

Aeneas Sardine Packing Company Cannery

Monterey, CA

Name of Property

County and State

**United States Department of the Interior**

National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Aeneas Sardine Packing Company Cannery

Other names/site number: Aeneas Cannery; 300 Cannery Row

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: 300 Cannery Row

City or town: Monterey

State: CA

County: Monterey

Not For Publication:

Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide \_\_\_ local

Applicable National Register Criteria:

\_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D

\_\_\_\_\_  
Signature of certifying official/Title:

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency/bureau or Tribal Government

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<hr/>	
<b>Signature of commenting official:</b>	<b>Date</b>
<hr/>	
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

**4. National Park Service Certification**

I hereby certify that this property is:

- \_\_\_ entered in the National Register
- \_\_\_ determined eligible for the National Register
- \_\_\_ determined not eligible for the National Register
- \_\_\_ removed from the National Register
- \_\_\_ other (explain:) \_\_\_\_\_

<u>Signature of the Keeper</u>	<u>Date of Action</u>
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**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

**Category of Property**

(Check only **one** box.)

Building(s)

District

Site

Structure

Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1: Cannery Building</u>	_____	buildings
_____	_____	sites
<u>1: Crossover</u>	_____	structures
_____	_____	objects
_____	_____	Total

Number of contributing resources previously listed in the National Register \_\_\_\_\_

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Industry/Processing/Extraction = manufacturing facility

Industry/Processing/Extraction = processing site

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

Vacant  
\_\_\_\_\_

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Modern Movement = industrial building

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Reinforced Concrete; Stucco

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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#### Summary Paragraph

The Aeneas Sardine Packing Company Cannery (Aeneas Cannery) is a three-story, board-formed reinforced concrete industrial building and crossover bridge located at 300 Cannery Row at the end of Dickman Avenue, in Monterey, California. The original cannery and reduction operation also occupied the warehouse building across the street at 299 Cannery Row; however, this latter building is under separate ownership and not part of this National Register nomination. The Crossover Bridge (crossover) spans from the third floor of the west (facing Cannery Row) elevation of the cannery processing building and connects to the east elevation of 299 Cannery Row. This nomination is for the Aeneas Cannery Building and Crossover Bridge. The building and crossover bridge are in good condition with window and entrance modifications noted below.

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#### Narrative Description

Completed in 1945, the Aeneas Cannery is a three-story, board-formed, reinforced concrete building with considerable bulk and mass. The east elevation faces Monterey Bay and historically was the location for the fish ladder that conveyed the sardine catch from waterside fish storage pens up into the cannery processing floor of the plant. This east elevation originally

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

also had a wood deck at the third-floor level which served as a platform for workers at the top of the fish ladder. Both the deck and the fish ladder have been removed. The east elevation originally featured a row of wood industrial sash windows on the third (top) floor; these windows have been replaced with vinyl sliding sash windows. New openings have also been installed in the second floor level on the east elevation and several other openings have been modified. It appears the windows were replaced and modified in the 1970s when the building acquired a new tenant. The arched roof is finished with rolled roofing and contains 8 of the original skylights.

The west elevation (facing 300 Cannery Row) is dominated by a stucco-clad wall, three stories in height with a mixture of original wood industrial sash and replaced vinyl sash windows. The original truck entrance has been replaced with a steel roll-up door. In addition, a new entrance was installed on the west elevation, first floor, at the south end; and a modified first-floor north entrance to the building, all part of the 1970s remodeling.

The crossover visually dominates the west elevation and is visible for several blocks north and south along Cannery Row. The crossover is one of the site's primary character-defining features and the only remaining of the 16 original crossovers that spanned Cannery Row during the heyday of fish production. The crossover is finished with stucco and bears the historic "Aeneas" sign. The crossover is wood-framed with fixed, multiple-pane windows placed symmetrically on both elevations. The crossover was retrofitted with steel I-beams in 1994.

The south elevation is blocked by adjacent buildings, leaving the upper mass of its reinforced concrete exterior the only portion of the industrial building visible from the south. The north elevation is characterized by a large mass of reinforced concrete and is exposed to beach level as one proceeds toward Monterey Bay. At the northeast end of the building, massive concrete footings and wall supports are visible. Originally the adjacent industrial building of Western Fish Processing, built in 1943, covered this exposed north wall. A ghost of the original wall from this neighboring building is evident on the north elevation of the Aeneas Cannery.

### *Character-defining Features*

Although modifications to windows and entrances have occurred on the east and west elevations, sufficient industrial character-defining features of the building remain:

- Large, rectangular building mass in reinforced concrete;
- Arched roof construction visible on the east (Monterey Bay) side with extant skylights;
- Crossover bridge spanning Cannery Row;
- Ventilation openings in east elevation at the lowest level;
- Remaining original wood industrial sash windows on the east elevation; and
- Remaining original west elevation.

