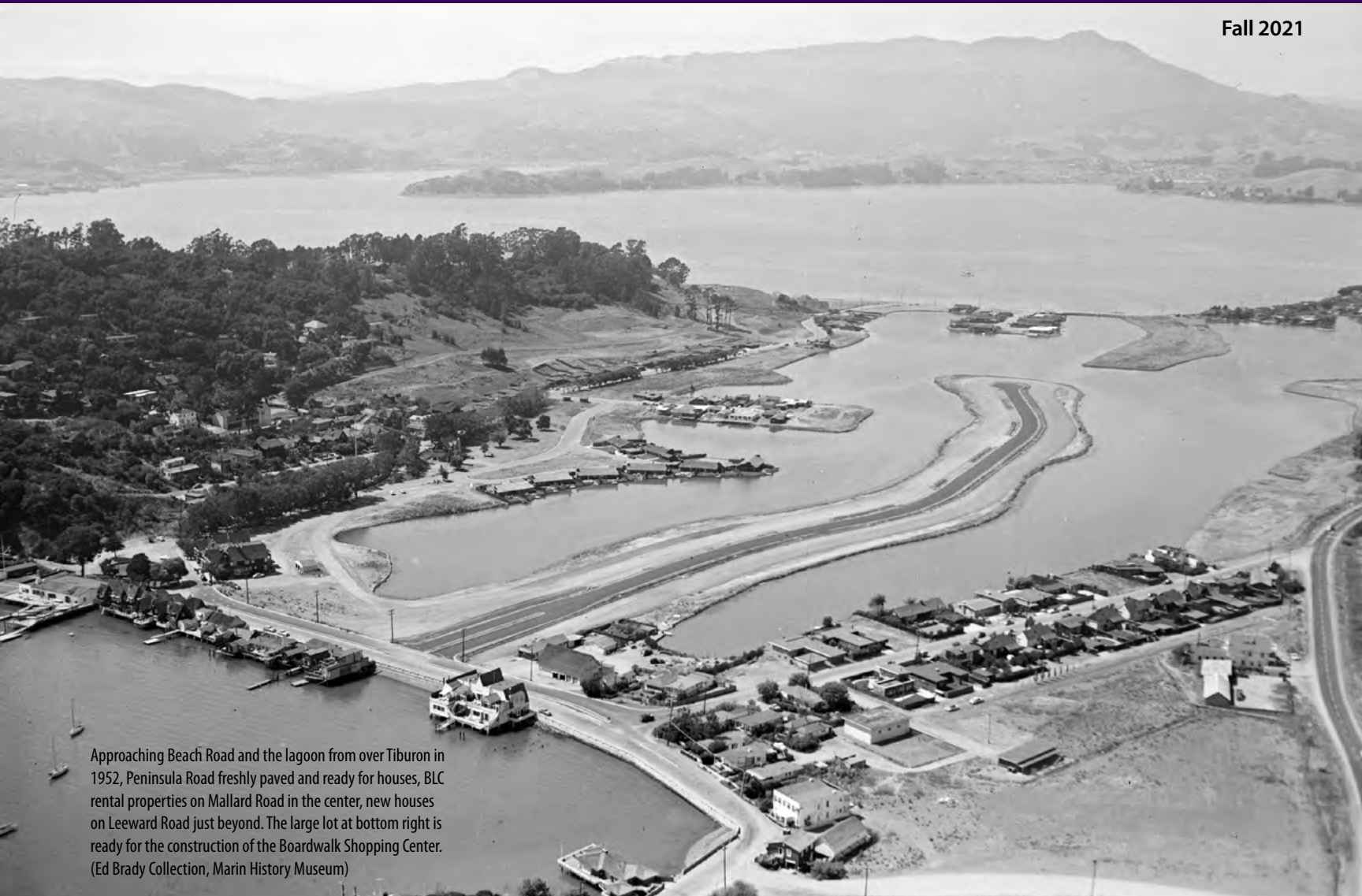


LANDMARKS

Living History ~ The Tradition Begins With You

Fall 2021



Approaching Beach Road and the lagoon from over Tiburon in 1952, Peninsula Road freshly paved and ready for houses, BLC rental properties on Mallard Road in the center, new houses on Leeward Road just beyond. The large lot at bottom right is ready for the construction of the Boardwalk Shopping Center. (Ed Brady Collection, Marin History Museum)

Celebrating Belvedere's 125th Anniversary
The Building of the Depot Museum's Model Railway
Eating & Drinking on the P.S. China

Florence Scott: Belvedere's Lady Doctor
Researching Your Historic Home
Become a Member of the Landmarks Society

President's Corner

Now, in the Fall of 2021, Landmarks is gradually opening up our sites and events. Our concert series at Old St. Hilary's started August 22nd with Fingerstyle Guitarists. Several additional concerts are planned for November and December. Our sites have been open on the weekends since March. At first, a few visitors came. But now the visitors are seeing our sites in the usual numbers. Event planning is growing as many celebrations deferred from 2020 are scheduled in the latter part of 2021 and into 2022.

After our Executive Director Patty Flax and her office team managed through 2020, navigating the challenges of 2021 still remain. We applied for and received a Small Business Administration Paycheck Protection Program loan for 2021. As with the PPP loan for 2020 which was forgiven following certain conditions, the 2021 loan is also expected to be forgiven under the same rules. These loans help keep Landmarks staff on the payroll to manage the Society's activities.

We are continually working to maintain our sites. The repair of the China Cabin support pilings which are approaching 40 years of service is still in the approval process. This effort is more complex now, bringing in several local and federal agencies. The repair consists of fiberglass collars replacing the old rubber covers damaged by wave action. Another project is the replacement of the roof on the cottage at the Art & Garden Center. Several estimates have come in and have a significant price tag. Roofing is an important aspect of preserving our historical sites. This will be a 2022 activity. Lastly the windows at the Railroad & Ferry Depot Museum need attention. Several have been suffering with dry rot especially on the water side of the building. The work to



remedy this will be completed by the end of Fall 2021.

