Coastside Chronicles

A Publication of the Half Moon Bay History Association

Winter 2024

In This Issue:

HALF MOON BAY HISTORY ASSOCIATION

Celebrating Coastside Legacies

The pier opened our small towns to the wider world.

Coastside Connections: How Transportation Modes Transformed the Coast

—Marc Strohlein

Throughout its history, travel to and along the San Mateo coast has been, at times, impossible, arduous, and dangerous. At other times it has been a source of entertainment, excitement, social bonding, and a means of selling and procuring produce and other goods.

The one constant throughout that history, and the subject of this edition of the Coastside Chronicles, is the role that evolving modes of transportation have played in transforming the coast from the earliest days of the Indigenous Ohlone people to the modern era of motor vehicles. In this issue we trace the course of transportation from the age of stagecoaches and coastal commerce via ships and wharves, to the recent era of a local 1950s car club.

The Amesport Pier: Lifeline to the World

—Jo Fry

When Josiah P. Ames, along with two investors, spearheaded the building of the Amesport Pier in 1868 he did so because he saw an opportunity.

Josiah P Ames courtesy of Half Moon Bay HistoryAssociation (HMBHA)

Ames thought that produce could be quickly moved via ship, instead of on wagons up over Mt. Montara towards Colma, or along the old footpath that we now know as Highway 92. Although there was the Old Landing pier in Princeton Harbor, it was falling into disrepair. He and the investors built a warehouse and pier next to Arroyo de en Medio, creating a small adjacent village named Amesport. The pier was 1,000 feet long, built of local timber embedded into the beach cliff. It boasted rails so that wagonloads of produce such as potatoes, barley, lettuce, and strawberries could be hauled out via mule to awaiting steamships. However, the pier did more than just move coastal produce to a hungry San Francisco. The pier opened our small towns to the wider world. In fact, nearly 100 years later the coastal population was quite small—the 1950 census lists just 1,168 people living in Half Moon Bay!

You can search online for 1800s shipping records that were listed in the Daily Alta California newspaper, and Amesport pops up time and time again. In fact, I found a total 1,321 listings for steamships headed towards or sailing from Amesport between 1868 and 1890, with the 1870s being the heyday:

The shipping intelligence column in the Alta California

1860-1869(39)

1870-1879(748)

1880-1889(520)

1890-1899(14)

The records look like this:

- *Stmr* (Steamship) *Donald, Debney, 11 hours from* ***Amesport*** *Landing; produce, to Goodall & Nelson*

23 October 1871

- *Stmr Donald, Von Helms, 4 hours from* ***Amesport;*** *581 sks* (sacks) *potatoes, 1618 sks barley, 1129 sks oats...*

3 October 1873

These ships would not be just picking up goods but bringing them to our shores from all over the world. Steamers that originated in Britain, Hong Kong, Japan, and the Eastern seaboard would all have lined up to stop at Amesport Pier.

What types of imported goods would local people have wanted to buy? Not very different from modern consumers, early coastside residents would have looked for necessities, for exotic food and drink, and for luxury items.

Necessities were as basic as coal, which would have been imported from Britain; I read that it was soon replaced by wood from the fast-growing eucalyptus trees that were being planted on many properties. This is logical, as they were a much cheaper option.

Other necessities would have been medicines, as we have several bottles from this period that were manufactured back East. Never mind that these were both patent medicines and "quack" cures, it was believed that they worked, and so they were desirable.

Thompson's Eye Wash was made in Connecticut as early as 1796. This bottle dates from the 1880s and was likely brought to our coast via steamer, as it was found eroding out of the cliffs near the location of the Amesport Pier.

Thompson's Eye wash would not have done a thing to improve eyesight as it contained opium.

Thompson's Eye Wash Bottle courtesy of Jo Fry collection

This little green bottle is part of the Half Moon Bay History Association museum's collection.

It was found locally and is embossed "Piso's Cure for Consumption." Consumption was another name for the disease tuberculosis, which was a leading cause of death in the 19th century.

Piso's Cure for Consumption bottle courtesy of HMBHA

However, this cure would have been even worse than Thompson's Eye Wash. The company that produced the drug was founded in Pennsylvania in 1869. At various times in the company history the medicine contained opium, morphine, hashish, marijuana, chloroform, and alcohol.