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

### *Historic Integrity*

While modifications to the building have been made since its closure in 1952, the Aeneas Cannery retains sufficient historic integrity to satisfy National Register Criteria A and C. An integrity analysis appears below:

- **Location.** The Aeneas Cannery building and crossover remain in their locations, giving the building integrity of location.
- **Setting.** The decades of fire and redevelopment have removed much of the areas setting as a nearly continuous block of industrial buildings facing the Monterey Bay, from David Avenue to Reeside Avenue. Cannery Row has been studied considerably by a variety of consultants in recent years. A 2001 study by Architectural Resources Group, entitled Final Cannery Row Cultural Resources Survey, concluded that the Aeneas Cannery was individually eligible for the National and California registers. It also detailed a California-eligible historic district, the *South Cannery Row Historic District*, whose central resource is the Aeneas Cannery. Based on the presence of additional cannery resources and previous evaluation by other consultants, the Aeneas Cannery retains integrity of setting.
- **Design.** On the east (Monterey Bay) elevation of the building, the original fish ladder and deck have been removed. Windows at the upper level have been replaced in original openings and new openings made in the 1970s. Along the west (Cannery Row) side of the building, new entrances and window modifications have been added in the 1970s. However, the large, blocky reinforced concrete building's massing, its construction materials and its intact crossover give it sufficient remaining integrity of design.
- **Materials.** The 1970s modifications have not severely impacted the industrial materials of the building, allowing it to retain integrity of materials.
- **Workmanship.** The 1970s alterations have reduced some integrity of workmanship, but the remaining industrial building, the remaining crossover (the last intact crossover on the Row), and remaining original fenestration give the building sufficient integrity of workmanship.
- **Feeling.** The building's large mass, intact crossover, reinforced concrete construction and remaining industrial-sash fenestration give the building sufficient integrity of feeling.
- **Association.** Despite some modifications to the building exterior, the remaining historic character-defining features of the industrial building and crossover give the property sufficient integrity of association.

In conclusion, the Aeneas Cannery retains sufficient historic integrity to qualify it for the National Register under Criterion A. The modifications made to the building have removed some of the historic fabric from the building. However, sufficient historic character-defining features remain to qualify the building under Criterion C.

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

**Areas of Significance**

(Enter categories from instructions.)

Commerce

Industry

Maritime History

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Period of Significance**

1945 – 1952

\_\_\_\_\_

\_\_\_\_\_

**Significant Dates**

1945 - 1952

\_\_\_\_\_

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Architect/Builder**

Robert Jones, Architect

Albert B. Coats, Builder

\_\_\_\_\_



**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Aeneas Cannery is eligible for the National Register under National Register Criterion A, for its association with the development of Cannery Row, the economic mainstay of Monterey's industrial and commercial development from circa 1900 to 1955. Cannery Row became the international center of the sardine fishing and canning industry, beginning in the days when Frank Booth, Knut Hovden and Pietro Ferrante developed the north section of Ocean View Avenue (now Cannery Row) in the first decades of the 20<sup>th</sup> Century. World War II demand led to the development of additional canneries, including the Aeneas Cannery, when the southern section of Cannery Row was developed in the 1940s. Following the war, overfishing of the sardine fishery led to the closure of the canneries and the end of Cannery Row by the mid-1950s. The Aeneas Cannery is also eligible under National Register Criterion C as the last intact cannery, with its remaining original crossover bridge, remaining on Cannery Row.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

### **Historical Summary of the Monterey Canning Industry: 1900 - 1955**

#### **Early Pioneers and Transported Technology**

Given its proximity to the Pacific Ocean and an abundance of marine life, fishing has been a tradition in the Monterey region since the early Native Americans, the Costanoan, hunted for mussels and abalone along the Monterey coastline for hundreds of years. Later, Chinese immigrants would establish small fishing villages scattered along the Monterey coastline, hunting and processing squid, abalone and other underwater life for local and regional markets, particularly San Francisco. By 1900, the most significant regional Chinese village was located at what originally was called Abalone Point, a rocky shoreline outcropping located between Monterey and Pacific Grove, at the northwest end of what would later become Cannery Row. The village became known locally as China Point.

The collection of ramshackle wood-framed dwellings at China Point formed one of the busiest Chinese fishing locations on the Monterey Peninsula. Large wood drying racks and drying poles dotted the village; as the squid and other underwater catch were left to dry after each day's outing. The entire village at China Point burned to the ground in 1906. This fire signaled the end of traditional Chinese fishing practices in the area and provided the initial location for the development of the sardine canning and reduction industry that would make Monterey famous.

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

Around this time, Iowa native Frank Booth was traveling through Monterey as President of the Sacramento River Packers Association, a group that represented the salmon canning industry and that encompassed several locations along the Sacramento River. Booth recognized an opportunity to locate a cannery in Monterey, to enable him to can salmon harvested directly offshore and reduce transportation and infrastructure costs from his Sacramento river-oriented salmon canning operations. Booth's earliest location at the foot of Alvarado Street adjacent to the Monterey pier proved unsuccessful in 1896, largely due to his inability to contract with local fisherman for their catch. Booth's contribution to the Monterey canning industry would need to wait several more years.

In 1900, San Francisco businessman H.R. Robbins chose to locate a fish processing plant on the Monterey peninsula, based on his success in the manufacture of fish oil and fertilizer in his San Francisco location. Robbins was one of the first businessmen to realize the profitability of *reduction*, the processing of fish by-products from the canning operation into commodities such as fish oil, animal feed and fertilizer. Robbins opened the first fish reduction facility in the area; establishing an industry that would play a huge role in the region's economic gains in the 1930s. His reduction plant located adjacent to the defunct Booth operation proved successful and led to additional investment in industry.<sup>1</sup>

Another early entrant into the fishing and canning industry came from Ootosaburo Noda, a Japanese fisherman who operated the Point Lobos Canning Company, and businessman Henry Malpas. Together, they started the Monterey Fishing and Canning Company, locating near the ruined village of China Point, and becoming the first cannery to be located on what would become Cannery Row. Marginally successful in packing abalone and salmon, the small operation would soon be eclipsed by Frank Booth and a team of European specialists to develop more efficient and productive methods to harvest and can the sea's local bounty.<sup>2</sup>

In 1902, Frank Booth returned to Monterey and began forging strong coalitions with local fisherman for the region's supply. This preparation combined with the financial failings of H.R. Robbins' reduction plant led Robbins to sell his operation to Frank Booth. With Booth's deeper pockets and relationships among local fisherman, Booth was able to take over the Robbins facility, expand and modernize the plant and open his Booth's Monterey Packing Company. He doubled the original cannery's size, its production, and employed a large staff by 1904.

