

# Isle of Kent - 1631

To Discover, Identify, Restore and Preserve the Heritage of Kent Island

NEWSLETTER OF THE KENT ISLAND HERITAGE SOCIETY, INC.

SPRING 2017

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Nancy M. Cook 99-08

## President's Message



Hope your holidays went well and that you're settled into the routine of the new year. During our past year, we completed an active period of historic site improvements and we are looking forward to a strong year in 2017. In December we installed our new team of officers: Hal Wilson has assumed the duties of Vice President and Nancy Cook has shifted to serve as

Recording Secretary. In addition, new Board member, Martha Lostrom, is taking over as Publicity Chair and serves as Newsletter Editor. Together they will help to round out a strong leadership team for 2017.

As recapped in our last newsletter, in 2016 we completed major improvement projects at the Cray House and the Kirwan House and added several new features at Kirwan. This year we expect to continue preservation work inside the Kirwan House and on the fence and grounds at the Cray House. We also expect to initiate plans for a working Blacksmith Shop on the Kirwan Farm. And we are exploring the offer of a 100-year-old Model T from one of our members. More to come in the future.

In addition to Martha Lostrom's efforts as Publicity Chair and as our Newsletter Editor, we are working to strengthen our outreach capability by rebuilding the Heritage Society website. Our new contractor, Joslex, of Stevensville, is working with the helpful guidance of our Board member Bob Lowe. We hope to have the new website up and running this spring to help with Kent Island Day planning. Meanwhile, our Secretary, the multi-talented Ms. Nancy Cook, is spearheading Kent Island Day planning and coordination. After last year's unfortunate "rain out," we anticipate the best Kent Island Day ever on May 20, 2017! If you would like to volunteer or be part of Kent Island Day, check our website or contact Ms. Nancy or myself directly.

Besides Kent Island Day, each quarter we host a special heritage related event. On March 22, we will sponsor a special visit to the new Kennard High School African American Heritage Center in Centreville. The site is

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## KIHS Committees

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### Publicity

Martha Lostrom

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Sally Lewis, Curator

### Post Office

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### Smoke House Building and Grounds

### Train Station

Rudy Lukakovic, Curator

### Bank

Marilyn Wilson, Docent

Lynnda Kratovil, Docent

### Docents

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Josh Bouchal

Anne Marie Bouchal

Butch Collier

Linda Collier

Cassy Dafin

Carole Frederick

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Joanne Gerg

Jay Gibson

Toni Gibson

Taylor Harmon

Chris Kilian

Lynnda Kratovil

Sally Lewis

Rawle Mannix

Barbara Marmion

Fran Peters

Hanna Wall

Marilyn Wilson

### PROGRAMS

#### Kent Island Day

Nancy Cook, Chair

Jack Broderick

Carole Frederick

Toni Gibson

Jamie Sasse

#### Picnic

Carole Frederick, Chair

Toni and Jay Gibson

Linda and Butch Collier

#### June General Meeting

Jack Broderick

#### Annual Election Brunch

Toni Gibson

*Continued from page 1*

the newly renovated building of the old school that provided the only high school level public education for our county's black youth prior to desegregation. Our visit will include a tour of the fascinating museum and a discussion of the rich African American heritage in Queen Anne's County. Check out the details in this newsletter. We hope you'll plan to join us.

In June, we are planning an evening boat cruise aboard the *River Packet*. The cruise has become a popular early summer event for our members and we are looking forward to it again this year. In September, our Fall Heritage Picnic at the Kirwan place will feature a special tribute to our own Senator James Kirwan, as we celebrate the 100th anniversary of the senator's successful public campaign to save Kent Island from becoming a bombing range—decided September 17, 1917. The site was moved up the Bay, and became Aberdeen Proving Ground. Can you imagine? Here? Thank you Senator Kirwan! We also plan to have a special proclamation, at Kent Island Day, for the senator who became known as "The Grand Old Man of Kent Island."

In December, we will cap off our year with our annual holiday event and elections.

Of course, we look forward to our historic sites being opened on the first Saturdays from April through November and by special request. We extend our sincere thanks to each of our dedicated docents who bring our sites alive with their colorful and passionate stories of our Island and the unique heritage of each of our sites.

And "thank you" to each of our members for your generosity and support as we look forward to a successful and stimulating year in 2017.

*Jack Broderick*

## Calendar 2017

**JANUARY 18**

BOARD MEETING

**FEBRUARY 22**

BOARD MEETING

**MARCH 22**

*Special Event*

Kennard Museum Trip

**APRIL 19**

BOARD MEETING

**MAY 17**

BOARD MEETING

**MAY 20**

KENT ISLAND DAY

**JUNE 21**

General Meeting - TBA

**JULY 19**

BOARD MEETING

**AUGUST 16**

BOARD MEETING

IF NEEDED

**SEPTEMBER 17**

ANNUAL PICNIC

@ KIRWAN HOUSE

1:00 PM – 5:00 PM

**September 20**

BOARD MEETING

**OCTOBER 18**

BOARD MEETING

**NOVEMBER 15**

BOARD MEETING

**DECEMBER 11**

ANNUAL MEETING/Brunch

ELECTION OF OFFICERS

FISHERMAN'S INN 12:30 - 4:00 PM

# Kent Island Canneries by Linda Collier

At one time, between 1870 and 1960, almost a 1,000 canneries were in operation in nine counties in Delaware and Maryland's Eastern Shore. The mid-Atlantic's first cannery opened in Baltimore in 1830, packaging oysters. It took several more decades for the first one to open on the Eastern Shore. Seven of those canneries were on Kent Island.

Apparently this contributor to the March 1900 *Queenstown News* thought we needed to get on the band wagon when they wrote the following for publication:

"What is the matter with the business men and farmers that they cannot induce some person to start a cannery on the island? We have land adapted to the growth of corn, tomatoes, peas, etc. and enough idle people in summer to run several canneries; besides we could furnish oysters and crabs for canning. Let us all talk the matter up."

