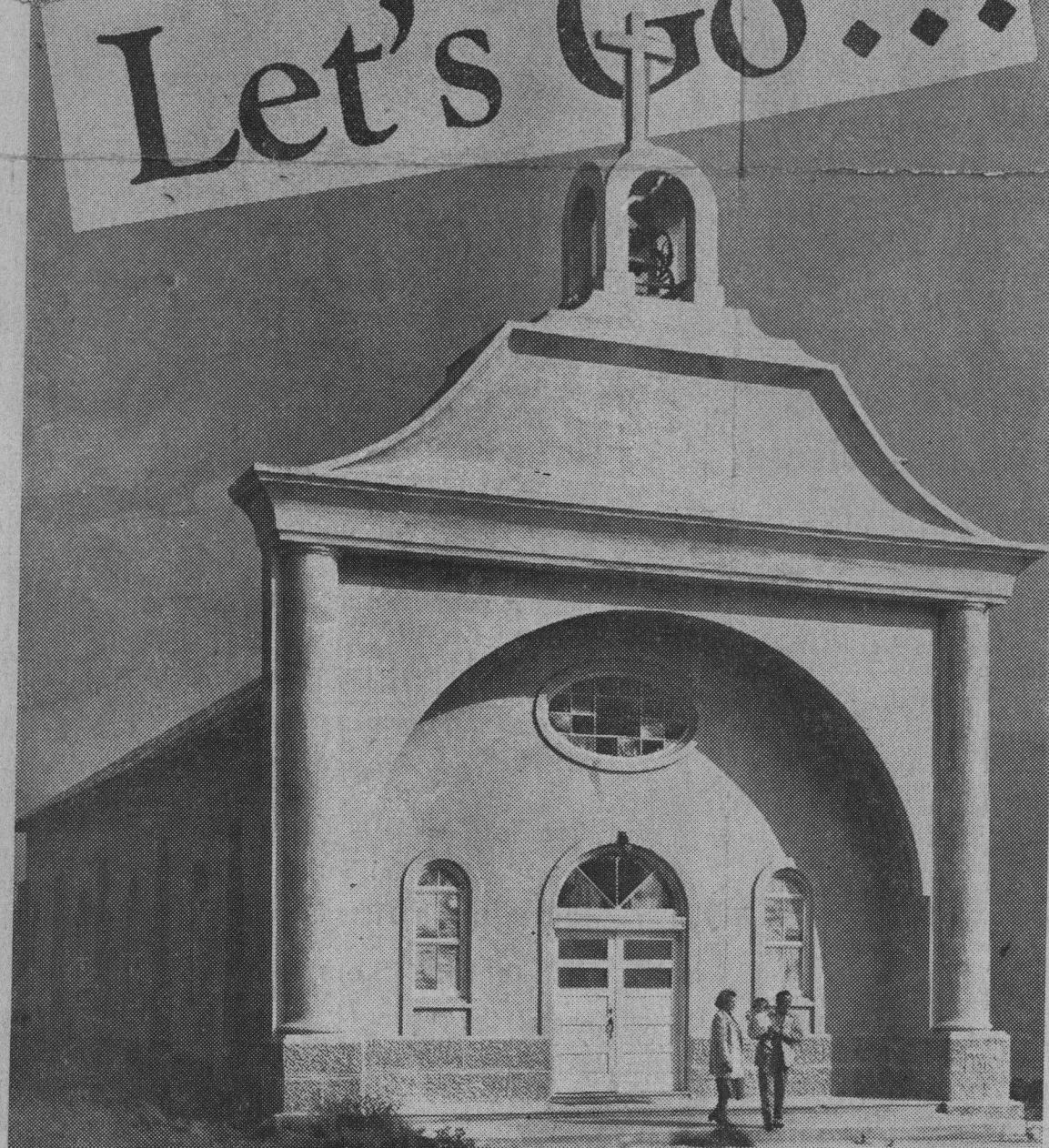


# Let's GO...

# To The Cement City...



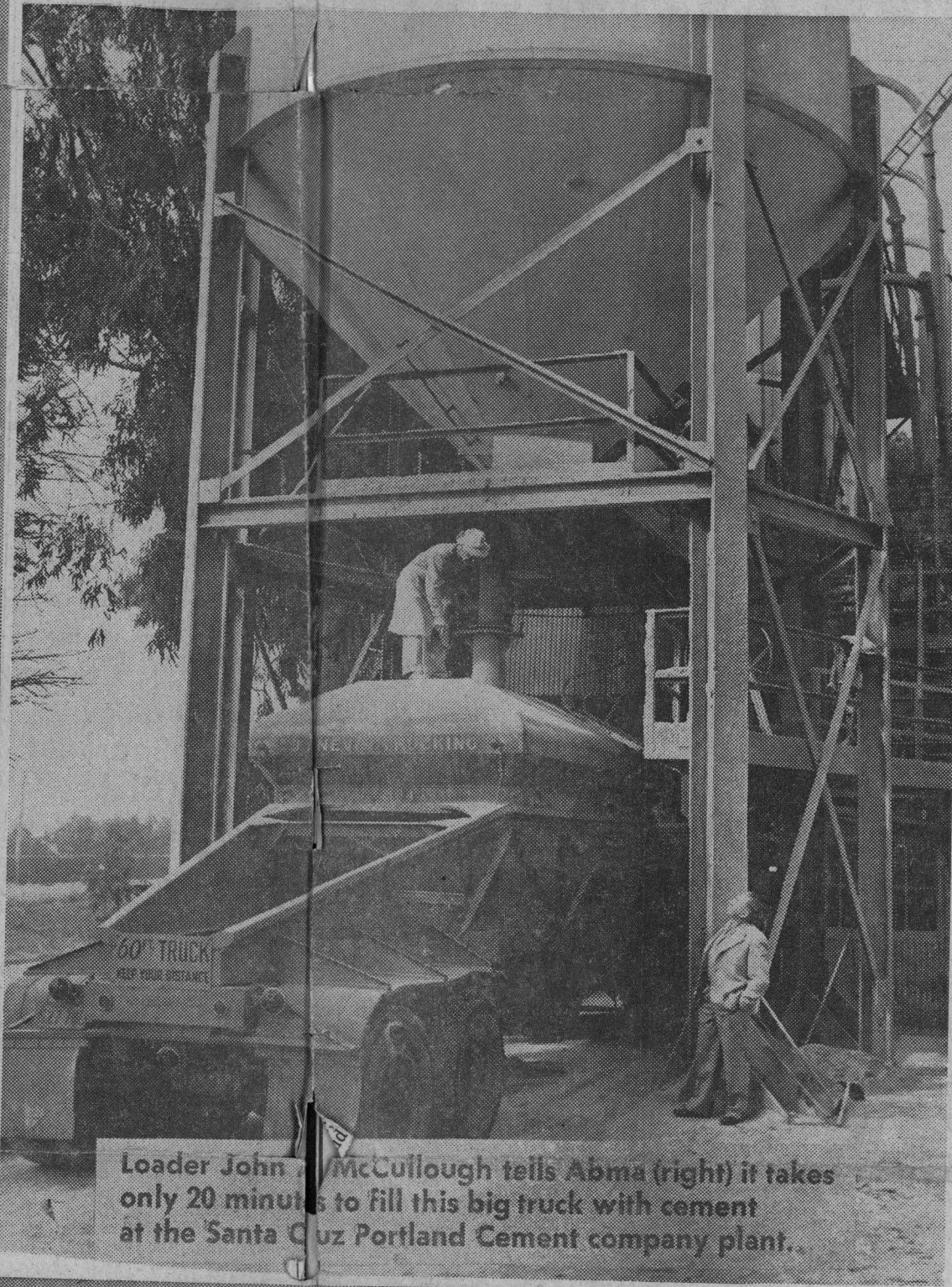
Davenport's beautiful little church attracts Mr. and Mrs. O. L. Abma, 321 Seventh avenue. Nine-month-old Kathy is with them.

