

# LANDMARKS

*Living History ~ The Tradition Begins With You*

Spring 2024

The Hugo Keil family with their collie visiting houseboats in Belvedere Cove circa 1900.



**Golden Gate Bridge Cables Built In Tiburon  
Dogs in Early Tiburon & Belvedere  
Mary Brazil - A Unique Portuguese Dairywoman**

**Tiburon Yachtsmen Ashore in 1900  
Become a Landmarks Member  
Old St. Hilary's Concerts**

# President's Corner

Happy Spring! It looks like event and site operations have returned to our usual energetic pace. Landmarks' sites hosted over 12,000 visitors in 2023 and we're anticipating even more in 2024.

Once again, we look forward to hosting our third-grade tours from local schools at the Railroad & Ferry Depot Museum and China Cabin. Each year, over 150 students come to learn about our Tiburon Peninsula's rich history and colorful personalities on "both sides of the tracks" from the early 1800s through the present. Watching children's faces when they first see the model train exhibit circa 1909 at the Depot Museum or hear stories of passengers crossing the Pacific on great paddle wheel steamers in the 1870s, never gets old.

Keeping our five historic sites maintained and in good repair continues to be the top priority for our Landmarks Board. Patty Flax, our Executive Director, has been working with the Tiburon Peninsula Fire Department to implement their fire safety recommendations for Old St. Hilary's Mission Church. Plans include the installation of a fire-safe gravel buffer around the perimeter of the buildings and a fresh coat of paint for the exterior.

At China Cabin, which is now almost 160 years old, we replaced all the doors and painted the exterior. We treated the historic cottage at the Art & Garden Center for termites and are now working on the beautiful gardens for the start of wedding season. At the Railroad & Ferry Depot Museum, we're working with the Town of Tiburon to remedy roof leaks that showed up during last winter's heavy rains. To improve safety and security, we're finalizing new Emergency Action Plans for each of our sites and archives with site plans posted prominently to ensure everyone is safe in case of earthquake, fire or disaster.

Paige Petrini, our events coordinator, has 42 events – weddings, family gatherings, milestone events – booked at our Landmarks sites this year. This includes 21 at Old St. Hilary's Mission Church, 7 at China Cabin and 14 at Landmarks Art & Garden

Center. These one-of-a-kind locations are extremely popular with locals and visitors and their rentals contribute greatly to our general fund since we rely entirely on memberships and donations. In late 2023, Landmarks was blessed with a generous donation from a local estate which will go to our endowment fund that generates income in perpetuity for site maintenance and repair. To kick off our 2024 annual campaign in the fall, we hope again to run a matching campaign for the fireproofing at Old St. Hilary's. To get started, we need a seed donation. If you'd like to talk more, or get a copy of our Annual Report, please contact the Landmarks office.

In February, we welcomed new office administrator Maren Jaffe. Her organizational skills and involvement with Reed Schools serve her well in her new role. Please stop by the next time you are at the Boardwalk and say hello.

We hope to see you at one of our 2024 concerts at Old St. Hilary's (see p. 12) which feature some great performances. Tickets are limited and sell out fast! Thanks to Dave Gotz for managing these popular concerts.

As always, this time of year we need to add to our team of volunteers and docents. If you would like to be a docent at one of our historic sites, or help out in the archives or the office, please contact us at 415-435-1853 for more information. Docent training is offered and there's no better way to learn about and share our fascinating history.

Sincerely,

*Phil Cassou*



# Director's Message

Spring is finally here and the wildflowers up at Old St. Hilary's are already in bloom with more to come! We've been busy at all of our sites preparing for our open season and I am thrilled to see our beautiful chapel on the hill getting a much-needed makeover. Hadley Construction is working on repairing dry rot and Kunst Painting, Inc. is patching and painting the exterior of the chapel, bell tower and outhouse. The restoration of our beloved landmark is occurring at



the same time we are putting the finishing touches on the replacement of six doors at the China Cabin along with the painting of the social salon's exterior and gold leaf on the interior of the doors.

Phil Cassou has been busy curating new exhibits for

visitors at the Railroad & Ferry Depot Museum. He has over 40 unique railroad tools labeled and identified for museum guests. Recently we received a working time punch clock from Landmarks supporter Chris Morrison, and now our third-grade visitors can look forward to punching in and out at the museum like the workers in the Northwestern Pacific Railroad shops did over a hundred years ago.

The completion of all of these projects is yet another milestone in our ongoing mission as well as a testament to the commitment of our members and supporters. Without your generosity and your belief in our work, none of this would be possible.

There is still much to be done. I'm confident that with your support, we will continue to cross projects off of our list like the hardscape at Old St. Hilary's for fire protection.

On behalf of the Landmarks team, I extend my gratitude to all of you, whether volunteering, advocating or contributing financially. All are critical to our successes and will ensure that we can continue to preserve, protect and promote our shared past.

With history in mind,

*Patty Flax*

## Landmarks Society

### 2024 Board Officers

Phil Cassou, *Board President*

Suzanne White,

*Board Vice President*

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Brooke Halsey, *Co-Treasurer*

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Bob Harrison    Gay Keil

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Patty Flax,  
*Executive Director*

Jennifer Hartung,  
*Archivist*

Maren Jaffe  
*Administrative  
Assistant*

Paige Petrini,  
*Events Liaison*

## Editors/Writers:

Piper Berger, Phil Cassou,  
Susan Cluff, Patty Flax,

Jennifer Hartung, Walt  
Johnson, Mike Moyle

## Design:

Mark Shepard,  
shepgraphics.com



Except where noted, all photos  
from the Landmarks Archives

# A Makeover for Old St. Hilary's

You may have noticed that we have begun repairs and painting of the exterior of Old St. Hilary's with the help of Hadley Construction and Kunst Painting, Inc. We expect to be finished in the next week or two. Thank you to all of our members who contributed to last year's matching campaign, which made the project possible.

