

LANDMARKS

Living History ~ The Tradition Begins With You

Fall 2020



Commuter waits on
the Tiburon ferry
landing for the *Harbor
King* in June 1966.
(Anna Jean Cole photo)

Ferries, Cars and Commuters
Bootlegger and Barman – Sam Vella
Captain Jack's Flags

Life Above the Depot
Become a Member of Landmarks Society
Our Work Never Stops

President's Corner



Landmarks has been making good use of the shelter in place time that started in March of this year. Although our sites are still not open to visitors, we are working diligently to catch up on needed maintenance items. The largest project is the replacement of the front steps and roof supports at Old St. Hilary's. Over the years, extensive dry rot has weakened the front porch. Now the steps and porch supports are new and improved, there is new paint and the crack-ridden concrete sidewalk leading to the steps has been replaced.

We also are working on the China Cabin. We have installed bird netting under the pier that the China Cabin sits on to keep birds away. This will protect the wood deck supports from the corrosive effects of bird droppings. We are repairing some of the concrete pilings, as they are now about 40 years old. These actions will ensure that this landmark will stand up to the test of time.

Our Landmarks office staff, Cathy Larson and Jennifer Hartung, led by our Executive Director Patty Flax, have been keeping the office open. They are working on alternate days to maintain healthy conditions. Our membership in 2020 continues to increase. Our goal is to have every household in Belvedere and Tiburon become a member of Landmarks.

We have been conducting our Landmarks board meetings with technology. Using the

ZOOM facility, we have been able to get together safely and address our 2020 operations topics. We plan to use this technology for our Annual Meeting November 8.

Although our sites are still closed to visitors at this time, we have made preparations in anticipation of being cleared to open. We have, at the ready, safe practices signage, hand sanitizers, masks, cleaning materials and floor arrows to direct visitors. Our outreach

to the community continues to expand. We have shelf space in the new Tiburon Depot visitor center and will provide supplemental staffing. We presented an overview of Landmarks to the Tiburon Rotary Evening Group in August and look forward to their involvement in our sites.

In August, we announced a challenge campaign to provide funding for our site maintenance. A generous donor pledged \$30,000 as matching funds for donations from our supporters. I'm delighted that we have matched 100 percent of the pledge. Your continued support in these challenging times is much appreciated.

As we prepare for reopening, we are always ready to welcome more volunteers. We also encourage high school and college students to volunteer and learn about their community. Their time with Landmarks can be used to satisfy the service requirements of many schools.

In our sixty-first year, Landmarks invites you to help continue our mission and join us in supporting, volunteering and participating at our sites.

Phil Cassou



Landmarks Society 2020 Board Officers

Phil Cassou, *Board President*
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David Gotz
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shepgraphics.com

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Except where noted, all photos from the
Landmarks Archives

History Carries On and Our Work Never Stops!



Please help our dedicated team ensure that Landmarks' sites and our community history are preserved for future generations.



To donate go to
www.landmarks.com or mail to: 1550
Tiburon Blvd., Suite M,
Tiburon, CA 94920
or call us at 415 435-1853.

Director's Message

As events in our world change hour by hour, Landmarks' historic sites and the history they represent remain our touchstones – stable, familiar, grounding – tangible evidence of our resilience amid the passage of time. In moments of uncertainty, it is heartening to know that our 130 to 150-year-old buildings have weathered many storms and will be here to weather many more.

Months of social distancing have come between us and the Landmarks' activities we so enjoy. We've missed opening our buildings for visitors, hosting lifetime events for couples and families, conducting *plein air* painting in person, sharing



musical concerts at Old St. Hilary's, putting on art shows, and more. And yet, amid all this, there have been some silver linings.

As Phil mentioned in his "President's Corner," the time we've spent closed to the public has allowed us to focus on areas we might not have been able to otherwise. The job of maintaining and preserving our precious buildings, displays and our Historic Collections never stops. And yet there is still so much still to do.

We are fortunate that a stalwart supporter stepped up and initiated a \$30,000 matching campaign for this wobbly fiscal year. While our doors are closed, we get zero contributions from visitors to the Depot Museum, China Cabin and Old St. Hilary's and can't rent out our sites for weddings or special events. As you can imagine, this has critically impacted our income and ability

to maintain our priceless historic buildings and keep them in good repair.

So we are especially grateful to all of you who rallied for Landmarks during our campaign and turned \$30,000 in donations into \$60,000 to help us continue this important work.

As we all must carry on, our Landmarks' "To Do" list carries on as well. We have ongoing landscape and building maintenance at the Art & Garden Center, must replace and repair the rotting windows at the Depot Museum, need to repair pilings at China Cabin, have museum displays that need refreshing, and priceless documents and photos to digitize and preserve... Please consider a donation of any size to help us complete these projects. Your support is much appreciated!

