

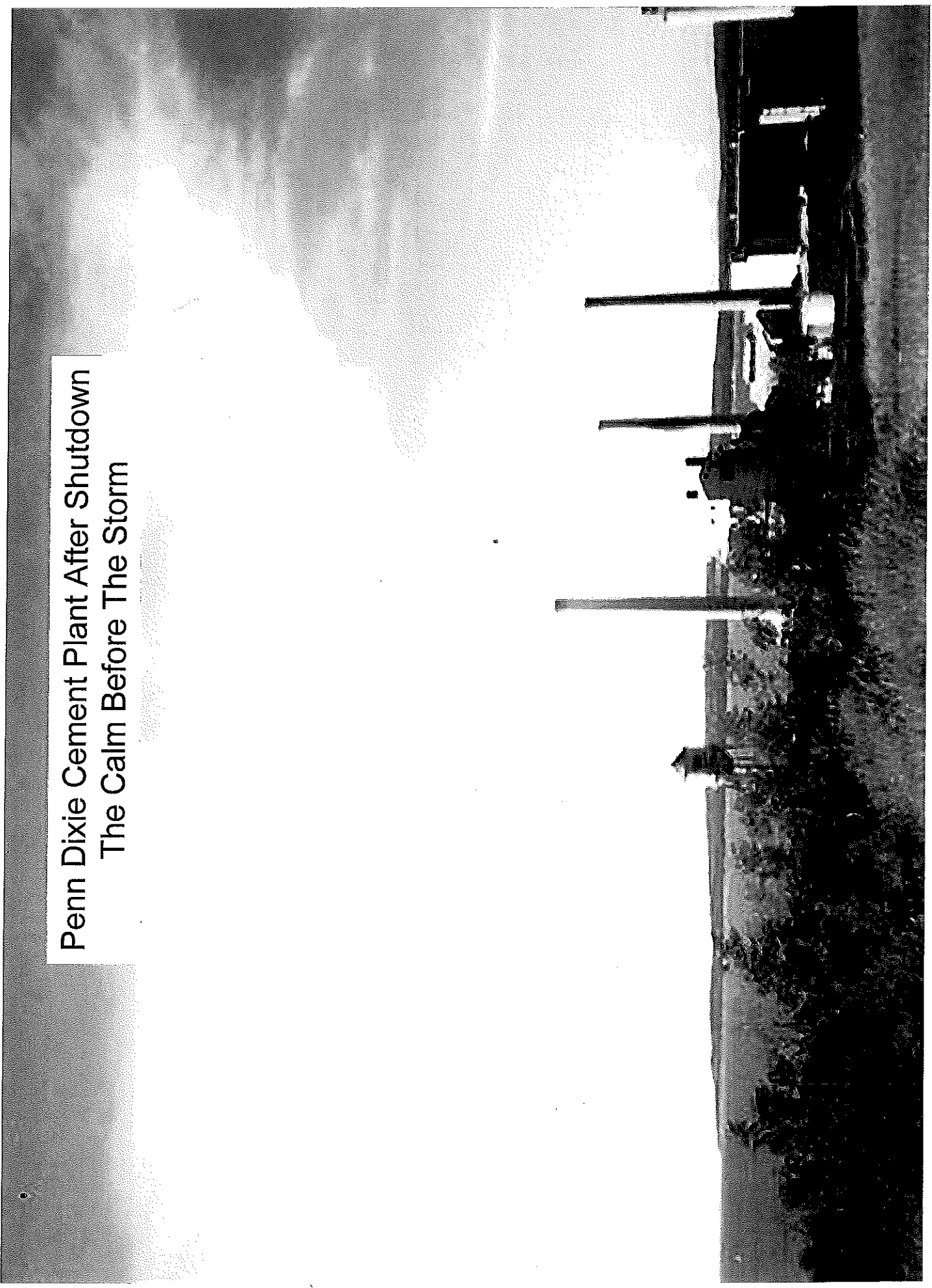
**PENN-DIXIE CEMENT PLANT, NO. 10**

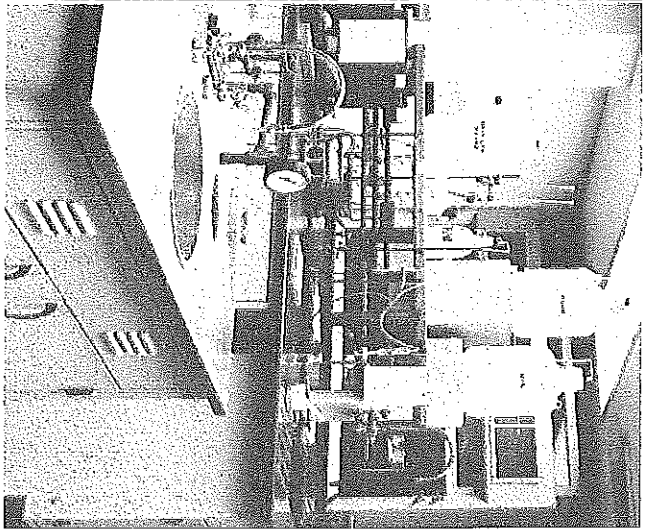
