

LANDMARKS

Living History ~ The Tradition Begins With You

Fall 2022



The Landmarks Society sponsored five round trip diesel excursion trains from Tiburon to San Rafael, two in 1961 and three in 1962. Here the morning train on May 6, 1961 is getting ready to leave.

Tiburon's Portuguese Dairy Ranchers

Then & Now: the Depot Building

William H. Webb, Shipbuilder & Philanthropist

Droughts and Water Shortages Nothing New

Music at Old St. Hilary's

Become a Member of the Landmarks Society

President's Corner

Where would we be without our volunteers? Returning to our regular site schedule, and with growing numbers of visitors, Landmarks continues to tell the story of our local history on the Tiburon Peninsula and Belvedere Island. Today, more than 75 volunteer docents help us staff our historic sites several days a week from the beginning of April to the end of October.



Landmarks began in 1959, restoring and opening Old St Hilary's Mission Church (OSH) to visitors and events. Helen Lindquist leads a small band of volunteer docents there. With the completion of the restoration of the China Cabin in 1986, a cohort of volunteers gathered to tell its story. Today, Jack Fiorito is the head docent for that site. In May of 1999, the Railroad & Ferry Depot Museum opened to visitors with its group of volunteers and I am the head docent there. Our last site, the Art & Garden Center had its garden and bunk house cottage restored in 2000 and today, Suzanne White leads a corps of volunteers maintaining the gardens and greeting visitors.

Local volunteers also help with office functions, mailings, donor events, articles and publications and provide outreach with presentations on local history topics to service clubs, schools and community meetings.

Landmarks volunteers come from all walks of life... We have spouses, brothers and sisters, parents and teenagers, friends and neighbors who enjoy volunteering with Landmarks.

Volunteers are essential to the accomplishment of our mission and to make our historical sites available to the public. If you are interested in joining this active group, please call us at 415-435-1853. And become part of our history...

Sincerely,

Phil Cassou

Director's Message

Can I just say there is never a dull moment at Landmarks! Our summer matching campaign was a huge success. In less than a month, we raised the desired \$40,000 which was matched by a major donor and then some, generating \$110,000 for Landmarks. Thank you to all of our generous supporters who rose to the occasion, rallied and made our campaign such a success. We are truly grateful, especially because we have major projects coming up at each of our sites. These include replacing/repairing doors and walls on the east and west sides of the China Cabin, a new roof for the Railroad & Ferry Depot Museum, substantive repairs to the front porch at the Art & Garden Center and painting and repairs at Old St. Hilary's. As the saying goes, preservation is not for sissies! It is nerve-wracking to walk around our properties with contractors while they point out the work needed on our historic buildings and even more nerve-wracking when the bids for the work come in. Then, we roll up our sleeves and start getting the word out and fundraising with

help from all of you so that we can take care of our precious historic buildings in the manner they deserve.

In other news, our longtime historian and archivist Dave Gotz is retiring at the end of this year. He will be sorely missed, but will not be far away and will continue to manage our concerts at Old St. Hilary's. We are thrilled to announce that Jennifer Hartung, our Administrative Assistant, who has a degree in History from Cornell, will be stepping into Dave's big shoes. She's is bound to be



an accomplished historian and has been working closely with Dave over the past several months learning the ropes.

We are also excited to introduce you to our new Events Liaison, Paige Petrini, who joined Landmarks in July. Paige will be handling the rentals of our sites for events (a major source of our operating income). She lives in Tiburon where she and her husband have raised three daughters and has been active in the volunteer community. Paige has decades of event experience and we're delighted to have her on the Landmarks team.

Finally, please look for our annual report via email or snail mail in lieu of an in-person meeting in early November. We are waiting until Covid is a distant memory before convening indoors again.

With gratitude,

Patty Flax

Landmarks Society

2022 Board Officers

Phil Cassou, *Board President*

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Board Vice President

Jim Allen, *Co-Treasurer*

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Dave Gotz, *Archivist*

Jennifer Hartung,

Administrative

Assistant

Paige Petrini,

Events Liaison

Editors/Writers:

Phil Cassou, Susan Cluff,

Patty Flax and Dave Gotz

Design:

Mark Shepard,
shepgraphics.com

Except where noted,
all photos from the
Landmarks Archives



Fund a Preservation Project!

Jeff Hadley inspects the ailing buttresses at Old St. Hilary's.



Preserving and maintaining our four historic sites is an ongoing challenge. Here are some of the current restoration projects we need money for:

China Cabin - Repair the east and west walls and doors of this 160-year-old structure. Estimate: \$82,000.

