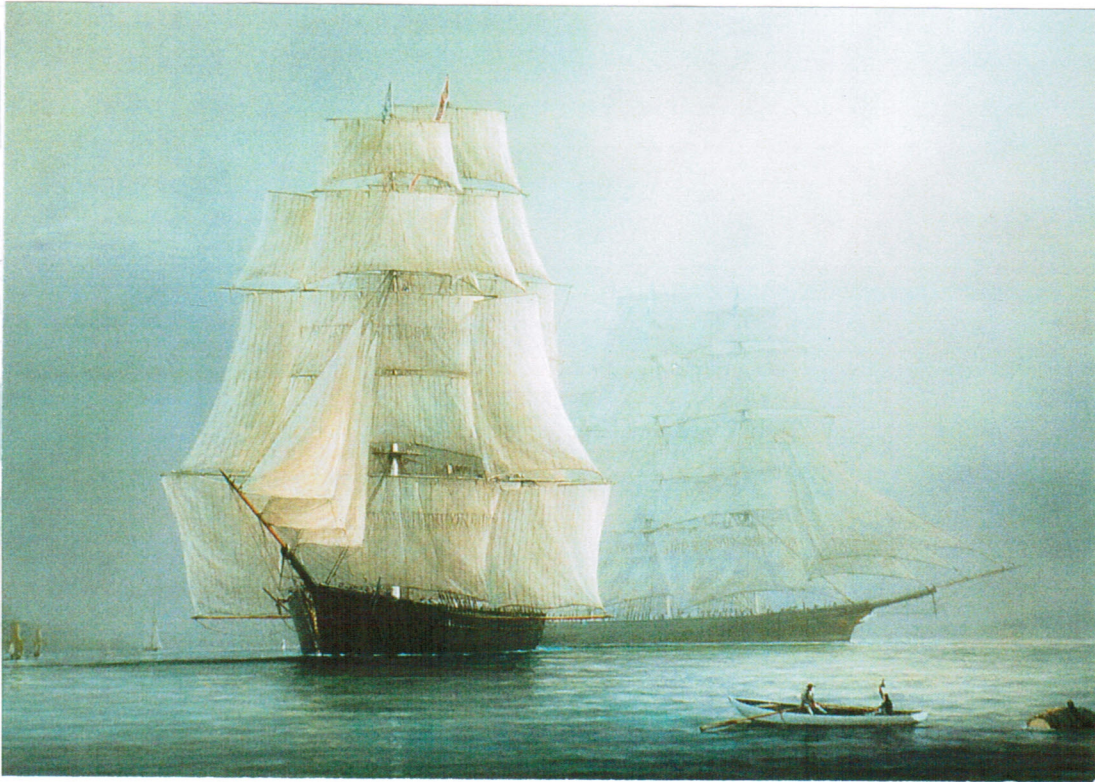


The Legacy
of

The Strybings



Pioneers in the Clipper Ship Trade
between New York and San Francisco

compiled by
Daniel N. Klinck

THE LEGACY OF THE STRYBINGS

Pioneers in the Clipper Ship Trade Between New York and San Francisco

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Front Cover: In New York, Henry Strybing consigned cargo to this clipper ship, the *David Crockett*, and four months later, his brother, Christian Strybing, received the goods in San Francisco. The clipper ship in the background is the *Andrew Jackson*. Both ships were built in Mystic, Connecticut.

Back Cover: The clipper ship, *David Crockett*, in heavy seas using just a few sails.

Daniel Noble Klinck
5842 Brittany Woods circle
Louisville, Kentucky 40222

This family history is dedicated to the
Strybing descendants who continue the
tradition of hard work and fair play, so
characteristic of their early ancestors.

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ACKNOWLEDGEMENTS

This history would not have been written except for the diligence of **Toni Raptis**, a researcher at the Patchogue - Medford Library in Patchogue, New York. She found many newspaper articles on the Internet as well as city directory and census references. It was this deluge of information that triggered real interest in undertaking this project.

The three branches of Strybing descendants contributed the majority of the vital exhibits. **Fred Strybing**, who died in 1998, had sent to G. H. Klinck, Jr, the Green-Wood Cemetery plot layout, shipping logs of Henry Strybing and a copy of the rare *Andrew Jackson* flyer. Fred's widow, **Maybelle**, provided additional family photographs. **Henry Strybing's** widow, **Viola**, sent photocopies of the Mary Strybing oil painting, the Patchogue house in the snow and important heirlooms. **Everett Strybing's** daughter, **Gail Lombardo**, has the Strybing photograph album with the many carte de visite photographs, which validated the identification of more family members.

Margarete Mehner has made many contributions to this Strybing history with articles, documents, and pictured heirlooms from the Strubing family in Germany. **Christa Lütjen**, a volunteer genealogist for "Die Maus" in Bremen, Germany, supplied the research for Ida (Strybing) Höpken and the Dreyer family as well as addresses for other German research. **William Schrader**, a retired history professor with a specialty in 17th and 18th century German, translated many letters and interpreted German church records.

Cynthia Rasdale has many items that once belonged to Isabella Strybing, including the crib in which the children of every generation (starting with Isabella) have slept. The magnificent side table is hers. She also has custody of the Klinck photograph album containing many Strybing family pictures. **Holmes Semken** provided pictures of early silver pieces and early legal documents between the Klincks and the Strybings.

San Francisco area assistance from **Niels Nielsen** resulted in many local photographs and other research. Additional help came from **Cath Trindle** and **Janice Sellers**, who located probate records and other references of Christian and Helene Strybing. **Mary Ann DiNapoli** in Brooklyn and **Joan Koster-Morales** in New York City ran down many false leads. Nevertheless, Joan scored on finding seven obscure Henry Strybing documents in a Queens, N.Y. library. **Elizabeth Harvey**, with the Brooklyn Public Library, Brooklyn Collection, provided the old maps of the Strybing property. Brooklyn resident, **Frank Rogers**, sent photographs of buildings in the old Strybing neighborhood.

Patricia, my wife, is a capable editor. The written word herein is as much a testament to her language skills as to this compiler's writings. Daniel N. Klinck may be reached at 5842 Brittany Woods Circle, Louisville, Kentucky 40222. Telephone: (502) 429-0382.

PREFACE

This history is a compilation of all the early Strybing family data and artifacts that a six-year research effort has been able to uncover. The paucity of family data makes this notebook format appropriate. It also reduces the temptation to expand the facts into fiction, which a narrative can do. The resulting collection provides a brief look into the many aspects of their lives. Finding virtually all vital records makes this family history uniquely complete.

The Strybings lived in an age of sailing ships and paddle wheel steamers, of clipper cards and cabinet cards, of horsecars and Pullman Palace Cars, of pony letters and bags of gold coins, of Carpenter Gothic and Italianate architecture and musicales in private music rooms. These are 19th century living experiences, not normally found in history books. To appreciate the times in which they lived, corresponding historical events and many photographs have been added to the text, wherever a personal connection existed. Newspaper articles provide a context for notable Strybing events (such as Strybing parties at their summer home in East Patchogue on Long Island).

Miscellaneous personal papers are used both as referenced source documents and period examples of printed and legal forms. The heirlooms consist of a wide range of items once owned or given by the Strybings. Some originated in or were sent to Germany.

The descendants' genealogical charts are needed for reference, since they give significant dates and other details. They provide the reader with a time line that is so helpful in an historical document.

There has been a thorough search for early family histories, vital records and photographs from Germany. Fortunately, an amazing collection has been assembled from a variety of sources. There are references to Germany throughout the text, including a geographical listing of German cities visited by the Strybings/Strüblings.

Numerous American photographs from the period have been found in family archives and libraries. An effort has been made to find images of Strybing-owned houses and work places. This literary journey has been a long series of unexpected discoveries, not unlike an archaeological dig.

The Strybings, both in New York and San Francisco, left us a legacy of good works. The brothers were very ethical merchants, according to the R. G. Dun & Co. reports, at a time of much unethical conduct. Their wealth allowed their wives to give back to their communities in ways that are still remembered today.

This family history points out that living in the 19th century lacked the sense of security we enjoy today. To be financially successful, one needed to be perceptive enough to act on new opportunities while managing uncertainly. They lived in an era of unfettered capitalism.

A SUMMARY OF THE STRYBING FAMILY HISTORY

The Strybing family in the United States and the Strübing family in Germany both gained prominence in the latter half of the 19th century. The American family became wealthy, primarily as importers of foodstuffs. They dealt with other German-American merchants. Two of their daughters married sons of German-American businessmen. A third daughter took up residence in Bremen, Germany, after marrying the nephew of an affluent German importer.

This family originated in the Grand Duchy of Mecklenburg-Schwerin bordering the Baltic Sea. The history of the German cousins is sketchy because many records were destroyed in World War II. Most of today's surviving descendants have lost historical connections with earlier generations. Judging from early photographs, the Germans matched their American cousins in financial acumen.

Joachim Friedrich Heinrich Strübing (anglicized to Henry Strybing) had arrived in New York by 1835, and was soon conducting business as an importer. His brother, Christian, established a grocery in San Francisco at the height of the California "Gold Rush". With prices there highly inflated, it was very profitable to ship foodstuffs by the faster clipper ships to San Francisco, even at higher-than-average cargo rates.

The Strybings memorialized themselves through their public largesse. At various times, they demonstrated their devotion to their churches with gifts of stained-glass windows. Their outstanding gift to the citizens of San Francisco was the Strybing Arboretum and Botanical Gardens in Golden Gate Park. In Brooklyn, the Marien-Heim Towers and Sunset Park elderly care facilities were named after Mary Strybing, recognizing her support. The Strybings remained attentive to their German cousins by traveling back to Germany to visit and by bestowing gifts of money and jewelry.

The Henry and Christian Strybing partnership did not survive them. Later in their lives, they became real estate brokers, managing their investments but still living a continent apart. World War I weakened the bonds between the next generation of American and German cousins.

Changing demographics in Brooklyn resulted in the subsequent relocation of many descendants farther out on Long Island and the eventual demolition of the family mansion on Washington Avenue. In Germany, Strübing land was confiscated after World War II and some descendants moved to the Americas. What survives today is a stained glass window in a Lutheran church in Römstedt, Germany, a gift from the San Francisco Strybings.

This history pieces together published and personal references to the American Strybings as well as those of their German relatives. It merely provides a glimpse into their lives and leaves much to the reader's imagination. Fortunately, there are many photographs, personal papers and family heirlooms which have been passed down through the generations of this remarkable family.


COLEMAN'S
CALIFORNIA LINE FOR SAN FRANCISCO
"Be sure you're right, then go ahead."
Sailing regularly on advertised days.
 THE CELEBRATED A 1 EXTREME CLIPPER SHIP
DAVID CROCKETT
 SPENCER, Commander, is now rapidly loading at Pier 15, E. R. foot Wall St.
 This well-known and favorite vessel has made the passage to San Francisco in 115 days (and admitted by all to be one of the fastest ships afloat.) She has always delivered her cargoes in perfect order; having superior ventilations, and being a three deck ship, offers inducements to shippers over any other vessel now loading. She insures at lowest rates, and will be dispatched on or before her advertised day. For balance of freight, apply to
WM. T. COLEMAN & CO., 88 Wall-st.,
 Agents in San Francisco. Messrs. WM. T. COLEMAN & CO.
 Exchange on San Francisco for Sale, in sums to suit. Limited advances made on Shipments of approved Merchandise.

Clipper of SATURDAY, March 12



EXAMPLES OF CLIPPER SHIP SAILING CARDS SAVED BY HENRY STRYBING

116, 114, 114 DAYS PASSAGE!
SUTTON & CO'S DISPATCH LINE FOR SAN FRANCISCO.
 The Ever Popular A 1 First-Class Clipper Ship
DAVID CROCKETT
 BURGESS, Master, is again loading for San Francisco, at Pier 12 East River, (Old Slip.)
 AND WILL HAVE OUR USUAL PROMPT DISPATCH.
 This favorite Clipper has made the above short passages, and well-known as one of the best ships in the trade. All engagements should be sent immediately alongside.
SUTTON & CO., 58 South Street, cor. Wall.
 The Ships of this Line insure at the Lowest Rates, and dispatched quicker than any other from New-York to San Francisco.



Dw:rs

MERCHANTS' EXPRESS LINE OF CLIPPER SHIPS

(102, 99 and 101 DAYS)

TO SAN FRANCISCO

THE INVINCIBLE CLIPPER SHIP

ANDREW JACKSON

J. E. WILLIAMS, Commander, is now receiving her cargo very rapidly at

PIER 9, EAST RIVER, and will sail *December 5th*

As this vessel is a great favorite with California Shippers, and always loads quickly, they will please send down their goods without delay. A record of her passages may be interesting:—She

Left New-York, Nov. 15, 1856, arrived at San Fe'o, Feb. 26, 1857, 102 days; | Left San Fe'o, July 1, 1858, arrived at New-York, October 9, 1858, 100 days,
 " San Fe'o, June, 27, 1857, arrived at New-York, Sept. 21, 1857, 86 " | " New-York, Dec. 24, 1858, arrived at San Fe'o, April 5, 1859, 101 "
 " New-York, Jan. 17, 1858, arrived at San Fe'o, April 27, 1858, 99 " | " San Fe'o, May 27, 1859, arrived at New-York, Aug. 19, 1859, 83 "

*Showing an average (in six trips) of ninety-five days. For Freight, apply to

RANDOLPH M. COOLEY, 118 Water, cor. Wall St., Tontine Building.

Or to J. H. BROWER & CO., 45 South St.

Messrs. DE WITT, KITTLE & CO., Agents in San Francisco.

SPECIAL NOTICE.—Shippers must have observed that notwithstanding the extreme dullness of Freight, the ships of the MERCHANTS' EXPRESS LINE have been dispatched in a prompt and business-like manner.

NEEDITT & CO. PRINTERS

EXTRA NOTICE.

FOR SAN FRANCISCO

Only 35 cts. per cubic foot

ON THE FASTEST SHIP IN THE WORLD.

THE CLIPPER SHIP

ANDREW JACKSON

AT PIER 9 EAST RIVER.

It is my desire to dispatch this vessel by Christmas day, and certainly on or before the 1st of January.

RANDOLPH M. COOLEY,

NEW YORK, Dec. 1st.

118 WATER STREET, cor. Wall.

NEEDITT AND CO., PRINTERS.

The Clipper Ship Trade to San Francisco and China

The Yankee clipper was an American invention with its origins as fast blockade runners during the War of 1812. General cargo would be sent to San Francisco by square-rigger but high value cargo traveled by clipper ship. These ships could also cut in half the sailing time to China, fostering a lucrative business in lacquerware, tea, silks and crafts in return for "case oil" (kerosene) and silver.

In 1848, prior to the discovery of gold, three ships from the east coast called at San Francisco Bay. The following year, over 700 arrived bringing with them close to 100,000 people as well as cargo. Christian Strybing was one of those people. As commerce increased, speed became incredibly important, and the American clipper ship began the final phase of its development.

These ships were very efficient, requiring smaller crews but labor costs per ton were high because they could not carry as much cargo as the slower square-rigger. They were built for speeds of 20 knots or more. Some could travel over four hundred miles in a 24-hour period. It would be a long time before any steamship could match the clipper's speed. They were "long and narrow with concave, needle-sharp, 'inside-out' bows flared at the top, designed to slice, rather than push, and cutting, instead of ploughing, through the water. The shape of their hulls and the quantity of the canvas they carried gave the clippers their great speed." They grew in size. In 1853, the largest one, "the *Great Republic* displaced 4,556 tons, was 334' long [38' deep] and 53' wide, with masts towering more than 200' high. ... Her sails, if spread flat, would have covered one and a half acres."

The clipper ship route from New York was around South America. The 15,000 mile journey competed with the shorter route across the Isthmus of Panama for cargo (which involved much transshipment). The clipper ship helped bind California to the east coast. In San Francisco gold was cheap but everything else was expensive (prices were up to five times those before the discovery of gold). The Strybings took financial advantage of this need for high-value foodstuffs in San Francisco. Some of the clipper ships they used were the *Andrew Jackson*, *Black Hawk*, *David Crockett*, *Golden Fleece*, *Mary Robinson*, *Morning Star*, *Ocean Express* and *Spirit of the Times*.

Aspinwall and the Isthmus of Panama Railroad

Due primarily to the discovery of gold in California, travel time needed to be reduced between the west and east coasts. The Isthmus of Panama had been traversed by pack mules. They were replaced by a 19-mile railroad completed in 1855 and financed by shipping magnate, William H. Aspinwall. The port for the railroad was named Aspinwall, later changed to Colon in 1890. After 1855, clipper ship travel began to decline, since even with slower steamships, travel time was reduced from east to west by the Isthmus of Panama.

As early as 1855, \$2,000 (\$30,000 in 2005) in gold coins were shipped by steamer from Christian Strybing in San Francisco to Henry Strybing in New York through Aspinwall in Panama. Later, gold would be shipped by Wells Fargo & Co's Express, which had opened for business in 1852 offering stagecoach protection of valuables and banking services.

The Clipper Ship - DAVID CROCKETT

This clipper ship, launched October 18, 1853 in Mystic, Connecticut, initially sailed on the Atlantic route between New York and Liverpool, England for several years. From 1857 to 1882, under new ownership, it sailed between New York and San Francisco. This amounted to one roundtrip per year. The voyage to San Francisco took nearly 4 months because it followed the 15,000 mile route around Cape Horn.

The *David Crockett*, named for the American frontiersman, combined large cargo capacity with good speed. It has been considered one of the most successful clippers ever launched. Having cost \$93,000 to build, it returned \$500,000 in profit during those years and there was no record of any loss to her insurers. Henry Strybing, a cautious man, had confidence in the ownership of this ship to protect his goods in transit.

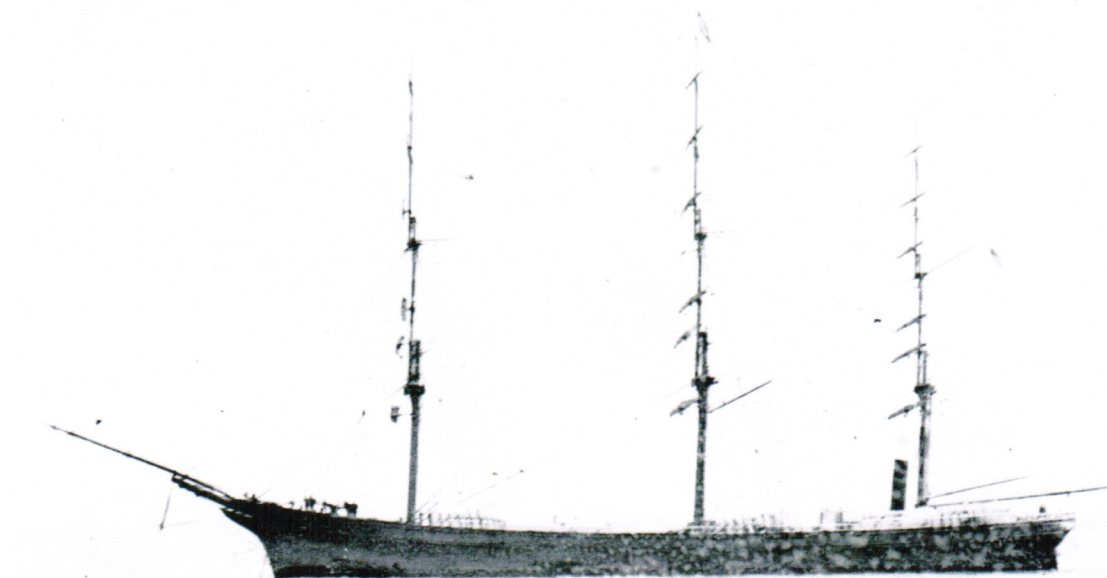
There were several recorded voyages to San Francisco on which Henry shipped goods by the *David Crockett*. On a shipping log of Mar. 16, 1859, Henry shipped sundries there on both the *Ocean Express* and *David Crockett*. On Feb. 21, 1860, Henry again shipped sundries to Christian aboard the *David Crockett*. The speed varied with the ship. The *Ocean Express'* best run was 125 days, but was also 143 days.

