor after trying experiences." Battered about in two terrible typhoons, the whaling bark "John and Winthrop," arrived yesterday in a bedraggled condition, having lost four of her boats and davits and being otherwise damaged by the storms through which she passed during her voyage from the Okhotsk Sea. While coming across, the little vessel had a narrow escape from being wrecked in a thick fog which hung over Rocky Point in the Boscail Channel.

"The 'John and Winthrop' with the only colored captain on the Pacific Coast in command, left here in February and while in the Okhotsk Sea, secured four whales. The voyage back was begun October 13. When in latitude 8 degrees north and longitude 168 degrees east, a terrible typhoon swept down on the vessel. All sail was taken down at the first indication of the approach of dirty weather and the typhoon caught the whaler under bare poles." "The ship was laden down and all hands, as far as possible, remained below. The wind and sea increased in fury, smashed the davits and carried away one of the boats besides sweeping everything off the deck. For thirty long hours the tempest lasted, during which time no one on board ate nor slept. The man at the wheel when the storm was at its height was blown against the bulwarks and severely bruised and shaken.

"Another and more fierce typhoon caught the whaler on November 11. The wind, which blew with tremendous velocity, carried away all the sails. Hugh seas swept the decks as one mighty comb carried away two more of the boats from the starboard davits. The davits themselves were shattered, as was likewise the raft. The storm lasted forty-eight hours." "Many of those on board who had many years' experience say that never in their time had they seen such frightful weather.

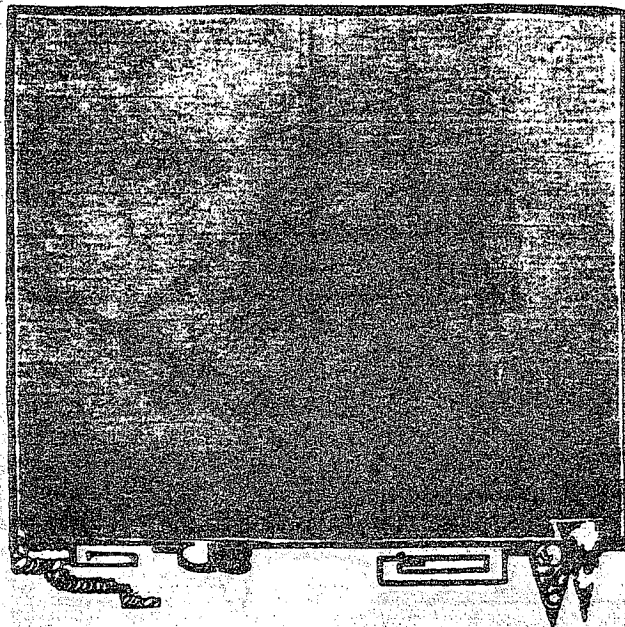
"When near the Boscail channel, the 'John and Winthrop' ran into a thick fog and, when it lifted, she was only twenty feet off the rocks. The men on board say that nothing but Captain Shorey's coolness and clever seamanship saved the vessel. The 'John and Winthrop' visited the wreck of the 'Carrie and Ann' and brought down her cargo of bones. The vessel brought two hundred barrels of oil and 2,500 pounds of bones."

In conversing with Captain Shorey concerning his life and success in following the sea, the writer was impressed with his high ideals as to right and wrong. He was reared an Episcopalian and is an active member of the Odd Fellows Lodge, Golden Gate No. 2007, also the Foresters No. 1704 and was Past Grand Master of Council 54, Patriots 93. He is on the Advisory Board of the Home for Aged and Infirm Colored People located at Beulah, near Oakland, California. He was master of sailing-vessels from 1887 to 1909 and at the present time holds a license to man a vessel of unlimited tonnage for sailing or steamship in any ocean. He has retired from the sea and holds a position as special police officer for the Pacific Coast Steamship Company.