Railroad & Ferry Depot Museum - Fully replace the metal roof and paint the exterior. Estimate: \$85,000.

Art & Garden Center - Repair the rotting front porch and steps. Estimate: \$20,000.

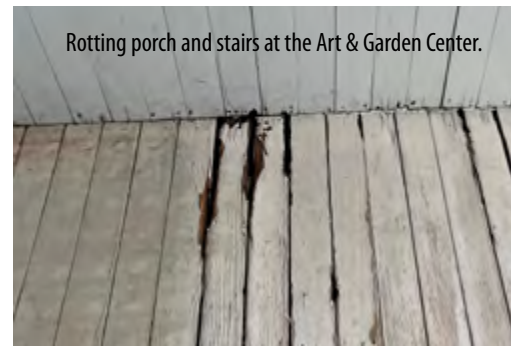
Old St. Hilary's - Repair and paint buttresses. Estimate: \$15,000.

History Collections - Continue digitizing all our historic photos and cataloguing documents, maps and artifacts to provide better access to the public. We'd also like to hire a historian for a six-month project to catalogue and digitize our extensive Reed family collection. Estimate: \$5,000-\$15,000.

Pervasive dry rot at China Cabin.



Rotting porch and stairs at the Art & Garden Center.



Become a Docent and Volunteer for Landmarks

Consider Volunteering to share your talents and meet new friends.



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
Gardening Volunteer
Mailings

Office Support
Community Outreach
& Marketing
Website Volunteer

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

THEN & NOW: THE DEPOT BUILDING

By Susan Cluff

Old railroad buildings like the Tiburon Depot evoke a bygone era when steam locomotives hauling rail cars were a common sight and sound here -- puffing smoke, rattling tracks and trestles, emitting long, mournful whistles day and night. In the early 1900s, Tiburon was a major hub in the Northwestern Pacific (NWP) rail network, delivering passengers, baggage and freight to and from San Francisco to Tiburon, San Rafael, Petaluma, Santa Rosa, Ukiah, Willits and eventually, Eureka.

From what we know from old photographs, newspaper and direct accounts, and our own historic restoration work, Tiburon Depot was once a busy, humming place. Through 1910, seven trains a day would arrive from San Rafael and discharge

passengers who'd disembark in the long shed area and walk through the Depot to the big steamship ferries *James M. Donahue*, *Tiburon* or *Ukiah* for the 30 minute bay crossing to San Francisco. Waiting trains would then fill up with arriving ferry passengers, freight, mail and packages, and chuff off north.

Railroad employees would have been bustling around as well -- the stationmaster, ticket seller, telegraph officer, train engineers, firemen and flagmen, porters and guards. There'd be the dispatchers who always knew where the train and ferries should be, foot messengers who delivered orders to operators working the track switches, fuel men who refilled tender engine tanks and fire cans, and machine shop workers who built the engines and made repairs.

The railyards on the waterfront then would have been filled with activity: freight trains carrying wood, dairy products, farm and other cargo. Live animals heading to market -- cows, sheep, pigs, chickens -- mooing, baaing, squealing, clucking. Small switcher locomotives shunting railcars onto the steamer ferry's main deck via a special slip that could be raised and lowered with the tide. Freight steam schooners, brigs and scows docking and unloading at the piers. Bells clanging, whistles blowing, engines chugging, men shouting.

REPORT OF PERSONS EMPLOYED AND AMOUNT PAID
For Years ending June 30, 1891 and 1892.

