



Guild Celebrates Duarte Garage 100th Anniversary

The Duarte Garage and Lincoln Highway Museum is a nationally-known landmark on America's first transcontinental road. The Livermore Heritage Guild commemorated the building's centennial at two events in 2015.

On April 4th, the National Society Daughters of the American Revolution Josefa Higuera Chapter presented an historical plaque. On October 10th, the Guild held a birthday party for the garage. Members of the Durant Motors Automobile Club brought three Star automobiles and a 1929 Durant coupe that possibly was sold at the Duarte Garage. Livermore Mayor John Marchand spoke about the roles of the Duarte family in establishing the Garage and of Guild volunteers in making it an historical asset and focal point for community events. Joel Windmiller, President of the Lincoln Highway Association California Chapter, gave a brief history of the Lincoln Highway and traced the original route of the Highway into Livermore and past the Duarte Garage. Guild President Jeff Kaskey, described the emergence of a trend that would dominate the U.S. for the next century: an improved road network and increasingly widespread ownership of private automobiles. Kaskey pointed out the opportunities presented by this expansion of private transportation.

In the years before Frank H. Duarte (1884-1949) and wife Helen (1882-1953) founded the garage in 1915, he kept a detailed log book of where he worked, where he lived, and his rate of pay during the years he was collecting experience, capital, and training. Recently donated to the Guild by the Duarte family, this logbook shows his wide range of training and work experiences across the country, including Oakland, Detroit, Chicago, Bridgeport, Conn., and New York state. He gained knowledge and experience at many companies including United Iron Works, Packard Motors, Scovill Manufacturing, and Locomobile.

The *Livermore Echo* of Sept. 9, 1915 announced the construction of the garage: "Erecting Garage Along Highway. Frank Duarte, late of Niles, has purchased from Mrs. Jos. Ginger the triangular lot at the end of North L street and fronting on the Dublin-road State highway, and is erecting



Kathy Erickson, granddaughter of garage founders Frank and Helen Duarte and niece of Fran Duarte, cut a cake at the garage centennial celebration on October 10, 2015, with assistance from Guild President Jeff Kaskey. Garage curator Will Bolton looks on. Photo by Richard Finn.

a first-class garage there having a brick front, corrugated-iron sides and cement floor. Mr. Duarte, who learned the machinists' trade in the East, purposes [sic] to open an up-to-date garage there in a few weeks and has removed here with his wife." The *Echo* of Oct. 28, 1915 announced that gasoline already was on sale and garage services would begin Nov. 1: "New Garage About to Open. John [sic] Duarte will next Monday open for business his newly-built garage at the corner of North L street and Junction avenue, at the junction of the State highway on the Dublin road with the L-street pavement (*Continued on p. 7*)

In This Issue:

- President's Letter: Hagemann Farm Partnership, p. 2.
- I-580/I-680 Freeway Junction: 50th Anniversary, p. 4
- Events: Oak Knoll Talk, May 25th; Auction, May 28th, p. 8.

Dear Members:

It has been a while since we have spoken, so I am anxious to let you know about your Guild's activities. I know you will enjoy Jason's report on the Duarte Garage Centennial celebrations last year, and if you have not toured the garage recently, please drop in. Open house is the third Sunday of most months, 10 a.m. to 2 p.m. Our HistoryMobile will visit April 17th.

The Hagemann Ranch project has been big for us, but I want to let you know about a few other things going on first, before I get wrapped up in ranch talk.

On our fundraising side, the Guild has now conducted two estate sales. This is not our usual line of work, but in the right situation we enjoy taking it on. Pat Hoenig asked us to conduct her estate sale back in 2013 and then Mary Francis Lenon brought us in last year to do the same for her. We are very grateful to both women and their very helpful families for partnering with the Guild. And so I offer to you, our loyal friends and members, if you are considering an estate sale (and they are not for everyone) and would like to work with the dedicated team of amateurs at the Guild, or would just like to understand how they work, let's talk. Contact any board member through our information on page 3 of this newsletter, or drop in to the History Center.



First Presbyterian painting crew after prepping granary.

Of course our main fundraiser is the annual auction, and it is just around the corner, May 28th. If you have items you would like to donate (esp. kitchen items, furniture, antiques) please contact a board member (Barbara Soules can be reached at 667-6677). We select about 100 of the best items we get and put them up in a lively evening of bidding. Everything from wine to fine china to tools to all manner of antiques. And a bit of worthless stuff, just to keep everyone on their toes.