This cocktail of drugs may have provided the user some relief, but also could have resulted in getting them hooked on its product in the process. As tuberculosis was widely feared, you can understand why a popular Eastern "cure" would have been a desirable import.

This pair of heavy, glazed stoneware bottles are donations to the museum from the estate of someone who dug them up locally. They were both manufactured in Glasgow, Scotland and would have contained ginger beer, a drink that originated in Yorkshire England in the 1700s, during the spice trade.

Pair of Scottish Ginger Beer Bottled courtesy of HMBHA

The two-toned bottle on the left is stamped "H. Kennedy Barrowfield Pottery GLASGOW" at the base. It dates pre-1891, as in that year "& Sons" was added to the name of the company. Similar bottles have been found by a shipwreck diver off the coast of Victoria, and I have personally found a shard with this same stamp at the pier location.

The cream bottle on the right bears the faint stamp "Murray & Co" and was made by Caledonian Pottery Company Limited, which was founded in 1800 and passed to the Murray family in 1826. The company used this name from 1868 until it dissolved in 1897 – perfectly aligning with the dates of use for the Amesport Pier and steamship traffic.

Most of the pottery bits that I find locally are plain white, terracotta, or creamware. When I find patterned shards they most often were made by British makers. These also would have come to our shore via steamship and would have been luxury goods, such as lovely special occasion plating ware.

However, there is also evidence beautiful dishware was imported from Japan. I salvaged the bowl fragment below from a construction site close to the Pilarcitos Creek. The writing are Japanese characters, but I could not trace it as it was broken (sadly by machinery at the site, as the breaks are not all old…). However, it dates from before 1891, as in that year the McKinley Tariff Act was passed. It required that imports from Japan were marked "Nippon," the translation of the Japanese word for Japan.

Blue and White Japanese Bowl courtesy of Jo Fry

After 1915 the words "Made in…" were usually added. Beginning in 1921, U.S. Customs required country names to be in English, and the word "Japan" was used instead of "Nippon." As this bowl lacks the word "Nippon" it dates from the period of the Amesport Pier and was a lovely blue and white piece.

The Amesport Pier changed the life of the coast by bringing goods from all over the world to our small community. People could taste drinks popular half a world away, could eat from beautiful dishes made by skilled craftsmen in what would have been considered exotic, foreign locales, and could even imbibe in concoctions of dubious nature made by eastern snake oil salesmen.

The world, in turn, received the bounty of our soil.

By the mid-1890s the steamship era came to a close. The Ocean Shore Railroad was coming to town, spelling the end of steamship transportation of goods to San Francisco. Although the pier was shored up when the Miramar Hotel was built in 1916, it would become a spot of pleasure, welcoming guests and fishermen.

Load of cargo for the ship docked at the pier courtesy of Jo Fry

Sources:

- Bay Area Census bayareacensus.ca.gov
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- Center for Bibliographical Studies and Research, Daily Alta California https://cdnc.ucr.edu
- Collections of the Flagstaff Hill Maritime Museum and Village Victoriancollections.net
- Scottish Pottery Society.org
- Kovels Antique Trader "Marks on Items Made in Japan" February 24, 2013. https://kovels.com/

How Stagecoaches and Their Daring Drivers Opened Up the Coast

—Marc Strohlein

The history of the San Mateo coast in the mid-1800s was one of deep isolation that can scarcely be imagined in today's world of busy streets and crowded roads. The lack of passable roads and transportation limited travel to the few individuals hardy enough to walk or ride horses over rough trails made by the Indigenous Ohlone people and Spanish settlers, or brave sea landings along the rocky and dangerous coastline.

The first major step in opening up the coast was an overland link on the Peninsula that connected San Francisco and San Jose. It was a difficult route that, in the December 2008 *Daily Journal*, historian Darold Fredericks described as full of obstacles including meadows, sand, solid and loose dirt, gumbo like mud, and stands of willows." John Whistman began stagecoach service on the route in 1849, and a railroad line was completed in 1864.