The figurehead of Davy Crockett was displayed below the bowsprit when the ship was in port and survives today at the San Francisco Maritime National Historic Park. It must have been a familiar sight for both Henry and Christian Strybing, when they visited the ship. A model of the ship can be seen at Mystic Seaport, an indoor/outdoor museum covering 19 acres along the Mystic River.

An article in The San Francisco Examiner in 1895 traces the life of the *David Crockett*. It is quoted here in part:

Launched at Stonington [Mystic] in 1853, she at once commenced a career which made her the best-known merchant vessel of the country. At the height of her fame there wasn't a small boy in New York City who didn't keep tabs on the arrivals and departures of the Davy Crockett, and on both the Atlantic and Pacific coasts the greatest interest was felt in her goings and comings. ...

When first in commission the Crockett went into the San Francisco trade, sailing out of New York and carrying passengers stricken with gold fever. Her figurehead was a life-size carving of the pioneer and scout after whom she was named. She carried a tremendous sweep of canvas and was the loftiest-rigged ship of her day. Two of her most memorable voyages were homeward-bound trips. She sailed from San Francisco to Philadelphia in 92 days and from San Francisco to New York in 102 days. After several of these splendid runs had called the country's attention to her speed, three vessels were built on the same model, but never a one of them in frequent trials which ensued could begin to hold its own with the only and original Davy Crockett, and she held her record to the last.



PHOTOGRAPHS OF THE CLIPPER SHIP *DAVID CROCKETT* AND ITS FIGUREHEAD



Copper plates protected the hull against barnacles and worms in the wood.



David Crockett model showing the figurehead below the bowsprit.

Gold Traveled Faster than Cargo on a United States Mail Steamship

In the 1850s, the New York Daily Times, later renamed The New York Times, reported ships arriving in New York from California. The articles were generally entitled "Two Weeks Later from California" because U. S. Mail steamers arrived in New York every two weeks with maybe month-old news from California because the actual voyage for news, mail, passengers and gold (treasure) took three to four weeks.

A Pacific Mail Steamship Company steamer would first travel from San Francisco to Panama, taking a minimum of nine days. Then passengers and cargo were unloaded on the Pacific side of the Isthmus of Panama, shipped by rail to the Atlantic side and reloaded onto a U. S. Mail steamship at Aspinwall, which could take another day. The ensuing voyage to New York took another nine days. Many times, these ships made extra stops at ports such as Havana and New Orleans.

Henry Strybing received California gold on many of those shipments. A list of financial firms (like Wells Fargo & Co.), other companies and individuals would receive shipments of gold. However, Henry was one of a very few of over 600 commission merchants in New York to be listed, and his portion was one of the smallest.

These shipments cover only 2 1/2 years and reflect Henry's level of business activity during that period. On a regular basis, he would transport cargo by clipper ship to San Francisco. These shipments took approximately four months to arrive. He competed with many other shippers for San Francisco's business. (Wm. T. Coleman & Co. was a very large one.) When the city became overstocked with a particular product, prices dropped and merchants lost money. Christian needed to exercise tight control over the sale of Henry's goods. Henry and Christian communicated by "pony letters" via the Central Overland Pony Express Co., which took nine days. After 1860 they could possibly have used the telegraph.

Gold could be shipped as dust, assayer's bars (weighing up to 55 pounds) or as coins from the San Francisco Mint. Henry's total treasure was \$120,771 (\$2,650,000 in 2005) during this 2 1/2 year period. To approximate his annual income from this activity, a 12-month period has been selected in which he received payments every two weeks. Choosing September 1856 through August 1857, the total in gold shipments was \$61,290 (\$1,300,000 in 2005). Out of this amount, Henry would have had to pay the cost of the cargo and shipping after deducting charges due him. These charges included a commission to the house of 5%, plus deleredere to the house of 5%, plus premium on coin of 5%. Christian had marked up the goods to cover his expenses. He also created their profit margin of sometimes 25%, which he split with Henry. The gold shipments that Henry received covered his costs as well as his profit.

This certainly was not Henry's only income. The shipping logs show that he had many other customers including Klinck, Wickenberg & Co. This was also true for Christian, who seemed to have other businesses on the side. For example, some have referred to him as a silk merchant.

Examples of Reports from San Francisco for New York Readers

The Pacific Mail Steamships, *John L. Stephens* and the *Golden Gate* took turns steaming from San Francisco to Panama on the initial leg of the voyage to New York. The steamships *George Law* and the *Illinois* alternated on the final leg of the trip from Panama to New York. The *George Law* was renamed the *Central America* after its overhaul in July 1857, to emphasize its use in the Panama to New York run.

ARRIVAL OF THE GEORGE LAW.

FROM CALIFORNIA TO MARCH 1,

\$317,800 IN SPECIE.

THE PANIC SUBSIDING.

THE MINES.

LATER FROM SOUTH AMERICA.

AUSTRALIA DATES TO JAN. 10.

THE LAST FROM ACAPULCO.

Marriages, Deaths, &c.

The steamship *George Law*, Lieut. G. V. Fox, United States Navy, commanding, left Aspinwall at 12½ o'clock on the morning of the 16th inst., and arrived at Quarantine at 10½ o'clock on the morning of the 24th. Purser E. H. MITCHELL, J. HAWES & Co., WELLS, FARGO & Co., oblige us with the prompt delivery of our mails and packages and their voluntary memoranda.

She brings the California mails of the 1st March, \$317,800 in treasure on freight, and 234 passengers. Encountered a severe gale from the northeast on the 22d.

March 23, at 7½ A. M., off Hatteras, passed schr. *S. E. Parker*, of Norfolk.

The steamship *Golden Gate*, ALLAN McLANE, Esq., commander, left San Francisco at 10½ P. M., on the 1st, and made the run to Panama in 11 days and 4 hours, (running time,) the quickest passage ever made by any steamer on the Pacific.

The outward passengers by the *George Law* were landed at Aspinwall on the morning of the 15th, and left Panama on the *Golden Age* the same day.

Treasure List per Steamship George Law.

Drexel & Co.	\$100,000	Baker & Merrell	4,000
Metropolitan Bank	70,000	H. Harris & Co.	2,235
A. Rich & Bro.	25,000	Wm Seligman & Co.	3,100
Wells, Fargo & Co.	15,500	Chambers & Heiser	2,548
Order (of W. F. & Co.)	34,015	Peter Naylor	2,000
Bingham & Reynolds	10,550	J. G. Wymann & Co.	1,215
Adams & Co.	10,520	Humburger's Bros.	3,500
Ross, Falconer & Co.	6,507	Henry Strybing	2,000
Wm. T. Coleman & Co.	6,510	G. Bosenstock	2,000
John Phelan, Jr.	7,584	Ellis & Newell	2,555
Flint, Peabody & Co.	6,700		
Total			\$317,800

The following is the amount of shipments as published in the *San Francisco Evening News* of March 1:

Shipments of Treasure—MARCH 1.

PER PANAMA MAIL STEAMSHIP GOLDEN GATE.

Drexel, Sather &	J. & M. Phelan	7,584
Church	D. L. Ross & Co.	6,908
B. Davidson (London)	Humburger & Bros.	3,500
Lucas, Turner & Co.	J. Seligman & Co.	3,100
Wells, Fargo & Co.	Chas. H. Strybing	2,000
S. Rich & Bros.	Hohn & Klein	2,016
Bingham & Reynolds	S. W. Rosenstock	2,000
Flint, Peabody & Co.	Other shippers	9,317
W. T. Coleman & Co.		
Total		\$391,279

The March 26, 1855 report on the left shows both of the Strybing brothers. They were listed for the same gold shipment.

The steamers *Golden Gate* from San Francisco and the *George Law* from New York made the trip.

The June 29, 1857 report on the right shows a shipment of gold for "H Strybing".

The steamers, *John L. Stephens* of San Francisco and the *Illinois* from New York made this trip and are pictured here on page 28.

ARRIVAL OF THE ILLINOIS.

TWO WEEKS
LATER FROM CALIFORNIA AND OREGON.

Great Losses at the United States Branch
Mint.

Further Particulars of the Slaughter in
Sonora.

DISSENSIONS AMONG THE SAINTS IN UTAH.

Withdrawal of the U. S. Minister from
Bogota.

Message from President Ospina Encouraging a Settlement of the Difficulty with the United States.

THE NICARAGUA TRANSIT IMBROGLIO.

Arrival of Fillibusters from San Juan del Norte and Punta Arenas.

Protectorate of England and France over the Chincha Islands.

LATER FROM THE WEST INDIES.

The United States mail steamer *Illinois*, C. S. Boggs, U. S. N., commanding, left Aspinwall June 19, at 9:20 P. M., and arrived at Quarantine at 8½ o'clock Saturday evening.

She brings the California mails of the 5th inst., \$1,852,867 in treasure on freight, and 736 passengers.

In the list of passengers will be noticed the names of Hon. J. B. BOWLIN, United States Minister to New-Granada, Judge LOTT, of California, and Lieut. S. MOWAT, U. S. A. Lieut. Mowat, late in command of Fort Yuma, bears a numerous signed petition for the erection of the new Territorial Government of Arizona, in the Gadsden purchase.

The steamer *John L. Stephens*, E. H. PEARSON, Esq., commanding, left San Francisco, June 5, at 9 A. M., with 771 passengers, and \$2,268,192 in treasure on freight, \$415,325 of which was on foreign account, and arrived at Panama at 4:30 A. M. on the 19th.

June 13, spoke steamer *Sonora*, for San Francisco, with passengers, &c., per *Illinois*, from New-York, June 5, all well.

The following is the

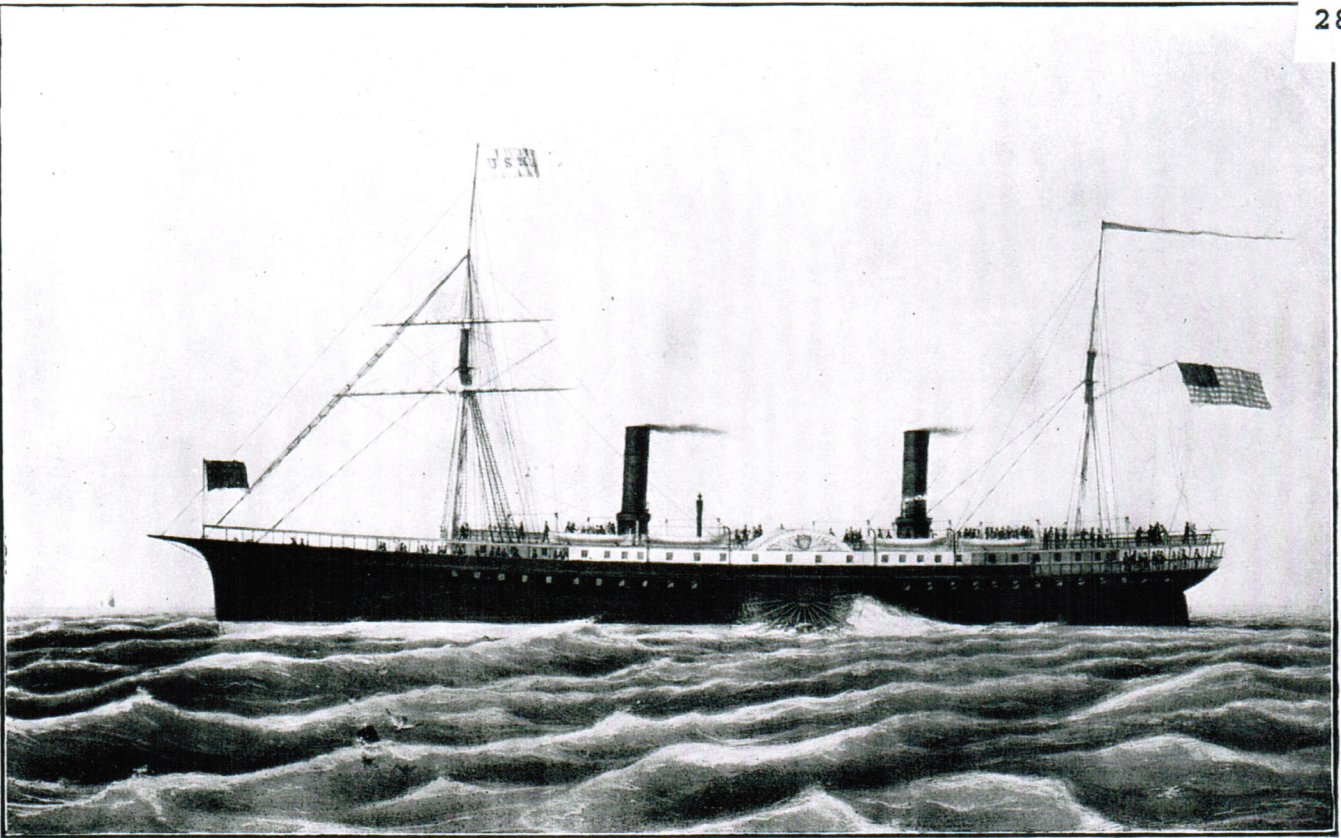
THE TREASURY LIST OF THE ILLINOIS:

Drexel & Co.	\$330,000	Schoole & Bros.	\$22,485
Wells, Fargo & Co.	319,500	John Phelan, Jr.	10,400
Order	206,474	Newhouse, Spatz &	
Robb, Hallett & Co.	180,000	Co.	10,000
Duncan, Sherman & Co.	158,397	Von Hoffman & Co	7,000
Howland & Aspinwall	120,830	R. Meader	6,000
Am. Ex. Bank	110,000	A. J. Plate	3,000
James Patrick	95,000	H. Strybing	3,000
E. Kelly & Co.	80,000	Thain & McKeone	3,000
Coleman & Co.	60,000	Hand & Co.	3,000
Ross, Falconer & Co	54,832	C. Dimon	2,250
Freeman & Co.	30,000	J. B. Thomas	2,000
W. Seligman & Co	28,800	Alexander & Co.	1,000
Total	\$1,852,867		

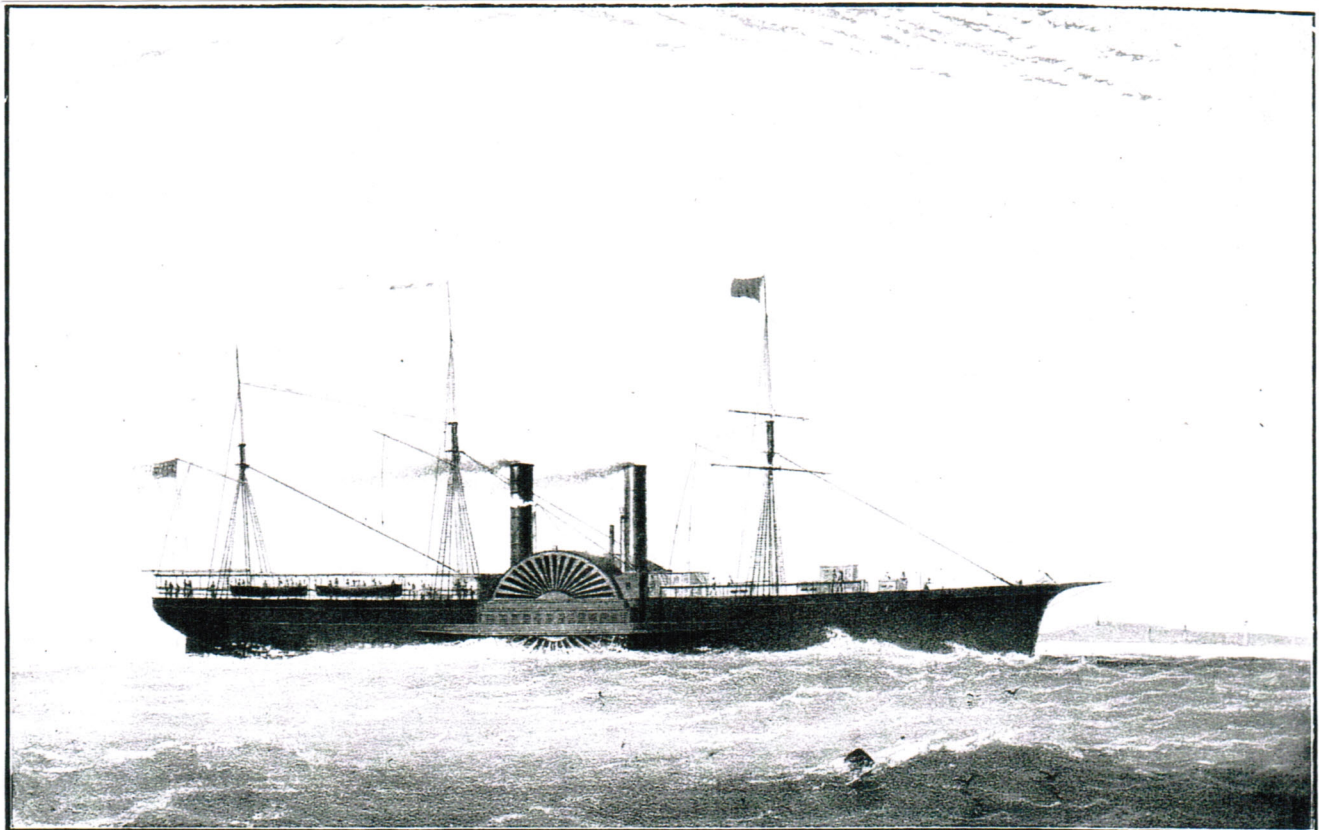
Published Strybing Gold Shipments from San Francisco to New York

<u>Date</u>	<u>Steamship</u>	<u>Pass.</u>	<u>Strybing</u>	<u>Total Gold</u>
Mar. 26, 1855	George Law	234	\$ 2,000	\$ 317,800
June 09, 1855	Illinois	---	2,850	495,440
Sep. 11, 1855	Empire City	360	5,000	979,364
Oct. 31, 1855	George Law	605	2,600	1,670,477
Nov. 14, 1855	Empire City	710	3,500	1,654,062
Dec. 18, 1855	Empire City	450	10,000	1,503,358
Dec. 29, 1855	George Law	275	7,500	1,405,392
Feb. 28, 1856	Illinois	283	2,000	1,140,208
Mar. 28, 1856	Illinois	250	4,300	1,261,272
Apr. 17, 1856	George Law	500	4,500	1,458,502
May 30, 1856	Illinois	662	3,690	1,791,187
June 14, 1856	George Law	---	2,500	1,951,721
June 30, 1856	Illinois	932	2,021	2,270,868
July 15, 1856	George Law	---	1,500	1,705,301
July 28, 1856	Illinois	627	1,280	1,646,895
Aug. 14, 1856	Ariel	---	3,240	1,473,876
Aug. 30, 1856	Illinois	543	3,000	1,435,000
Sep. 15, 1856	George Law	528	3,000	1,600,558
Sep. 29, 1856	Illinois	636	3,500	1,867,148
Oct. 13, 1856	George Law	582	2,200	1,686,233
Oct. 29, 1856	Illinois	399	2,200	1,681,967
Nov. 14, 1856	George Law	---	1,500	1,626,507
Dec. 01, 1856	Illinois	407	1,600	1,830,220
Dec. 15, 1856	George Law	850	2,000	1,581,591
Dec. 29, 1856	Illinois	313	3,000	1,594,196
Jan. 14, 1857	George Law	429	2,100	1,269,177
Jan. 29, 1857	Illinois	211	2,600	1,168,510
Feb. 14, 1857	George Law	468	1,900	1,097,806
Feb. 28, 1857	Illinois	330	2,000	1,260,186
Mar. 17, 1857	George Law	459	2,400	1,004,956
Mar. 30, 1857	Illinois	280	1,000	1,137,128
Apr. 14, 1857	George Law	563	2,000	1,229,238
Apr. 30, 1857	Illinois	573	4,640	1,489,060
May 14, 1857	George Law	---	2,800	1,707,527
May 29, 1857	Illinois	810	2,450	1,658,072
June 13, 1857	George Law	729	3,600	1,920,376
June 29, 1857	Illinois	736	3,000	1,852,868
July 13, 1857	Star of the West	---	3,100	1,521,676
July 28, 1857	Illinois	459	1,500	1,458,043
Aug. 13, 1857	Central America	440	2,800	1,241,055
Sep. 04, 1857	Illinois	502	2,400	1,594,557
		Total	\$120,771	

The year 1855 is significant for the completion of the railroad across the Isthmus of Panama, which reduced transit time. Earlier, pack mules had been used, creating a huge security problem for shippers of gold. There was recurring unrest among the Panamanian natives. Shipments of gold in early 1855 and before were mainly by large consignees such as Wells, Fargo & Co., as reflected in the Total Gold shipments column above.