Speaking of fundraising, and I often am, some of you may work for companies who provide various forms of donation matching. My employer matches 100 percent of donations up to a limit made to qualified non-profit organizations, of which the Guild is one. So with a bit of extra paperwork, you can double the value of a gift you may be considering to help support the Guild's projects. This year we have some significant maintenance to do on the HistoryMobile, in addition to our usual projects, so we'll be looking for support!

The state Department of Education identifies Local History as the 3rd grade history curriculum focus, a natural opportunity for the Guild to exercise the educational part of its mission. In response, the Guild partners with the schools with our program of downtown history walks organized by Chairperson Susan Canfield and HistoryMobile visits, organized by Chairperson Nancy Mulligan, each assisted by dedicated Guild volunteers. With the success of these programs, and all of our reference material, it was only natural for us to join forces with teacher Anne Anaya as she took on the challenge to create a new Local History curriculum. History Center Curator Don Smith and Assistant Curator Bria Reiniger supported the work with extensive research, correcting old mistakes and filling in missing information. As a result, this year the Livermore 3rd grades worked from the jointly-created new curriculum. Anne's name should sound familiar – she did much of the exhibit creation in the HistoryMobile, and we'd like to think this helped inspire her to take on the entire curriculum. We have been getting great reviews for the material. It has a friendly modern look and does a great job of introducing 3rd graders, and often their parents, to Livermore's unique heritage.

Hagemann Ranch has been a big project for the Guild and keeps us running in many directions. I was recently on-site helping chase down a gas leak. (We found two.) But let's start closer to the beginning. One year ago we were signing a contract with the City to take on property management for the historic Hagemann Ranch. For those unfamiliar, Hagemann is a five-acre ranch on the west side of Livermore, at 455 Olivina, ¼ mile west of Murrieta Blvd. The ranch, whose story we'll tell in detail another time, was part of the Spanish mission lands, then the Mexican Rancho El Valle de San Jose, granted originally to the Bernal family and settled as a homestead by Martin Mendenhall, brother of our town founder,

Hagemann *(Cont'd from Page 2)*

William. Originally close to 500 acres, the remaining site contains the original Mendenhall home and outbuildings.

Our contracted duties include overseeing preservation and restoration of the historic elements of the ranch as well as providing general oversight and coordinating services for other groups on the site. The City put out a request for proposals for other non-profits to operate on the site and in partnership with the Guild. The City ultimately accepted proposals from three different organizations. Today we have 4-H operating an equestrian program with the horses comfortably in the west barn (traditionally called the Cow Barn; we are going to need a new name). The program is led by Donna Costa and as part of her mission she uses horses rescued from abusive or neglectful conditions. They have had programs on-site for horse care as well as riding. Sunflower Hill (SunflowerHill.org) has cultivated an acre in the northwest quadrant and has harvested over three tons of food for local food banks. Their clients are young adults with special needs, typically from autism. Food cultivation at the ranch provides training and meaningful activities and teaches responsibility, all in a supportive low-stress environment.

And finally we have Fertile Groundworks (FertileGroundworks.org) on site creating a heritage kitchen garden based on varieties representing food that would have been grown in a kitchen garden during the site's period of significance from the 1860s to 1920s. Their ranch operation is led by Director and Alameda County Master Gardener Brenda Kusler. Fertile Groundworks also operates the Garden of Grace at Livermore's Asbury United Methodist Church, which supplies produce to Open Heart Kitchen and others. The

Founder and Executive Director is Bruce Campbell, whose wife Dori was once our Guild treasurer (she sang an *a capella* tribute to the Guild at one Annual General Meeting!).



Creative wiring at Hagemann Farm.

Since signing the agreement, the Guild has worked hard to clean up the site and begin preservation, restoration and protection. The initial clean-up created two huge dumpsters of trash, resulting from a lot of hauling, hard scrubbing, sweeping and chasing spider webs in many of the buildings. We fixed broken doors, lots of broken window panes and all manner of sneaky safety hazards like steel re-bar sticking up randomly from the dirt! Electrical and plumbing fixes have been ongoing for the full year, and are really just the beginning. We are managing modern services from the outhouse to fire extinguishers. A volunteer group from Livermore's First Presbyterian Church spent two weekends cleaning, priming and painting the granary, one of the historic farm buildings along the lane.