We look forward to the time when we can all gather again in our historic places.

With gratitude,

Patty Flax

RANCH ART & GARDEN CAMP AT LANDMARKS

From June through August this year, small groups of local K-2 campers still managed to enjoy The Ranch Art & Garden Camp at our beautiful Landmarks Art & Garden Center on Tiburon Boulevard. The camp used the cabin and garden space, colorful flowerbeds and beautiful vista points for some wonderfully messy and inventive arts and crafts activities.

The little campers also planted and watered seeds in the raised beds, had picnics and treasure hunts, and did what kids do in the summer time with friends and counselors, while staying safe with best practices set by the American Camp Association, Centers for Disease Control and Marin Health and Human Services guidelines.

It is our pleasure to host the camp again this year and feature these few photos taken at our beautiful Landmark.



Photos courtesy of The Ranch

FERRIES, CARS AND COMMUTERS

By Susan Cluff
& Dave Gotz

On April 1, 1909, Northwestern Pacific Railroad (NWP), successor to the Donahue Line, shifted most of its rail and ferry passenger service from Tiburon to Sausalito. Tiburon Point, with its railroad roundhouse, machine shops,



A view from the lower deck of the *Ukiah* as it leaves Tiburon in about 1910. In the distance are Corinthian Island and Belvedere.

storehouses, wharfs and docks became NWP's railroad maintenance, storage and freight terminal, employing about 400 men.

The NWP inherited a magnificent fleet of steam-powered paddlewheel ferryboats: the *James M. Donahue*, the *Tiburon* and the double-ended *Ukiah*, later renamed the *Eureka*. At least twice a day, the big ferries ran from San Francisco to Tiburon, mostly carrying freight on their bottom decks. On summer Sundays, ferries would bring up to 2,500 day-trippers from the City to the El Campo resort on Paradise Cove.

For commuting passengers, the smaller 97-foot *Marin* was put into service between Tiburon and Sausalito with a stop at Belvedere island. Built in 1912 from the hull of the *Requa*, a millionaire's yacht that burned to the waterline, the *Marin* ran on gasoline, had comfortable wooden seats and



The *Eureka* (formerly the *Ukiah*) at the San Francisco Maritime National Historical Park in the 1960s. Now restored, you can still visit it there today.

an open top deck so passengers could sit outside in good weather. Regular commuters made close friends and social connections—there were the card players, the readers, the talkers, the knitters, the whistlers... On weekends, the Corinthian Yacht Club band would meet the evening ferry and

Below: Tiburon waterfront 1927. On the right the small ferry *Marin* picks up commuters bound for San Francisco via Sausalito. Behind it is the new *Redwood Empire* automobile ferry. The back of Main Street is on the far left, with Mar West in the background.





Belvedere's ferry landing can be seen in this aerial from 1920. Passenger ferries ran from Tiburon to Sausalito via Belvedere from 1909 until 1933.



The *Redwood Empire* was one of three car-carrying ferries launched in 1927 for the NWP. They were all sold to the Black Ball Line in Seattle in 1940.

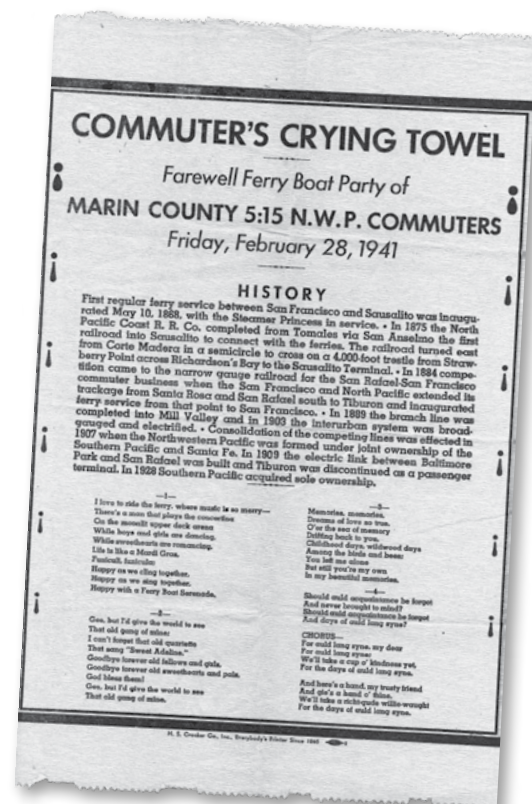


The small ferry *Marin* heads back to Tiburon coming from Sausalito via Belvedere.

Cars cross the Golden Gate Bridge from Marin during opening ceremonies in May 1937.



Commuters disembark in 1969. The Windjammer Restaurant was built at the ferry landing in 1966, that space now houses Caffè Acri and will soon have a new Michael Mina restaurant on the waterside (formerly Guaymas).



