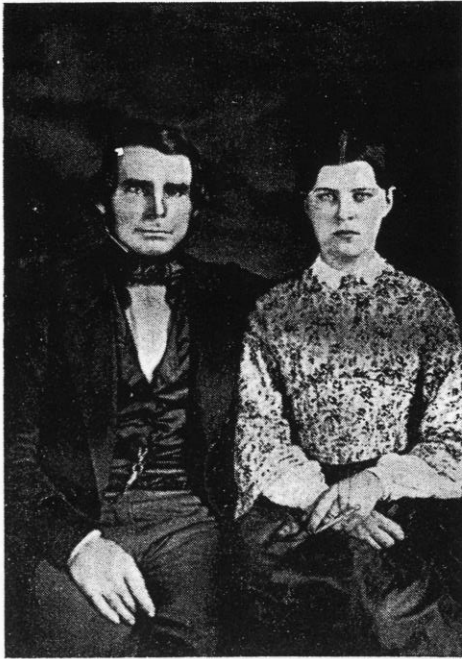


JOHN POPE DAVENPORT
AND HIS
DESCENDANTS



John Pope Davenport and his bride, Ellen Clark Smith. New Bedford, Massachusetts, 1852.

[1] JOHN POPE DAVENPORT b. 13 Feb. 1818, Tiverton, Four Corners, Newport, Rhode Island; d. 12 Feb. 1892, San Francisco, California; son of Jeremiah and Alice (Hathaway) Davenport; md. 6 June 1852, Fairhaven, Bristol, Mass., ELLEN CLARK SMITH b. 25 Feb. 1835, Fairhaven, Bristol, Mass., d. 27 Jan. 1922, San Francisco, S.F., Calif., bu. Soquel, Santa Cruz Calif.; dau. of _____ Smith and Ann (Hathaway) Smith. TEN CHILDREN.

Captain John Pope Davenport* was a direct descendant of Thomas Davenport who came from England and settled in Dorchester, Mass. Captain Davenport was a seafaring man and engaged in trading in the south Pacific Islands. In 1851 he came to San Francisco to discharge a cargo of oranges from the Society Islands. When approaching the coast and outside the entrance of San Francisco Bay, he passed immense schools of whales that could easily be captured and converted into oil by a properly equipped vessel. Having this object in view, he decided to sail to New Bedford, Mass., sell his boat, "The Alfred", and return to San Francisco with the necessary boats and gear, secure a suitable vessel and fit it out for whaling along the coast.

While in the east, he met Ellen Clark Smith and they were married in Fairhaven, Mass., on June 6, 1852. A short time after, he and his wife, his brother, Jeremiah, who was also a seafaring man, and his wife and a cousin Frank Butts, set sail for California, paying one thousand dollars for passage of the party of five. They intended to go via Cape Horn, but the boat was wrecked off Nicaragua, so they crossed the Isthmus of Panama on mule back, John Pope piloting the party. Both he and his wife caught the Panama Fever and were desperately sick. They didn't think either of them would reach California. The boat they boarded when they reached the Pacific met with a mishap and was wrecked off the coast of San Simeon. The boat,

*The following historical and biographical sketches were contributed by Captain Davenport's daughter-in-law, Mrs. Harold Augustus Davenport of 1925 Chino St., Santa Barbara, Calif. (1962)

to which they again transferred to continue the voyage to San Francisco, ran out of fuel and they had to burn the bunks and other furnishings to reach their destination.

They lived a short time in San Francisco, on Rincon Hill, until they regained their strength. While there he chartered the bark "Otranto", fitted her out and sailed to the Bay of Monterey, in order to train his crew in the details necessary in the killing of whales. Owing to the scarcity of good sailors, who went to the mines (it was the time of the California gold rush) after deserting their ships, he was forced to ship incompetent men and upon his first attempt to kill a whale he had harpooned, he had to cut the line and let the whale go, as he realized it would be useless to continue the voyage with men who could not properly man the whale boats. He decided to return the "Otranto" to San Francisco and give up the project. However, he was successful in obtaining sufficient men located in Monterey to fit out two boats for shore whaling, so, he put all his gear from the "Otranto" ashore and upon his return from San Francisco after delivering the "Otranto", he started the first shore whaling station on the Pacific Coast. This fact can be verified from documents on file in Sacramento relating to the whaling industry along the coast of California.