| OCCUPATION. | Year ending June 30, 1891. | | Year ending June 30, 1892. | |
|----------------------------------------------|----------------------------|--------------------|----------------------------|--------------------|
| | NO. EMP. | AMOUNT. | NO. EMP. | AMOUNT. |
| CONDUCTING TRANSPORTATION. | | | | |
| Agents and clerks..... | 34 | \$24,221 25 | 34 | \$25,242 00 |
| Dispatchers and operators..... | 1 | 1,700 00 | 1 | 1,250 00 |
| Advertising and collecting agents..... | 3 | 2,510 00 | 3 | 2,500 00 |
| Conductors..... | 20 | 11,419 00 | 19 | 11,662 10 |
| Drivers and engineers..... | 14 | 10,471 15 | 14 | 10,566 00 |
| Labors..... | 1 | 1,200 00 | 0 | 0 00 |
| Watchmen..... | 1 | 1,200 00 | 1 | 750 00 |
| Superintendents..... | 1 | 9,000 00 | 1 | 8,000 00 |
| Mail carriers..... | 4 | 422 30 | 4 | 411 00 |
| Wood sawing gang..... | 0 | 0 00 | 3 | 3,702 75 |
| SEAWARERS: | | | | |
| Captains..... | 0 | 0 00 | 0 | 1,250 00 |
| Engineers..... | 0 | 0 00 | 0 | 3,000 00 |
| Crew..... | 23 | 18,450 00 | 21 | 20,075 00 |
| TOTAL | 113 | \$97,437 25 | 110 | \$98,428 25 |
| MOTIVE POWER AND MAINTENANCE OF LARS. | | | | |
| Engineers..... | 13 | \$12,640 25 | 13 | 14,375 00 |
| Firemen..... | 13 | 1,251 00 | 13 | 1,217 00 |
| Coalmen and watermen..... | 8 | 2,257 75 | 6 | 3,375 00 |
| Porters..... | 3 | 2,400 00 | 3 | 3,675 00 |
| Mechanics and helpers..... | 8 | 6,400 00 | 8 | 7,200 00 |
| Carpenters, saw operators and helpers..... | 11 | 7,500 00 | 10 | 9,000 00 |
| Painters and oilers..... | 6 | 5,175 00 | 6 | 5,550 00 |
| Blacksmiths and helpers..... | 4 | 3,000 00 | 4 | 3,412 50 |
| Other mechanics..... | 1 | 840 00 | 0 | 0 00 |
| Watchmen..... | 1 | 1,200 00 | 1 | 750 00 |
| Labors..... | 0 | 0 00 | 0 | 0 00 |
| Station Master..... | 1 | 1,000 00 | 1 | 3,500 00 |
| TOTAL | 78 | \$54,107 54 | 80 | \$67,200 00 |

This list of salaries from the 1891-1892 NWP annual report shows close to 200 people were employed.

Everywhere lots of noise, dust and soot.

Built in 1885 as part of Donahue's San Francisco & North Pacific Railroad, the original Depot was a long one-story wood building that contained a passenger waiting area, central office and freight section, Western Union Telegraph and Railway Express Agency offices. Until electricity came to Tiburon in 1901, it would have been lit by kerosene "Aladdin" lamps and warmed by a potbellied wood stove.



Well-dressed gentlemen on the deck of one of the double-ended ferries to Tiburon.



Passengers from San Francisco arriving at Tiburon on the *Ukiah* circa 1910 - the Depot building is in the top left corner.



Landmarks founder Beverly Bastian and Board President Roger Felton show off the new Depot Museum sign after restoration was completed in 1995.

About 1895, a second floor was added to the Depot for offices and in 1913 they were converted into a residence for a stationmaster and his family. This change reflected the building's new use: with passenger train and ferry service moving to Sausalito in late 1909, Tiburon was now the North Bay's major freight hub needing a stationmaster 24/7. When Southern Pacific & Santa Fe took over, the company extended the rail yards and moved the Depot building further out on the pier closer to the ferry slip anchorage. Later, the Depot was repainted from

A NWP Railroad route map from 1913 like this would have hung in the Depot waiting room showing the line running all the way to Trinidad, north of Eureka. (High quality prints of the map are available from Landmarks - \$35-\$150 depending on size.)



A hand-colored postcard of Main St. and the NWPRR yard circa 1909. On the far side of the yard is the Depot with the long passenger shed next to it. Up front is the *Ukiah* at the rail car loading dock, which could hold 12 freight cars on the lower deck.



The Depot building was moved off its dock pilings onto the shore in the early 1940s. These photos show prior to the move and afterwards in 1957.

its original warm gray and dark grey trim to Southern Pacific's distinctive goldenrod yellow and brown. The inside was repainted too – the walls and wainscoting yellow, the floors box-car red.

Around 1940, the Depot was moved off the pier and the long eastern end of the building removed. It continued operating there

until 1967 when the last freight train left Tiburon and then leased as commercial offices. In 1995, Belvedere-Tiburon Landmarks Society made an agreement with the town to renovate the historic landmark as a museum dedicated to the railroad history of Tiburon. Now listed on the National Register of Historic Places, the Depot museum contains a scale model of the town, railyards and waterfront circa 1909 and many interesting railway and ferry displays. Be sure to visit it soon and learn more about its fascinating history.

The Perfect Trifecta

This year we had two couples who used all three of our event sites for their weddings and celebrations – rehearsal dinners at the China Cabin, weddings at Old St. Hilary’s and receptions at the Art & Garden Center. Our historic sites are one-of-a-kind and we are thrilled that these couples were able to enjoy all three with their friends and families. Newlyweds Danielle St. Germain and Steve Kulinski celebrated with Landmarks April 15th and 16th. Sara Zacaroli and Dilon Nuss celebrated with us June 10th and 11th. The weather was perfect for both couples.