Christian Strybing shipped gold bound for New York to Panama on board the paddle steamer *JOHN L. STEPHENS* in the gold rush days of the 1850s.



In New York, Henry Strybing received Christian's gold from Panama on board the wooden paddle steamer *ILLINOIS*.

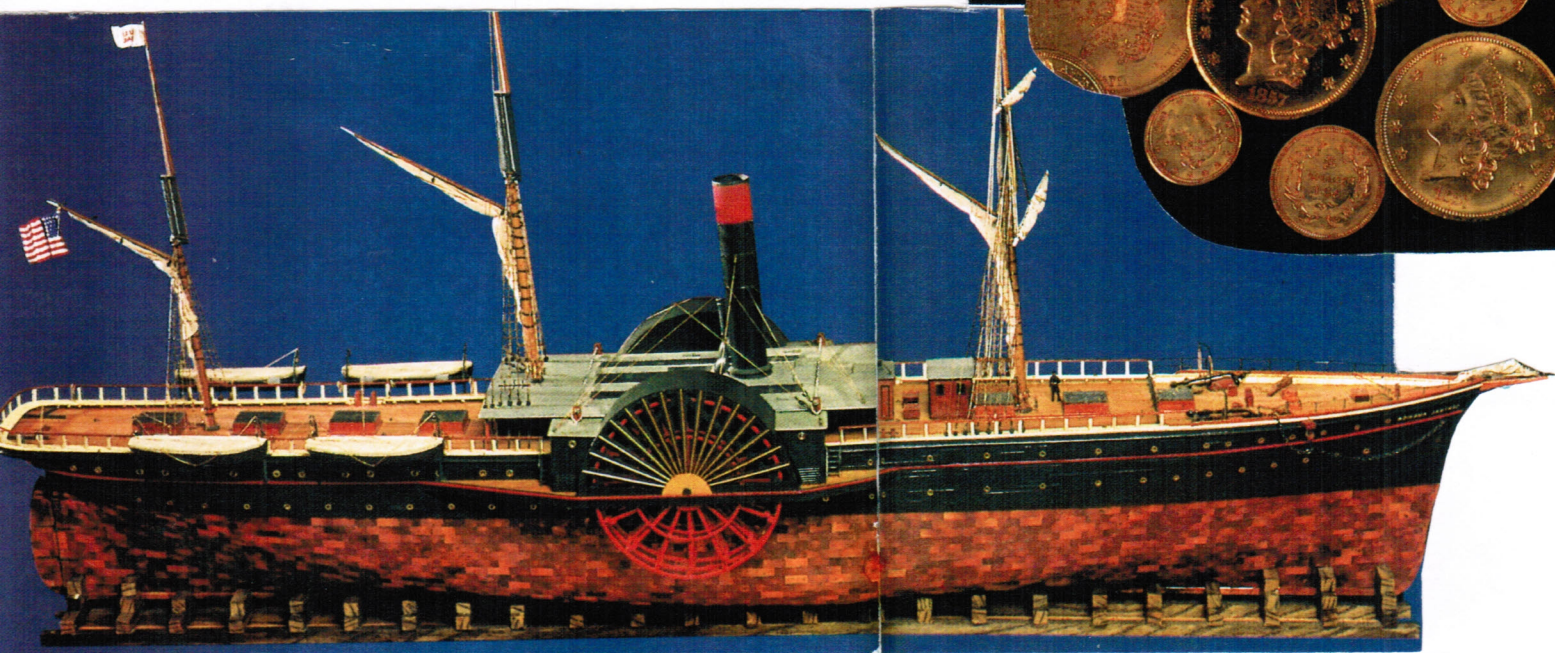
The Strybings Lost a Gold Shipment on the CENTRAL AMERICA

Built in 1853 by prominent ship builder, Willlliam H. Webb, the *George Law* was re-named *Central America* in 1857. Its crew was considered "the choicest men in the employment of the Company." On Sept. 12, 1857, the ship foundered off the North Carolina coast during a violent hurricane. This was a major disaster! Only 153 of the 578 lives were saved and \$1,595,500 (\$34 million in 2005) in gold went down along with 38,000 letters. Newly overhauled, the ship was in excellent condition. The president of the steamship line acknowledged, "Against the gale, ... we were powerless." One other ship sank, but all aboard were saved.

In San Francisco, Christian's gold shipments were normally listed in the Daily Alta California under "C. H. Strybing". However, the Daily Globe recorded Christian's gold shipment of \$2,600 (\$55,300 in 2005) on this fateful trip. The steamship, *Sonora*, left San Francisco with the Strybing gold on Aug. 20, 1857 and arrived in Panama on Sept. 2nd. The *Central America* then received the shipment in Panama for the illfated voyage to New York.

Records of gold shipments were not regularly published after this event in New York and "H. Strybing" was not mentioned in any subsequent newspaper listing. The Strybing gold had probably been sent as \$20 double eagle coins, the large ones shown below. Today, they can be purchased for about \$1,700 each.

In 1987, using sonar, the wreck was discovered and most of the gold recovered by robot. One can read the whole story in the book, America's Lost Treasure by Tommy Thompson, published in 1998. Pictures from that book are shown here. After a protracted court battle over who owned the gold (the insurance companies or the recovery team), the salvagers were awarded 90% of the treasure, as a tribute to their careful recovery.

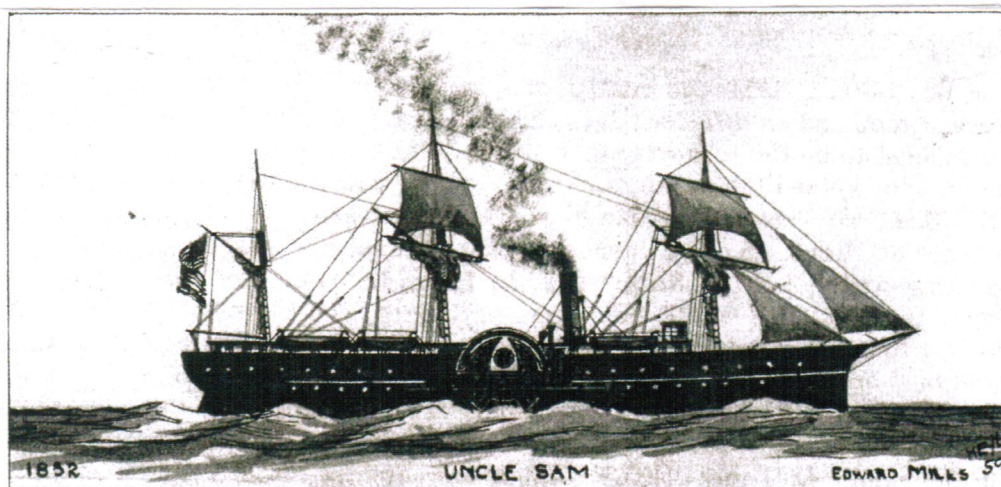


**Another Gold Shipment on a Steamship is Lost at Sea
with possibly more Strybing Gold on Board**



In the Pacific, the *S.S. Golden Gate* was a wooden side-wheeler steamer that alternated with the *John L. Stephens*. Although described as the "finest specimen of naval architecture on the Pacific", it caught fire and was run aground on July 27, 1862 about 15 miles from Manzanillo, Mexico. "Reports of between 175 and 223 passengers and crew lost their lives, together with the baggage, mail, and nearly all the cargo of \$1.4 million in specie" [gold]. Most of the gold was recovered but \$200,000 was stolen by a band of prowling Mexicans and later \$20 pieces were "commonly sold for \$12 in Mexican coin". By this time, Christian would certainly have shipped his gold by Wells, Fargo & Co.

In those days, even the best of judgments could not guarantee a positive outcome. Henry ultimately died of an ulcerated stomach which he thought began (from worry) during this period.



This wooden steamer, the *Uncle Sam*, used by Wells, Fargo & Co., was at one time "armed" with a 9-pounder brass cannon to ward off a suspected (but never materialized) pirate vessel, because the steamer carried gold.

Gold from San Francisco to New York on the UNCLE SAM

The "through receipt" below documents a shipment of gold coins sent by Christian Strybing to Henry Strybing by the steamship, *Uncle Sam*, in 1864. The steamship traveled to Panama and the gold was trans-shipped to another steamship for New York.

Launched in January 1853, the *Uncle Sam* was briefly owned by Cornelius Vanderbilt (Independent Opposition Line) until 1854. From a New York newspaper at the time:

Mr. Edward Mills, who is justly entitled to the honor of being the Pioneer in Ocean Steam navigation, having completed another "floating palace," -- the *Uncle Sam* -- gave her a showing off, yesterday, by a trial up and down the River, and around the Light Ship. ... The accommodations are for first-class or saloon passengers, 150; second-class, 250; steerage, 458.... A more beautiful model we have never seen

From the Daily Alta California's New York correspondent:

... Mr. Edward Mills, her owner, has withdrawn her from the Chagres line and expended a large sum in order to make her entirely acceptable to the California public. She leaves today for San Francisco via Cape Horn, and on her arrival in the Pacific will take her place between Panama and your city....

WELLS, FARGO & CO'S EXPRESS.

Received from

C. Strybing

One bag sealed and said to contain *Gold Coins*

Valued at *two thousand* Dollars,

but actual contents and value unknown, the same to be shipped by us on board the Steamer *Uncle Sam* now lying in the Port of San Francisco and bound to Panama, said Steamer agreeing to forward the same to New York by the Steamer connecting at Ashinwall.

The said Package to be delivered by us to *Mark*

MARK.

C. Strybing
By

the dangers and accidents of navigation and transportation, as specified in Bill Lading received by us from said Steamer, excepted. In case of loss, we hereby assign to above named consignee all our right in said Bill Lading, so far as the above described property is concerned.

IN WITNESS WHEREOF, We have signed 2 Receipts, one of which being accomplished, the others to stand void.

San Francisco, *Aug 2* 1864

Charges, \$ *35.70* For WELLS, FARGO & CO. *Chas. Wells*

In July 1857, Henry Strybing received a gold shipment on board the steamer, *Star of the West*. Only clairvoyance would have told him that three and one-half years later, this ship would spark the Civil War in Charleston harbor with a future son-in-law urging on the Southern cause.

The merchant ship, *Star of the West*, was chosen to bring 200 relief troops to Ft. Sumter in Charleston's harbor on Jan. 8, 1861, to attract less attention than a warship. Artillery batteries on Morris Island, manned by Citadel cadets, fired upon the ship and many rounds found their mark. Failing to receive any support from Ft. Sumter, Capt. McGowen turned his ship around and steamed north. These were the first shots of the Civil War. Major Anderson, commander of Fort Sumter, later surrendered since no relief was possible.

Gustavus Wickenberg Klinck entered The Citadel in 1861 and became a Cadet 2nd Sgt. In 1862, he joined the Home Guard and remained in Charleston for the duration of the war. Asked if he wanted a diploma when The Citadel resumed operations in 1882, Gustavus answered, "No, I don't need one now". He had become a successful merchant.



THE SAN FRANCISCO STRYBINGS AND THEIR GERMAN RELATIVES

The Changing City and Mercantile Directory Entries for Christian Strybing in San Francisco

- 1850 Carpenter, Montgomery between Bush and Sutter.
- 1852-54 Grocer, 35 Montgomery St.
- 1854 Commission Merchant, Battery near Jackson.
- 1856-57 Importer, Butter & Cheese, (also commission merchant)
76 Jackson; Res: 34 Montgomery. (Established in 1850)
- 1858-60 Importer, Groceries & Provisions, 76 Jackson; Res:
35 Montgomery.
- 1860-61 Importer, Liquor & Provisions, 76 Jackson (J. Bartholomew,
porter); Res: 35 Washington.
- 1861-62 Importer, (Wholesale and Jobber) Butter, Cheese & Lard,
212 Jackson (Henry Bartholomew, porter); Res: 115 Montgomery.
- 1862-63 Importer, (Wholesale and Jobber) General Merchandise,
212 Jackson; Res: 708 Montgomery then 824 Washington.
- 1864 Importer and commission merchant, 212 Jackson; Res:
824 Washington.
- 1865-66 Importer and commission merchant, 212 Jackson; Res: 1212 Mason.
- 1867-68 *Merchant, office SW Corner Front and Jackson; Res: 1212 Mason.
- 1869 Merchant, office 525 Front; Res: 1212 Mason.
- 1870-72 No entries (on the three year trip to New York and Germany)
- 1873 Res: 1212 Mason.
- 1874 Real Estate; Res: 1212 Mason.
- 1875 Merchant; Res: 1212 Mason.
- 1876-96 Capitalist; Res: 1212 Mason.

* From, Men and Memories of San Francisco in the "Spring of '50":

On the northwest corner of Bush and Montgomery was a gocery kept by a German. Our German citizens have, from the earliest of San Francisco's days, noted the importance of corners-- the chances of a man halting at a corner; the probabilities of a man meeting some friend just turning the corner, and the great odds that they will halt and chat on the corner; the great likelihood of strangers stopping in to inquire for some one living in the neighborhood



THE SAN FRANCISCO SHORELINE IN 1850: The "Xs" are the locations of Christian's first store on Montgomery Street and the last one at the corner of Front and Jackson, near the Jackson Street Wharf. Today, Yerba Buena Cove has become landfill, extending the shoreline up to 1/2 mile eastward as shown by the dots.

Christian Strybing Newspaper Advertisements from 1855

San Francisco Daily Herald - September 30, 1855, Page 3 Cl. 1

GRAPE BRAND TOBACCO

SNUFF-TOBACCO, IN STONE JARS OF 3, 6 #.
 SWISS CIGARS, German Caraway Seed,
 CLEVNER-NECKAR WINE, 1846, from the Royal
 Vineyards of Wurtenburg;
 Faucets of Hardwood; Bird Cages (family style);
 Woolen Half Hose (superior quality)
 Ladies' and Children's Knit Wool Jackets, Comfort
 ers, Mittens; Children's Gaiters;
 Silk Fichus; Corsets, without seam, etc., etc.
 For sale by C. H. STRYBING, Jackson st.,
 Between Front and Battery sts

GRAPE BRAND TOBACCO.

SNUFF-TOBACCO, IN STONE JARS OF 3, 6 #.
 SWISS CIGARS, German Caraway Seed,
 CLEVNER-NECKAR WINE, 1846, from the Royal
 Vineyards of Wurtenburg;
 Faucets of Hardwood; Bird Cages (family style);
 Woolen Half Hose (superior quality);
 Ladies' and Children's Knit Wool Jackets, Comfort
 ers, Mittens; Children's Gaiters;
 Silk Fichus; Corsets, without seam, etc., etc.
 For sale by C. H. STRYBING, Jackson st.,
 277 1w Between Front and Battery sts

San Francisco Daily Herald - December 31, 1855 Page 1, Cl. 5

BUTTER - NEW JARS, A SUPERIOR
 article

CHEESE.....Best Dairy Cream -- in tins
 LARDin 20 lb tins and kegs
 CHAMPAGNEGenuine
 COGNACFrench
 BRANDYAmerican, in octaves
 WHISKEYMonongahela
 CIGARSHabana and German
 GRAPE TOBACCO, SNUFF, WOOLEN SOCKS
 PATENT CANDLES (Judd's) in Cartons, just re
 ceived per Clipper ship "Spirit of the Times"
 and Jamestown;
 For sale by C. H. STRYBING, 76 Jackson st.
 Between Front and Battery sts

BUTTER-NEW JARS, A SUPERIOR

article;
 CHEESE.....Best Dairy Cream--in tins,
 LARD.....in 20 lb tins and kegs,
 CHAMPAGNE.....Genuine,
 COGNAC.....French,
 BRANDY.....American, in octaves,
 WHISKEY.....Monongahela,
 CIGARS.....Habana and German,
 GRAPE TOBACCO, SNUFF, WOOLEN SOCKS,
 PATENT CANDLES (Judd's) in Cartons, just re
 ceived per Clipper ship "Spirit of the Times"
 and Jamestown;
 For sale by C. H. STRYBING, 76 Jackson st.,
 419 2w Between Front and Battery sts.

Christian Strybing imported a variety of goods principally from New York. We can't assume that they were all shipped by Henry Strybing. Based on his newspaper advertisements, he must have used a number of sources. The announcements below were mostly from the Daily Alta California. In 1862, the list of consignees and their items became so long that the actual items shipped were dropped, it saved space.