Cross-peninsula passenger travel to the coast was served only by stagecoach lines, but the railroad served as a connector as the stagecoaches embarked from the railroad stations in San Mateo and Redwood City.

The emergence of those stage lines in the mid-1800s was a major game changer, opening up the coast to travel for tourists and residents alike, albeit requiring long, arduous journeys over muddy, hilly roads.

> The trip from Redwood City to Pescadero could take up to eight hours, owing to frequent stops at hotels and roadhouses along the way for the drivers to imbibe, rest and water their horses.

The San Mateo route ran from San Mateo to Half Moon Bay, San Gregorio, and Pescadero, while the other ran

from Redwood city to Searsville, La Honda, and San Gregorio.

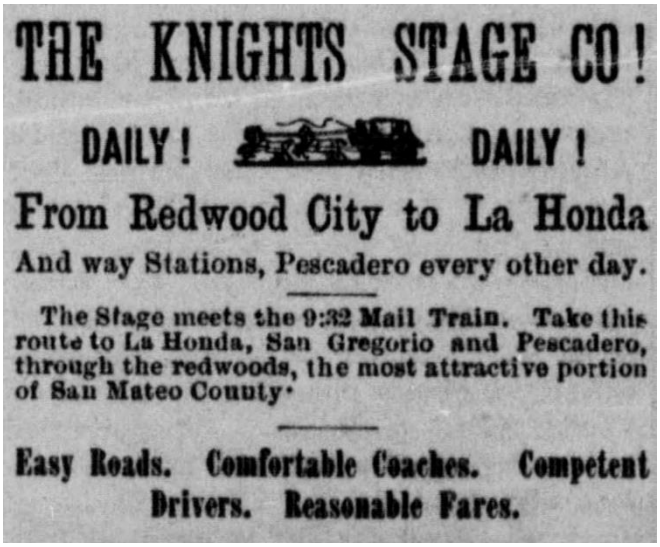
Fredricks wrote about the early days of stagecoaches in San Mateo, describing the stagecoach route from San Mateo to Pescadero as "a very rough and strenuous trip for the horses as the roads were even less improved through the hills to the west."

In 1869 a much-improved road, the San Mateo/Half Moon Bay Toll Road, was built improving the trip substantially. Still, the trip from San Mateo to Half Moon Bay was a two-hour ordeal for passengers, drivers, and horses.

The San Mateo route was served by the Levy brothers, who ran several businesses including the stage line. The brothers were charismatic and entrepreneurial, but also seemed to have a knack for meeting the needs of coastside dwellers with stores in Pescadero, Half Moon Bay, and San Gregorio, transportation services, and even a cheese factory. Passengers on their stage to Half Moon Bay might stay at the Occidental Hotel, while those headed for Pescadero could enjoy a stay at the Swanton Hotel along with hunting, fishing, and a trip to Pebble Beach.

Stagecoach at Occidental Hotel courtesy of June Morrall, "Half Moon Bay Memories"

The trip from Redwood City to the coast was even longer than the San Mateo route—on the *Climate Online Redwood City* website, John Shroyer wrote "The trip from Redwood City to Pescadero could take up to eight hours, owing to frequent stops at hotels and roadhouses along the way for the drivers to imbibe, rest and water their horses."


THE KNIGHTS STAGE CO!

DAILY! DAILY!

From Redwood City to La Honda

And way Stations, Pescadero every other day.

The Stage meets the 9:32 Mail Train. Take this route to La Honda, San Gregorio and Pescadero, through the redwoods, the most attractive portion of San Mateo County.

Easy Roads. Comfortable Coaches. Competent Drivers. Reasonable Fares.

Image of flyer courtesy of the Times Gazette, September 19, 1903

The stagecoach business on that route was owned by Simon Knight. His coaches could carry as many as 17 passengers and initially ran every Monday, Wednesday, and Friday. In 1889 they started running every day, providing daily mail and transportation for the first time to the coast.

Stagecoaches evolved in parallel to road improvement—early passenger coaches were called "mud wagons," as their wider wheels enabled them to navigate muddy roads. The wagons were light and could travel in inclement weather but provided minimal comforts for passengers.