Commuter's Crying Towel handed out on last NWP Ferry Ride, February 28, 1941.

escort members to the clubhouse in an informal parade down Main Street.

To get to the Sausalito-bound ferry, Belvedere residents would walk down one of the pedestrian lanes on the island to the wharf, or call up Bill Barr's taxi (ten rides for a dollar) to take them across the drawbridge into Tiburon. That's not to say they found it convenient. In her oral history, Mary Louise Sutton Bates (1925-2019) recalls visiting the doctor after cutting her hand when she was about six. "So down the hill to the (ferry) *Marin*, over to Sausalito then onto San Francisco then on a streetcar ride to the doctor's. It took hours..."

Miriam Bradley Grbac (1890-1995) whose father worked for the railroad, took the ferry from Tiburon to Sausalito every day to catch the electric train to Tamalpais High School. Since the only road out of town was rough and unpaved, "we never missed the boat." Until 1926 when there was a public library in Belvedere and Tiburon, locals

Commuters arrive in Tiburon on the *Harbor Prince* painted in Bicentennial livery in 1976.



would take the ferry to the Sausalito library next to the NWP ferry terminal to pick up books.

This was the golden age for ferries on the Bay. In 1930, Southern Pacific and its affiliated companies carried 43 million passengers - 5.7 million between the City and Marin and almost 15 million on its auto ferries. Tickets cost 25-35 cents and the ferries ran all day from 7:10 a.m. to 10:35 p.m.

But with the rise of the automobile and the Bay Area's growing population, Bay Area ferry and train service gradually declined through the 1920s and 1930s. In 1933 the Tiburon to Sausalito ferry and shuttle service was replaced with buses and in 1937, the first cars crossed the Golden Gate Bridge.

On February 28, 1941 the *Eureka* took its last trip across the Bay with Captain Laurence Wosser at the wheel, ending 73 years of Marin ferry service. According to George H. Harlan in *Of Walking Beams and Paddle Wheels*, a band played all afternoon, mainly the "Ferryboat Serenade," over and over. A group called Save the Trains and Ferries League of Marin County distributed crying towels. "Try Riding a Bus Just Once!" they said. "Where is the deck where you can take a short, brisk stroll in the fresh air?"

While a few ferry companies still offered sightseeing trips for tourists, there were no passenger ferries in Tiburon again until 1962. By that time, the railroad was winding down and the rough and tumble town had changed from "a bundle of tracks and a clump of smoky buildings... a workshop of noise, oil, welding and hammering" into a toney bedroom suburb with at least one car in every garage.

With traffic jams more frequent, the call came for the return of commuter ferries. Petitions were circulated and a private commuter club organized, first holding "tryouts" to run the ferry service. Soon the 55-foot diesel-powered *Harbor King* and *Harbor Queen* were making six cross-Bay trips a day in 30 minutes. Tickets for club members were \$30 for 40 trips compared to 20 rides for \$10 on the Greyhound bus from Tiburon to San Francisco. "There's nothing like commuting by ferry boat," said local resident and future mayor Al Sennett in 1965. "There's fresh air and relaxation... and what great views!"

Regular ferry commuters called themselves the "Fantail Athletic Club" - the requirement for membership was to be hit by seagull droppings



MV Zelinsky ferry christening in Tiburon in March 1998. Mayor Mogens Bach, Ed Zelinsky and daughter Miriam. (Diane Smith photo)

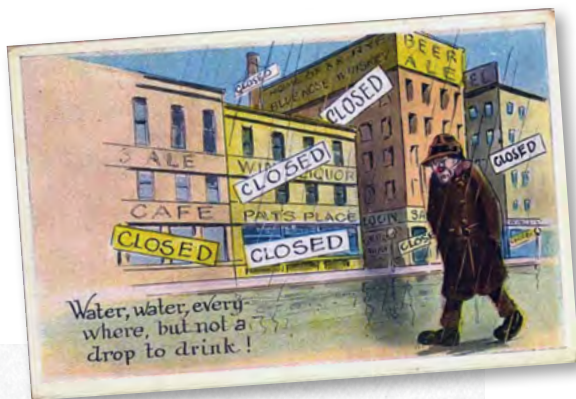
while on the fantail of the boat. Card-carrying members proclaimed privileges such as Gull Ducking, Underfoot Rolling, Bay Boozing, View Gazing and "Such Other Benefits as not found Ashore."

While the Tiburon ferries never made money, they got noticed. In August 1970, the Golden Gate Bridge District got into the ferry business with its own service out of Sausalito. Once again, ferries were back!