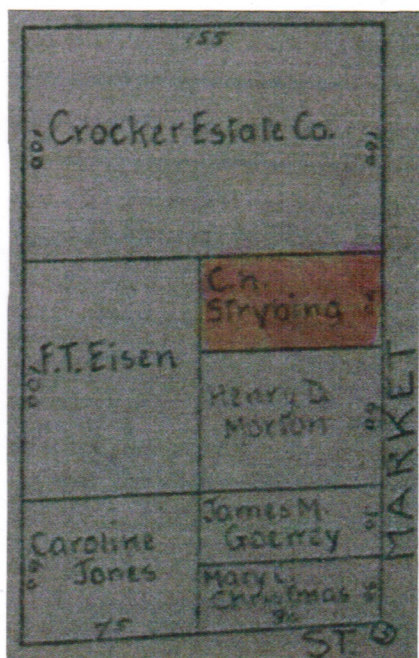
<u>Date</u>	<u>Items</u>	<u>Ship</u>
May 21, 1854	2 bxs mdse	<i>Seaman's Bride</i>
Jan. 06, 1857	71 bcls [sic] butter	<i>Rapid</i>
Apr. 18, 1857	30 bbls, 2 pkgs liquor	<i>Reporter</i>
Sep. 03, 1857	100 8th cks liquor	<i>Storm King</i>
Sep. 11, 1857	200 bxs candles	<i>Flying Dutchman</i>
Nov. 27, 1857	100 octaves liquor	<i>Susan Howland</i>
Mar. 05, 1858	100 octaves liquor 15 bbls butter	<i>Bostonian</i>
Nov. 16, 1858	23 bbls butter	<i>Alice Thorndike</i>
July 25, 1859	23 bbls 50 hf do sugar	
	25 bbls butter 1 cs mdse	<i>Young America</i>
July 28, 1859	20 bbls butter 50 bxs cheese	
	1 cs rubber	<i>E F Willets</i>
Feb. 18, 1860	50 bbls butter 2 pun mdse	<i>Sumatra</i>
Jan. 19, 1861	150 kegs white lead	<i>Aurora</i>
Feb. 21, 1862	10 pipes 50 bbls mdse	<i>Comet</i>
Mar. 08, 1862	300 bxs soap	<i>Flying Childers</i>
Dec. 10, 1862*	[no items listed]	<i>Wm. Tucker</i>
Jan. 05, 1863	[no items listed]	<i>Sea Serpent</i>
Jan. 05, 1863	[no tiems listed]	<i>Ocean Express</i>
Jan. 22, 1863	[no items listed]	<i>Messenger</i>
Jan. 26, 1863	[no items listed]	<i>Sonora</i>
Nov. 19, 1863	[no items listed]	<i>Lawrence</i>
Jan. 11, 1864*	[no ltems listed]	<i>Orizaha</i>
July 24, 1864	[no items listed]	<i>Sunrise</i>
Aug. 27, 1864	[no items listed]	<i>E H Taylor</i>
Sep. 02, 1864	[no items listed]	<i>Daniel Marcy</i>
Oct. 25, 1864	[no items listed]	<i>Prima Donna</i>
Oct. 26, 1864	[no items listed]	<i>Guardian</i>
Nov. 23, 1864	[no items listed]	<i>Almena</i>
Nov. 29, 1864	[no items listed]	<i>California</i>
Nov. 29, 1864	[no items listed]	<i>Argosy</i>
Jan. 28, 1865	[no items listed]	<i>David Crockett</i>
Feb. 09, 1865	[no items listed]	<i>W B Dinsmore</i>
Mar. 02, 1865	[no items listed]	<i>Chas A Farwell</i>
May 19, 1865	[no items listed]	<i>Cutwater</i>

This list is not complete. For instance, no shipments are shown for 1855 or 1856, which is highly unlikely, since Christian sent gold shipments to Henry during that period.

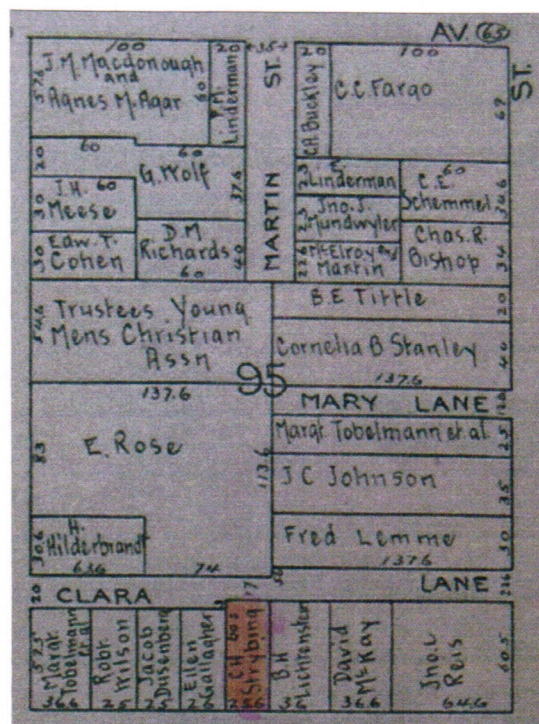
This chart does show Christian's business activity and the types of items shipped. With the exception of the *Sonora*, the ships were all probably sailing ships, not steamers. This meant that the ships traveled around Cape Horn, if they came from New York.

* From the San Francisco Bulletin

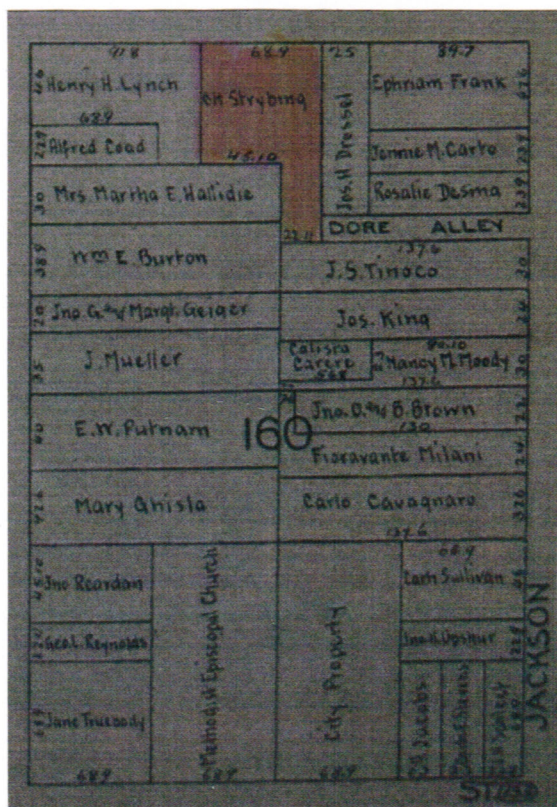
Four San Francisco Properties of Christian Strybing in 1894



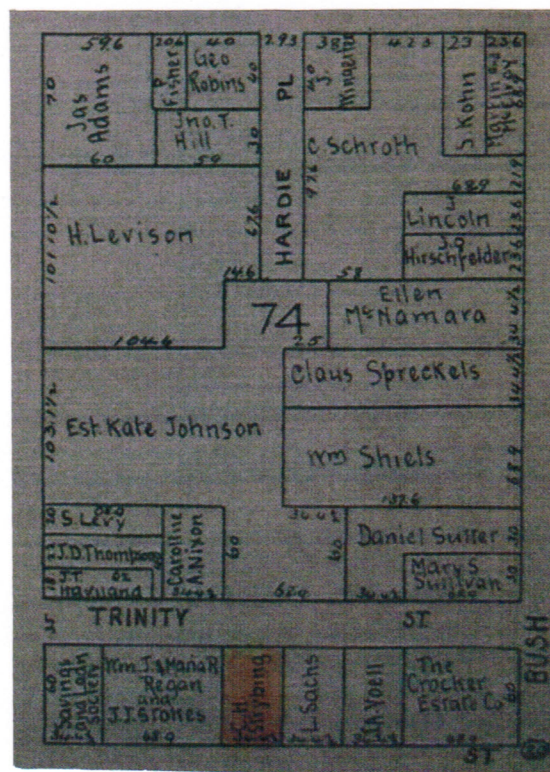
Market between
Eckert and First Streets



Kearny between Sutter and Bush Streets



Mason between
Washington and Jackson Streets



Montgomery between
Sutter and Rush Streets
Probably Christian's
original place of business

The San Francisco Home of Christian and Helene Strybing



This San Francisco house was photographed on Mason Street between Washington and Jackson in 1857. This is in the same block that the Strybings were living from 1865 to at least 1895, when Christian died. The Strybing lot outline is shown on page 81 (lower left quadrant). The front footage in 1857 though appears to have included the lot next door, making the left stairs part of the property.

This house would have been well suited to the Strybings. Christian could travel by horsecar straight down Jackson Street to his place of business and Helene could begin to cultivate a lifelong botanical interest, starting with this well-established garden.

Note: This photograph is found in *Views of San Francisco* (de Fremery album) no. 18, Yale Collection of Western Americana, Beinecke Rare Book and Manuscript Library, Photo 231, in collection H.

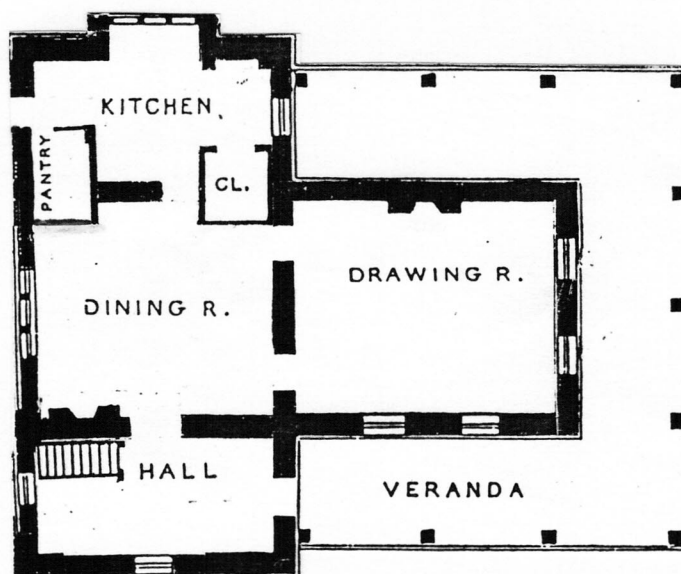
Description of the Strybing House in San Francisco

A description of this house was found in San Francisco Album by George Robinson Fardon. It is shown below:

This elegant unidentified house stood on the east side of Mason Street between Washington and Jackson. The photograph, dated 1857 by de Fremery, gives us a Russian (Nob) Hill residence with all the trappings of wealth. The house is fronted by a carefully constructed brick retaining wall. The terraced front garden is meticulously landscaped with trees, flowers, bushes, and vines of many varieties. The home itself is derivative of the New England Carpenter style with such Gothic Revival touches as a sharply slanted roof, icicles hanging from the front and side eaves, and casement windows. In addition, a colonnaded veranda with Moorish decoration encloses the first floor, while a spacious balcony with ornate railing adorns the second. It might be said that in more crowded downtown areas Fardon, lacking the advantages of a wide-angle lens, was forced by the density of buildings and narrow streets to photograph structures as sharp angles. However, this view shows clearly that such a technique was a conscious stylistic choice on his part, since he could easily have captured the fanciful front of this house on uncrowded Mason Street head on. This choice surely must have arisen from Fardon's predilection for capturing architecture as material form receding into a true third dimensional rather than as flattened, two-dimensional facades....

The Floor Plan

The veranda and drawing room part of the floor plan is taken from The Architecture of Country Houses, 1850, Design XXXII, by Andrew Jackson Downing. The interior arrangement of the other rooms is merely conjecture, but based on the same design features. The house was rather small with probably three bedrooms (one for a servant) and two fireplaces upstairs. A toilet would be in the basement.



Carpenter Gothic

Carpenter Gothic has been defined as "any type of carved, wooden ornamentation used on American houses of varied architectural style, mainly before the Civil War". Its popularity started about 1840 as Greek Revival began to fade. Additional unique features of this house include the hood molds over the windows, the ceramic chimney tops, the twisted veranda pillars and the layered shingle siding. It is likely that the ornamental features were imported from Boston. This was sometimes done, making this style expensive to build. Its exterior was novel for San Francisco and merited a photograph.

The Personal History of Christian Strybing

Christian Henry Strybing was born in 1821. By the late 1840s, presumably after his father had died, Christian probably joined Henry in his business in New York. However, on July 22, 1849 he arrived in San Francisco on the packet *Sutton*, a bark of 346 tons, at the peak of the California Gold Rush. From The City and County of San Diego, 1888:

The old ship *Sutton*, Wardle master, was at this time being fitted out to sail to the coast of California on a trading voyage. The preparations were interrupted, however, by the news of the discovery of gold, and it was decided, instead of sending the *Sutton* on a trading voyage, to fit her up as a passenger packet to carry emigrants to the New El Dorado.... The ship had quick dispatch, and on the first day of January, 1849, the *Sutton* sailed from New York harbor. Snow was on the ground and Staten Island and the Jersey shore were wrapped in a mantle of white. Quite a crowd assembled the the wharf to see the first vessel from New York set sail for the gold fields of California....

In all there were fifty-four passengers. They had rather a rough time of it after they got into the Gulf Stream, and all the way down to the line they experienced more or less heavy weather, so that it was found necessary to put into Rio Janeiro for repairs. Here they remained for three weeks ... There were at least 1,700 Americans in port from different ships, all bound for California, and many pleasant acquaintances were formed. Repairs being completed, Captain Wardle hoisted the "blue peter," and the *Sutton* was once more under way. They were a month doubling Cape Horn having lost their reckoning and being unable to get an observation during that time. A sad accident occurred after rounding the cape. A number were, against the orders of the captain, in the sternboat, fishing for "gonies [sic]." Owing to the weight, the boat broke away and a dozen or more were precipitated into the water. All were rescued except one shoemaker, who disappeared, battling with the gonies, who had picked into his brain, thus rendering effort useless. The sea was rough, the waves running high, and the man sank before help could reach him.

They stopped a week at Valparaiso for recreation and to obtain fresh provisions. On the 22d of July, nearly seven months after leaving New York, they neared the California shore, and passing within the Golden Gate came to anchor amidst the fleet of vessels that had been more fortunate. [Goonies is slang for albatross]

Once in San Francisco, Christian first worked as a carpenter, a valued trade since all early buildings were wooden. In 1850, he paid a tax for a license to engage in business and, by 1851, was listed in the grocery business. Christian became a naturalized citizen on August 27, 1855 in San Francisco.

City directories listed him as a commission merchant in 1854 and an importer by 1856. An advertisement in September 1855 lists many items such as tobacco, cigars, German wine, snuff, faucets of hardwood, bird cages, woolen half hose, silk fichus [woman's light triangular scarves], corsets and mittens. Three months later, he advertised butter, cheese, lard, champagne, cognac, brandy, whisky,

woolen socks and patent candles. These items had just been received on the clipper ships, *Spirit of the Times* and *Jamestown*.

In 1866, Christian's income was reported as \$4,439 (\$51,600 in 2005). By 1873, he was listed as being in the real estate business. Assessment rolls that year reveal that Christian's property was valued at approximately \$75,000 (\$1,100,000 in 2005). The real estate boom of 1885 must have benefited him, since his property was worth many times that amount by his death in 1895. Other factors may have contributed to his later wealth since it has been stated (without confirmation) that Christian was "a silk merchant, a lumber merchant and owner of a diamond mine in South Africa". He considered himself a capitalist.

"The 'San Francisco Verein' [German for club] was organized by prominent German citizens in October, 1853, in Schuppert's Hall, at the corner of Jackson and Stockton streets." It grew rapidly and by 1874, the club was located at Sutter and Dupont, "which had been fitted up at a cost of sixty-five thousand dollars". It had facilities for musical and dramatic performances and provided lodging and meals for guests. Christian was one of hundreds of members.

In 1865, Christian Strybing married Helene Jordan in the Prussian Consul's house (page 163). She was born in 1845 in Helstorf (north of Hannover) Germany and was 24 years his junior. The 1880 U. S. Census in San Francisco listed C. H. Strybing at age 58 and his wife, Helene, age 34. There were no children. After their marriage, the Strybings lived at 1212 Mason Street.

In 1876, Henry and Christian Strybing were awarded \$5,928.30 (\$102,200 in 2005) to resolve their claims against the Confederate warship *CSS Alabama*. The *Alabama* was one of two Confederate ships built in England (the other was the *CSS Florida*). Both did extensive damage to U. S. efforts during the Civil War, as a result of which the U. S. claimed that Great Britain had violated its supposed neutrality. In 1871, the Treaty of Washington between these two nations set up a tribunal to hear the claims of U. S. citizens who suffered property damage. The United States was awarded \$15,500,000.

Christian died of apoplexy (a stroke) in July 1895. His will had been drawn up in 1869. By 1895, two of the executors had died and the third one was living in Germany (page 169). He gave 1/2 of his estate to Helene, 1/4 to his brother, Henry, in Brooklyn and 1/4 to his sister, Sophia Ewert, in Germany. Since Henry and Sophia had both died, this money was passed down to their children.

That same year, Caroline Voss, a niece in Germany, learning of her uncle's death, hired a San Francisco attorney to pursue her interests in Christian's estate. (The legal form is on page 87).

Christian's estate was calculated to be \$447,600 (\$9,700,000 in 2005). Sophia's portion was taxed, according to a 1893 state law. On Sep. 14, 1896, Helene paid a 5% state collateral inheritance tax of \$5,595.05 on 1/4 of Christian's estate. This established the estate's value above the published reported value of \$419,602.

Christian became a member of the Society of California Pioneers, having been elected on Dec. 3, 1866 (page 132). He was active in community affairs: signed his name to a petition against a Water Lot Extension Bill that was favored by a group known as the "German Rangers" in April 1853, flew colors for a Washington's Birthday celebration in 1861, signed his name in a petition for a slate of "independent Nominations for the Coming Election" in August 1863 and in 1887, he signed a petition for the improvement of Market Street.

Christian's real estate was sold at auction on Mar. 26, 1896. The sale was administered by the probate judge. For one property he refused to accept a bid for \$76,000 and a few days later accepted a bid of \$83,600. The properties included the "Maison-Dore" property on Kearny Street and a four-story brick building on Market Street. There were a total of 16 lots including his homestead at 1212 Mason Street. Two of the many advertisements printed in the San Francisco Call are shown below:

REAL ESTATE AUCTION.

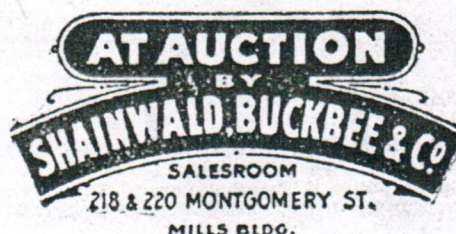
Excellent List to Be Offered by Shainwald, Buckbee & Co. March 26.

The sale of the estate of C. H. Stryling has been definitely fixed for Thursday, March 26. Shainwald, Buckbee & Co. are the auctioneers. The property comprises the following:

Three choice pieces of income property on Market, Montgomery and Kearny streets. The Kearny-street property is well known as the Maison Doree, 217-219 Kearny street. The Montgomery-street property is 119-121. The Market-street property is near First and is numbered 517-519; the lot is 40x80 feet. In addition the residence, 1212 Mason street, will be sold, and the 50-vara lot on the northwest corner of Sacramento and Lyon streets will be sold in subdivisions. The Alameda property will also be offered for sale. It includes some residence property in the town of Alameda on the corner of Central avenue and St. Charles street, and also on the corner of San Antonio avenue and St. Charles street.

The "three choice pieces of income property" listed above and the Mason Street residence are shown on page 81.

Auction Sales



BY ORDER OF THE
ADMINISTRATORS

OF THE ESTATE OF

C. H. STRYLING, DECEASED,

WE WILL SELL THE

San Francisco Properties of the Estate

—ON—

THURSDAY, MARCH 26, 1896,

At 12 o'clock noon,

At Salesroom, 218-220 Montgomery St.

MILLS BUILDING.

At Public Auction!

To the Highest Bidder,

Subject to Confirmation by Superior Court.

KNOW ALL MEN BY THESE PRESENTS:

That I, Caroline Voss, nee Kwert, of Spendin near Lobbertine, Grandduchy of Mecklenburg - Schwerin, Germany, aged years, being a surviving niece of Christian H. Strybing, deceased, who died on or about the 31st day of July, 1895, at the City and County of San Francisco, State of California, have made, constituted and appointed, and by these presents do make, constitute and appoint Alex. R. Baum, Esq., attorney and counselor at law, of the City and County of San Francisco, State of California, to represent me and as my true and lawful attorney for me and in my name, place and stead to ask, demand, sue for, have, recover and receive of and from any and every executor of any will or administrator of the estate of said Christian H. Strybing, deceased, any and all gifts, devises, bequests or legacies given, devised, bequeathed or left to me by any such will, and any and all distributive shares which may be or become due, owing or belonging to me under or by virtue of any statutes relating to succession or distribution of the estates of intestates and any and all sums of money and property of any and every description, which may be decreed to be due, owing or belonging to me, or ordered to be paid or delivered to me by any Court having jurisdiction of the administration of estates of decedents; and upon receipt of any and every such gift, devise, bequest, legacy, distributive share, sum of money or property, or any part or parcel thereof, to give a general release or discharge for such gift, devise, bequest, legacy, distributive share, sum of money or property, or any part or parcel thereof so received.