> When it lumbered into San Mateo about nine, the veteran driver, Ed Campbell, had a big hold-up story to tell.

As roads improved, larger "Concord" wagons were employed. Introduced by manufacturer Abbott and Day, they were built in Concord, New Hampshire, and were somewhat larger, with bench seats that could accommodate from six to twelve passengers inside. Up to six additional adventuresome passengers could be seated on the roof.

Mud wagon courtesy of San Mateo CA History Association

The wagons employed leather suspension instead of steel springs which undoubtedly improved the ride, but also caused the coaches to sway back and forth at each bump. Mark Twain wrote about an overland stagecoach trip in 1861 in his book *Roughing It* stating, "Our coach was a greate [sic] swinging and swaying stage of the most sumptuous description—an imposing cradle on wheels."

Perhaps the most interesting aspect of stagecoach travel was that of the drivers, who provided entertainment, information about sites along their routes, bravado, some derring-do, and generally safety, although there were sometimes lapses in the latter. They were household names, and the subject of much interest and admiration.

Concord wagon courtesy of Wiki Media Commons

In *Historic Coastside Reflections*, Michael Orange wrote about how drivers prepared for departure noting that a driver would "check the rigging on the horses, the oak wheels, and the all-important brake blocks."

With a six-horse team, drivers would "divide the six reins into each hand," with the right hand controlling the lead, middle, and wheel horses on the right, and the left hand controlling the left side horses.

Some of the drivers were famous, some perhaps "infamous." In the famous category, Orange noted that "Stagecoach driver "Buckskin" Bob Rawls had a reputation for trying to maneuver his Concord Stage with his team of six horses and a full load of tuckered out passengers up on two wheels as he turned the corner by the Index Saloon before stopping at the (Occidental) hotel."

Buckskin Bob and his wife courtesy of June Morral, "Half Moon Bay Memories"

Not to be outdone, driver Ed Campbell aspired to carry on that tradition with near-tragic results. He was hired by the Levy Brothers for the San Mateo-Pescadero line and after years of living in the shadow of Buckskin Bob Rawls, he resolved to show his prowess by emulating the two-wheel turn.

While people waited at the Occidental Hotel for the arrival of the stagecoach, he approached at a high rate of speed. He successfully rounded the corner on two wheels, but the coach, instead of righting itself, tipped over. Fortunately, there were no injuries, but his employers were not amused.

The most fearful threat came from the specter of stagecoach robberies, and the illustrious Ed Campbell gained further notoriety in what was deemed the "last stagecoach robbery in San Mateo."

A 1905 edition of *The Times* described the event: "Right on schedule, the Levy Brothers stagecoach left the Occidental Hotel in Half Moon Bay at 6:30 a.m. on Aug. 17, 1905. When it lumbered into San Mateo about nine, the veteran driver, Ed Campbell, had a big hold-up story to tell. San Mateans were incredulous at first, but the pale and distraught faces of the passengers were convincing evidence."

By 1913, all stagecoach activity had ceased, and a romantic era faded into memory.

The "terrible bandit" managed to steal only $4.30 from the passengers but left an indelible legacy in the form of a historical marker on Crystal Springs Road in Hillsborough.

All good things come to an end, and the double threats of the Ocean Shore Railroad along with the availability of motor vehicles spelled the end of stagecoach travel.

A 1909 Half Moon Bay Review article marked the end of an era when stagecoaches and their daring drivers helped make access to the San Mateo coast possible stating "another of San Mateo county's enterprises has passed into history. The old San Mateo and Pescadero stage line has discontinued. Tuesday evening, August 31, 1909, was the last trip of the line which for 47 years has been the means of conveyance of the mail and express as well as passengers."

Marker in Hillsborough, CA courtesy of the Historical Marker database – hmdb.org

Historian Fredericks wrote "By 1913, all stagecoach activity had ceased, and a romantic era faded into memory."

Nowadays, as you inch along highway 92, bogged down in weekend traffic, instead of getting impatient, imagine yourself 150 years ago perched on a rock-hard seat high atop a stagecoach pulled by six snorting, plodding horses, swaying to and fro with each rut and bump. Then imagine doing that for several hours to reach your destination. Perhaps we don't have it so bad after all!

