

SOCIETY OF ARCHITECTURAL HISTORIANS

NEWSLETTER OF THE NORTHERN CALIFORNIA CHAPTER SOCIETY OF ARCHITECTURAL HISTORIANS

VOLUME 22, NUMBER 2

Fall 2019

NCCSAH Fall Tour Will Visit Historic Colma Cemeteries

This fall, NCCSAH is presenting a one-day event featuring cemetery tours in the town of Colma. On Saturday, October 19, we will gather at 10:30 a.m. at Cypress Lawn Cemetery (1370 El Camino Real) for a 90-minute program. A break for box lunches at the historic Molloy's Tavern, down the old Mission Road, a piece, will refresh us for a guided tour at Holy Cross, scheduled to conclude around 3:00 p.m.

Cypress Lawn

Cypress Lawn bills itself as “the final resting place of more prominent Californians than any other cemetery in the West.” And the roll call is, indeed, impressive, including such luminaries as William Ralston and William Sharon; Charles de Young; the Hearsts—George, Phoebe and William Randolph; California governor and senator Hiram Johnson; author Gertrude Atherton, baseball's Lefty O'Doul; Claus and Rudolph Spreckels; historian Hubert Howe Bancroft; and Silver King James Flood. Architects A. Page Brown, Arthur Brown, Jr., and George Kelham also rest at Cypress Lawn, along with cable car inventor Andrew Hallidie.

Cypress Lawn reflects the American cemetery movement from the late nineteenth century to the present. Russell Beatty, Landscape Architect and Senior Lecturer Emeritus at UC/Berkeley, has noted: “Cypress Lawn Memorial Park is a unique example of a rural cemetery movement on the West Coast that has remained intact and little changed.”

Noteworthy features of Cypress Lawn include Noble Chapel (1892), named for founder Hamden Holmes Noble, who engaged San Francisco architect T. Paterson Ross for the project. Years later, *The Architect and*



Photo: Cypress Lawn Heritage Foundation

—continued on page 7

Digging into the Past: San Francisco's Cemeteries on the Move



Workmen digging up graves in Odd Fellows Cemetery, September 28, 1931. San Francisco History Center, San Francisco Public Library

From the time the first Europeans arrived until the eve of the Gold Rush, the population of Yerba Buena/San Francisco, according to varied sources, seldom rose above one thousand. Disposition of the dead was not a problem: "In early days, when the inhabitants knew or professed no faith but that of old Mother Church. . .the dead. . .were buried in the church-yard of the mission. . . ." (*Annals of San Francisco*, p. 590)

In today's San Francisco, the Mission burial ground is the only remaining cemetery within the city limits (the Presidio's National Cemetery is outside the City's jurisdiction and the Columbarium is for above ground "in-urnment" only.) The extension of Church Street and 16th Street in 1889/90, and new construction on Church Street in the 1950s reduced its area by nearly two-thirds. About 200 headstones remain, but approximately 10,000 are buried there, including some 5,000 Ohlone.

The Gold Rush greatly increased as a diverse population corner of the globe. And to the *Annals of San* regard for last rites. from families, living focused on striking it other, "Few men would leisure as sufficed to ac-stranger—nay, even of a sion burial ground. . .or to the public

location, location, location
Cemeteries yield to development
"There's got to be a way to get those stiff
off my property."

—Rev. Wilbur Glenworthy, proprietor of Whispering
Glades cemetery, in 1965 film based on
Evelyn Waugh's novel *The Loved One*.

the tempo of life in San Francisco, poured in from nearly every that population, according *Francisco*, showed little Mostly men, separated among strangers, and rich by one way or an-then spare as much company the corpse of a friend, to a grave in the mis-cemetery. . . ."

As a result, impromptu burials occurred: "A shallow hole in the nearest open space served the purpose just as well as the grandest mausoleum would have done." One such *ad hoc* cemetery was in North Beach, located approximately at Powell between Greenwich and Filbert (others were at Clark's Point, Russian Hill and



*Halcyon Lake, Mount Auburn Cemetery.
Photo: Friends of Mount Auburn*

Telegraph Hill). “No permission had been granted by the authorities for that purpose; but after one funeral had taken place, another and another quickly followed to the same quarter, until gradually it began to be considered a public cemetery.” (p. 592)

Bodies on the Move

Soon, though (1850), the city set aside land at the site of today’s Main Library for a municipal burial ground, called Yerba Buena Cemetery. For a while, people continued to prefer “the other irregular places we have mentioned for burying the dead. But at last the property near North Beach became desirable for building purposes, and the bodies there buried were exhumed and removed [to Yerba Buena Cemetery].”