Well it sure took a while, but, it must have worked, as by 1908, at least one was up and running. Some canneries lasted a year or two while others in the area, like Friel's in Queenstown, lasted for generations.

## ON KENT ISLAND

Bright and Snyder,  
Stevensville -1915

Brown, Harrison, Chester  
1908-

Gosweiler, S.O.  
Stevensville 1919-1919

Hartlove Pkg Co. Chester 1921-1923

J. S. Jones Chester 1908-

Mallek Pkg. Co. Stevensville 1919-1919

Mantik Pkg. Co. Chester 1919-1919

1919 doesn't appear to be a great year for the cannery business on the Isle of Kent.

Another excerpt from the *Queenstown News* dated December 29, 1906, read as follows.

"A Wednesday night fire destroyed the cannery of Bright and Snyder at Stevensville, in which was stored a large portion of the past season's pack. The building was not insured, but, the canned

*Continued on page 4*

*At right,  
Old Point  
Cannery.*

*Below,  
cannery  
women  
workers*





# Canneries ...

goods were insured for \$15,000. The origin of the fire was unknown."

## Old Point Prison Camp in the late 1950s

In 1919, as a teenager, my mother went to work at Old Point Cannery. It was run by Mr. Mantik, who according to her was a fine Polish gentleman from Baltimore who came with his family and lived in a large house on the right side of the pier that is still there today. His son and daughter went to Stevensville High School.

As with most canneries, a lot of the employees were women and young girls. My mother said Mr. Mantik picked them up for work in his truck. There were also some employees from Baltimore who lived in small houses around the cannery. Large boats would dock at the pier, piled high with baskets of tomatoes. Farmers would also bring wagon loads there.

The tomatoes were scalded and emptied onto tables where they were skinned. When a bucket was filled it was taken away and brought back empty. The pay was a nickel a bucket. Mom's career as a tomato skinner was short lived as the acidity of the tomatoes took the skin from her hands. There were no rubber gloves back then and no electricity.

During WWII, the cannery building was used as a prison for German soldiers detained in America. Later, the State of Maryland used it for state prisoners until they built the facility in Churchill. It was still a prison camp when I was in high school. Some of my



friend's fathers worked there. They would give the guards gum wrappers for the prisoners to make into bracelets, belts and purses. I think they would give the prisoners a dollar or two for the finished goods. The buildings are gone now and there is a development called Cox Creek Acres in the area.



While preparing to open the Kirwan General Store Museum we did a lot of research on the canning industry in the area. What really got my attention was some of the beautiful labels. It was the golden age of lithography and the can and fruit crate labels were no

exception. By today's standard some might be considered politically incorrect, but, beautiful none the less and actually fabulous works of art. I learned that there are a whole lot of people out there who collect them. The Squaw brand from the Centerville (note the spelling) Canning Company is one of my absolute favorites.

*Save the Date!*



## Saturday, May 20th Kent Island Day

**JOIN US IN DOWNTOWN STEVENSVILLE FOR A PARADE, OPEN HOUSES OF ALL THE HISTORIC SITES, FOOD AND GAMES, CONTESTS, VENDORS OF ALL KINDS - AND GOOD OLD-FASHIONED FUN**



# *Cray House Spiffing*

**by Frank Frohn**

The first phase of the Cray House refurbishing project has been completed and she is once again looking mighty pretty with her new coat of paint.

The unique construction of the Cray House is probably the result of being built by a ship's carpenter, John Denny, about 1809. It stands on a tract called "Stevens Adventure," which was granted to Francis Stevens in 1694, and which is now part of the Historic Stevensville District.

The fact that it was built by a ship's carpenter is undoubtedly the reason it is one of the oldest houses still standing on Kent Island.

Refurbishing this property was a little more complicated than I anticipated as project manager for the Kent Island Heritage Society. The house is on the National Register of Historic Places and requires the approval of the Maryland Historic Trust before any work can begin. A detailed application had to be submitted, outlining the work to be done, for their review approval. Then there was the task of finding a contractor willing to step up to this type of project. The first question usually asked was, "Is there any

lead paint?" Not really knowing for sure, but knowing the age, I answered, "probably." Also, in addition to the peeling paint, mold was present in the shady areas under the overhang. As if that were not enough, there was cracked and rotted siding that needed to be replaced. A couple of contractors bowed out with the mention of lead paint; others, I simply never heard from again—not to mention the limited amount of money budgeted for the project.

Having exhausted my list of contractors, I asked Brad Lundberg, of Lundberg Builders, a fellow Kent Island Rotarian, if he could recommend someone that was comfortable with historic restoration projects. Without hesitation he offered to take a look at it.

In addition to the Cray House, the Heritage Society owns the Train Station and Caboose, the Old Stevensville Post Office and the Kirwan House. Almost all of our budget goes into the maintenance of these properties. Last year the Kirwan House had to be painted, the front porch decking was replaced and a storage shed was replaced. This year, with a very generous donation from the Kent Island Garden Club, we are repairing some plaster moldings, walls and wallpaper that were damaged by water penetration caused by Hurricane Sandy. Hopefully, this year we shall begin refurbishing some of the upstairs

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# Cray House



rooms to add to the Kirwan House tour. On the exterior, we plan to paint and rehang the shutters.

Chris Holmes took a look at what we were up against. Chris is the production manager for Lundberg Builders and has a lot of experience in historic restoration and construction. We looked at the Cray House and also the Kirwan House shutters and plaster work. Within days, Chris had multiple quotes from contractors. Chesapeake Property Finishes, a local company from Grasonville, was selected to paint the Cray House and Lundberg Builders would do the carpentry work to replace any deteriorated siding.