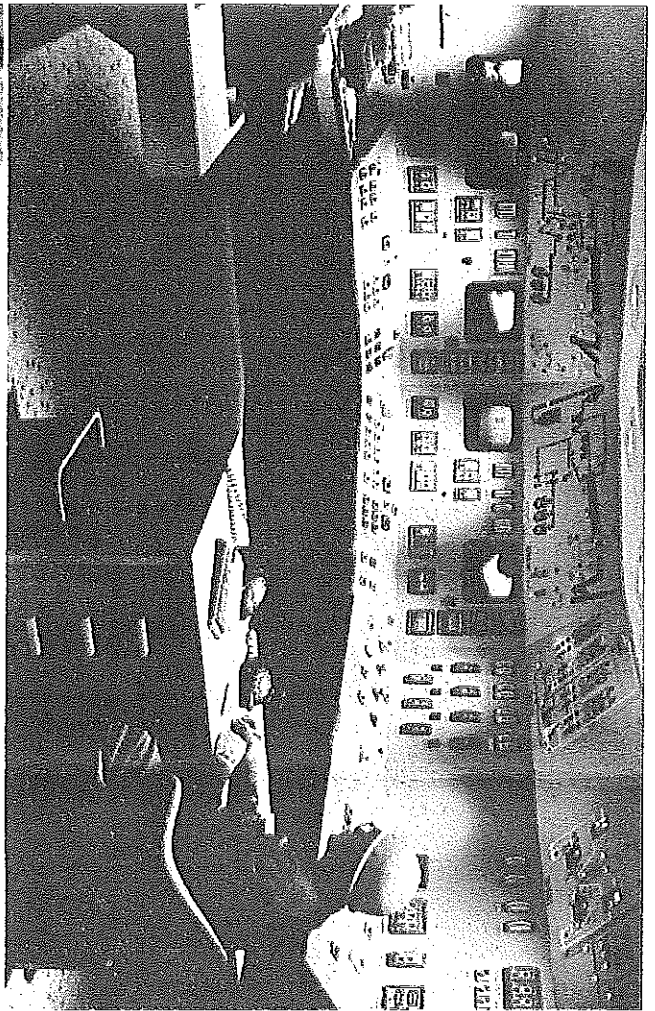
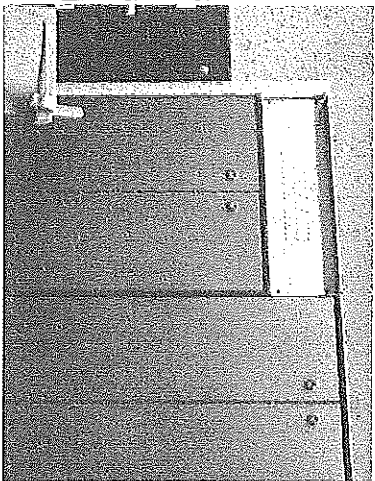
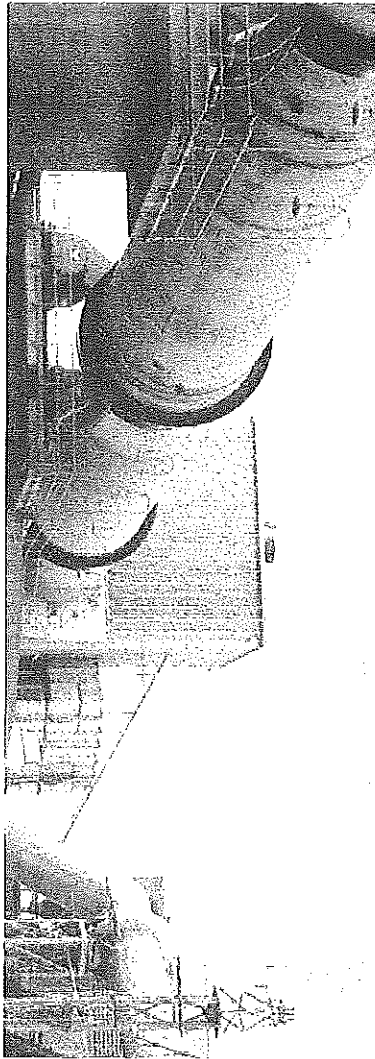
**RESORT TOWNSHIP**

