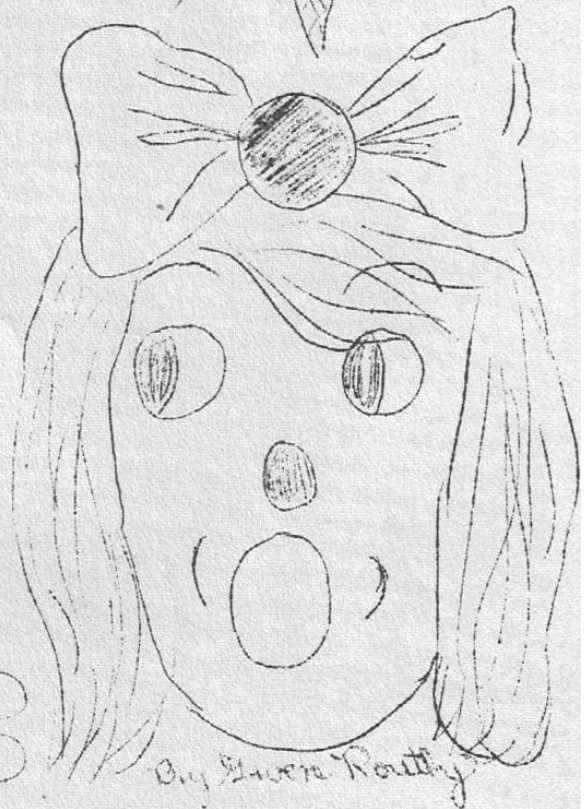
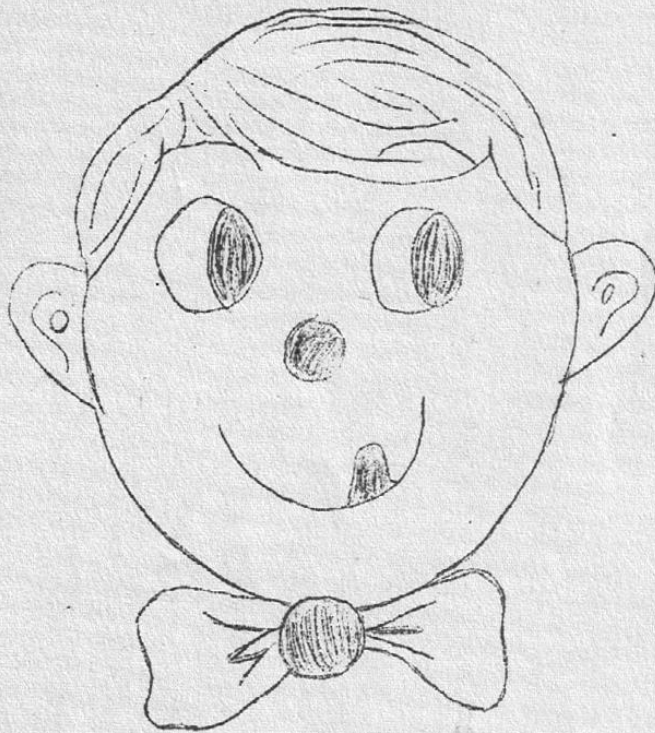


The School Spirit

June, 1965

Kelleys Island Local School

Vol. 3, No. 7



EDITORIAL STAFF

EDITOR.....Barbara Feyedelem
REPORTERS

Mark Betzenheimer....Room 1 News
Al Goudreau.....Room 2 News
Linda Routly....High School News
Richard Holmes....Cub Scout News
Alice Feyedelem..Girl Scout News
Bradley Pohorence....Island News
Barbara Knapp

.....Village Council News
SPECIAL ARTICLES.....(As assigned)
SUBSCRIPTIONS.....Elizabeth Kilko

Paper published by grades 5,6,7, 8
of the Kelleys Island Local School,
Kelleys Island, Ohio.

SCHOOL NEWS
Room 1 (Grades 1-4)

The school picnic will be on
Friday, June 4. The boys and girls
of room 1 will go to the pavilion.
They will play baseball and other
games, and end the school year with
a bang!

Room 1 students read some plays
but they were too short to put on
for anyone.

The one they liked most was
written by Monta Betzenheimer. The
name of the play was "Nine Busy
People."

Some of the others also wrote
plays. They are: "On T.V." by Lu
Ann Pohorence, "Batman and Robin
Catch the Crook," by Joel Feyedelem,
"The Burglar Alarm," by James Holmes,
and "Boys and Girls", by Pam Routly.

Grades 3 and 4 have finished
their Iowa tests, 100-word spell-
ing tests, and grades 1 to 4 have
finished taking their achievement
tests for reading.

Room 1 has organized "The Dis-
covers" club. This is going to
be a science project for this sum-
mer. The purpose of the club is to
collect things having to do with
science. It is to be a fun club.

The officers of the club are
Monta Betzenheimer, president; Joel
Feyedelem, vice-president; Lu Ann
Pohorence, secretary; Pam Routly,
"suggestioner."