Early Innovations Get Goods and Produce to Market

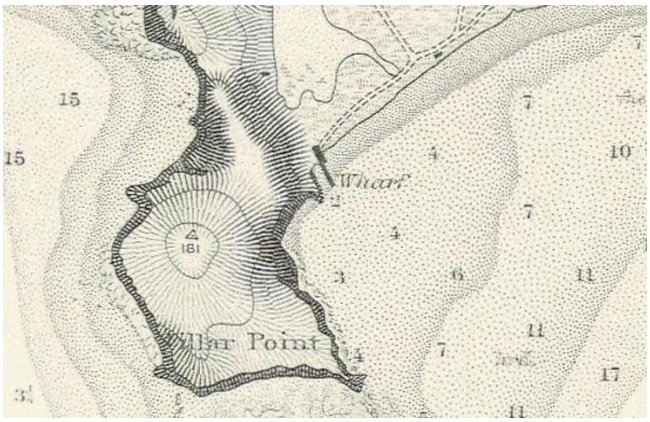
—Bill Scholtz

We get frustrated when roads in or out of the Coastside are blocked because of weather, accidents, or construction. Imagine that you are a farmer in the mid-1800s. You need to get your produce to market, but your journey is over steep and often impassible dirt roads.

In her book *Half Moon Bay Memories*, June Morrall said, "Hemmed in on three sides by mountainous terrain, the secluded coastside lacked adequate outlet. Many a farmer glanced out at the bay on a calm day and envisioned the Pacific Ocean as their best chance."

The land of the Coastside was very fertile, but with poor roads and no natural ports, how could farmers sell their produce? We don't know all the ways farmers and lumbermen used to get their products to market but there were a few that took advantage of the nearby ocean.

Wading out to anchored ships was the most basic approach used in the 1850s. Wading was a pragmatic method that required no investment in infrastructure. Taking advantage of Pillar Point, small sailing ships that could come close to shore would anchor in as shallow water as they could. This allowed people to wade out to them while carrying 100-pound sacks of grain on their shoulders.



Denniston's Landing courtesy of NOAA

Denniston's Landing was a step up from the wading approach and was a success for several years. James Denniston, owner of Rancho Corral de Tierra built the first deep water landing in Spanishtown (now Half Moon Bay) in 1859. It was located near Pillar Point where bags had been carried out to boats a few years before. The wharf allowed shipping of hay, grain, and potatoes and was so successful that it encouraged more people to move to Spanishtown to start farming. However, it was eventually overshadowed by Amesport Landing, which was built in 1868. It fell into disrepair and became known as the Old Landing.

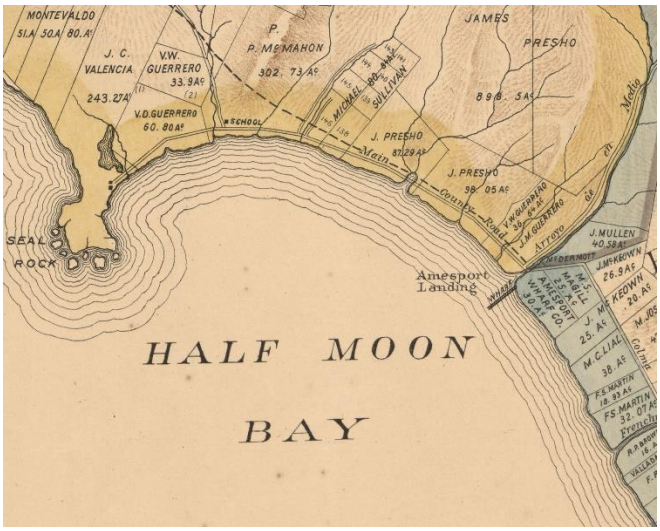
Many a farmer glanced out at the bay on a calm day and envisioned the Pacific Ocean as their best chance.

van Carnap's hawser was a more innovative if short-lived approach. Built in 1860 near the present-day Ritz Carlton, James van Carnap's Landing used a pully system called a hawser to load and unload ships. Produce and supplies were suspended in slings and pulled to or from shore. The San Mateo Times Gazette called it a novel solution and said that between the two landings "considerable quantities of grain were being shipped."