Sam Vella: Bootlegger and Barman

By Susan Cluff

During Prohibition, Tiburon was a center for illegal bootlegging on the Bay. Located at the end of a long peninsula with one road in and a great lookout point to spot unwanted visitors, everyone in town seemed to be in on it – Sheriff's deputies, the Coast



One of many Prohibition postcards from the 1920s bemoaning the lack of hard drink. A case of high quality scotch, rums, rye, brandy that cost \$15 in Canada could be sold in San Francisco for \$120.

lockers under the boardwalk,

some say even the bank's vault.

One of the main bootleggers in town, and the richest, was Sam Vella (1887-1983), later the owner of Sam's Anchor Cafe on Main Street. Born Salvatore Vella in Malta, Sam was a seaman and steward who came to San Francisco after WWI. Starting business in a tent on the waterfront selling "soft drinks" on a board balanced between two sawhorses, as money came in he bought a restaurant,

two waterfront buildings on Main Street, the bank building, and a dozen more houses in Tiburon and Belvedere. Some, or maybe all, he used as places to stash illegal liquor.

Old timers remembered Sam's Garwood racing boat that he'd take out to the Farallon Islands to meet up with ships carrying smuggled liquor then speed back to Tiburon. His boat was swift and sleek enough to outrun the law and buck the water in Hell's gate (the swift current that ran under the old drawbridge). Underneath one of his waterfront properties, close to where the bar is now, there was

a trap door in the floor guarded by a large German Shepherd. This apparently led to a 20 by 30 feet concrete hold about seven feet deep.

Sam rarely got caught with the goods on him. In his oral history, Laurence "Bunk" Mersereau said you always knew when there was going to be a raid because the Coast Guard cutter would be lying just off Corinthian Yacht Club. Plus "everyone would watch and phone in when they saw a strange car coming down Tiburon Boulevard. There weren't that many cars those days that you couldn't keep track."

Harvey Anderson, who owned the butcher shop in town, told Landmarks that Sam would always get a call ahead when the sheriff in San Rafael planned a raid... "the bootleggers would (then) hide all the booze and leave a pint right there on the bar so they could find it." The Sausalito judge (who drank at Sam's three or four times a week) would then fine Sam five dollars. In



A Garwood speedboat in action.

January 1923, Sheriff Keating once again raided Sam's establishment and caught him and brothers Andrew and James White with several cases of bootleg liquor; they were fined \$300.

Remembered as a little guy, only 5'3" tall, Sam opened a cafe on Main Street in Tiburon as a lunchroom for Northwestern Pacific Railroad workers which later became a popular restaurant and bar. "Swim over, sail over, walk or bring your car," read 1950s ads, mentioning Sam's famous hamburger, cioppino, tasty sandwiches and big drinks. "The view cannot be beat."

Sam sold his bar and went back to Malta in 1960. When he died, he left half of his considerable estate to his wife Louise and the rest to his eight nieces and nephews in Malta.



Former bootlegger turned successful restaurateur Sam Vella on the deck at his restaurant in 1958. (Marin IJ photo)

Guard, railroad telegraph operators, merchants, and most of the residents.

After the Volstead Act passed in 1919 prohibiting the sale and manufacture of liquor in the United States, illegal stills started up in barns and cemeteries, people made wine and grappa in back rooms, and (if they could afford it) bought imported liquor from Canada smuggled into town by boat under cover of darkness. Once in Tiburon, the booze was hidden in cellars, secret storage

Life Above the Depot

By Susan Cluff

If you've visited the Railroad & Ferry Depot Museum with its scale model of the Tiburon railyards circa 1910, you'll know it was once a busy passenger and freight depot on the Tiburon waterfront with a waiting room, ticket, telegraph and freight office.

But did you know that the stationmaster and his family once lived upstairs?

Around 1909, a permanent station agent on 24-hour watch moved into refurbished quarters on the second floor. Living at the depot meant there was always someone on hand in case of emergency, whether it was a burglary (valuable freight and cash being kept on the premises) or a fire in the yards. In 1918, there were about 75,000 of these two-story depots standing trackside around the country.

From 1913-40, stationmaster and telegraph operator William R. Bent (1877-1953) lived at the Tiburon depot with his family. Originally from Mississippi, he and his wife Elizabeth had three children, Thomas, Zelma and Florence who grew up at the station house and attended Tiburon schools. In 1919, William's monthly salary was \$175.

Florence Bent Palmer (1912-1995) recalled her railroad home being smoky and noisy with the sounds of arriving and departing steam engines, freight loading, hammering from the machine shops, and the ship and fog horns on the Bay. The wood building with its tin roof was cold and drafty, the only heat provided by a kerosene heater and a cast iron stove fueled by hoppers of coal lugged up the steps. As the building was set on pilings near the shoreline, the family sometimes had to move out in bad weather. To warn passing ships, her father would ring the fog horn, by hand, from the end of the pier.