Around this time, Booth met Knut Hovden, a Norwegian transplant who earned a fisheries engineering degree from his native country. Booth hired the 24-year old engineer to design, modernize and run his fledgling Monterey Packing Company. Hovden provided the perfect fit for developing the canning industry: he had formal training, he spent years studying the fishing and canning industries in his native land, and he had Booth's financial backing to develop new technologies that would revolutionize the canning industry.

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<sup>1</sup> Mangelsdorf, Tom, *A History of Steinbeck's Cannery Row*, pp. 3-8.

<sup>2</sup> Hemp, Michael, *Cannery Row: The History of John Steinbeck's Old Ocean View Avenue*, p. 39.

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

At this early time, virtually the entire canning process was performed by hand. Hovden's first innovation was the design of a mechanical soldering device that would speed up the tin-canning process significantly. Hovden also invented offshore holding pens where the sardines could remain in their natural waters until there was available space inside the cannery for processing. Hovden mechanized much of the canning operation, inventing mechanical dryers, cookers and processing equipment that boosted processing speed and production quantities substantially. What now prevented the men from unlimited production (as the fish supply seemed endless) was a more efficient method to harvest the catch. Booth and Hovden turned to their Sicilian connections for the next technological advancement.<sup>3</sup>

Booth turned to a talented member of his Sacramento River salmon-packing operation, the Sicilian Pietro Ferrante, to develop more efficient sardine harvesting practices. Born in Sicily in 1867, Ferrante came from a long line of Sicilian fisherman and was familiar with a variety of technology and practice that he would apply to the Monterey sardine industry. After immigrating to the United States in 1889, he traveled to the West Coast and landed at Frank Booth's Sacramento River salmon-packing facility in Pittsburg, California. Ferrante would split from Booth and develop the largest canning operation at the time, the San Carlos Cannery, in 1926.<sup>4</sup>

The "advancement" was actually the import of a technology used for years by Sicilian fisherman: the Lampara net. At this early stage, sardines were harvested using a "gill net," which trapped the fish by contacting the gills. Since the fish were stuck to the net, each fish had to be removed by hand before being loaded into the cannery. The Lampara net, used by the Sicilians for hundreds of years, employed a weighted net that immersed and surrounded the fish and harvested them in large quantities. Ferrante brought the Lampara net and a team of Sicilian specialists to adapt the technology for use in the Monterey sardine industry. This net and the Lampara boats used to carry them now made large-scale harvesting of Pacific sardines possible. The result would be a boom to the canning industry as it awaited the inevitable demand of two upcoming worldwide conflicts.<sup>5</sup>

### **World War I Brings Prosperity**

The advent of World War I increased demand for a high-protein food source on two levels. First, the European conflict effectively closed the North Sea fishery and its associated European markets. This created a demand for a cheaply-produced food source that could be canned and shipped to soldiers fighting in the conflict. As the conflict intensified and the United States entered the war, the next level of demand for the silvery Pacific sardine occurred: the feeding of U.S. and allied soldiers. Indeed, the production numbers for the war years testify to the increased demand. Cannery Row's sardine production rose from 75,000 cases in 1915 to 1,400,000 cases by 1918. By this time Knut Hovden had become the latest to go independent

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<sup>3</sup> Mangelsdorf, p. 20.

<sup>4</sup> "Death Claims Pietro Ferrante," *Monterey Peninsula Herald*, 10/12/54 (California History Room Archives, Monterey Public Library).

<sup>5</sup> Mangelsdorf, p. 21.

Aeneas Sardine Packing Company Cannery

Name of Property

Monterey, CA

County and State

and join the “Silver Rush,” opening his Hovden Food Products Corporation on the Row in 1916. By the war’s end, Cannery Row had become a boomtown with numerous canneries and related fish-processing operations crowded onto the waterfront between David and McClellan avenues. Sardine canning and processing remained a labor intensive process and the demand for local employment continued to increase and to cross ethnic boundaries. As the 1920s rolled along, Cannery Row would employ workers from numerous nations, including Japan, China, Italy, Spain, Portugal and England.<sup>6</sup>

Rapid growth led to the first calls to understand the biology behind the Monterey sardine fishery and to regulate the industry. The California Department of Fish and Game established the Department of Commercial Fisheries, headed by its new chief N.B. Scofield. As early as 1914, Scofield noted that “a sardine canning industry in California is growing by leaps and bounds.” By 1919 Scofield was given the responsibility to both regulate the sardine industry and to understand the science behind the Monterey fishery, for fear that the sardine supply might not last such enormous demands. His Department of Commercial Fisheries initiated a study of the local sardine fishery and created laws that regulated the fledgling fish reduction industry by allowing only the remains of sardines from the canning process to be reduced and processed into other materials. The theory held to the belief that exploitation of the sardine by canning only would not necessarily reduce the fishery’s supply. The 1919 law effectively banned whole-fish reduction. However, a reduced demand for sardines following World War I was already placing economic demands to expand the reduction potential of the Monterey fishery. By 1921 the law was amended to allow reduction of 25% of a cannery’s potential monthly production. As the decade progressed, a series of legal battles between lobbyists from the canning industry and Scofield’s Department of Fish and Game would dominate the news headlines of Cannery Row’s sardine packing and processing industry.<sup>7</sup>