## Tiny Davenport, Perched On Cliff 90 Feet Above Sea, Occupies Giant's Place In Industrial World

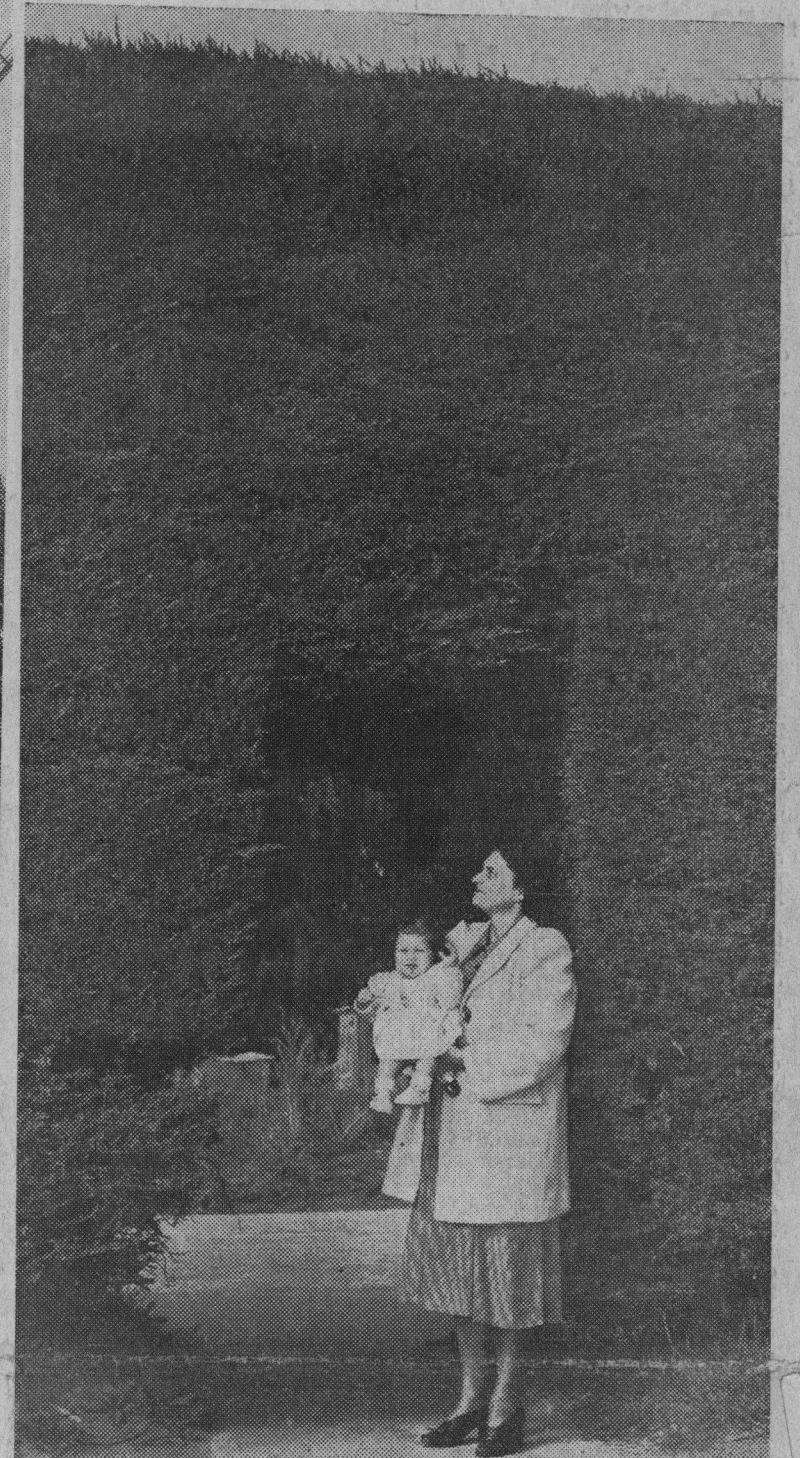
Santa Cruz county's little gray city of Davenport, perched on a rocky cliff 90 feet above the Pacific ocean, occupies a giant's place in the world of industry.

It is the home of the Santa Cruz Portland Cement company, whose plant is one of the largest in the world.

In the days before the World War II industrial boom, the Davenport plant ranked second, with one



Loader John McCullough tells Abma (right) it takes only 20 minutes to fill this big truck with cement at the Santa Cruz Portland Cement company plant.



Mrs. Abma and Kathy admire the big cypress hedge at Pacific school.





in Pennsylvania topping it in production. Now it ranks about sixth in size.

The output is 700,000 barrels a day.

All the materials which go into the manufacture of cement, except the gypsum, are found on the company's 6000 acres which stretch from the coastline back into the hills along San Vicente creek. The gypsum is brought in from Nevada.

The plant transports its product by train, by truck and by ship to local and world markets.

Two hundred eighty men are employed there now, most of them living in Santa Cruz and commuting daily.

In the days before paved roads and fleet motor cars, the cement plant workmen lived in Davenport.

The little city, with its present population of approximately 300, mushroomed into being when the cement plant was built in 1906.