We received conditional approval from the Maryland Historical Trust with the understanding that we could not use a pressure washer to remove the mold and we could not replace the deteriorated wood—it had to be repaired. An onsite meeting was called with the Historical Trust and a determination made that about 20 boards would have to be replaced using cypress as it was commonly available during colonial times. All the work would now be done by hand, and Rodney Calisto of Chesapeake Property Finishes offered to do the additional work at the original bid. Sherwin Williams in Kent Towne Plaza kicked in with a good price on the paint.

Getting through the planning was the hard part; once the work began, the weather cooperated and the work was completed without a hitch.

Special thanks go to Brad Lundberg. Not only did he step in and make this project a huge success, he donated all his project management time and did the job for us at cost.

With the first phase of the Cray House completed, we can now begin work on the rest of the property. The fence needs repairing and painting, the smokehouse needs refurbishing and the outhouse may need to be replaced. And still there is much to be done at the Kirwan House. Keeping the properties as they looked in their day, without use of modern vinyl siding and today's building materials is a formidable task, but historic properties is what we do.

We look forward to getting everything ready for next year's season, which begins the first Saturday in April and runs each first Saturday through Octo-

ber. On these Saturdays, the Cray House, Train Station, Post Office and the Old Christ Church are open in Stevensville and the Kirwan Farm and Store are open in Dominion. Docents are present at all the sites for tours and to answer any questions visitors have.

To help with maintenance, send checks to PO Box 321, Stevensville, MD 21666 or use a credit card or PayPal, <http://kentislandheritagesociety.org/membership.html> and click on "add to cart" button at bottom of page.



Chesapeake Property Finishes' workers scraping old paint and mold from the Cray House at top; below right, worker prepares surface for painting; at right, removing deteriorated siding for replacement; below, Lundberg Builder's carpenter Bill Rochow priming siding.





*Photos by Jean Leathery*

## & Hanna Wall Docent at the Cray House

I was born in Germany and came to the United States with my parents in 1953 at age five. I grew up in the Linthicum area of Anne Arundel County. My husband Art Wall and I were married in 1967. We have two sons Kurt and Keith.

We lived in Charlotte Hall, Maryland from 1972—1977, and a neighbor, Pat Anderson became a very dear friend. At the county line was a sign “Welcome to St. Mary’s County ... Maryland’s First English Settlement 1634.”.

We then moved to Howard County in 1977. In 1984, I graduated from UMBC with a degree in History. During the 18 years we lived there, I began doing genealogical research after watching the miniseries “Roots.” My husband’s mother was a Hedding and her mother was a Ridgely. I traced the Ridgely family back to Robert and Martha Ridgely of St. Inigoe in 1666. Martha’s second husband was Anthony Underwood and her third husband was Charles Carroll the Settler. In the Spring 1994 issue of the *Maryland Genealogical Society Newsletter* my article “The Ancestors of Helen Doris Hedding” was published.

An interesting coincidence, while researching Robert Ridgely’s will of December 24, 1681, he requested that mourning rings be giving to six of his “deare and loving friends.” One of the friends was Kenelm Cheseldine, who was an ancestor of my friend Pat Anderson. It’s a small world.

Between 1977 and 1995, I volunteered at a Fells Point Archeology site, the Benjamin Banneker Park dig in Oella, the Carroll Mansion and the 1840 House on Lombard Street in Baltimore. I also was a substitute teacher at Mount Hebron High School.

Art and I both fly small planes. We flew to field strip near the Kentmoor Restaurant and saw a house for sale. That excursion started us looking for a retirement home on Kent Island and we moved here in late 1995. We went to Kent Island Day in May 1996 and had a wonderful time. Myrtle Bruscup, a member of our church and her sister-in law Audrey Hawkins, invited me to join The Kent Island Heritage Society and I have enjoyed being a docent these many years.

In 2000, I became a tour guide for Three Century /Watermark Tours of Annapolis Tours. After retiring from Watermark in 2013 so we could do more traveling, I decided to spend more time here on the Island with the Cray House and the Heritage Society.

In recent years I have visited Pat, and St. Mary’s County no longer has their welcome sign. Now I smile every time I see the sign “Welcome to Kent Island—the First English Settlement in Maryland 1631.” William Claiborne and Kent Island now have their rightful place in history because of The Kent Island Heritage Society’s legislative efforts.



## *Getting to Know Our Docents*

The docents for the Kent Island Heritage Society are our front line representatives to the public. No other part of the society comes in such close contact with the general public as do our docents. They are always in period costume and present a well-researched history of the site they represent. They give their time willingly and freely so that we can educate our populace and fulfill our agreement to hold these sites open the first Saturday from May through October. Most of the stints are two hours in length but some docents prefer to serve the entire four hours. If you have an interest in becoming a docent, please call Sally Lewis at 443 294-3203, sally.lewis@live.com.

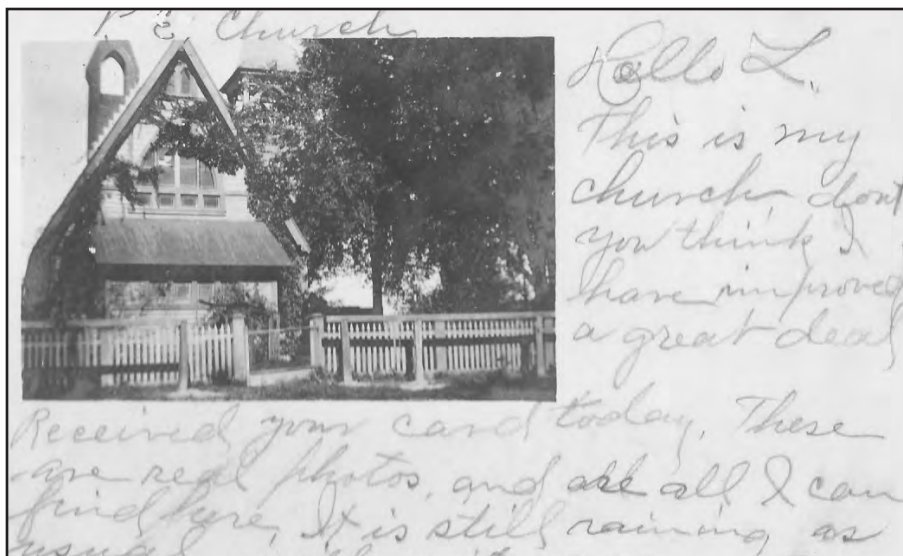
### **Sally Lewis, Director > Cray House Docent**