A glimpse at Cannery Row in the 1920s (*Figure 1 – Continuation Sheets*) shows the nearly solid block of canneries lining Ocean View Avenue between David and McClellan avenues.<sup>8</sup>

Technological advancements in harvesting techniques in the 1920s also began to impact fishery supply. While a Lampara Boat could be operated by several men who could fish and live a relatively independent life; the numerous small wood boats that dominated Monterey Bay simply were not harvesting enough catch to satisfy the production demands of a now bustling Cannery Row. In 1926 Knut Hovden’s enterprise employed the first “Purse Seiners,” large mechanized boats with enormous nets that could harvest much greater quantities of sardines. The introduction of these boats caused a furor among local fisherman and the canning pioneers such as Frank Booth, who lamented about the prospect of overfishing and depleting the sardine supply. More legal battles ensued between cannery owners who increasingly sought to mechanize the canning operations and the fisherman who saw their way of life disappearing. By the time of the Great Depression, lobbyists for deregulation and greater harvesting efficiency would win – at the expense of the sardine fishery.<sup>9</sup>

<sup>6</sup> Hemp, p. 43.

<sup>7</sup> Mangelsdorf, p. 37.

<sup>8</sup> Reprinted in Hemp, p. 43.

<sup>9</sup> Mangelsdorf, p. 83.

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

### **The Depression Years**

While fights over laws and changing technology dominated the 1920s, sardine production still grew steadily, from a seasonal landing of 16,290 tons in 1921 to 160,050 tons in 1930. However the stock market collapse of 1929 had a devastating effect, reducing the amount of tons harvested to 69,078 in 1931.<sup>10</sup> This effect was largely due to the reduced demands for canned sardines during the Great Depression. To keep the industry alive, the cannery and reduction plant owners sought other means of income. While the Depression had reduced the demand for sardines as a food product, demand for the products of sardine *reduction* remained steady and even increased. The Monterey canning and processing lobby again returned to the courts to argue new regulations that would allow for greater reduction capacities. The resulting deregulation would ultimately have a significant impact on sardine numbers and the health of the Monterey fishery.

The primary change in 1930s industry deregulation resulted in the use of “Floaters,” floating sardine reduction plants that operated on large barges directly at sea. Given their sheer size and reduction capacity, floaters could process enormous quantities of whole fish efficiently. Initially banned by litigation in the mid-1920s they returned after proponents won key legal battles in the 1930s. Floaters could operate outside the three-mile limit from shoreline that regulated harvesting amounts of typical fishing boats. In addition, the new regulation laws emerging from the 1930s litigation now allowed the reduction of the *entire* fish; not just the fish remains and offal from the canning operation. Between the floaters operating outside the three-mile limit harvesting entire schools of whole sardines and the large and efficient purse seiner boats; the Monterey sardine fishery would experience population reductions of epic proportions. By the mid-1930s, over 235,000 tons of sardines were reduced. The sardine had become more valuable for its by-products, rather than for its food.

Additional studies by the Fish and Game Department and resulting efforts to limit the number of tons reduced dragged through the courts well into the 1930s. It took until 1938 to end the decade of floater use, but the enormous quantities of sardines removed during this decade would deal a severe blow to the health of the fishery. In addition, World War II was just around the corner; and the demand for the sardine as a food source would soon return to tax the future of the Monterey sardine fishery.<sup>11</sup>

### **World War II Returns Demand**

The Pearl Harbor attack of 1941 halted fishing operations on Monterey Bay. The United States' earliest reactions to war impacted the sardine industry's labor force significantly. A number of nationalities were now considered to be enemies of the Country; and over 25% of the cannery workforce was forced to leave their jobs, reducing the number of fisherman substantially. In addition, the government appropriated about one-third of the purse seiner boats for military use.

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<sup>10</sup> Department of Fish and Game, Fish Bulletin No. 149: *The California Marine Catch for 1968 and Historical Review 1916-1968*. Reproduced in Hemp, p. 102.

<sup>11</sup> Mangelsdorf, pp. 65-82.

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

These temporary setbacks would not last as wartime demand for food was about to inspire the sardine industry into producing record numbers of fish from the bay's waters.<sup>12</sup>

Early in 1942, the War Production Board notified the Cannery Row business owners that their entire production would be set aside for the war effort. This placed no limits on production and assured large earnings for the canneries, with apparently no limits to fish supply. While the 1942 catch was slightly lower than the previous year, largely due to closing of the fishery after Pearl Harbor, 184,399 tons landed in the canneries. The following two years were even more productive: 213,616 and 237,246 tons in 1943 and 1944, respectively.<sup>13</sup> These numbers don't adequately describe impacts to the sardine population itself, as reduction tons also raised precipitously during World War II. A wartime policy was to transfer all fish that the canneries couldn't handle to the various reduction plants. The wartime boon for the canneries would also lead to new development on the south side end of Cannery Row.

