

Coastside Chronicles

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Celebrating Coastside Legacies

It is arguable that electricity, radio, telephones, and autos were even more life altering than today’s technologies.

Coastside Connections: The Half Moon Bay Union High School Class of 1910 and the Winds of Change

—Marc Strohle

It’s been said that we live in a time of unprecedented change—the onslaught of artificial intelligence (AI), drones, autonomous vehicles, robotics, cybercrime, crypto currency, and many more technologies coupled with geopolitical upheaval, and climate change combine to create a sense of continuous shifting of the ground underfoot.



Photo of all students attending HMB Union High School in 1910 courtesy of the HMB History Association

But is it really unprecedented? Our ancestors on the coast experienced seismic change—literally as well as figuratively. It is arguable that electricity, radio, telephones, and autos were even more life altering than today’s technologies. Turn-of-the-century Coastside was largely rural and agrarian with a few small towns. The coast was remote and isolated, and residents were largely self-sufficient and lived routine lives.

Until it all changed.

This issue of the Coastside Chronicles explores turn-of-the-century changes and how they affected the people who lived here through the lens of the Class of 1910 at Half Moon Bay (HMB) Union High School. As the first graduating class of a new concept in education on the Coastside, they were at ground zero of the new realities brought about dramatic new technologies, a massive earthquake, and a major war.

Meet the Class of 1910

—Bill Scholtz

Most of our featured class were from immigrant families, many from the Azores. Half Moon Bay had, and still has, a large Portuguese population, initially drawn to the coast by whaling, fishing, and farming—all skills brought from their native country. Several of the students were their families’ first generation with English reading and writing skills.

There were seven students who made up the first graduating class of 1910.

Bell (Isabelle) L Lewis: Bell was born in Half Moon Bay in 1892 and was 18 at graduation. Both her parents, Antone Lewis, a farmer, and Maria Francis, were born in the Azores and came to the US around 1875 and were not able to read or write English.

George W. Azevedo: George was born in 1893 in Half Moon Bay and was 17 at graduation. His father George, a farmer, was born in the Azores and came to the US around 1880. His mother Louise Vargas was born in California to parents from the Azores. Both his parents could read and write English.

Ida Cecelia Dannegger: Ida was born in Austin, Texas in 1895 and was 14 at graduation. Her parents, Emil Dannegger and Bertha Kollbrunner, came to the US from Switzerland around 1883. Before moving to Half Moon Bay, her family spent some time in Mexico. Emil was a brewer working at a local brewery and could read and write English, but Bertha could not.

Joseph Milton Azevedo: Joseph was born in 1885 in Half Moon Bay and was 14 at graduation. His father Joseph was born in the Azores and came to the US around 1884. His mother Mary McCormick was born in Pescadero to Irish parents. Both parents were able to read and write English. Joseph owned the Enterprise Saloon which was on Kelly Avenue in what is now the parking lot for the Miller Dutra Coastsides Funeral Home. Mary was a schoolteacher in Pescadero.

Josephine Cunha: Josephine was born in 1893 in Half Moon Bay and was 16 at graduation. Her parents, Manuel Cunha, a farmer, and Mary Ramos were born in the Azores and came to the US in the 1870s. Neither could read or write English.

Richard William Ring: Richard was born in Half Moon Bay in 1892 and was 18 at graduation. His parents, John Ring, a farmer, and Mary Gargan were born in California to Irish parents and were both able to read and write.

William Joseph Azevedo: William was born in 1894 in Half Moon Bay and was 15 at graduation. His father John was a farmer and was born in the Azores and came to the US around 1883. His mother Mary Costa was born in California to parents from the Azores.

Like many elements of coastal life in the early 1900s, education was in flux. Grammar schools typically went up to what we would call 8th grade today, but until the turn of the century, high schools were uncommon. Half Moon Bay had no high school in 1908 but graduated its first class in 1910 and opened a state-of-the-art school building in 1911.

The school initially offered two types of concentrations: “general,” similar to today’s curricula, and a “business” concentration. Despite being a predominant occupation, farming was not offered as a concentration.