**Our next challenge** is to fund a five-foot hardscape perimeter around the chapel as required by the Tiburon Fire Department. **We can't do it without you!** Please inquire with us for more information about how to participate in our upcoming matching campaign August 15 - September 15. We are looking for a generous supporter to match donations, which is one of the most impactful ways to help us raise critical funding. Please help us protect our historic chapel from both wind blown embers and vegetation fires.



## Landmarks Society Member Social



**Celebrate Spring  
in the Gardens  
Thursday, April 25th,  
4-7 p.m.  
Music, Wine & Nibbles  
Please Join Us!**

The Landmarks Art & Garden Center  
841 Tiburon Boulevard  
RSVP 415-435-1853  
office@landmarkssociety.com

## Become a Docent for Landmarks

If you'd like to learn more about our local history, share your talents and make new friends, consider volunteering as a docent at one of our historic sites. Docents typically work once a month for three hours or more often if they prefer. You will welcome visitors and locals, work with school groups and help to host special events.

### OPEN SEASON APRIL - OCTOBER

#### Railroad & Ferry Depot

Wednesdays & Weekends 1-4 pm

Old St. Hilary's Sundays 1-4 pm

China Cabin Weekends 1-4 pm

#### Art & Garden Center

May - October, Sundays 11-3 pm

To Volunteer call Maren Jaffe at 415-435-1853



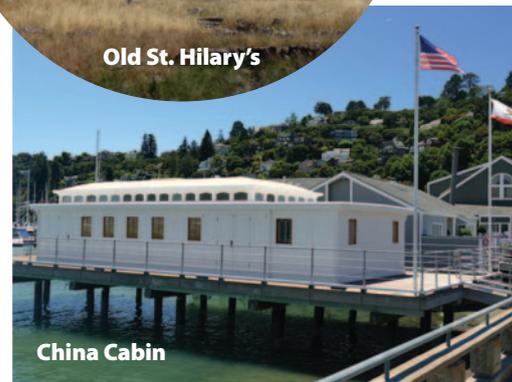
Old St. Hilary's



Railroad & Ferry Museum



Art & Garden Center



China Cabin

# GOLDEN GATE BRIDGE CABLES BUILT HERE IN TIBURON

By Susan Cluff

On January 5, 1933, amid the Great Depression, construction began on an ambitious new suspension bridge over the Golden Gate strait between San Francisco and the North Bay. Considered unbuildable until engineers Joseph Strauss, Leon Moisseiff and Charles Ellis conceived of its final suspension design with its two tall towers, the Golden Gate Bridge cost \$35 million and employed thousands of workers before it opened on May 27, 1937.

Among those workers were many local men desperate for a job, any job, no matter how dangerous. About one in four men then were unemployed, while union pay was \$4-11 dollars per day plus a lifetime of bragging rights if they survived. Word spread fast that jobs were available, and as construction contracts were awarded and work on the bridge began, spirits began to rise along with the economy.

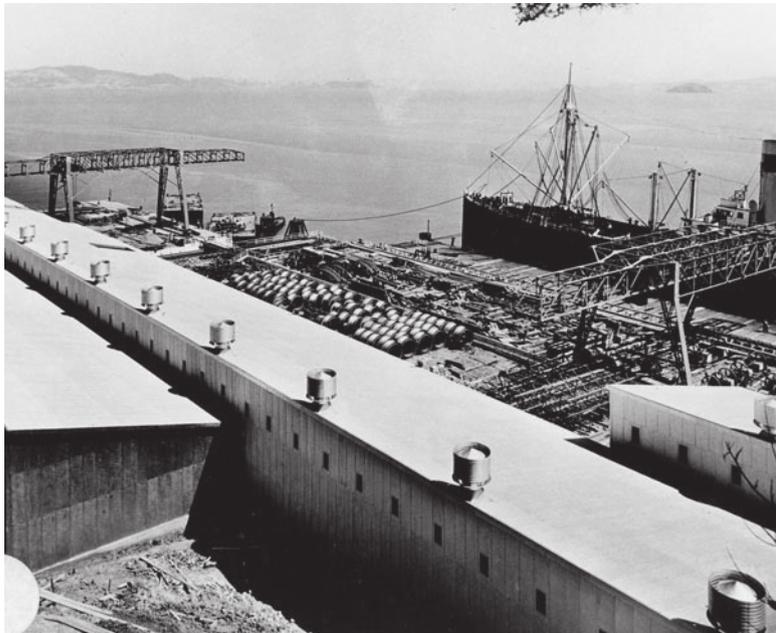


“Everybody who worked on the bridge, knew it was special,” said Slim Lambert, a former stevedore and lumberjack turned ironworker. Voters in the six North Bay counties felt the same, passing a special parcel tax in 1928 for planning costs and in 1930 approving a \$35 million bond issue by a three to one margin.

While construction was supervised and carried out by McClintic-Marshall Construction, John A. Roebling & Sons (who’d built the famous Brooklyn Bridge), a division of Bethlehem Steel, won the \$5.5 million contract to supply and install the steel suspension cables that would support the mile-long span of roadway over the gate’s treacherous waters.