The new city cemetery presented a lugubrious impression, as noted in the *Annals of San Francisco* (p.594): “In 1850, there was nothing visible, below and around, but those loose barren sand-hills, with their pitiless firmament. . . . The dead. . . cared not for picturesque and pleasing scenery; but to the living visitor. . . the aspect of the place was sad and desolate in the extreme.” By 1854, despite the addition of flower beds and other improvements, it “is still among the most dreary and melancholy spots that surround the city.”

About the same time, Congregation Emanu-El established Emanuel Hart Hebrew Cemetery at a site bounded by Franklin, Gough, Vallejo and

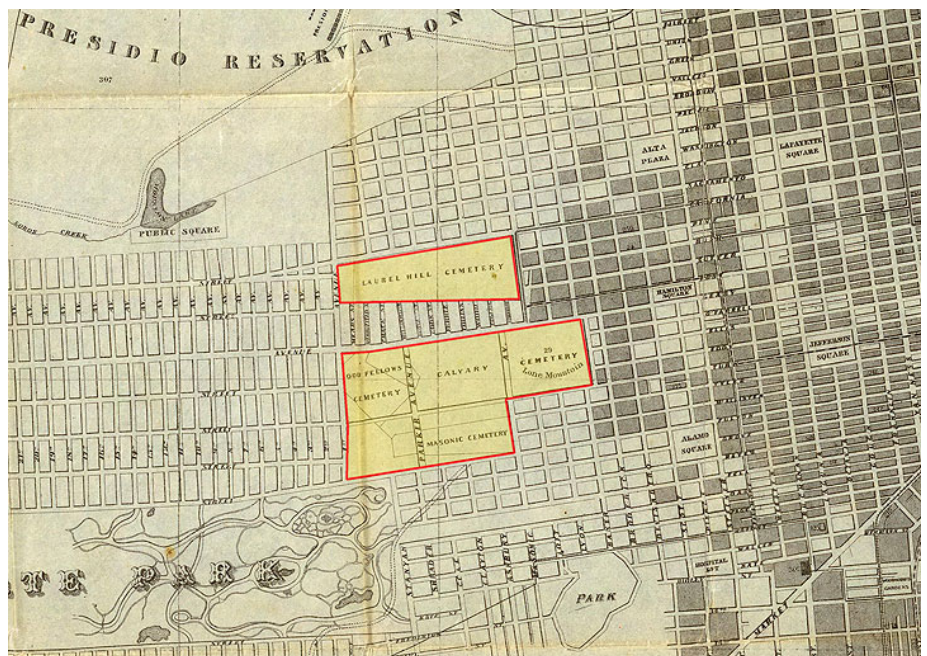
Broadway. When development began to encroach on that neighborhood, Temple Emanu-El, and Temple Sherith Israel, acquired the two block site now occupied by Dolores Park (1860).

Within a decade Yerba Buena was full and closed to additional burials. Remains were removed in 1871 for construction of the new City Hall. Yet, more recent construction projects at the site, including the Main Library, have turned up additional remains. Some of those removed in 1871 were reburied at the Golden Gate Cemetery (site of today’s Lincoln Park), which the city had established in 1868. It grew to include a potter’s field for the indigent and accommodated some 18,000 burials, by the time of the last interment (1898), representing diverse ethnic/cultural and religious communities of the city.

And so, impelled by population growth—nearly 150% between 1870 and 1900—the odyssey of San Francisco’s dead continued, from burial site to burial site, ever farther westward and, eventually, southward, out of town entirely, in the half century that followed the prohibition of all further burials within the city limits, in 1901.

Lone Mountain Cemeteries

The city’s most desirable burial sites, by the 1860s, were the four cemeteries—Calvary, Masonic, Odd Fellows and Laurel Hill—occupying the heights at



1873 map of San Francisco cemeteries. Courtesy of David Rumsey. foundsf.org

Lone Mountain. There were to be found some of the earliest signs of the influence, locally, of the rural, or garden, cemetery.