COURSE OF STUDY HALF MOON BAY UNION HIGH SCHOOL			
Course I. Entirely Elective Except English I.			
COURSE I. First Year	COURSE II. Commercial (4-year)	COURSE III. Commercial (2-year)	COURSE IV. Industrial
Algebra Latin Ancient History Physical Geography English I General Science Modern Language	Bookkeeping Spelling and Penmanship Commercial Arithmetic Elective English I	Bookkeeping I Spelling and Penmanship Typing Commercial Correspondence Elective Elective	Cooking Sewing English I Manual Arts Elementary Agriculture General Science Elective Elective
Second Year. Geometry Science Latin Medieval History Modern Language English II	Second Year. Bookkeeping II Typing Commercial Arithmetic Elective Elective	Second Year. Bookkeeping II. Typing Commercial Law Elective Elective	Second Year. Cooking Sewing Millinery Drawing Household Economics Manual Training Elementary Science Elective
Third Year. English History English III Chemistry Modern Language	Third Year. Corporation Accounts Commercial Correspondence Shorthand Elective Elective		
*Fourth Year. English IV U. S. History and Civics Physics Modern Language	Fourth Year. Shorthand Typing Industrial History Commercial Law Elective		
*Science must be taken in this year if not taken before.			
Note—Course may be continued at end of two years or a certificate will be given at the end of that time.			

1914 HMB High School course list from the 1914 yearbook courtesy of the Dr. Susan M. Praeder Collection

Changes that Transformed the Coastside

—Bill Scholtz

Our class of 1910 witnessed a time of revolutionary transformation in several areas that changed their lives and laid the groundwork for the era in which we live. The turn of the century was a major inflection point for our students and coastal residents. From lives of scarcity, subsistence, and limited choices in the late 1800s, the 1900s dawned with abundance: choices about where to go, what to do, when to do it, how to learn, and even how to amuse oneself.

For our students it must have been daunting at the same time as it was exhilarating. Events and changes that rocked our young peoples' world included:

Telephone Service: Both Pescadero and Half Moon Bay had phone service by 1897. Pescadero's phone service was offered out of the Post Office and for at least the first 27 years the switchboard was operated by Mrs. Anthony Enos, the daughter of the postmaster. Phone service to locations north of Half Moon Bay probably started around 1912 when power poles were put up.

Reliable phone connections between the northern part of the Coastside and San Francisco were established as well. By 1914 about 1/3 of businesses had phones which means their customers must have had phones.

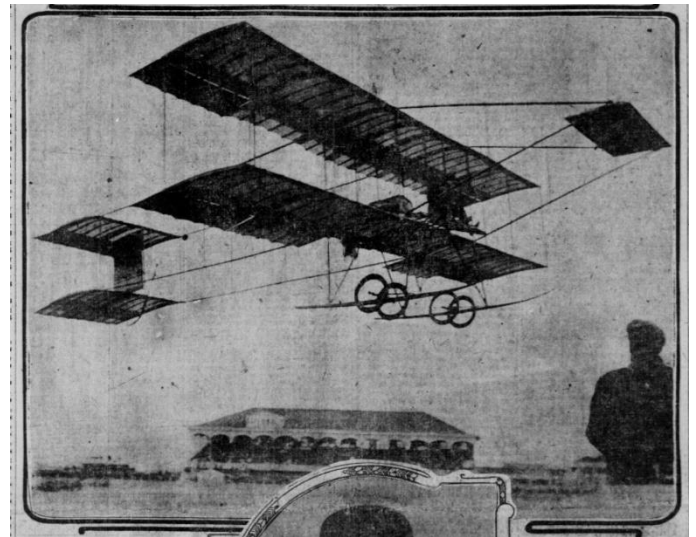
The First Overseas War: Between April 21 and December 10 of 1898, when members of our class were about four years old, the US became involved in its first overseas war—the Spanish American War. The war was short and it's unlikely that many Coastsiders were involved, but it would have given our students early exposure to international events and the US role in global affairs.

Assassination: On September 6, 1901, six months into his second term, President McKinley was visiting the Pan American Exposition in Buffalo, New York when he was assassinated. An anarchist shot the president twice in the abdomen, and he died eight days later, on September 14. While the students in our class were still

young, the event likely made an impression similar to that of President John F. Kennedy's assassination impact on people alive today.

First Flight: The Wright brothers made their first flight in 1903 when our students were about ten years old. It made the front page of San Francisco papers, but the importance was not yet understood by the public. In January of 1910 a French aviator by the name of Louis Paulhan attended the first Aviation Meet in Los Angeles and set three world records.