Following the success of the Landmarks Challenge fundraiser in 2020, we announced our 2021 Challenge. Two generous donors provided the base challenge amount of \$27,000 to start the process. Donations to this challenge are amplified by the match.

All our sites are following Marin County and State of California guidance on managing a healthy environment for our visitors. We provide guests with hand sanitizer and masks if needed. All of the docents hosting our visitors have been fully vaccinated.

With the increased popularity of our sites, we invite our County residents to join our docent group. The preservation of and education in our local history is a fulfilling and essential role in our community. Your support, volunteerism and participation in Landmarks activities are welcomed.

Phil Cassou

Director's Message



Thank you to all of our members and supporters for your generous participation in our Challenge Campaign. The challenge to raise \$27,000 in order to receive the matching amount was met and then some with a total of \$43,000 in donations.

These funds will help to pay for the many projects we have slated at our sites this fall and early 2022. As mentioned by Phil, we look forward to installing a new roof at the Art & Garden Center, repairing and replacing windows at the Railroad & Ferry Depot Museum, repairing the support pilings and refinishing the bright work at China Cabin, and installing a new roof on the outhouse at Old St. Hilary's just to name just a few.

This year our Annual Meeting will not be in person due to COVID concerns. We will email and mail our Annual Meeting Report in early November as we did last year.

With gratitude,

Patty Flax

Landmarks Society 2021 Board Officers

Phil Cassou, *Board President*
Jim Allen, *Co-Treasurer*
Brooke Halsey, *Co-Treasurer*
Helen Lindqvist, *Secretary*

Board Members

Peter Brooks Eva Buxton
Bob Harrison Gay Keil
Suzanne White

Staff

Patty Flax, *Executive Director*
Dave Gotz, *Archivist*
Jennifer Hartung,
Administrative Assistant
.....

Except where noted,
all photos from the
Landmarks Archives

Editors/Writers:

Phil Cassou, Susan Cluff,
Jack Fiorito, Patty Flax
and Dave Gotz

Design:

Mark Shepard,
shepgraphics.com



Cathy Larson Retires from Landmarks

Our dear Cathy Larson retired from Landmarks in March after three years as Landmarks' Community Outreach Specialist. Her sparkling laugh and lovely sense of humor are sorely missed by all of us. She was an integral part of the team who contributed thoughtful stewardship and a wealth of knowledge to the organization's endeavors. We miss you, Cathy!



THANK YOU!

Peter Brooks for removing an unruly *Pittosporum* from the Art & Garden Center.

Jeff Hadley and Hadley Construction for an emergency repair of the front porch steps at the Art & Garden Center.

Eva Buxton, Bob Finch, Alison Pence and **Helen Lindqvist** for their tireless efforts to keep Old St. Hilary's and the wildflower preserve surrounding it safe.

Maggie McCann and **Francis Brooks** for helping at the Depot Museum during the pandemic volunteering on various Saturdays and Sundays this year.

Peggy Hodge and **Suzanne White** for keeping the gardens at the Art & Garden Center resplendent.

Mary Patterson, a long-time gardener at the UC Davis Arboretum, for the gift of many plants and her labor in our gardens.

Gary Lucas for tackling several maintenance items at the Art & Garden Center and Railroad & Ferry Depot Museum.

Lee Darby for her keen eye in proofreading our newsletter.

The Town of Tiburon for their \$6,000 contribution toward the repair of the windows at the Railroad & Ferry Depot Museum.

Old St. Hilary's Designation Is Official!



The Belvedere-Tiburon Landmarks Society hosted the dedication of the plaque signifying the listing of St. Hilary's Mission Church on the National Register of Historic Places on September 12, 2021. Dave Gotz, Landmarks Archivist; Patty Flax, Landmarks Executive Director; Phil Cassou, Landmarks Board President; Julianne Polanco, State Historic Preservation Officer, California Office of Historic Preservation; Holli P. Thier, Tiburon Mayor; Jennifer Hartung, Landmarks Administrative Assistant.