In 1933, *Sausalito News* announced that the firm had leased the old U.S. Navy coaling station and

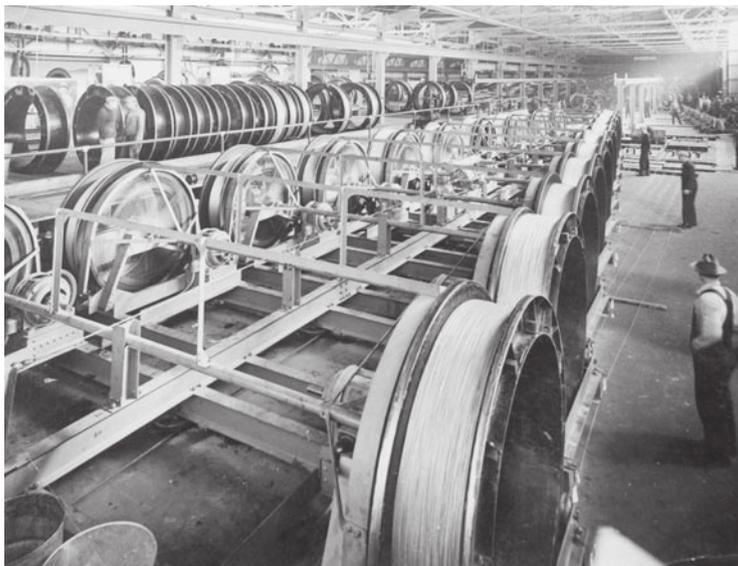
Left: Cable spinners on the bridge were buffeted by high winds, fog and even ice, and faced constant risk of falling to their deaths into the waters below. (Photo: Golden Gate Bridge, Highway & Transportation District)



Roebing cable plant on the eastern side of the Tiburon Peninsula in 1935. (Now SFSU Estuary & Ocean Science Center)



Steel wire from New Jersey was shipped and unloaded on the wharf of the Roebing plant where it was washed, wound and reeled into cables for the Golden Gate Bridge.



Bridge cables being twisted and rolled in the Roebling plant circa 1935. After being wound onto reels, the cables were barged to the Golden Gate.



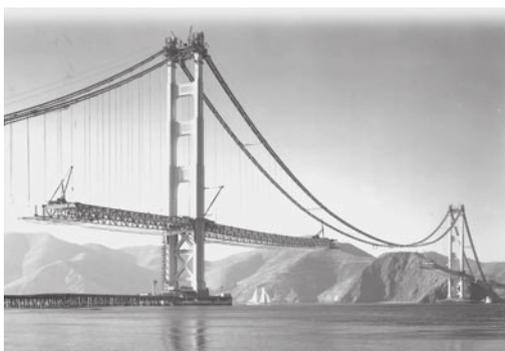
Bridge workers built a catwalk to connect the towers at both sides of the Golden Gate strait so they could attach the suspension cables to hold up the bridge roadway. (Photo: Golden Gate Bridge, Highway & Transportation District)

Finkbine lumber operation in California City near Tiburon (now SFSU Romberg Center) as a production depot and was constructing a new seawall, wharf and a second large warehouse.

Steel wires for the bridge cables were manufactured at the Roebling plant in Trenton, New Jersey, shipped from the East Coast in 400-pound bundles through the Panama Canal and unloaded at the pier in Tiburon. About 150 men worked at the facility under manager Fred Hammond washing off the wire's protective wax coating, weaving and winding cable wires onto reels, then barging them to staging areas under the bridge.

There, Roebling's riggers, hoisting engineers, and cable spinners used the company's patented cable spinning machines to pull each pencil-thin wire from the anchorage at one shore, up and over both towers on to the other anchorage, secure it, and send it back. After many back-and-forth trips, they'd bind the wires into heavier strands and compact them into two long cables three feet in diameter, each containing 27,572 individual wires.

Starting in October 1935, the whole "spinning" process took just six months and nine days. Workers then attached vertical cables every 50 feet or so to carry the suspended roadway truss and pavement. Finally, all the cables and metal work was primed



The main roadway span is suspended from two cables hung from the bridge towers, 265 feet above mean high water. (Photo: Golden Gate Bridge, Highway & Transportation District)

and painted International Orange along with the rest of the bridge.

The work was hazardous. Local papers reported a number of workplace accidents at the plant—a heavy roll fell on a worker, damaging his vertebrae. Others were cut by sharp wires or had their hands or feet crushed in the spinning machines. For those working high on the bridge, the dangers were even greater.

"My first day on the tower (746 feet up), I was a little scared because I had never been up there, recalled cable spinner Gred Brusati in *Building the*

*Golden Gate Bridge*. We crawled across these I-beams and I figured, well, they're only about two- or three-feet wide. ... if anything happens, I'm a goner."

As a result, safety regulations on the bridge were some of the most rigorous in the history of bridge-building. A safety net was installed that saved the lives of 19 men during construction. All bridge workers had to wear safety lines, hard hats, respirators, and glare-proof goggles to ward off "sun blindness." Special hand and face cream was provided to protect against the wind and workers ate special protein-rich diets to help fight dizziness. Anyone who didn't follow safety rules was dismissed.

After the bridge was completed, it was hoped that Roebling would keep its cable plant in Tiburon — the County built a new access road to the facility through Reed Ranch (now Trestle Glen). But by 1937, the production plant was closed and most of its machinery removed.

In 1940, the U.S. Navy took over the site for the Naval Net Depot, constructing anti-submarine netting from steel cables to protect harbors from attack during World War II. In 1978, San Francisco State University started a field station and marine laboratory, and later an Estuary & Ocean Science Center studying coastal ecosystems.

# Tiburon Yachtsmen Ashore in 1900

By **Walt Johnson**,

Corinthian Yacht Club Historian  
*Photos courtesy Corinthian Yacht Club  
History & Artifacts Collection*

The Corinthian Yacht Club of San Francisco has had its clubhouse in Tiburon since 1887. Although founded by ardent yachtsmen, not all of the club's activities centered around nautical events. The club's "List of Events for the Year 1900" provides some examples of the "yachtsmen ashore."