The wonderful success of many of Captain Shorey's trips was in a measure due to his happy marriage, and, unlike other sea-captains, he often was accompanied by his wife and daughter. Mrs. Shorey has a wonderful, calm personality and the following account as quoted from a San Francisco paper will show that often "Love guided the wheel" while Captain Shorey mastered the vessel: "With Baby Shorey at the wheel. Commanded by Baby Shorey and the baby's father, Captain Shorey, the whaling bark 'Andrew Hicks' came down from the north this morning. She is the third vessel to return from the Arctic cruising this year. The baby and the whaler have been at sea since February, most of the time in Okhotsk waters. The baby is only three years old and it is considered creditable to so young a navigator that she and her father steered their bark further to the north than any other whaler ventured this year. Victoria is the name of the three-year-old child that has been engaged in hunting whales all summer while most other children have been engaged in less venturesome occupation.

"In an ice-drift off the coast of Siberia trouble was picked up.***On a wild, stormy night we were driven into an ice-drift at Shantar Bay, and when daylight came we found ourselves caught by ice on every side," said Captain Shorey today, using the plural pronoun with evident reference to himself and the baby. "There was nothing in the world we could do but wait for the ice-fields to break up, and for eight days we lay wedged in the drift while the tides carried us back and forth, ever threatening to carry us on rocks or dash us on the shore." This did not alarm the baby. Finally the ice was carried out to the open sea and the drift released the whaler.***During all the cruises of the whaler, Baby Shorey and the captain were accompanied by Mrs. Shorey. "Victoria is a remarkable sailor," said the mother. "She knows all the ropes, and has perfect command of her father.""

WHALING BARK PASSES THROUGH TWO TYPHOONS



THE WHALING BARK JOHN AND WINTHROP, WHICH ARRIVED IN PORT YESTERDAY BADLY DAMAGED BY ROUGH WEATHER.

Only Vessel on Coast Having a Colored Captain Safely Reaches Harbor After Trying Experience.

BATTERED about in two terrible typhoons, the whaling bark John and Winthrop arrived yesterday in a bedraggled condition, having lost four of her boats and being otherwise damaged by the storms through which she passed during her forty-two days' voyage from the Okhotsk sea. While coming across the little vessel had a narrow escape from being wrecked in a thick fog which hung over Rocky point in the Bowditch channel.

The John and Winthrop, with the only colored captain on the Pacific Coast in command, left here on February 13th, and while in the Okhotsk sea secured four whales. The voyage back was begun October 13th. When in latitude 48 deg. north and longitude 180 deg. west a terrible typhoon swept down on the vessel. All sail was taken down at the first indication of the approach of dirty weather and the typhoon caught the whaler under bare poles. "Notwithstanding this," said Second Officer Joseph Manuel, "the vessel was driven along at a speed of fifteen knots. The ship was lashed down, and all hands, as far as possible, remained below. The wind and sea increased in fury, smashed the davits and carried away one of the boats, besides sweeping everything off the deck. For thirty

long hours the tempest lasted, during which no one on board ate or slept. The man at the wheel, when the storm was at its height, was blown against the bulwarks and severely bruised and shaken.

Another and fiercer typhoon caught the whaler on November 1st. The wind, which blew with tremendous velocity, carried away all the sails. Huge seas swept the decks, and one mighty comber carried away two more of the boats from the starboard davits. The davits themselves were shattered, as was likewise the rail.

The storm lasted for eight hours, during which no food could be eaten nor rest obtained by any of those on board. Seamen on board who had many years' experience say that never in their time had they seen such frightful weather.

When near Bowditch channel the John and Winthrop ran into a thick fog, and when it lifted she was only twenty feet off the rocks. The men on board say that nothing but Captain Shorey's coolness and clever seamanship saved a wreck.

The John and Winthrop visited the wreck of the Carrie and Annie and brought down her cargo of bone. The vessel brought 200 barrels of oil and 2500 pounds of bone.

On board were seven Japanese, who were not allowed to land. They will be deported to Japan.

Entries and Handicaps for Wheeling Races

A good programme of wheeling races will be run off on the racetrack of the Pavilion Race tonight. The card is made up of a one-mile handicap, two-mile invitation, one and one-half mile steeple chase, unlimited pursuit race and five-mile lap handicap.

The unlimited pursuit race should provide some good sport. Percy Lawrence, winner of the last two of these events, will be one of the competitors, as will George Wagner, winner of the last pursuit race. Walter de Mare will be seen in the one-mile handicap and the five-mile lap handicap.