The club will meet every Wed-
nesday afternoon at Monta Betzen-
heimer's home. The first meeting
will be on Thursday afternoon, June
3, at 2:00 p.m. at Monta's home.

Each week the members of the
club will bring their projects to
their meeting to show how far they
have gotten along.

They will write up their By-
laws at their organization meeting.
Miss Krawetski will be advisor
by mail.

Mark Betzenheimer - 5

Room 2 (Grades 5 - 8)

Our room went on a field trip
on April 9th. Mr. Boker showed us
some black rocks that the Indians
used as hammer stones.

We also saw some blue- racers
sunning themselves at the edge of
the quarry.

We have finished our Iowa tests
of basic skills, and our county
100-word spelling tests. Four stu-
dents in room 2 received a perfect
score. They are Alice Feyedelem
and Bradley Pohorence, both in grade
7, and Barbara Feyedelem and Eliza-
beth Kilko, both in grade 8.

Mr. Boker has shown us how a
volcano erupts. We used a volcano
made of paper mache, which Laurie
Riedy had made a few years ago for
a science project. Mr. Boker put
some ammonium dichromate crystals
into the volcano and touched a
match to them. This was done in
the back yard of the school. The
ashes rolled out over the sides of
the volcano just like lava does,
and the cone kept building up high-
er and higher.

Barbara Knapp received a let-
ter from her pen pal in Holland.
She sent Barbara a pair of tiny
wooden shoes for a keepsake.

Four eighth graders will re-
ceive their promotion to highschool
certificates at the graduation pro-
gram on June 5. They are Barbara
Feyedelem, Elizabeth Kilko, Gwen
Routly, and Al Goudreau.

High School News

The junior and seniors went on their class trip May 1st to May 8th.

Mr. Howard Brown and the boys went to many places including Niagara Falls, Washington, D. C., the Empire State Building, the Statue of Liberty, and the New York World's Fair.

Michael Feyedelem, junior, received his class ring.

The junior and seniors, and the teachers, had their annual banquet. This year they had it at Franketti's.

High School graduation will be at the Town Hall on Saturday, June 5, at 8:00 p.m. Dr. Warren Guthrie will be the speaker.

The graduates this year are: James Bugel, Ned Perruchon, Corrine Miller (Corrine Ehrbar), and Donald Miller.

Linda Routly - 5

GIRL SCOUT NEWS

On April 13 the Girl Scouts worked with empty plastic detergent containers. We cut off the tops and put 1-inch slits down the side. Then we made a design on one side and glued on some rick-rack. They will be used as napkin holders.

On April 20 we received Girl Scout equipment books for each of us.

During our April 27 meeting we made pies at Mrs. Kilko's home. The pies were taken home, and they tasted very good!

On May 4th the Girl Scouts had a cookout behind the McAfee's home (Bob Kleba's house). We each brought our own food. Mrs. Kilko then made some popcorn.

It started to rain so we went home. We still had a lot of fun!

On Friday, May 14, the Girl Scouts met at Long Point for a campout. Miss Krawetzki was our chaperone.

We each had the fun of cooking meals over the open campfire.

Later on Friday night we had a snack of popcorn. Some of it was burnt.

After it began to get dark we went to a ledge near the water and

watched the sunset. The colors around the sun were always changing.

The next morning we all woke up about 6:30. Before 9:00 a.m. we took a walk downtown.

Alice Feyedelem - 7

CUB SCOUT NEWS

On Wed. April 21 we talked about what we could make out of a bleach bottle. We also talked about selling something. We did not decide yet what we are going to sell.

On Wed. May 5th we started to make copper placques.

Johnny Kilko made the Liberty Bell, Richard Holmes made a ship, Mark Betzenheimer made a pirate face, and Jimmy Holmes made a dog.

The Cub Scouts are going along with the Girl Scouts to the home of the McAfee's for their last meeting on June 1st.

Richard Holmes - 5

NOTICE

This will be the last issue of the "School Spirit" for this year.

Due to the cost of publishing the three pages of pictures included herein, as well as the cost of the paper as a whole, we feel -- we hope -- that you readers will not object to this change of plan.

We hope you have enjoyed our school paper.

...The staff

Science Professor: "When water becomes ice what is the greatest change that takes place?"

Sophomore: "The price, Sir."

Bobby: "Mother, will you do my arithmetic for me?"

Mother: "No, Bob, it wouldn't be right."

Bobby: "Well, you could try."

ISLAND NEWS

On April 8 the Madonna Ladies Auxiliary held its regular monthly meeting at the home of Mrs. Leonard Knapp. Refreshments were served by Mrs. Knapp and Mrs. Wm. Perruchon.

On May 13 the Madonna Ladies Auxiliary held their regular meeting at Miss Mary Marchky's home. Refreshments were served by Miss Mary Marchky and Mrs. Peter Kekelik.