The Annual Dinner for 1900 was held at the Tiburon clubhouse on New Year's Eve. The meal was prepared and served by a group of members that called themselves the "Cooks and Waiters Union, Freda Court No. 7-11" (deriving its name from one of the club's best-known yachts). The tradition of the Annual Dinner and the Cooks and Waiters Union continues to this day.

The Opening Day of the yachting season, celebrated on April 28, began with a public reception following the 1:50 PM arrival of the ferry

from San Francisco. The yachtsmen took to their rowboats to help the guests visit the various yachts moored in the cove. After a buffet luncheon and dancing, the female guests were hurried off to catch the 5:40 PM ferry back to the city, while the members and their male guests prepared for the evening's entertainment. Following a brief dinner, the men retired to the clubhouse's main room, which had recently been expanded and now contained a permanent stage. There they enjoyed an original farce entitled "A Hot Time in the Cooler." The all-male cast took on roles ranging from policemen and sailors to a society belle and a "touching young damsel."

The annual clambake, held at the clubhouse on August 26, was a specialty of John Keefe, Corinthian's



Taking guests out to visit the yachts on Opening Day, circa 1900.



The original main room of the clubhouse set for the 1900 Annual Dinner.



The Cooks and Waiters at an Annual Dinner circa 1900; Port Captain Keefe is in the center wearing a top hat.



The 1900 clambake firepit on the beach to the west of the recently enlarged clubhouse.



Members enjoying the 1900 clambake on the deck of the clubhouse.

long-serving Port Captain, who had grown up in Boston. The 1900 event featured the delivery of the San Francisco Perpetual Challenge Cup from San Francisco Yacht Club, a consequence of Corinthian's victory in a match race held the previous month.

The last big event of the season was the Corinthian Games, held on the eastern shore of the Tiburon peninsula on October 7. The highlight of the games was always a baseball game. Port Captain Keefe umpired, wearing a red sash as a badge of his office, and wielding a long-handled axe as a symbol

of his authority.

During the game Staff Commodore Joe Tracy knocked the ball into a tree out in center field. While he was making for third base, the captain of the opposing team stole the bag. Umpire Keefe called it a home run, but the opposing team declared that Tracy hadn't touched third base. The crowd yelled "Mob the umpire!" but Keefe waved the ax, fined the objecting team \$100, and gave Tracy's team three runs.

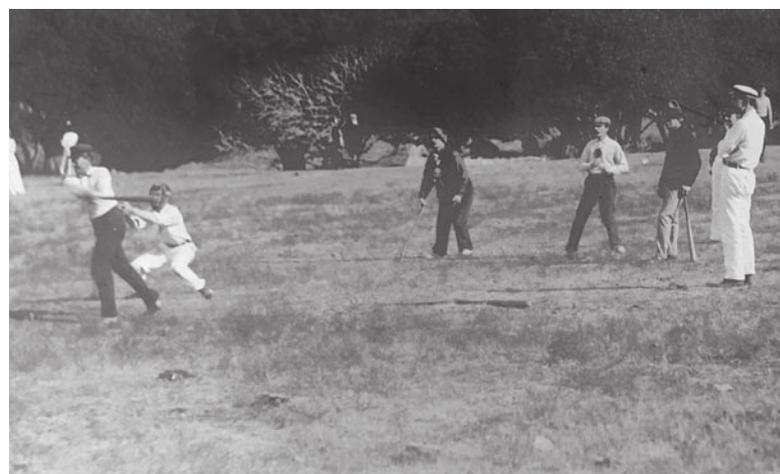
Another fly ball sailed over the treetops into

neighboring El Campo. This would have scored three runs, but Keefe called it a foul ball. There was again danger of a mob, but someone had stolen the umpire's axe, so he quickly called the score even, then declared the game over.

Closing Day was celebrated two weeks later with a simple dinner and a "jinks" (variety show) at the clubhouse. The members opened the Beach Road drawbridge the following Sunday to allow their boats to pass into winter quarters in the lagoon, bringing a formal end to the 1900 season.



The cast of the 1900 Opening Day farce "A Hot Time in the Cooler" on the new permanent stage.



The baseball game at the 1900 Corinthian Games with umpire Keefe leaning on his axe (center left).

# Dogs in Early Tiburon & Belvedere

By Susan Cluff

*"Everyone thinks they have the best dog, and none of them are wrong." – Anonymous*

Dogs are good companions, intelligent, loyal and hardworking, making them ideal partners for early Marin ranchers—herding, hunting and guarding animals and property.

When the railroad came to Tiburon in 1884, local workers and shopkeepers kept dogs as guard dogs to help deter thievery, chase off strangers, and raise the alarm to danger. Over on Belvedere Island, many well-off families had dogs that were practically members of the family, they accompanied them on rambles during the day, were fed special diets and treats, and got tucked up at night in fancy dog beds and dog houses.

Back then, dogs had the run of the peninsula. But by 1891, the *Marin Tocsin* noted, "Tiburon is getting

overrun with dogs, where is the dog catcher?" In 1897, Belvedere adopted an ordinance establishing a public pound and set restrictions on animals running loose. Tiburon followed suit in 1899. Every dog was required to wear a collar and a tag identifying its owner and collarless dogs risked being captured by the town marshal who'd track down the owner to recoup costs.

But even with collars and tags, dogs would sometimes stray or get lost and the owners would put up notices and run ads in the local papers, sometimes with large rewards. In 1907, the Marin Humane Society was formed by a Marin woman Ethel Tompkins to rescue abandoned or mistreated animals. Recognizing the value of education and outreach, Ethel started an annual Humane Essay Contest for local school children and visited classrooms to teach local children about the importance of animal welfare.