The entries and order of events follow:
First race, one-mile handicap: De Mare, 50 yards; Black, 50 yards; Williams, 70 yards; Brinkley, 35 yards; V. Doyle, 45 yards; Cuthbert, 60 yards; Parker, 60 yards; Hart, 75 yards; Carroll, 80 yards; Griffin, 110 yards.
Second race, two-mile invitation: Mearns, 15 yards; Parker, 20 yards; Brinkley, 25 yards.

Reliance and Century Clubs Play Thursday

Thanksgiving morning is the date set for the second annual football game between the Reliance and Century club eleven, the kickoff to take place at 10:20 o'clock on the gridiron at the Alameda Recreation grounds. Considerable rivalry exists between the two teams owing to the defeat of the Century team on last Christmas day by a narrow margin, the game being played in a sea of mud at Freeman's Park in Oakland.

Both teams include in their makeup some of the best high school and club talent about the bay and the Reliance team will have Leonard, a back Oakland High School half back, whose passing has been the sensation of the athletic world. Leonard, on whom all eyes will be turned, is capable of kicking from most any position. In the line up of the Century Club Hunter will be Leonard's opponent. Hunter is a good back field player, and the Century players have



CAPT. W. T. SHOREY.

The friends of Capt. Shorey, and they are numerous, will rejoice to learn that he stood a rigid examination, passed and was granted a Master Mariner's license. So as a deep-water vessel Captain he will shortly be sailing out on the briny deep. We congratulate the Captain and rejoice with his other numerous friends. He is, so far as we know, the only seafaring Captain of our race in this country.

MR. J. H. KIRK

Mr. Kirk is another of the young men of the race, who is wending his way to the front as a business man. In the first place he is honest and reliable, secondly he understands his business. He is a plastering contractor and carpet layer. All orders given him will be promptly attended to. Mr. Kirk came to Oakland about ten years ago and his association has always been with the best. He is a man of family and a member and officer of the A. O. U. W. Zenith Club. His address is 1221 Marcella Street. Phone Fremont 3076.

Oakland Sunshine
12-21-1907

Booker T. Washington
Entertained by Capt.
W. T. Shorey.

On Jan. 14th, between the hours of 3 and 4 P. M., the residence of Capt. and Mrs. Shorey, 1774-8th St. Oakland, was the scene of a notable gathering of the leading Afro-Americans from both sides of the Bay who assembled to meet the noted educator, Booker T. Washington in whose honor a banquet was tendered by Capt. and Mrs. Shorey.

At 3:45, A. L. Dennis, special correspondent of the PACIFIC COAST APPEAL, who acted as toast master invited all to the dining room where covers were laid for twenty-seven.

Prof. Washington occupied a seat at the head of the table by the side of Capt. Shorey.

The menu which was served in six courses was as follows:

Soup, oyster; salad, crab; fish, tenderloin of sole—tartar sauce; roast, turkey—cranberry sauce, vegetables, mashed potatoes, French peas; dessert, assorted cakes, fruit, black coffee. Sauterne was served with the soup, zinfandel with the fish, champagne with the dinner.

Cigars were then passed and Toastmaster Dennis then called upon Professor Washington for a few remarks. He responded, giving some solid advice, urging those present to do all in their power to raise the standard of the race higher.

Others who spoke were Dr. Curtis of Washington, D. C., W. G. Maddox, J. S. Francis, B. A. Johnson, and Thomas Pearson.

The hour had then arrived to bid our distinguished visitor good-by. Many accompanied him to the 16th street depot. Those present besides the host and the guest of honor were Dr. Curtis, Dr. Purnell, Dr. Armstrong, G. Woodson Wickliffe, George Watkins, J. A. Wilds, J. S. Francis, W. G. Maddox, A. L. Dennis, J. H. Fisher, T. M. Stewart, E. A. Clarke, Capt. Young, J. C. Rivers, J. F. Summers, B. Oxendine, Thomas Pearson, George L. Fisher, T. B. Morton, B. A. Johnson, Thrasher, Turner, W. F. Turner, T. A. Brown, W. Tipton, J. L. Derrick.



Photo courtesy of Oakland Museum
Captain William T. Shorey sailed the high seas from 1887-1909.

No color bars on the high seas

William Shorey commanded respect on sea and land

by Don McConnell

There were sectors of American life where blacks were able to take significant roles even in the days of what historians call "overt discrimination" (to distinguish it from the subtler forms of discrimination that persist today).

