



TRAVELLING ON THE PADDLE STEAMSHIP CHINA

By Dave Gotz



Lithograph of the steamer China by Endicott & Co. of New York, ca. 1867, from the Collection of Stephen J. and Jeremy W Potash.

Our fall fundraising event is in celebration of the 150th anniversary of the launch of the China in New York on December 8, 1866. Rather than focusing on the ship itself we will attempt to recreate the sensation of traveling on the China across the Pacific through five personal accounts of passengers on the ship. This article is composed of excerpts from Hillary Don's *Across the Pacific Ocean with the Paddle Steamship China* which was published by Landmarks in 2013 and additional quotes from these personal accounts. Hillary has recently completed the history of the China Cabin; we plan to publish this book by the end of the year.

Lucius Austin Waterman was an Acting Ensign, United States Navy, from 1866 to 1869; in January, 1869, he was traveling from Hong Kong to his home in Duxbury, Massachusetts, to be mustered out of the Navy. In his daily notes he made observations about the journey and included printed menus as well as the comprehensive list of rules for Cabin passengers.

Tuesday January 19th 1869, Hong Kong, China. Came on board the PMSS "China" at 2 pm; at 3.30 left the moorings and steamed slowly out the harbour. After throwing our handkerchiefs to the breeze gave a last farewell gaze to Hong Kong went to our rooms to take a drink. The first leg of the journey was to Yokohama, Japan. Travelling at about 8 knots it took 8 days and 8 hours.

Lucius made the following comments on how he passed the day: *Eating, Drinking and Making Merry; Walking the deck, playing cards, and drumming on the piano; Carousing; Lonesome and monotonous (after six days at sea); Smoking and playing cards in the Smoking room - this room was the aft portion of the forward deckhouse on the Spar deck.*

The weather was cold, windy and overcast for most of the trip; at times strong gales and heavy seas. However: *Sunday, Jan 24th this Day commenced fine and pleasant, moderate breezes but ending fresh breezes, cloudy and rainy, not so cool as yesterday. At 4 had divine services in the Saloon the*

*China Cabin today
52 Beach Road, Belvedere*

Inside:

President's Letter

Landmarks'
'Sail to the Orient'

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Holiday Art & Craft Sale

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President's Corner

By Jim Allen

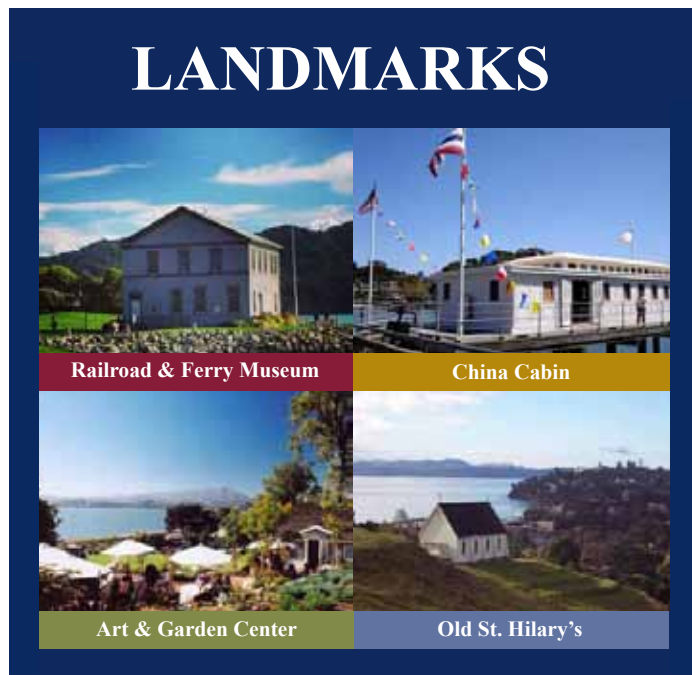


Dear Landmarks Members,

Our Belvedere-Tiburon Landmarks are grand ole ladies. Combined, they've reached the ripe age of 500-years-old; thus, they need constant maintenance and repair. Their upkeep is not funded by the Town of Tiburon and the City of Belvedere, but only by the generosity and concern of our community. The China Cabin on Beach Road needs a water-facing wall replacement before this winter. Our famous and beautiful Old St. Hilary's rooftop crosses are rotting. The roof of the popular Railroad Ferry & Depot Museum leaks. The Art & Garden cottage steps are crumbling and need to be replaced. Please become a member of the Landmarks Society today and help SAVE OUR HISTORY! To join or make a needed donation, call the Landmarks office 415-435-1853, or securely pay on line at www.landmarkssociety.com

Sincerely,

Jim Allen



**A Community Supported
non-profit
to preserve our local history.**

We need you to help us!