The event was so successful that it was repeated in the Bay Area only three days later at Tanforan Racetrack in San Bruno. Paulhan delighted crowds of tens of thousands zipping over the onlookers at lightning-fast speed averaging 60 mph. It's not known if any members of our class were in attendance, but the event dominated newspapers for days.



Louis Paulhan flying over San Bruno from the Jan. 25, 1910 SF Call courtesy of the California Digital Newspaper Collection

The Ground Moved: Our class woke up on April 18, 1906, to a massive earthquake. The Coastside fared reasonably well since most buildings were wood frame. Half Moon Bay fared the worst because there were some grand buildings made from brick and one or two

adobe buildings. Then, as today, the earthquake would have instilled a sense of mortality and the power of nature's forces.

The Railroad Arrives: The Ocean Shore Railroad was instrumental in opening up the isolated coast, enabling farmers to get produce to markets in San Francisco and Santa Cruz, encouraging visits from tourists, and spurring the eventual development of towns that are now home to many Coastside residents.

The Automobile is King: After a short period of dominance, the railroad was deposed by the recently introduced automobile. Cars and trucks had been present in the Coastside for many years, but it wasn't until the first road created especially for automobiles was built in 1915 between Colma and Half Moon Bay

that vehicles could travel to and from San Francisco, and not until the early 1920s that the roads in Half Moon Bay were paved.

Lights come to the Coastside: Last but certainly not least was the electrification of the coast. It's difficult to imagine life without electricity (periodic power outages notwithstanding) but until 1912, when the installation of electric poles and infrastructure began, lighting and electricity would have been scarce and localized to small generators.

The class of 1910 witnessed a number of life-changing transformations in their early lives, yet the coming of automobiles and electric power likely had the most impact, not to mention popularity with the students.

Half Moon Bay Gets ‘Lit’

—Bill Scholtz

Power outages on the coast are a real and annoying inconvenience. Imagine not having any electricity at all, as was the case for our class members. Perhaps worse, imagine being tantalized by lighting at special events only to return home to oil lamps, candles, and wood stoves. Half Moon Bay had only generator power until it began to be electrified in 1912.

The Coastside became a thoroughly modern community much to the delight of “electrified residents.”

An article in an 1893 edition of the *San Mateo Times Gazette* implies that at least some buildings in Half Moon Bay had lighting before an electric grid was installed. After a dance held at the Laguna Schoolhouse (near Chrystal Springs Reservoir) it was said, “It was brilliantly illuminated. At first sight it lighted as though the Half Moon Bay electric lights were connected with the building.”

Electricity came to Half Moon Bay and north largely due to the efforts of John Gomes—perhaps unknown today but apparently revered at that time. In March of 1911 he announced that Half Moon Bay would finally get electric lights, as he secured enough prospective customers to start electrification work. Within a week, Gomes, along with Ben Cunha, made an application to install power poles on county roads all the way up to Montara. Gomes, along with Cunha and others, formed the company Half Moon Bay Light & Power.

Progress was rapid, and in November of 1911, the power company started taking out ads saying, “Light Within Thirty Days. Have Your House Wired and Be Ready for Electric Lights the First Night the Juice is Turned On.” They ran the “Lights Within Thirty Days” ad through November, December, and January. Delays in obtaining needed supplies meant that work, and the ads, continued until April. On April 13th, 1912, the Half Moon Bay Light & Power Company held a “Grand Electric Dance” at the I.D.E.S. hall to celebrate the arrival of

electricity to the area. The original plan was to buy a generator powered by Pilarcitos Creek at Cunha's Mill to provide power only to Half Moon Bay. That was thought to be too unreliable, so the next plan was to install power poles and wires over the hill to connect with power sources in San Mateo.

The adopted solution was to install poles and wires to the San Francisco County line to get power from Great Western Power Company, supplying Half Moon Bay and the northern coast.

This was a huge undertaking requiring enough power to provide streetlights, power residential homes, run machinery such as rock crushers in Rockaway, and pump water to farm fields. To help sell electricity, the power company sold appliances including a 1914

Hotpoint electric stove that sold for as low as \$2.50. It heated up quickly and plugged into a light socket and could be purchased with an electric iron.