It took its name from a previous boomtown, known as Davenport Landing. The landing, near the mouth of Agua Puerca creek (Muddy creek) about 12 miles northwest of Santa Cruz on Highway 1 (the Coast road) and about one mile north of the present town of Davenport, was founded by Captain John Pope Davenport, a mariner from Tiverton, R. I.

Davenport came around the Horn in 1849 but scorned the rush for gold and operated a whaling vessel at Monterey and Moss Landing. In 1851 he returned to Rhode Island by way of the Isthmus and brought back to California his wife and the schooner Ann McKinn. They were living in Soquel in 1867 when Davenport and his friend, John King, began building a wharf on El Jarro rancho.

This became Davenport Landing, the headquarters of his whaling operations and one of the main shipping points in the early lumbering days. The wharf was 450 feet long and ran out to 15 feet of water at low tide.

By 1875 the town had L. A. Utt's and Auguste Roque's hotels, William Purdy's store and hall, Benjamin F. Sprague's and W. J. Taliaferro's blacksmith shops, Lorenzen's shipyard and four dwellings. The Agua Puerca school was nearby.

The boom continued into the early 1880s, but by 1886 the village began to shrink because of better shipping facilities elsewhere.

Captain Davenport moved to Santa Cruz and served as a justice of the peace and became a real estate dealer.

One of the main products shipped from this old wharf and from Williams Landing, which was opposite the present town of Davenport, was lime.

It came from the ancient limestone quarries three miles inland on the San Vicente.

The last shipments of lime from the kilns on San Vicente Rancho were made from the old Davenport wharf in 1905 by W. J. Dingee and his successors, John Q. Packard and F. W. Billing.

The latter pair sold their holdings for \$400,000 to the newly incorporated Santa Cruz Portland Cement company in 1906.

By 1907 the company had erected its cement plant at the site about a mile south of Davenport Landing and the new town of Davenport came into being.

In 1907 the Coast Dairies and

Land company, the other principal landowner in the area which had been the San Vicente Spanish grant of 10,802 acres made to Blas Escamilla in 1846, erected a 28-room hotel at the new town of Davenport to accommodate the workers at the Santa Cruz Portland Cement company plant.

This building, the Ocean View hotel, still is the hub of Davenport activities. It is owned and operated by Charles J. Bella, who with his brother, the late John Bella, purchased it in 1919.

Spurring the growth of the new community came rail service.

The Ocean Shore railroad was built from Santa Cruz to a terminus north of Davenport in 1905-06. Another line put in by the same company extended from San Francisco to Tunitas, a distance of 38 miles. The original plan to connect the two lines was abandoned and operations on the old Ocean Shore line ceased in 1919.

The Southern Pacific company acquired railroad rights of way from Santa Cruz to Davenport and beyond in November, 1905, and has operated a line there since that time. On the one freight which serves Davenport daily at this time, there are large outbound shipments of perishables and cement.

The Davenport depot is along the Coast road near the gateway to the cement plant.

Prior to June, 1918, when the county abolished Davenport township, the little gray city had its own justice of the peace and constable. Its jail, like most of the other buildings there, was made of cement. The walls are eight inches thick. The floor and roof also are of cement.

The building, still standing at the rear of the Ocean View hotel, now is used by the Davenport Improvement club to store tools used on the numerous community projects sponsored by the club.