On Sunday, May 23, at 2:30 p.m., the Rosary-Altar Society of St. Michael's Catholic Church had enrollment of new members. Benediction of the Blessed Sacrament was celebrated, officiated by Rev. Gilbert Stopko.

The ladies adjourned to Vi Haig's restaurant for a meeting and refreshments; Mrs. Carl Crauch, president of the Sandusky Deanery was the guest speaker.

On April 8 the W.S.W.S. meeting was held. The leader was Mrs. Florence McKillips and the hostess was Mrs. Oscar McKillips.

The monthly W.S.W.S. meeting was held on May 13. The leader was Mrs. Francis Petzenheimer and the hostess was Mrs. Oscar McKillips.

Mr. and Mrs. Chas. Schnittker, Rev. and Mrs. Walton, Mr. Roy Fenwick, Elizabeth Kilko, and Kathy Kilko attended a reception at the Salem E.U.B. Church in Sandusky. They celebrated the 59th wedding anniversary of Rev. and Mrs. Talbert. The group stayed there from 2:30 to 5:00 on April 25th.

On April 21 the monthly P.T.A. meeting was held at the school. Mr. Boker showed slides made from black-and-white prints showing some scenes of early Island history. He also showed some color slides of the glacial and early geologic history of Kelleys Island, as well as some color slides of the students.

Refreshments were served by Mrs. William Perruchon and Miss Jean Krawetzki.

At the May meeting of the P.T.A. election of officers took place. The following ladies were elect-

ed: Mrs. Petro Ilko, president; Mrs. Florence McKillips, vice-president; Mrs. Raymond Holmes, secretary; Mrs. Franklin Pohorence, treasurer.

The junior and seniors talked about their class trip to New York and the World's Fair as well as the other places they visited.

Refreshments were served by Mrs. Donald Routly and Mrs. James Seeholzer.

On April 13 the Volunteer Fire Department had their regular meeting. They discussed matters on fixing the truck which was wrecked while going to the fire at Mr. Brian's home on March 29. The firemen discussed having an alarm system so that everyone on the Island can hear it.

Concerning quarry news, the Kelstone Company has added a large 26-28 ton bulldozer to the equipment used on the Island. Three more Islanders have been added to the list of employees working in the quarry. They are Jim Kekelik, Bob Erne, and Jim McAfee.

On April 15 the first boat was loaded at the West Bay Dock and another on April 24th. Other boats have been loaded, of course, since then.

Drilling and blasting has been going on almost daily.

Mr. Henry Beatty and Mr. Carl Seeholzer have been employed by the state to work at the camp site on the north end of the Island. The men are getting the area set up for the summer.

Pvt. William Perruchon, Jr. was home on leave on May 8, as well as during the Memorial Day weekend. He is stationed at Fort Knox, Kentucky.

Mr. and Mrs. James McAfee are the proud parents of a baby boy born May 6. The baby's name is Craig and weighed 1 lb. 14 oz at birth. He will be brought home from the hospital after he has reached a weight of 5 lbs.

(con't. next page)

Mrs. Vi Haig, Mrs. "Liz" Martin, Mr. Peter Kekolik, and Mr. Carl Seeholzer have planted beautiful geraniums in the village park. We are sure that all the Islanders, as well as visitors, will enjoy the beauty of the park.

Mr. John Hughes, up to the time of his death recently, was the oldest living person on Kelleys Island.

Mr. Hughes was born on August 15, 1873. He was born on Kelleys Island and lived here all his life. During his lifetime, Mr. Hughes's had served as a village councilman, a customs house officer, and also worked for the Kelley Island Line and Transport Company.

Mr. Hughes is survived by a daughter, Mrs. Oscar McKillips, and a son, Mr. Clayton Hughes.

James McGlinchey was flying a Comanche airplane for Griffing Flying Service on Sunday afternoon of May 16.

When trying to land, Mr. McGlinchey discovered that his landing gear would not come down. He flew around for a while to burn up as much as as possible and also to keep trying to lower the landing gear. It was finally necessary to land without the use of the landing gear. The plane received only minor damage and the pilot was not injured.

Mr. McGlinchey is the son-in-law of Mr. and Mrs. August Mahr of the Island.

Bradley Pohorence-7

VILLAGE COUNCIL NEWS

Mr. Burt Miller was granted permission to erect a miniature golf course on Division Street in the down-town area.

The village has made plans to repair the roof, eaves, and windows on the doctor's house.

Sec. 38.12 of the Village Code has been amended to provide for storage capacity of explosives for quarrying purposes.

A 6 x 7 inch card for advertising is available for a small fee to be placed in the cabinet at the airport waiting room.

Barbara Knapp - 7

A READER RESPONDS . . .

"After reading the school newspaper and finding out your idea of starting a Historical Society on Kelleys Island I'm very much impressed. Since the island is named after my family I would like to see a historical society and a museum on the island. To me things belong on the island, not in the Western Reserve Historical Society in Cleveland.

If there is anything I can do I'd be more than willing."