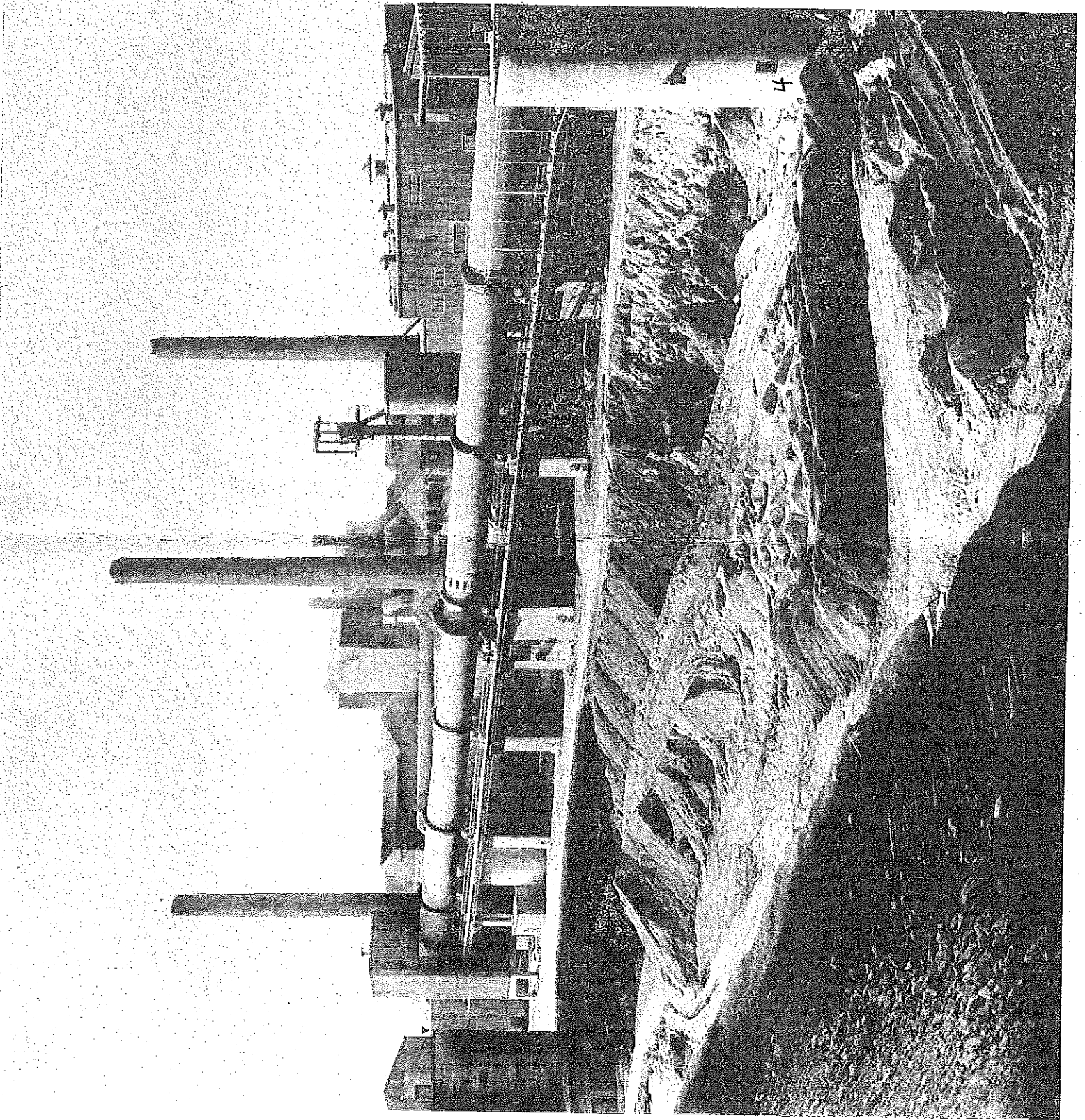
**PETOSKEY, MICHIGAN**