Giving and granting unto my said attorney full power

and authority to do and perform all and every act and thing whatsoever requisite or necessary to be done in and about the premises as fully as I could or might do, if personally present, hereby ratifying and confirming all that my said attorney shall lawfully do or cause to be done by virtue hereof.

IN WITNESS WHEREOF, I have hereunto set my hand this day of in the year of our Lord one thousand eight hundred and ninety-five.

Signed, sealed and delivered)
in the presence of)
)
)
)

The niece of Christian Strybing, Caroline Voss, living in Germany, sought a Power of Attorney hoping to resolve the bequest from Christian's will in 1895.

--ooOoo--

POWER

of

ATTORNEY

--ooOoo--

CAROLINE VOSS

to

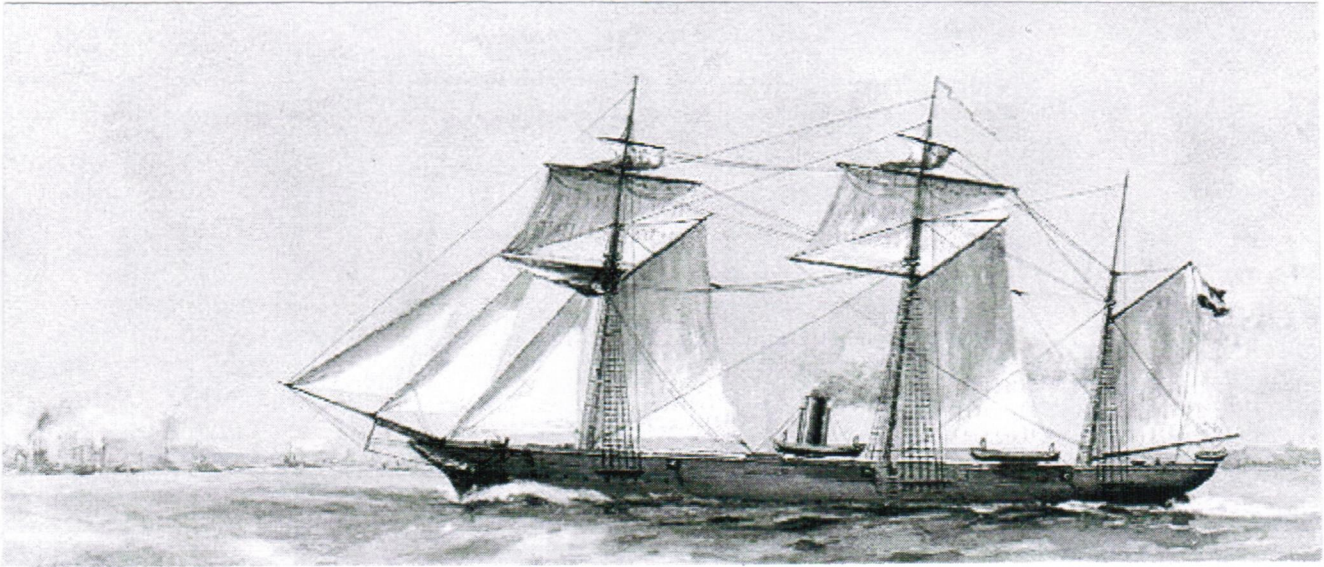
ALEX. R. BAUM.

--ooOoo--

Dated,

A. D. 1895.

--ooOoo--



After the outbreak of the Civil War in April 1861, Confederate ports were blockaded by Union warships. To break the blockade, the Confederacy ordered a large and powerful steamship, a screw sloop-of-war (disguised as a merchant ship) designed to attack Union merchantmen. Built at Birkenhead, England in 1862, this ship would cause financial distress for the Strybings.

This ship was turned over to Capt. Raphael Semmes in the Azores in July 1862. He refitted it with armaments and coal and engaged a 120-man crew, composed mostly of Britons and 24 officers, some of them Southerners. *Alabama's* British-made ordinance was composed of six broadside 32-pounders, the fore pivot was a long-range 100-pounder seven-inch rifle and the aft pivot a heavy eight-inch smoothbore. The ship was powered by both sail and a 300 hp steam engine, driving a single, twin-bladed brass screw. The *Alabama* could make up to ten knots under sail alone and 13.25 knots when her sail and steam power were used together. In the history of commerce warfare, this ship was the most successful raider in terms of the numbers of vessels taken.

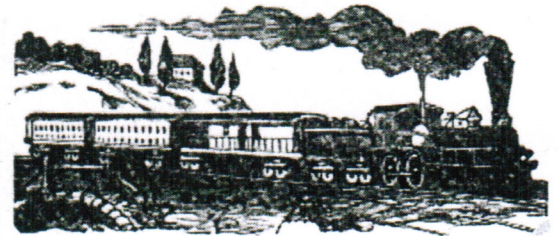
The *Alabama* spent the next two months capturing and burning ships in the North Atlantic and intercepting grain ships bound for Europe. Continuing her path of destruction through the West Indies, the *Alabama* quickly sank the Union side-wheeler, *USS Hatteras*, along the Texas coast in January of 1863, capturing her crew. Union warships attempted a capture, but the *Alabama* always seemed to vanish beyond the horizon. All told, she sank 62 vessels, mostly merchant ships.

Upon the completion of seven expeditionary raids, the *Alabama* had been at sea for 534 days out of 657, never having pulled into a single Confederate port. On June 11, 1864, she arrived in port at Cherbourg, France. She needed an overhaul after so long a time at sea. This news reached the commander of the Union warship, *USS Kearsarge*, which led to a famous sea battle off the French coast on June 19th. The battle quickly turned against the *Alabama* due to superior gunnery displayed by *Kearsarge* and the deteriorated state of *Alabama's* contaminated powder and fuses. The *Alabama* was grievously damaged and finally abandoned.



A 3-cent F-grill tied "SAN FRANCISCO CAL. MAY 6" with manuscript notations "Recd May 15th 1869. By 1st through train from San Francisco to N. York. May 6th 1869."

PER OVERLAND MAIL STAGE, VIA LOS ANGELES.
IN HOPE OF THE



The Postmaster General's Report of 1869 shows that mails from San Francisco to New York were carried through in six days and fifteen hours at the fastest, once the service was functioning regularly. However, the average time to New York was seven days and two hours. This should be compared to the overland mail times of sixteen days during April 1 to December 1 and twenty days for the rest of the year.

First Transcontinental Mail by Rail

At least one cover that made the complete trip on the first west-to-east run of the mail over both railroads is known to exist. The cover is postmarked at San Francisco on May 6, 1869. The train carrying dignitaries from the Central Pacific Railroad left Sacramento on May 8. The junction of the two lines took place on May 10. The Postmaster General's Report of 1869 states that the railroads reported being capable of transporting mails through on the 10th. Telegraph wires carried the news coast-to-coast and celebrations took place in cities from New York to San Francisco. The telegraph lines had been erected along the train tracks by special crews. A poster printed in Chicago announced:

1869. May 10th. 1869.

Great Event

Rail Road from the Atlantic to the Pacific

Grand Opening
of the

Union Pacific

Rail Road

Platte Valley Route

Passenger Trains Leave

Omaha

On the Arrival of Trains from the East

Through to San Francisco

In less than Four Days,

1869. May 10th. 1869.

GREAT EVENT

Rail Road from the Atlantic to the Pacific

GRAND OPENING

OF THE

Union Pacific

RAIL ROAD.

PLATTE VALLEY ROUTE

PASSENGER TRAINS LEAVE

OMAHA

ON THE ARRIVAL OF TRAINS FROM THE EAST

THROUGH TO SAN FRANCISCO

In less than Four Days, avoiding the Dangers of the Sea!

Travelers for Pleasure, Health or Business

Will find a Safe and Comfortable Passage and Pleasant

LUXURIOUS CARS & EATING HOUSES

ON THE UNION PACIFIC RAIL ROAD.

PULLMAN'S PALACE SLEEPING CARS

WILL BE RUN THROUGH THE PLATTE VALLEY ROUTE.

GOLD, SILVER AND OTHER MINERS!

Will find a Safe and Comfortable Passage and Pleasant

CHEYENNE for DENVER, CENTRAL CITY & SANTA FE

BY THE UNION PACIFIC RAIL ROAD.

THROUGH TICKETS FOR SALE AT ALL PRINCIPAL RAILROAD OFFICES.

Be Sure they Read via Platte Valley or Omaha

Company's Office in La Salle St., opposite City Hall and Court House, Chicago.

CHAS. F. SMITH, Agent.

W. P. HILLYER, Agent.

JOHN P. HART, Agent.

W. H. HAYWARD, Agent.

The poster of May 10, 1869, promotes the Union Pacific Railroad service "from the Atlantic to the Pacific."

Why did Christian and Helene Strybing Spend Three Years in Europe?

I asked Niels Nielsen of San Francisco, whose parents was born in Germany, for his perspective. He had this to say:

With regard to why Christian and Helene stayed so long I might surmise getting a good sailing berth on a ship had something to do with it; it was not like catching a flight from Hamburg to NYC and then a connecting flight to SFO these days. Another reason is that they knew that they would never see their homeland again, and so it might make sense to spend some longer quality time while they could. Another reason I might suspect is that although they were successful, they might have suffered from homesickness. Indeed, I see it among the European immigrants like my parents; they left brashly, but homesickness gets them all in the end. Many would go home but they married Americans, have children here, or are too old now; they are still foreigners here, but having been away so long, they are now strangers in many ways in their own land. I once saw a film on Deutsche Welle when I was working at the language resource center at American University in Washington about Germans who had come to the US. There was a German butcher in Baltimore and he said quite matter of factly, we all are homesick and those who say we are not are simply not telling the truth, even if only [to] delude themselves. People who grew up in the 20th century seem to forget that Germany is a beautiful country and leaving one's own culture, language, and people carries with it serious emotional consequences. There is simply no substitute for a native language, and there will never be one, even in a world that often speaks on some form of English. I say this to some immigrants, but they blow me off; but I know [where] the journey will take them and like my parents, they too, will have some serious regrets.

The many trips to Europe (presumably Germany) that Mary Strybing took in the 1890s plus those of her children later, reinforces the pull Germany had for them. One daughter married a German and lived her life in Germany.

John Klinck, the immigrant, returned to his hometown, Meldorf, in Holstein at least once. There is an account of his climbing the steeple of the local church there. He sent his son, John Klinck, Jr. to Germany for a college education. At the outbreak of World War I, many German immigrants returned home to fight for the Fatherland.

On the other hand, many immigrants never look back. There is no evidence that Henry Strybing returned to Germany for a visit. He may not have wished to leave his real estate development work or he may not have had the interest or energy. It appears that Mary Strybing did not return until after her husband had died. Her first loyalties were with him.

The Personal History of Helene Strybing

In 1845, Helene Strybing was born Friederika Sophie Helene Jordan in the small town of Helsdorf, in northern Germany. Her early history is outlined on page 100 before she arrived in California in 1864. She was widowed for over 30 years, a period in her life of considerable interest.

The Goethe-Schiller Fest at the Mechanics' Pavilion took place between Nov. 5 and 11, 1895 in San Francisco. It celebrated the unveiling of a monument to those men. In attendance was Mrs. Inez Fabbri-Muller, the aged former opera diva and director, as well as Mrs. Helene Strybing. She must have been generous to the festival. This monument is now in Golden Gate Park.

On both Apr. 21, 1897 and July 18, 1905, Helene was issued a passport. She was 5' 4" with bluish gray eyes with gray hair and a round face. The 1905 document mentions her arrival in America as being 1864.

In February, 1900, she purchased her final residence as described on the next page. She had sold the house at 1212 Mason Street that she had shared with Christian. For the 1900 census, in a rented house, it lists her as being head of household. She had a boarder, Anna Kuner, age 43, born in California of German parents; a maid, Emma Poser, age 39, born in Germany; and a cook, Margaret Geick, age 33, born in Russia of ethnic German parents. By 1910, Helene still had two servants. In 1920, only Emma remained with her.

Anna Kuner (mentioned above) was one of five children of Albert Kuner, who arrived in San Francisco on the *Sutton* with Christian Strybing and was the engraver of California's State Seal. Anna became a traveling companion for Helene on trip(s) to Mexico.

In 1902, Helene became a life member of the German Ladies' General Benevolent Society. It was organized in 1870 "to provide short term emergency financial assistance and support to needy women and children of German origin" and continues today with a healthy endowment.

It appears that Helene had sold much of the land that Christian had owned in order to divide the estate with the least difficulty. Because of the 1906 earthquake and the resulting loss of real estate records, in 1907 she petitioned the court to reestablish ownership to a city lot. She had purchased the property, at the corner of Post and Stockton Streets (a busy business district), in 1896. The 37 X 137 foot lot was composed of stores which were her tenants before the structures were destroyed by fire on April 18, 1906.

On Sep. 20, 1908, Helene dedicated the Resurrection window over the altar in the newly-built St. Matthew Lutheran Church at 3281 16th Street, San Francisco, in memory of Christian, with an inscription in German (page 95). Construction of the church was started after the 1906 earthquake.

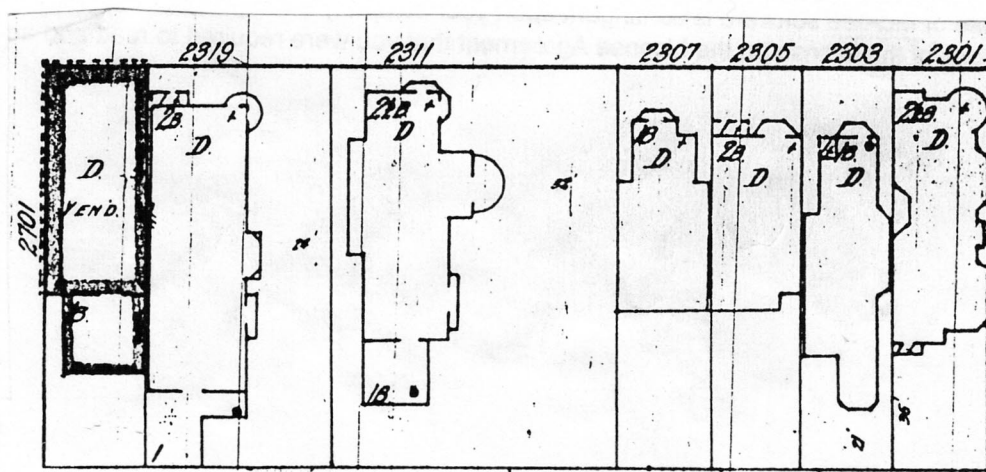
Helene died on Dec. 24, 1926 of an "Aortic Insufficiency" [Aortic Valve Regurgitation]. Rheumatic fibrosis may have caused leakage of her aortic valve. She had symptoms for eight months which led to heart failure. A two-year history of breast cancer was contributory.

Helene Strybing Renovated a House on Scott Street in 1900

Helene apparently wished to find a larger house more to her liking than the one with Christian. On Feb. 3, 1900, she purchased the Edgar DePue house at 2311 Scott Street for \$21,000 and started to renovate it. She chose a double lot of 75 X 110 feet on a hillside, which would allow for a terraced garden. There was a "conservatory around two sides".

Her house had a reception room, sitting room, dining room, conservatory, kitchen, and butler's pantry on the first floor. Upstairs, was a large front bedroom, a middle bedroom, lounge and bathroom. The third floor had a bedroom and room for storage. There were large halls and a basement to accommodate her many possessions. In 1927, the house was appraised for \$30,000 (\$333,000 in 2005). Today, two buildings with 14 apartments, occupy the double lot.

Using the architects E. Kollofrath and Lionel Deane and contractor Richardson & Gale, there were "excavations, brick and sandstone work for alterations and additions to a two-story attic and basement frame building". This cost \$1,685. Then using contractor John Furness, she specified "house raising, carpenter work, glazing, hardware, except plastering, painting, heating, electric work and marble work" for \$6,298. Finally, using contractor H. Williamson Company she specified "gas fitting and plumbing" for a cost of \$1,627.



2311 Scott Street

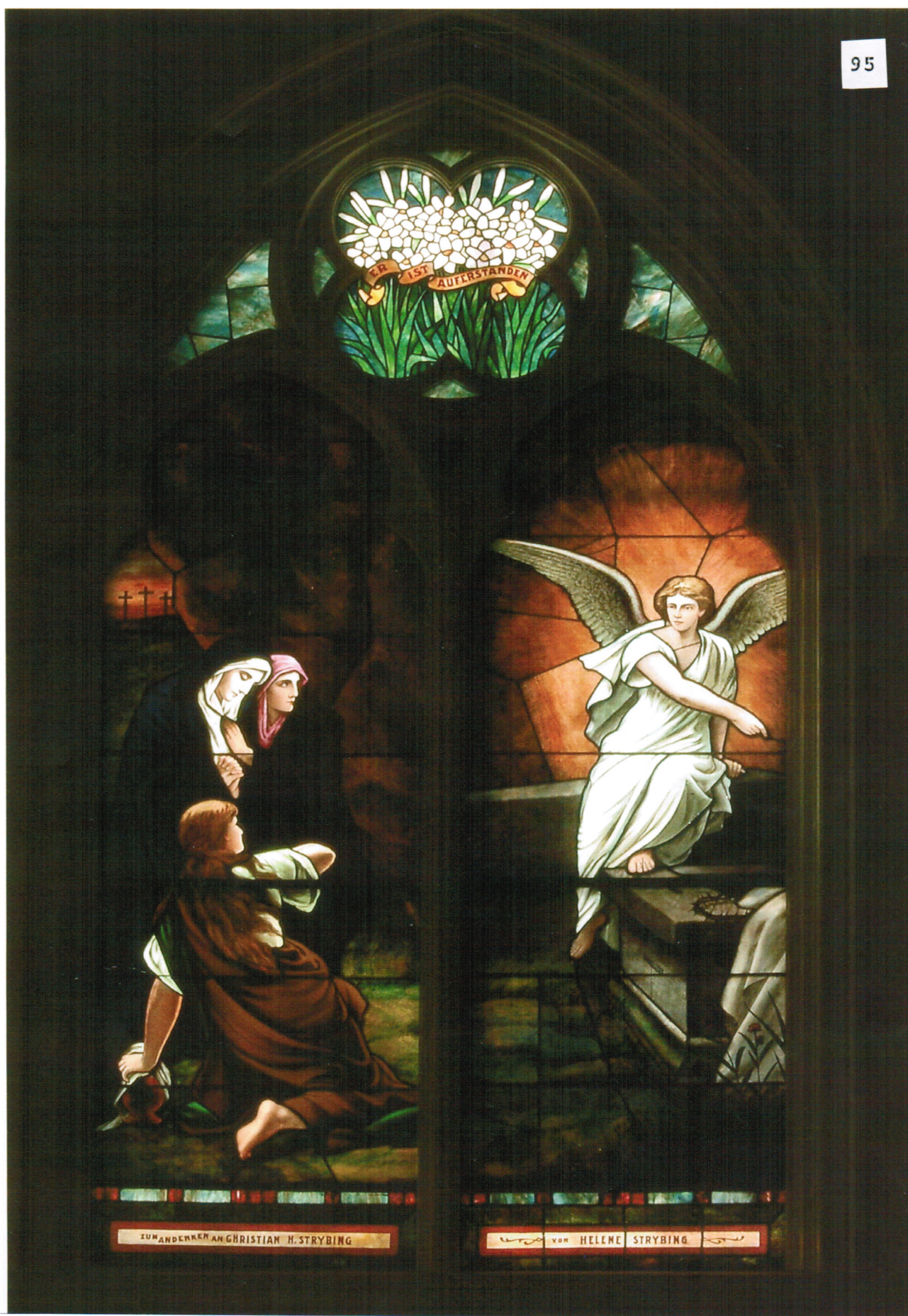
This house was located in Pacific Heights, an affluent neighborhood. This section of Scott Street is opposite Alta Plaza Park, one of the most scenic settings in Northern California, offering panoramic views of the Golden Gate Bridge, San Francisco Bay and the Presidio. It is on a ridge that rises sharply 370 feet above sea level. "Its idyllic location provides a temperature micro-climate that is clearer, but not always warmer, than many other parts of San Francisco."