While residing in Monterey, he lived in the first brick house in California. This house still stands and is one of the historic landmarks of early California history. Six children were born there, namely, James Oliver born September 28, 1854; John Edward born April 28, 1856; Joseph Smith born March 27, 1858; Agnes Eudora born May 20, 1860; Alice Anna born November 6, 1862 and Florence Taber born June 11, 1865.

Captain Davenport served as Deputy County Surveyor and was active in the social and political affairs of the city and county, working with the highest type of citizens in the welfare of the community, particularly in maintaining law and order. He was a member of the Vigilance Committee, taking a leading part in guarding the city. He assisted in the hanging of several desperate criminals, who had murdered in cold blood some of the officers of the law and others for the purpose of robbery. Among the

men hanged was Anastacio Garcia, who was the most desperate of them all and who had killed a member of the sheriff's posse while resisting arrest for the murder of several men. The Vigilance Committee of Monterey was composed of men of the highest standing and its most respected citizens and their actions which resulted in ridding the country of the worst type of criminals met with the hearty approval of the public and no criticism was ever made of their decisions either at the time or in later years. When you consider that sixty-three murders were committed in and about Monterey without one judicial hanging before the forming of the Vigilance Committee, you can see the need of drastic actions by private citizens. After it began to function, it was many years before any serious crime was committed. With these good results of their efforts, their actions could hardly be questioned.

After residing in Monterey for thirteen years, Captain Davenport moved with his family to Soquel, located on the east side of Monterey Bay and started another shore whaling station. Here another child was born, Walter Lewis on October 20, 1867. Four years later he moved his plant, having increased it in size, up the coast to Point New Years. Later he moved down the coast to about fourteen miles north of Santa Cruz, where he built a wharf to accommodate the numerous lumber and shingle mills in the shipping of their products to San Francisco. This was done on board small sailing vessels, the usual type of transportation prevailing along the Pacific Coast at that time. The place was called Davenport Landing. It was a scenic spot, a beautiful cove, with a high bluff on the right side. The house stood on this bluff. Three children were born there, namely, Anna Bell born June 23, 1870, a baby boy who died at birth in 1872 and Harold Augustus born August 18, 1874.

After the timber available, that could be shipped with profit by the mills, was exhausted, large amounts of tanbark, cordwood and cedar posts were also shipped. The time came, however, when the price obtained for shipping these commodities fell below the cost of operation and because of the reduced volume of business, the wharf could not be

maintained so it was abandoned in 1880. It was not long before the sand washed in and prevented shipping anyway.

Until very recent times, some of the old piles were still protruding from the sand and a large metal ring was still encased in a large rock. This was used to attach boats to when they came to harbor. The place is still an honored landmark and bears the marker, "Davenport Landing".

Captain Davenport next took up residence in Santa Cruz, where he served as Justice of the Peace for several years. He was also Deputy Coroner. Later he was engaged in the real estate business until he passed away February 12, 1892, of consumption at the age of seventy-four years. His funeral services were held at the family residence, 560 18th Street, near Guerrero, and the body was interred in the Laurel Hill Cemetery.

SHORE-WHALING IN CALIFORNIA

In the book *Historical Spots in California* written by Mildred Brook Hoover (sister-in-law of ex-President Herbert Hoover) she tells of the finding of Davenport's Landing about eighteen miles up the coast from Santa Cruz. It was a site of extensive whaling operations.

"Captain John Pope Davenport, an old whaling master and the first deep sea whaler on the Pacific Coast, devised a scheme whereby he could go out from shore in a whaling boat, capture a whale and tow it to land where the blubber could be removed and tried out in great pots instead of following the earlier method of completing the whole operation on board of boats at sea".

The following excerpts are from the pamphlet *A History of California Shore Whaling*, compiled by the State of California Fish and Game Commission:

"The Monterey Whaling Stations and beginning of Shore Whaling—Shore whaling in California started at Monterey Bay, and it is about the only place on the coast where whaling is still continued (Oct. 1922). After the beginning it proved so profitable that whaling stations were

established at various points along the coast, as well as some on the Lower California Coast. There is some discrepancy as to the year of the beginning. Scammon says the first station was established in 1851 by Captain Davenport. G. B. Goode's *Fishery Industries* gives the date but the start is accredited to Captain Joseph Clark. This is the only record of Captain Clark as the originator of California shore whaling and doubtless is a mistake. Later on in Goode's report a contradictory statement is made: "Captain Clark (nec Machado) began whale fishing at Monterey, where an American, Captain Davenport, the first California shore whale fisher, was engaged before him."