One of those was on whaling ships. Most of us know of the world of whalers almost exclusively from Herman Melville's ponderous masterpiece, *Moby Dick*, where the white narrator's best friend is the exotic Queequeg.

But blacks were not always consigned to subordinate roles. A famous captain in the last days of whaling was William T. Shorey, sought by ship owners for his abil-

ity to bring back their vessels intact from months in the Arctic Sea, and valued by crewmen for his ability to bring them back alive.

Shorey is also a part of Oakland history. Once he had married and begun to raise a family, he housed them in a two-story house on Eighth Street in Oakland, and he joined them there after retiring from the sea at the age of 49 in 1908.

It is almost certain that Shorey Street, near the Shorey home, was renamed in honor of the captain during his lifetime (see related story).

Sugar cane to whales.

William Thomas Shorey was born Jan. 25, 1859, on the island of Barbados in the British West Indies, the son of a Scottish sugar planter also named William Shorey and a West Indian woman named Rosa Frazier. Frazier is described in three different sources as a "beautiful creole lady."

The term "creole" is used both to describe those born in the West Indies of Spanish or French descent and those of mixed African and European ancestry. Whatever his ancestry, Shorey was clearly a man of color and lived his life on shore as part of Oakland's black community.

He was apprenticed as a plumber in Barbados, but as a young teenager, Shorey shipped to Boston as a cabin boy. There he learned navigation from a Vermont, Capt. Whiffier D. Leach, and in 1876, Shorey took his first voyage on a whaler.

Shorey began the voyage as a seaman and ended it as a "boat steerer" — already on his way up through the ranks. His next voyage, which would last three years, brought him to the West Coast.

According to E. Berkeley Tompkins, writing in 1972 in the *Quarterly of the California Historical Society*, his ship was the *Emma F. Herriman*, and he set sail Nov. 8, 1880. Delilah Beasley, in her 1919 book *The Negro Trail-blazers of California*, names it the *Emma H. Herman*.

Finally, Peter Conmy, former Oakland city historian who researched Shorey's life for a 1972 article in the *Oakland Tribune*, names it the *Emma H. Herriman*. (The *Tribune* article was written by Leonard Verburg, under the pseudonym "The Knave," but he credits Conmy for the historical data.) The ship visited the west coast of Africa, rounded the Cape of Good Hope, sailed on to Australia and Tasmania, crossed the Pacific, and stopped at Chile, Peru and Panama before arriving in San Francisco. Beginning the voyage as third officer, Shorey was first officer by the voyage's end.

San Francisco was his home port for the rest of his career, and it took only two more voyages before he became, in 1886, what the *San Francisco Chronicle* called "the only colored captain on the Pacific Coast."

Honeymoon in Honolulu

In 1886, Shorey married Julia Ann Shelton, daughter of Frank Shelton of San Francisco. Frank Shelton was a son of a Louisiana and a "whitener" by trade, according to Conmy, and Tompkins calls the Sheltons "one of the leading Negro families of San Francisco."

They set out on the *Herriman* on a cruise that took them to Mexico and then Hawaii. Mount Pelee erupted while they were there, and Julia Shorey gathered data for a letter that was published in the *San Francisco Elevator*.

The *Herriman* was headed for the Arctic, where it was not the custom to take wives, and Julia Shorey headed back for San Francisco in a ship with other captains' wives. Her husband returned a year later from the Sea of Japan

and the Okhotsk Sea with 150 barrels of sperm oil, 420 barrels of whale oil and 5,000 pounds of whalebone.

The three sources cited above disagree not only about the names of Shorey's ships but the order in which he sailed them. He probably sailed out on the *Alexander* in 1889 and made two successful voyages before that ship was lost (without loss of life) in the ice of the Bering Sea in 1891.

The *Gay Head* was his next ship, followed by the *Andrew Hicks* in 1892 or 1894. That ship was already 27 years old and rick-

...he became, in 1886, what the *San Francisco Chronicle* called "the only colored captain on the Pacific Coast."

ety. A previous captain, writing in 1889, wrote of her:

"The old *Hicks* is about the same old sixpence only getting mighty shaky; her rigging is in terrible shape about ready to fall off her. I shouldn't be surprised to see the mainmast go over the side any day."