Nancy Kelley
Shaker Heights, O.

"A spot of local history is like an inn upon a highway: it is a stage upon a far journey: it is a place the national history has passed through. There mankind has stopped and lodged by the way. Local history is thus less than national history only as the part is less than the whole. Local history is subordinate to national only in the sense in which each leaf of a book is subordinate to the volume itself."

.....Woodrow Wilson

Note: We wish to make a correction to page 3, column 1, paragraph 3, last line. The name "Gilbert Stopko" should read "(Rev.) Joseph Ehrbar."

* * * * *

Some people, when they hear an echo, think they originated the sound.

Every person born in the U.S.A. is endowed with life, liberty and a substantial share of the national debt.

Men still die with their boots on -- on the accelerator.

We feel free when we escape-- even if it be but from the frying pan into the fire.

* * * * *

To the class of '65:

"On the plains of hesitation
bleach the bones of countless mil-
lions, who -- at the DAWN of vic-
tory -- sat down to rest, and, rest-
ing, died."

To those of you whose minds go back
a number of years -- especially at
graduation time -- we dedicate the
following poem:

"The Dear Old Days"

Gimme back the dear old days --
All the boys in line --
"Boy stood on the burnin' deck
An' "Bingen on the Rhine!"
" 'Twas midnight, in his guarded
tent" --
We spoke it high and low,
While Mary trotted out that lamb
"Whose fleece was white as snow!"

Gimme back the dear old days
That Mem'ry loves to keep,
With "Pilot, 'tis a fearful night
-- there's danger on the deep!"
The old-time, awkward gestures--
The jerk, meant for a bow: --
We said that "Curfew should not
ring,"
But, Lord! It's ringing now!

Gimme back the dear old days --
The pathway through the dells
To the schoolhouse in the blos-
soms;
The sound of far-off bells
Tinklin' 'cross the meadows;
The song of bird and brook;
The old-time dictionary,
An' the blue-black spellin' book!

Gone, like a dream, forever! --
A city's hid the place
Where stood the old log school-
house
An' no familiar face
Is smilin' there in welcome
Beneath a morning sky: --
There's a bridge, acrost the
river;
An' we've crossed an' said "Good-bye!"

....F. L. Stanton
("Atlanta Constitution)

A BRIEF HISTORY OF THE QUARRYING
INDUSTRY ON KELLEYS ISLAND
- Part II -

In the last issue of our pa-
per we gave a brief account of the
quarrying industry on Kelleys Is-
land. We now conclude that history
by means of pictures and maps in the
succeeding pages.

We have numbered each of the
nine pictures that appear on the
following pages, and, below, we are
giving as accurate a description of
each picture as is possible. And,
under the circumstances, we can be
sure to expect some disagreement
somewhere!

Incidentally, in our last is-
sue of the paper we incorrectly used
the term "barge." More accurately,
the word should be changed to the
words "steam barges," according to
Capt F. E. Hamilton.

No. 1: Here is a view showing
a large area of the north side quar-
ry, looking east-northeast.

At top right is the boarding
house on top the glacial groove
hill.

Top center shows the lime com-
pany's store, used years later by
commercial fishermen as a twine
house.

The store was built in 1899 or
1900, according to Elko ("Whitey")
Sennish.

Top left is the north side
stone crusher. The bulk of the iron
structure was scrapped in the early
40's.

Notice the deep groove in the
lower left of the picture. This
groove was quarried out -- sometime
after 1914.

Picture No. 9 shows another view
of the same groove.

We discussed this groove in our
last issue.

No. 2: Horses and wagons are
pictured hauling limestone loaded
by hand in Calkins & Company quar-
ry at the north side of the Island.
The date this picture was taken is
not known except that it was prior
to 1874, the year that the Kelley

Island Lime Company was incorporated.

Part of the north bay can be seen in the background. Our present glacial grooves would be somewhere near the top right in the picture.

No. 3: This is the south side stone dock, the remains of which are located just east of Neuman's dock.

The picture was taken before 1900 and shows the schooner "Glad Tidings" (of Detroit) at the side of the dock in the foreground. The lighthouse tender "Haze" is located at the opposite side of the dock in the background.

The dock which you see in this picture was later rebuilt, and the wooden structures replaced by concrete.

No. 4: Here is a view of part of the north side quarry showing some of the structures and equipment in use during the by-gone days.

The large building at top center is still standing, as you know.

It was built by the limestone company and used as combination store, warehouse, and included the offices for the stone company.

William ("Hod") Duignan was the first storekeeper in this building.

An even earlier store was in existence on the dock area itself.

The long building directly to the left of the store in the picture was the horse barn.

Buildings to the right of the store in the picture included the cooper's shop and drying kiln, the latter of which was used for drying barrel staves and barrel heads.

No. 5: "Pier stone" is being loaded into "skips" in the north quarry, just below, and northeast of the present glacial grooves.

"Pier stone" was stone, according to Mr. Hugo Seeholzer, stone large enough for a man to handle.