New homes constructed in the Ocean Shore Railroad-inspired developments not only had telephone and electricity but also water and sewers. The Coastside became a thoroughly modern community much to the delight of "electrified residents."

For the five members of our class who worked in San Francisco or Sacramento however, these improvements would have felt long overdue as it happened over 20 years after San Francisco fired up its first generating station, the first in the nation.

Coastal Amusements and the HMB Union High School Class of 1910

—Jo Fry

I moved to the coast from San Francisco when my oldest was five, as we knew it was a great place to raise kids. Fresh air, parks, trails, and a sense of community can be found here.

Fun is found here too: the beach for sandcastle building in the summer, Arata's hay maze in the fall, the Winter parade and festival in early December. However, when kids get older a sense of isolation and boredom can set in. Movies are "over the hill" and friends are scattered from Tunitas Creek to Montara.

The summer of 1910 saw a temporary "Tent City" located in Moss Beach that offered camping on the beach. The YMCA and Armitage Orphanage of San Mateo both sponsored trips for young people to stay.

For the seven graduates of the class of 1910, I wondered what was available to them for fun and what amusements could be found on the coast, which was even more isolated over 100 years ago.

Like now, the ocean always beckoned. Along our coast you could pick buckets of mussels and snag an eel. You could frolic in the surf, advertised as a tourist draw, then as now.

The summer of 1910 saw a temporary "Tent City" located in Moss Beach that offered camping on the beach. The YMCA and Armitage Orphanage of San Mateo both sponsored trips for young people to stay.

The local newspaper, the *Coast Side Comet*, printed that super-low tides in mid-December 1910 would enable you to procure an abalone (if you bring an old pair of shoes with you!) It advised to "Eat the meat and your friends will appreciate the shell as a gift at Christmas time." The beach provided food and fun. Our Senior graduates today have a tradition of an end-of-year party at the beach. The 1910 graduates would have had the same opportunities. A moonlight ride occurred in August of 1910 that started in Miramar and ended at Miguel's Canyon. "Jolly campfire songs and hot coffee with lunch was enjoyed by all."

On August 27, 1910, the Granada Bath House—located on long-gone land at today’s Surfer’s Beach—hosted a beach bonfire that was followed by a dance. The paper added a poem when it reported on this event:

“Moon-on-ocean is a rare treat –
One of Nature’s that’s hard to beat.”

If you liked sports, baseball was a popular pastime, then and now. The coast hosted games, as it was reported that Jack Quinlan, “a popular blacksmith,” had to be taken to San Francisco to have his arm treated. He injured it while playing the game.

The coast in 1910 was abuzz with social events and dances, plenty of opportunity to meet and mingle with other Coastside residents. As I read through the archives of the *Coast Side Comet* it struck me that there was much more going on than I would have dreamed. “Don’t forget the Band Boy’s Dance on Saturday Night” read one story.

Another announced that the Pioneer Club was holding an “Old Time Social” in the summer of 1910 that encouraged residents to dig out their hoop skirts and poke bonnets from their trunks and dress up. “Come and Play!” implored the article as “After 11 pm the young folks may have the use of the piano player and dance floor.”

There was a masked ball in October held in the Montara Hall. It promised “to be a hummer” as professional musicians from San Francisco were playing and prizes were given for the best couples. For New Year’s Eve 1910 the Eagles of Halfmoon Bay gave a Masquerade Ball.



There was also one very novel event reported on, as a Baby Show was held in Farallone City that year. “... sorry to say only three babies were entered...” said the paper, but the winner’s mother received a lovely prize, a Haviland China cup and saucer. Of course, a dance featuring a piano player was held afterwards.

Our young people have clubs today that they can join, my youngest was in 4-H for a time, as well as a member of Scout Troup 263. In 1910, young women could join a Montara-based embroidery club, which held socials at the local school each week. It proclaimed itself as an “opportunity for young women to improve their acquaintances.”

“About 150 Coast Side people are anticipating a jolly time on a big Ocean Shore Excursion on Saturday October 22 to San Francisco and back.”

There was a Bridge Club in Farallon City that met every Wednesday, the before-mentioned Pioneer Club, and a Welfare Club who worked to get sidewalks graveled and held a “Hobo Dance” (another costume affair?) in August of that year.