By Hanna Wall

Sally Lewis, a Yankee, (Boston, Massachusetts, Vermont, Connecticut) was a history major and became a primary school teacher for 27 years. She completed a six-year program to become a Teaching Specialist, earned a certificate in Reading and Language Arts and a TESOL certification while living in Connecticut. All of these activities led to her interest in writing. She belongs to a memoir group in Chestertown, "Poetry at Noon" in Easton and writes poetry as well.

While living in Rock Hall from 1992-2006 her natural interest in history found her on the Board of the Rock Hall Museum renovation. After the death of her husband she moved to Bay City in Stevensville to be closer to her children, stepson and grandchildren who live in, or near, the District of Columbia. She has a "much too large" flower garden which keeps her pretty busy. She participates in the book club at the library, is a member of the Altar Guild and Cemetery Committee at Christ Church and volunteers at Estate Treasures.

For the past 2.5 years, Sally has been a very active docent at the Cray House during Kent Island Days and during many of the open Saturdays. This has been greatly appreciated by the guests and the Society officers. She says she has "enjoyed being able to inform and teach visitors about Kent Island's and our country's past." She is also pleased to be a member of the Heritage Society which she thinks is doing a great job of preserving and teaching Kent Island's past.



**Church card sent July  
1907 to Miss Lotta  
Holland, Rt. 2,  
Princess Anne MD**

**- submitted by  
John Conley**





**POST OFFICE**



**Earl Chambers**

### **Old Stevensville Post Office**

The construction data of this building is not known, but it appears on an 1877 map and served as the Stevensville Post Office for the first half of the 20<sup>th</sup> century. The government paid rent of \$18.75 a month and the outlandish sum of \$25 a year to heat the structure. A variety of businesses occupied the small building (730 square feet) until it was acquired in 1997 by The Kent Island Heritage Society.

Earl Chambers heads up the effort to keep up maintenance on the Old Post Office and the current focus involves the fencing that contains the site. Born in 1932 and raised in Baltimore, Earl attended the McDonogh School and University of Maryland. He went on to the Baltimore College of Dentistry and interned at Johns Hopkins. He practiced dentistry for over 35 years and also served in the U.S. Army for two years. He is married and the father of five children, and has 12 grandchildren. He's lived at Love Point on Kent Island for 47 years.

Earl serves as a Director of the Kent Island Heritage Society and is the chief docent at the post office. An avid stamp collector, Earl knows the postal operation inside and out!

On January 12th, Chesapeake Collectibles aired Linda Collier's appearance on MPT with a great appraisal for our Manumission paper from the Kirwan House.

View the event on the Chesapeake Collectibles website, Episode 702 or stop by the Kirwan House and see the paper in person.



**Linda Collier in Action on MPT Chesapeake Collectibles**

# Marilyn Wilson

## Docent at the Stevensville Bank

Savannah, Georgia is my "home town." Growing up in Savannah in the 40's and 50's was like a TV sitcom ... a very happy place.

I continued my education in the southern tradition at the University of Georgia where I graduated with a degree in Business Administration. I met my husband in graduate school in Boston and we were married that June. Hal and I enjoyed living in New England for the next 20 years. We have two children, Grant and Lee, both college professors. We have four grandchildren.

In July of 1977 while visiting in D.C., a friend brought Hal to Annapolis for lunch at the city dock. He came home and announced he



had found the next place we would live. And we did for the next 24 years before finding paradise on the Eastern Shore.

Upon moving to Maryland I obtained a paralegal degree from UMUC and found my vocation as a title abstractor in land records. I was owner/ president of Chesapeake Abstract Company for 15 years.

My second vocation is the game of bridge. My mother played the game at 105 and shared the love of it with me.

Finally, I am very fortunate to be a docent for KIHS. Once a month I am reminded how lucky we are to have landed on Kent Island.

## Join Us on March 22, 2017

### Visit the new Kennard African American Heritage Center and Museum in Centreville

We will meet at Kennard at 6:30 p.m. for a tour of the newly renovated "Kennard Colored High School" and Museum, and discussion of our county's African American Heritage with Clay Washington, Director, and members of the Kennard Alumni Association. They are looking forward to hosting us.

Built in the mid 30's, Kennard provided the first and only opportunity for black students to attend public high school in QA County. It operated until schools were desegregated in the mid '60s.