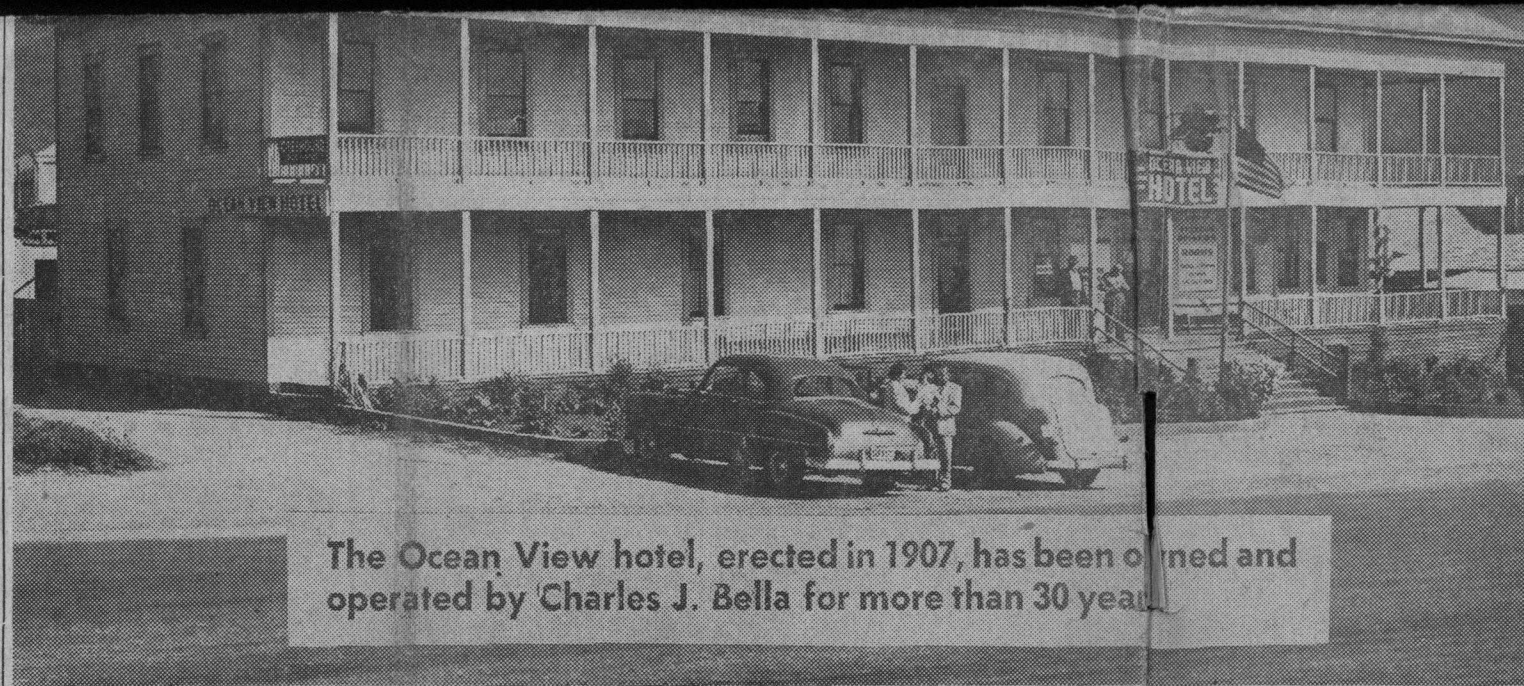
For a time the town kept pace with the development of the cement plant, but in recent years the expansion and improvements at the plant have outdistanced Davenport's growth. In 1926 the cement company purchased a narrow gauge electric railway from a Juneau,

Alaska, mine to improve its method of hauling the limestone from quarry to plant.

Then huge silos were erected to store cement preparatory to

shipment. In 1933 a 2327-foot pier and cement wharf was built to force the cement through the pipes into the holds of ships.