"She has the same old leaks only worse than last year, 20 minutes a day steady; it's forward somewhere; you can hear it running in but can't tell where."

Tompkins suggests that Shorey's seamanship enabled the *Hicks* to successfully complete eight voyages before 1902. (The *Hicks* lasted another 15 years, transferred near the end of the gentler service of a merchant vessel.)

Storms at sea

His next ship was the *Johnathan Winthrop* (according to Conmy; both Beasley and Tompkins call it the *John and Winthrop*), and it provided his narrowest escape and a tale that appears in all three sources.

Beasley puts the story in 1901; the other two give 1907, which is likely given that Shorey was still on the *Herriman* in 1901. But Beasley quotes her source, a story written by a *San Francisco Exa-*

miner reporter who sailed out in a pilot boat to greet the *Winthrop* on its return.

"The voyage back (from the Okhotsk Sea) was begun Oct. 13," wrote the reporter. "When in latitude 18 degrees north and longitude 168 degrees east, a terrible typhoon swept down on the vessel. All sail was taken down at the first indication of the approach of dirty weather; and the typhoon caught the whaler under bare poles..."

The ship was laden down, and all hands, as far as possible, remained below. The wind and sea increased in fury, smashed the davits and carried away one of the boats besides sweeping everything off the deck. For 30 long hours the tempest lasted, during which time no one on board ate nor slept.

"The man at the wheel when the storm was at its height was blown against the bulwarks and severely bruised and shaken."

"Another and more fierce typhoon caught the whaler on Nov. 11. The wind, which blew with tremendous velocity, carried away all the sails. High seas swept the decks as one mighty comber carried away two more of the boats from the starboard davits."

"The davits themselves were shattered, as was likewise the raft. The storm lasted 48 hours. Many of those on board who had many years' experience say that never in their time had they seen such frightful weather."

When near the Boscail channel (both Tompkins and Conmy call it the Bowsail Channel), the *John and Winthrop* ran into a thick fog, and when it lifted, she was only 20 feet off the rocks. The men on board claimed that nothing but Capt. Shorey's coolness and clever seamanship saved the vessel.

Shorey probably retired after a final voyage to Hawaii in 1908, though Beasley, who usually interviewed Shorey, gives his career dates as 1887 to 1909. He kept his master mariner's license current after retiring, renewing it for the last time in 1918, a year before his death.

'With Baby Shorey...'

Beasley credits Shorey's success at sea partly to his happy marriage and his unusual practice of

See SEAS on page 13

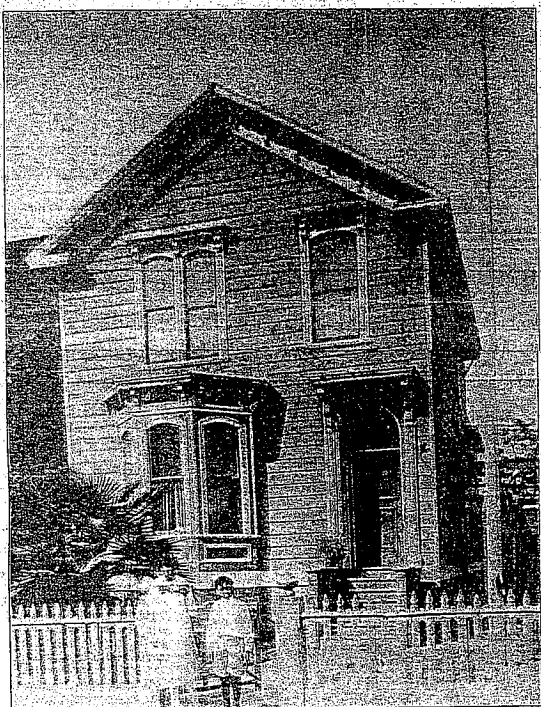


Photo courtesy of Oakland Museum
Two of Captain Shorey's children, Victoria and William T. Shorey, Jr., in front of their family home at 1782 (then 1774) Eighth St. in 1912.

Street named in Shorey's honor

by Don McConnell

At 1782 Eighth St. a house stands empty and boarded up. A neighbor says it's been that way since the 1989 quake. The house sloughed off the bay window on its front porch, and no stairs lead up the front door.