The *Monterey Weekly Herald*, August 1, 1874, says: "The Monterey Whaling Company was organized in the year 1854 by Captain J. P. Davenport, who formed a company of twelve men, among whom were three or four regular whalers. They had two boats and worked with hand harpoons and lances. Captain Davenport had brought from the east a number of bombs, but they were defective and worthless. The price of oil falling to twenty-five cents a gallon, the company disbanded.

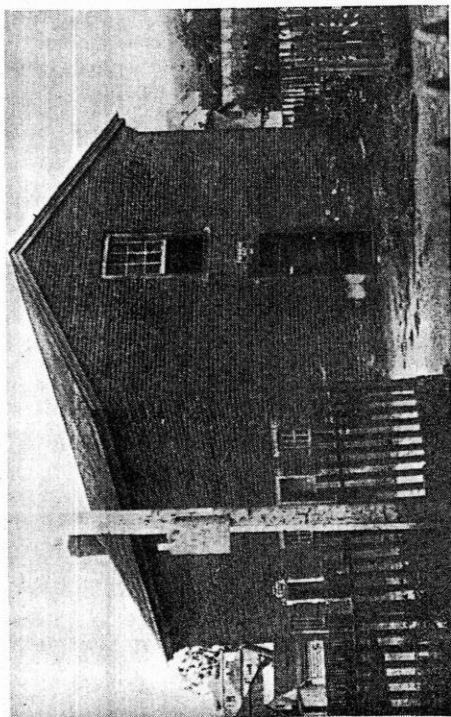
The catch, up to this time, had been humpback whales. About 1858, the whalers learned the haunts and habits of the California gray whale and Captain Davenport again started and was equipped with bomb and harpoon guns. Each company got from 600 to 1000 barrels of oil annually for several years.

Captain Davenport now withdrew and his company, though the first to start, became known as the "New Company of Portugese Whalers".

The shore stations of both the old company and the Davenport company were near the present oil wharf. Twenty years ago a considerable part of the try works still remained, and even now traces of the masonry that surrounded the kettles can be found.

Mr. Noon of Monterey, who was long connected with whaling, gave me the following information. The house in Monterey known as "the first brick house in California" built in 1847, and incorrectly known to tourists as a whaling station, was the residence of Captain Davenport. His

company "whaled from" (kept their gear and supplies in) the Jenny Lind Theater. The old adobe house on the corner next to Captain Davenport's residence was used by the old company in the same way".



THE FIRST BRICK BUILDING IN CALIFORNIA, MONTEREY
Home of John Pope Davenport and his wife when they first came to California in 1852. Their first six children were born in it. The house still stands as an interesting landmark.

"RECOLLECTIONS OF EARLY DAYS IN MONTEREY"

Written about 1900 by

ELLEN CLARK SMITH DAVENPORT

Widow of Captain Davenport

"In October, 1852, we sailed into the Bay of Monterey, in the bark, "Otranto", that had been chartered for a whaling cruise along the shores and into the bays of the Pacific, as whales at that time were more numerous near land than now.

It was a pleasant Sabbath morning and the little town, or city, I should say, looked very pretty to us, though quite different from our eastern village of Fairhaven, Massachusetts, that we had left so recently.

The custom house officer came ashore and when leaving, the gentleman who was with him, invited us to visit his family when we went ashore. He was a Castillian and had married the daughter of one of the wealthiest men in the country. One of our party was quite proficient in the Spanish language, so could converse with them, while the rest could only listen and wonder what they were talking about and why they were telling each other to "see" so often. We learned afterwards that "si" meant "yes".

Their houses were quite different from those we had been accustomed to, for the most part, one story, built of adobe with tiled roof and few rooms but large. This reception room was very long and contained three dozen chairs, placed straight against the wall, very pretty but of a style not to be found anywhere at the present time, a fine piano and portraits in oil of the family which we thought exceptionally fine. It may seem strange that we noticed such little things, but we had nothing else to do and when we heard "si" supposed we were to look.