DONATE. JOIN. VOLUNTEER.

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surgeon officiating (Episcopalian) all the passengers in attendance. The Saloon is the China Cabin and there were just 16 first-class passengers.

Early in the morning of the 27th, sighted at a distance was the highest mountain in Japan, the volcanic, isolated, sacred 12,393 feet-high *Mount Fusiyama*. At 11:30 p.m. the ship was anchored at buoy in Yokohama Harbor. At neither Hong Kong nor Yokohama was there a wharf able to accept *China*.

On the morning of February 1st, *China* got underway for San Francisco. Waterman's log makes a total of 5,190 nautical miles between Yokohama and San Francisco, 490 nautical miles longer than the 4,700 miles travelled by the *China* on earlier trips (this was the fifth crossing by the *China*). The distance varies with the actual route taken, and Waterman notes that the latitude followed by *China* on her voyage was south of 30 degrees for nine of the 23 days travel, and a more southerly latitude would result in a longer route but usually had better weather.

There were two always-exciting events on every transpacific ocean crossing. The first event that never failed to amaze the passengers was crossing the date line. After nine days at sea, Waterman's log was headed: *Wednesday Feb 10th, fresh breezes, weather fine and pleasant, and next morning: Wednesday Feb 10th, this 24 hours weather cloudy warm and sultry, a heavy swell in our favor causing the ship to roll somewhat. Crossed the meridian of 180° at 8 am this morning, consequently have to drop one day to correspond with the time west of the meridian which gives us two Wednesdays of same date and puts us in West Longitude.*

The second event of great excitement for both passengers and crew was meeting the Pacific Mail Steamship Company's vessel traveling in the opposite direction. It had become a tradition that the two should meet and transfer mail and information. That this could be accomplished in the vastness of the Pacific Ocean was astounding. More than 5,000 nautical miles across, two 360 foot-long specks plan to meet in mid ocean using the navigational devices available in the 19th century. That it could be regularly accomplished reflected the navigational skills of the captain and

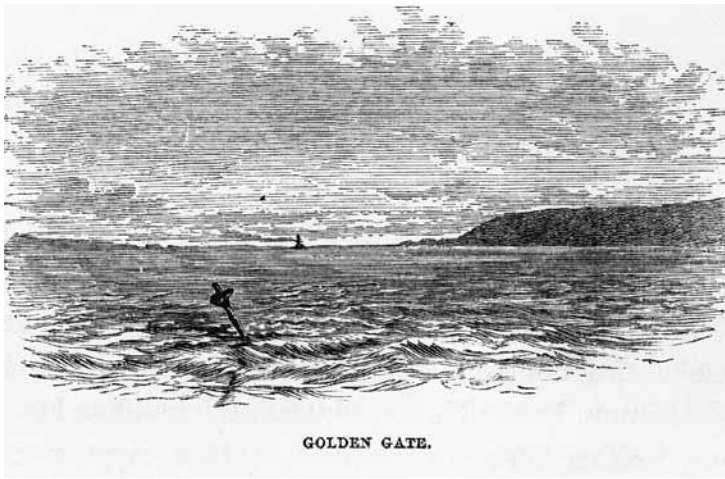
crew of both ships. It was a moment of great pride when the other steamship was sighted exactly at the time and place predicted by the captain. The predictions usually, but not always, came to pass.