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



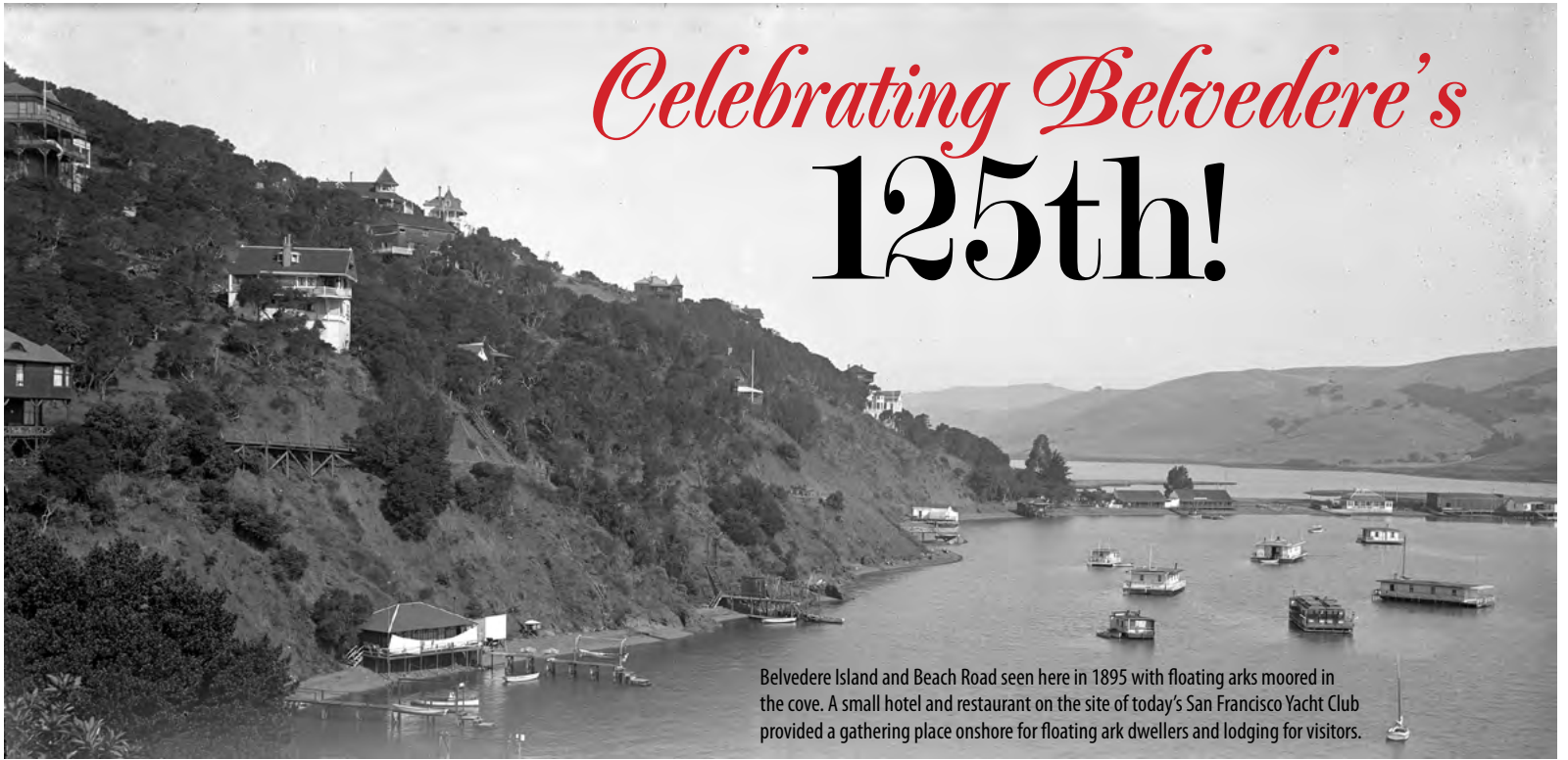
Railroad & Ferry Museum

Art & Garden Docent
China Cabin Docent
Old St. Hilary's Docent
Tiburon Railroad & Ferry Depot
Museum Docent
Thrift Shop Volunteer
Structural Preservation Volunteer
Gardening Volunteer

Mailings
Office Support
Community Outreach
& Marketing
Website Volunteer

**Call Jennifer Hartung
at 415-435-1853**

Celebrating Belvedere's **125th!**



Belvedere Island and Beach Road seen here in 1895 with floating arks moored in the cove. A small hotel and restaurant on the site of today's San Francisco Yacht Club provided a gathering place onshore for floating ark dwellers and lodging for visitors.

On December 21, 1896, Belvedere became a town by a vote of 33 to 24. The decision to incorporate, making it the smallest town in California, was not without controversy. Then, as now, Belvedere was only two square miles, about 200 acres – an island of mostly

summer homes for fog-weary San Franciscans, a protected lagoon, a causeway to Tiburon (now Beach Road) occupied by a few shacks and businesses, and about half of still undeveloped Valentine's Island (now Corinthian).

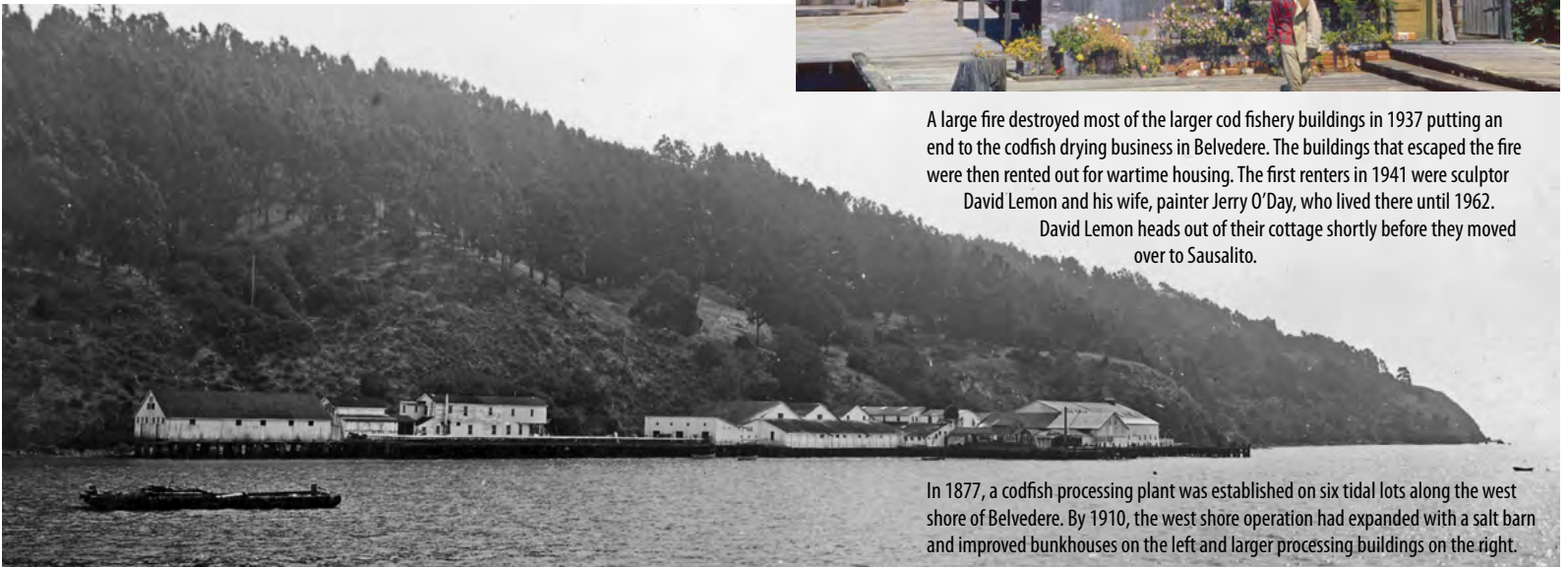


Looking up from Beach Road in the mid 1890s, only a few houses had been completed.



Above: Taking a stroll on Bayview Avenue near the Presbyterian Church in 1900. Built in 1896, the church was sold to the City of Belvedere in 1946. After detaching the stonework and steeple, it was rolled down Laurel Avenue to become Belvedere Community Center and City Hall in 1949.