But the house remains one of the few relics of Capt. William T. Shorey, an African American who gained entry to the history books in his time as the only man of his race to captain a whaling vessel on the Pacific Coast.

At the next corner, Eighth Street changes its name to Shorey Street for one final block, an entire side of which is occupied by the Phoenix Iron Works.

A 1972 *Oakland Tribune* article by "The Knave," a pseudonym for Leonard Verburg, recounts the renaming of the

street, which took place in 1907. Apparently it was never an official part of Eighth; it was one of two "Short Streets" and was renamed to avoid confusion.

Verburg relies on the research of Peter Conmy, a retired director of the Oakland Public Library who became city historian in his retirement. Conmy says there is no record of which Shorey was being honored, but the only other Shorey prominent at the time was an officer in the city Police Department during the 1870s and later.

Conmy discounts that possibility and concludes that Capt. Shorey was indeed being honored, concluding, "Oakland appears to have been free from racial bias" — rather an astonishing statement about the Oakland of 1907 or even 1972, when he was writing.

Shorey's connection to the street seems strengthened by the proximity of his house, though it's not clear when he began living there (at the time the house number was 1774).

His daughter Zenobia Pearl Shorey died there in 1908, and a photograph in the Oakland History Room of the Oakland Public Library shows two of his children standing in front of the house in 1912. Apparently Shorey lived there himself from his retirement in 1908 at age 49 until his death in 1919.

Conmy wrote, "It has been suggested that the change of name honoring Captain Shorey was noted in a Negro magazine known as *Oakland Sunshine*. If this is so there may be in some obscure place an extant copy, but the libraries do not have it."

See HOUSE on page 13



by Don McConnell
One side of Shorey Street is occupied by the Phoenix Iron Works.

Continued from page 9

occasionally taking his wife and daughter Victoria to sea with him. She quotes an unnamed San Francisco newspaper article titled "Love guided the wheel" and subtitled "With Baby Shorey at the wheel."

"Commanded by Baby Shorey and the baby's father, Capt. Shorey, the whaling bark *Andrew Hicks* came down from the north this morning. ... The baby and the whaler have been at sea since February, most of the time in Okhotsk waters."

"The baby is only 3 years old, and it is considered creditable to so young a navigator that she and her father steered their bark further to the north than any other whaler ventured this year."

"Victoria is the name of the 3-year-old child that has been engaged in hunting whales all summer while most other children have been engaged in less venturesome occupation."

"Victoria is a remarkable sailor," said the mother. "She knows all the ropes and has perfect command of her father."

Multiracial crews

The 1972 *Tribune* article quotes Albert M. Harmon, librarian of the San Francisco Maritime Museum, who was "astonished to find that (Shorey's) crews were largely white, a latter outstanding achievement for a colored master at that time or indeed any time."

Tompkins examined a crew list for the *Hicks* and found crew members from France, Portugal, Denmark, England, Ireland, China, the South Seas and islands all over the globe. Other Shorey crews included men from Austria, Germany, Poland, Scotland, Norway, Sweden, Canada, Australia and British Guiana.

He also quotes a 1901 *Chronicle* article that calls the *Hicks* "a crew 'the most heterogeneous that has made port in many a day.' Bright, active Americans are in the forecabin with rugged Northerners, yellow-skinned Chinese, brown Eskimaux and kinky-haired sailors as black as ever walked the plank of a river packet."

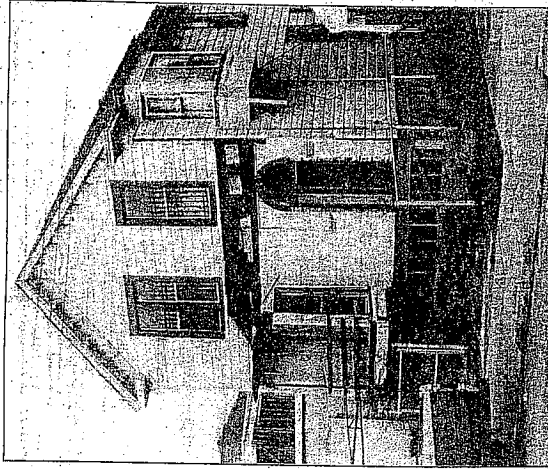
Today we might include the Asians and Africans among the "active Americans, not to mention

Continued from page 9

The Oakland Public Library has some issues of the *Sunshine*, but the only reference to Shorey occurs in the issue of Dec. 27, 1913, when he renewed his Master Mariner's license—a symbolic gesture since he never captained a ship again after that.