Waterman had written a letter to be passed to the sister ship *Japan* on February 14th however: *No 'Japan' today, the captain thinks we shall meet her late tonight or early tomorrow morning if weather holds good. Then on the 15th: Hurrah! Made the lights of the 'Japan' at 2:30 this morning. At 3:15 stopped our engines, lowered our boat and communicated with the Company's steamer 'Japan' from San Francisco and bound for Yokohama and Hong Kong. Procured from her the latest (news) from San Francisco and New York. Nothing of very great importance. At 3:55 our boat returned, hoisted her up, and fired a gun as a parting salute. She returned it by sending up a rocket...both ships were soon lost to each other's view and both steering their courses as if nothing had occurred."*

Waterman mostly found the journey tedious: *As usual killing time which is not very agreeable; Employed through the day as usual doing nothing; I shall be glad as I am tired of doing nothing. I find it very hard work and very monotonous this kind of living. Finally on February 23rd: 8.30 am made the "Farralones" Islands which lie about 22 1/2 miles from the heads (or Golden Gate). At 11 passed the "South Farralone" 3 miles distant. At 2 arrived at the company's dock in 24 days and 6 hours from "Yokohama".*

Eminent politician **William H. Seward, Sr.** was the respected United States Secretary of State under Presidents Abraham Lincoln and Andrew Johnson and is perhaps best known for his completion of the purchase of Alaska from Russia in 1867. After retirement, Seward traveled around the world in one year and two months, starting on August 8, 1870. A portion of that journey was spent on *China*, departing from San Francisco on September 1, 1870, the 11th trip by the ship. He was accompanied by his recently adopted daughter, Olive Risley Seward, who edited his journal of the trip after Seward died in 1872.

China left the wharf at First and Brannan promptly at noon. *"We passed the sometimes turbulent, but always majestic Golden Gate, with scarcely a disturbance of the ship's balance, and began our voyage*



on a calm sea and under a bright sky.

September 4th – The vessels of the Pacific Mail Line are sidewheel steamers, and in accommodations and appointments are surpassed only by the palatial boats on the Hudson River and Long Island Sound. We enjoy an uninterrupted promenade seven hundred in circuit on the upper deck. We have sixty cabin-passengers, and might carry comfortably twice that number. Among them are General Vlangally, the Russian Minister returning from St. Petersburg to Peking, a half dozen English civil officers... fifteen American missionaries and their families... United States naval officers... four English and as many American youths just emerged from college on an Eastern tour. The gentlemen amuse themselves with gymnastics games, the ladies with music and books. An expert Japanese juggler entertains us in the cabin.

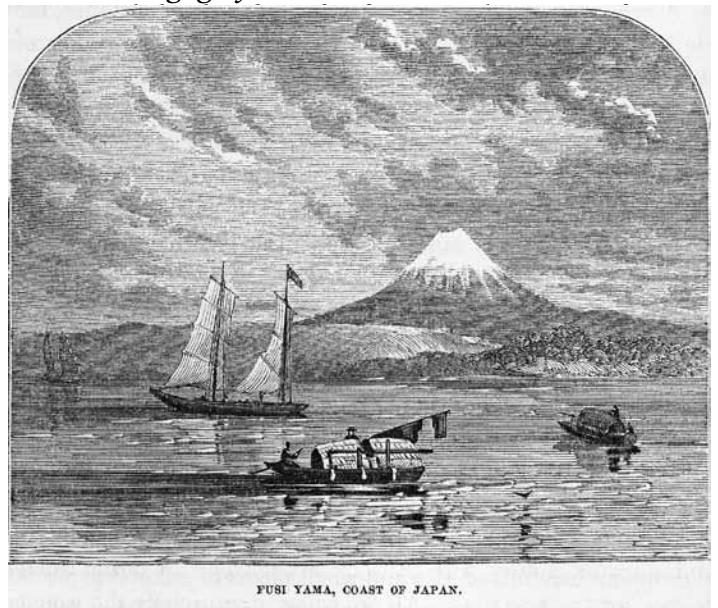
In the steerage are five hundred Chinese returning home. When on deck, they appear neatly clad, and amuse themselves with unintelligible and apparently interminable games of chance. The annual immigration of Chinese to the United States is 12,000. They are invariably successful; half the number go back to China, either on visits or to remain.