Below: Belvedere City Hall about 20 years after it was rolled down Laurel.



After a resident committee had corresponded with more than 50 other small towns on the pros and cons of incorporation, many pleasure boat and ark owners who would now be taxed to moor their crafts in Belvedere Cove mounted active opposition. Still the vote passed and the first municipal taxes levied at the rate of five cents per \$100.

Belvedere Land Company who since 1890 had sold house lots, provided road, water, sewer, bus, and garbage services, deeded seven acres along the Cove for park purposes to preserve the waterfront in perpetuity. A town post office opened in 1897. By 1900, there were 50 homes and a luxurious 50-room hotel in Belvedere. After the 1906 San Francisco Earthquake, its population topped 500.

In 1935, San Francisco developer Harry B. Allen bought the shares of the Land Company and began another phase of development

Continued on page 7



A large fire destroyed most of the larger cod fishery buildings in 1937 putting an end to the codfish drying business in Belvedere. The buildings that escaped the fire were then rented out for wartime housing. The first renters in 1941 were sculptor David Lemon and his wife, painter Jerry O'Day, who lived there until 1962.

David Lemon heads out of their cottage shortly before they moved over to Sausalito.

In 1877, a codfish processing plant was established on six tidal lots along the west shore of Belvedere. By 1910, the west shore operation had expanded with a salt barn and improved bunkhouses on the left and larger processing buildings on the right.



This charming view of the lagoon in its natural state is from about 1901. The County Road is the dirt track in front; the location of this photo would be along the shore between Teal and Mallard. In the distance is the Hilarita Dairy (now Reed School) with Sugarloaf Mountain above it and Red Hill on the right.



A woman golfer stares down her tee shot on the 5th hole of the Belvedere Golf and Country Club in this colorized photo from 1921. Located on the northwestern end of the island, the Club operated from 1914-1933 and offered nine holes, tennis courts and a clubhouse.



Left: Belvedere Fire Department volunteers group around the new GMC fire truck in May 1936, Chief Laurence Mersereau at the wheel. The Belvedere volunteer fire station was located then on Beach Road near Cove Road.

Below: A rare snow covers Beach Road in 1939 next to Lloyd's Auto & Electric Repair Shop. After taking over the old horse and carriage barn in the 1920s, Lloyd Kimball operated his repair business here until the 1940s. The house on the left under construction was one of six the Land Company built on Beach Road and moved to Lagoon Road in about 1950.



Snow at 244 Golden Gate in January 1916.



Continued from page 5

for Belvedere, dividing the former golf course lots into home sites, creating an in filled lagoon surrounded by cottage-style homes, duplexes and apartments, and building the first shopping center on the Tiburon Peninsula. In 1950, the population had grown to about 800, then rose to 2,100 in 1960, 2,500 in 1970, and today is once again about 2,100 residents.

Belvedere's name comes from the Italian for "beautiful view." In 2017, Belvedere became a twin city with Portofino in Italy, famous for its picturesque harbor and scenic coastline.

Left: Children of the Maillard and Peterson families line up on Rey's steps in the 1910s. The Maillards lived on Bella Vista and the Petersons on Golden Gate. Located next to the Rey Home at 428 Golden Gate (see Historic

Home article), these steps were closed by the City in 1983 after retaining walls deteriorated and they became overgrown.

Left: Looking down from Bayview Avenue in 1955 at the Belvedere Lagoon and Tiburon. Leeward Road is in the foreground with Peninsula Road in the center and the tip of Mallard Road on the right. A long line of freight cars sit on the tracks just below Mar West Street.

Left Below: Louis Soldavini at the 75th Anniversary parade July 29, 1972. Lou was crowned "King Louie" for his 27 years with Belvedere City Public Works. The truck is being driven by Roger Felton.



Above: Looking straight down Beach Road in 1907. On the right are the Hotel Belvedere, Farr Cottages and several dwellings on pilings including the China Cabin. In the distance is the long paint shop building at the western end of the NWP rail yard in Tiburon. To its left are a few houses on Mar West, the large two-story Tiburon School and, halfway up the hill, St. Hilary's Mission Church.

Below: A similar view photograph by Tiburon and Belvedere historian Louis Teather in March 1974. Only the Belvedere Land Company building and Farr Cottages, in the left and right foreground, and the China Cabin, opposite the empty lot, still remain.



Building the TIBURON RAIL YARD MODEL

By Phil Cassou

The Railroad & Ferry Depot Museum opened in May of 1999 with displays of historical photographs and artifacts from the town of Tiburon and the rail yard. Museum plans by architect Tom Schneider called for a large working model of the rail yard as the central exhibit on the first floor. To announce the upcoming model, an outline was placed on the floor with yellow tape and a sign "There will be a model here." This was met with a variety of comments such as 'Oh sure!' 'When?' and 'How long will it take?' For the next 20 years, the model was a work in progress.

Since 1909 was the height of both passenger and freight operations in Tiburon, we began by researching the layout with Northwestern Pacific Railroad (NWP) Historical Society and rail yard plans from October 1909 and consulting Sanborn fire protection maps, topographical charts and our extensive collection of historic photographs from Landmarks Archives. We then determined the coverage of the model using a scale of 1:87 (HO scale) for the area just past Beach Road to the end of Shoreline Park. This covered about a half mile of



the NWP property and gave a complete view of the yard and about half of Tiburon's Main Street. We also decided to include model trains and several ferry slips and docks to show both rail and ferry connections.

In 2000, we started to build the support framework using angle irons bolted together in box sections to form the base. By double-bolting all joints, the structure was made very strong and rigid. In fact after finishing the base, we discovered that it had to be moved a few feet to provide clearance for visitors. To make this happen, we put one person at each end, 26 feet apart, and moved it like it was an airplane wing. A team that included

Roger Felton, Frank Buscher and Mike Dubisky then took up wrenches and got everything connected. We set the height of the model top to be in line with ADA guidelines.

To form the wooden base, we used half-inch plywood over wood stringers in a configuration similar to the subfloor of a house. This provided a solid surface you could walk on. On top of the plywood, we added thin balsa wood to dampen the noise of running model trains. Making scenery to match the topographical maps entailed gluing layers of roofing foam for hills and the shoreline. Shaping of the foam to the appropriate elevation was accomplished using a grapefruit knife with its curved end.