### **Development of The Aenean (Aeneas) Cannery**

In 1941 Angelo Lucido, owner of the San Carlos Canning Company - a large complex of buildings that bookended Cannery Row on the south end, purchased the remaining lots from the old Tevis Murray estate that bordered his cannery to the north. Shortly before the War, he sold portions of the lots to investors who eventually built canneries that would fill up the Row from the south end between Drake and Dickman avenues. One of the buyers was Pietro Ferrante, now in his 70s, and his son-in-law; who would build the Oxnard Cannery in 1943. While the old Murray mansion was temporarily leased to the California State Guard and later, to the Monterey Peninsula Community Center, Angelo Lucido decided to sell the remaining lots to his brother, Frank Lucido, and Orazio Enea. The partners would develop the Aenean Sardine Products Company and obtain their building permit on August 25, 1945.<sup>14</sup>

Another fishing pioneer of Sicilian origin, Orazio Enea arrived on the Sacramento River near Pittsburg to work in the Salmon fishing trade. He became affiliated with Pietro Ferrante and arrived in Monterey in 1906 to assist Ferrante and Booth in developing the sardine canning industry. The working relationship between the two men deteriorated significantly during the cannery labor disputes of the 1920s and Enea became independent of Ferrante and developed his own interests in the fishing trade. His purchase and development of the Aeneas Cannery was his last major contribution to the Monterey sardine canning industry. The contribution would prove to be short-lived.<sup>15</sup>

A 1945 newspaper article announced that a "\$47,000 building permit today had been granted the Aenean Sardine Products company for the construction of a combined cannery, reduction plant

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<sup>12</sup> Mangelsdorf, p. 145.

<sup>13</sup> Hemp, p. 102.

<sup>14</sup> Mangelsdorf, p. 145. It is not clear when the name "Aenean" was changed to "Aeneas." For purposes of this nomination, "Aeneas Cannery" will be used.

<sup>15</sup> "Orazio Enea, Pioneer Member of Fishing Colony, is Dead," *Monterey Peninsula Herald*, 11/7/56. See Mangelsdorf, pp. 53-54 for discussion of labor disputes.

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

and warehouse on Wave Street between Reeside and Dickman streets.” Robert Jones is listed as architect; Monterey contractor A.B. Coats is listed as the builder.<sup>16</sup> The project consisted of a long concrete-framed building located between Monterey Bay and Ocean View Ave. (Cannery Row) and a warehouse building fronting Wave Street immediately behind. A “crossover,” or bridge connected the sardine processing and canning plant on the water to the storage warehouse on Wave Street. This construction typology was typical of canneries on the Row: a large industrial building connected directly to the water for harvesting and processing the sardine catch; a warehouse for storing the completed cans and reduced fish products; and a crossover linking the two buildings. An aerial view of the Aeneas Cannery appears on *Figure 2; Continuation Sheets*. Additional historical views of the Aeneas Cannery appear as *Figures 3 through 5; Continuation Sheets*.

### **Demise of the Canning Industry and the Aeneas Cannery**

A picture of 1946 Cannery Row would show a nearly complete block of concrete-framed, corrugated metal, and wood-framed buildings of the various canneries, reduction plants and related operations stretching from David Avenue on the north to Reeside Avenue on the south border of the Row. The region was thriving from the increased productivity demands of World War II and the postwar development between Reeside and Drake avenues. The intense amount of construction and insurance value of Cannery Row prompted the Sanborn Fire Insurance Company to release a map of Cannery Row in 1945. A portion of this map appears as *Figure 6; Continuation Sheets*.

Newspaper articles also lauded the seemingly endless supply of fish in Monterey Bay and the intensive industry built to process this supply. A 1946 article discussed the history of the sardine, Monterey’s economic mainstay for nearly 50 years, and noted that the sardine has “...thus far shown NO conclusive signs that his days are numbered or that the catches of many hundreds of thousands of tons (that’s right tons) a year, will wipe him out.”<sup>17</sup> However, discussion of fishery depletion, which had resulted in rampant controversy and legal disputes between cannery owners, fisherman and the California Department of Fish and Game had been ongoing since the establishment of the Commercial Fisheries Department in 1914. Much like the arguments for or against Climate Change today, sparring factions from both sides created enough doubt and legal wrangling to delay conclusive assessment of the overfishing and extreme reduction practices that occurred in Monterey Bay for nearly 50 years. While the commercial and environmental reasons for the sardines’ decline are outside the scope of this analysis, a variety of factors including extreme overfishing led to the demise of Monterey Bay’s sardine fishery over the next several years following World War II.

1946 became the worst year for sardine production on Cannery Row and 1947-48 followed with even more dismal numbers: 31,391 tons of sardines landed. The optimistic newspapers articles, like the 1946 article quoted above, was soon replaced by statements of alarm and blame pointed

<sup>16</sup> “New Cannery Planned Here,” *Monterey Peninsula Herald*, 8/25/45.

<sup>17</sup> “Sardine Industry is Economic Mainstay of the Community,” *Monterey Peninsula Herald*, 7/3/46.