We have made the house reasonably livable and moved in caretaker Bria (one of our excellent volunteers) to keep an eye on the site. She has bravely weathered skunks, raccoons, contractors, rats, intermittent plumbing and the aforementioned gas leak. We have also accepted related donations, including a "doctor's buggy" from Lynn Skerett. Her family had the buggy for generations and it is original to

the area. She feels quite sure that it frequently followed a horse to the ranch site over 100 years ago. A doctor's buggy, also called a piano-case buggy, is a small light buggy that presumably a doctor could jump into and head out to a ranch when summoned. Eagle Scout Max Garcia has restored the wheels and further restoration will be another project. This month we had Jim Burbach restore a lean-to shed that was in bad enough shape that the City had requested that we demolish it. That isn't the way we do preservation, so Jim used reclaimed lumber to preserve the structure as well as its look, including exposed rafter tails and rough horizontal planks. It is now as good as old.

We have lots of projects from painting and clean-up to full restoration and electrical work. We will have a public open-house later in the year, but if you want to get on-site in the meanwhile, the best way is to volunteer to help with (or lead) one of the many projects. Contact anyone of the board members listed on the back page and we will get you working!

Jeff Kaskey

Contact Us

President

Jeff Kaskey

jkaskey@yahoo.com

1st Vice Pres. (Program Chair)

Andrea Loyd

2nd Vice Pres. (Membership Chair)

Sandra Grafrath 925-443-6655

sandragrafrath@comcast.net

Secretary

Dottie Eberly doteberly@comcast.net

Treasurer

Usha Khullar

History Center Curator

Don Smith - oski73@gmail.com

Duarte/Highway Garage Curator

Will Bolton

Directors at Large

Bill Junk & Barbara Soules

Newsletter Editor

Jason Bezis

925-962-9643 & jbezis@yahoo.com

I-580/I-680 Junction: Tri-Valley Crossroads Is 50 Years Old

U.C. Berkeley Earth Sciences Library, Air Photo BUT-2GG-241 (USDA, ASCS)



Copyright 1984, Quantum Spatial, Inc. - Pacific Aerial Surveys No. AV-2460-04-22

I-580/I-680 junction, 1966 vs. 1984: The aerial photo at left was taken on May 15, 1966, five months after the "cloverleaf" freeway interchange opened to traffic in December 1965. The area was mostly farmland, with residential development expanding in Dublin (upper left). I-680 then came to a dead-end, to be continued southward to Sunol in late 1967. Note how Dougherty and Hopyard Roads, connected today, were staggered some distance apart. The aerial photo at right was taken on May 7, 1984. Stoneridge Mall (1980) is in the southwest quadrant. The largest structures in the northwest, northeast and southeast quadrants are industrial buildings constructed in 1969-early 1970s: Liberty House retail stores warehouse (NW), Western Electric (telephone transmission equipment manufacturing)(NE), and Volkswagen automobile distribution center (SE, 1969, now ClubSport athletic gym). A drive-in movie theater was under construction in the northwest quadrant in 1966 (demolished in early 1980s).

Fifty years ago, the Livermore/Amador Valley became an interstate freeway crossroads. The junction of I-580 and I-680 opened to traffic after a ceremony on December 1, 1965, forming the heart of what today is known as the "Tri-Valley" region.

The transformative effects of this and other freeway projects on the local economy and natural environment cannot be overstated; it arguably was the Tri-Valley's watershed event of the 20th century. The 580/680 junction shifted the axis of regional economic activity from the 19th century railroad corridor nodes (downtown Livermore and Pleasanton) to the new freeways. Retail activity in Livermore, for example, has taken a half-century to catch up.

The freeway projects enabled a burgeoning population. The 1960 census found 29,587 people in eastern Alameda County. That number increased to 77,655 in 1970 and 202,117 in 2010 (sevenfold increase from 1960).

The I-580/I-680 junction opening brought new highway numbers to local parlance, with "I-580" and "I-680" eventually replacing "U.S. 50" and "Route 21," which generally had been used for the previous 30 years. Route 21 was the north-south highway. It ran along Foothill and San Ramon roads. By the 1980s, "580/680" had become a short-hand designation for Livermore/Amador Valley, such as for a newscast name on Cable TV 30.