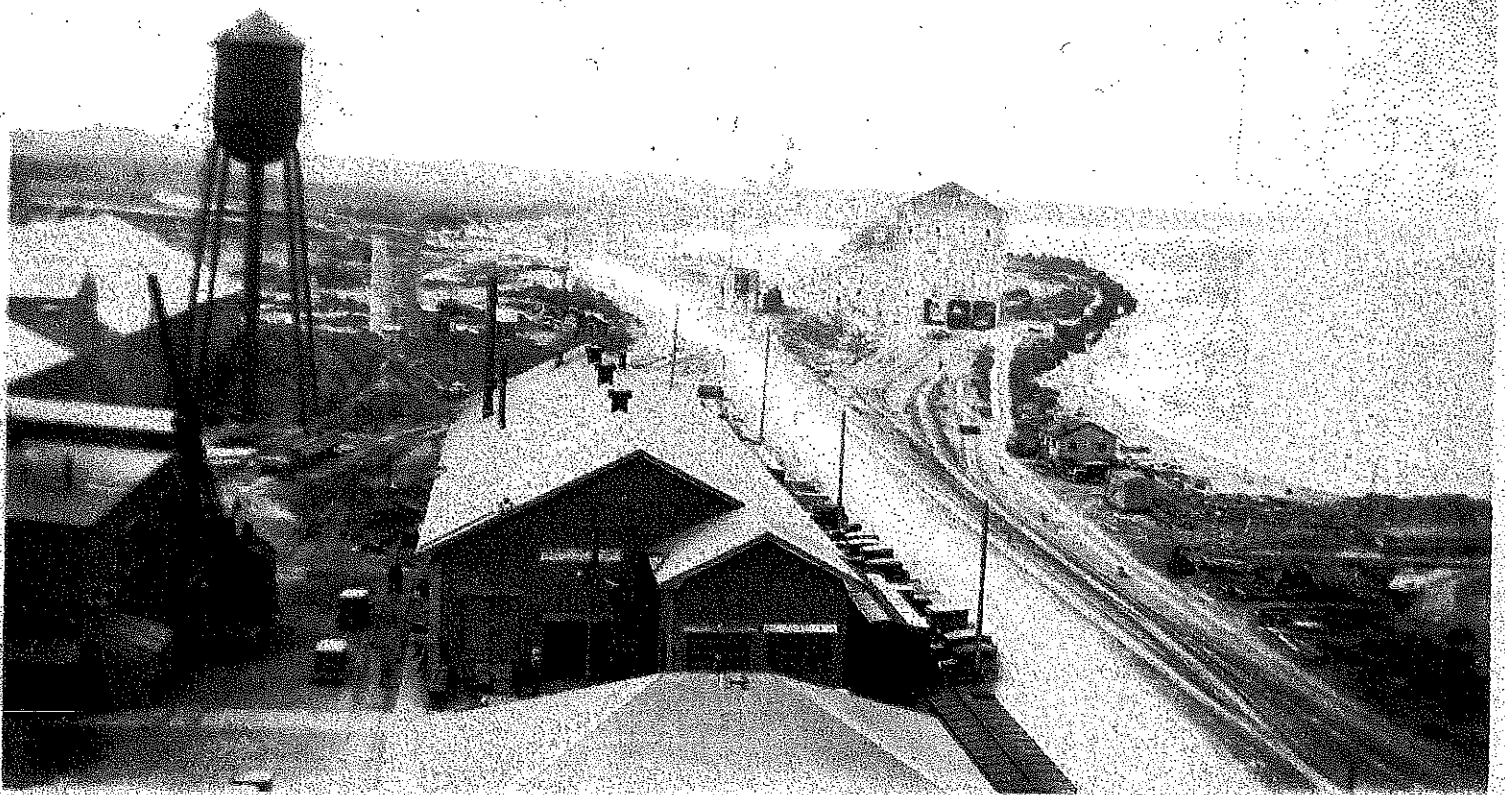
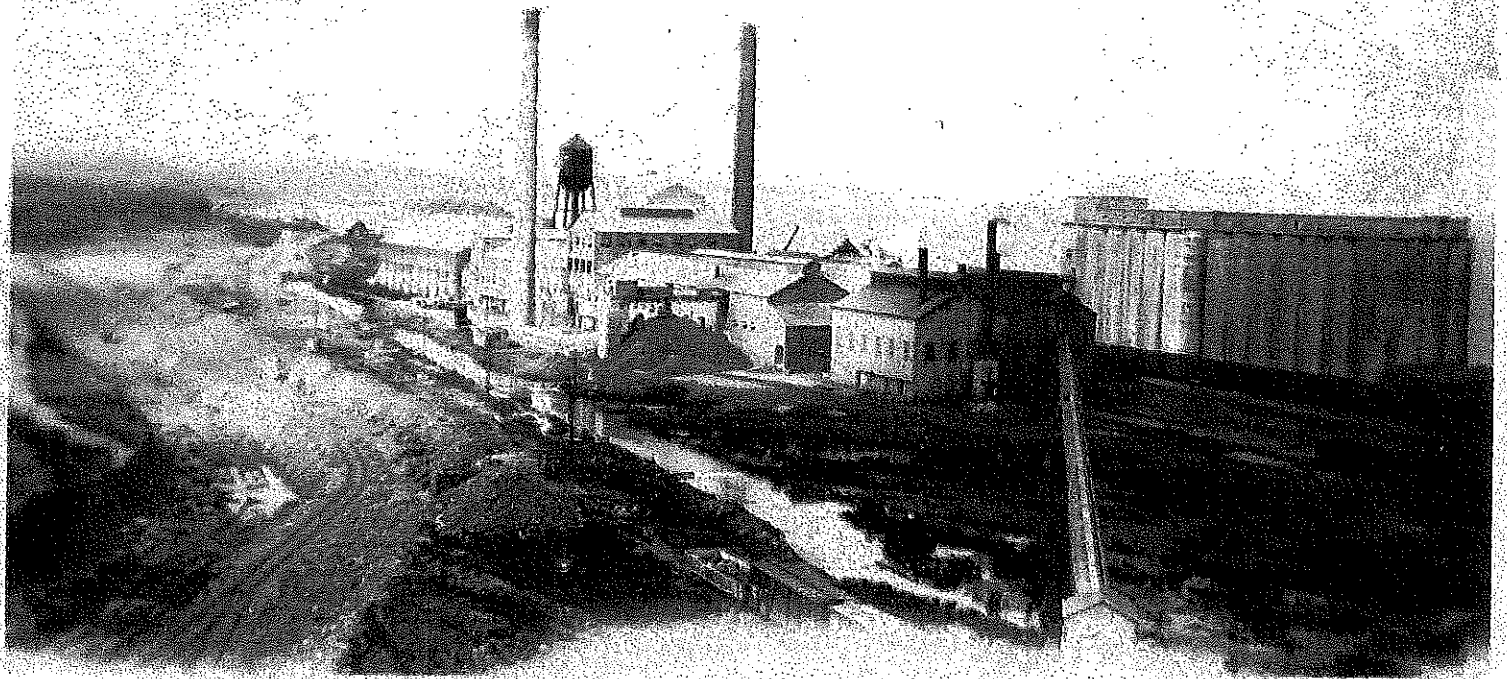