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

at Fish and Game scientists for having not warned the public enough. Of course, scientists had been concerned about and lobbying against overfishing and reduction practices on Monterey Bay for years. After a scathing article was published in the *Herald* in 1946, Ed Ricketts, Monterey's pioneering marine biologist who had been studying the sardine fishery at Monterey Bay extensively since 1941, replied: "I have no doubt there are plenty of things we can chalk up against the Fish and Game scientists of California if we must have a scapegoat. But certainly not that they haven't warned us, and with repeated cold unpleasant facts. We can answer for ourselves the question 'What became of the fish?': they're in the cans."<sup>18</sup>

The decline was precipitous. By the early 1950s the canneries began to close. A 1952 newspaper article announced the closure and auction of the Aeneas Cannery:

The Aeneas Sardine Products Co. will go to the auction block March 20 at 1 p.m. It is the first cannery to go in a trustee's sale in many years. However, several other Cannery Row plants are known to be in serious financial difficulties because of the scarcity of fish during the past few seasons.<sup>19</sup>

Other canning operations would soon follow. The *Herald* announced the closure of two more significant operations in 1953: the Monterey Fish Products Company and the Central Packing Company (adjacent to Aeneas Cannery).<sup>20</sup>

Official announcement of the Aeneas Cannery sale appeared in March 1953. The Aeneas Cannery buildings and associated equipment were auctioned to the Reconstruction Finance Corporation for \$100,000: \$68,000 for the real estate; \$32,000 for the equipment. An official conducting the sale noted that he hadn't seen a cannery foreclosure sale since the "depression days in the early 1930s"<sup>21</sup> The many canneries and reduction plants followed suit, shutting their doors in the early 1950s. Fire and vandalism claimed many of the buildings. By the mid-1950s, the once bustling Cannery Row had become a ghost town.

### **Historic Significance of the Aeneas Cannery**

The Aeneas Cannery is eligible for the National Register under National Register Criterion A, for its association with the development of Cannery Row, the economic mainstay of Monterey's industrial and commercial development from circa-1900 to 1955. Cannery Row became the international center of the sardine fishing and canning industry, beginning in the days when Frank Booth, Knut Hovden and Pietro Ferrante developed the north section of Ocean View Avenue (now Cannery Row) in the first decades of the 20<sup>th</sup> Century. World War II demand led to the development of additional canneries, including the Aeneas Cannery, when the southern section of Cannery Row was developed in the 1940s. Following the war, overfishing of the

<sup>18</sup> Quoted in Mangelsdorf, p. 166.

<sup>19</sup> "Cannery Row Plant Goes on the Block," *Monterey Peninsula Herald*, 2/22/52.

<sup>20</sup> "Two More Monterey Canneries Sold; 7 Cents on the Dollar," *Monterey Peninsula Herald*, 5/21/53.

<sup>21</sup> "Aeneas Cannery 'Sold' to RFC for \$100,000," *Monterey Peninsula Herald*, 3/21/52.



Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

sardine fishery led to the closure of the canneries and the end of Cannery Row by the mid-1950s. The Aeneas Cannery is also eligible under National Register Criterion C as the last intact cannery, with its original remaining crossover bridge, remaining on Cannery Row.

### **Period of Significance**

The period of significance spans the period in which the Aeneas Cannery was completed and when it was closed due to lack of the sardine supply: 1945 – 1952.

### **Architect and Builder**

Architect Robert R. Jones designed the Aeneas Cannery. Born in Berkeley, California in 1911 Jones was responsible for numerous industrial, commercial and residential buildings in California and on the Central Coast. After designing buildings for WPA projects in the 1930s, Jones moved to the Monterey Peninsula in 1936 and was employed at the notable architecture firm of Robert Stanton. He designed 27 canneries and reduction plants during the 1930s and 1940s, the heyday of production at Cannery Row. In 1951 he submitted designs for the International Architectural Exhibits in Europe, one of which was the Monterey Peninsula Airport. Designed in collaboration with Walter Burde, the airport was considered by the Smithsonian Institution to be the “finest small airport in the world.” Jones also designed numerous commercial buildings on the Monterey Peninsula, including additions to the Harrison Memorial Library in Carmel and the Pacific Grove Library. He also designed over 800 homes in the Monterey region.<sup>22</sup>

Monterey-area builder Albert B. Coats (1881- 1949) was born in Cassville, New York and graduated from the Massachusetts Institute of Technology in 1905. He moved to Monterey in 1918 and constructed “approximately half the buildings on Cannery Row, including the Oxnard, Sea Beach and Custom House canneries.” He also constructed the Holman’s Department Store building in Pacific Grove (extant) and numerous other commercial buildings and residences.<sup>23</sup>

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<sup>22</sup> Seavey, Kent. *Robert B. Jones – Architect (Biography prepared for Monterey Peninsula College Course, undated)*. Kent Seavey archives.

<sup>23</sup> “Death Claims A.B. Coats, Well Known Designer and Builder,” *Monterey Peninsula Herald*, 12/9/49.

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

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## 9. Major Bibliographical References

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Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

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“Two More Monterey Canneries Sold; 7 Cents on the Dollar,” *Monterey Peninsula Herald*, 5/21/53.