Prominent families built extravagant dwellings here rivaling those on nearby Nob Hill. Rescued from destruction in the 1906 earthquake and fire by the sacrifice of many stately homes on Van Ness Avenue, Pacific Heights today is an architectural museum of 19th century Victorian mansions.



The window above the alter was a gift
of Helene Strybing





The Resurrection Window above the Alter

Inscription: In Memory of Christian H. Strybing from Helene Strybing

St. Matthew Lutheran Church - San Francisco, California



Additional views of the altar of this church during the Christmas and Easter seasons with the dominant Strybing Resurrection Window



Helene Strybing's Famous Will

On Dec. 30, 1926, Helene's will, filed for probate, revealed a bequest for the establishment of the Strybing Arboretum & Botanical Gardens in Golden Gate Park. The money was first put in a trust for her German siblings, so San Francisco did not receive the benefit immediately. Today, there is a stone bench in the park (moved there after the 1906 earthquake) with an inscription to Christian and Helene Strybing. The gift to the city was worth about \$200,000 in 1939 (\$2,770,000 in 2005), when the terms were carried out.

Helene bequeathed to Emma Poser (listed in the 1900, 1910 and 1920 census) \$15,000 (\$166,000 in 2005) "for long and faithful services". Outright bequests of \$5,000 each were made to her brother and two unmarried sisters in Germany in addition to her trust fund created for their maintenance during their lifetimes. They were Bertha Georgine Wilhelmine Jordan who died at Bevensen in 1932, Franziska Agnes Marie Jordan who died at Lüneburg in 1933 and Hans Wilhelm Ferdinand Jordan, a retired occupational advisor who died at Römstedt in 1934. Helene had six brothers and three sisters.

Helene bequeathed \$3,000 (\$33,300 in 2005) to the Lutheran church in Römstedt, Germany in memory of her father, who was the pastor there. There exists today a stained glass window in that church accompanied by a plaque to memorialize him (page 99).

Helene was a benefactress to many non-profit organizations in her will. She gave \$1,000 each to Protestant, Roman Catholic and Hebrew orphanages and the San Francisco Association for the Blind. To the German Red Cross in Berlin, \$3,000 was bequeathed to be spent for the relief of poor children. Additional bequests included \$2,000 (\$21,000 in 2005) each to Children's Hospital and Training School for Nurses, German General Benevolent Society, German Old People's Home, Society for Prevention of Cruelty to Children, Salvation Army, German Ladies' Benevolent Society, St. Matthew Lutheran Church and the Society for Prevention of Cruelty to Animals. Other bequests totaling \$7,000 were made to individuals.

In 1962, Millie Robbins, in her San Francisco Chronicle column, wrote that Helene was interested in the blind as well as being a "flower lover" (page 184). As a result, one half acre of land in the Strybing Arboretum has been set aside especially for the blind, with auditory devices and metal tags in Braille.

The California Academy of Sciences opened its world-class new building on Sep. 27, 2008. It has under one roof an aquarium, planetarium and a natural history museum that includes a rainforest. There is a "living roof". Their brochure suggests: "Stop and smell the wildflowers during your visit to the living roof, a 2.5 acre expanse of native California plants, providing a habitat for native birds, butterflies and insects." Helene Strybing seemed to be quite forward thinking when she stated in her will that her planned arboretum be "in the vicinity of" the California Academy of Sciences. A visitor who is drawn to either one will want to also tour the other.

The 1930s Death Certificates of Helene Strybing's Siblings

Nr. 34.

B e v e n s e n — am 17. September — 19 32.

Vor dem unterzeichneten Standesbeamten erschien heute, der Persönlichkeit nach

be kannt,

die Stütze Martha R a h l f

wohnhaft in Bevensen

und zeigte an, daß Bertha Georgine Wilhelmine J o r d a n ,

ledigen Standes

74 Jahre — alt,

wohnhaft in Bevensen

geboren zu Römstedt am 12. September 1858

zu Bevensen im Hause Lindenstraße 11

am siebenzehn — September

des Jahres tausend neunhundertzweiunddreißig

vor mittags um — elf einhalb — Uhr

verstorben sei.

Vorgelesen, genehmigt und unterschrieben

Martha R a h l f .

Der Standesbeamte

In Vertretung: G ö l l n e r .

Daß vorstehender Auszug mit dem Sterbe-Hauptregister des Standesamts zu Bevensen

gleichlautend ist, wird hiermit bestätigt.

B e v e n s e n — am 19. September — 19 32.

Der Standesbeamte

Vertretung:

11a

Gebühr..... 5 Mk. 50
Reg. Nr..... 155

Nr. 33.

Lüneburg — am 23. Januar 1933.

Vor dem unterzeichneten Standesbeamten erschien heute, der Persönlichkeit nach die hiesige Provinzial-Heil- und Pflegeanstalt hat mitgeteilt

kannt,

wohnhaft in

und zeigte an, daß Franziska Agnes Marie Jordan, ohne Beruf,

77 Jahre — alt,

wohnhaft in Römstedt Kreis Uelzen

geboren zu Römstedt am 14. August 1855, ledigen Standes,

zu Lüneburg, Ulmenbühlweg 1,

am zwei und zwanzigs ten Januar

des Jahres tausend neunhundert drei und dreissig

vor mittags um ein ein halb — Uhr

verstorben sei.

Vorgelesen, genehmigt und

(Vorstehend 18 Druckworte gestrichen.)

Der Standesbeamte

Rabuske

Daß vorstehender Auszug mit dem Sterbe-Hauptregister des Standesamts zu

Lüneburg

gleichlautend ist, wird hiermit bestätigt.

Lüneburg — am 30. Januar 1933.

Der Standesbeamte

11a



Sterbefunde.

Nr. 3

gültig in Angelegenheiten der Kranken-, Unfall-, Invaliditäts- und Altersversicherung sowie der Hinterbliebenen-Versicherung.)

Vor- und Zuname sowie Stand des Verstorbenen: Frau Wilhelm Fockmann

Jordan — verwitwet

Todes-Tag (in Buchstaben anzugeben) und -Ort: vierten September tausendneunhundert

drei und vier — Römstedt — Kreis Nr. 30

Vor- und Familienname des Ehegatten:

Vor- und Zuname sowie Stand des Vaters: Frau Hilfrid Jordan — verwitwet

verstorben

Vor- und Geburtsname der Mutter: Frau Maria Julius Baldamus

Sofern der Verstorbene Witwe nicht hinterlassen hat: Minderjährige Kinder des Verstorbenen sind vorhanden.

Römstedt — den 10. Oktober 1934.

Der Standesbeamte

18





LUTHERAN CHURCH IN
RÖMSTEDT, GERMANY



HELENE STRYBING LEFT MONEY
IN HER WILL OF 1926 FOR THE
CREATION OF THIS STAINED-
GLASS WINDOW AND PLAQUE
IN MEMORY OF HER FATHER,
WHO WAS PASTOR 1853-1863



The Jordan Family of Helstorf and Römstedt, Germany

Helene Strybing belonged to a large family in the kingdom of Hannover, Germany. Her father was pastor (1838-53) of the Lutheran church in Helsdorf, a small rural community north of the city of Hannover. The family later moved 200 miles to Römstedt, another small community southeast of Hamburg, where her father became the pastor of its Lutheran church. He retired shortly before his death in 1863. Fortunately, we have the names of siblings born in Helstorf and, from Helene's will, two sisters who were born in Römstedt.

Ernst Christian Friedrich Jordan

2/3/1803

9/23/1863

Bertha Marie Juliane Baldamus/Baldams

- Georg Friedrich Otto - 8/5/1839
- Karl Georg Theodor - 9/4/1840
- Ernst Karl Hermann - 10/3/1842
- Ernst Rudolph Wilhelm - 11/1/1843
- Friederike Sophie Helene - 6/21/1845 - 12/24/1926
- m. Christian Henry Strybing - 2/23/1865
- Adolf Friedrich Gerhard - 11/23/1848 - 1/6/1871 *
- Sophia Adolpina Ida Mathilde - 5/10/1850
- Hans Wilhelm Ferdinand - 8/4/1851 - 9/4/1934
- Franziska Agnes Marie - 8/14/1855 - 1/22/1933
- Bertha Georgine Wilhelmine - 9/12/1858 - 9/17/1932

* Adolf died of wounds in the Franco-Prussian War.

When Helene arrived in California in 1864, there were probably 25,000 foreign-born German residents there already. It was the third largest group, after the Chinese and the Irish. The English were a distant fourth. In 1860, 38% of California residents were foreign-born.

The large German community in San Francisco of the 1850s, with its Prussian Consul, was able to retain familiar patterns of life such as traditions, language and religion. In June of 1859, the discovery of the Comstock Lode silver mine in the nearby Nevada mountains created a second large population explosion for San Francisco. Attracted by this San Francisco economic magnet, Helene became part of a continuous influx of immigrants.

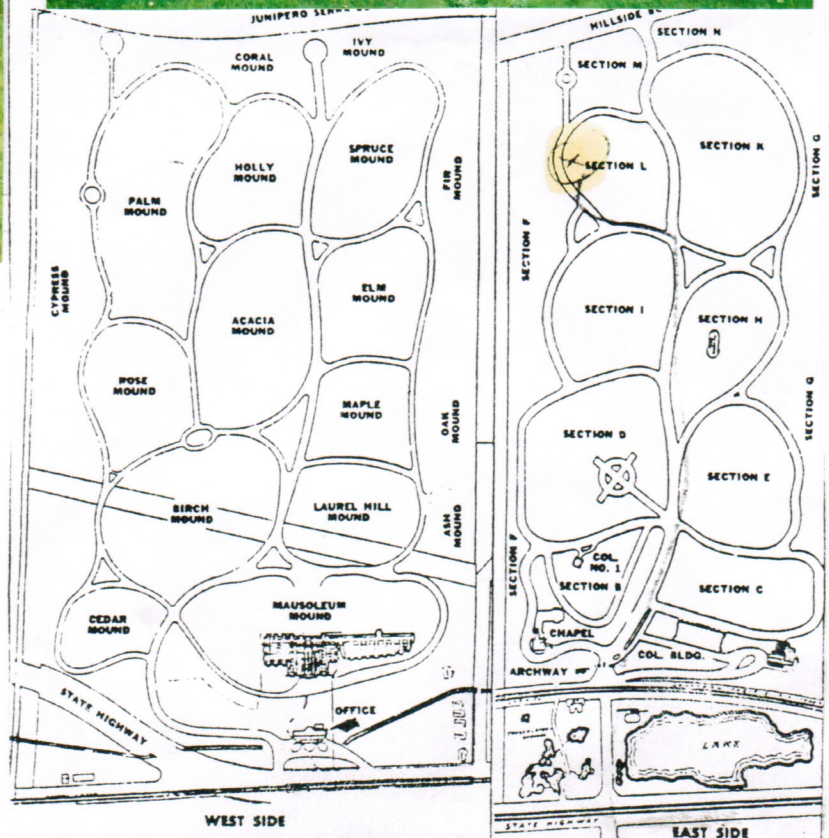
Those who left the port of Hamburg, might have sailed to New Orleans (her arrival is not confirmed by the National Archives), then by steamboat up the Mississippi and Missouri rivers to Kansas City, where overland wagon trains provided the final connection to the west coast. Although the least expensive, this route would have taken many months to traverse. Voyages by sailing ship or steamer would also have been possible.



MONUMENT MARKER FOR THE GRAVES
 OF CHRISTIAN AND HELENE STRYBING

CYPRESS LAWN MEMORIAL PARK
 COLMA, CALIFORNIA

SECTION L, LOT 172



S.F. Takes a Shine to Its Fake Gems

Every few years, in one vault or another in San Francisco's municipal offices, the same mysterious velvet box is re-discovered, containing what look like six unflawed African emeralds.

They were first found at City Hall in 1941 and with great excitement taken to an appraiser, who said they were glass.

They were found again in 1954.

and another appraiser said they were still glass.

They were found again recently in the back of a locked box in the Recreation and Park Commission's walk-in safe at McLaren Lodge. Friday, San Francisco Gem Lab's jeweler Lee Sparrow and gemologist Perry Coles went out to the lodge, peered at them through various magnifying and light-measuring gadgets, and concluded they hadn't turned into real gems yet.

"But they are definitely worth putting on display," Sparrow said.

Had they been genuine, he said, their 16-carat total might have been worth \$180,000 at current rates, and \$18,000 back in 1926, when they were bequeathed to the

city along with \$166,000 to create Golden Gate Park's Strybing Arboretum.

The bequest — which the city didn't collect until 1935 — was made by Helene Strybing, widow of Christian Strybing, a merchant who dealt in either silk or lumber, depending on which antique clipping you believe.

Mrs. Strybing never said the glass was anything special — but every time it has been re-discovered, it has looked so pretty that municipal hopes have soared for its worth. This time the hopes weren't utterly dashed.

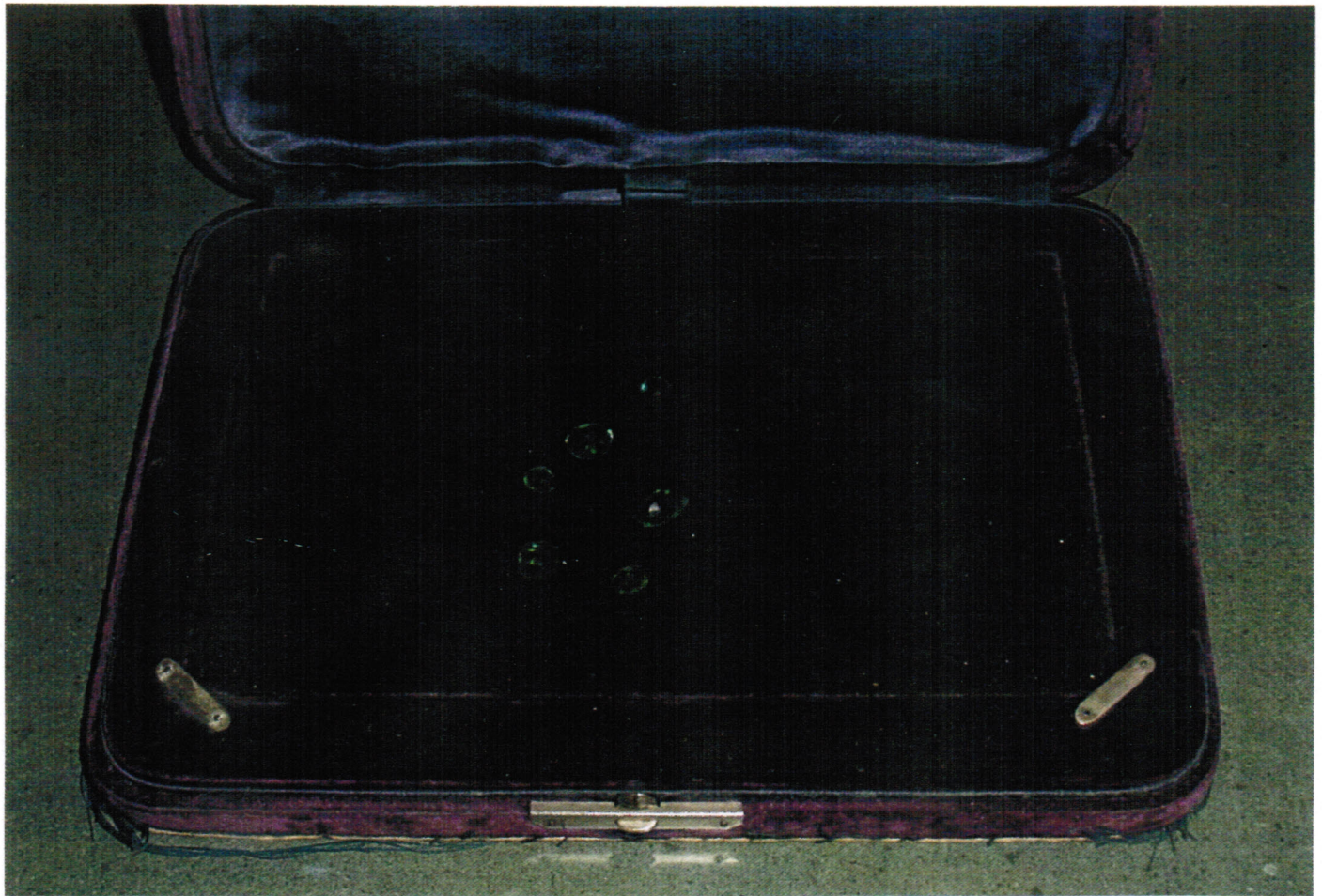
Sparrow explained that, apart from its historical curiosity value, the glass has benefited with age.

"In 1926, you could have got all six pieces for a dollar, but now — with the increased price for fine cutting — I'd value them around \$600."

Rec and Park commission secretary Katherine Colzani said the commission may now accept Strybing Arboretum's request to put the glass stones on display.

Poking under the velvet box's gem tray, she fished out an evidently unrelated packet of eulogies and letters sent in 1860 to the sweetheart of San Francisco's firemen, Lillie Coit.

"Somebody in city government must have stuffed these in here for safekeeping," she said. "Now we'll have to figure out what to do with them."



HELENE STRYBING'S JEWELRY: The San Francisco Chronicle published an article on Jan. 30, 1978, probably for the last time, on a story that has surfaced since Helene Strybing's safe deposit box was first opened. The green stones found were thought to be real gems and later determined to be glass. They are on display at the History Center of the San Francisco Public Library.

Simplified Christian Strybing and Sophia Strübing Genealogies

Martin Christian and Maria Magdalena Strübing
Gnoien, Germany

Christian Strybing _____	Sophia Strübing _____
1821-1895	1814-1888
m. Helene Jordan	m. Johann Ewert
1845-1926	1810-18??
San Francisco	Gnoien, Germany
California	
	Henrietta Ewert _____
	1841-1927
m. Joachim Engel	m. Fritz Voss
Gnoien, Germany	Spendin, Germany
	Caroline Ewert _____
	1846-19??

Historical Summary

San Francisco Botanical Garden at Strybing Arboretum

"San Francisco's unusual geography and remarkable collection of microclimates make it one of the most extraordinary urban areas in the world. Among the city's greatest natural treasures is Golden Gate Park, a 1,017-acre greenbelt running from the center of the city to the Pacific Ocean. Within this world-renowned park, a 55-acre living museum, San Francisco Botanical Garden at Strybing Arboretum, exhibits an astonishing array of plants that flourish in a unique environment.

"The Bay Area's mild temperatures, wet winters and dry summers, coupled with frequent summer coastal fog, provide a range of climatic conditions in the Garden that exist in few other botanical gardens in the world. These gifts of nature recreate conditions of both the cool cloud forests of Central and South America and the mediterranean climates of South Africa, western Australia, central Chile and southern Europe. With these natural advantages, San Francisco Botanical Garden has built one of the world's great botanical collections.