Waddell's Wharf was built by William Waddell in 1864 to transport lumber from his sawmill on Waddell's Creek in what is now Big Basin State Park. The cut lumber was hauled in mule-drawn carts over wooden rails to the coast. The wharf was constructed at Cove Beach at Año Nuevo and extended 700 feet from shore. A swinging chute at the end of the wharf was used to load the lumber into awaiting schooners. Waddell and his neighboring owners' mills were able to ship two million board feet per year.

By 1967 there were several buildings built around the wharf including warehouses, a general store, and some residences. Local produce was also shipped from the wharf. In 1875 while hunting deer, Waddell was mauled by a grizzly bear, died a few days later, and the wharf was destroyed in a storm in 1880.

Amesport Landing was built in 1868 by Josiah P. Ames, a judge and successful businessman. By August of 1868, the wharf reached 500 feet; by 1869 it was 1,000 feet in length. A mule pulled a cart on the railroad track that extended from a warehouse out to the end of the dock, carrying up to 1,000 sacks of grain per hour.



Amesport Landing courtesy of the Library of Congress

The wharf was often damaged and under repair; however, during the November 1885 storm that wiped out other chutes and wharves, Amesport only sustained slight damage due to its orientation to surf and wind. The landing finally succumbed to competition from the Ocean Shore Railroad and in 1914 was sold to Joseph Miguel, the builder of the original Miramar Hotel.

As told in the opening story in this newsletter by Jo Fry, the pier served steamer ships from around the world for decades before it eventually fell into disrepair and was reclaimed by the sea.

Pigeon Point Chute and Hawser was built around 1870. In the 1860s, Loren Coburn owned about 10,000 acres around Pescadero, including Pigeon Point and Año Nuevo. He leased out the land at Pigeon Point for a 10-year period, and around 1870 the holder of the lease built a chute at the end of pier in the lee of the point.

Pigeon Point courtesy of the HMBHA

Boats would be tied up with a combination of anchors and moorings that allowed the chute to drop produce right into the boat. At the end of the ten years, the lease was owned by Josiah Ames, Horace Templeton, (another judge) and Charles Goodall, the president of the Pacific Coast Steamship Company. Coburn was more than happy to reclaim the property with the improvements; however, the businessmen did not want to lose control.

There were many lawsuits, most of which Coburn won but the three men hired Alexander "Scotty" Rea to protect their interests. In 1875, Coburn hired four henchmen who waited for Rea to go out for supplies and then took possession of the wharf. When Rea returned, he pulled out his gun and told Coburn and his men to leave. In the end Rea lay dead, shot several times. Coburn and his men were arrested and eventually tried for murder. The men were eventually acquitted as it was deemed self-defense. The wharf continued to operate until the turn of the century and even added a hawser like van Carnap's.

Gordon's Chute was likely the most elaborate method of getting produce to market. In 1873, Alexander Gordon, a prominent large-scale farmer, built a warehouse at the top of the 115-foot cliff just north of Tunitas Creek with a chute that extended a couple hundred feet out. He picked the high cliff to allow the chute to extend far enough from shore to allow waiting ships to avoid the rocks.

Like the Pigeon Point Chute, ships would be locked in place with a combination of three anchors and mooring. Ship owners were concerned about safety but eventually were won over and shipped considerable amounts of produce.

Gordon's Chute courtesy of HMBHA

The chute was not without faults. There are anecdotes that say that bags of wheat and potatoes slid down so fast that the bags sometimes tore and even caught fire.

No one solution worked everywhere, and some were more successful than others. But they were able to find a way to work with what they had.

On November 16th 1885, the chute came to a crashing end in what the Daily Alta California called "the heaviest windstorm that had ever been heard of in that section. From Half Moon Bay to Pescadero the coast was swept by a veritable cyclone. The chute was blown away, and but for a few scattering timbers are left to enable a passerby to locate the position it once stood."

The chute was never rebuilt and eventually the wood from the warehouse was disassembled for use at Amesport Landing.