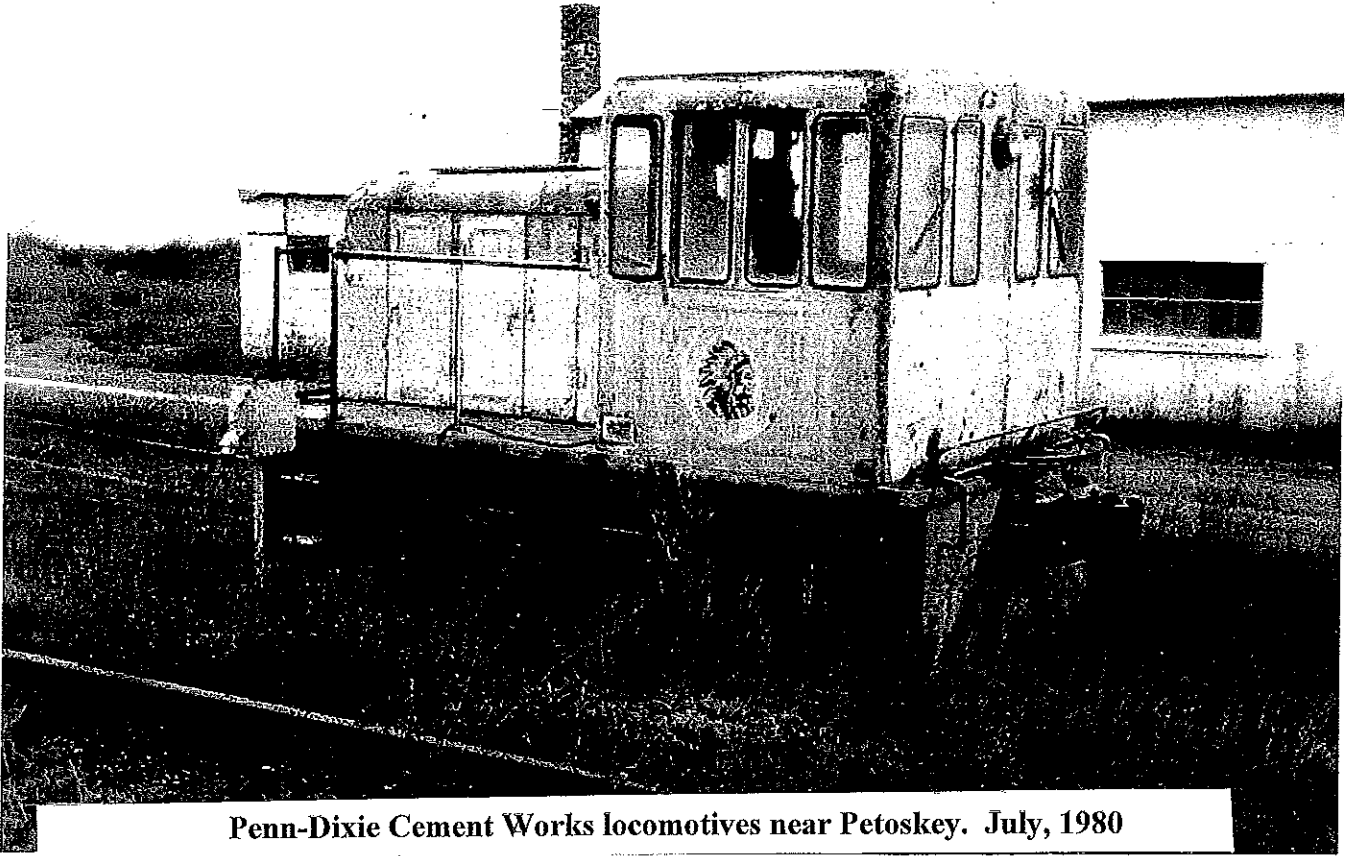
Penn Dixie Cement Plant After Shutdown  
The Calm Before The Storm