September 6th – The great event of the voyage occurred this morning. All were on deck, in a state of pleasant excitement. At seven o'clock, precisely the hour which the captain fortold, the ship America, 18 days from Yokohama, appeared in a direct line before us, under full pressure, and with square sails set. Signals were promptly exchanged, and, to avoid collision, each ship turned slightly from its course and stopped. The America has eighty cabin-passengers and four hundred Chinese. The cabin-passengers on either vessel cheered loudly, the Chinese looking on silent and thoughtful. A well-manned gig, with an officer in the stern, came bounding over the waves, and delivered to us Chinese and Japanese (European) newspapers, with a bag

of letters from her passengers. We, in return sent on board the latest American newspapers, and a mail bag well charged with letters to our friends at home. The America's boat was then hoisted to its davits, the walking beams of the two giant ships gracefully bowed to each other, the wheels gently revolved, the passengers repeated their cheers, and a gun from either deck announced that the meeting was over. Each vessel resumed its course, and in a few moments not even a spy-glass could discover the waving of handkerchiefs or other signal on the deck of the America.

September 16th – It was a mistake to pronounce our meeting with the America, on the 6th, the event of the voyage. A greater one has just occurred. Our last date was the 14th. This note is written on the 16th. The former was certainly written yesterday. (China had crossed the 180th meridian, and her passengers and crew had suffered) ... the absolute loss of one whole day out of our lives...

September 23d – The beginning of the end! Every inch of the deck, bulwarks, stanchions, rigging, and boats, has been scoured, tarred, or painted, and the whole ship is clean as a Shaker meeting-house... Flying fish surround us; one white-breasted gull has come to attend us into port; and a whale, the only one we have seen on the voyage, is spouting in the distance... The coast of Japan rises in a long, gray outline over the dark sea, but Fusi



Henry Hall was an army Chaplain, sent to evaluate China as appropriate for Methodist missionaries. He was among the “fifteen American missionaries” referred to by Seward, and so made the same crossing in September 1870. His observations were not as voluminous as Seward’s, but he remarked memorably about the loss of a day at the 180th Meridian: *A strange experience. Have lost a day. Have thrown Thursday overboard. Have treated it as if had never been. Discarded it.*

Baron von Hubner completed a trip around the world in eight months in 1871-72; he had been an Austrian diplomat, including appointments as Ambassadors to Paris and Rome. It was a historically remarkable fact that Hubner made consecutive trips within four months on two vastly different steamships each named *China*. First, he boarded Cunard's iron, screw-propelled SS *China* on May 14, 1871 to travel from Ireland to New York on the first part of his trip round the world. Second, he embarked on Pacific Mail Steamship Company's wooden, sidewheel paddle steamship *China* on July 1 of the same year to travel from San Francisco to Yokohama. The account of his travels, *A Ramble Round the World*, was published in 1874. His elegant prose and keen observations make his the most enjoyable to read.

July 1 – At twelve o'clock precisely, the China leaves the pier of the Pacific Mail Company. At one o'clock we have crossed the Golden Gate. The rocky galleries of the coast extend to the north and south. Beyond and around us the Pacific spreads its green billows, over which dark shadows are creeping. The sea line and the Farrllone Islands are invisible. The fog which awaits us has already hidden them from sight. One or two more turns of the wheel and we are surrounded by it. Nothing could be sadder or more lugubrious than our departure.

July 4 – The sky is pearly grey. The vessel is all painted white; masts, deck-cabins, deck, tarpaulin, benches – all are white. This deck, from poop to prow, is all in one piece, and makes a famous walk. Almost all the morning I am alone. I pace it from one end to the other: four hundred steps backwards and forwards. On leaving the Golden Gate, the sails were hoisted, and have remained untouched ever since. The breeze is just strong enough to fill them and to keep us steady. The result is complete calm.

July 5 – This morning the weather is more beautiful than ever. Everything is blue and gold. The pendulum of the machine rises and falls with slow regularity. The waves swell and break gently, like the breast of a sleeper.

We are not many first-class passengers; only twenty-two in all: two English tourists; two merchants of the same nation; some Americans; two Italian silk-worm seekers. There is also a young colored woman, a widow, with the head and face of a Madonna. She is going to join her future husband, who is a hair-dresser in Yokohama.