"When William Hamond Hall made the original plan for Golden Gate Park in 1872, he envisioned an arboretum and botanical garden for San Francisco. By 1890, Park Superintendent John McLaren had identified the location for the arboretum, and began planting rare trees in this area. The arboretum as an institution became a reality when **Helene Strybing**, widow of a San Francisco merchant, left a bequest to the city providing that an arboretum and botanical garden be established. Intensive work began in 1937 from a plan formulated by McLaren and Eric Walther, the newly appointed director of the arboretum. Many of the earliest plants came from Golden Gate Park itself, including a few specimens that had come from the New Zealand pavilion at the 1915 Panama-Pacific Exposition. In addition, nurseries and botanical gardens from around the world supplied seeds and plants. Construction and early plantings were carried out with the assistance of the federally supported Works Progress Administration (WPA). The Gardens officially opened in 1940."

from SFBG Fact Sheet 8/19/2004



CHRISTIAN STRYBING



HELENE STRYBING

Taber

ELEVATOR.
8 Mont. St. over Hibernia Bank,
San Francisco

THE STRYBING ARBORETUM AND BOTANICAL
GARDENS ARE A LIVING MEMORIAL TO
CHRISTIAN AND HELENE STRYBING WHOSE
PUBLIC-SPIRITED GENEROSITY MADE
POSSIBLE THE CREATION OF THESE GARDENS

STRYBING

ARBORETUM & BOTANICAL GARDENS

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Strybing Arboretum & Botanical Gardens, San Francisco's place for plants and people, is a living museum covering 55 acres with over 7,000 varieties of rare and unusual plants from around the world. The Arboretum includes twenty-six separate gardens featuring Mediterranean, mild temperate, and tropical cloud forest flora. Its beauty and value as a cultural resource are the result of a successful public/private partnership between San Francisco's Recreation and Park Department and the Strybing Arboretum Society, a nonprofit support organization.

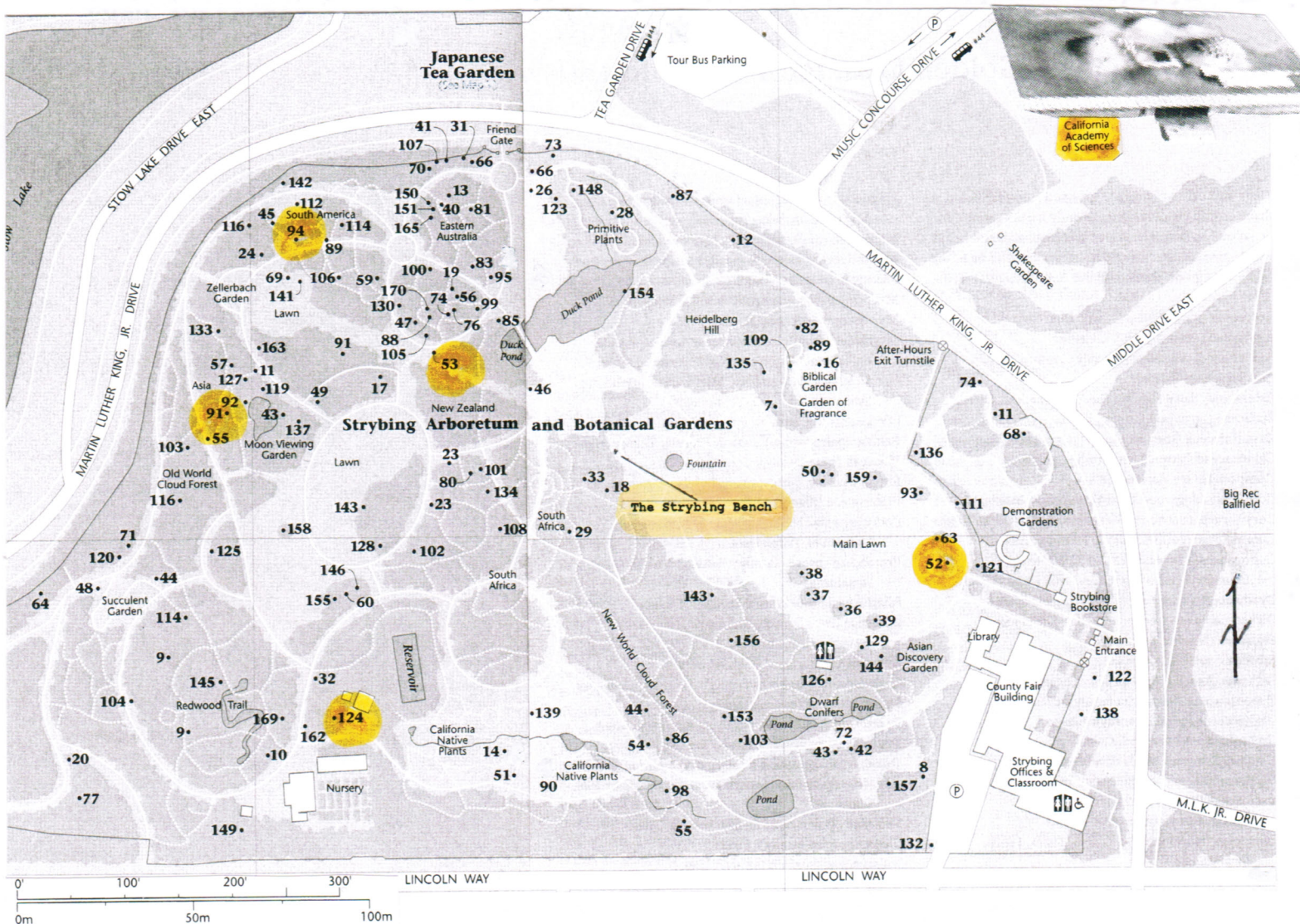


The present name: San Francisco Botanical Garden at Strybing Arboretum.

Helene Strybing's Dream of an Arboretum in Golden Gate Park is Realized

The idea of developing an arboretum at Golden Gate Park was proposed before 1900 but not until Helene Strybing made a \$200,000 bequest in her will were funds available. She requested that they be used " ... for the laying out, arrangement, establishment and completion of an Arboretum and Botanical Gardens to be situated in Golden Gate Park ... preferably in the vicinity of the buildings of the California Academy of Sciences [it was], ... to contain especially a collection of trees, shrubs, and plants indigenous to or characteristic of California. It is my wish that California wild flowers and also plants used for medical purposes, whether native of California or not shall be given special consideration. All trees, shrubs and plants are to be properly labeled for purposes of information and instruction."

From the Introduction to The Trees of Golden Gate Park and San Francisco: "Trees are the cornerstone of Golden Gate Park, the crowning jewel among San Francisco's treasures. This magnificent park, serving more than fifteen million visitors each year - the largest human-made, urban park in the country - would not exist but for the presence of the forest and for the foresight of the park's early planners and planters. From its start near the end of the nineteenth century, this pioneer public garden was a grand horticultural experiment." Helene Strybing wanted to contribute to this experiment!



**The "Strybing White" Magnolia is
a Rare Tree in the Arboretum**

The rare Campbell's magnolia (91) is designated "Strybing White" because it first flowered in the U. S. here and is unlike other trees of this species. Its flowering is a popular event during January and February.

McClintock, Elizabeth. The Trees of Golden Gate Park and San Francisco. Berkeley: 2001: 120.



52

Monterey cypress (*Cupressus macrocarpa*) on the Main Lawn at Strybing Arboretum. Photograph by Saxon Holt



53

Rimu (*Dacrydium cupressinum*) flanks the view to the Strybing Bench and the fountain at Strybing Arboretum. Photograph by RG Turner Jr



124

The largest Torrey pine (*Pinus torreyana*) in the park, in Strybing Arboretum. Photograph by RG Turner Jr



91

Magnolia campbellii 'Strybing White' in Strybing Arboretum.



94

Mayten (*Maytenus boaria*), a major stem covered in bromeliads, in the South American section, Strybing Arboretum. Photograph by Saxon Holt

Helene Strybing has been Memorialized with a Flowering Tea Tree

A large pink flowering shrub (or small tree) that grows 10 to 20 feet tall in the wild has been given the botanical name: *Leptospermum scoparium* 'Helene Strybing'. It is also known by the common name: Helene Strybing New Zealand Tea Tree. An evergreen, its flowers are a deep pink with dark "eyes" and tiny needle-like leaves. Captain Cook brewed a tea with leaves from similar manuka plants found in New Zealand and gave it to his crew as a scurvy preventive. Because it grows well in full sun, is drought tolerant and blooms mainly in the winter and spring, specimens are readily available in many California nurseries.

"'Helene Strybing' was found among a group of *L. scoparium* 'Keatleyi' seedlings propagated from the arboretum in about 1949, and was selected for its unusually large single flowers (about the size of a quarter) and bright pink, wavy margined petals. This selection won an Award of Merit from the California Horticultural Society in 1966." (Quote from Botanical Gardens Director Scott Medbury in 2001.)



These shrubs can be found in the New Zealand Garden of the arboretum and near the Strybing Bench.

These reddish shrubs can be seen in the photograph labeled (53) on page 107.

SOCIETY OF CALIFORNIA PIONEERS.



H. T. GRAVES,

Secretary,

—AND—
EDWARD E. CHEVER.

Com. of Request for Completion of Records.

In compliance with your request, the

information asked for, is given below:

Name, in full, Christian Henry Trybing
Date of Birth, 6th July 1841
Birth-place, Großmühlberg, Bohemia
Present Post Office Address, 1217 Mason
Occupation, Real Estate Broker
Date of Arrival in California, 22nd July 1849
Name of Vessel, Ship Sutter

If Overland, what route,

Signature,

Died: in this city
July 21st 1895.
Christian Henry Trybing

No. 5080

Issued July, 23, 1870

UNITED STATES OF AMERICA.

Dist. of Columbia
City of Washington,

I, Christian Henry Trybing, do swear that I was born
in Großmühlberg, Bohemia on or about the 6th day
of July 1841, that I am married AND LOYAL CITIZEN OF THE UNITED STATES
and that I have abroad; and further, that I am the IDENTICAL PERSON described in the Certificate of
Naturalization herewith presented.

Sworn to before me, this 23 day
of July, 1870.

Thos. B. Cox
Passport Clerk

Signature of Christian Henry Trybing & wife
Age: 48 years. Month: Medium
Stature: 5 ft 9 in. Hair: bearded
Build: medium Eyes: black
Complexion: dark
Hair: blue Skin: long
Shape: straight

I, Christian Henry Trybing, do solemnly swear that I will support,
protect, and defend the Constitution and Government of the United States against all enemies, whether domestic
or foreign; and that I will bear true faith, allegiance, and loyalty to the same, any ordinance, resolution, or law
of any State, Convention, or Legislature to the contrary notwithstanding; and further, that I do this with a full
determination, pledge, and purpose, without any mental reservation or evasion whatsoever; and further, that I will
well and faithfully perform all the duties which may be required of me by law: So help me God

Sworn to before me, this 23 day
of July, 1870.
Thos. B. Cox
Passport Clerk
Christian Henry Trybing

Five dollars tax, as imposed by law, will be required, in United States Currency, with each application.
When husband, wife, minor children, and servants export to travel together, a single passport for the whole will suffice.
For any other person in the party a separate passport will be required.

SIGNIFICANT PUBLISHED ARTICLES

New York Daily Times, Nov. 22, 1853, p. 3, col. 1 "BROOKLYN CITY.
The Poor of New-York."

CHARITABLE INDUSTRIAL SCHOOL FOR VAGRANT GIRLS, DEAN-STREET, BETWEEN WASHINGTON AND VANDERBILT-AVENUES -- The degraded condition of a very large number of female children, on the borders of our city, excluded from the public schools by their vagrant habits and destitute circumstances, has led the ladies of the different religious societies in this vicinity, to organize an Industrial School for their improvement. Encouraged by the results of similar experiments in New York and Brooklyn, the ladies of the association propose to look up uncared for vagrant girls, from 8 to 18 years of age: to instruct them in the elementary branches of education; to teach them habits of order, neatness and industry; to provide necessary clothing for the more destitute, and to furnish a very plain dinner six days in the week. The school was organized on the 8th inst. and now has 35 pupils. For the requisite funds to sustain this enterprise, the ladies confidently appeal to the benevolence of such as sympathize with suffering, erring humanity.

Contributions of mutton and beef, of flour, Indian meal, beans, rice, potatoes, and other vegetables; cottons, gingham, shoes, stockings, cast-off clothing and money, may be sent to the following ladies, Managers of the Association.

Mrs. Rev. Dr. Lansing, 1st Directress, Clinton-avenue, near Lafayette; Mrs. Rosenbaum, 2d Directress, Clinton-avenue, near Myrtle; Mrs. Dr. Hutchison, Secretary, Green-avenue; **Mrs. Henry Strybing**, Treasurer, Washington-avenue, near Fulton; Mrs. A. V. Stout, Clinton avenue; Mrs. Wm. Searles, do.; Mrs. Stephen, Knowlton, do.; Mrs. Robert Oakley, do; Mrs. Wm. Crane, do; Mrs. George S. Coe, do; Mrs. Frederick Lane, do.; Mrs. Silas Davenport, do.; Mrs. John A. Dayton, do; Mrs. R. L. Wyckoff, Washington-avenue; Mrs. George Hill, do; ...

Daily Alta California, Jan. 26, 1863, p. 1, "Arrival of the Sonora."

The P. M. S. C. S. Co.'s steamer *Sonora*, W. F. Lapidge, Commander, from Panama January 11th, arrived January 25th, at 6 P. M. She brings 3,615 packages freight. The following are her memoranda and passenger list: ...

Consignees

H W Wadsworth; E H Parker; G Howes & Co; A P Fuller; Hooker & Co; J B Newton & Co; **C H Strybing**; ...

San Francisco Daily Evening Bulletin, Feb. 24, 1865, "MARRIAGE."

In this city, February 23d, at the residence of the Prussian Consul, (H. Hanssmann,) by the Rev. Mr. Buchlor. **C.H. Strybing** of Mecklenburg Schwerin, to **Helena Jordan** of Hanover. [No cards].

New York Herald, July 31, 1866, "DIED."

STRYBING. - On Saturday evening, July 28, after a short, painful illness, at the residence of his parents, Washington avenue, Brooklyn, L. I., HENRY BONAVENTURA, son of **Henry and Marie Strybing**, aged 12 years, 2 months and 13 days.

San Francisco Great Register 1866, "Registered voters of San Francisco."

Strybing, Christian Henry 44; Merchant; Naturalized; 1212 Mason.

The Brooklyn Daily Eagle, April 1, 1868, p. 2, "Amusements."

OLE BULL.--We had a jolly foreshadowing of an April Fool last evening at the concert of our distinguished friend, Ole Bull, in the "Faust" *Fantasia* by Mr. Edward Hoffman, the "Eminent Pianist and Composer." It would be difficult to imagine on this spring-like day any good reason why Mr. Hoffman, eminent as he is, should be selected as a whetstone for brother Bull, for of all the careless, slovenly players it has been our professional misfortune to hear, he is the worst. ... Signor Randolli sang a ballad by Balfe and another by Richardt very acceptably. His rendering of the "Heart bowed down mit vate of voe," was particularly good. Signor Severini sang a pleasant song by Schubert, and substituted for the announced *Adagio* from "Rigoletto" the charming serenade by Gounod which gave such abundant satisfaction at the first concert. ...

Ole Bull opened with *Di tanti palpiti* (Paganini)- giving on the encore "Home Sweet Home" and followed with the "Carnival of Venice." The last named is to us the boldest, most brilliant, most richly humorous of all the many carnivals sung to us on strings: nothing better shows his marvels of execution.

As a whole the concert was a decided success--too much so. The audience waited patiently until fifteen minutes past the hour, and then were amused and annoyed by the Eminent's gimcracks. Everything and everybody received the regulation encore, and it was hard on eleven o'clock before the audience concluded to retire.

If we are to have any more Ole Bull concerts, and we hope and understand we are, it will be quite as well to have shorter programmes.

Note: The location of this Ole Bull concert was not given and it is assumed to have been at the Strybing music room.

The Brooklyn Daily Eagle, Nov. 1, 1870, p. 5, "A BENEVOLENT FAIR."

A fair for the benefit of the wounded German soldiers and for the helping of widows and orphans of Germany will begin at the Atheneum on November 9th, and will continue for some time. The need and the propriety of this movement, as well as the credit it reflects on those in charge of it, are obvious. A response commensurate with the means and liberality of the German citizens of Brooklyn and of those, irrespective alike of politics and nationality, may be expected. The following well-known German ladies are the sponsors, so to speak of the enterprise:

at 5 per cent. Ten per cent of the purchase money must be paid to the auctioneer at the time and place of sale.

The San Francisco Examiner, July 23, 1895, p. 7, "DIED."

STRYBING -- In this city, July 21, **Christian Henry**, beloved husband of **Helene Strybing**, a native of **Mecklenburg, Germany**, aged 74 years, 15 days, a member of the **Society of California Pioneers**.

* * Friends and acquaintances are respectfully invited to attend the funeral to-morrow (Wednesday), at 2 o'clock p.m., from his late residence, 1212 Mañon street. Interment, Odd Fellows' Cemetery.

The New York Times, Aug. 18, 1895, p. 12, "**LAKE RONKONKOMA**."

LAKE RONKONKOMA, L.I. Aug 17. It is the unwritten but strictly enforced law of this resort that everybody, young and old, must participate in every form of enjoyment suggested for their entertainment. So severe and lasting is the punishment for derelictions that there have been very few violations, even on Sundays. The law is always enforced by the army of pretty girls stopping at Lake Ronkonkoma, and the culprit, though suffering the penalties imposed, frequently informs his friends on the quiet that being "arrested" by pretty girls is about as much solid fun as one could wish for in the country, or anywhere else. ...The following were the arrivals for the week: ... **Mrs. Mary Strybing, H. F. Strybing**

The News and Courier, Nov. 7, 1895, last page, "**OBITUARY**."

KLINCK -- Died at her late residence, 134 Broad Street, Wednesday morning, November 6, at 9.45, **Isabella H.**, wife of **G. W. Klinck**.

The San Francisco Chronicle, Feb. 2, 1896, p. 34, col. 6, "**A VALUABLE ESTATE Awaits Distribution to the Heirs of C. H. STRYBING**."

The records of the Probate Court disclose a handsome estate awaiting distribution to the heirs of **C. H. Strybing**, who died on July 21st last. The estate consists of cash on deposit, \$102,827.63; stocks, \$12,370; real estate, \$304,105. The total value is \$419,602.43. A lot on the west side of Kearny street, 112 1/2 feet north of Sutter, 25x60 1/2 feet was appraised at \$75,000; a lot on the west line of Kearny street, north of Sutter, \$90,000; a lot on the south side of Market street, near First, \$75,000; lands in Alameda county about \$45,000.

Under the will of Strybing, admitted to probate last August, one-half of the estate is to go to his widow, **Helene**. The other one-half was devised to his brother, **Henry Strybing**, of New York and his sister, **Sophie Ewart** of Germany. Both brother and sister have died and their respective shares are to go to their children. Had Mrs. Strybing borne her husband any children she would have received two-thirds of the estate and but one-third would have gone to the brother and sister.

The will is an ancient document, bearing date of July 27, 1869. It named as executors Charles Duisenberg, Edward Michelssen and Charles Meinecke. Duisenberg and Michelssen have since died and Meinecke now resides in Germany. As a consequence letters of administration with the will annexed were issued to the widow and to Adolph Hochstein.

The Brooklyn Daily Eagle, Mar. 23, 1897, p. 5, "**PATCHOGUE PERSONALS.**"

Mrs. H. F. Strybing and **Mrs. Mary Dreyer** of New York visited their summer cottages last week.