According to Caltrans data, around 46,000 vehicles passed through the old crossroads in Dublin on the average day in 1965 (30,000 on U.S. 50 and 16,000 on Route 21/San Ramon Road). On the average day in 2014, around 350,000 vehicles traversed the 580/680 freeway junction, including around 200,000 on I-580 and around 150,000 on I-680.

The highway segment that opened in December 1965 was the first interstate freeway project completed in the Livermore/Amador Valley. It included the I-580/I-680 junction, the 3.1 mile section of six-lane I-680 northward to one mile north of the Alcosta Blvd. interchange, and widening of I-580 to eight lanes within the vicinity of the I-680 junction. Green Construction Co. and

Pre-Construction Views of U.S. 50 (I-580) at Future I-680 Junction: On June 20, 1962, a State Division of Highways photographer captured these views of U.S. 50 at the site of the to-be-built I-680 overcrossing (which would overshadow these shots today). In December 1965, the I-580/I-680 interchange opened at this location and the four-lane U.S. 50 (opened in 1952) in these photographs had been transformed into the eight-lane I-580. In the 1990s, this segment of I-580 was altered to accomodate the Dublin/Pleasanton BART extension.



Copyright 1962 California Department of Transportation

Above: U.S. 50 (I-580) at Future I-680 Junction in 1962: Looking West Toward Dublin Canyon: The Foothill Road/ San Ramon Rd. overcrossing (built in 1955, re-built in 1977) is in the far background. State Route 21, the Martinez-San Jose highway, was on that alignment until I-680 opened and replaced it. (Sign in median reads, "WALNUT CREEK MARTINEZ USE RIGHT LANE".) Note the lack of shoulders on four-lane U.S. 50. Today I-580 is eight lanes wide and BART tracks are in the median. West Dublin/Pleasanton BART station, opened in 2011, would dominate the center of this photo today. Stoneridge Mall (1980), Stoneridge Corporate Commons office park, Sheraton Pleasanton Hotel (originally Compri Hotel) and the Safeway Inc. headquarters are now on the left. Dublin Creek, marked by the tall vegetation on the right, has been moved slightly now. Enea Plaza shopping center, the former Liberty House warehouse and Holiday Inn (formerly Howard Johnson) are now on the right.



Copyright 1962 California Department of Transportation

Above: U.S. 50 (I-580) at Future I-680 Junction in 1962: Looking East Toward Dougherty Road: Today BART tracks are in the median. The I-680 south to I-580 east "flyover" viaduct, opened in 2002, would dominate this view today. Dublin Civic Center, Sports Grounds and Dublin Nissan (former Ozzie Davis) auto dealership are now at left. Hilton Doubletree Hotel, ClubSport (former Volkswagen warehouse) and Home Depot along Johnson Drive are now at right. Row of trees at right marks Alamo Canal, which is now re-located next to I-680. The giant billboards at left apparently survived the 1965 widening project (see photo on p. 6), but eventually disappeared.

I-580/680 *(Cont'd from Page 5)*

Winston Brothers were the contractors. Cost was \$5.3 million.

This was an isolated section of I-680 until the segments between Danville and Alcosta Blvd. opened in Sept. 1966 and between I-580 and Sunol opened in Nov. 1967, completing I-680 between Benicia-Martinez Bridge and Fremont and making I-580/I-680 a true crossroads. The first interstate highway segment opened to traffic in the Tri-Valley was I-680 between Sunol and Fremont in January 1964.

Industry and retail stores congregated near the crossroads in the 1970s and '80s. Three giant industrial buildings rose near the junction: Volkswagen distribution center (1969, now Club-Sport) in Pleasanton, Liberty House mainland warehouse in Dublin, and a 200,000 ft² Western Electric building at 6400 Sierra Drive, Dublin ('71). Major retail stores that opened in Dublin included Rhodesway/Rhodes/Liberty House ('71), Mervyn's ('71), K-Mart ('72), Gemco ('78) and Montgomery Ward ('80). On September 4, 1980, Stoneridge Mall opened in Pleasanton (J.C. Penney opened a month earlier).