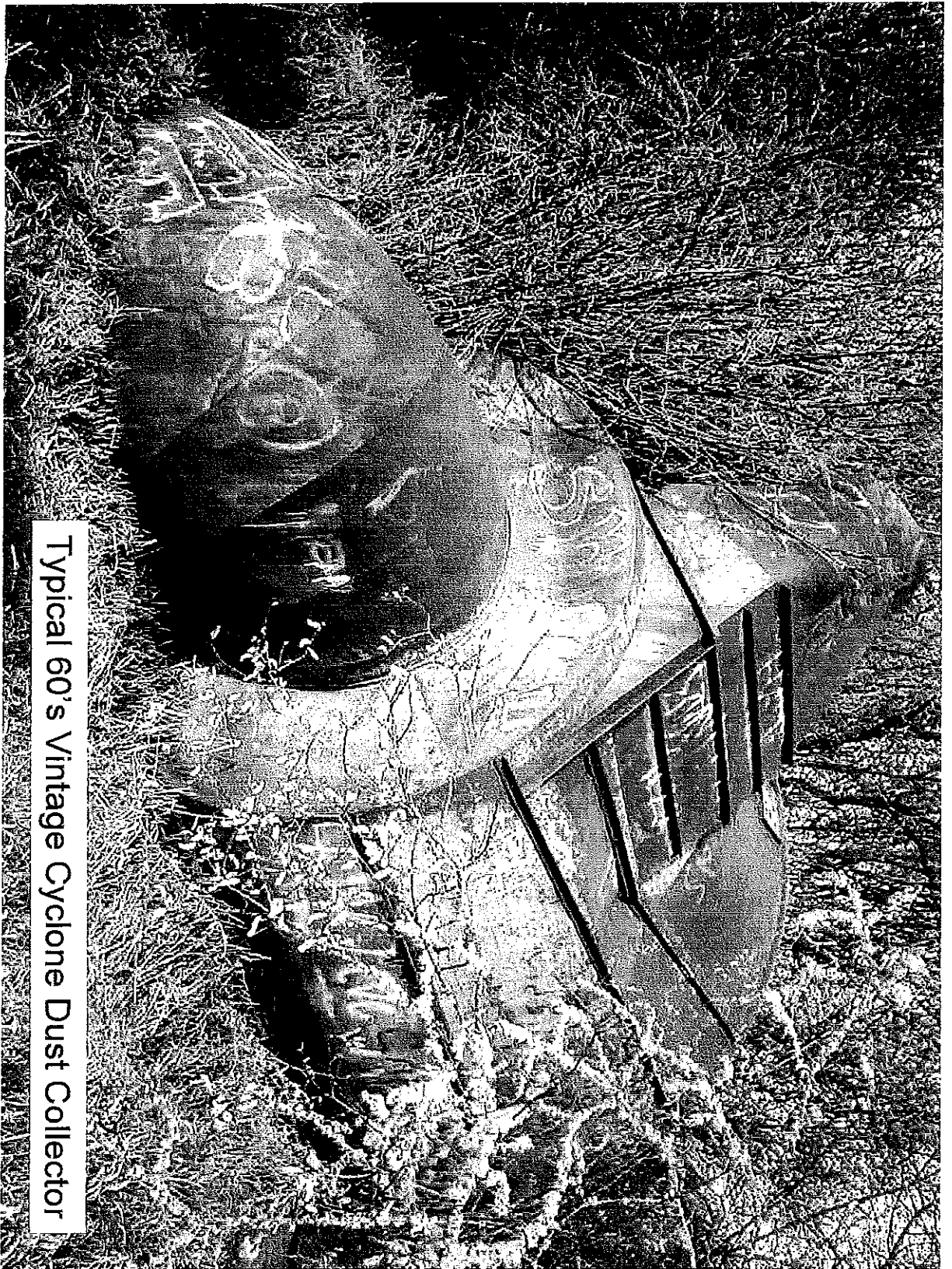








**Penn-Dixie Cement Works locomotives near Petoskey. July, 1980**



Typical 60's Vintage Cyclone Dust Collector



# LIMESTONE PROVIDED ONE OF CITY'S EARLY INDUSTRIES

The lime cliffs on the south shore of Little Traverse Bay provided business enterprises which have been in continuous operation from 1874 to the present—and will probably continue for another 75 years.

H. O. Rose, leader in business and civic activities of Petoskey from the time of his arrival in 1873 until his death in 1911, was the first to take advantage of the commercial possibilities of the linerock.

He blasted enough rock from the cliffs to form a platform for a kiln and started making lime in 1874. The kiln was located over the cliff at the foot of Howard street. Later, larger kilns were built a half mile to the north-east.

E. R. Sly came to Petoskey in 1884 and a year later brought his young son, Homer, who became vice president of the Petoskey Portland Cement Company. Mr. Sly started operations at Bay Shore, first as the Petoskey Lime Company and later as the Bay Shore Lime Company. About 1905 the Elk Rapids Portland Cement Co., was acquired and the two properties were operated as Elk Cement and Lime Company with Homer Sly in charge of the Elk Rapids branch of the business.



In the meantime, the Zipp brothers, Fred, Homer, George and Arthur were associated in a lime kiln west of Bay Shore at what was known as Superior.

About 1905 the Northern Lime Company was organized as a sales company to handle the output of the Rose, Sly and Zipp organizations. In 1912 Morgan Curtis, who had been associated with the company, took over the properties

and they were operated by the Northern Lime Company. Operations were stopped in the 1940's when the market for lime dwindled with the rise in popularity of cement.

In 1912 the late Homer Sly set up the Petoskey Crushed Stone Company at the location of the present plant of the Petoskey Portland Cement company.

In 1917 the Petoskey Portland Cement Company was organized with A. B. Klise as president; Mr. Sly, vice president; and John L. A. Galster, secretary-treasurer. In January, 1920, J. B. John and J. C. Buckbee were added to the board.

In 1919 construction was started on a stone-crushing plant and stock. A two-kiln cement plant, with a capacity of 2,500 barrels a day, was begun in 1920. Operations were started with the first barrel of cement coming out on March 23, 1921.

In 1924 new construction was started to double the capacity of the plant by adding two kilns and the necessary additional buildings and equipment. By 1952 the plant was turning out 1,600,000 barrels of cement a year. Since the first barrel of cement in 1921 until Petoskey Portland Cement was sold to the Penn-Dixie Cement Corporation in 1955 over 38,000,000 barrels were produced—enough to build over 12,000 miles of 22 ft. cement highway.

Under ownership of the Penn-Dixie Corporation, the cement plant has been modernized with automated equipment and is currently producing over 3,000,000 barrels of cement a year.

**WORKMAN KILLED IN 6 FOOT FALL**

**AT CEMENT PLANT**

**Karl I. Rosencrans Strikes Concrete Floor**

**When Railing Gives Away.**

**Maurice Martin, Fellow Workman Of Dead Man,**

**Also Falls But Is Not Seriously Injured.**

Karl I. Rosencrans, repair man at the plant of the Petoskey Portland Cement Company plant, died at about 6:30 o'clock Tuesday night from a broken neck and other injuries received when he fell from a platform at the plant a distance of about six feet to the concrete floor. He struck on his head and left shoulder. The accident happened at about 4:30 o'clock.

Rosencrans and a fellow workman, Maurice Martin, are said to have been leaning against the railing of the platform when the timber broke, precipitating the two men to the cement floor. The accident occurred in the dry grinding department. Rosencrans was rushed to Petoskey hospital but died within a short time.

**Was An Elk.**

Mr. Rosencrans, who entered the employ of the cement company about two years ago, was well liked by both company and fellow workers. He was considered a fine workman. Besides his widow he leaves a daughter age five years and a son aged two years. He was a member of the Elks lodge at Gallup, New Mexico, where the family formerly resided.

His father, George F. Rosencrans, of Hubbardstone, Mich., is expected today to assist in making arrangements for the funeral. It is believed the remains will be taken to the old home at Hubbardstone for burial.

Extracted from Petoskey Evening News, Front page.  
Dated, Wednesday, September 20, 1922

**SOCIETY - Social Calendar**

**CEMENT COMPANY PARTY IS SUCCESSFUL**

**EVENT ON THURSDAY EVENING**

Another very enjoyable dancing party was given Thursday evening at the Elk's temple for the employees of the Petoskey Portland Cement Company. These dances have been sponsored by the Safety committee, and are a part of the safety campaign which the company has launched.