In 1915, more than 18 million people visited the

Pan Pacific International Exposition in San Francisco, celebrating the Panama Canal opening and the area's recovery from the 1906 earthquake. Part of the PPIE was an agricultural show and exhibit called "Dogs of All Nations," a sort of dog zoo featuring 220 breeds from around the world. People could come, see, and purchase their choice of dogs on the spot. Events included a manhunt by police dogs, a parade of dog show champions, Tip and Ipsu, two Greenland huskies from the Robert Peary Arctic team, and trials by working sheepdogs and collies.

In 1927, Marin held its third annual kennel show on the grounds of the Hotel Rafael, attracting 186 dog participants. Terriers, collies and spaniels were the most popular breeds then along with German shepherds like movie star Rin Tin Tin. Dog fanciers also read books and went to movies about dogs — Buck in the "Call of the Wild" (1903), Scrapy in Charlie Chaplin's "A Dog's Life" (1918) "Brownie the Wonder Dog" (1921-24), Petey in the "Little Rascals" (1930s) and loyal Toto in "The Wizard of Oz" (1939).

During WWI, patriotic dog owners were urged to enroll their pet Dobermans and German shepherds to train as canine soldiers at the Army's War Dog Center in San Carlos, California. Scout dogs were trained to detect mines or enemy troops, messenger dogs to carry correspondence and supplies, infantry dogs alerted their handlers to the enemy. In 1947, with many wounded vets coming home from war, a school opened in San Rafael called "Guide Dogs for the Blind" with trained service guide dogs provided free to blind students.

As Belvedere and Tiburon's population grew, so did the local dog population. In 1952, Belvedere's infamous Brown Bag Act was passed to ensure local pooches were under control and would mind their manners. The law called for the leashing of dogs in parks, schools, public meeting places and commercial areas, and "walk a dog, carry a brown bag" was the rule.

In 1954, the TV show *Lassie* began its popular 20-year run. The Martin family's trusty pet alerted her human companions to danger, saved lives, and ran



Three mechanics with their dog in the Tiburon railyard circa 1905. Several of the houses behind them on Mar West still stand today.



Maude Masterson wading in Belvedere Cove with her faithful companion around 1910. Angel Island is in the background.



When friends gathered at Big Reed Ranch at the turn of the century, the family dogs were always part of the photo.

to get help. Here in Belvedere and Tiburon, dogs were immunized against rabies in annual events held at local parks. In 1973, Marin Humane opened California's first subsidized spay/neuter clinic and in 1988, became the first shelter to microchip all of its animals.

No matter how you look at it, the Tiburon Peninsula has always been a great place to be a dog or a dog owner. Fresh air, sunshine, open space trails, steps, paths, beaches, and lots of aromatic odors to sniff. Woof woof!



The Tiburon Volunteer Fire Department with their beloved mascot in 1941.



This cute little schnauzer is missing the dog park at Beach Road and Peninsula Road. In 1975, piles were driven for townhouses later dubbed "Bowser Towers".

# Mary Brazil – A Unique Portuguese Dairywoman

By Mike Moyle

Historian for the IDESST Sausalito  
Portuguese Cultural Center

For over 60 years, Tiburon's 544-acre Little Reed Ranch off Tiburon Boulevard where Del Mar School is today, was operated as a dairy by many individuals. Yet one of them stands out not only in the history of that dairy, but the history of all the Tiburon dairies – the remarkable Mary S. Brazil. Mary was the only woman who operated a major Tiburon dairy and the only Tiburon dairy operator who was ever able to acquire ownership of the land on which the dairy operated. All other dairy operations leased the land.

Like the majority of the Portuguese who came to Marin starting in the 1800s, Mary was born on the long and narrow Azorean island of São Jorge. Census data shows that she came to the U.S. in 1906, when she was around 16, and that by 1910 she was living in Alameda and working as a servant for Barbara Sibrian. Why did she decide to immigrate and how did she end up in Alameda? Sadly, those facts are not available. However, at the time of her departure from the Azores, she certainly could not have imagined that she would someday become a dairy operator and major Tiburon landowner.



Mary Brazil c. 1960 (Courtesy of the Lucretia Little History Room, Mill Valley Public Library)

The name Barbara Sibrian may be familiar. She was the mother of Clotilde Josefa Reed, born in 1859. Clotilde was the illegitimate daughter of John Joseph Reed, one of the children of John Thomas Reed, the original grantee of the *Rancho Corte*

*Madera del Presidio* that encompassed the Tiburon peninsula and much of today's Mill Valley. Notwithstanding the circumstances of her birth, Clotilde was accepted into the Reed family, and when John Joseph Reed died in 1899, Clotilde inherited the Little Reed Ranch. At that time it was already being leased by Portuguese immigrants and operated as a dairy, and Clotilde continued that practice.

At the time Mary arrived at the Sibrian household in Alameda, Clotilde would have been spending a good deal of time on Tiburon. However, it would not have been long before Mary met Clotilde, who was more than 30 years her senior. It would prove to be a

fateful encounter from which developed a very close relationship that lasted for the next three decades with Mary acting as Clotilde's housekeeper, friend and companion.

Mary was not the first one from the Brazil family to immigrate to the United States. In 1905, her younger brother, Manuel, had come to California at age 11. Mary's sister Mariana followed in 1910. In 1913, Mary was able to return to São Jorge, and

brought back with her to California two more siblings – her sister Deolinda and her brother Antonio. It seemed likely that Mary received some financial support from Clotilde for that trip. On the manifest of the ship that brought them to the U.S., Clotilde was listed as a "friend" for all three.