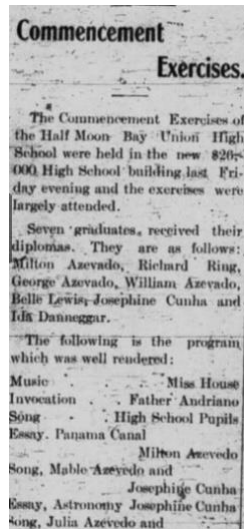
The class of 1910 did not even have to go “over the hill” (by the way, which was a term in use in 1910 just as it is today!) to see a movie. It was reported that a person named Lorne Roe gave a “moving picture show and dance” at the El Granada Clubhouse in the summer of the year. What movie would have been shown was apparently not important, as nothing was listed.

If you are too young to drive today, you can easily catch the bus to Pacifica or San Mateo. The class of 1910 had a mode of transport available to them that was much more exciting—access to the Ocean Shore Railroad! Train schedules were printed in the newspaper, and events were hosted in conjunction with the railroad. It was reported that “About 150 Coast Side people are anticipating a jolly time on a big Ocean Shore Excursion on Saturday October 22 to San Francisco and back.” Tickets to the theater were also available, should couples wish to attend a play.

	1	3	5	7	9
HalfMoon Bay	5:28	6:42	11:26	3:27	4:12
Granada	5:37	6:51	11:40	3:39	4:25
Marine View	5:45	6:59	11:51	3:50	4:35
MOSS BEACH	5:40	7:00	11:54	3:51	4:37
Farallon	5:50	7:04	12:00	3:55	4:41
Montara	5:52	7:06	12:02	3:57	4:43
Rockaway	6:15	7:30	12:40	4:23	5:10
Vallepar	6:20	7:35	12:45	4:25	5:11
Brighton Beach	6:24	7:39	12:50	4:30	5:15
Salaca Beach	6:27	7:41	12:55	4:32	5:16
San Francisco	7:25	8:40	2:00	6:25	6:10

The seven graduates received their diplomas during a commencement ceremony that was held in the new \$26,000 high school building on Friday, June 10, 1910.

The *Coast Side Comet* reported that the exercises were “largely attended” and printed out the whole commencement schedule. It was a big deal. The ceremony included songs, music, and essays from the graduates on topics such as The Panama Canal, Forestry, and Wireless Telegraph. Why was it such a to-do that it made the news in detail? According to the National Bureau of Economic Research, barely 9% of all American 18-year-olds in 1910 graduated high school. The graduates were mentioned and celebrated because they had made an achievement that was rare for young people of their generation. Their community had a right to be proud.



While there was no local Junior College to attend (the College of San Mateo was not established until 1922), there was a seemingly bright future ahead for them. There was a buzz as San Francisco in 1910 was selected as the site for the Panama-Pacific Exposition of 1915. The General Manager of the Pacific States Telegraph and Telephone Company was coming to the coast in

December of the year with the goal of establishing a local telephone system.

Princeton-By-The-Sea was a burgeoning community that was being developed, with promises of being a playland “for a million people.” The automobile was already on the coast, as it was reported that Doctor Morgan of Morgan’s Pharmacy made a trip in his auto to Redwood City in just “one hour, one minute.” Allowing for traffic, this would not be too bad a time today!

Sources:

National Bureau of Economic Research www.nber.com for data on historical high school graduation rates.

The *Coast Side Comet* – I read through each page of all the 1910 newspapers that have been digitized and are available online at the California Digital Newspaper Collection www.cdnc.ucr.edu. They have all editions of this paper starting June 1910 through 1923. Back in 1910 locals could subscribe to this newspaper for \$1.50 a year.

I was struck by how personal the news was, with sections devoted to who is in town visiting locals, who is away vacationing, and where they are travelling to. I was also amazed to see how many social events were happening; it seems that there was a dance each weekend.

From Horses and Buggies to Train and Cars: The Changing Face of Transportation on the Coastside in the Early 1900s

—Marc Strohlein

The biggest challenge in traveling today’s San Mateo coast is doing battle with all the other vehicles vying for the same roadway. Vexing perhaps, but it is instructive to look back 100 years at the much different challenges faced by traveling Coastsideers.