In her oral history, Florence remembered playing baseball, attending dances at the Corinthian Yacht club, and having to wear a mask during the 1918 flu epidemic. She attended the Tiburon School, using the viaduct to cross over the rail yards. She also went to music and dance lessons in the City where she attended high school and continued her ballet classes, returning home each night by ferry.

One of Florence's earliest memories was of her mother milking the cows in rail box cars ready to be shipped to San Francisco to make ice cream. Because there was no refrigeration, she and her mother sat in the kitchen "eating the whole six quarts with our feet stuck in the oven to stay warm." On winter nights, she remembered "all of us sitting at the

Continued on next page



Bent family and friends on the wharf in front of the Tiburon depot building circa 1918. The only door that remains today is the one on the left.



Bent family in Ogden, Utah: Ann, Zelma, Thomas Bent and William, circa 1907.



Florence Bent on the wharf about 1928.



The rooms in the Depot House Museum are decorated with numerous Bent family furnishings.

Captain Jack's Flags

Seems that most people in town know Jack Fiorito, head docent at the China Cabin, and of his enthusiasm for different colorful and interesting flags. Since the pandemic began, he's been changing up the flags flying on the four flag poles at the China Cabin on Beach Road more frequently and added a Happy flag with a smiley face to help keep people's spirits up.

Since 1999, "Captain Jack" has been teaching school groups and visitors about the P.S. China that was saved and restored by Landmarks after the Pacific Mail steam ship was demolished in the bay off Tiburon in 1879 after making 30 trips to Yokohama, Shanghai and Hong Kong. "The P.S. China was one of the largest paddlewheel steamships rigged for sail ever built," he explains. "It was fast too, making a Pacific Ocean crossing in about 25 days. The China Cabin is the very last piece of naval history we have from that time."

Jack, who began his career as a naval intelligence officer, had just retired from AT&T when co-founder Beverley Bastian asked him to join the Landmarks Society's board and help them with community education. China Cabin visitors now learn just how the great old steamships worked and what they carried, the difficulties of transferring mail in the middle of the ocean, when the first Japanese colonists came to California, and if they're there at the right time, the right way to put up and take down a flag.

"Flags need to be raised briskly, right to the top," Jack explains. "If you fly other national flags as

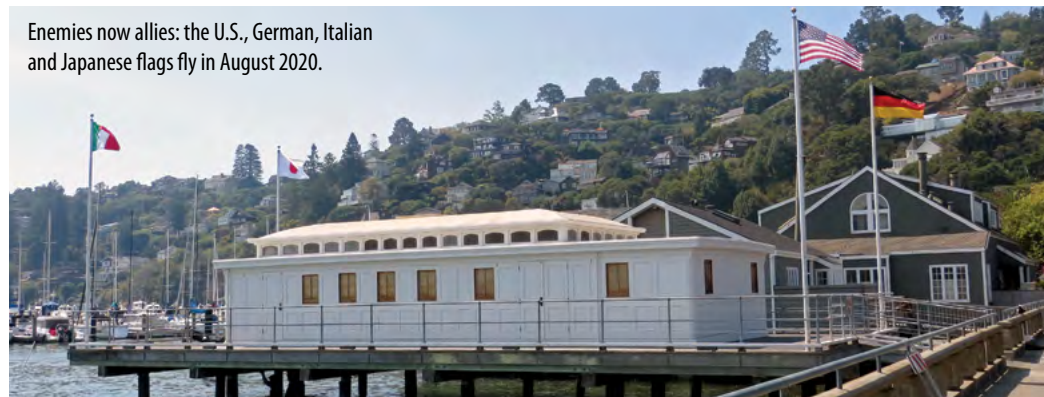
well as the American flag they need to be the same size and at the same height. When you take a flag down, you do it slowly, with reverence. If you fly a flag at half mast, you raise the flag to the top first, then lower it."

Jack's increasing collection of flags includes the U.S. flag with its stars and stripes, a Taunton flag used in the 13 Colonies before the Revolution, a Japanese flag with its crimson sun, the original Hong Kong flag, flags from Canada, France, Germany, Great Britain, Spain and other nations, and one from each of the U.S. military forces. He even has some Koinobori windsocks used to celebrate "Children's Day" in Japan. "People are always calling me asking, what's that flag flying today?" Jack says. "I love it."

Not long ago, Captain Jack was raising the American flag at China Cabin when a man drove up in a car and asked him if he'd wait a minute. The man jumped out, pulled a trumpet from the back seat, and played the "Star Spangled Banner." After the last note died away, both men saluted and smiled. "It made my day," says Jack.



Captain Jack raising the flag at the China Cabin.



Enemies now allies: the U.S., German, Italian and Japanese flags fly in August 2020.

Life Above the Depot *continued*

kitchen table with its white oil cloth cover playing cards."