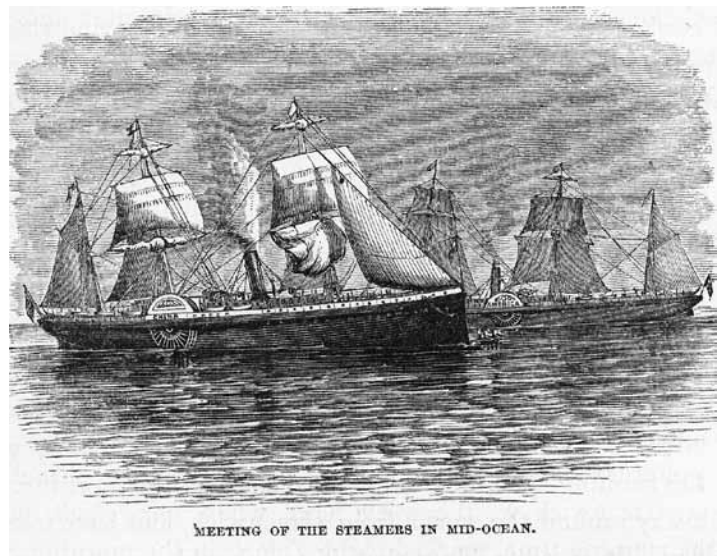
The most interesting person among us, without a doubt, is the old Parsee merchant from Bombay. A

baker by trade, but a princely baker, he produces the very best bread for the European residents at Yokohama, Shanghai, and Hong Kong. Our conversations are long and easy, for he speaks English perfectly.

Our captain, Captain Cobb...like all the other officers is an excellent seaman, polished in manner, and most attentive and kind to the passengers. Mr. O., the chief engineer, of an old and good Spanish family, a native of the Canary Islands, and brought up in Havana, forms a most singular contrast to his Anglo-American companions. He is a mixture of caballero and an ascetic Castilian. One has to only look at him to see that he is a man in a thousand. This first impression is confirmed by his conversation. The doctor on board, a Southerner, and a man of a certain age, is a philosopher. His great originality and a kind if caustic wit, redeemed by a fund of good humour and immense experience, give a particular charm to his conversation. In general, the attraction of foreign travel is to meet men of a totally different stamp from yourself.

July 7 – Contrary to our usual sleeping habits, we are all up early today in a state of excitement and agitation. The China is to come to the point where it ought to meet the America, which was to leave Hong Kong five-and-twenty days ago. The captain and officers are standing close to the bowsprit, their telescopes pointed in the same direction. No America! The day passes without the steamer being signaled. The dinner is silent and sad.

July 8 – At five o'clock in the morning the second officer rushes into my cabin: "The America is in sight!" I throw on my clothes and tumble on the deck. The morning is beautiful, and this colossal steamer, draws near majestically. What a grand and imposing sight! [The exchange of mail and information proceeds as in the previous accounts] At six o'clock she has already disappeared behind the horizon.



July 13 – This evening we shall pass the 180th degree of longitude. That is the moment for navigators to settle their reckoning with earth and sun. Friday the 14th is suppressed, and we are to pass straight on to Saturday the 15th. On board today this is a great topic of conversation. Few understand it, and no one can explain it clearly. A good many of the passengers seriously regret having left one day at the bottom of the Pacific.

July 15 – The fine weather, which has been so faithful to us hitherto, has deserted us. During the whole day a hot, fine rain fell without intermission. The passengers begin to weary of the passage. On all sides I hear grumbling.

July 19 – The bad weather continues. Last night the rolling banished sleep. Today the monsoon blew violently. It seemed to blow out of the mouth of a furnace. At this moment the ocean was really magnificent. The water was positively inky, with here and there whitish gleams of light. At twelve o'clock the sky cleared a little and the faces brightened considerably.

July 22 – The days follow one another with wonderful uniformity. Except the short episode of storm, these three weeks leave on my mind the impression of a charming dream, of a fairy tale, or of an imaginary walk across a great hall, all filled with gold and lapis lazuli.

July 23 – Today everything has changed: the sky, the climate. The feelings of the passengers, who already are counting the minutes till they can land... to sum it up in a word, we have had a glorious passage. The east wind, helped by steam, has brought us quickly to the haven where we would be.

July 24 – It is hardly daylight, but already the passengers are gathered on the deck. Right and left, land is in sight: wooded shores, grassy slopes... while the outlines of the mountains are hidden by clouds of white vapour which seem to have come out of a stove. At eight o'clock precisely the China casts anchor. A little after nine o'clock, exactly as we had been promised at San Francisco, we step on the mysterious shores of the "Empire of the Rising Sun."