For inquiries about renting one of our spectacular sites, please contact

Paige Petrini at landmarksrentals@gmail.com or 415-272-3816.

April 2022: Event Decor: Ideas Events and Rentals/Riccardo Benevides; Catering: Bella Luxe Catering; Photography: Gina Logan Photography.

June 2022: Coordinators: Cassie Kibel & Emily Johnson; Catering: Souvla Catering; Photography: Michaela Fox Photography



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 History 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-three years of Landmarks.

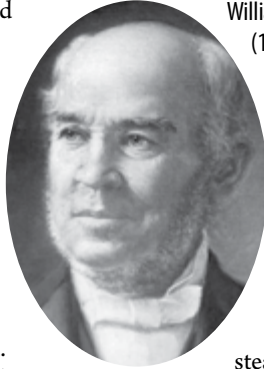
Visit the Landmarks’ office to pick up your book or tickets to a future concert. All donors receive a Landmarks car or window decal.

William H. Webb, Shipbuilder & Philanthropist

One of America's most distinguished naval architects and builders, William Henry Webb (1816-1899), designed and constructed some of the fastest sailing packets and clipper ships ever built as well as some of the largest and most luxurious steamships of his era. Among them was the *P.S. China* an enormous side-wheel paddle steamship built in 1866 for the transpacific passage from San Francisco to Japan and China. After the *China* was dismantled in 1886, its elegant social cabin was removed intact and placed on pilings. Restored by the Landmarks Society in 1976-84 at a cost of \$600 thousand, the China Cabin is the only surviving structure of one of his ships in the world today.

William was born in New York City and learned the craft of shipbuilding from his father Isaac who had a shipyard on the banks of the East River. Fascinated by ships and shipbuilding from an early age, he designed and constructed a small wood skiff of his own design at the age of 12. In 1839, he traveled to Great Britain to study shipbuilding and in 1840, took over the shipyard. Always the first person to arrive in the morning, the last to leave at night — he said the secret to his success was simple: "Attention to detail."

Over the next 29 years, Webb's shipyard produced 135 ships that included 93 sailing vessels of increasing sizes. Many of these were clipper ships known for their long lean hulls, tall masts and billowing sails designed to provide passage for passengers and freight from the East Coast of



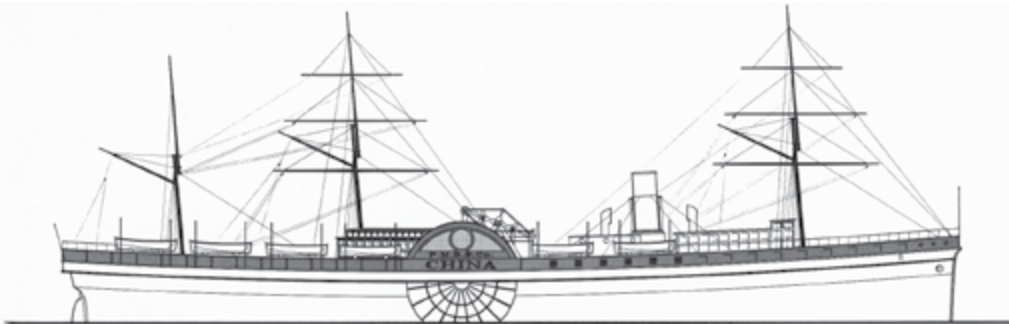
William H. Webb by Thomas Waterman Wood (1900, NY State Museum.)

America to Europe, and after 1849, around Cape Horn to California. The *Comet*, built in 1851, set the record for travel between San Francisco and New York of 76 days. Webb's *Young America*, 1853, sailed from San Francisco to Liverpool, England in 103 days.

Webb also designed and built 44 steamships, most of them propelled by side-wheel paddles but still rigged with sails that could be used in the event of engine failure or fuel exhaustion. *P.S. China*, completed in 1867 was his final steamship and at 376 feet his largest, able to carry up to 1,100 passengers and 210,000 cubic feet of cargo. In 1871, the *China* made the 6,700 nautical mile trip from San Francisco to Yokohama, Japan in just 22 days, 20 hours.

Active in civic and business affairs, William Webb was a founder of the Society of Naval Architects and Marine Engineers in 1893 and in 1894 established Webb's Academy & Home for Shipbuilders, providing free education in "the art, science and profession of shipbuilding" and a home for aged and infirm ship workers. The Webb Academy remains in operation today. Nearly 200 Academy graduates donated to the Landmarks Society's restoration of the *China Cabin*.