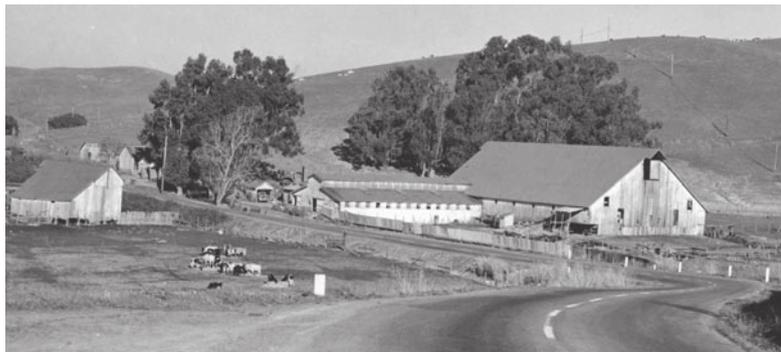


The four Brazil siblings who immigrated to the United States. Mary (seated on the right), Deolinda, Manuel (standing, left) and Antonio. (Courtesy of Stephanie Barrett)

While living in Alameda, Mary would have had many opportunities to visit Tiburon with Clotilde. A dramatic turning point occurred around 1925 when Mary formed a partnership named "Mary Brazil & Co." of which Clotilde was a partner. The partnership leased the Little Reed Ranch from Clotilde, and took over the dairy operations there.

What an opportunity and challenge that must have been for Mary, especially as a single woman! While she would have had Clotilde's support, as well as other partners working with her at the dairy, she would have had to learn a great deal about dairy operations. Caring for the cattle, birthing calves, overseeing the upkeep of the barns and fences, managing the employees, and arranging for the sale of milk would have been only a few of her responsibilities.

This business relationship with Clotilde



Little Reed Dairy, 1940s.

continued until 1940, when Clotilde died. Clotilde had bequeathed the Little Reed Ranch to Mary in her will, but the will itself could not be found. Clotilde's other heirs disputed Mary's claim and litigation ensued. Happily, Mary emerged victorious and became the owner of the Little Reed Ranch in 1942. Shortly after, the ranch caught fire and was almost lost when volunteer firefighters ran out of water and had to use milk cans into the fire engine's booster tank to extinguish the flames. To show her gratitude, Mary sent money to buy the firemen new fire coats and helmets.

In 1949, Mary sold the Little Reed Ranch to



Clotilde Reed on horseback in front of the Reed ranch house in the 1890s.

brothers Warren and Benton Bostick. They continued the dairy operation until 1954, and then proceeded to develop the property for housing, refurbishing the milking barn as a sales office. Ultimately Del Mar School would be built on a

portion of the property, it opened in 1961 and was completed in 1964.

After she sold the Little Reed Ranch, Mary moved to a smaller ranch where Corte Madera's Granada Park is located today, a property transferred to her earlier by the Reed family. She passed away in 1962 at age 72.

## Please Welcome Maren Jaffe

Meet our new administrative assistant, **Maren Jaffe**. She and her husband, three daughters and two dogs, Mr. Belvedere and Flash, have lived in Tiburon since 2018. Maren is an active volunteer at the Reed Schools, loves baking and speed walking around town. She brings a wealth of experience to her new position. We are thrilled that she has joined the Landmarks team. Stop by the office and say hello!



# Join the Belvedere-Tiburon Landmarks Society

Please join us as a member of the Landmarks Society. Your membership directly supports the preservation of our historic sites and archives and helps to make Tiburon and Belvedere's history a meaningful part of everyday life in our community. You can support Landmarks by making a tax-deductible gift today.



A Pictorial History of Belvedere 1890-1990

### **BENEFACTOR** **\$5,000**

**Special Benefits:** A private event at Old St. Hilary's, China Cabin, or the Art & Garden Center for three hours. A historic print of your choosing from the archives. Four tickets to a future concert of your choice at Old St. Hilary's.

### **GUARDIAN** **\$2,500**

**Special Benefits:** A private event at Old St. Hilary's, China Cabin, or the Art & Garden Center for three hours (Monday – Thursday). Two tickets to the concert of your choice at Old St. Hilary's.

### **STEWARD** **\$1,000**

**Special Benefits:** Two books of your choice on local landmarks and history. A print of the Northwestern Pacific Railway Map (9.5 x 20"). Two tickets to the concert of your choice at Old St. Hilary's.

### **HISTORIAN** **\$500**

**Special Benefits:** A book of your choice on local landmarks and history. Two tickets to the concert of your choice at Old St. Hilary's.

### **PATRON** **\$250**

**Special Benefits:** Two tickets to the concert of your choice at Old St. Hilary's.

### **PRESERVATIONIST** **\$100**

**Special Benefits:** A copy of *A Pictorial History of Belvedere 1890-1990*.

### **FRIEND** **\$60**

Celebrating sixty-five years of Landmarks.

**All members are invited to our annual Spring Social and receive our newsletter twice a year. Visit the Landmarks' office to pick up your book or call to reserve tickets to a future concert.**

# Music at Old St. Hilary's



**MATTHEW  
MONTFORT &  
SHENSHEN ZHANG**  
Sunday, April 14,  
4 p.m.

Guitarist Montfort, leader of Ancient Future and pipa master Zhang present improvisations and compositions.

**MUSAE Sunday, May 5, 4 p.m.**

And This Shall Be For Music: Celebrating Musae's 20 Years.



**THE JOHN KALLEEN GROUP Sunday, June 2, 4 p.m.**

A classic "Blue Note Era" jazz quintet deliver swinging, spirited arrangements of the classics from hard bop and post-bop eras of the 50s-70s.