Englishman **Thomas Woodbine Hinchliff**, mountaineer and writer, set out from England on October 9, 1873 for a trip around the world. After traveling through South and Central America, he arrived at San Francisco and boarded the steamship *China* on May 2, 1874, bound for Yokohama. This was *China's* 21st trip on Pacific Mail Steamship Company's mail service to Japan.

Four hours after leaving San Francisco, Hinchliff reported: *At the Farallones the wild beating of the surf against the rocks, the screaming and whirling of multitudinous birds, and the solemn roar of the sealions booming across the water, make an ensemble which can never be forgotten by anybody who has seen them; and it is fortunate that a vessel bound for Japan goes so close to them that everything can be seen and heard to perfection.*

He claimed that *it was impossible to imagine a more comfortable ship, or one better managed than China. The food was luxurious, with salmon and other dainties kept fresh in ice for the greater part of the voyage, and for the first few days we even had strawberries in the same fashion. There was a large upper deck with a clear promenade of nearly 400 feet long, and abundance of space for the*

various games which prevail at sea; and there was a snug library in what goes by the name of the Social Hall.

As on the other voyages, there was great anticipation for the meeting of the ships mid-pacific but: *On this occasion, to the great disappointment of everybody, we missed the Japan, and had to finish our letters on arriving at Yokohama; we were told that they generally succeeded in meeting, which, in a voyage of 5,000 miles, show pretty accurate navigation.*

China anchored in Yokohama on the morning of May 28th: *There was no need of rousing to make us get up in the morning for our first near view of mysterious Japan. Boats of all descriptions were around us, from the smallest of sampans to the great cargo barges rowed by about a dozen brawny fellows naked to the skin with the exception of a strip of linen round the middle. The hubbub of the scene appeared, perhaps, more remarkable from the fact that we had been nearly a month without seeing anything but the barren ocean; for not even a distant sail had been observed since we left the coast of California. China had traveled approximately 4,700 nautical miles in 25 days, 180 nautical miles each day, averaging 7.8 knots.*

Please join us for this year's Landmarks Fall fundraising event celebrating the PS CHINA: 'Sail to the Orient' on Saturday, October 8th. Call the Landmarks office for tickets 415-435-1853.

PRICE LIST OF WINES, &c.	
IN CURRENCY.	
Pacific Mail Steam Ship Company's Steamer.	
Brandy, "S. O. P."	4 00
" Old,.....	2 50
Sherry, "Carte Blanche"	4 00
" Royal.....	2 50
Madeira,.....	2 50
Port, "1844".....	2 50
Champagne, Mumm's Verzenay, Dry, (Quarts).....	3 50
" " " (Pints).....	2 00
Claret "Chateau Lafitte," (Quarts).....	3 00
" "Margaux," ".....	1 50
" " " (Pints).....	0 75
" " " (Quarts).....	1 00
Whiskey, Bourbon, Cutter's,.....	2 00
" Scotch,.....	3 00
" Rye,.....	2 50
Gin,.....	1 50
Bitters, Angostura, (Quarts).....	3 00
" " (Pints).....	1 50
Hock, California,.....	1 50
Cider, (Quarts).....	0 75
" (Pints).....	0 40
Base' Ale, (Quarts).....	0 75
" (Pints).....	0 40
Porter, (Quarts).....	0 75
" (Pints).....	0 40
Congress Water, (Pints).....	0 40
Cit. Magnesia,.....	0 50
Ginger Beer,.....	0 15
Lemonade,.....	0 15
Ice, 1 lb. Tickets, 10 cents, or 14 Tickets for.....	1 00

Parties ordering a Bottle of Wine are entitled to one pound of Ice free of charge.
 N. B.—Gold taken at rate of premium current, day of sailing of Steamers from New York.

SAIL TO THE ORIENT TO REPAIR THE CHINA CABIN



Celebrate 150 Years of the
Paddle Steamship CHINA !

The China Cabin, now a fixture on the Belvedere waterfront, was commissioned by the Pacific Mail Steamship Company, a sidewheel paddle steamer rigged for sail, to service the mail route between San Francisco and the Far East.