We became better acquainted with the family afterwards and liked them very much. Now mother and father

are lying in the old church, beneath a slab in front of the altar.

At that time there was no Protestant church. I think it was in the late seventies before one was built. The religious services were few and far between and were held in Colton Hall, which was also used for the Court House. Some years the Methodist Conference would send a minister, who would reside there, other years one would come once a month. There were not many white people and as some of them were Catholic and none very well off, we could not support a minister.

There was no public school; a private school was taught by the Sisters in the convent and was all the schooling the children of Monterey had for years. They did not seem to have given as much attention in educating their people as they do now, for very few of their women could read or write, even among the wealthy. The first public school was taught in the old barracks. We had good teachers, so our children compared favorably with those of other places.

The church services were strange to me as I had never been to a Catholic church in the east. This Monterey church is one of the oldest in the state and at that time was not as comfortable as now, as it has been enlarged and modernized to some extent. There were few, if any, seats. People stood or knelt on the hard stone floor. The ladies dressed mostly in the Spanish fashion, dresses full and elaborately trimmed, but no hats or bonnets, their shawls or mantles covering their heads and shoulders.

The burial customs were quite different also. The first funeral I attended was with a friend of the family. Upon leaving the house, we were given a lighted candle. The body was carried by friends and a table was taken along so at intervals they could rest and the priest perform the services for the dead and as the burial place was a mile away, the stops were quite frequent. All this, the lack of school and church privileges, the funeral and other customs, the daily association with people so entirely new, seemed strange to a young person from a New England home and just out of school.

The amusements were like the rest of our experiences. As we were out of the way, traveling shows did not get to us often, so, balls, cascarone parties and picnics occasionally, were all there was to relieve the monotony. But I suppose the lack of these tended to draw us closer together and the friendships formed were more sincere and permanent.

One thing hindered the development of lasting friendships and that was the moving about of the white population, sometimes from necessity, sometimes from choice for there was nothing to hold a very great number in Monterey for any length of time. There were no manufactories. A small sawmill at one time, supplied the people with lumber of a very poor quality and would be quite a curiosity in these days.

There were two whaling companies but these were manned mostly by Portugese. The country around was farming and dairying land and all the products were taken to Monterey for shipment but as there was not much in volume and the work of handling it was easy, the natives did most of it, so the newcomers would leave for other parts.

Spanish was the common language and even the children in their play preferred it to English.

Monterey had been the county seat since the removal of the capitol, but because of its inaccessibility, it was moved to Salinas in 1872. The officials and others went too and the town got another step backwards and not until the Southern Pacific built a road running to the town did it awake from its long sleep.

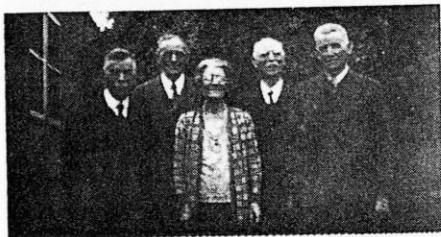
The laws were not strictly obeyed. Murder and theft were common occurrences. Men would be killed for small amounts of money, for the clothes they wore or for the least provocation. One old man was murdered within a mile of town, while lying under a tree, sleeping off the effects of his visit and the men confessed they only got six dollars and a bottle of whiskey. They were hung soon afterwards from the same tree.

Murders were so frequent and for such simple reasons that the better class both native and foreign organized a Vigilance Committee and kept such strict guard and punished with death those caught that the country soon became a better place in which to live.

Monterey, like most California towns, was well equipped with saloons and men who should have been living examples of what education and good social advantages brought in blessings to people, were patrons of these places and no matter what their standing in the community, eventually came down to the same level, namely a drunkard's grave. One doctor and others who had filled the positions of sheriff, county clerk and school teacher committed suicide and nearly all the deaths, especially among the foreigners, were due directly or indirectly to drunkenness.

It was asked "Why do men fall into this habit?" they gave one reason the lack of amusements, no other place to go and bad water. The women had no better social advantages and drank the same water and I do not remember a single instance of any trouble with them except occasionally with the lower class.