As the youngest child, Florence loved to lie in bed and gaze out of her windows at the trains arriving and departing. In 1915 she watched the fireworks for the San Francisco Panama Pacific Exposition from the end of the pier and in 1921, the fire that razed Tiburon's Main Street.

Florence's brother Thomas became a trucker and then clerk for the railroad, her sister Zelma (Orton) a stenographer for a real estate company. In 1932, Florence married and left Tiburon, coming back in 1940 to help her brother when he bought Anderson's butcher store downtown.

In recreating the stationmaster's apartment upstairs in 1995, the Landmarks Society used Florence's memories of the place as it was in the early 1920s and her gifts of some of the family furnishings. Photos of the Bent family are on the piano in the living room where they often gathered to hear Florence play. When the Depot museum opens again, be sure to visit and meet the family who lived upstairs.



Florence Bent Palmer with Tiburon Fire Chief Frank Buscher in his office upstairs at the Depot, 1992. (Diane Smith photo)

Parties, Fetes, and Soirees – Think of Landmarks!

While some of you may think of our beautiful historic buildings as “museums” with stories to tell from the past, they are very much a living part of our community where new memories and history are made throughout the year, hosting weddings, rehearsal dinners, celebrations of life, anniversaries, birthday parties, bar and bat mitzvahs, meetings and events.

While we are not yet permitted to open up our sites for indoor gatherings and events, we can still host intimate weddings outdoors at Old St. Hilary’s and on the deck of the China Cabin, as well as intimate ceremonies and celebrations at the Art & Garden Center on our brick terrace and lawns.

Just this July, a darling couple held an intimate outdoor wedding at Old St. Hilary’s preserve. Since they were not permitted an indoor ceremony due to the pandemic, the couple got creative and took advantage of the beautiful vistas surrounding our little white lady on the hill and married at the

their absent friends and family. An unforgettable moment in unusual times...

In 2019, a local couple from Belvedere celebrated their 40th wedding anniversary that started at their home with cocktails and nibbles. They then walked over to the China Cabin for a celebratory dinner -- an authentic Cioppino feast coupled with fantastic sourdough bread. After a champagne toast on the dock, they laughed, ate, drank and reminisced at grand long dining tables in our gold jewel box on the Bay.

Last fall, another ecstatic couple celebrated a wedding with friends and family at the Art & Garden Center in a lovely outdoor ceremony, followed by an intermezzo overlooking



Richardson Bay, dining outdoors on the lawn and dancing on the brick terrace amid hosts of lovely blooms. Of course the event included a gorgeous sunset silhouetting Mount Tamalpais.

It’s a joy and a privilege to share the history of our remarkable historic buildings and help create new memories for new couples, families and our community on the most important and memorable days of their lives. We look forward to the time when we can re-open our beautiful sites and celebrate with you as well. So, the next time you’re planning a party, event, or celebration and want a unique and unforgettable setting, think of our Landmarks.



base of the chapel steps with a few family members and witnesses.

In August, a just-married couple came to our China Cabin for their “First Dance,” the bride wearing a beautiful long hoopskirt gown and the groom his Scottish tartan kilt. They brought their own music and videographer and kissed, twirled and embraced through a half a dozen takes so that it can be edited and sent as a video memory to

Photo: Melanie Duer Kopp



THANK YOU!

To our anonymous donor of a \$30,000 matching grant.

Hadley Construction for covering the cost of all labor for construction and repairs at Old St. Hilary's.

Hot Foot America LLC for donating labor for work at China Cabin.

Custom House II for the donation of many treasures to benefit Landmarks.

Suzanne & Bill White for the donation of a dumpster at the Art & Garden Center as well as the donation of plants and gardening supplies.

Alison Pence for her tireless work and vigilance to save the native and rare wildflowers around Old St. Hilary's.

Mark Pearce Construction for their ongoing support of Landmarks.

Lee Darby for her proofreading support and keen eye.



Recently, *The Ark* donated a box of cartoons by ad man and illustrator Jack Keeler (1923-1992) without any captions. This one seemed suitable for today. Can you come up with one?



"View from Mar East" by Sylvana Wong.

History Collections Donations

March 2020 – August 2020

Thank you to the generous donors who gifted Landmarks with their artwork and historical treasures for our museum and archives.

Joan (Millzner) Palmero – World War II Air Warden's booklet, WWII rations coupons, family photos, local event programs & Pelican newspapers.

Custom House II (Meagan) – Archival supplies.

Jim Abrams – 100 Ebttide newspapers, the local newspaper his parents started. Ebttide was established in 1961 and folded in 1985.

The Ark Newspaper – A box of original cartoons by Jack Keeler.

Silvana Wong – Five original paintings of Tiburon. Silvana Wong lived here for 40 years and often painted local scenes.

Fran Wilson – pressed glass oil lamp circa 1920.