"We congratulate the Captain and rejoice with his other numerous friends," wrote the *Sunshine*. "He is, so far as we know, the only seafaring Captain of our race in this country."

The old home of Captain Shorey and his family on Eighth Street in Oakland was badly damaged in the 1989 earthquake and now stands empty.



by Don McConnell

Redmonter, Near 10, 1992

Author clarifies Capt. Shorey story

In the article (Redmonter, Feb. 25, Outlook Page) about Captain William Shorey, the black whaling captain who sailed the Pacific between 1886 and 1908 and lived on Eighth Street in Oakland, the following paragraph appeared:

"The voyage back from the Okhotsk Sea was begun Oct. 13," wrote the reporter. "When in latitude eight degrees north and longitude 168 degrees east, a terrible typhoon swept down on the vessel. All sail was taken down at the first indication of the approach of dirty weather, and the typhoon caught the whaler under bare poles."

One of our readers has rightly pointed out that the latitude is wrong for the Okhotsk Sea. Latitude eight degrees north and longitude 168 degrees east is somewhere in the Marshall Islands north of New Zealand. Actually even the longitude is

wrong. The Sea of Okhotsk is the part of the Pacific enclosed by Kamcharka and the Kuril Islands north of Japan. Longitude 168 east is to the east of Kamcharka, in the Pacific proper.

The author of the article was aware of these discrepancies; they appear in the original passage, a quote from Deilah Beasley's 1919 book *The Negro Trailblazers of California*. Beasley herself was quoting a San Francisco Examiner reporter who sailed out to greet Shorey as he returned from a harrowing voyage.

The source was correctly quoted. It's possible the voyage didn't originate in the Okhotsk Sea, although the context suggests it. The sentence before the part quoted reads: "The *John* and *Windrop* with the only colored captain on the Pacific Coast in command, left here in February

One of them, the 1912 photograph of Shorey's house on Eighth Street with two of his children standing in front, should additionally have credited the Northern California Center for African-American History and Life, which gave the photograph to the library.

—Don McConnell



The Shorey family tombstone in Mountain View Cemetery. by Don McConnell

Active life on shore

Tompkins points out that the whaling industry had died by the time of Shorey's retirement, made obsolete by easier-to-obtain forms of oil and products that replaced whalebone.

During his career at sea, Shorey fathered five children, all born in Oakland. Zenobia Pearl was born in 1888, Elvira in 1891, Hazel in 1893 and Victoria in 1898. His only son, William Thomas Jr., was born in 1902.

Only Victoria and William Jr. survived their father. Hazel died in 1894 after becoming ill on a voyage to Hawaii. Elvira died at 10 months, in 1893. Zenobia died in 1908.

On shore, Capt. Shorey worked on the docks as a special police officer for the Pacific Coast Steamship Company, from 1912 until his death. Beasley interviewed him to produce this list of other activities:

"He was reared an Episcopalian (the *Tribune* lists his church as St. John's, at Eighth and Grove streets) and is an active member of the Old Fellows Lodge, Golden

Gate No. 2007, also the Foresters No. 1704 and was Past Grand Master of Council 54, Period 69.

"He is on the Advisory Board of the Home for Aged and Infirmed Colored People located in Berkeley near Oakland."

A note in the April 13, 1915, *Western Outlook*, a black newspaper in Oakland, reads: "The Afro-American Cooperative Association is not a new organization but has been doing business for years, and at the present time holds mortgages on valuable property and has a good cash balance in the bank." Capt. William T. Shorey is president."

Shorey died April 15, 1919, of "four pneumonia," according to the *1919-20 Julia Shulton Shorey* William, died in 1909 and Victoria (Mrs. Willie Francis) died in 1971.

William, Julia and Zenobia Shorey share a headstone in Mountain View Cemetery. William Jr. is buried a few feet away.

The Shorey home on Eighth Street still stands, though it has been vacant since 1989 as a result of extensive damage suffered in the quake.