These are the recollections of Monterey many years ago. The city now has churches and good school buildings. The railroad has brought her in reach of the outside world and shows her people what energy and thrift could have done. How much better to live and be part of the active, busy world than to have simply existed in an easy, indolent and useless life."



Children of John Pope Davenport taken Nov. 30, 1933. Left to right: John Edward, Harold Augustus, Agnes Eudora, James Oliver, and Walter Lewis.

- *2 James Oliver Davenport b. 28 Sept. 1854, Monterey, Monterey, Calif.
- *3 John Edward Davenport b. 23 Apr. 1856, Monterey, Monterey, Calif.
- 4 Joseph Smith Davenport b. 27 Mar. 1858, Monterey, Monterey, Calif.; d. 20 July 1877, unm.
- *5 Agnes Eudora Davenport b. 20 May 1860, Monterey, Monterey, Calif.
- 6 Alice Anna Davenport b. 6 Nov. 1862, Monterey, Monterey, Calif.; d. 6 Jan, 1866.
- 7 Florence Taber Davenport b. 11 June 1865, Monterey, Monterey, Calif.; d. 6 Aug. 1867.
- *8 Walter Lewis Davenport b. 20 Oct. 1867, Soquel, Santa Cruz, Calif.
- *9 Anna Bell Davenport b. 23 June 1870, Davenport Landin, Santa Cruz, Calif.
- 10 Infant boy Davenport b. Nov. 1872, Davenport Landing, Santa Cruz, Calif.; d. Nov. 1872, Davenport Landing, Santa Cruz, Calif.
- *11 Harold Augustus Davenport b. 18 Aug. 1874, Davenport Landing, Santa Cruz, Calif.

[2] JAMES OLIVER DAVENPORT b. 28 Sept. 1854, Monterey, Monterey, Calif.; d. 23 Jan. 1941, Berkeley, Alameda, Calif.; son of John Pope (1) and Ellen Clark (Smith) Davenport; md. 19 Apr. 1887, San Francisco, S.F., Calif., CELIA AGNES PHILLIPS b. 14 Nov. 1867; d. 19 July 1953, Berkeley, Alameda, Calif.; dau. of Rodney Forseth and Mary Frances (Gaspar) Phillips, of Surrey, Hancock, Maine. ONE CHILD.

James Oliver Davenport was engaged in the shipping and lumber business in San Francisco. He and his brother, John Edward, built several boats for shipping. The first they called "Tiverton" after the birthplace of their father, another the "Fairhaven" after their mother's birthplace and the last they named "Davenport". Their cargoes were mostly lumber from the Northwest to San Francisco. Oliver was a fine Christian man and a very active worker in the First Presbyterian Church of Berkeley. He served as elder for years and was very helpful in handling their finances. His death was caused by a heart attack.

Child of James Oliver (2) and Celia Agnes (Phillips) Davenport:

*12 Ruth Davenport b. Dec. 1904, Oakland, Alameda, Calif.

[3] JOHN EDWARD DAVENPORT b. 28 Apr. 1856, Monterey, Monterey, Calif.; d. 6 Feb. 1935, San Francisco, S.F., Calif.; son of John Pope (1) and Ellen Clark (Smith) Davenport; md. 18 Apr. 1900, Martinez, Contra Costa, Calif., BLANCHE SHEPHERD b. 19 Aug. 1877, Los Gatos, Santa Clara, Calif.; d. 26 Mar. 1936, Visalia, Santa Clara, Calif.; bu. Soquel, Santa Cruz, Calif.; dau. of John and Elizabeth (Cavenee) Shepherd. ONE CHILD.

John Edward Davenport was engaged in the shipping business with his brother Oliver (see 2 above) and also in the lumber business. He died of a heart attack.

13 Marion Davenport b. 29 April 1905; md. ——— Van Raley.

[5] AGNES EUDORA DAVENPORT b. 20 May 1860, Monterey, Monterey, Calif.; d. 28 Dec. 1937 of a stroke at San Francisco, S.F., Calif.; bu. in the Woodlawn Cemetery at San Francisco. dau. of John Pope (1) and Ellen Clark (Smith) Davenport; md. 8 Jan. 1889, Santa Cruz, S.C., Calif., SUMNER BARTON SWANTON b. 15 Aug. 1846, Dexter, Penobscot, Maine; d. 12 July 1916, San Francisco, S.F., Calif.; bu. in Woodlawn Cemetery, San Francisco, S.F., Calif. TWO CHILDREN.