Once the surface was ready, the 1909 plans were expanded to HO scale and laid on the wood. We placed the tracks exactly on the paper, slid the paper out and used 2,800 tiny rail spikes to hold the rails in place. For the long straight runs, such as the mainline and the schooner pier, we used a laser to precisely align the tracks. We also had 33 switch tracks specially made.

To provide visitors a view of how the diorama would look, Pete Kane constructed over 30 concept structures in white cardboard showing where each final structure was to be placed and its approximate size. As each model builder brought his structures to the museum, a cardboard building was replaced by the actual scale representation, each carefully researched from maps and photos for accuracy including architectural details and paint schemes.

Our fleet of model boats was built by three

Modelers who worked on the Tiburon rail yard model:

John Buckle, Phil Cassou, Miles Elbert,
John Ferguson, Phil Gale, Pete Kane, Joe
Kelly, Phil Maslin, Dewey Livingston, Stuart
Purvis, Tom Schneider, Fred Schowalter
Dan Swearingen, Dan and Armando
Vargas, zD Designs (Megan Werner).



Rail Yard model in February 2001 (Diane Smith)



Phil Cassou trying out the model train operation in about 2002.

model makers: Stuart Purvis using plans provided by the Smithsonian—the small ferry *Marin*, which used to shuttle between Sausalito, Belvedere and Tiburon, the larger NWP ferries: the *James M. Donahue* and *Tiburon*, the ocean-going *Willapa* freighter, and a steam tug boat. Phil Gale built the railcar and passenger ferry *Ukiah*. John Ferguson then built the car float, the *Lagunitas*. Joe Kelly built the schooner pier that in real life was some 600 feet long. Pete Kane then built the large passenger and freight pier with a slip for passenger ferries and Stuart Purvis built the freight slip with its moveable rail apron where the *Ukiah* is moored.

Scenery was also an essential part of the rail yard model, using rocks from the bluff that created the landfill for the rail yard and machine shops. To cover the hillsides, we took dirt from the garden around the Depot building, heated it in an oven

Right: Model builder Pete Kane and museum display designer Tom Schneider.



for half an hour to remove any microbes and spread it over the surface. True to the actual site, there are very few trees on the hills. In a moment of artistic license, we installed the Heritage Palm made by Dan and Armando Vargas (not in place until 1920) at the end of Main Street.

The lagoon water and Bay water areas created special challenges. The lagoon is made of two-part epoxy half an inch thick, which dries clear. The details of sand bars, seaweed and other features were put in place before pouring the surface. The Bay water took almost a year to perfect. Again, we painted the features you would see on the Bay, mainly clouds and kelp patches, texturing the Bay water to reflect the light wind and wave action seen in the afternoons.

Visitors never hesitate to ask ‘Do the trains move?’ Yes, we have four special trains that run, chug and whistle. The most popular is the Passenger Line with its 1905 Pullman cars. The train loading freight cars on the ferryboat *Ukiah* is called the Gallows Line. Then there is the Freight Pier Line running on the Schooner Pier. Finally we have the work train hauling large rocks on the Quarry Line. Phil Maslin ensured the model

engines all match the 1909 NWP roster with the appropriate oil bunker on the tender and correct engine number on the cab – each with its own electronic chip and speaker. Phil still keeps the engines running and diagnoses and fixes any problems.

In early 2019, the final three houses on the hill on Mar West Street were placed and the diorama part of the model finally completed. Now there is a fully three-dimensional view of the Tiburon rail yard in 1909 for all our visitors to enjoy. The most common comment when people first see the rail yard model is ‘Wow!’

Landmarks Docents – Making History Come Alive

In the last 62 years, more than 100 docents have volunteered with Landmarks! Docents share our beautiful Landmarks buildings with the public and make history come alive for residents and visitors. If you’d like to learn more about local history, meet new friends and make a meaningful contribution to our community, contact us about training. Openings are available on weekdays and weekends. Call Jennifer Hartung at 415-435-1853.

Thank you to our current docents:

Railroad and Ferry Depot Museum

Phil Cassou*
Bob Harrison*
Phil Maslin*
Joan Bergsund
Francis Brooks
Steve Callender
Jenine Cosio
Linda Emberson
Peter Engler
Dan Engstrom
Elaine Enochs
Mark Freiberg
David Hayes
Holly Hooker
Jay Hooker
Karl Hoppe
Jasmine Lipscomb
Maggie McCann

Bob McDermott
Torill McDermott
Klaus Meinberg
Ted Moyer
John Owen
Joan Palmero
Donald Pino
Becky Pringle
Frank Trusheim
Luke Trusheim
Betty Williams
Jeanne Wilson

Old St. Hilary's
Helen Lindqvist*
Annelies Atchley
Bob Finch
Jay Hooker
Molly Keil Hynes
Gee Kampmeyer
Helen Muirhead

China Cabin

Jack Fiorito*
Jim Allen
Mimi Clarke
Delores B. Conlan
Zohre Grothe
Jean O’Korn
Ron Okulski

Art & Garden Center

Suzanne White*
Peggy Hodge

Volunteers-at-Large

Susan Cluff
Alison Pence
Nancy Sumner

* Head Docents

Eating & Drinking on the *P.S. China*

By Susan Cluff & Jack Fiorito

Much of what we know about life aboard the paddle steamer *P.S. China* during her 12 years of service from 1867-79 comes from diaries and letters by passengers travelling between San Francisco, Yokohama and Hong Kong. For most, the 23-day Pacific crossing with its seemingly endless vistas of sea and sky was long and monotonous, marked only by the gentle clop clop clop of the two large side paddlewheels and the dinner gong signaling breakfast, lunch and dinner.

Meals on the state-of-the-art ocean steamer were major events and not to be missed. For the up to 65 cabin passengers, who'd paid \$300 for their passage, they were an opportunity to dine well and meet and exchange stories with other merchants, missionaries and officials. For the 1,100 steerage passengers, most of them Chinese workers on a \$40 ticket, they offered welcome breaks and sustenance.