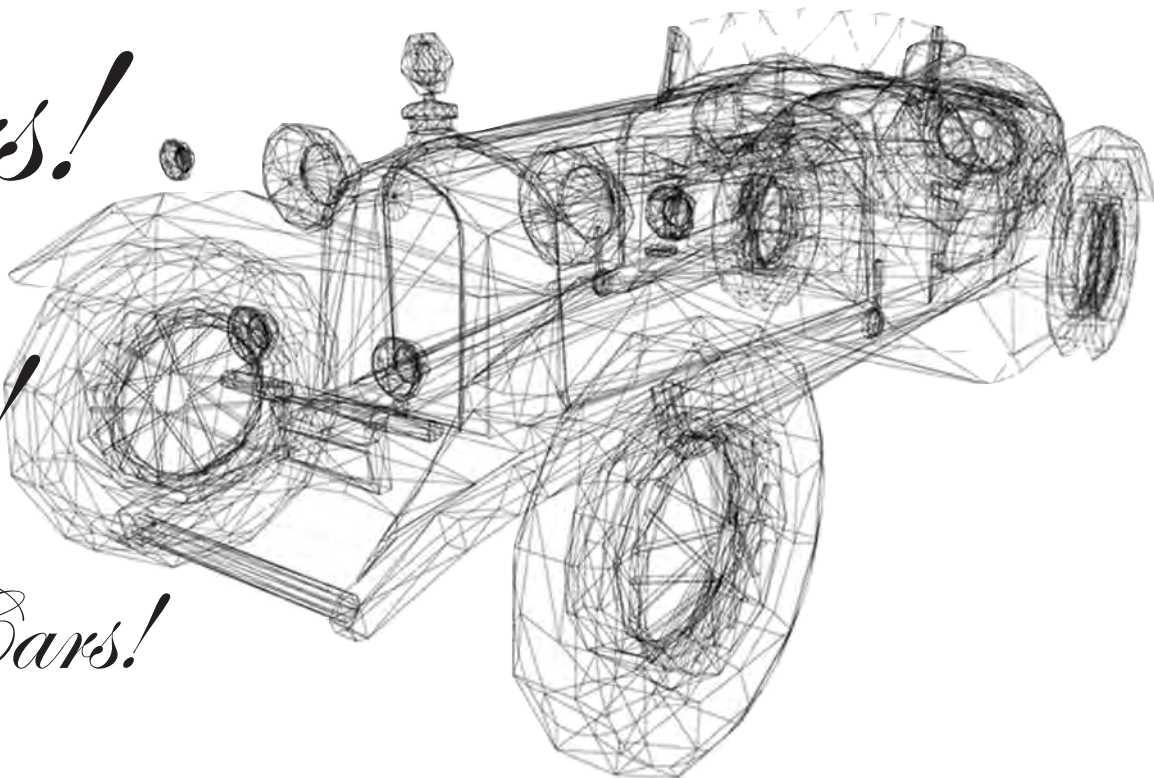
Need a ride? Call Toni and Jay Gibson at 410 643-6483



*Cars!*

*Cars!*

*Cars!*



*What a life-changing addition to our lifestyle!*



Two of our readers submitted their stories about their love of cars. How wonderful it is when our members share their life's stories regarding their first loves. How many of us have stories about the first car of which we had use. I, for one, had a '48 Dodge with overdrive. Overdrive was a big deal then because it meant you didn't have to stop completely and shift back to first if you slowed down.

It had holes in the floor but it still ran. I got my license in 1959, so that car was 11 years old! My sister and I used to drive it to basketball practice every night, picking up a couple of cousins on the way.

In the summer of 1960, I was life-guarding at the Cloverfields' pool when the gear shift went completely limp. "Not a problem," a couple of our boy friends said. "It's just the cotter key that has rusted; do you have a bobby pin?"

I drove that car with a bobby pin holding the gear shift together for another two years and my sister another couple of years after that!

Of course we didn't go out of Stevensville proper. Now, sit back and enjoy the stories from a couple of local car enthusiasts Chris Kilian and Butch Collier.

—Carole Frederick



*Near left: Henry A Palmer Jr., great-great grandfather to Betsy Hamilton and Hank Kinnamon. Next left: Harry Mitchell Davidson sitting on the running board of his grandfather's car. Above mid-left: On a day's outing down in the Bragos Bottoms in the good old Studie.*

# My 1915 Model T Ford

*by Chris Kilian*

If you were to walk down the main street of Stevensville in 1920, three out of four cars there would probably be Model T Fords. Most people today are not aware of how significant a car it really was. The Model T, which was made in the years between 1909 and 1927, is with credited with “putting the country on wheels” because it was the first car that was affordable, tough, reliable, relatively light and strong, and small compared to the big expensive “rich mens cars”. Henry Ford did not invent the automobile, but he is credited with coming up with the right car design, and then building a factory with an assembly line to manufacture the cars cheaply enough so that the average family could afford one.

Over 15 million Model Ts were made from 1909 to 1927, and although the body style evolved over the years, the basic motor, transmission, and chassis parts remained the same. The early Ts, from 1909 to 1916, looked very “antique”, with a lot of brass and a small hood (see figure 1) From 1917 to 1925 the brass radiator was gone and the hood was “streamlined”—also in 1919 an electric starter was offered as an option, before that all cars had to be hand cranked! (see figure 2) By 1926 the aging Model T was losing market



share to newer models of the competition, like Chevrolet, so the 1926 and 1927 Ts looked even more streamlined, with nickel plated radiators, a choice of body colors, and a somewhat lowered body.

Some fun facts- Why is it called a Model T? From the beginning of the Ford Motor Company, Henry labeled his car designs with letters of the alphabet. Most “letter designs” never got off the drawing board. Cars that were actually made (and these are rare now) were Models A, B, C, F, K, N, R, and S (the Models R and S looked a lot like the Model T). After the long run of the Model T, Ford started over with the alphabet, calling the next car “the new Model A” (1929-1931). After that, car models were just identified by the year, as in “a 1932 Ford”.