By the time the Gold Rush had catapulted San Francisco into the ranks of rapidly growing American cities, the “rural cemetery movement” was well established in the East. Mount Auburn, in Cambridge, Massachusetts, was the first rural cemetery in this country, drawing its inspiration from examples in England and France. Established in 1831, it was followed, before the end of that decade, by Laurel Hill Cemetery in Philadelphia, Green Mount in Baltimore, Green-Wood Cemetery in Brooklyn and Mount Hope Cemetery in Rochester, New York.

“Planned as serene and spacious grounds where the combination of nature and monuments would be spiritually uplifting, they [rural cemeteries] came to be looked on as public parks, places of respite and recreation acclaimed for their beauty and usefulness to society. . . . [H]illy, wooded sites were enhanced by grading, selective thinning of trees, and massing of plant materials which directed views opening onto broad vistas.” (*National Register Bulletin: Guidelines for Evaluating and Registering Cemeteries and Burial Places*)

The *Daily Alta California*, (November 27, 1853) took pride in the announced plan for a cemetery on San Francisco’s Lone Mountain: “. . . like other large cities we are to have a rural cemetery” combining “the beauties of nature and of art. . . .”



Noble Chapel, Cypress Lawn Cemetery.
Photo: cypresslawn.com

Writing of the transformed site, the authors of the *Annals* described the typical garden cemetery: “Delightful dells, scooped out among the hills, with the evergreen oaks bordering and fringing their quiet beauty; valleys smiling all over with flowers, of every hue, and knolls covered with shrubs, rejoicing in their crowns of white lilac. . . . These [avenues] are as serpentine and zigzag as nature herself could dictate. Sweeping round the hill-sides, running through vales and dingles, suddenly turning at acute or obtuse angles, now in a straight line, now a curve, all of the grounds, when completed, will form one of the most curious and beautiful diagrams imaginable.” (p. 597)

City Orders Cemeteries Out of Town

Removal of the cemeteries from San Francisco was the result of a long process that, one might say, moved at a funereal pace. Voices were first raised in the 1880s calling for the end to burials in the city and the removal of all remains. Final exhumations did not take place, however, until 1948. There was resistance to ending burials in the city. Once that barrier fell, resistance to exhumation and relocation outside the city fell, too.

In 1900, Mayor Phelan signed an order that prohibited burials within the city and county after August, 1, 1901. In 1913 the Board of Supervisors ordered all cemeteries closed and bodies removed. The voters, however, overruled the Board.



Portion of Old Lodge/Office Building at Holy Cross
Shea & Shea, 1902. Photo: COHP

Early in the 1920s, the California Legislature voted twice to allow abandonment of the cemeteries and removal of remains. Resistance continued, until 1937, when the Board of Supervisors once again ordered “disinterring and removal of human bodies.” This time, voters upheld the decision. In that year, withdrawal by the Catholic Archdiocese of its opposition to the closing of Calvary (resistant to disturbing the final rest of the dead) was a major factor in finally allowing disinterment to proceed.

Staking Out Colma

With no easy access to the North Bay or the East Bay, at the time, the Peninsula was the logical place to turn to in the search for new burial grounds. The population for the whole of San Mateo County in 1890 was 10,087. The small unincorporated town of Colma had certain advantages: close to the city, it sat on the Mission Road (El Camino Real) and had direct streetcar and rail service from San Francisco.

In 1886, with Calvary at capacity, the Catholic archdiocese bought 179 acres lying between San Bruno Mountain and the Mission Road. The first cemetery to locate in what was to become Colma, Holy Cross received its first remains the following year. The cemetery, at nearly 300 acres, is laid out in mostly orthogonal form, but some curved roads and landscaping give it “some of the picturesque and open feeling of the rural cemetery style. . . .” (*BART. . . Historic Resources Evaluation Report*)

Cypress Lawn, which claims the distinction of being the first non-sectarian cemetery in Colma, opened in 1892, originally on a 47-acre site east of the Mission Road/El Camino. By the turn of the century, the cemetery purchased an additional 100 acres, on the west side. Its founder, Hamden Noble, a leading member of San Francisco’s business community, traveled the country visiting cemeteries. He returned home sold on the concept of the rural cemetery.