Line drawing of the Paddle Steamer *China* created for the plaque outside the *China Cabin* on Beach Road.



China Cabin Art Competition



Jack Fiorito at St. Hilary's School awarding prizes to the China Cabin art competition winners. Jemma Choi's 3rd grade class visited the China Cabin and participated in the competition creating images depicting the cabin. The Winners were Hazel Schlunt, Grace Kehoe and Ryder Popjevalo.



Captain Jack (aka Jack Fiorito) with two lovely volunteers, Aya Christensen and Nick Laplanche who spent an afternoon learning about the China Cabin and then helped to wash down the decks and rails.

Like most of Marin County, the Tiburon Peninsula was once covered with dairy farms operated by immigrants from the Azores, an archipelago of nine Portuguese islands in the north Atlantic. The first Azoreans to arrive in the Bay Area came on New England whaling ships during the Gold Rush. Later, many others from tight-knit families like the Avellas, Borges, Brazils, Pachecos, Souzas, and Silveiras came to work in the dairies, first as milk hands and then as tenants, managers, partners and owners.

By the 1880s, there were four significant dairies operating near Tiburon within the borders of the original *Rancho Corte Madera del Presidio*. John Joseph Reed (1837-1899), who inherited property from his father John Thomas Reed, owned Big Reed and Little Reed ranches where Bel Aire and Del Mar schools are located today. John's sister Hilarita Reed (1839-1908) and husband Dr. Benjamin Lyford then opened two more -- Eagle Dairy on the Strawberry Peninsula and Hilarita Dairy at the site of Reed School on Tiburon Boulevard.

In 1884, industrialist Peter Donahue extended the rail line that became Northwestern Pacific Railroad from San Rafael to Tiburon with tracks passing in front of three of the Reed dairies. In 1899, the *Marin Journal* reported a special afternoon milk train called the *Flyer* could transport milk, cream and butter to Tiburon in just 15 minutes. From there, fresh milk, cream and

Tiburon's Portuguese Dairy Ranchers

By Susan Cluff & Dave Gotz



butter went by ferry steamer to the growing city of San Francisco.

The Reeds didn't work the dairy ranches themselves but fenced the properties, bought the stock, provided the farmhouse and buildings and found a manager or tenant to operate them. These managers then employed a half-dozen milk hands, each milking as many as 20 cows a day, for a monthly wage plus room and board. Some of the workers saved their pay to invest in the dairies, and if they moved on, others bought their shares.

Dairying was hard work that involved the whole family. Milking then was all done by hand, at 4 am and 4 pm. Between times, the men would clean the barns, containers and equipment, mend fences, drive the wagons to the train station, and work in the orchards, pastures and hay fields. Women would cook, clean house and can food. Even the children had their chores, tending the vegetable garden and feeding the pigs and chickens.

Mary Bernard Silva (1897-1991), who lived on three of the Reed ranches with her family, recalled getting up at 2:30 am to cook for the workers for \$20 per month. "Breakfast was a big meal: beans and eggs, pancakes and eggs...lunch was always soup (*sopa*) and a (rice or bread) pudding...dinner was potatoes and fish, either salted cod or *sera* Ranch wife Mary Borges Bernard with Mary and John Bernard about 1900. Much of what we know today about the Reed dairy ranches comes from Mary Bernard Silva's oral history in Landmarks' book "Both Sides of the Track."



Hilarita ranch house in 1902 where the foreman lived and milkers ate meals prepared by the ranch cook in the kitchen room at the right.



The Souza family leased Hilarita dairy ranch where Reed School is now from 1902-1927. Here, the rider has brought the cows into the corral for milking and dairy workers hold milking buckets; one has a baby on his arm.

(small fish like anchovies and smelt). And bread, lots of bread...”

Most of what the ranch workers ate, they raised themselves: fruit and vegetables from their trees and gardens, eggs from their own chickens, *linguiça* sausage made from hogs fed on milk whey, and a type of Portuguese hard cheese. For festivals and weddings, they’d make *sonhos* (donuts), tiny crisp Maria cookies or *bolo pão de lo*, a sponge cake of butter, sugar, egg whites and whole milk. At social gatherings and weddings, Mary remembers



An early photo of Eagle Dairy on Strawberry Peninsula owned by Hilarita Reed Lyford and her husband and run by the Silveira family. Dr. Lyford, who was passionate about sanitation, insisted that everything on the ranch be painted white and the cows be treated with “great kindness.”

dancing the *chamarrita* in the dairy barns with a caller singing out the steps, fiddles and guitars playing, young courting couples weaving in and out in lines and circles.