Our Coastside ancestors were very innovative, as they had to be if they were going to sell what they produced. No one solution worked everywhere, and some were more successful than others. But they were able to find a way to work with what they had.

They were so successful that during the last decades of the 1800s, Pigeon Point and Amesport Landing were visited by ships from around the world at least twice a week throughout the year, and more often during harvest season.

Cruisin' the Coastside

—Ellen Chiri

In the 1950s a group of young Half Moon Bay auto enthusiasts started the Coast Riders car club. The social and service club shared the creed of many car clubs of the day—"Never pass a motorist in distress!" Club members carried courtesy cards, which they signed and gave to each motorist they helped.

Coast Riders proudly wore red embroidered jackets and sported club plaques in their cars' rear windows. In the

1960s they and other Bay Area car clubs gathered at the Half Moon Bay dragstrip at the airport to talk about cars—and to race.

Several club members worked at Cunha Brothers gas station, which Arnold and Harold Cunha built following World War II. The station was at the corner of Kelly Avenue and Main Street, in the center of Half Moon Bay. With Cunha's grocery store across the street, the intersection became known as Cunha Corner.

In those days, gas stations were full-service—a smiling attendant pumped the gas, washed the windows, and checked the oil. You could even call Cunha Brothers from home and have your car picked up, filled with gas,

washed, and returned by an attendant. Many of those attendants were Coast Riders club members. According to the figures on the pump in this mid-1950s photo, the last car serviced paid $2.00 for eight gallons of gas—$.025 per gallon.

The Bank of America (now City Hall) was across the street from the gas station, but for many boys the Cunha brothers were the bank. They loaned money for gas, auto repairs, and cash advances, assigning each boy a number and recording each transaction. When payments were due, one of the brothers asked, "isn't it time to polish the mahogany?" It was time to slide some cash across the desk.

Besides helping fellow motorists in distress and working at the gas station, the Coast Riders sponsored social events. Saturday night dances were popular, with $1.00 admission, music by the fabulous Dots and other bands, and door prizes.

At this dance the first prize, an automatic electric skillet,

might have been a disappointment if the winner was a Coast Rider. He might have preferred 5th prize—five quarts of oil from Bob's Shell `Service Station.

The gas station closed in 2008 and was demolished, leaving a hole in the center of town. For many years the site stood empty, surrounded by a blank white wall. In 2022 a group of locals decided to enliven the wall. They created a temporary display of photos showing the Coast Riders and the Cunha Brothers gas station, giving locals and visitors a peek into the past. The creators of that wall display contributed the photographs and information for this article, and we thank them!

President's Message

—Juliette Applewhite

Happy New Year from the History Association

2023 was an amazing year for the History Association! After years of effort, we celebrated the grand opening of the Coastside History Museum on June 24.

It is hard to encapsulate all the work that went into making this happen. Our board members were in overdrive to complete both the interior and exterior components of the museum. A special shout-out is due to our local Lions Club, who generously offered to paint the interior exhibit areas. Words cannot express the gratitude we feel for all the generous donations from the community that made this a reality!

The first six months of the museum were a great success! We have:

- Welcomed over 3,000 visitors from all around the world
- Hosted two field trips for approximately 50 students, with more on the way
- Returned to our pre-pandemic hours, from 10:30 to 4:30 on Saturdays and Sundays
- Held speaker engagements, covering Indigenous tool making, Miramar history, and fishing in the old days
- Started a weaving circle on designated weekends to share the art of basket- and loom-weaving with visitors
- Welcomed and trained five new docent volunteers
- Continued to interview and record the histories of several long-time residents

Welcome 2024—another busy year. The museum design team is exploring exhibits to expand the Coastside History Museum. Student field trips and outreach to local schools will continue. The oral history program continues to capture Coastsiders' stories. And our new museum will greet even more eager visitors.

If you enjoy history and helping people learn about our Coastside's vibrant story, come join the fun! For information about volunteering, email us at Volunteer4History@gmail.com.

As always, we welcome donations to foster the continued growth and success of this local treasure.

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. Our mission is to educate as we preserve, honor, and celebrate Coastside history.

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/.

Send email to info@halfmoonbayhistory.org.

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

Check out our YouTube videos.

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