Dublin was so successful at attracting retail stores that sales tax transactions in 1982 (year of incorporation) were \$235 million (\$17,400 per capita) compared to \$194 million (\$5,500 per capita) in Pleasanton and \$170 million (\$3,500 per capita) in Livermore, according to State Board of Equalization data. This caused consternation in Livermore as sales tax revenues became important to cities after Proposition 13 in 1978 limited property taxes. Livermore did not surpass Dublin's total taxable transactions until 1994 (after Mervyn's, Costco, Target and Wal-Mart opened in Livermore in

Copyright 1964 California Department of Transportation



Above: U.S. 50 facing west on December 3, 1964. Support pillars for I-680 overcrossing were in place. **Below:** View of eight-lane I-580 as it neared completion, facing east from I-680 overcrossing, Jan. 3, 1966 (built up in '70s-'80s).

'93) and finally exceeded Pleasanton in 2013 (for the first time since Stoneridge Mall opened in '80).

To I-580 motorists, the I-680 interchange project was a preview of things to come. I-580 was widened from four lanes to eight lanes between I-680 and San Joaquin County in stages until 1972. The eight-lane widening westward to the Route 238/580 wye in Castro Valley finished in 1990.

Prior to the I-580/I-680 junction opening in December 1965, the other major freeway junction opening in the inland East Bay was the original I-680/Route 24 interchange in Walnut Creek on March 22, 1960 (substantially re-built in 1990s).

The state highway that is now I-580 underwent a remarkable transformation in the half century preceding this project. This section was first paved in 1918 on an alignment that is now Dublin Blvd. The highway was closed for nearly a year due to construction delays, related in part to World War I. The pavement was a mere 18 feet

wide; a single lane on today's I-580 is 12 feet. It was first constructed on today's alignment as a four-lane expressway in 1952.

1965 Opening Ceremony

The Valley Community Services District (today known as Dublin San Ramon Services District) organized the dedication ceremony at 11 a.m. on December 1, 1965. Among the 100 in attendance were State Public Works Director John Erreca and officials from Alameda and Contra Costa counties and cities. A roadster driven by James Lembesis of Livermore, a record-setting racer, took the first lap to cut the ribbon. A procession followed: the century-old Wells Fargo "Ben Holladay" stage coach, equestrians, midget racers, Amador Valley High School majorettes, antique automobiles and 1966 models. A luncheon was held at the San Ramon Country Club farmhouse. The freeway opened to traffic later that month. The State accepted the project from the contractors on December 21, 1965.

-by Jason Bezis



Garage: 100 Years *(Cont'd from Page 1)*

The lathe and other machinery will arrive in a few days and gasoline is already on sale at the new garage, which will be known as the Highway Garage of Livermore."

The Duartes' Highway Garage was among Livermore's first motor fuel dispensers, selling Associated Oil products [the Associated Avon refinery (now Tesoro) opened near Martinez in 1913]. In the 1920s, the garage was a Durant, Star and Flint automobile dealer. By the 1940s, it was solely a vehicle and mechanical equipment repair shop. After Frank died in 1949, son Francis ran the business until the City forced him to sell the property under threat of eminent domain in 1975. (See LHG newsletters of Jan. 2013 and Aug. 2013.) The Guild signed a lease in 1976 to restore and maintain the garage for use as a museum. Over the past 40 years, the Duarte Garage and Lincoln Highway Museum has become a landmark, hosting the 75th anniversary Lincoln Highway caravan in 1988, a National Park Service Lincoln Highway study meeting in 2003 and the 100th anniversary caravans in 2013, among many other events.

When the garage opened in 1915, it had a strategic location at the intersection of the Oakland-Stockton State Highway (today's Portola Ave.), L Street (then the primary road linking the highway with downtown Livermore) and today's Junction Avenue (portion next to the garage closed in late 1960s). The State Highway had just been paved (a mere 15 feet wide) for the first time between L Street and Greenville. The section of Portola Ave. between L Street and Enos Way was a completely new public road, allowing through traffic to bypass Livermore completely. The road



Frank and Helen Duarte with sons Francis and Earl (c. 1920).

was paved from the garage to Santa Rita in 1916 (18' wide) and from Santa Rita to Dublin in 1918 (18' wide), completing the State Highway through the Valley.

The State Highway paving heralded the arrival of the motorized vehicle era in the Livermore



The garage was a Durant and Star auto dealer in the '20s. Three Star vehicles visited the garage for its 100th birthday on October 10, 2015 (left to right): a '24 speedster (now owned by Curtis & Mary Freih of Stockton), a '25 sedan (James & Aleeta Miller of Vallejo) and a '22 touring car (Bert & Sonia Babick of American Canyon). At far right is a '29 Durant coupe (Dick & Madeliene Ward of Livermore) that possibly was sold at the Duarte dealership.