The Brooklyn Daily Eagle, Oct. 30, 1898, p. 31,
"TWO NEW GERMAN HOMES."

Charitable Lutheran Women Have Established Worthy Charities.

The Old Lott Homestead Now Occupied by the Marean Home for Aged People -- The Home of Recreation of Women and Children Is Now Being Built on the Shores of Gravesend Bay--Complete Appointments.

For several years the German women of Brooklyn have been carrying on a charitable work in an unostentatious manner that has finally resulted in the establishment of a home for aged people that is one of the most charming in the city, not only for the good it is doing, but also from its situation. This is called Marean Home, occupying the old Lott homestead, at the corner of Eighteenth avenue and Sixty-fourth street, and was recently established by the German Ladies Association of Brooklyn. The home takes its name from **Mrs. Marea Strybing** of 482 [483] Waverly avenue, a member of the Association, and who was first to suggest the enterprise. ... that of providing a home for aged women and men, whether married or single. ...

The Brooklyn Daily Eagle, May 28, 1900, p. 3, "**LONG ISLAND COTTAGERS.**"

Mr. and Mrs. Henry F. Strybing of Brooklyn are at their summer home at Patchogue.

Note: This must be a misprint. There was only a "Hermann" F. Strybing.

The Brooklyn Daily Eagle, Aug. 10, 1901, p. 8, (Untitled).

Patchogue, L.I., August 10-- A very successful lawn fete was held last night on the lawn of Dr. L. S. Edwards for the benefit of St. Paul's Episcopal Church. The large house and spacious lawns were brilliantly illuminated and prettily decorated with electric lights and Japanese lanterns, which, together with the display of pretty gowns by women, added a rich tone to the whole show. A varied entertainment programme was given and among the entertainers was a delegation from St. Luke's Episcopal Church choir of Brooklyn, under the direction of Fred Strybing....

Note: In 1878, St. Luke's Church started their well-known men and boys choir. At 13, Fred could have directed just the boys.

Street, near Washington Avenue, to the C.O.K. Corporation of which Karl A. Kahn is President.

The new owners are preparing to erect a store building. The plot is part of the old **Strybing** estate.

The Leverich organization has also sold the Strybing home-
stead on Washington Avenue near Fulton Street, a plot 50 by
125 feet, to the Barrie Realty Corporation. A five-story
apartment house will be erected there.

San Francisco Examiner, Dec. 25, 1926, p. 4, "DIED."

STRYBING -- In this city, December 24, 1926, **Helene Strybing**,
widow of the late **Christian Strybing**. Native of Germany.

Friends are invited to attend the funeral service at
10 o'clock, Monday morning, December 27, at her home, 2311
Scott street.

San Francisco Chronicle, Dec. 26, 1926, p. 3, col. 1, "**PARK GIVEN
\$100,000 FOR ARBORETUM IN STRYBING WILL.**"

Estate of S.F. Widow Divided Generously Among Charities and Relatives

A fund of more than \$100,000 [\$1 million in 2005] for the
creation of an arboretum and botanical garden in Golden Gate
Park is the gift of **Mrs. Helene Strybing** to the people of San
Francisco, it was revealed when her will was filed for
probate yesterday.

Mrs. Strybing died at her home, 2311 Scott, the day before
Christmas. She was 80 years old, and had lived in San Francisco
for fifty years. She was the widow of **Christian Strybing**, silk
merchant, who died many years ago.

Note: This long article details her bequeaths to many charities,
relatives in Germany, servants and friends.

San Francisco Chronicle, Jan 13, 1927, p.13, col.1, "**Strybing Will
Is Taken in Probate.**"

The will of **Mrs. Helene Strybing**, wealthy widow, who
bequeathed a fund estimated at more than \$100,000 for the
establishment of an arboretum and botanical garden in Golden
Gate Park, was admitted to probate yesterday by Superior Judge
Griffin. Mrs. Strybing also made large bequests to charity.
The fund for Golden Gate Park will be held in trust and the
income paid for the support of three aged relatives of Mrs.
Strybing in Germany while they live. At the death of each of
the three, a third of the fund will be turned over to the Park
Commissioners.

The Brooklyn Daily Eagle, Nov. 4, 1931, p. 19, col. 6, "**Patti Sang in
First Music Room Here - Great Prima Donna
Dedicated Addition to Henry Strybing's
Washington Ave. Mansion That Was Gathering
Place for Music Lovers.**" by Maurice E.
McLoughlin.

The Brooklyn Daily Eagle, May 10, 1939, "**Hermann F. Strybing.**"

Patchogue, May 10 -- Funeral services for **Hermann F. Strybing**, 82, who died Monday at the home of his son, Henry, 189 Carman St., will be held there ---o'clock tonight. The Rev. Hanington Wilson, rector of St. Paul's P. E. Church, will officiate. The burial will be in Green-Wood Cemetery, Brooklyn.

Mr. Strybing, for many years a Summer resident of this village, received serious injuries March 4 in a taxicab accident in Brooklyn. He was born in Brooklyn, where he was engaged in the real estate business for years before retiring in 1910. Surviving, besides his son, is a sister, **Mrs. Ida Hopkin** of Bremen, Germany. His wife died three years ago.

The Brooklyn Daily Eagle, May 11, 1939,
"Hermann Strybing Rites in Patchogue."

Patchogue, May 11 -- Funeral services were held last night for **Hermann F. Strybing**, 82, a member of an old Brooklyn family, who died Monday at the home of his son, Henry, of 189 Carman St. The Rev. Hanington Wilson, rector of St. Paul's P. E. Church, officiated. Burial will be in Green-Wood Cemetery, Brooklyn.

Mr. Strybing, who formerly lived in Washington Ave., Brooklyn, was the son of Henry Strybing, a noted Brooklyn patron of music, whose home was the scene of many interesting musicales at which noted artists of the day were heard.

Mr. Strybing was the husband of the late Ida McLoughlin Strybing, who died in 1935. They were actively interested in musical affairs for many years. Mr. Strybing is survived by his son and a sister.

The Brooklyn Daily Eagle, May 19, 1939, "**Patchogue Man Leaves \$20,000.**"
 (\$277,000 in 2005)

Riverhead, May 10 -- **Herman F. Strybing** of Patchogue, who died on May 8, left an estate that "will exceed \$10,000 personal" and "will exceed \$10,000 in real estate property," according to a will filed for probate before Surrogate Richard W. Hawkins in the Surrogate's Court here today.

A trust fund of \$3,000 is set up under the will with the net income of \$1,000 paid to each of the testator's grandchildren, **Frederick, Everett and Harry [Henry] Strybing**, all of 189 Carman St., Patchogue, and on their 21st birthdays the principal is to be given to each of them in the sum of \$1,000 each. The residue goes to Henry Strybing of Patchogue.

San Francisco Chronicle, July 26, 1939, "**Park Arboretum Approved.**"

Plans for construction of an arboretum in Golden Gate Park as the first main unit in a botanical garden that may some day be the finest in the world won court approval yesterday.

The building will be constructed as a WPA project at a cost of approximately \$200,000, the park Commissioners contributing \$76,000 from the trust fund created for the purpose by the will of **Mrs. Christian Strybing**, widow of the lumber baron, some years ago.

The site is a section of park extending along the northern edge of the lawn opposite Tenth avenue and Lincoln way.

Preliminary work, including architects' plans and the purchase of fencing materials, was started in September, 1935.

Arboretum building and garden, according to Captain B. P. Lamb, secretary of the Park Commission, will eventually cover 30 acres, rival the world-famous London botanical gardens started in Queen Elizabeth's day.

The building plans were approved by Superior Judge Harris.

Bremer Nachrichten, Dec. 13, 1939. "**BREMEN GERMANY FUNERAL NOTICE.**"

On Monday evening departed
quietly and peacefully after a
long illness our beloved
sister-in-law and aunt, Mrs.

Ida Höpken
born Strybing

in the name of all
members of the:

Family of
Johannes Höpken
of Bremen Adelen Foundation
Bremen, 12 December 1939

Visitation will take place
at the Heimkehr Funeral Home
of Beyer & Busch, Albrecht Street
Service on Friday at 12:30
at the Crematorium.

The [Patchogue] Advance, Feb. 6, 1942, "**Fred Strybing Joins U. S. Marines; Three Brothers Now Soldiers of Sea**"

If it's a case of "Tell it to the Marines," then you might just as well call in the whole Strybing family.

Fred Strybing, aged 23, of 189 Carman street, Patchogue, joined the United States Marines on Tuesday, and is expected to be called into service within the coming week. He is at present employed by the Sperry Gyroscope company in Brooklyn, which is engaged in national defense work.

Fred, the oldest of three sons of **Mr. and Mrs. Henry Strybing, Sr.**, followed the example set by his two younger brothers, **Everett Strybing**, aged 21, and **Henry Strybing, Jr.**, aged 19, who enlisted together in the Marines last July, and are now on their way to the West Coast, where they will serve as aviation mechanics.

San Francisco Chronicle, Feb. 19, 1962, p. 21, col. 1&2, "A Flower Dream Will Come to Life." by Millie Robbins.

The will of **Helene Strybing**, who left the funds for the arboretum in Golden Gate Park that bears her name, indicated a deep concern for the sightless.

If for some reason the San Francisco Park Commission couldn't accept her gift, a provision in the testament stated, the money was to be turned over to the University of California, to be used as an endowment for the assistance of "needy and deserving blind students."

However, the city fathers could and did accept with pleasure the close to \$200,000 present when it became available.

They set aside 66 acres between Ninth and 19th avenues, bounded on the south by Lincoln Way, for the botanical gardens, allocating a half-acre therein primarily for the visually handicapped.

The latter portion soon will become a reality.

When completed, it will culminate a dream of a decade for members of the Strybing Society,

Plans include raised beds and circular paths with varying ground textures to guide the blind, in addition to auditory devices the metal tags printed in Braille to be affixed to plants and blooms.

The idea for a fragrance garden for the blind originated in England, we're told, and now there are several such on the Continent and in this country.

There's not too much information to be had on this unobtrusive benefactor, incidentally.

That the widow of **Christian Strybing**, a wealthy local merchant, was a flower lover there can be no doubt, of course.

The house on Scott street in which she lived for three decades (now demolished) had a conservatory around two sides, Otherwise, data is largely only biographical.

Mrs. Strybing died at 80 on Christmas Eve, 1926. Her will was probated the following month, but San Francisco had to wait some time before it could collect the dough.

For it was stipulated that the money earmarked for the botanical gardens (legacies also were left to a score of local charities as well as numerous individuals) was to be held in trust.

The income therefrom was divided equally for their lifetimes, among two sisters and a brother living in Germany. As each died, his or her share passed immediately to the Park Commission.

This took a while, wherein a puzzle also promulgated, as we shall see tomorrow.

San Francisco Chronicle, Feb. 20, 1962, p. 21, col. 1&2,

"The Question Is, Who Got Into the Jewels?"
by Millie Robbins

A MINOR MYSTERY is connected with the handsome gift **Helene Strybing** presented to the citizens of San Francisco.

She is the woman, it will be recalled, who left nearly \$200,000 for the construction of the Arboretum in the Golden Gate Park.

The area includes a garden for the blind, which members of the Strybing Society, one of a quartet of organizations taking part in the Fiesta of Flowers and Furnishings ... expect to bring to full fruition soon.

It was almost a decade after the donor's death on Christmas Eve, 1926, before the city came into its inheritance, as she had left the money in trust for the lifetimes of three relatives living in Germany.

Finally, in 1935, by order of the Superior Court, the entire boodle was turned over to the Park Commission.

The legacy amounted to \$140,431.25 in securities, \$25,350.25 in cash and miscellaneous assets valued at \$110 (\$1,800,000 in 2005).

It's in the last item that the mystery lurks.

For included in the miscellany were half a dozen large and brilliant unset green stones.

These, along with some trinkets and a few old coins, were placed in a City Hall vault and forgotten for the time being.

Then one July day in 1940, possibly when advancing costs and other monetary problems a city government is heir to were being kicked around, Controller Thomas Brooks suddenly remembered the sparklers.

So he called members of the park board and suggested that they dig out what could amount to buried treasure.

The eyes of those gentlemen undoubtedly glittered as brightly as the jewels when Brooks spilled them out of their yellowed envelope.

If the dazzlers were emeralds --- and they certainly looked like those precious gems --- the city fathers knew they had struck a bonanza for the botanical gardens to the tune of at least \$50,000.

The stones were scooped up immediately, and excitement ran high as they were whisked off to an appraiser.

However, even before that worthy had struck a magnifying glass in his eye he looked doubtful.

The verdict --- machine cut glass.

But why, wondered the crestfallen crew, would a woman wealthy enough to afford the real thing have kept phonies?

Had she been bilked when she bought them?

Or had she actually purchased emeralds and some dasterd, relying on the failing eyesight of the elderly, pulled the switch?

Could the substitution have been made AFTER her death?

Or was the lady just having a little posthumous practical joke?

San Francisco Chronicle, Jan. 30, 1978, p. 22, "S.F. Takes a Shine to Its Fake Gems."

Every few years, in one vault or another in San Francisco's municipal offices, the same mysterious velvet box is re-discovered, containing what look like six unflawed African emeralds.

They were first found at City Hall in 1941 and with great glee taken to an appraiser, who said they were glass.

They were found again in 1954, and another appraiser said they were still glass.

They were found again recently in the back of a locked box in the Recreation and Park Commission's walk-in safe at McLaren Lodge. Friday, San Francisco Gem Lab's jeweler Lee Sparrow and gemologist, Perry Coles went out to the lodge, peered at them through various magnifying and light-measuring gadgets, and concluded they hadn't turned into real gems yet.

"But they are definitely worth putting on display," Sparrow said.

Had they been genuine, he said, their 16-carat total might have been worth \$180,000 at current rates, and \$18,000 back in 1926, when they were bequeathed to the city along with \$166,000 to create Golden Gates Park's Strybing Arboretum.

The bequest -- which the city didn't collect until 1935 -- was made by **Helene Strybing**, widow of **Christian Strybing**, a merchant who dealt in either silk or lumber, depending on which antique clipping you believe.

Mrs. Strybing never said the glass was anything special -- but every time it has been re-discovered, it has looked so pretty that municipal hopes have soared for its worth. This time the hopes weren't utterly dashed.

Sparrow explained that, apart from its historical curiosity value, the glass has benefited with age.

"In 1926, you could have got all six pieces for a dollar, but now -- with the increased prices for fine cutting -- I'd value them around \$600."

Note: Soon after the discovery of these fake gems, the executor of Helene's estate committed suicide says Dorothy A. Praeger, who had spoken with her great aunt, Anna Kuner, a traveling companion of Helene Strybing.

Pastor Ernst Friedrich Christian Jordan 1853 - 1863, translation from the booklet, p. 77-79 (submitted by Margarete Mehner).

He was introduced in March 3, 1853 as Pastor in Romstedt. He was born 2/1/1803 in Bardowieck, a son of Pastor Jordan. Before he was pastor in Helstorf from 1838 - 1853, he was married to Bertha Marie Juliane Baldamus. He had already a few [eight] children when he came to Romstedt. Two more daughters were born there. Pastor Jordan's opinion about the community and school was not very favourable. He writes in 1855:

In the course of time people have become estranged to the confession, sins of the flesh are regarded little and the congregation has gone bad and is not

Most of the Strybings were Buried in Park Settings

Most Strybing graves can be found in cemeteries that, in many ways, are maintained as parks. These cemeteries have become historical in nature and were designed by landscape architects.

The earliest Strybing plot is in Brooklyn's Green-Wood Cemetery, where the Henry Strybing family graves can be found. This hilly ground dates back to the Revolutionary War's Battle of Brooklyn Heights in 1776. Located on land probably unsuitable for farming at the time, it was developed in 1838 into one of the finest cemeteries in the world and is utilized as a park, with a year-round schedule of activities for the public (pages 67, 68 and 69).

The Reinsberger Cemetery in Bremen, Germany is where Ida (Strybing) Höpken's ashes remain at the Höpken mausoleum (page 123). It is in a park setting. Nearby, Johann Höpken established his own botanical garden, Höpken's Rest, on his property for the public to enjoy.

In San Francisco, Cypress Lawn Memorial Park is a smaller version of Golden Gate Park. Christian and Helene Strybing have memorials in both places (pages 101, 106). In April 2005, the president of the Cypress Lawn Heritage Foundation linked the two:

Reading excerpts from Christopher Pollock's recent afternoon lecture here at Cypress Lawn I am reminded of how much Cypress Lawn and Golden Gate Park have in common as places of remembrance, as an historic arboretum, as a sanctuary for beautiful landscapes, and as significant public assets dedicated to serving the community of the future while serving as a historic symbol of the accomplishments of the community's past.

Christopher Pollock, a San Francisco author, lecturer, and authority on Golden Gate Park history, has written about the Strybings and has studied 19th century Victorians:

I think "Golden Gate Park" would be an ideal name for a cemetery. After all, the name conjures up the divine perfection of a portal to a sublime state. A monument is usually thought of as a memorial to a person or an event. And when a monument is dedicated to a person, it may be an inscribed stone placed at a grave as a symbolic remembrance of that person. But not all memorials are located in cemeteries. Nineteenth century Victorians were intrigued with the material world - they were keenly aware of their lives and their inevitable death that would transport them to the Promised land. ... In a way Golden Gate Park is somewhat of a cemetery, although not in the usual sense. ... In early Victorian times garden cemeteries were a cousin to parks. Also called *rural cemeteries* or *lawn parks*, these were places where kin could be buried and immortalized; and here friends and family could share a picnic in a romantic pastoral landscape ... [which] replaced tightly spaced church graveyards and burying grounds while suiting the Victorian custom of remaining close to the dead.

CREDITS

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- Page Front Cover - MAJESTIC CLIPPER SHIPS, *David Crockett* 1853 and *Andrew Jackson* (in the background) 1855. An original oil painting by Tim Thompson
- 12 R. G. Dun & Co. Collection from the Baker Library, Historical
13 Collections Department, Harvard Business School, Boston, Massachusetts, [histcollref@hbs.edu](mailto:histscollref@hbs.edu)
- 18 Christian Strybing ledger sheets are among Henry Strybing
19 papers found in the Queensborough Public Library in Jamaica, New York. The other papers are on pages 135, 136 and 138.
- 20 *David Crockett* clipper card (Crockett atop two alligators)
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- 20 *David Crockett* clipper card (DAVID CROCKET spelled out)
21 *Andrew Jackson* clipper card (Merchants' Express Line of Clipper Ships), American Antiquarian Society, Worcester, Massachusetts, www.americanantiquarian.org
- 24 Photograph of the *David Crockett* and its figurehead, San Francisco Maritime Historical Park, National Park Service
- 32 Citadel Cadets attacking the *Star of the West* from a mural by David Humphreys Miller and on the cover of the book, Cadets in Gray, by Gary R. Baker.
- 37 Building, 26 Burling Slip, New York Public Library Digital Gallery, ID: 717947F, <http://digitalgallery.nypl.org>
- 40 Berths of Clipper ships off South Street in 1875, #PH626, The Mariners' Museum, Newport News, Virginia, www.mariner.org
- 43 Maps of Strybing property from 1880 and 1886, photographed
45 by the Brooklyn Public Library, Brooklyn Collection, Brooklyn New York. www.brooklynpubliclibrary.org
- 118 Photograph of Hermann F. Strybing, age 10, in Notman's Montreal studio, numbered I-22551, from the Notman Photographic Archives, Musee McCord Museum, Montreal, Canada, www.musee-mccord.qc.ca (query Strzbing)
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