**THE QUITTERS Sunday, July 28, 4 p.m.**

Stevie Coyle and Glenn Houston make up the dynamic guitar duo, The Quitters. Mostly acoustic. Some electric. Much serendipity.

**CRYING UNCLE BLUEGRASS BAND Sunday, September 8, 4 p.m.**

One of the most exciting young bands in acoustic music playing a unique mix of bluegrass, dawg, jazz and original modern music.



To purchase tickets contact the Landmarks office at (415) 435-1853, drop by the office at the Boardwalk Shopping Center, or go to [Ticketleap.com](https://www.ticketleap.com).

# IN MEMORIAM

## JANICE ANDERSON-GRAM

(November 21, 2023)

Janice served on the Landmarks board from 2003 through 2008. As a long-term resident of Tiburon, in addition to her business and consulting accomplishments, she was very active in the community and brought that energy to our historical society. She served on many Landmarks committees including Revenue, Nominating, Marketing and Communications, Garden Tour, and Railroad Car Committees.

She helped organize and conduct the first Landmarks Strategic Planning Retreat in 2005. She helped set up the Landmarks participation in 'Friday Nights on Main.' She supported the railyard display at the Depot Museum by sponsoring several structures in her name and her sons' names.

We are thankful for her contribution of time, talent and support to Landmarks.

## Betty DeTomaso (December 12, 2023)

Betty was a longtime Landmarks member and an active volunteer in the Tiburon community. She spent too many hours to count



weeding in Old St. Hilary's Open Space Preserve. We are grateful for the gift of her time and efforts to preserve the unique wildflowers on the preserve.

Phil Cassou (left) and Chris Morrison admiring the punch time clock believed to be from the Northwestern Pacific Railroad shops in Tiburon, now housed at the Railroad & Ferry Depot Museum. The previous owner was Leonard Chapman who worked for Southern Pacific (the parent company to NWP RR) in Marin. Chris Morrison recently purchased the clock and donated it to the Landmarks Society.



## AN EXTRAORDINARY FIND

# Artist as Historian Collection

By Piper Berger & Sylvia Ross

Over the years I have found many delightful items to repurpose or restore. My best "find" happened this past summer when I spotted a beautiful watercolor of Old St. Hilary's by the late Lee Ruggles of Marin County at Urban Ore in Berkeley. I met Lee at a centennial exhibition opening with paintings of Old St. Hilary's in 1988. My husband Miles and I liked his entry very much, and we considered buying his watercolor on



Old St. Hilary's c. 1980 - Lee Ruggles, 1917-2010 - Watercolor on Paper

exhibition, however, our home renovation project at the time drained our financial resources.

This late summer view of Old St. Hilary's above is not the watercolor I saw in 1988. In fact, it fits our home even better, and we are thrilled to have it hanging above our fireplace as a memory of my childhood in Old Tiburon and where Miles and I were married.

Miles and I have placed a label on the back of the painting stating that it is a promised gift to the Belvedere-Tiburon Landmarks Society, Artist as Historian Collection.

## How the Artist as Historian Collection Came to Be

The pillars of the Artist as Historian Collection were Artelle Farley, Eloise Rauscher and Beverly Bastian whose husband, Bob, was an artist as were Artelle and Eloise. None are with us today but they pursued contacting owners of art from the late 1800's to World War II to plant the seed of promising to gift their artwork that fit the collection policy guidelines. If they put a sticker on the back of the painting, their heirs could carry out their wishes. This groundwork led to the donation of an ongoing significant number of fine works showing what Tiburon and Belvedere looked like to an artist. These beautiful works enhance and provide more visual information than is in the archival collection of photographs, maps and oral histories.

## Archives Donations Oct 2023 – Feb 2024

**Carol Schwartz** – Photographs of Tiburon Railyard 1954-1955.

**Kathleen Dennis** – Children's toy from early 1900s for display at the Railroad & Ferry Depot Museum.

**Deirdre McCrohan** – Directories from various Tiburon and Belvedere organizations 1995-2010.

**Bonnie Polhemus and David Weiss** – Watercolor of Donahue Building with train ferry slip and Angel Island by Barbara Murphy.

**Mercedes Cooke** – Photograph of Old St. Hilary's.

**Georgann Fuller** – Black cape from 1890s for display at the Depot Museum.

**Howard Lazar** – Reed School photos, mementos and ephemera 1958-1962; article and notes relating to Howard's sculpture "Homage to Belvedere School".

**Nicholas Bates** – Original Belvedere Land Company Articles of Incorporation; Ledger 1880-early 1900s; papers relating to the Blanding Estate.