In the early 1900s, the coast, like much of the country, was undergoing a transportation metamorphosis. Our students, along with their parents and neighbors, witnessed an era where walking, bicycling, horse-riding,

buggies, wagons, cars, ships, and a railroad all co-existed, albeit not always in harmony.

At first blush, you might think that our students and their parents had a cornucopia of transportation options, but digging deeper reveals the challenges and limitations. Early road conditions were poor, and those roads and paths often followed in the footpaths that the Ohlone Indigenous people had trod many years earlier.



Courtesy of HMB History Association

Coastal residents also faced unique geographical challenges, hemmed in by the ocean to the west, and by mountains to the north and east. A one-hour journey over the hill, today, is considered onerous—in the late 1800s a wagon trip from Half Moon Bay to San Mateo was an all-day affair.

Life for farmers was not much easier as they had a “tough row to hoe” (early farm-speak for an extremely difficult time) in getting produce to market in San Mateo or San Francisco. They faced long, arduous wagon trips, or the use of treacherous, even deadly, ocean shipping. With no harbors or sheltered coves, a succession of wharves and chutes were built by visionaries including Josiah Ames, Alexander Gordon, Henry Cowell, James Denniston, and John Patroni. Unfortunately, all were subject to the capricious whims of weather and ocean conditions and were ultimately destroyed.

A one-hour journey over the hill, today, is considered onerous—in the late 1800s a wagon trip from Half Moon Bay to San Mateo was an all-day affair.

Fortunately for travelers and farmers alike, in 1905, the Ocean Shore Railroad started to lay tracks with a planned route from San Francisco to Santa Cruz. The railroad was an audacious scheme, involving laying track over what is

now aptly called Devil’s Slide and miles of rocky, unstable terrain. Adding to problems, the 1906 earthquake wreaked havoc, dumping several thousand feet of track and costly construction equipment into the ocean.

The railroad was initially a boon for farmers now able to get produce to markets. It was also a magnet for realtors and developers who sold lots in the towns that began springing up along the train route. And competition was too much for stagecoach lines as the last stage run to Half Moon Bay ran on August 31, 1909. The railroad ran on a shoestring budget. The tracks ran only from San Francisco to Tunitas Creek and from Santa Cruz to Davenport, leaving a gap in the middle. That required the use of wagons and later Stanley Steamer 12-passenger Mountain Wagons to bridge the gap.



Photo courtesy of *The Last Whistle*, Jack R. Wagner 1974

Ultimately, the railroad failed, falling victim to undercapitalization, destructive weather events, costly operations, and most of all, competition from automobiles. In *Granada, Synonym for Paradise*, Barbara Vanderwerf described the unhappy end of the railroad, stating “Towards the end of its days on the Coastside, the Ocean Shore Railroad could do nothing right. Schedules were never met; trains broke down and the track washed out.” Vanderwerf noted that “Coastsiders bought their own automobiles, abandoning the train to vacationers and produce.” Attesting to the early popularity of autos, Mitchell P. Postel, in *San Mateo County: A Sesquicentennial History*, reports that the first

automobile meet in California history started in San Francisco and ended at Crystal Springs dam, in 1902.

The railroad played a big role in opening up the coast to tourists, while affording easy access to San Francisco for work, shopping, and entertainment, but automobiles were a much bigger phenomenon—once drivable roads were established. The most challenging route was over Montara Mountain, via a series of roads dating back to the Portolá Expedition in 1769.

A series of Pedro Mountain crossings followed including the Half Moon Bay - Colma Road, which crossed over the mountain close to the ocean on very steep and rutted switchbacks with grades of up to 24%. *Motoring* magazine warned in 1913, “Pedro Mountain Road is in such poor condition that anyone going this way is simply inviting disaster.”



A car atop the Half Moon Bay-Colma Road in 1913. Source: Barbara Vanderwerf "Montara Mountain" 1994

The danger was underscored by a large sign that read: “DANGEROUS FOR AUTOMOBILES—TAKE ROAD VIA SAN MATEO.”

Frustrated motorists formed the Coastside Promotion Association which joined with the San Mateo County Development Association, and in 1913 voters passed a bond issue that included money for a new road named the Coastside Boulevard. San Francisco car owners also apparently helped provide impetus for better road

access to the coast. The March 31, 1912, *San Francisco Examiner* noted that automobilists were tired of “confining their outings to drives through the Presidio and Golden Gate Park, rather than make the trip out of the city over roads in their present condition.”