It is the original portion of the cemetery, east of the El Camino, that best reflects the rural, or garden concept. Curved roads wind over the hilly site, marked by lakes and fountains and planted with large numbers of trees and shrubs, creating

Funeral Cars



A 1905 ad for the United Railroads proclaimed, “Elegantly equipped cars for funeral purposes to all cemeteries in San Mateo County, furnished at reasonable rates. Quick service, privacy and courtesy assured.”

Funeral cars were introduced into service to cemeteries in Colma, soon after the San Francisco & San Mateo Electric Railway extended its streetcar line south from Daly City, in the 1890s. Poor transportation alternatives at the time, prompted funeral homes in San Francisco, joined by Cypress Lawn Cemetery Association, to ask for the funeral car service.

The cars held a compartment at one end for the casket and a section furnished with wicker chairs for the mourners. The United Railroads after absorbing the SF&SM in 1902, expanded the service with new cars that offered cushioned seats, carpeted floors and window drapes.

By 1908, improved roads and the advent of the auto hearse reduced the demand for funeral cars. United abandoned the service by 1921, and scrapped the fleet in 1926. The company, under the name Market Street Railway, continued to provide interurban service over the route to San Mateo. Muni, which acquired the system in 1944, abandoned the streetcar line entirely in 1949.

(Source: Charles A. Smallwood, *The White Front Cars of San Francisco* (1971), p. 258). *Side View of New Funeral Car 3 at Olivet Memorial Park/November 14, 1905. Courtesy of SFMTA Photography Department & Archive*

the desired “natural” effect. Graves and family mausoleums are irregularly spaced over the grounds, rather than in ranks, contributing further to the picturesque impression.

The western portion of Cypress Lawn shows the evolution of cemetery design underway elsewhere in the country by the end of the 19th century. The “lawn-park” concept that succeeded the ideal of the rural cemetery favored open, parklike grounds, with expanses of manicured lawns and few trees or other landscaping. Flat monuments or headstones replaced statuary and prominent crypts, and no fences were allowed between plots. What this “new” ideal came down to is easier maintenance and therefore lower costs that at this time were supported by perpetual care surcharges on every burial.

Other cemeteries relocate to Colma

Other cemeteries soon followed the pioneers, Holy Cross and Cypress Lawn, to Colma. Removals from the two Jewish cemeteries on Dolores Heights to Home of Peace and Hills of Eternity, in Colma, began in 1889. Congregation Beth Israel, which had shared a portion of the Golden Gate Cemetery since 1877, relocated to Salem Memorial Park, 1891.

Closed in 1909, the balance of remains at Golden Gate were transferred to Colma. Apparently not all made the journey, however; excavation in 1993 for construction at the Legion of Honor turned up some 700 bodies. In 1939-41, some 35,000 remains at Laurel Hill made the journey and were reburied at Cypress Lawn, and about 55,000 graves were transferred to Holy Cross from Calvary. Around 26,000 Odd Fellows moved to Colma by 1933, to the “Odd Fellows Section” of Greenlawn Cemetery, and the Masons made the journey to Woodlawn Memorial Park (established 1904), between 1923 and 1941. Most of the reburials were in mass graves.

The availability of so much prime land in the heart of the city did not exactly produce a land rush. Construction of homes in Jordan Park occurred in the first two decades of the 20th century, and development of a residential subdivision on the site of the Odd Fellows Cemetery began in the 1930s. St. Ignatius College (USF) and the San Francisco



As much as changing taste, the increasing costs and the difficulty of navigating around monuments led to promotion of the “lawn-park” cemetery, by the end of the 19th century. Expansive lawns with minimal other landscaping, and requiring grave markers to be nearly flush with the turf, facilitated mowing and other ground-keeping chores. Photos: Cypress Lawn Cemetery

College for Women built campuses on former cemetery property (1927 and 1923 respectively). In 1953, Fireman’s Fund Insurance Company acquired the site of Laurel Hill Cemetery for construction of its headquarters. The latter is the subject of a recently approved mixed use development that would include nearly 750 units of housing.