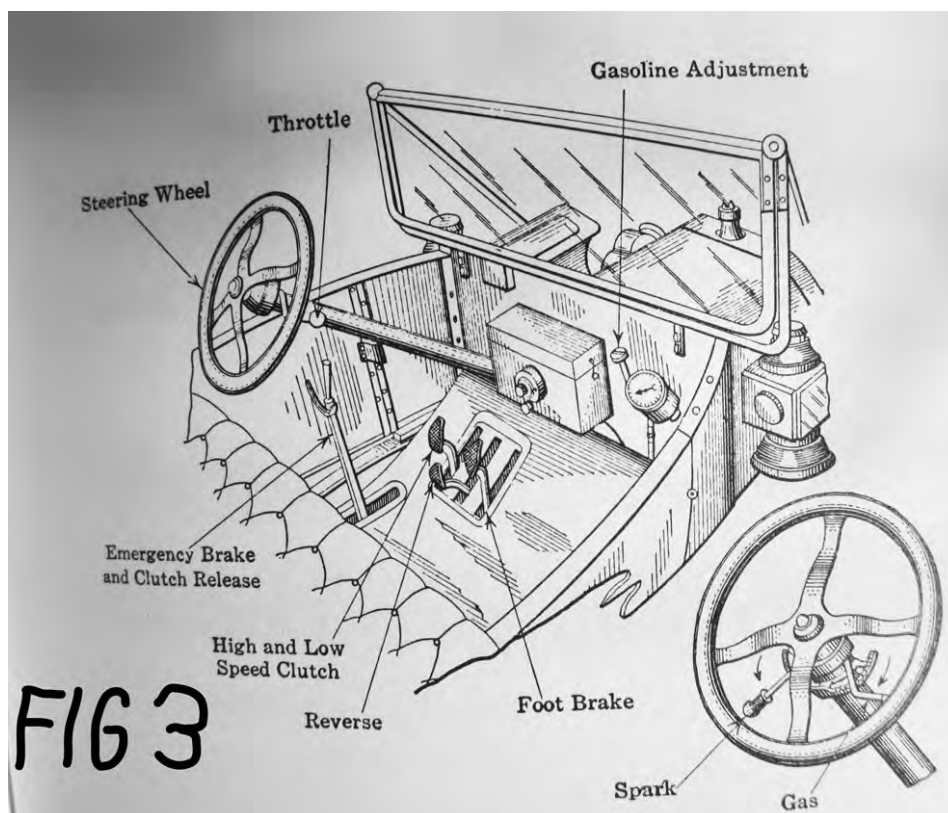
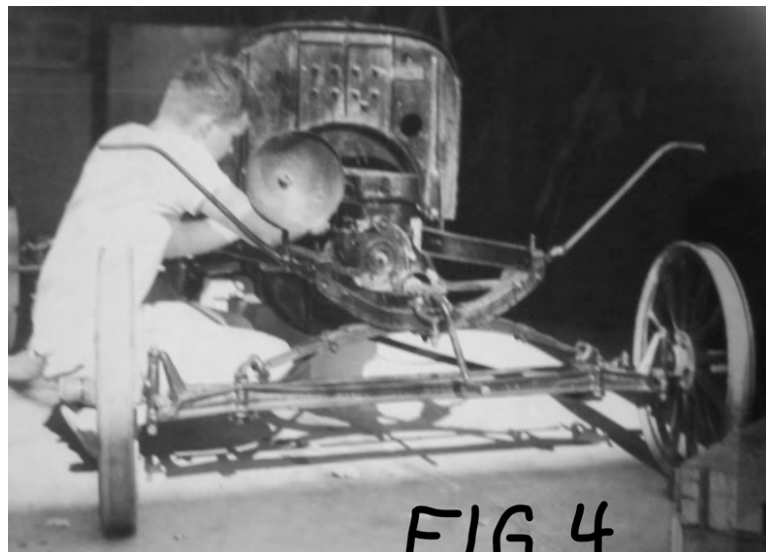
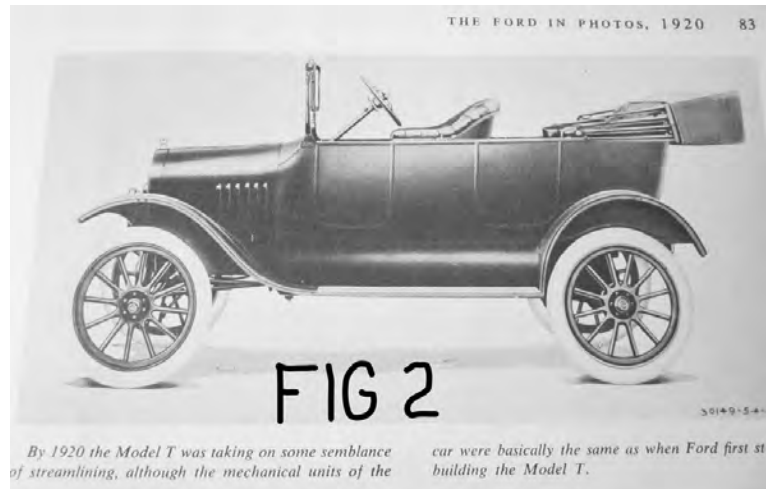
Why does a Model T have 3 floor pedals and no gear shift? (see figure 3) The model T has 2 forward gears (Low and High) and Reverse. It has what’s called a “planetary transmission” and you cannot grind gears. The left pedal makes the car go forward— push it all the way down is “low speed”, let it all the way up is “high speed”, and in the middle is “neutral”. The middle pedal is “Reverse”—push it down and the car goes backward. The right pedal is the brake. Where is the accelera-



tor?—it's a little lever just under the steering wheel.

My interest in Model Ts began in my senior year of high school in 1963. The older brother of a friend of mine had actually found a late Model T in the back of a used car lot in Arizona and had it trucked to California, (where I grew up) and started restoring it. On one Saturday I went with him to a Model T club "swap meet" (west coast lingo for "flea market") and I saw for the first time shiny restored Model T's up close, I wanted one!

I should explain, at this point, that there are three ways to acquire a Model T: 1) you could buy a restored car (expensive), 2) you could buy an un-restored car and restore it yourself, or 3) you could build a car up from parts. Building a Model T from parts is what I chose, because I remembered being told about a Model T chassis in a streambed just outside Yosemite Nat'l Park, which I went up and got. Then I found a T engine and transmission in the back of a gas station



in an old mining town in the Mojave desert and bought it for \$20. They told me it had been used on a winch for a gold mine! And so it went. Some parts, like fenders, I found by myself in the desert. Some parts I bought at swap meets. I bought a partially restored body for \$60. I cleaned, painted, and put all these parts together in my parents garage in the summer of 1963. (figure 4). Another friend, who was also building up a T, helped me sew the seat covers and top. Although the car has parts

*Continued on page 14*

# Model T Ford

continued from page 13

from various years, the body style and brass radiator make it essentially a 1915 T, which means it just had it's 100th birthday!