The China Cabin, the grand saloon from the PS CHINA, at 52 Beach Road, is in need of repair and needs your help. Her south wall must be replaced. The Belvedere-Tiburon Landmarks is a **community supported non-profit** that depends on donations to maintain our historic sites.

Help us keep the CHINA afloat!

*The Belvedere-Tiburon Landmarks invites
all Trans-Pacific travelers to the
Far East aboard the
Pacific Mail Steamship CHINA*

*Travel the Sunshine Belt
to the Orient on*

*October 8th, 2016
6:00 to 9:00 p.m.*

*in the
China's Grand Saloon
Pier 52 Beach Road, Belvedere*

*Exotic Foods, Mock Weddings, and
Crossing the Date Line Ceremony*

*To reserve your ticket or to make a
donation, please contact Michelyn at the
Landmarks office ~ 415-435-1853*

*The painting of China above, by John Manca, was created in 1979 to raise funds for the restoration of the China Cabin.
the painting is owned by Robert Keefe.*

Restoration of the China Cabin

By 1885, the Paddle Wheel Steamship *China* was no longer used as a transpacific mail carrier being replaced after her # years of service with # trips across the Pacific by modern iron-hulled ships. She was purchased by the San Francisco ship chandlers William E. Mighell and Charles Boudrow for scrap, fully equipped as she sat at her wharf. *China* was towed from San Francisco to Tiburon Cove.

On February 18, 1886, the Sausalito News reported:
“The old steamer *China* is being broken up as rapidly as possible at Kashow’s by Mighell. Already the old boilers and considerable of the machinery is broken up and landed, and will soon be a thing of the past.”

‘Kashow’ mentioned in the news above was Israel Kashow, an important figure in the history of Belvedere and Tiburon. Kashow owned 139 acres of tidelands along the shorelines of Belvedere and Tiburon, including the site in Tiburon Cove for the dismantling of *China*.

Everything of value was taken off the *China*, e.g., furniture, carpets, fittings, the sails, rigging and fixtures. Any part that could be re-used on land was removed from the ship prior to burning. Many pieces turned up at local dairy farms to be used as wash-house, milk-house, chicken coops, bunkhouse, etc. This raises a glimmer of hope in the midst of sadness of casting *China* to the flames.

Once the ship was dismantled, she was drawn up onto the beach at Tiburon Cove and set afire.

A remembrance of *China* was saved - her aft deckhouse was removed intact and sold to John Keefe, Port Captain of the Corinthian Yacht Club, for use as a dwelling.

The deckhouse was used as a residence until preserved and restored to its original glory as the China Cabin by the Belvedere-Tiburon Landmarks Society in 1979.

And again in 2016, the Belvedere-Tiburon Landmarks takes on the task of preserving the China Cabin for years to come. In need of repair, the China Cabin’s south facing wall is suffering from dry rot from its years on the water on Beach Road and needs immediate attention.

Please donate to help restore her once again. Call the Landmarks 415-435-1853 or go on-line www.landmarkssociety.com to make a payment.

Thank you!



China being dismantled in Tiburon Cove, 1886



China Cabin as a residence on Beach Road.



China Cabin’s south wall September 14, 1980, photo by Phil Molten



China Cabin’s south wall work March 30, 1981, photo by Phil Molten



China Cabin’s beautiful interior today.



*Landmarks
Annual Member Meeting*

Sunday, November 13th

4:00 to 6:00

Tiburon Town Hall

Wine and Appetizers

Volunteer and Honorary Member of the Year

Landmarks

**Holiday
Art & Craft Sale**

Saturday, December 3rd

10 to 4

**Landmarks Art & Garden Center
841 Tiburon Boulevard, Tiburon**

New Members

May 2015 - August 2016

Peter B. Allen
Jane Casellucci
John Cronin
Mark C. Eliopoulos
Stephanie Fallon
Dina and Bill Falk
Maureen Filmer
Shannon Franz
Marilyn Geary
Blair Goldman
Philip Lewis
James B. MacQueen
M. Gwaltney Mountford
Susan and David Madrigal
Allison and Alex Mast
Nick Napier
Paul Nathan
Beverly B. Savitt
Tiffanie and Bradford Shaffer
Gary Winston