Pressed glass oil lamp donated by Fran Wilson on the Thomas Bent desk at the Depot House Museum.

"Both Sides of the Track"

Among the many books and pamphlets published by Landmarks is a fascinating collection of 22 oral histories done in the 1970s from a cross-section of early families who lived in Belvedere and Tiburon in its early days. It's available for \$25 hardcover or \$17 in paperback including a new index.

Both Sides of the Track

A Collection of Oral Histories from Belvedere and Tiburon



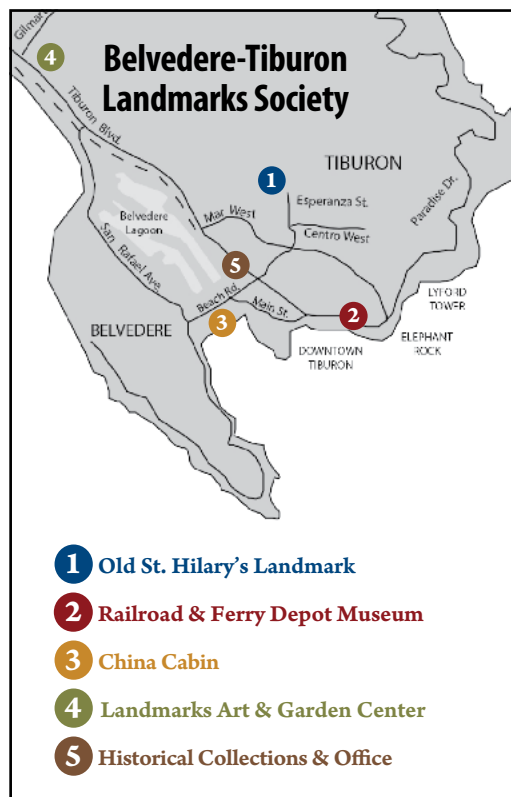
Edited by James Hrig and Shirley Mitchell

Did You Know?

In researching Old St. Hilary's for its recent designation on the National Register of Historic Places, we came across some notes about the original white mission church windows and stained glass panel above the doorway donated by Dr. Benjamin Lyford and his wife Hilarita Reed.

Apparently, the dozen cathedral shaped windows along the two sides of the church were once glazed with multi-colored glass that had been hand-stenciled to resemble stained glass. After being broken by vandals (or an earthquake), church officials replaced them with the plain amber-colored windows we see today.

That explains why over the years volunteers at Old St. Hilary's have found numerous shards of blue, ruby, emerald and amber glass at the site. Although none of the glass pieces are large, they give us an idea of what must have been beautiful colored glass windows that once illuminated the tiny chapel in sunlight or moonlight.



Above: These are some of the hundreds of stained glass shards found on the ground at Old St. Hilary's. The amber pieces in the left corner may be from protective glass added in the 1920s to prevent damage to the stained glass.

Below: This beautiful mural at St. Hilary's Church on Hilary Drive was done in the 1950s from colored glass pieces found at Old St. Hilary's after it was deconsecrated in 1954.



IN MEMORIAM

We recently lost two long-time Peninsula citizens and Landmarks supporters, Ida Mae Berg and Paula Little.

As 48-year residents of Tiburon, Ida Mae and her husband Peter Berg were often seen at town functions and events. They helped organize events such as Ayala Day, an annual town picnic on Angel Island and hosted Kite Day where the town gathered every year to picnic and fly kites in Old St. Hilary's Open Space. Ida Mae was a Landmarks Board member and Railroad Depot Museum docent as well as a member of the Tiburon Heritage & Arts Commission. Like many others, Ida Mae felt the magic of our community and embraced it. Because of their active engagement in civic functions, their sense of community, and work to preserve our rich history, we have an amazing place to call home.

Paula Little joined the Landmarks Society more than 25 years ago and was a very generous donor to our organization. She was also part of a group of volunteers who needle-pointed the



Paula Little hard at work creating the Rosin Weed needlepoint cushion in 2000. There were 30 women who sewed the cushions and Mel Pearce stuffed and assembled the final product.



The late Ida Mae Berg who felt the magic of our community and embraced it.

pew cushions for Old St. Hilary's Landmark. Each cushion face required 135,000 stitches. Like Ida Mae, Paula also embraced her community and went the extra step by underwriting much of the cost of the hanging flower baskets along Tiburon Boulevard for many years.

Both of these lovely ladies will be missed by their families and our community.

Join the Belvedere-Tiburon Landmarks Society

Please join us as a member of the Landmarks Society. Your membership directly supports our mission and makes Tiburon and Belvedere's history a meaningful part of everyday life in our community. Help us continue to preserve and share our history by maintaining our beautiful historic venues and providing free access to our Historical Collections and archives. Make your 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 print of the Northwestern Pacific Railway Map (23 X 48"). Four tickets to the 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.