*14 Martha Alice Swanton b. 18 Nov. 1889, Santa Cruz, S.C., Calif.

*15 Walter Harold Swanton b. 20 Mar. 1891, San Francisco, Calif.

[8] WALTER LEWIS DAVENPORT b. 20 Oct. 1867, Soquel, Santa Cruz, Calif.; d. 27 Nov. 1942, San Pedro, L.A., Calif.; son of John Pope (1) and Ellen Clark (Smith) Davenport; md. MAUDE SAUNDERS dau. of ——— Saunders and Ellen Jane (Phillips) Saunders; d. 24 Dec. 1943, San Pedro, L.A., Calif. ONE CHILD.

Walter Lewis Davenport worked in the lumber business like his brothers and then later invested in real estate in San Pedro. He also had an interest in a hardware store there. He was an invalid for several years and finally passed away from a stroke.

16 John Lloyd Davenport b. 14 July 1904, San Pedro, L.A., Calif., Married and had at least one child, Ellen Jane b. 1930 or 31.

[9] ANNA BELL DAVENPORT b. 23 June 1870, Davenport Landing, Santa Cruz, Calif.; d. 23 Mar. 1899, San Francisco, S.F., Calif.; dau. of John Pope (1) and Ellen Clark (Smith) Davenport; md. 14 Feb. 1893, San Francisco, S.F., Calif., ELMER EARL SHEPHERD b. Feb. 1869, Los Gatos, Santa Clara, Calif.; d. 13 Dec. 1922, Albuquerque, Bernalillo, Calif.; son of John and Elizabeth (Cavenee) Shepherd. TWO CHILDREN:

*17 Gertrude Ellen Shepherd b. 17 Nov. 1893, San Francisco, Calif.

*18 Florence Edna Shepherd b. 24 June 1895, San Francisco, Calif.

[11] HAROLD AUGUSTUS DAVENPORT b. 18 Aug. 1874, Davenport Landing, Santa Cruz, Calif.; d. 15 Apr. 1951, Santa Barbara, S.B., Calif.; cremated and ashes interred in the Urn Garden of Sunset Cemetery in Berkeley, Alameda, Calif.; son of John Pope (1) and Ellen Clark (Smith) Davenport; md. 7 Apr. 1904, San Francisco, S.F., Calif., EDNA BLANCHE STEDMAN b. 27 May 1882, Camp Taylor, Marin, Calif.; dau. of Stephen Schuyler and Lucy Jane (Hall) Stedman. TWO CHILDREN.



San Francisco, Calif., Jan. 1, 1904. Harry A. Davenport and Edna Blanche Stedman.



April 7, 1948 — Harry and Edna on their forty-fourth wedding anniversary.

Harold Augustus Davenport, who was always known as Harry, was born in California in a place called Davenport Landing. Here his father, Captain John Pope Davenport, had built a wharf to accommodate the small sailing vessels that carried cargoes from the nearby lumber and shingle mills, to markets in San Francisco. It was located in a beautiful cove and high on a bluff on the north side, stood the Davenport home. The three youngest Davenport children were born here, Harry being the third and also the last in a family of ten children. When he was five years old, Davenport Landing was abandoned and the family settled in Santa Cruz.

He loved to go barefooted and even in the coldest weather would go after the cows in his bare feet, to the consternation of men shivering in their overcoats. One evening when the family was preparing to go to a church program, Harry didn't want to wear his shoes, so he hid them, probably thinking also, that by so doing he would be allowed to remain at home. His mother, though, had other ideas and Harry went to the program, willy-nilly, bare feet and all. A woman, seeing him thus, took pity on him and began arranging to get him some shoes and was greatly embarrassed when she learned whose child he was.

In Santa Cruz he got up early and delivered milk and cared for several cows. The milk also had to be delivered before school.

His school days ended abruptly when he was fifteen. The teacher wanting to whip him for an infraction of the rules, told him to remove his coat. This he refused to do, so he was told to go home and remain there and he did just that.