**Mark Chiolis** – Two "Sam's Opening Day" t-shirts from 1995 and 1996.

**Jim Allen** – Pacific Motor Boat Club invitation to "Opening of the Season 1913".

**Chris Morrison** – Timeclock from Tiburon Northwestern Pacific Railroad office.

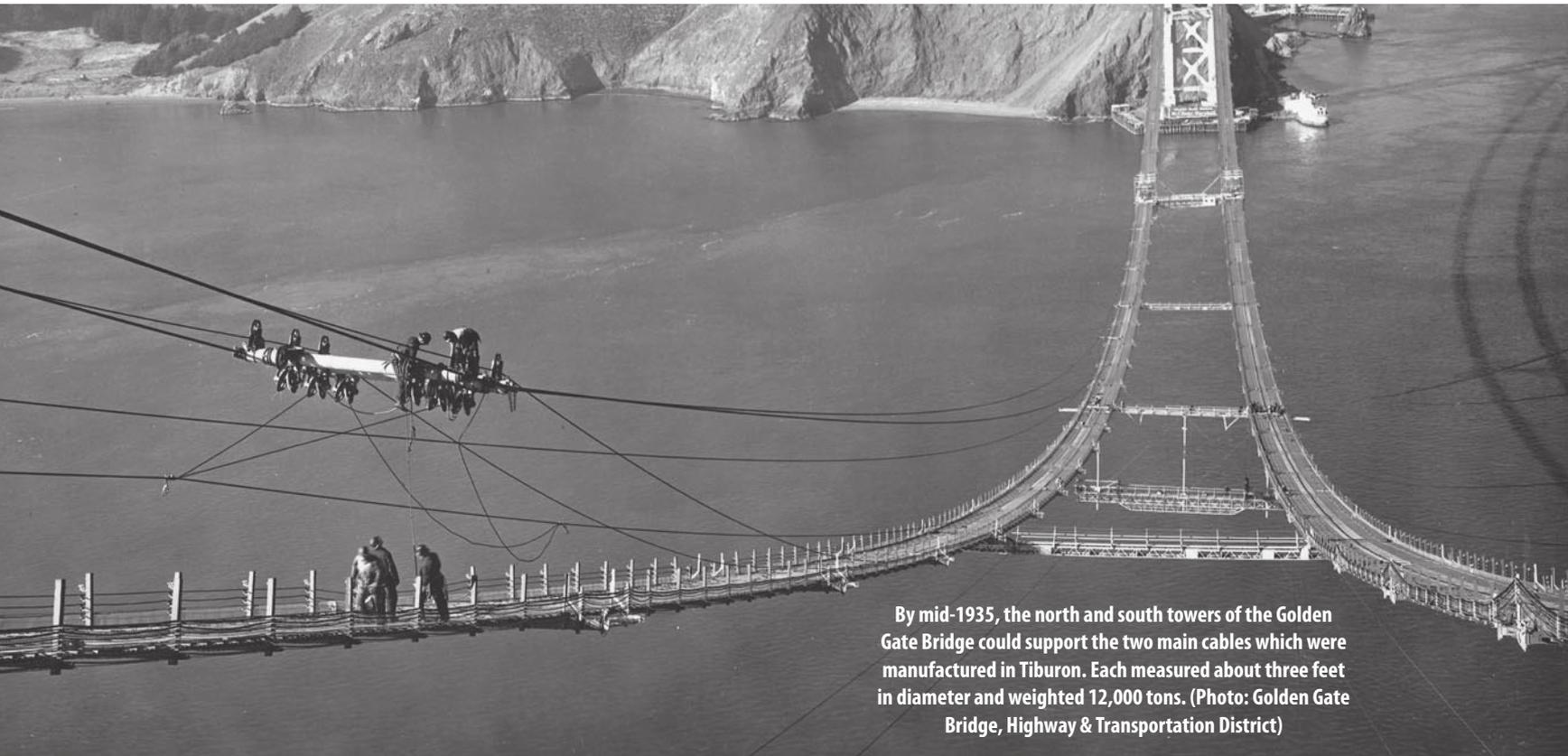


Anne Libin and Chris Cannon	Stephanie Mendel	Carolie Pescatello	SF Foundation	Alphonsa Vadakethalake
Craig L. Lieber	Gail and Alec Merriam	Katherine Schulz and	Sally and James Shepard	Cres Van Keulen
Jan Wang Lin	Susan W. Michaud	Blake Petersen	Jennifer and Mike Shepard	Jim Vetter Photography
Helen and Bill Lindqvist	Microsoft	Paige and Dave Petrini	Yichen Shephard	Lynn Sandberg and
Katie Bible and Kei-Tung Liu	Harry S. Miller and	Courtney Douglas and	Allison de Laveaga and	Christopher Villarreal
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Lisa and Fred Lowell	Lindsey Rogers and Philip Mills	Janice Pinkston	Maria and Kip Shuman	Otto von Stroheim
Renee Ludlow	Ilya Lie-Nielsen and Dane Mohl	Dean R. Powell	Jennifer and Jeremy Sicklick	Anne-Marie and David Walker
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Pam Martori and Bob McCaskill	Nancy Parker	Ellen and Walter Sanford	Commerce	Justin Woody
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Michael McDaniel	Jacob Partlow	Felipe Santiago and	Henry O. Timnick	Patty and Dave Young
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Ellen Bastian McHenry	Lynn and Richard Payne	Cristene Schonefeld	Gabriela Mendes and	Tara Branine and Paul Zeiss
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Woonmin Bae and	Matthew Pearlman	Sally and Steve Schroeder	Jeanne and Peter Tymstra	Elizabeth Zettersten
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Janice and Steve Meisel	Kathy and John Pearson	Jayne Sciaroni	Danielle Waltrip and	Grace Jeong and Richard Zhu
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Mar Meislin	Kimberly Linder and Cory Peltz	Stephanie Selin	Jodee and Richard Upjohn	
Liz Parra and Ralph Melendez	Kem Pence	The Seven Springs Foundation	Georgene and Kirk Usher	

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By mid-1935, the north and south towers of the Golden Gate Bridge could support the two main cables which were manufactured in Tiburon. Each measured about three feet in diameter and weighted 12,000 tons. (Photo: Golden Gate Bridge, Highway & Transportation District)



**RAILROAD & FERRY MUSEUM**  
1920 Paradise Drive



**CHINA CABIN**  
52 Beach Road



**OLD ST. HILARY'S**  
201 Esperanza Street



**ART & GARDEN CENTER**  
841 Tiburon Boulevard



**HISTORY COLLECTIONS**  
1550 Tiburon Boulevard