Courtesy of the HMB History Association

The Coastside Boulevard (Highway 57) route ran up from Higgins Road in Pacifica and provided a more accessible route for motorists. Interestingly, it was promoted similarly to the railroad by the *Coast Side Comet* newspaper published in Moss Beach by George Dunn. Ironically, the paper had been an early promoter of the Ocean Shore Railroad and the developments along the coast, but later extolled the virtues of automobiles, yet ended publication in 1920 when the railroad folded.

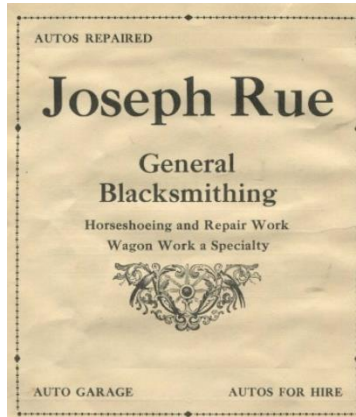
The June 12, 1914, the *Comet* stated “Believe me, when the Coastside Boulevard over Montara Mountain is thrown open to San Francisco Motorists, you will see them coming over that hilltop north of Farallone and Montara once every second the clock ticks. And why not?” As for “why not?” despite the *Comet’s* accolades, the Boulevard had steep inclines and tight curves, and disintegrated rapidly. It was deemed unsafe and in need of reconstruction in 1916 after fierce winter storms that also washed-out Ocean Shore tracks.

Cars were noisy and frightened horses. Gas stations were nonexistent.

Car ownership in California increased from 36,146 in 1910 to almost 533,000 in 1920, in part thanks to the introduction of Ford's Model T in 1908. The Comet helpfully offered that "Anyone can own a little Ford and The Ford will take its full load to the city over the Boulevard in less than forty minutes."

Like many new technologies, the introduction of the automobile was not without its challenges and detractors. Cars were noisy and frightened horses. Gas stations were nonexistent, so owners either had underground storage tanks or bought gas in small quantities from hardware stores.

Early automobiles required a complex starting procedure culminating with hand cranking the engine. Kickbacks could break wrists or arms. Early motorists also had to be self-reliant in repairing their autos, but blacksmiths, bicycle shops, machinists, and horse-and-buggy dealers eventually, if reluctantly moved to the auto trade as this ad from the 1914 yearbook shows.



Courtesy of the Dr. Susan M. Praeder Collection

By 1913, *The Coast Side Comet* described the ascending popularity of autos and motorcycles, stating "V. J. Belknap and wife have returned from the northern part of the state. They motored north in their new Stanley Steamer. Pete Gianni has just bought a new motorcycle and you bet he is enjoying the use of it. Matt Joseph has purchased a 28-horsepower Buick automobile, and all the girls around here are enjoying themselves out riding with Matt."

Yet life for motorists was not free and easy as the February 24, 1911 paper noted that San Mateo County had hired three "motorcycle" policemen who were paid \$7.50 per day, and ten dollars for every conviction of "speeding automobilists."

In just a few short years, our class of 1910 witnessed an amazing transformation that changed their lives. Imagine a young person's excitement as the railroad and then autos moved them from being virtually marooned on the coast to having ready access to the wonders of San Francisco and the towns "over the hill."

The automobile brought almost unlimited mobility along with some notable downsides including accidents, air pollution, and traffic jams but it's safe to say that our students, along with their descendants up to the present day, would not go back to all-day trips on jouncing wagons to journey over the hill or into San Francisco.

In Summary

The class of 1910 lived through a period of astonishing change that put them on the cusp of the modernization of the San Mateo coast.

In 1910, more than 50% of those employed were working in agriculture, just as had been the case since the county was formed in the middle of the 19th century. Almost half the residents of the Coastside were born outside California from 47 states and territories and 26 countries— $\frac{2}{3}$ were men.

So, in a very real sense, in 1910 the Coastside was still part of the wild west where young men went to seek their fortunes, just on the verge of entering the modern era.