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other:  
Name of repository: California History Room, Monterey Public Library

**Historic Resources Survey Number (if assigned):** California Historical Resource Status Codes: 3S and 5S1 (Listed by City of Monterey for H-1 Zoning (City Landmark))

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

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### 10. Geographical Data

**Acreeage of Property** 7,055 sq. ft.

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees):** See attached USGS Map

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

2. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

3. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

4. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

**Or**

#### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone: \_\_\_\_\_ Easting: \_\_\_\_\_ Northing: \_\_\_\_\_

2. Zone: \_\_\_\_\_ Easting: \_\_\_\_\_ Northing: \_\_\_\_\_

3. Zone: \_\_\_\_\_ Easting: \_\_\_\_\_ Northing: \_\_\_\_\_

4. Zone: \_\_\_\_\_ Easting : \_\_\_\_\_ Northing: \_\_\_\_\_

**Verbal Boundary Description** (Describe the boundaries of the property.)

Legal Parcel Description for APN # 001-031-003

**Boundary Justification** (Explain why the boundaries were selected.)

Legal Boundary Description for 300 Cannery Rd. listed in parcel description for Legal Parcel  
APN # 001-031-003

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

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### 11. Form Prepared By

name/title: Seth Bergstein, Principal  
organization: PAST Consultants, LLC  
street & number: P.O. Box 721  
city or town: Pacific Grove state: CA zip code: 93950  
e-mail seth@pastconsultants.com  
telephone: 415-515-6224  
date: September 15, 2014

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location. *Included*
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map. *Included as Site Plan on Page 28*
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.) *N/A*

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Aeneas Cannery: 300 Cannery Row

City or Vicinity: Monterey

County: Monterey State: CA

Photographer: Seth Bergstein

Date Photographed: September 2, 2014

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

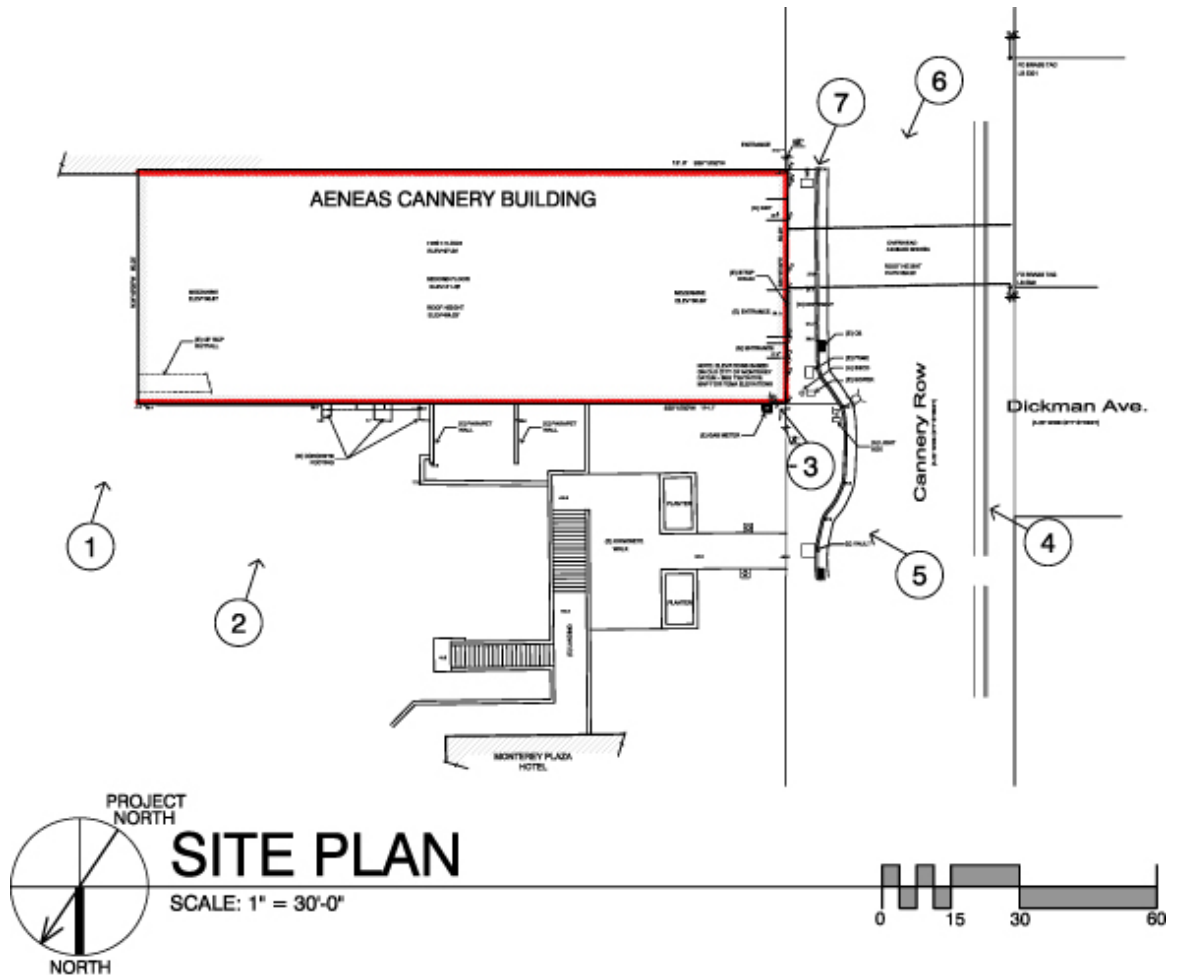
Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 7. East and north elevations, looking southwest.
- 2 of 7. North elevation, looking southwest.
- 3 of 7. North and west elevations, looking southeast.
- 4 of 7. West elevation, looking southeast.
- 5 of 7. West and north elevations, looking southeast.
- 6 of 7. West and south elevations, looking northeast.
- 7 of 7. South and west elevations, looking northeast.