The public good was well served by the vacating of the cemeteries. In 1905, at the urging of Mission District residents and business interests, the City acquired the land formally occupied by two Jewish cemeteries for what became Dolores Park. In 1909 the City turned over the land of the Golden Gate Cemetery to the Park Commission, which dedicated it in that year as Lincoln Park. The Legion of Honor was built in the park in 1924. In the mid-1930s, the Playground Commission acquired about 6 1/2 acres of land from the Odd Fellows and with WPA assistance, began development of what would be the Angelo J. Rossi Park.

—conclusion on page 11



*Family crypt at Holy Cross recalls wayside chapel of Gothic Age.
Photo: John Gateley, flickr.com*

Engineer described it as “a splendid example of his early work.” Ross took his inspiration from St. Giles Church in Stoke Poges, England, where Thomas Gray composed his “Elegy Written in a Country Churchyard” (1751). In 2014, the chapel underwent a thorough restoration.

To rebuild the administration building (destroyed in 1906) and to design a mausoleum, Noble turned to another San Francisco architect, Bernard J.S. Cahill. He was the architect for a crematorium at the Odd Fellows Cemetery (1895/not extant), in San Francisco, and the Columbarium (1898). The office building is in the form of a Renaissance Revival villa. The mausoleum contains 36,000 square feet of glass ceilings.

There are many architecturally distinguished family crypts or mausoleums at Cypress Lawn, including the Charles F. Crocker family mausoleum, designed by A. Page Brown; the Hearst family tomb, by Albert Schweinfurth; and the Tevis Monument, by John Galen Howard.

Molloy’s Tavern This 1883 building on the old Mission Road in Colma originally housed a saloon and hotel for workers who were building the cemeteries. In 1927,

during Prohibition, Frank Molloy, a bartender and saloon keeper in San Francisco, bought the establishment, which enjoyed a thriving business as a speakeasy. Molloy’s continued to prosper after repeal, in 1933, largely because it was near the cemeteries, Holy Cross, in particular. The *SF Irish Herald* reported: “Though Molloy’s dwells in the valley of death, at the gates of the marble orchard, the lights are always twinkling in the windows, and a steady stream of black-clad mourners duck in for a soothing pint.”

Still family owned and operated, Molloy’s will provide a friendly venue for our lunch break.

Holy Cross Catholic Cemetery

Holy Cross is the oldest (1887) and, with more than 300,000 interred on nearly 300 acres, the largest among the seventeen cemeteries, including one for pets, that exist in the town of Colma.

Not to be outdone by Cypress Lawn, Holy Cross, too, can claim a healthy roster of famous figures among its graves: San Francisco pioneer Juana Briones de Miranda, Chronicle publisher M.H. de Young, mayors James D. Phelan (also later U.S. Senator), Angelo Rossi, Eugene Schmitz, Joe Alioto and George Moscone; artist Benny Bufano; Bank of America founder A. P. Giannini; Governor Pat Brown, and baseball great Joe DiMaggio. It even has its own Silver King, James Fair.

Of interest are the Old Lodge/Office Building, by Frank and William Shea (1902), in the style of Richardsonian Romanesque expressed in grey rock-faced Colusa sandstone and a slate roof. Shea & Shea also did the cemetery gates across the Mission Road (1902). Many family tombs of distinction include those of the James Fair family and the Phelan mausoleum.

Cost for the full day of events, including lunch is \$30 per person for members/\$60 for nonmembers, including a one-year membership in NCCSAH. Capacity for the cemetery program is 30 participants. Sign on, now. See registration form on page 11.

The Silver State Hosted NCCSAH Memorial Weekend

Under normal circumstances, travelers can expect a train's departure from its originating station to be on time—or close to it. That was not so for our Memorial Day weekend program in Nevada. Most in our group of 30 discovered on arriving at the Emeryville station that our California Zephyr would depart some three to four hours late.

Weather was decent, the station not an entirely unpleasant place to spend some unexpected free time, and most seemed to take it all in stride. Once on the rails, we settled in to enjoy the pleasures of train travel, including striking scenery as we began the climb into the Sierras. At the higher elevations, there was still a fair amount of snow on the ground, evidence of our recent “normal” California winter.

Detraining in Reno, the evening of Thursday, May 23, having made up some of the lost time, we were whisked out of town in a mini-bus en route to Nevada's state capital, Carson City. Accommodations at the Carson Tahoe Hotel placed us within easy walking distance of all the sites on our program the following day.