One of the uses of "pier stone" was in the construction of piers.

The "McMyler" seen at the top center in the picture, and setting

on tracks, was used to lift "skips" from the quarry bottom to the top. The "McMyler" then placed the skips onto cars pulled by locomotives, to the loading docks.

There were four of these McMylers on Kelleys Island, two in the south quarry and two in the north quarry.

When the south side quarry hole filled with water, the two McMylers used there were sent to the north quarry.

One McMyler was later situated on the north breakwater dock. Its use there included unloading coal.

Mr. Seeholzer also tells us that the much larger "rip-rap" stone used in the construction of breakwalls, etc, was also hoisted from the quarry bottom by means of the McMyler.

As the deep part of the north quarry gradually became enlarged, a passage-way was opened, leading from the quarry bottom to the dock area.

The McMylers were then placed in the quarry bottom and locomotives pulled the loaded cars directly to the docks from the quarry bottom by way of the new passageway beneath the present north side wooden bridge.

Two "stiff-leg" derricks were located on the breakwater dock (refer to map). These two derricks were used to load the stone onto scows pulled by tugs, and also onto other types of vessels, including steam barges. However, some steam barges carried their own derricks.

The inner dock -- parallel to the breakwater -- was equipped to load vessels from either side of the dock.

No. 6: "The Albert Y. Gowen" is pictured taking on a cargo of limestone at the north side dock. This ship, however, was used primarily for the transportation of lime, as well as transporting food and other merchandise for sale at the company's north side store.

Incidentally, the dock shown in this picture was burned down in 1913, approximately.

No. 7: This view of the west side boarding house, or "incubator," as the old-timers called it, was taken from atop the West Bay Dock.

The building had 8 two-level apartments used by quarry workers and their wives.

Mr. Hugo Seeholzer estimates that the building was constructed about 62 years ago, or about 1903.

The foundation of the structure is still there -- perhaps several hundred feet south of the present quarry tunnel now being used by Kelstone Co. in its quarrying operations.

The south side stone crusher can be seen in the background near top right in the picture.

George Bookermen's house is just visible over the roof of the boarding house.

No. 8: Huge block stone is being quarried out at the south side of the Island for use in the construction of the Poe Lock (one of four locks in the "Soo" Canal.

This picture was taken about 1893, before the south side crusher was built. The crusher, which was built later, was located to the left in the picture.

The house now occupied by Mr. Adam Bianchi and family, can be located in the picture -- just right of center in the V-shaped structure at the right-hand side in the picture.

The view is towards the east-northeast.

The block stone seen in this picture was not "blasted" out but "channeled" out by channeling machines.

Block stone was shipped from the three docks shown on Map No. 2 at various times during local history.

No. 9: In the last issue of our paper we mentioned the "great groove" which was quarried out, unfortunately, at the north side of the Island.

This picture was taken in 1913 or 1914.

To repeat, the length of this gigantic groove was about 2000 ft., maximum width across the top: 30 ft. and maximum depth: about 15 ft.

Key to Map No. 1, Page 11

- a. Company houses (three)
- b. North crusher
- c. Company houses (At least 10 in this area)
- d. Horse barns (Teams of horses were used for transporting limestone from quarry to docks during pre-locomotive days.)
- e. Store, with warehouse on upper level and company offices included on ground level
- f. Scale house for weighing stone
- g. Feed house (Lime company raised much of its own grain and hay, some of which was sold to Islanders.)
- h. Combination blacksmith shop and carpenter shop
- k. Water tower
- m. Cooper shop where barrels were made for shipping lime
- n. Drying kiln for "curing" barrel staves and heads
- p. Lime kilns (16 in all, closed in 1909)
- r. Machine shop
- s. "Breakwater" dock
- t. Overhead loading dock
- w. Warehouse area (Capacity: 6000 barrels of lime)
- x. Ice house
- y. Present glacial grooves
- z. Boarding house on top of the glacial groove hill (Built in 1872 and razed about 1926)

Note: We did not include some of the present dwellings situated in the company houses area (c) in order to keep our map from becoming too congested. Only one of the original company houses at (c) is still in existence today. Another company house stood beneath the willows on the spot that is now occupied by the refreshment stand at the Sand Beach.

All former quarry buildings and structures were not necessarily in existence or in use at any one time.

We are grateful to Capt. F. E. Hamilton for the use of his quarry negatives and for the information he furnished to make this article possible.