While local dairy workers spoke mostly Portuguese, all the children went to little Reed school under the trestle tracks until age 14 and, as staunch Catholics, attended catechism classes and mass at the Convent of the Sacred Heart on Strawberry Point. In May or June, the families would attend

the Holy Ghost Festival in Sausalito begun in 1886 with its colorful musical procession, celebratory Pentecostal mass and huge community barbecue.

These small dairy operations, inherited by John Joseph’s children John Paul and Clotilde Reed, continued operating through the 1940s when the ranch properties got broken up and sold. Today, there’s almost nothing left behind to show Tiburon’s Portuguese dairy workers were ever here. But if you listen carefully, you might still hear the milk hands singing softly to the cows as they bring them back to the barns. Smell freshly baked bread

wafting on the breeze. Or find yourself dancing to an old *chamarrita* tune with the girl or boy of your dreams.

The Portuguese Mural Project conceived by Landmarks member Vasco Morais and celebrating Tiburon’s Portuguese dairy heritage will be placed in an alcove of the Old Rail Trail across from McKegney Knoll. The mural will depict a painting by Artist Joao de Brito and will honor the Little Reed Dairy that stood on the site now occupied by Del Mar Middle School. The mural and installation should be in place by December 2023.



Tiburon dairy children at the first Reed School under the train trestle near Blackie’s Pasture in 1910. From left: Mary Brazil, Frank Borges, Mary Borges, Miss Hauss, Albert Silveira, Mary Bernard, Amelia Silveira, Armond Silveira, Angelina Silveira.



Droughts and Water Shortages Nothing New

By Susan Cluff

In 1890, Belvedere Land Company started selling home lots on the island and installed a water system, reservoir and pumping station, promising buyers a generous supply of “pure, soft and clear water.” But their few springs, wells and rain cisterns dried up each summer, forcing residents to buy and cart up water in barrels. In 1894, Marin Tocsin reported that a well dug on the east side of the peninsula would “make Belvedere perfectly independent...” But it too proved unreliable and so many skunks got into it, it was unusable except for irrigation.

Nearby Tiburon fared little better, depending on winter rains to fill up local wells, springs and aquifers. There Reed family heirs, who owned the hillside spring property above the rail yards, ran a makeshift water system of storage tanks, pipes and wood flumes. As the dry months approached, the railroad company would buy and store water in tanks, railcars and barrels. Not only did they need it to run the wood-burning steam engines in their trains and ferries, but fire from hot sparks was a constant danger. Tanks on Main Street were filled up a few hours daily so residents could



Cartoon from the *San Francisco Call* on July 9, 1899 poking fun at Belvedere residents' frequent water shortages.



Residents of floating arks in the early 1900s kept their water barrels on deck and rowed ashore to refill them at Belvedere's waterworks.

draw enough water to last them 24 hours.

On July 3, 1899, a severe drought so taxed Belvedere's water supply that its water system failed completely. Since the town's gaslights ran on water-powered engines, residents were left to grope around in the darkness with candles, tallow dips and lanterns. Fireworks were cancelled for if the dry hillsides caught fire they couldn't be extinguished. “Mismanagement!” an irate resident told the *Sausalito News*. “We had the same trouble last year, and I suppose we will have it the next.”

Residents on floating houseboats called arks in Belvedere Cove thought they'd solve the problem by installing two hogsheads of water on their porches: one of galvanized iron for cooking and washing, the other of wood for drinking. When supplies ran low, the barrels could be loaded aboard a rowboat and refilled. Ark visitors were advised to drink beer if they were thirsty and do their bathing in the Bay.

Then on September 19, 1906, a fire broke out in downtown Tiburon, decimating most of downtown. The new hydrants on Main Street were no use at all – not enough water pressure! Volunteer firefighters formed bucket brigades,



On September 13, 1906 both sides of Tiburon's Main Street were leveled by fire, seen here in a photo two days later by S.F. Call. Without sufficient water pressure, the newly-installed fire hydrants couldn't be used, so residents had to form bucket brigades from the waterfront.

dragged hoses on rolling carts from the waterfront.

Town meetings were held, lawsuits threatened, experts consulted. In 1907, Belvedere and the railroad company signed contracts with North Coast Water Company to supply water from the new "Belvedere Reservoir" on Mount Tamalpais above Mill Valley. But the two rip-rap dams used to construct the reservoir leaked and failed. In 1908, another long drought caused water to get shut off completely.