Ron Roberts was our principal guide on Friday for tours that included the Capitol and the Carson City Mint & Nevada State Museum. Docent Woody Davis shared the group on our Capitol visit; and Don Dallas, Cora Johnson and Beverly Wickle took over at the mint, explaining the process of minting both gold and silver coins that took place there between 1870 and 1893. An underground mine exhibit at the museum conveyed a very convincing experience of a silver mine, an experience confirmed on a tour of a real mine the next day in Virginia City.



Photo: Bill Kostura

“Thank you. . .for a well planned, thought-out itinerary. And especially for focusing on towns with \$4 martinis.”

—A Satisfied Customer

Friday wound up with a walk through a historic residential neighborhood with Ron Roberts. Across the street from the 1909 classical revival governor's mansion stands the Bliss Mansion. The current owners, Steve and Cindy Breneman, graciously welcomed us to their restored and remarkably furnished home and gave us full access to its 15 rooms. Duane L. Bliss, a timber man who got rich selling lumber to the developers of Comstock mines, built the house in 1879.

On Saturday morning our rail adventure resumed with a trip on the historic Virginia & Truckee RR to Virginia City. We are grateful to hotel manager Sharon Slater, who organized our stay at the Carson Tahoe Hotel, for providing shuttle service to the V&T train station, and to Elaine Spencer, V&T Railroad manager, who secured group-rate tickets for our train trip. A steam locomotive dating from 1916 pulled a string of vintage Pullman cars through rugged terrain on a steady climb of more than 1300 feet to the home of the Comstock Lode.

After pausing for lunch, we began two days of visits to many of historic Virginia City's sites. A broad sampling gave a good sense of the thriving city of some 25,000 inhabitants at the height of the Comstock boom—where and how its people toiled, where they took their entertainment, how the wealthy lived, where families worshiped and where they educated their children.

Docents Wes and Tammy Francis led our group. Whitney Brunson took us through Piper's Opera House, D.T. Burns and Mike Robinson walked us through an actual (though inactive) mine, the Ponderosa, and Richard St. Clair led a lively, “ghost-

busters” kind of experience at the Washoe Club.

On Sunday morning, Deke DiMarzo led a walking tour of town that included stops at Silver King John Mackay’s mansion. There docent Dawn Dessaussois ably described the house, its contents and its history. At the Comstock Gold Mill (described as the last fully operational stamp mill dating to the 1860s). Outlaw Dave explained and demonstrated some of the machinery for processing ore.

Lara Mather hosted us at the Fourth Ward School, where we paused for a box lunch. Opened in 1876, the school operated for 60 years, and opening in 1986 as a museum after extensive rehabilitation, it provides a vivid sense of a large schoolhouse of its period that is rarely found elsewhere. Finally, docent Paul Eades gave an informative tour of the Catholic Church of St. Mary in the Mountains (1877), describing the years of neglect and its stabilization and restoration, completed in 2009.

Light snow (!) was falling at the time of our early morning departure from Virginia City, on Monday the 27th. Our excellent driver navigated carefully though the slight disturbance to the Reno Amtrak Station. With our eastbound experience fresh in mind, and realizing that the distance from Chicago to Reno is about 2200 miles—giving ample opportunity for delays—there was some concern among us. But our Bay Area-bound Zephyr arrived nearly on schedule and returned us to the Bay Area without incident.

In addition to the guides and docents mentioned herein, to whom we offer our many thanks, we are very grateful to Katie De-muth, tourism and marketing manager for the Virginia City Tourism Commission. She started working with Ward Hill as far back as December 2018 to organize all our tours in Virginia City.

Photo Gallery: Nevada Tour



More photos and credits on next page



—Photos beginning page 9 and continuing page 10:
Taking in the scenery from the observation car on the California Zephyr. Cindy and Steve Brenneman welcome us to their historic Carson City home. Group shot in front of portrait of the Silver Queen, at the saloon of the same name in Virginia City. The dress is composed of more than 3200 silver dollars. Photos: Paul Turner

Last fully operational stamp mill, dating to 1860s, at Virginia City. Women in period dress welcome our group to the Virginia and Truckee Railroad at Carson City Depot. House in Carson City historic district. Photos: Ian

Other Events Of Interest

California Historical Society

Exhibitions: *Overland to California: Commemorating the Transcontinental Railroad*. Through October 20, 2019

678 Mission St., San Francisco

<https://www.californiahistoricalsociety.org>

Society of Architectural Historians Southern California

Exhibition Tour: *J.R. Davidson: A European Contribution to California Modernism*

Santa Barbara, Saturday, October 5, 2019, 10:30 am

sahscc.org

National Trust for Historic Preservation

Conference: *PastForward*.