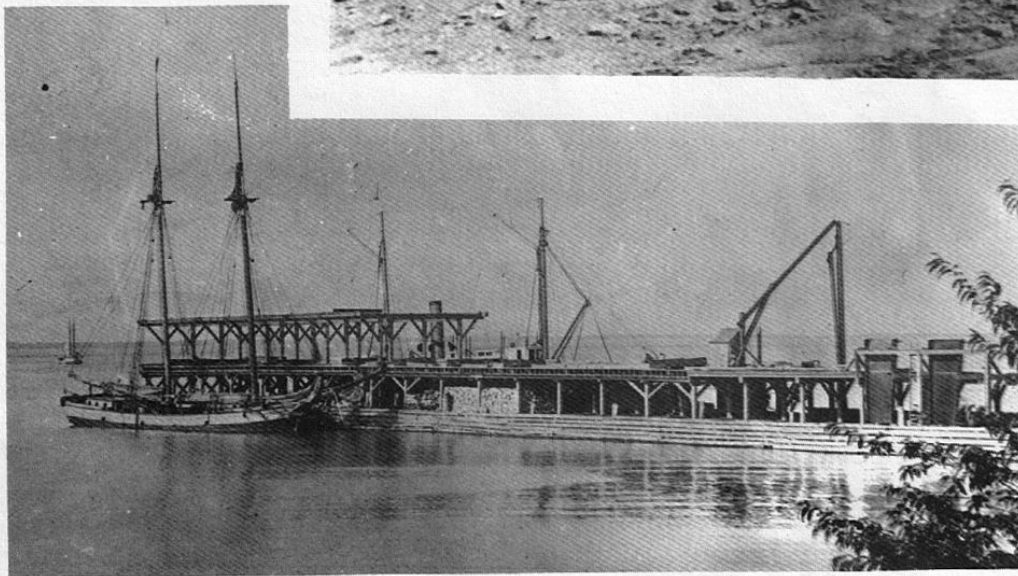
We are also grateful for information furnished by Hugo Seeholzer, (7) "Whitey" Sennish, and Andrew Tompko.



1.

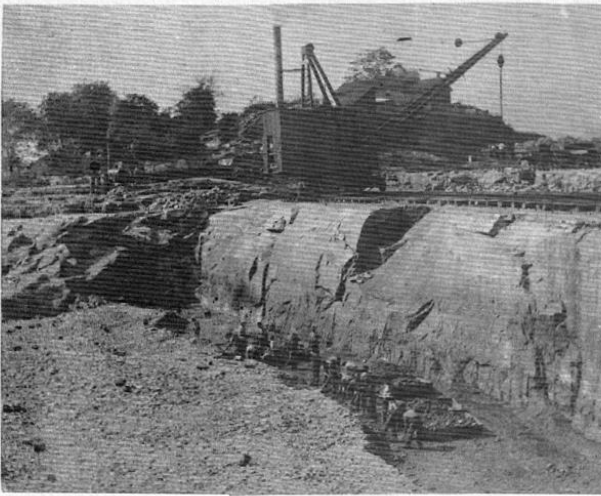


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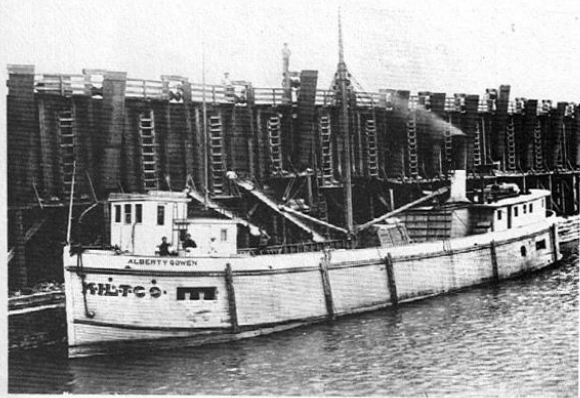


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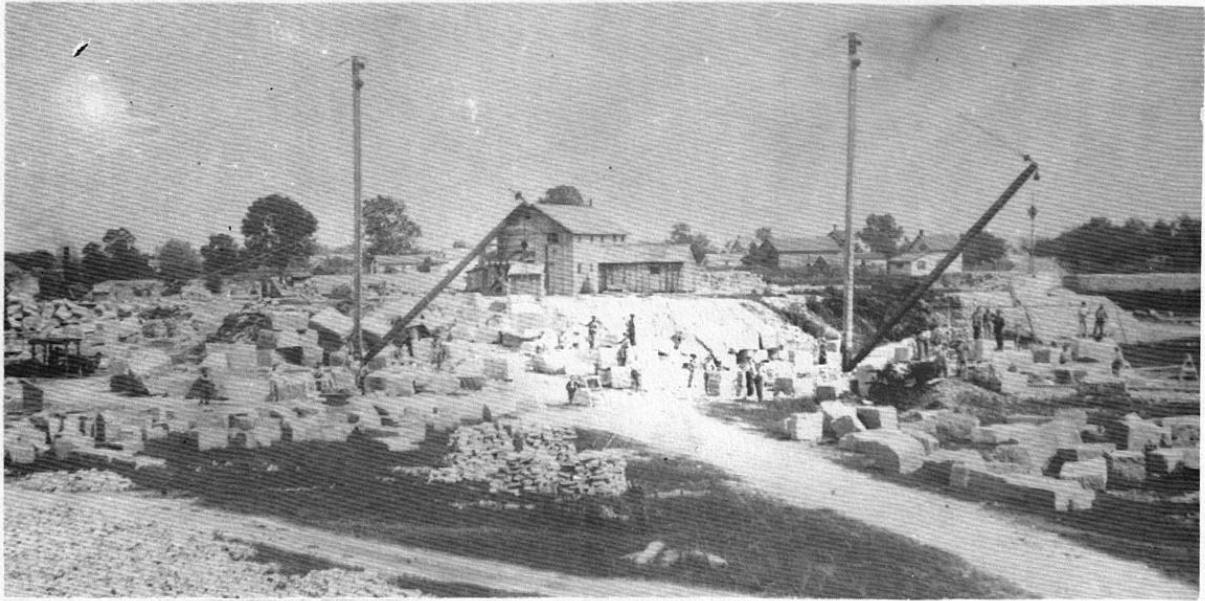
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6.