Thanks to ensign Lucius Waterman, who returned from Japan on the *China* in 1869, we have some menus showing some of the many and varied food items offered to cabin passengers. For breakfast, you could order a boiled egg and toast, curried eggs, broiled mackerel, Irish stew, or liver and onions. Luncheon (tiffin) was likely a buffet meal of sliced meats, cheeses, salads, noodles or rice. For dinner, there was a wide choice of boiled, roast or stewed entrees, vegetables, fresh fruits, tarts, cakes and pastries. Lucius also kept a daily journal of his days afloat, which he described as "eating, drinking and making merry, walking the deck, playing cards, drumming on the piano, smoking and carousing."

From the deck plans of her sister ship the *Japan*, we know that the *China* had three kitchens (galleys) -- one for the cabin passengers, one for officers and crew, and one for steerage passengers, each with its own cooks, pantries and storerooms.



Dining room of the *China's* sister ship *America* showing formal dinner service served by Chinese waiters.

ticketed like drugs in a chemist shop... everywhere a model of cleanliness."

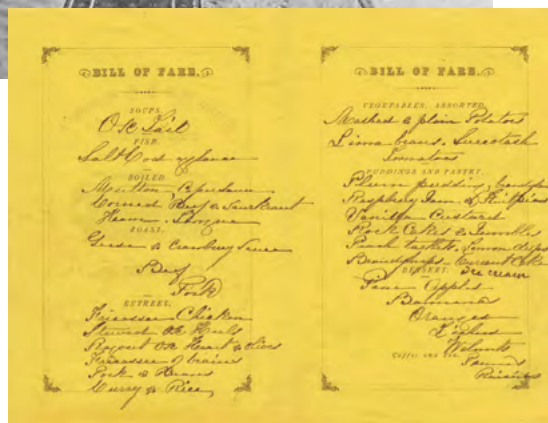
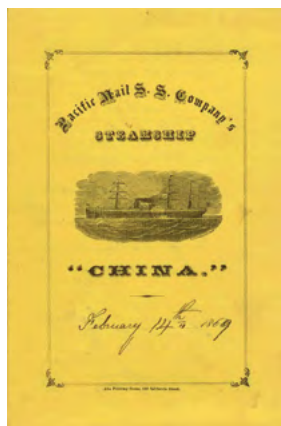
In steerage, where passengers were tightly housed in row after row of wooden bunks, collapsible "standee" berths were cleared out for "communal meals cooked in pans and woks by Chinese cooks and set out on long folding tables. In 1871, William Seward wrote of ample steerage meals

of "rice, dried fish, fresh pork, boiled cabbage, daikon (large radish), with duck eggs a particularly specialty."

In the evenings, gentlemen passengers in the cabin class would retire to the smoking saloon to play cards and smoke and ladies to sew or read in the ladies saloon. Shyer or more musical passengers might head to the elegant social hall on the spar deck (now the China Cabin), with its snug library of books and piano, where

they might order a cup of tea, coffee or chocolate, or glass of sherry or cognac.

For the ship's over 100 officers and crew who ate in shifts and enjoyed a daily ration of beer or whisky, night time was quiet time, the silence broken occasionally by "the lowing of cows... the bleating of sheep, the quacking of ducks and cackling of hens" from between decks. While the *China* steamed steadily on at a smooth and steady 200 nautical miles a day, the business of transporting, feeding and serving everyone on board would begin again in just a few hours.



Elegant Sunday dinner menu from September 14, 1869 showing the wide variety of soup and main courses, vegetables, desserts, tea and coffees for cabin passengers.

Nearby were two cattle pens with space for sheep, pigs, and fowl, a butcher's shop, bakery, wine room and icehouse. Fresh meat was butchered on board, cows milked, fresh eggs collected every morning, butter and ice cream hand churned, delicate fruits, shellfish and fish kept on ice, and bread, pastries and cakes always baking.

"The food is excellent, everything of the best and finest quality," wrote Austrian diplomat Joseph von Hubner in 1871. Accompanying the captain on his daily inspection, he noted that "the provisions and storerooms were admirable, everything classed and

Belvedere's Lady Doctor: Dr. Florence Scott

By Susan Cluff

In almost every small town there is a small town doctor and in Belvedere it was Dr. Florence Scott. Graduating from UC Medical School in 1896, one of eight women in a class of 52, Dr. Scott practiced in San Francisco until 1906 then moved to Belvedere where she treated earaches, sore throats and fevers, patched up burns, scrapes and broken bones, and of course, delivered babies.

Grateful patients in Landmarks' book "Both Sides of the Track" recall Dr. Scott making house calls even on stormy nights, arriving on foot, by buggy or steam launch. Grace McCrombie Wolfe remembers her father sending a horse and wagon to bring her to their chicken ranch near Seafirth when three of her siblings came down with pneumonia. Dr. Scott stayed up all night to see them through the crisis.

For many years, Dr. Scott had an office upstairs in the Belvedere Land Company Building above the drugstore. Old-timer Harvey Anderson, whose sister was a nurse, says she turned her office into a hospital during the 1917-19 flu epidemic, working round the clock. Around 1920 — the same year

American women got the right to vote — Wells Fargo hired Dr. Scott as its first company physician. There, her office was on the sixth floor of the bank headquarters on Montgomery Street; the patients' dressing room was an old vault.

Florence Scott grew up in San Francisco with four sisters and a brother. Her father, George Scott, was the chief engineer on the ferryboat *James M. Donahue*, and then the *Ukiah* (Eureka) built in Tiburon in 1890. After her father died, Dr. Scott lived with her mother and sisters in their home on Golden Gate Avenue; she never married. She was described as a strong character who could be domineering. She loved chocolate, small dogs, and often dressed in purple.

In 1921, Dr. Scott made local news with her quick action during Tiburon's disastrous fire. The flames started in a pool hall on Main Street in the early morning hours of April 4 and quickly

Graduation from UC Medical School 1896.