Renewals

Leslie Airola-Murveit
William Asiano
Nancy Barbour
Cathy and James Bedilion
Joan Bergsund
Rayna and James Bernard
Barbara and Larry Bogel
Joan and William Burkett
William Caddell
Caffe Acri
James G. Campbell
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CaterMarin
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Belvedere-Tiburon LANDMARKS



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to preserve our local history

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www.landmarkssociety.com

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APRIL 2016 - AUGUST 2016

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The Ark Newspaper, Pacific Union Realtors,
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Sutton Suzuki Architects, ILS Associates,
The Lodge at Tiburon, Woodlands Market,
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Wulff, Hansen & Co, Town of Tiburon,
City of Belvedere**

History Collections Donations

Jeanne Price – City of Belvedere Flag

Gail Johnson – Additions to the Jeanne Reed Collection

Chris Morrison – From the Fleming Boarding House: Baluster made by Fred Zelinsky and red-wood inner wall plank

Maureen Lascy and Frank Lascy (grandchildren of Margaret Fleming) – Fleming Boarding House Documents: deed (1947) and bill of sale (1917)

Argonaut Investments – Table formerly used at Tiburon Tommies

Joy Kuhn McCabe & Eugene McCabe – Wood display riser

Belvedere-Tiburon Golf Tournament Raffle Donors

Chris Yalonis - Sailing Day on the Bay

Marin IT - iPad

TaylorMade M1 Golf Club

Waters Edge Hotel - One night stay

Sweet Things - Dessert for 6 months

Brooks Tree Care - \$600 Tree Trimming

Bayside Garden Center - (2) \$100 Gift Certificates

Tiburon Mail Services - (2) Notary Services

Bergstrom Wine (1)

UPS Store - 2 Notary

Marin Cleaners - (2) \$50 cards

Waypoint Pizza - \$30 Gift Card

Dimitroff's Frame Shop- \$25 Gift Certificate

Olympic-Oasis Physical Therapy - 1 hr. Swim Instruction

Tiburon Spa - (1) \$120 Massage

The Ranch - Tennis Key for 1 year

Helen Lindqvist - (2) New Zealand Wines

Ed & Dana Thor - Thor Wine (2)

Belvedere-Tiburon Landmarks - Famous Pear Brandy

Il Fornio Gift Box

Rustic Bakery Gift Box

IN MEMORY OF: Bettye B. Allen

The Allen Family Trust

Vivian Hadley

Jeanette H. Price

IN MEMORY OF: Mollie Coleman

Nancy & Robert Brayton

Roger & Marcia Felton

William Love

M. Gwaltney Mountford & Elizabeth Love Barron

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IN MEMORY OF: Larry Miller

Hill Haven Property Owner's Association

IN MEMORY OF: Lori M. Radzikowski

William & Anne Drew

Mary & David Eklund

Donna S. & Sylvan H. Kline

Phyllis Moderich Trieber

Patricia E. Tunnard

THE LANDMARKS SOCIETY
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www.landmarkssociety.com
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 PERMIT NO. 8



Art & Garden Center
 Open by appointment



China Cabin
 Open Sat & Sun 1-4 p.m.



Railroad & Ferry Museum
 Open Wed thru Sun 1-4 p.m.



Old St. Hilary's
 Open Sun 1-4 p.m.

Landmarks's Calendar

September 15, 12 p.m.	Belvedere-Tiburon Golf Tournament	San Geronimo
September 16, 8 p.m.	Caroluna "Moon Songs on the Harvest Moon" (Soprano & string quartet)	Old St. Hilary's
October 8, 6:30 p.m.	Landmarks Fall Fundraiser 'Sail to the Orient' on the PS CHINA	China Cabin
October 16, 4p.m.	Frequency 49 (Wind and piano sextet)	Old St. Hilary's
November 13, 4 p.m.	Landmarks Annual Member Meeting	Tiburon Town Hall
November 17, 10 - 2:00 p.m.	Plein Air: Celebrate the Four Seasons - Draw & Paint in the Garden FREE	Art & Garden Center
December 3, 10- 4 p.m.	Landmarks Holiday Art & Craft Sale	Art & Garden Center
December 11, 4 p.m.	Musae	Old St. Hilary's

Please visit our Web site at www.landmarkssociety.com for up-to-date information.