7.





8.



9

Map No. 1

KELLEY'S ISLAND

Map of

The North Quarry

During its history of operations

LAKE ERIE

Site of old Stone Dock
built by J. Clemons before
1833. First stone
and cedar shipped
in 1833 & 1834 by
Kelley Bros.

North Bay

SAND BEACH

DIVISION ST.

Screening Dump

Upper Level Quarry

Lower Level Quarry

To "Powder House"

The "Great Grooves"

EXPLANATION

Numbers on map correspond to numbers on pictures; arrows point in directions pictures were taken.

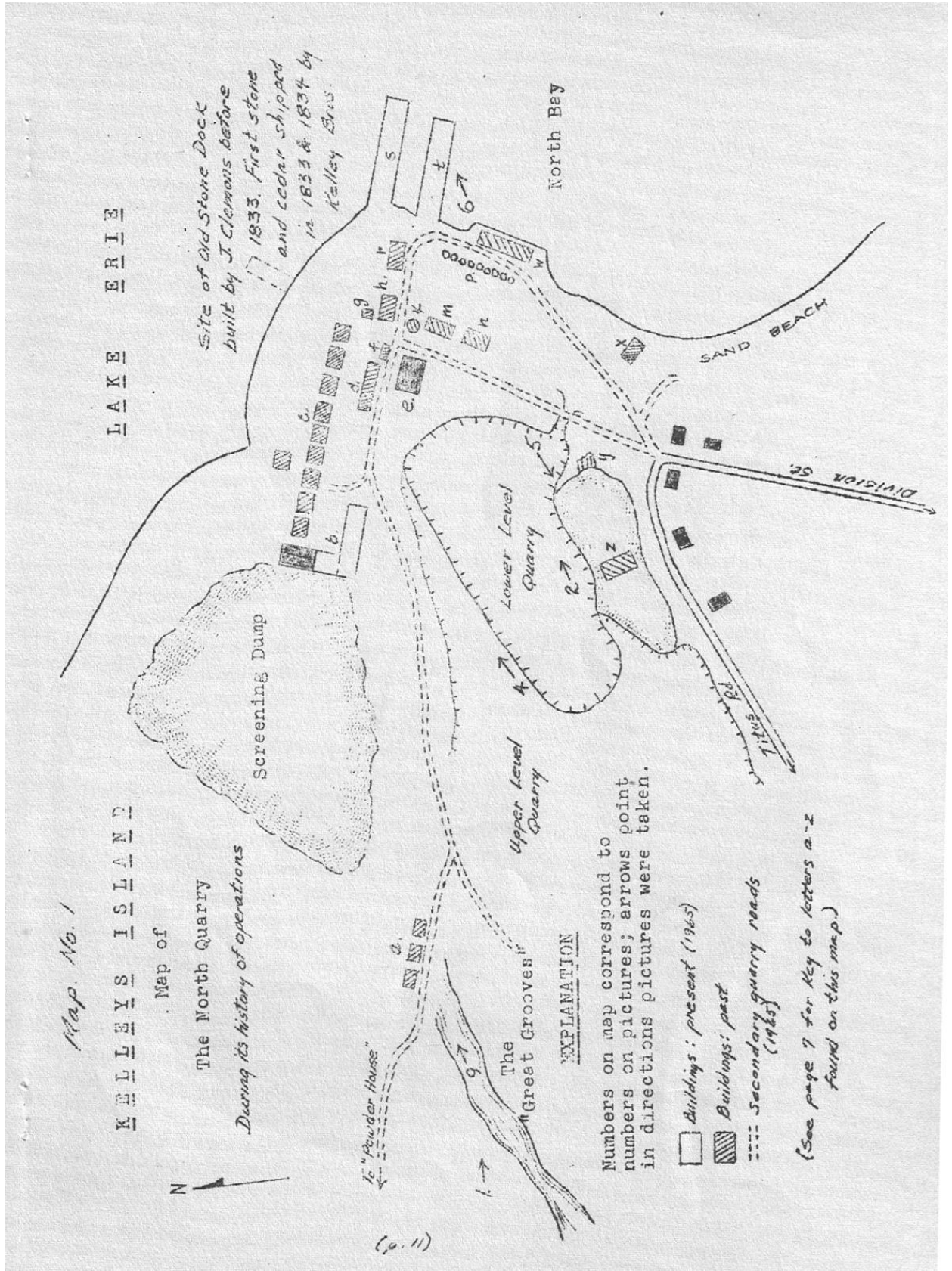
□ Buildings: present (1965)

▨ Buildings: past

--- Secondary quarry roads (1965)

(See page 7 for key to letters a-z found on this map.)