Valley. In 1915, 164,795 automobiles were registered statewide. In 1923, registration surpassed 1 million. In 2015, 33 million fee-paid vehicles were registered (1.3 million in Alameda Co.).

The County and City paved L Street and First Street for the first time in 1915 to encourage highway traffic to detour into downtown. Livermore voters approved \$50,000 in city bonds on March 16, 1915 (vote: 430 to 180) to finance this paving project, completed by California Bitulithic Co. in late 1915. First Street was paved (24 feet wide) from circa N St. to today's Portola Ave. L St. was paved from Portola to 2nd St. The City also installed its first comprehensive electric street lighting system on 1st St. On July 6, 1915, the City Board of Trustees (city council) passed Ordinance No. 86 banning wooden awnings over the sidewalks of downtown businesses. It instructed the town marshal to enforce the ordinance against property owners that refused to comply. At its Nov. 18, 1915 meeting, the Board ordered removal of trees standing in 1st St. near Junction Ave. In 1916, "LIVERMORE" signs were erected over L St. (next to the garage) and 1st St. (at Portola) where each met the highway to steer highway traffic into downtown.

With the arrival of the State Highway, paved city roads, electric street lighting and removal of wooden sidewalk awnings and trees within roadways in 1915, Livermore changed forever as it shed its 19th century western town features and entered headlong into the automotive era. The Duarte Garage is a living reminder today of this auto-focused paradigm shift. -Jason Bezis

LHG Events

Sunday, April 3rd: Don Meeker will present "Livermore Before Google Earth" (1889 lithograph of Valley) at 2:00 p.m. at Livermore Public Library, Civic Center.

Sunday, April 17th: Duarte Garage & Lincoln Highway Museum will open from 10 a.m. to 2 p.m. On April 17th, the LHG HistoryMobile will be open outside of the Garage, Nancy Mulligan reports. It will visit 3rd grade classes in April and May.

Wednesday, May 25th: Richard Finn will present the history of Livermore's Oak Knoll cemetery, the hill along Stanley Blvd. and Arroyo Mocho next to Granada High School, at 7 p.m. at Livermore Public Library, Civic Center. This will be the first of the Guild's

summer series of history talks. Richard and his cousin Peter Kitchingham, of London, England, have spent several years researching hundreds of people buried at Oak Knoll, the Livermore-Amador Valley's first formal cemetery. Members of the last wagon train over the Sierras in the terrible winter of 1846, the founder of Alameda County, and ancestors of prominent local families are interred there.

Saturday, May 28th: Annual Livermore Heritage Guild Auction. Doors will open at 5 p.m. Dinner will be at 6 p.m. and the auction at 7 p.m. Dinner tickets will be available at the History Center for \$25 beginning May 1st. No admission is charged for the auction the public is invited to participate.



Photo by Richard Finn

Oak Knoll with daffodils in bloom, March 2016.

The Guild is seeking donations of kitchen items, furniture and antiques. Please contact 667-6677 (Barbara Soules) to discuss any donations. The Auction is the Guild's main fundraising event.

Saturday, June 11th: Three retired Livermore fire trucks, restored by the Guild, will join the Rodeo Parade on Second Street. Irv Stowers reports that the repair of the magneto (part of ignition system) of the 1920 Seagrave fire engine is nearing completion. It was damaged last year when driving to the light bulb anniversary ceremony. "We were very fortunate to be able to find replacement parts," Irv says.

ADDRESS SERVICE REQUESTED

The Livermore Heritage Guild History Center is located in the historic 1911 Carnegie Library building at 2155 Third Street. History Center hours generally are Wednesday through Sunday, 11:30 a.m. to 4:00 p.m. Phone: (925) 449-9927. Free admission.

Annual membership dues are:
 Individual \$25.00, Family \$35.00, Senior (age 62+) \$15.00, Student \$15.00, Sponsor \$75.00 and Patron \$150.00. Life (Individual) \$500.00 and Business \$300.00 memberships are also available. Please make checks payable to "LHG." Mail to P.O. Box 961, Livermore, CA 94551.

P.O. Box 961
 Livermore, CA 94551
 Address Service Requested