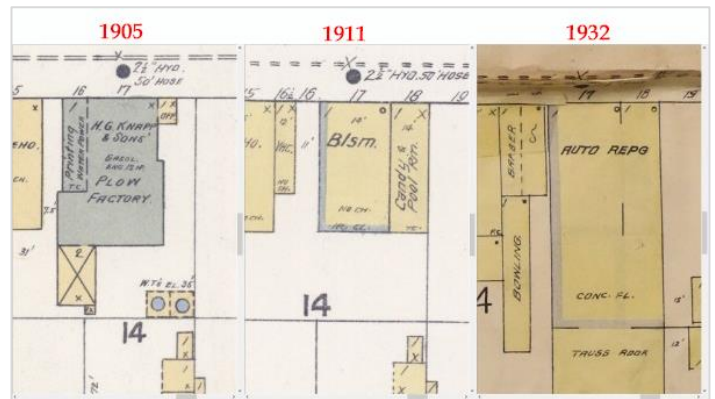
The Collections Corner

—Bill Scholtz, Collections Manager

In this edition I focus on another of the Collections Department activities. Currently we are researching historic buildings. We are lucky to have access to the fire insurance maps for Half Moon Bay (1905, 1911, and 1932) and Pescadero (1905).

In the picture to the right, we have a section from each Half Moon Bay map showing where Coastside Books is located today on Main Street. In the 1905 map it was R. I. Knapp and Sons Plow Factory.

In 1911, it was a smaller building with a blacksmith shop (labeled Blsm) and a candy store and pool room next door. We know that at this time blacksmiths were doing both traditional blacksmith work and auto repair (as noted in a previous article) so it is not a surprise that in 1932 it is an auto repair shop.



What we are looking for: Do you have ancestors who were involved in logging? As this industry is a big part of our history, we are looking for photos or other paraphernalia relating to logging. If you have any photos to donate or scan, or artifacts you would like to donate or loan to the museum, please reach out to me at HMBHAcollections@gmail.com.

President's Message

—Juliette Applewhite, President

Wishing you a wonderful August. What a summer we have had!

We celebrated the one-year anniversary of the opening of the Coastside History Museum and the six-year anniversary of the Historic Jail Museum with visitors from close and far.

The design and installation of the beautiful native-plant garden at the museum is well underway. Thanks again for your generous Coastside Gives donations!

George Vaughan, landscape designer and nurseryman, volunteered his expertise to transform the space between the old jail and the museum. We are endlessly grateful to him! We are also grateful to Verdura Construction for donating plants and Rice Trucking for donating materials.



We had a great meeting with Amber Lee-Alva, the new Superintendent of the Cabrillo School District. We look forward to getting back into the classroom this year as well as hosting class trips. And we continue work on our design and installation of the next phase of museum exhibits.

Do not miss our summer program! Join us on Tuesday, August 13 at the Half Moon Bay Library to hear Richard Holmboe talk about the history of Pigeon Point and its lighthouse. Richard has been a docent at the lighthouse for more than six years. He will be expanding on material in his book *Docent's Guide to the Pigeon Point Light Station State Historic Park*. There will be an update on the tower restoration, a mostly true ghost story and stories about Lester the Pig. Doors open at 5:30 pm and the program begins at 6:00 pm.

As always, we welcome volunteers who are interested in being museum docents and writers for the Coastside Chronicles. For more info, email us at Volunteer4History@gmail.com. We also welcome donations of local artifacts, including written anecdotes (tales of the past!) to enhance the appreciation of our history and vibrant community. Please reach out to HMBHAcollections@gmail.com.

Help Preserve Coastside History

The Half Moon Bay History Association is dedicated to bringing together all members of the community, to preserve and share the history of the San Mateo County Coastside, from Montara to Año Nuevo. Our history is the lives and works of all the cultures that made the Coastside what it is today, from the times of the earliest Ohlone villages, to the Spanish and Mexican periods, through the early American period, to modern times.



Let Us Hear from You

Stop by the museum at 505 Johnston Street, Half Moon Bay, CA.

Follow us on Facebook <https://www.facebook.com/HMBHistory/>.

Visit <https://www.halfmoonbayhistory.org/>. Send email to info@halfmoonbayhistory.org.

Send mail to Half Moon Bay History Association, PO Box 248, Half Moon Bay, CA 94019-0248 or call (650) 479-1935.

Click [here](#) for our YouTube videos.

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