Dr. Florence Scott
(1875-1930)

burned through the wooden buildings and six homes before being extinguished with the help of equipment and firefighters ferried over from San Francisco. Her patient, John Powers was unable to walk and trapped in his home across the street. According to the *Marin Journal*, Dr. Scott enlisted the help of the town marshal and a local mechanic and the three of them dodged flames, smoke, burning telephone poles, and a tangle of downed wires

to reach John Powers, load him in a car, then retrace their route to safety. The fire destroyed 11 commercial buildings in Tiburon and six homes.

Dr. Scott practiced medicine until her death at age 55 in 1930. In Belvedere, her home still overlooks San Francisco Bay and the communities she tended to where a whole generation came into the world in her capable, caring hands.



Playing with her dogs Ted and Mugs in Belvedere circa 1920s.



Main Street after the Tiburon fire, April 4, 1921.

Researching Your Historic Home

Is your house old? Do you want to find out its history? Whether it's a Victorian charmer, pre-war, mid-century, contemporary or something in between, every old house has its own history and stories to tell. Here are five ways you can research your historic home:

1 See if your home is on the historic registry
Your home may already be on the historic registry or located in a historic district, so be sure to check that first. Many historic homes and buildings in Belvedere and Tiburon have already been researched by past owners and historians. Then take a look around your neighborhood. Are there other older buildings that look similar? Do they use some of the same details, materials or design? Was your home once a farmhouse, a railroad building, a floating ark, or used parts of an old ship? If you live in Belvedere and your home has special historic, architectural and aesthetic value, it may qualify for historic preservation and tax credits.

2 Explore your home and yard for clues
Search for clues about your home's history in the attic, closets and backyard. Look for the style of architecture, any plaques on the house, wallpaper and other decor of a certain era (be sure to check the closets), any additions made, and the age and style of flooring. There also may

be some personal clues left behind like old drawings or maps or a box in the attic with photos, mementos and articles from previous owners, or even old glass bottles or children's toys buried under the house or in the back yard. Items like that can tell you a lot about who lived in your house and when.

3 Research property records and building permits
To find records of ownership, property deeds and descriptive information about the property, check with the County Tax Assessment

Office; some of these records are searchable online. Follow the property title backwards to find out about past owners, dates conveyed, boundary changes, and property descriptions. Your city's Building Department may also have records of old building permits or blueprint plans that you can search for by address, permit or parcel number. If an addition or remodel was done, you might also be able to look up past planning commission hearings to see what was said about it and old plans or reports.

4 Look up old census records, phonebooks and articles
You can search for people who lived in the home before you in old census records through our local library or at for-fee sites like Ancestry.com. U.S. censuses often record the whole household's ages, birthplaces, year of immigration, marriage status, occupations, income and other interesting



Above: Valentine Rey House located on Golden Gate Ave. in Belvedere, circa 1920
Left: Historic Register plaque

information. Marin County, city and telephone directories often have individual, family,

or business addresses and occupations. Old newspapers, particularly social columns, often have articles about specific residents, neighborhoods and events. You might even find announcements about the property being purchased, transferred or the house being constructed.

5 Go to your local archives
Make an appointment at Landmarks Archives to come in and look at historic photographs, historic maps, historic designation reports, or any news or other articles on your property or neighborhood. Some local historic maps identify property owners, boundaries, lot lines and street names and show how that changes over time. To learn more about the history of your neighborhood, city, and the history of the Tiburon Peninsula, Landmarks also offers a number of historical books and pamphlets for sale.

History Collections Donations 5/2021 – 8/2021

Janice Anderson-Gram 10 Bel/Tib history books.

Carolyn Freidman & Craig Lieber Tea pot and cup from Tiburon Tommie's.

Belvedere Land Company Books and records of the Land Company, 1890-1920s, records of Harry B. Allen, Inc. 1924-1946, City of Belvedere records, 1950s-60s. Glass plate negatives by Charles Holmes.

City of Belvedere Belvedere property map No. 3, 1890 (see back cover of this newsletter).

Estate of Tom Brown Three framed photos, booklets and paperwork from Tom's ten years on the Landmarks Society Board.

Jack Wisby: Paintings of Tiburon & Belvedere

The Landmarks Society has loaned two beautiful landscape paintings by Marin County artist Jack Wisby (1869-1940), from our fine art collection, to the Bolinas Museum for a new exhibition. Entitled *Jack Wisby: Historical Paintings of Marin County*, the exhibit features sweeping views of numerous locations around the County. The museum, located at 48 Wharf Road, is open Fridays 1-5 p.m. and weekends 12-5 p.m. Further information at: www.bolinasmuseum.org.



Sugarloaf and Dairy; West end of Belvedere, both 1920s.

Did You Know?

Landmarks recently received two beautiful pieces from the Estate of Paula Little. A antique Exeter mahogany clock from the 1800s found a new home at the Railroad & Ferry Depot Museum and a gorgeous



piece of statuary now sits peacefully in the gardens at the Art & Garden Center. Thank you to Meagan Becker who suggested these exquisite pieces be cared for by the Landmarks Society.



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 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-two years of Landmarks.

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

In Memoriam

A veteran railroad docent passed away in September of this year. **Frank Trusheim** started his volunteering as a docent for the Railroad & Ferry Depot Museum in the year 2013.

At the Depot Museum, he greeted visitors on the fourth Sunday of the month and later on the second Sunday of the month for a total of seven years. His son, Luke, joined him on the fourth Sundays for five years. Frank was an enthusiastic docent who told our railroad story and explained the features of the rail yard model. He developed the idea of a running chronology of historical events in Tiburon as a reference for our docents. This list has expanded over time to cover six pages. We will miss Frank's friendly greeting.



Eloise Rauscher, who gave over 40 years of service to the Landmarks Society, passed away earlier this year. She was a member of the Board of Directors for nine years, and during her tenure she and fellow director Artelle Farley established the "The Artist as Historian" collection. Eloise also served as membership secretary and saw the roster reach an all-time high of 900 members. In addition, she was a member of the Art & Garden Center advisory committee and art director for the Cottage, where she mounted numerous exhibits. She assisted with shows in public places, donated artwork to the History Collections and arranged art for house and garden tours as well. Eloise was made an honorary member in 2007.