Harry's first job was supplying the snow for a staging of the play "Uncle Tom's Cabin". He got high in the rafters and dropped little pieces of paper to represent snow. He also worked at a ranch for several months milking cows and working in the fields.

His family moved to San Francisco and he worked there, first for a lumber company, piling lumber and later as a clerk and delivery man in Alden's grocery store.

When he was about seventeen, Harry went to Point Arena to live with his brother Oliver. He studied tele-

graphy and worked in the general store of the L. E. White Lumber Company. He made many staunch friends while living in Point Arena. After two years, he was laid off because of a financial depression. He returned to San Francisco where he studied bookkeeping at a business college.

He also worked at the Dairyman's Union, a butter, egg and cheese business, where he had charge of the cheese department. About 1898, Harry bought a grocery business the firm had taken over in payment of a debt. The store was small, having a frontage of only twenty feet, so before long, he moved to a large store on the same street, adding dishes and cooking utensils to his stock.

Harry became a member of the Third Congregational Church and held many offices in connection with it, one of which was Secretary to the Board of Trustees. He also belonged to their Cadet Corps.

On his twenty-seventh birthday, in 1901, he met Edna Stedman, the girl he was later to marry. She was a sister of his good friend, Robert Stedman.

In a letter to Dorothy D. Hall, Edna wrote: "When we were first married we lived in San Francisco. Both of our children were born there. Our son was small and delicate, weighing only four pounds and was given very little chance of living. Our daughter, too, had a little out of the ordinary birth. She was born at the time of the big San Francisco earthquake. We were not burned out but had to move out and I camped up on the hillside overlooking the burning city. Our daughter specialized in education as did our son".

The Davenport store was a shambles after the 1906 earthquake. It was soon back in good shape, but because of poor health, Harry was forced to sell it in 1907.

He stayed out of business for a year and in April 1908, he moved his family to Berkeley, where he bought half interest in a grocery store on Vine Street. He remained in the grocery business in Berkeley for thirty-two years, until his retirement in 1940.

Harry helped organize the Oakland Wholesale Grocery Company. He served on the board of directors for

many years and at one time was president. He always attended the annual meetings of the Grocers of California. A favorite meeting place was the Hotel Del Monte in Monterey. He enjoyed the sports contests, especially horse-shoe pitching, where he always won a prize. His wife, Edna, writes about this: "The first prize he brought home was a cocktail shaker. Did I kid him about that, because Harry never drank a cocktail in his life. He wouldn't even take wine when it was prescribed by his doctor as medicine. One year he brought home a lovely hospitality tray, another a fine electric coffee pot, but the finest trophy of all was a large silver tray, beautifully engraved".

He was a charter member of the Berkeley Kiwanis Club, where he made many friends. He was also a member of the North Congregational Church for thirty-seven years, until he moved to Santa Barbara, where he and his wife joined the First Congregational Church there. He was active there also and up to the time of his death, did an outstanding job as head usher. His wife was also active in their church, serving as Deaconess and at one time as Treasurer of the Women's Group.

Harry also made the coffee for every church dinner. After his passing a group of young women gave a large coffee urn to the church. On it was engraved "In memory of Harry Davenport, our Official Coffeemaker".

In conclusion, Edna writes: "In 1944, while visiting our daughter in Santa Barbara, Harry had a very serious heart attack, coronary thrombosis. They had no hope for him. He spent twenty-three days in the hospital and then was transferred by ambulance to our daughter's home. It was six months before we could return to Berkeley. In 1945, we came to Santa Barbara to live. Harry joined the Kiwanis Club here. Being retired, he was able to give freely of his time and did an outstanding job as chairman of the Underprivileged Children Committee and as Reception Chairman.

He enjoyed life to the fullest and had seven wonderful, happy years after his first heart attack until he passed away on April 15, 1951, from another. His ashes rest in the beautiful urn garden in Sunset Cemetery in Berkeley.

He was a man of fine Christian character, the father of a son and daughter of whom he was very proud. He also had four grandchildren and was blessed with many devoted friends".

Children of Harold Augustus and Edna Blanche (Stedman) Davenport:

- *19 Harold Augustus Davenport Jr. b. 28 Dec. 1904, San Francisco, S.F., Calif.
- *20 Evelyn Stedman Davenport b. 30 Apr. 1906, San Francisco, S.F., Calif.