RESOLUTION 2012-2
LANDMARKS PRESERVATION ADVISORY BOARD
CITY OF OAKLAND

WHEREAS, a proposal to designate the following property as an Oakland Landmark pursuant to Section 17.144 of the Oakland Planning Code has been considered by the Landmarks Preservation Advisory Board; and

WHEREAS, the Board has reviewed and examined the material pertaining to this property in Case File **LM12-071** and the Oakland Landmark Application form, a copy of which is attached; and

WHEREAS, the Board has determined that the property meets the landmark designation criteria found at Section 17.07.030P of the Planning Code and the Board's Guidelines for Determination of Landmark Eligibility in that the property:

- was built by a prolific West Oakland developer, John Winfield Pearson, in 1872-73, a very early West Oakland Italianate located at the far west end of Oakland Point, where the earliest Oakland Point residential development occurred to house families associated with the rail yards or, like the Shoreys, with the waterfront;
- is a Contributor to the National Register eligible Oakland Point Historic District in West Oakland;
- is characterized by low-hanging gable roofs and attic-like upper stories typical of these early Oakland Point Italianates, with a first floor front façade bay with a bracketed hood, a small entrance portico with pilasters and bracketed hood, second floor bracketed hood windows, and rustic siding;
- has strong associations with Oakland's 19th and 20th century African-American community through the activities of its owners, William T. and Julia Ann Shorey, who resided there from 1888-1919;
- was the residence of William T. Shorey (1859-1919), born on the island of Barbados in the British West Indies, who had a strong attraction to the sea, worked on a whaler out of New England until the bulk of the whaling industry shifted to the West Coast, rose rapidly from mate to officer to captain, sailing on ships from the South Pacific to the Arctic, and in 1886 became the only black captain on the Pacific Coast;
- was the residence of Julia Ann Shelton (1865-1944) who married Shorey in 1886, was active in the Oakland black community as president and chair of the boards of directors of the Beulah Rest Home, Companions of the Forest, the Herames of

Jericho, and the Household of Ruth, and accompanied her husband on voyages writing articles for the San Francisco *Elevator*;

- was the location of the January 14, 1903 dinner, hosted by the Shoreys, for influential black citizens from around the Bay Area in honor of Booker T. Washington, who spoke at the dinner to raise funds for educational growth and his school at Tuskegee;
- was the home of the first black Oaklander to be so honored by the City fathers, in 1907, with the renaming of Short Street, the extension of 8th Street beyond Pine, to Shorey Street;
- was acquired in 2005 after it had fallen into disrepair in the decades after Shorey passed away, and the front façade was substantially restored.

And WHEREAS, an Evaluation Sheet for Landmark Eligibility has been prepared for the property in accordance with the Board's Guidelines for Determination of Landmark Eligibility; and

WHEREAS, the Evaluation Sheet shows that the property meets the Guidelines; and

WHEREAS, the Board has reviewed and accepted the Evaluation Sheet, a copy of which is attached; and

WHEREAS, the Board has determined that this property merits Landmark designation, protective regulations, and preservation for the enjoyment of future generations;

Now therefore be it

RESOLVED: That the Landmarks Preservation Advisory Board hereby initiates, under Section 17.144.030C of the Oakland Planning Code, action to establish as a Landmark the following:

HISTORICAL NAME: Shorey (William T. and Julia Ann) House

COMMON NAME: Shorey House

ADDRESS: 1782 8th Street
(pre-1912 address 1774 8th Street)

DATE BUILT: 1872-73

ARCHITECT: John Winfield Pearson (developer)

ORIGINAL USE: Residential – Single Family House
PRESENT USE: Residential – 4-unit condominium
PARCEL NUMBERS: APNs 6-35-77, 6-35-73, 6-35-74, 6-35-75, 6-35-76 (common area and 4 condos);
former APN 006-0035-530-00

And be it

FURTHER RESOLVED: That this property shall be preserved generally in all its exterior features as existing on the date hereof or may be modified to restore, replicate, or more closely resemble its original or other historical appearance; and be it

FURTHER RESOLVED: That this action be forwarded to the City Planning Commission for public hearing and consideration;

Approved by the Landmarks Preservation Board,

Oakland, California: June 11, 2012

ATTEST: , Secretary

Ref: Resolutions Shorey House 2012-2