Music at Old St. Hilary's

The John Kalleen Group November 14, 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.

MUSAE – Holiday Program December 5, 1 and 4 p.m.

After a year hiatus the beautiful voices of Musae will once again fill Old St. Hilary's with holiday cheer. There will be two separate performances.

Performances are presented with generous support from the Tiburon Heritage & Arts Commission and the Belvedere Land Company.

Tickets \$20, general & \$15, seniors/youths: advance purchase available at the Landmarks Office, Tiburon Town Hall and Brown Paper Tickets:

www.brownpapertickets.com



A vibrant contributor to the musical life on the peninsula for many years, **Maria Woodward** passed away this summer. She was described as "Historian through Music" when she was presented the Landmarks Honorary Member award in 1984.

Maria wrote and produced "Ark Row," a musical revue 1981, which was performed locally and in San Anselmo. The performances contributed over \$2,000 to the China Cabin restoration. For Landmarks' 100th anniversary of Old St. Hilary's in 1988, she wrote and directed "A Centimental Journey," a musical history of Belvedere and Tiburon, performed at the church. We called on her once more and she wrote the libretto and co-wrote the music for the "The Ghosts of Belvedere & Tiburon," a musical for the 100th anniversary celebration of Corinthian Island in 2007 performed at the Corinthian Yacht Club.



We lost a long-time railroad docent in July of this year. **Francois (Frank) Cassou** began volunteering as a docent for the Railroad & Ferry Depot Museum in 2000. He had already been volunteering at the Point Reyes National Seashore for

about ten years at the time. At the depot museum, he greeted visitors every year on various Sundays through our last full season of 2019. He brought an additional skill to the museum by speaking French. Visitors whose language was French, were given the museum tour in their native tongue. Frank also translated room descriptions in the upstairs Depot House Museum into French. Frank and his surviving wife Jane have been Tiburon residents for 58 years and have four children and eight grandchildren.



Landmarks New Members and Supporters

We are grateful to all our members and supporters, new and returning, for their generous contributions to preserve our local history.

September 2020 to present

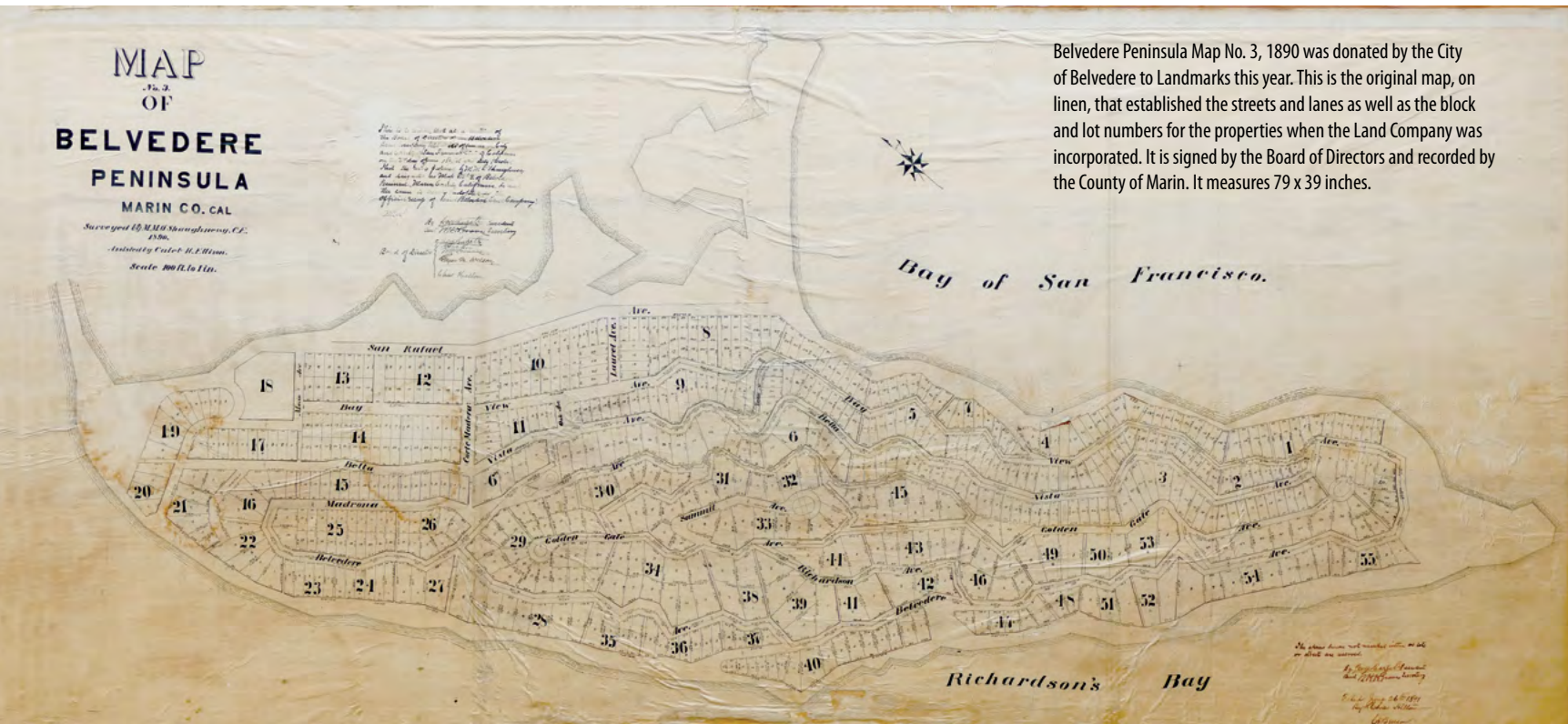
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Belvedere-Tiburon Landmarks Society
1550 Tiburon Blvd., Suite M
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Belvedere Peninsula Map No. 3, 1890 was donated by the City of Belvedere to Landmarks this year. This is the original map, on linen, that established the streets and lanes as well as the block and lot numbers for the properties when the Land Company was incorporated. It is signed by the Board of Directors and recorded by the County of Marin. It measures 79 x 39 inches.



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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