[12] RUTH DAVENPORT b. Dec. 1904, Oakland, Alameda, Calif.; dau. of James Oliver (2) and Celia Agnes (Phillips) Davenport; md. 1927 at Berkeley, Calif.; EDWARD BOYER. ONE CHILD.

21 Jean Boyer b. 10 May 1931, Berkeley, Alameda, Calif.

[14] MARTHA ALICE SWANTON b. 18 Nov. 1889, Santa Cruz, S.C., Calif.; dau. of Sumner Barton and Agnes Eudora (Davenport) (5) Swanton; md. 1 Aug. 1940, San Mateo, Calif., ALBERT MORTENSON b. 29 Apr. 1878, Skone, Sweden; d. 3 Feb. 1954, San Mateo, Calif.; son of Nils and Karna (Hanson) Mortenson. NO CHILDREN.

Albert Mortenson was Treasurer-Secretary and on the Board of Directors of the Foster and Kleiser Company for many years.

[15] WALTER HAROLD SWANTON b. 20 Mar. 1891, San Francisco, S.F., Calif.; d. 26 Aug. 1950, San Mateo, S.M., Calif.; son of Sumner Barton and Agnes Eudora (Davenport) (5) Swanton; md. (1) 3 Apr. 1913, San Francisco, S.F., Calif.; ALICE I. MAGARY. TWO CHILDREN.

Walter Harold Swanton was engaged in the printing business, owning his own shop for many years.

- *22 Melville Harold Swanton b. 16 Apr. 1915, Berkeley, Alameda, Calif.
- *23 Barbara Ellen Swanton b. 27 Apr. 1917, Berkeley, Ala., Calif.

WALTER HAROLD SWANTON md. (2) 19 Aug. 1939, St. Helena, Calif.; HENRIETTE HILL b. 12 Feb. 1900, Oakland, Calif.; dau. of Henry and Agnes Ruedy.



Memorandum from the Director

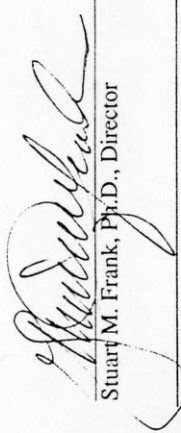
of the Kendall Whaling Museum

Date: 29 January 1994
To: Kurt Loesch
Subject: Captain John Davenport

American Whaling Masters Surnamed DAVENPORT

Sources: Starbuck 1878, *Whaling Masters*; 1938, Hegarty 1959, Jones 1986/892, Colby 1990; *Vital Records of Massachusetts towns*; Ship Register of New Bedford, Ship Documents of Rhode Island.

Years	Vessel	Rig	Tons	Home Port	Notes
DAVENPORT, CHARLES D. <i>born at New Bedford or Dartmouth, Mass., 3 April 1825; husband of Patience M. Davenport (born 1836).</i>					
1858-60	Liverpool	ship	306	Dartmouth, Mass.	Vessel evidently did not return to Massachusetts and was sold to New York, 1860.
DAVENPORT, JEREMIAH					
1846-47	Damon	bark	195	Newport, R.I.	Lost on a reef near Galapagos Islands, 28 June 1847.
DAVENPORT, JOHN P. <i>Resident of New Bedford; part-owner of the Alfred (1845; with W. Griffiths Morgan, William R. Rodman, William S.E. Pope, and Charles W. Morgan, 1852; W.G.E. Pope 2/8, C.W. Morgan 2/8, J.P. Davenport 1/8, New Bedford; Samuel W. Rodman 1/8, Alfred Rodman 2/8, Milton, Mass.; by November 1853; Davenport no longer held a share).</i>					
1841-44	Martha	ship	271	Newport, R.I.	LOGS: 1845-48 (New Bedford Whaling Museum);
1845-52	Alfred	schooner	180	New Bedford	1845-49 (Kendall Whaling Museum #12) <i>Contrary to Starbuck's note, vessel re-registered at New Bedford in 1853, at Boston 1855, at Fairhaven 1856.</i>


Stuart M. Frank, Ph.D., Director

The Kendall Whaling Museum & P.O. Box 297 & Sharon, MA 02067 USA & (617) 784-5642