October 10 - 12, 2019 Denver

<http://www.pastforwardconference.org/pastforward19/>

DOCOMOMO Northern California

Tour: Modernism in San Francisco's Chinatown

Saturday, October 12, 2019, 11:00 am - 12:30 pm

docomomo-us.org/events

San Francisco Heritage

Lecture: Janis: Her Life & Music. Thursday, October 17, 2019, 6:00 pm. The Bindery, 1727 Haight St. Limited Availability. <https://www.sfheritage.org/lecture-series/>

California Preservation Foundation

36th Annual California Preservation Awards

Friday, October 18, 2019. Mark Hopkins Hotel

San Francisco. <https://californiapreservation.org>

Registration: Historic Colma Cemeteries

[please print]

Name _____

Affiliation _____

Address _____

City/State/Zip _____

Email address _____

Registration:

October 19, 2019

Number in my party: _____

Members \$30 per person _____

Non-members \$60 _____

(includes one-year membership in NCCSAH)

Prices includes lunch
and all tour fees

Total enclosed: \$ _____

Please make checks payable to NCCSAH and mail to:

Ward Hill
NCCSAH Historic Colma Cemeteries
3124 Octavia Street, #102
San Francisco, CA 94123

For more information please contact
Ward Hill at whill@pacbell.net.

Membership Dues

Is your membership current?

At \$30 per year,

NCCSAH membership is still a great deal.

Please see the coupon on the last
page for details.

NCCSAH Web Site

Our thanks to tech wizard Ruth Gumnit who, working with board members, created a new look for our chapter's website. We are pleased with the result and hope you find it a pleasure to visit. nccsah.org

—continued from page 6



2014 Aerial view of Colma, CA. www.landsat.com

Next Stop?

Will it be necessary to repeat the San Francisco experience when the Colma cemeteries reach capacity? It seems unlikely that disinterment and relocating of remains now resting in Colma would be undertaken. However, space is finite, and there will be a point when cemeteries reach their limit. Estimates of remaining capacity vary, and each cemetery has a different outlook, but one projection is that Colma, overall, may be able to receive burials for the next forty years. Much will depend on preferences regarding disposition of human remains. According to nationalcremation.com, in 1960, only 3.6% of Americans chose cremation; projected rate for 2030 is 70.6%. If that proves true, Colma may continue to be San Francisco's necropolis for many, many more years. And there is always "space" out there. Go to pages.celestis.com

SOCIETY OF ARCHITECTURAL HISTORIANS

The mission of the NCCSAH is to promote the study and discussion of our region's architectural history and its related fields; visit significant works of architecture; and increase public awareness and appreciation of our historic built environment. Membership is open to anyone interested in architectural history and its related fields.

NCCCSAH Officers

President, Rich Brandi
Vice President, Paul Turner
Treasurer, Ward Hill
Secretary, Don Andreini
Membership, Ian Berke

**Remember you do not have to be
a member of the National SAH to
become a member of NCCSAH
Join or Renew Now!!
Individual \$30.00
Make checks payable to NCCSAH**

Please send your ideas or comments
concerning The Newsletter to:
Don Andreini
NCCSAH Newsletter Editor
dandreini@sbcglobal.net

**To become a member of the Northern California
Chapter of the Society of Architectural Historians**
or to renew your membership return this form
and your dues check for \$30 made out to NCCSAH
to

Ian Berke, NCCSAH
Ian Berke Real Estate
2824 Clay Street
San Francisco, CA 94115

Name _____

Affiliation _____

Occupation _____

Street Address _____

City, State, Zip _____

Cell Phone _____

Home Phone _____

E-mail address _____

NCCSAH is a 501(c)(3) organization

***Reminder: NCCSAH annual membership dues are
now \$30. Please remit payment of \$30 on your next
renewal anniversary.***