In 1909, it was announced Marin Water Company in Sausalito could supply more water. This was good news for Tiburon residents who had long noticed leaches, newts and other water organisms in their glasses, tubs and buckets. New galvanized pipes were then installed across Richardson Bay, but they kept floating up



Tiburon's aquifers and underground streams like these shown below Old St. Hilary's provided a source of fresh water for the railroad and growing town but would often dry up in times of drought.

above the mud flats and storms or boats at anchor would break them. When that happened, someone from Belvedere Land Company had to row out in a boat to make repairs.

In 1912, seven of Marin's towns formed Marin



Fires caused by engine sparks, machines and human carelessness were a constant fear at the rail yards during hot, dry summers. So most of the large buildings like the passenger shed, photographed here in 1909, had rows of water barrels perched along the roof line with ropes attached on both sides that could be pulled to dump the water.

Municipal Water District (MMWD), hoping that by banding together they could find new water sources and avoid regular water famines. Voters passed a \$3 million bond in 1913 and the company started operating in 1916. Still, as Marin's population grew and grew, regular droughts and water shortages continued.



With little fresh water for drinking or washing, a young Dolly Payne (1903-1982) prepares to bathe in Belvedere cove.

A new fire car was designed and built at the Tiburon machine shops in the 1930s to fight fires in the yards, along the rails, wood trestles and tunnels.

Music at Old St. Hilary's



Crying Uncle - *The Thing of Dreams*

Crying Uncle Bluegrass Band spent a week in June at Old St. Hilary's recording their new CD *The Thing of Dreams*. They will premiere this new music in concert at Old St. Hilary's in November. Check out a preview of the CD here: www.youtube.com/watch?v=WhgZukmV1mA.



Crying Uncle Bluegrass Band November 20, 4 p.m.

One of the most exciting young bands in acoustic music playing a unique mix of Bluegrass, Dawg, Jazz and original modern music.

Musae December 4, 1 and 4 p.m.

Musae welcomes guest artistic director Joel Chapman for a choral concert featuring local composer Eric Tuan, singer/songwriter Imogen Heap, and Ysaye Barnwell of Sweet Honey in the Rock. There is something for everyone on this program featuring treble voices and piano – please come join us!



PHOTO: ELLIOT KARLAN



Steve Baughman and Patrice Haan

Feb 19, 2023, 4 p.m.

An evening of music of the 17th century blind Irish harper, Turlough O' Carolan, played on solo harp and solo guitar with a couple duets.



The John Kallen Group March 19, 2023, 4 p.m.

A classic "Blue Note Era" jazz quintet, offering fresh compositions and echoing the admired hard bop and post-bop eras of the 50s, 60s and 70s.

Michael Manring, Larry Kassin & John R. Burr

April 16, 2023, 4 p.m.

As individual players, Manring, Kassin and Burr have all carved out extensive, multi-faceted careers exploring a vast array of musical styles. Together they create intriguingly uncategorizable music that blithely ignores stylistic divisions hemming in jazz, rock, folk, avant-garde, and world music.



Landmarks Member's Spring Social



On a warm Thursday evening in April Landmarks members gathered outdoors at the Art & Garden Center for a garden social. The weather was exquisite, catering by Dee Wagner divine, and the company unparalleled. Members were serenaded by Diogo Sabre who played Bosa Nova music for the evening and the bar was expertly manned by Chris Hartung and Isabel Flax. The gardens were resplendent thanks to the hours and hours of time spent in them by Suzanne White and Peggy Hodge who were recognized for their tireless efforts and formidable green thumbs. A delightful time was had by all as evidenced in these images. We're looking forward to next spring's event.



Archives Donations 4/2022-9/2022

Jim Allen – 1936 map of Belvedere Tiburon Land Co. properties on Beach Road.

Bill Bigalow – Transcripts by his mother Martha from "Village Salvage Shop" radio program from the 1950s-60s.

Larry Bogel – "Steam Train Legacy" a seven video box set.

Joan Don – Hillary Don maritime book collection. Research materials for his book "China Cabin."

Debbie Bloom Fisher – A poster of Point Tiburon and the Knarr yacht fleet scrapbook (from the Bob and Saloma Fisher Estate).

Bruce Goudie – 1964 photo of Blackie by George Geppert & S. F. Bay maps.

Sally Griffith – Crystal punch bowl and cups.

Melissa Garrick – 12 photos of Tiburon RR yard from 1982.

Howard Lazar – a collection of vintage Jack London novels, for display in the Depot House Museum.

John Lyle – Numerous photos and documents of 433 Golden Gate from the Kretchmer family collection (his grandparents).