In 1970, after college and marriage, we moved from California to Maryland and brought the T on a trailer all across the country to our present home at Love Point. Since then I have continued to tinker and maintain it. It has been in the Kent Island Days parade many times (figure 5) and when I can, I drive it to the Stevensville train station when I docent there in the summer. The only time it has been off the island was a parade in Centreville many years ago.

About 25 years ago, while doing some genealogical research with my wife near the Delaware Water Gap, I stumbled across an old Model T chassis in the woods, covered up by leaves. That was the beginning of me building up a second Model T. I already had a bunch of T parts in the barn, and I was still able to find body parts in the desert on our annual trips to the west. So over the years I was able to put together a 2nd T, this time a 1920 model.

## Train Station Docent

Being a docent at the Stevensville train station, I was aware that passenger train service through Stevensville only occurred from 1902 to 1938, which just brackets



the Model T era. In fact, the one color postcard we have of the Stevensville Train Station shows a 1920 era Model T parked beside the station (figure 6). It became clear to me that the 1920 Model T I was putting together belonged in an exhibit next to the train station, so visitors could get a sense of what cars looked like in those days. We are currently in the process of figuring out the best way to display the car, hopefully for the 2017 season.





*Jim Cockey relaxes on the running board of his 1927 Chrysler Coupe.*



# My '27 Chrysler Convert- ible

Here Below

By Butch Collier

The year was 1951 and I was 19 working on the new Chesapeake Bay Bridge. I was a car buff even back then. I had owned a '39 Buick, a '41 Oldsmobile coupe and was currently driving a '48 Plymouth. My family lived next door to Wright Haddaway's car repair shop in Grasonville. He and his two brothers worked there. I spent every possible moment over there soaking up their combined mechanical knowledge. I had actually planned for this type of work to be my career when I graduated high school in 1949. My father had other ideas and put me in the family car and drove me to Easton where he had found employment for me. I was going to install antennas for Royer and Barto's T.V. Sales and Repairs. My love for cars and mechanics did not subside. While driving through Centreville one day, I noticed a car sticking out of a shed at the John Deere tractor dealership. I thought it was really cute and that I really needed it. Over my mother's protests, I bought it and brought it back to my parent's home. Suddenly, at 19, I was a two car owner.

I always thought it would look better as a convertible, so after much thought, I hacksawed the top off the cab and the doors. The windshield was too straight up so I thought I would cut that off also. I bought a Model A roadster windshield from my cousin, Jack Gardner, at Jack's Place, where Walgren's is now. The windshield wasn't the same width as the present car, but, looked O.K. My mentor, Wright Haddaway, painted it for me with beautiful yellow house paint I had bought from Tom Price's store in Chester. It had black trim and I thought it was a work of art!



I drove it to work on the bridge on good days, because remember, it had no top!

One day, while coasting down grade from the center span to the Kent Island side, I set the rumble seat on fire with backfires from the nonexistent muffler and tail pipe. I had retarded the spark (on purpose) to cause it to back fire, but not necessarily to catch the car on fire. I pulled off the road at Dr. Snyder's farm and used the milk house hose to put out the fire.

I was drafted in 1952 and sent to Texas and while I was gone, my mother sold the car to a local garage where they took the engine out for use in a boat and then junked my masterpiece. I had no idea who had been the previous owners of the car when I bought it, but, 45 years later, Melvin Clark, who had been a carpenter on the bridge, shared some of its history with me. Melvin had a memory like an elephant. He said it had previously belonged to Jim Cockey the boat builder and famous decoy carver. The Cockey home was close by and Jim's father had been the local blacksmith. That blacksmith shop is now owned and operated by Bobby Aaron. Melvin also remembered the day he saw me coming down from the bridge, quite explosively, with a trail of flames and smoke behind me. Those were the days, my friend!

# History of The Schools of Kent Island Queen Anne's County Maryland



Published by  
The Kent Island Heritage Society, Inc.

The Kent Island Heritage Society will be reprinting "History of The Schools of Kent Island Queen Anne's County Maryland" and plans on introducing more booklets that reflect the rich history of the island. Price is expected to be a minimal of \$5.00 and will be among the items available for sale on during the "first Saturday" open historic sites starting in April and highlighted for Kent Island Day on Saturday, May 20th

A special Kent Island Day souvenir program will be provided that also highlights the 100th anniversary of Sen. Kirwan's efforts to remove Kent Island as a possible bomb testing site that is now located as the Aberdeen Proving Ground.

There will be a special celebration planned for September 2017 to commemorate his successful efforts.

## In Memoriam

Delores F. O'Brien (1932 – 2017)

Ronald A. Pavlic (1937 – 2016)

Unable are the Loved to die, For Love is Immortality,  
Nay, it is Deity – Unable they that love – to die  
For love reforms Vitality into Divinity

Emily Dickenson 1830 - 1886





# Beach Music

By Alex Johnson



Beach cottage waits, like Job suffering,  
behind the dune line, shingle-crazed,  
blackened cedar shakes dripping paint,  
breathing bayberry and beach plum.

Disappearing ghosts and fiddlers  
skitter past surf froth, children  
tip-tipping back from curving foam.  
One-eyed dolphins pass in the  
night.

She came from town by lantern light,  
through piney woods flickering light,  
holding it aloft and sometimes  
swinging it back to remember  
the way she came.

Beach cottage has high paired windows,  
steps to a dutch door off a hinge,  
garage doors sagging below;  
two eyes, a nose, and crooked teeth.

Lay down the lantern here, she thinks,  
Climb steps and through the slanted  
door.  
go on, no turning now so close.  
She enters, getting even with the dark.