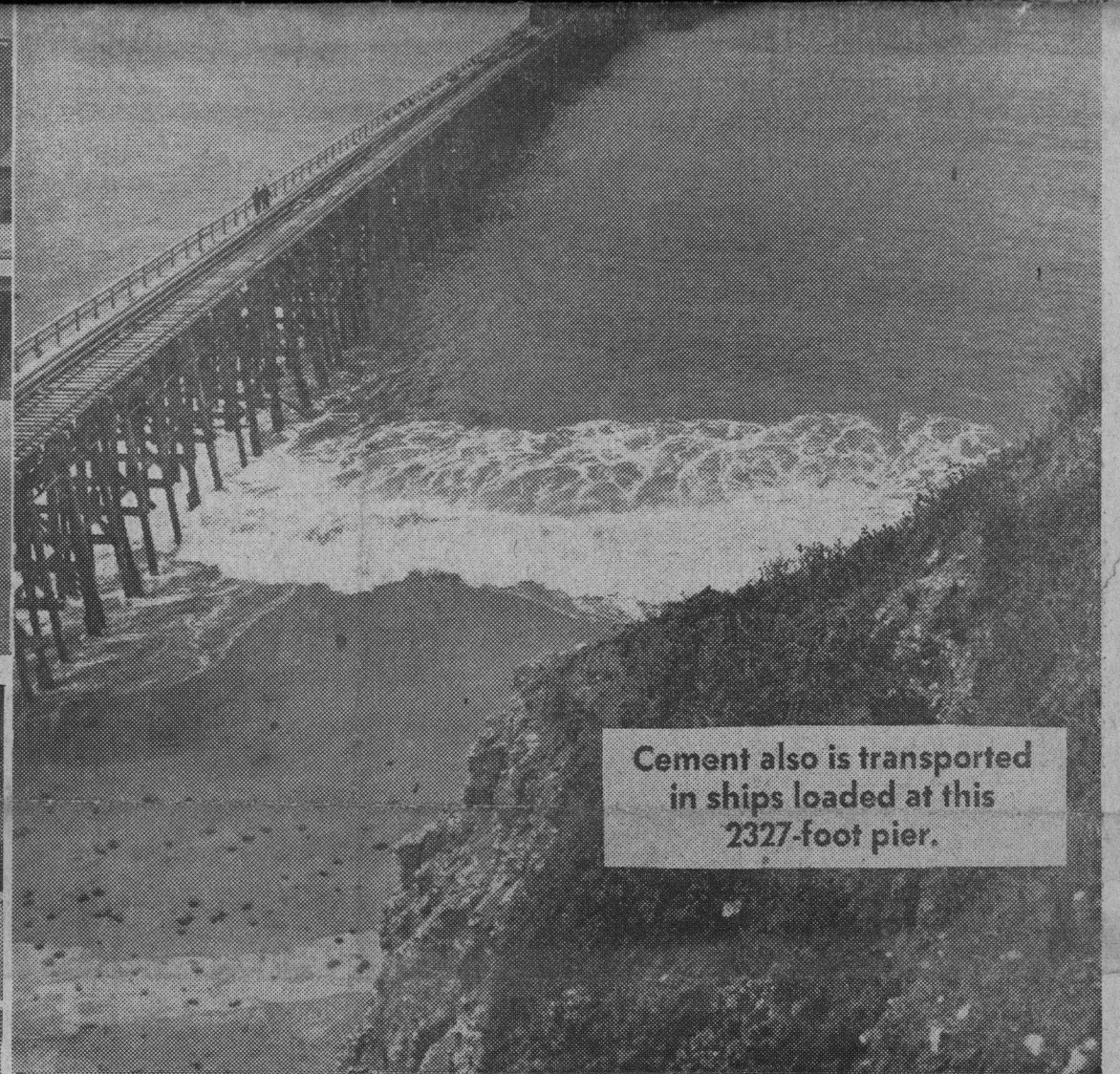
In 1934 the firm's giant steamship, Santacruzement, received its



The Ocean View hotel, erected in 1907, has been owned and operated by Charles J. Bella for more than 30 years.



Bella gives Mrs. Abma a choice bloom from the hotel garden.



Cement also is transported in ships loaded at this 2327-foot pier.

first load of cement at the new wharf. The vessel, 400 feet long and with a capacity of 45,808 barrels of bulk cement, was the first bulk ship on the Pacific coast. It still is a big event all along the coast when the Santacruzement loads at Davenport.

Truck loading facilities at the plant also are visible from the Coast road, and the great cement trucks are a familiar sight on the highways in this area.

Davenport's business district faces a large parking area which borders the Coast highway.

Back of the business area, perched on the hillside which slopes toward San Vicente creek, is the residential district. There also is the Pacific school, with its 39 pupils in the first through the eighth grade. Children in the higher grades attend the Santa Cruz junior and senior high schools.

Around the school yard is a high cypress hedge, typical of those seen in many yards. In addition to being ornamental, they are effective windbreaks during the storms which often blow in from the Pacific.

The beautiful little church, against its background of San

Vicente canyon and the hills which were the scene of extensive timber cutting in the early days, bears the date May 16, 1915, on its cornerstone. It is built of cement, of course, and has a large cement-paved area in front. It is the St. Vincent de Paul church.

While Davenport Landing once catered to loggers and mariners and new Davenport to the cement plant workers, the town now has many residents who are employed in the farming area which extends along the shoreline from Santa Cruz to Davenport and a short distance beyond.

Many of the dairy farms were established after the peak of the early day logging, in the last two decades of the 19th century. Truck farming followed, when it was discovered the fog-moistened coastal slopes were ideal for artichokes, broccoli and Brussels sprouts.

The principal crops now are Brussels sprouts and broccoli, with packing and shipment handled by the big packing plant at Davenport and by several similar establishments in Santa Cruz.

Most of Davenport's business places were established by old time residents of the section, with younger members of the families carrying on after the founders retire.

Three new homes are under construction at present.

Davenport also has its share of tourist trade in the summer as improvements on Highway 1 make it more popular as a scenic thoroughfare.

The Hawaiian Islands, discovered by Captain James Cook in 1778, were originally named the Sandwich Islands, after the Earl of Sandwich.

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