Visit the Landmarks' office to pick up your book or tickets to a concert of your choice. All donors will receive a Landmarks car or window decal.

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-one years of Landmarks.

Consider Volunteering

It's time to give back, share your talents and meet new friends. Consider volunteering for the Landmarks Society.



Old St. Hilary's



Art & Garden Center



China Cabin



Railroad & Ferry Museum

China Cabin Docent
Old St. Hilary's Docent
Tiburon Railroad & Ferry Depot
Museum Docent
Thrift Shop Volunteer
Structural Preservation Volunteer
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& Marketing
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Call Cathy Larson, Community Outreach Manager at 415-435-1853.

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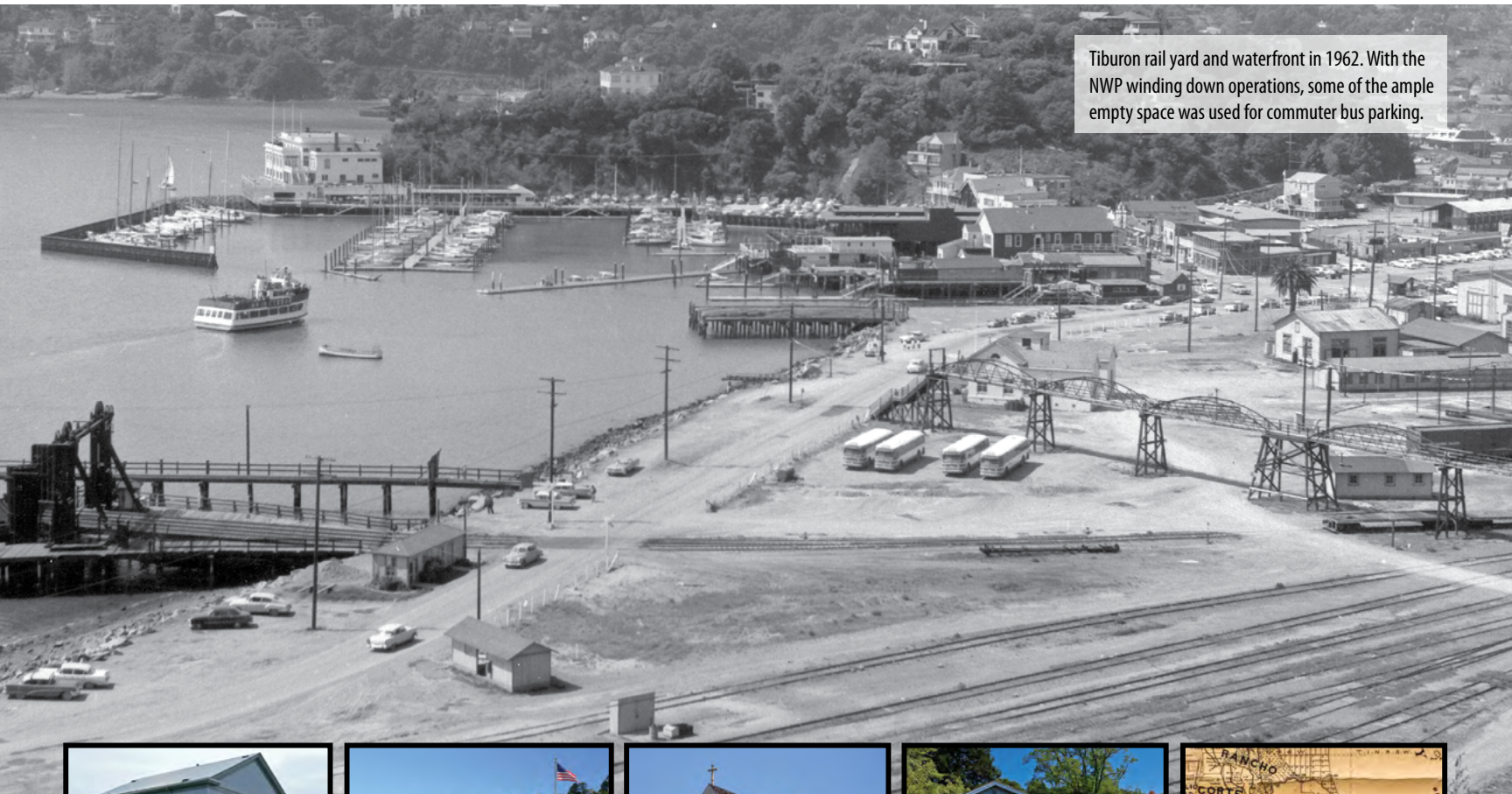
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Tiburon rail yard and waterfront in 1962. With the NWP winding down operations, some of the ample empty space was used for commuter bus parking.



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