Mr. Trilotsen gave a brief talk on the work of the Safety Campaign committee, and of the benefits every man in the plant would receive from such an organization. He also complimented the men on the splendid co-operation and assistance they are giving, which makes it much easier for them to function, and told of the record time in which their building units were finished because of this hearty co-operation. Accidents have been reduced to a minimum.

Golden's orchestra furnished the music for the evening's fun while both old and new dances were in progress.

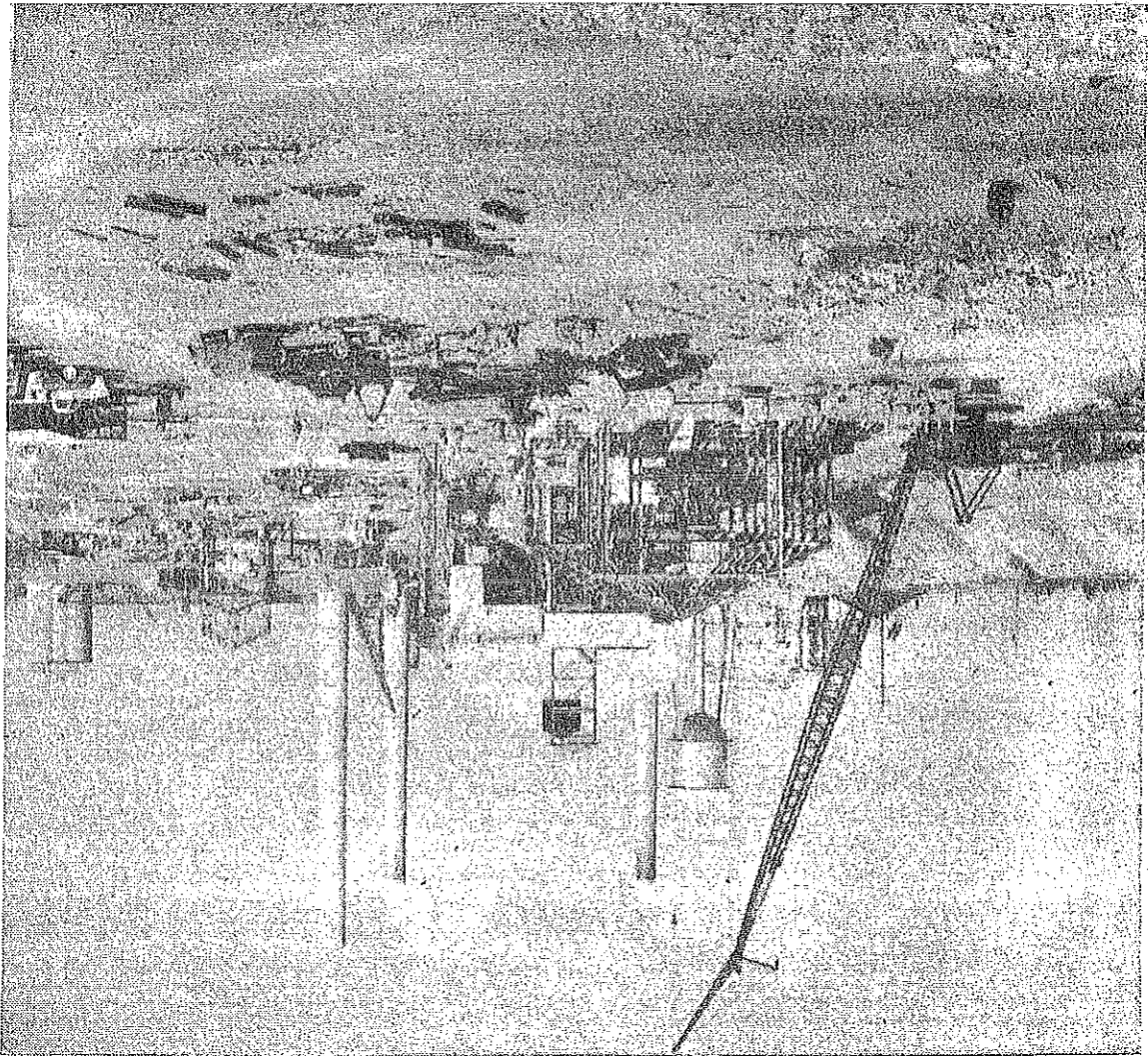
The hall was artistically decorated with purple and white streamers, and balloons of all colors were given the dancers as favors.

Delicious refreshments were served to about seventy-five couples in the dining room with the members of the city office ? assisted in serving.