Aeneas Sardine Packing Company Cannery  
Name of Property

Monterey, CA  
County and State

### Sketch Map/Photograph Location Plan



**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Aeneas Sardine Packing Co. Cannery

Name of Property

Monterey CA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 24

**Additional Documentation:**



**Figure 1.** Cannery Row looking south in the 1920s. In the foreground (arrow) is Hovden's Food Products Corporation, now the site of the Monterey Bay Aquarium. (*Photograph by G.E. Russell Aero and courtesy of the Pat Hathaway Historical Photograph Collection*).



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Aeneas Sardine Packing Co. Cannery
-----
Name of Property
Monterey CA
-----
County and State
-----
Name of multiple listing (if applicable)

Section number   8   Page   25  

**Additional Documentation:**



**Figure 2.** 1950s aerial view of the south section of Cannery Row looking northeast, with the Aeneas Cannery indicated by an arrow. *(Courtesy of the Pat Hathaway Collection of Historical Views)*

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Aeneas Sardine Packing Co. Cannery

Name of Property

Monterey CA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 26

Additional Documentation:



**Figure 3.** 1950s aerial view of the bayside (east) facades of Cannery Row, with the Aeneas Cannery indicated by an arrow. Note that the fish ladder and deck are still extant. (Courtesy of the Pat Hathaway Collection of Historical Views)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Aeneas Sardine Packing Co. Cannery

Name of Property

Monterey CA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 27

Additional Documentation:



**Figure 4.** 1945 view of west façade of Aeneas Cannery building under construction. Note that the warehouse building and crossover have not been constructed yet. The large opening shown with an arrow is where the crossover will link to the cannery building. (Courtesy of the Pat Hathaway Collection of Historical Views)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Aeneas Sardine Packing Co. Cannery

Name of Property

Monterey CA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 28

Additional Documentation:



**Figure 5.** 1946 view of west façade of Aeneas Cannery building and crossover shortly after completion. Note that the name on the crossover reads, “Aeneas Sardine Products Company.” (Courtesy of the Pat Hathaway Collection of Historical Views)

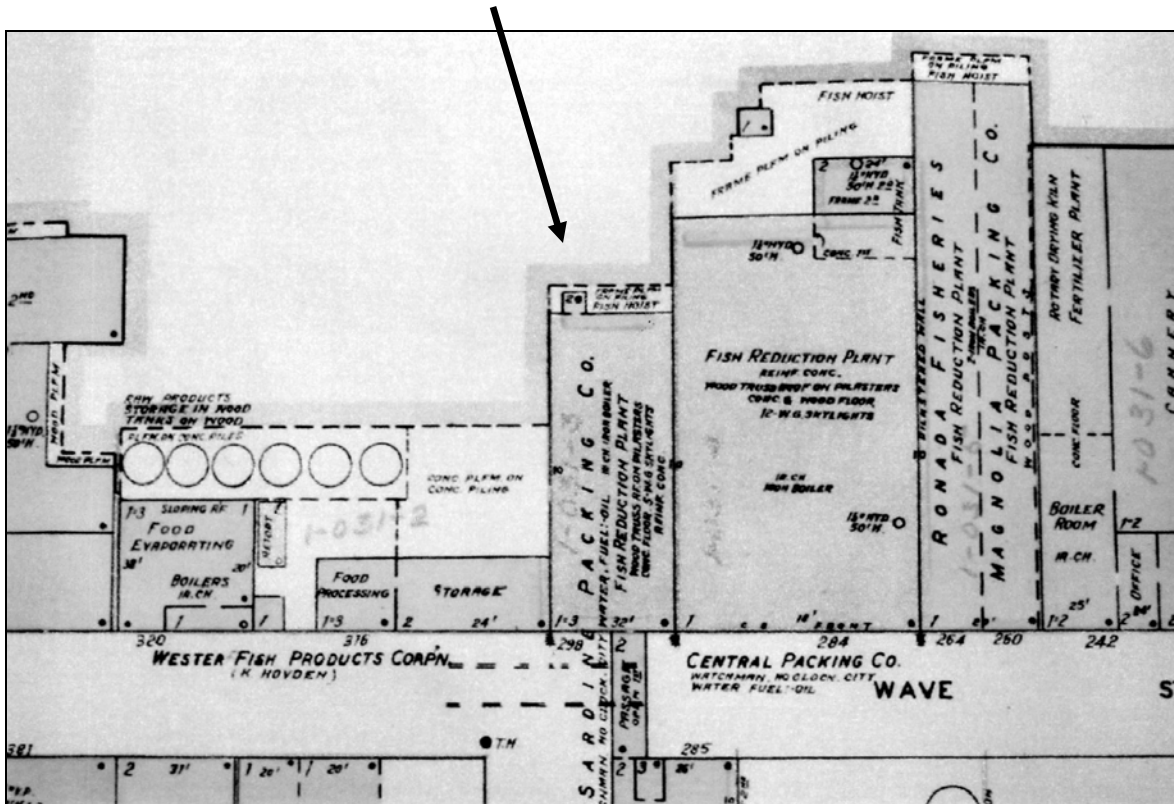
United States Department of the Interior  
National Park Service

Aeneas Sardine Packing Co. Cannery
Name of Property
Monterey CA
County and State
Name of multiple listing (if applicable)

### National Register of Historic Places Continuation Sheet

Section number 8 Page 29

**Additional Documentation:**



**Figure 6.** Copy of 1945 Sanborn map section showing the Aeneas Cannery (arrow) in the middle of the image. (Courtesy of the California History Room, Monterey Public Library)