(p. 11)



Map No. 2

KELLEYS ISLAND

Showing one of the earliest quarries at the south side of Kelleys Island: The Norman Kelley and Co. Quarries, including the earlier small quarries begun by Webb and Huntington (consolidated by Kelley).

Docks and roads are shown as they appeared during the late 1870 to early 1900 era.

Only two presently existing houses are indicated on the map in order to make orientation easier. The others have been omitted, keeping the map as simple as possible.

The south stone crusher, which is shown on the map, was, of course, not in existence at the time the Norman Kelley & Co. quarries were in operation.

Time and the elements have, in 1965, left little to be seen of the old Railroad Dock, but its history

lingers on.

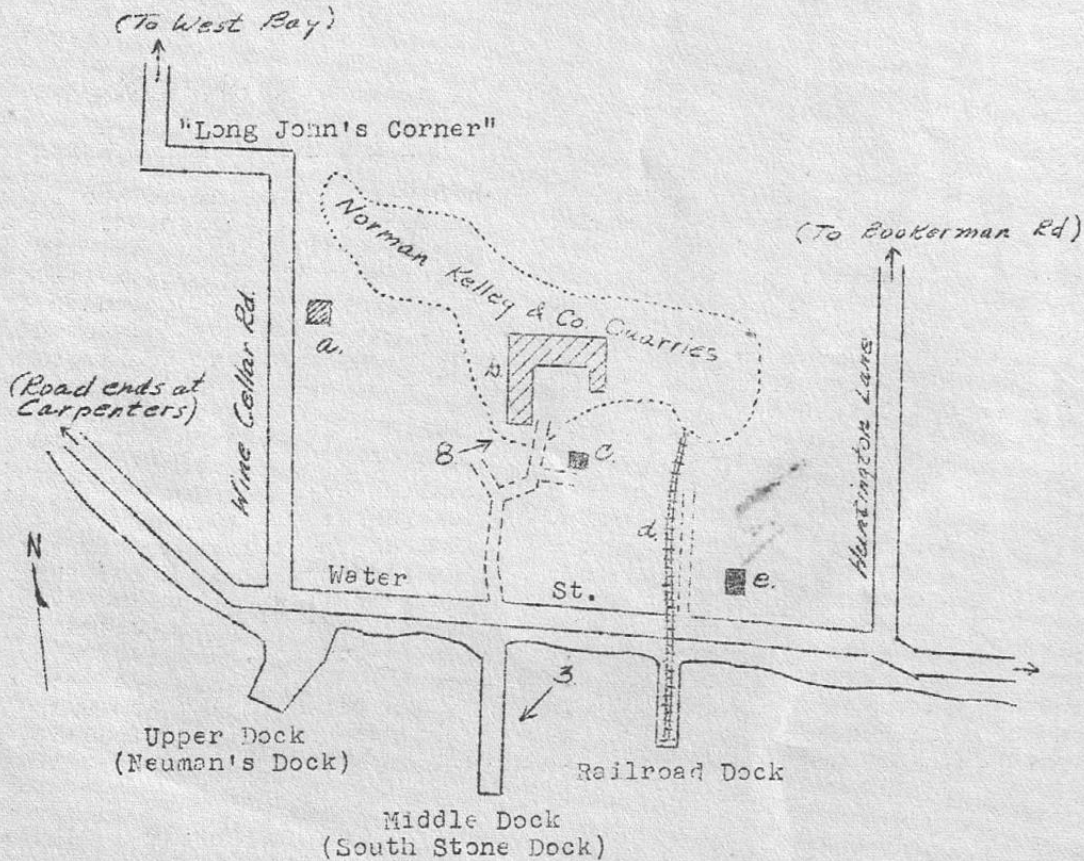
It was to this dock that the Island's first railroad track was laid by George C. Huntington from his little quarry to the Railroad Dock which he built in 1854.

The numbers 3 and 8 refer to the numbers on corresponding pictures found in this issue.

Since there were a number of small quarries in operation during the 1850's to 1870's at the south side of Kelleys Island, and so many change-overs in ownerships, and consolidations, we suggest that the history of the Island quarrying industry -- appearing in our last issue, No. 6, be re-read again.

Explanation

- a. Old lime kiln
- b. South side crusher
- c. Present home of Mr. Adam Bianchi
- d. Island's first railroad track
- e. Present home of Capt. F. Hamilton



(p. 12)