The Ranch Summer Camp at Landmarks

We had another fun eight weeks of summer camp at the Art & Garden Center. Gnomes and fairies were sought, dinosaurs identified, pirates and mermaids discussed, bugs discovered, safaris toured, gardening tackled and loads and loads of artwork created. Thanks to the staff of The Ranch Summer Camp who took great care of the gardens and historic cottage and had a wonderful time with the campers. See you next year!



THANK YOU!

Susan Cluff for her amazing writing and editing skills and the gift of her time.

Catherine Couture for her volunteer time working on grants for Landmarks.

Gary Ferber Photography for capturing some great shots at our spring social.

Lynne Hayes for her Sundays at the Art & Garden Center.

Carolyn Kohler for her time optimizing our SEO and updating our Google profiles.

Maria Luz Ortiz for her help with inventory.

Dee Wagner Catering for her fantastic catering and contributions to our spring social.

Meet our Volunteers

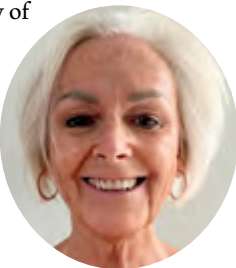
John Fiorito, Head Docent, China Cabin.

“Being a docent gives one the opportunity to meet visitors from all over the world. The highlight for me is to have our local 3rd grade students come for their annual tour. Spectacular!”



Lynne Hayes, Docent, Art & Garden Center.

“Sunday has become my favorite day of the week. So many of our visitors have no idea what is behind the hedge, and I really enjoy being able to share the history of the cottage and the beauty of the garden with them.”



Maggie McCann, Docent,

Railroad & Ferry Depot Museum.

“Happy to share our Town’s railroad history with visitors from around the county, and from around the country; They had no idea...”



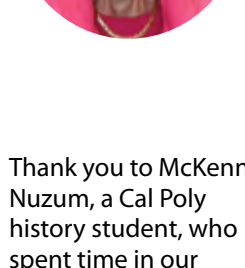
Helen Muirhead, Docent, Old St. Hilary’s.

“As a docent at Old St Hilary’s I love to share with visitors the Carpenter Gothic building’s architectural details. They demonstrate the carpenters’ remarkable craftsmanship.”



Becky Pringle, Docent, and ice cream maker extraordinaire, Railroad & Ferry Depot Museum.

“Rarely a docent day goes by that we do not learn something new and different from our visitors and other docents. It is a continual learning process that enriches both the docents and the guests.”



Thank you to McKenna Nuzum, a Cal Poly history student, who spent time in our archives this summer organizing our map drawers.



2022 Docents

We feel so very fortunate to have an amazing team of docents at Landmarks. Docents share our beautiful historic buildings with the public and make history come alive for residents and visitors alike. If you would like to learn more about local history, meet new friends and make meaningful contribution to our community, contact us about joining the team. Openings are available weekdays and weekends. Call Jennifer Hartung at 415 435-1853.

RR Museum

Phil Cassou*
Bob Harrison*
Philip Maslin*
Joan Bergsund
Francis Brooks
Steve Callender
Amy and
Steven Davis
Peter Engler
Dan Engstrom
Elaine Enochs
Mark Freiberg
Holly Nyerges
Hooker
Jay Hooker
Karl Hoppe
Jo Ellen Hyland

Laura Limber
Maggie Brooks
McCann
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Torill McDermott
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Ted Moyer
Helen Muirhead
Jeff Newman
John Owen
Joan Palmero
Donald Pino
Becky Pringle
Taylor Savage
Dave Solomon
Betty Williams
Jeanne Wilson
Ted Wray

China Cabin:

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

Old St. Hilary’s

Helen Lindqvist*
Annelies Atchley
SJ Black
Gee Kampmeyer
Helen Muirhead

Art and Garden Center

Suzanne White*
Lynne Hayes
Peggy Hodge

Volunteers at Large

Susan Cluff
Lee Darby
Robert Finch
Bill Lindqvist
Patti Pickett

* Head Docent

Welcome Paige Petrini

Our new Landmarks Event Liaison. Paige lives in Tiburon where she and her husband have raised three daughters and has been wildly active in the local volunteer community. She comes to Landmarks with extensive event experience having fundraised for the San Francisco Opera and the YMCA. She sat on the Board of the Reed School Foundation and has volunteered countless hours organizing school plays over the years. We are delighted that she’s become a part of the Landmarks team.



New Members and Landmarks Supporters

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

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1550 Tiburon Blvd., Suite M
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Azorean milk hands with milking stools belted to their waists at Hilarita dairy ranch (also called Souza's and later Avella's) about 1900. The washhouse building behind appears to be a cabin taken from one of the old ships scrapped in Belvedere cove.



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