Furniture are hooded ghosts,  
some broad or high, all white with  
sheets.  
Discovering corners by feel  
she moves among them blind-sighted.

What she has come for is still here.  
Behind a stairway she finds  
her bow and cello and chair.  
She sits and plays the ancient  
melodies, filling the cottage,  
and, outside, the itinerant  
spaces of the air.





## KENT ISLAND HERITAGE SOCIETY SCHOLARSHIP

The Kent Island Heritage Society is offering a **\$1000** one-year scholarship to a graduating senior from Kent Island High School who plans to attend college.

To be eligible the applicant must:

- be at least a second-generation Kent Island native, at least one parent born on Kent Island;
- have a 3.0 GPA or higher; and
- have performed community service.

Please submit for review:

The **application** form

A **letter of recommendation** from a guidance counselor, accompanied by your **high school transcript**

A one page **essay** on the importance of preserving the heritage of Kent Island  
(the first paragraph of which should contain a brief biographical sketch).

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### Application Form

**Complete the following and return with the recommendation and essay.**

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Kent Island born parent \_\_\_\_\_

Other native grandparents \_\_\_\_\_

Brief explanation of Community Service \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

All applications must be submitted by **April 30.**

Send to:

The Kent Island Heritage Society Scholarship Committee  
% Mrs. Nancy Cook  
124 Bryce Road  
Queenstown, MD 21658



# WEIRD MARYLAND

Your Travel Guide to Maryland's  
Local Legends and Best Kept Se-  
crets, by Matt Lake

Published by Sterling Publishing Company, 2006

Unless you lived in or near Baltimore in the 1950's or 60's, you probably never heard of "Black Aggie," a life-sized bronze tombstone statue residing in Druid Ridge Cemetery in Pikesville, MD. It marked the family burial plot owned by Felix Agnos, a former Civil War general.

Over the years, gruesome legends and word-of-mouth stories were told about the creepy black-hooded figure of a seated woman. Never get too close or your life could be shortened by years. Her menacing, glowing eyes

could strike you blind. Her powerful arms could crush a person brave enough to sit in her lap. Carousing fraternity boys would often take their blind-folded "initiates" to test the lethal powers of Black Aggie.

Today, only the pedestal remains where the statue sat. Black Aggie was sold and carted away when the owner tired of the notoriety. She sits quietly today in the back garden of a Washington, D.C estate. This story and many others are told in Matt Lake's book.

Kent Island has its own mysterious places. Several are discussed in Mildred C. Schock's OF HISTORY AND HOUSES. No one knows the origin of the underground vault near Kent Point. Some say Civil War soldiers were buried here! In the Carvel House down Route 8, mysterious lantern lights were seen in the boarded-up house, before it was leveled in the 1940's.

*These books are available at the Kent Island Library and the Kent Island Heritage Society.*

## Welcome To New Members

Phil Davidson, II  
Bono Mitchell  
Beth and Wayne Stanley

Coleen and Bill Baxter upgraded to a Family Membership  
Robert Bennett upgraded to a Family Membership  
Sarah Lewis upgraded to a Family Membership  
Orlin Mullin upgraded to a Life Membership

## Membership Form

I/We wish to be a member of The Kent Island Heritage Society. Enclosed is a check to cover dues of membership for one calendar year:

- ☐ \$15 Single Membership
- ☐ \$25 Family Membership
- ☐ \$25 Organization
- ☐ \$250 Life Membership per person

Name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

### Interests:

History \_\_\_\_\_

Genealogy \_\_\_\_\_

Photography \_\_\_\_\_

Docent Program \_\_\_\_\_

Property Maintenance \_\_\_\_\_

Special Interest \_\_\_\_\_

Mail to: The Kent Island Heritage Society, Inc.  
PO Box 321, Stevensville, MD 21666

*Dues and contributions are  
deductible on your income tax.*

*Membership period is January 1 to December 31.*

KENT ISLAND HERITAGE SOCIETY, INC.

POST OFFICE BOX 321  
STEVENSVILLE, MARYLAND 21666

*Address Service Requested*

NON-PROFIT ORG.  
U.S. POSTAGE  
PAID  
STEVENSVILLE, MD  
PERMIT NO. 11



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## TAKING AN 'HISTORICAL TONE' OF OUR KENT ISLAND HOME

New song written by Toni Gibson for our December brunch ...

Sung to the tune of "Ghost Riders in the Sky"

*A long, long time ago when Claiborne sailed from  
England's shore  
He came upon a paradise and couldn't ask for more.  
He settled on this island - said 'twas in Virginia's name  
The Isle of Kent – was Willam's claim to fame.*

REFRAIN *Kent Island Hooo, Kent Island Heyyyyy,  
Kent Island is my ho-ome.*

*Now Claiborne met the Calverts who claimed us  
for Maryland  
In sixteen thirty-five they fought to own Kent Island  
sand.  
When Claiborne wasn't looking, Calvert seized us  
for his own.  
Kent Island now ... is what I call my home. REFRAIN*

*The early settlers called it Talbot, Kent, and then  
Queen Anne.  
And Broad Creek was the only town established in  
the land.  
The way to come and go from here was by a ferry ride.  
Peacefulness did ... .abi-ide. REFRAIN*

*And then in Nineteen fifty-two a step toward  
progress came.  
The new Bay Bridge connected us and brought us  
lots of fame.  
And with the growth of goodness came a hint  
of a downfall-  
Kent Island met ... a thing called "urban sprawl."  
REFRAIN*

*A second bridge was built here back in Nineteen  
seventy-three.  
Developers came with it, and they chopped down  
many trees  
And now they talk about a chance of building  
number #3  
And our sweet isle ... sinks slowly in the sea.  
REFRAIN*

*The moral of this saga is to grow responsibly  
To have good leaders who respect and value history.  
Identify, preserve, protect, then educate the mob:  
Save our land's life ... an Islander's first job!  
REFRAIN*