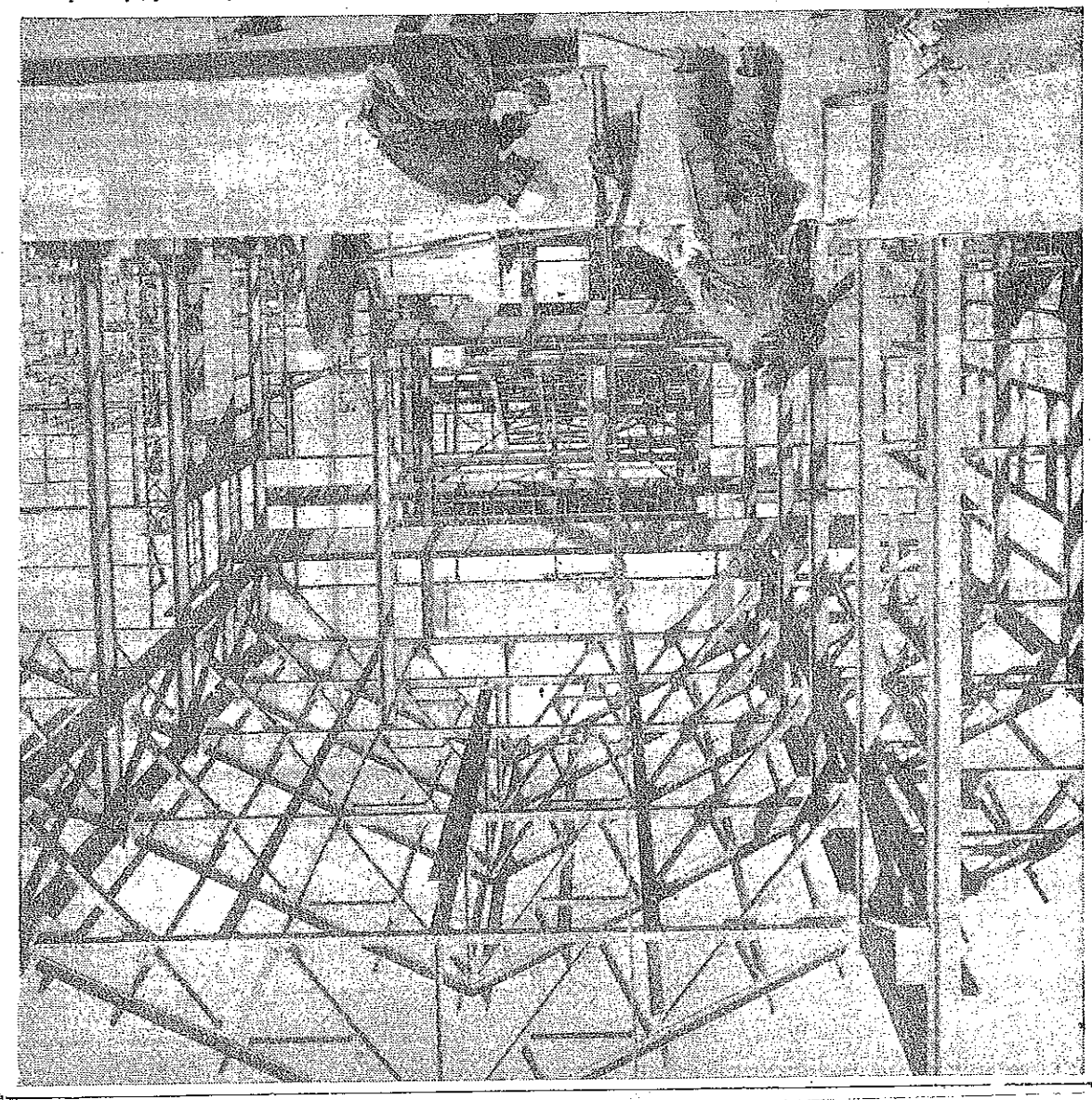
Extracted from Petoskey Evening News, Page 2,  
dated Friday, June 4, 1926

*Philadelphia News-Review  
September 20, 1955*

**BUSTLING ACTIVITY.** This view of the quarry at the Penn-Dixie Cement Corporation plant here reveals how the \$4 million expansion program is progressing. New buildings and a new stack to increase production by 50 per cent are now going up fast. Much of the cement work underground can't be seen, however. (News-Review photo by Jim Doherty)



**ART IN STEEL.** Steel workers have formed a framework of steel at Penn-Dixie here which makes an interesting pattern. This is the future crusher building which will be connected to a screen house and raw storage plant via conveyors.



*Pennsylvania News - Review  
Tuesday, September 20, 1955*

# Finish Huge Concrete Pour Almost on Sked Despite Gales, Cold

An around-the-clock concrete pour which started Jan. 30 ended at 5 a.m. today, just a half a day off schedule, despite two gales, heavy snow and sub-zero weather.

Al Kays headed the operation that saw three huge silos rise 191 feet from the water (181 from the foundation) and took over 5,000 tons of concrete and 300 tons of steel.

He's from Macdonald Engineering of Chicago and most of the men worked 12 hour shifts each day during the 10 day drive which wasn't without excitement.

During Wednesday night's near blinding snow storm, one worker, Roger Cook, 29, of Sutton's Bay, was knocked unconscious. He was found by other workers laying near the base of a silo but it still isn't known what hit him when winds were gusting to 55 mph.

It might have been a pipe from our electric blankets," Kays said. "It might have been from something else. He is still in Little Traverse Hospital but isn't as badly injured as was first thought."

Kays said 38 special electric blankets were used to control heat on the concrete as it "set" and on Wednesday, four blankets were blown away and during the high wind last night, six more were lost. They cost about \$200 each.

Kays said some of the blankets may have been damaged and can be removed now only by men being lowered in bosun's chairs. While many people are surprised at such a venture with concrete in February in the north, Kays said his firm has an office in Toronto and he has taken part in numerous pours in Canada in mid-winter.

When a pour starts, the silos raise at the rate of about 18 feet a day. The men work themselves and equipment up from the bottom, using a bucket-reachable of holding a yard of concrete at a time and other barrel-like buckets for hauling steel. The concrete bucket made 2,400 trips up during the 10 day operation.

Hodgkiss & Douma of Peleekey was in charge of providing the concrete.

While this was going on, workers from Bulta Dredge & Dock Co. of Muskegon, subcontractors for Spencer, White and Prentiss of New York, were and are piling driving. A special air compressor jack hammer, suspended by a huge crane, drives the steel piling to make "dolphins." The dolphins will be utilized for mooring the Medusa Challenger hauling cement from here and coal boats bringing fuel.

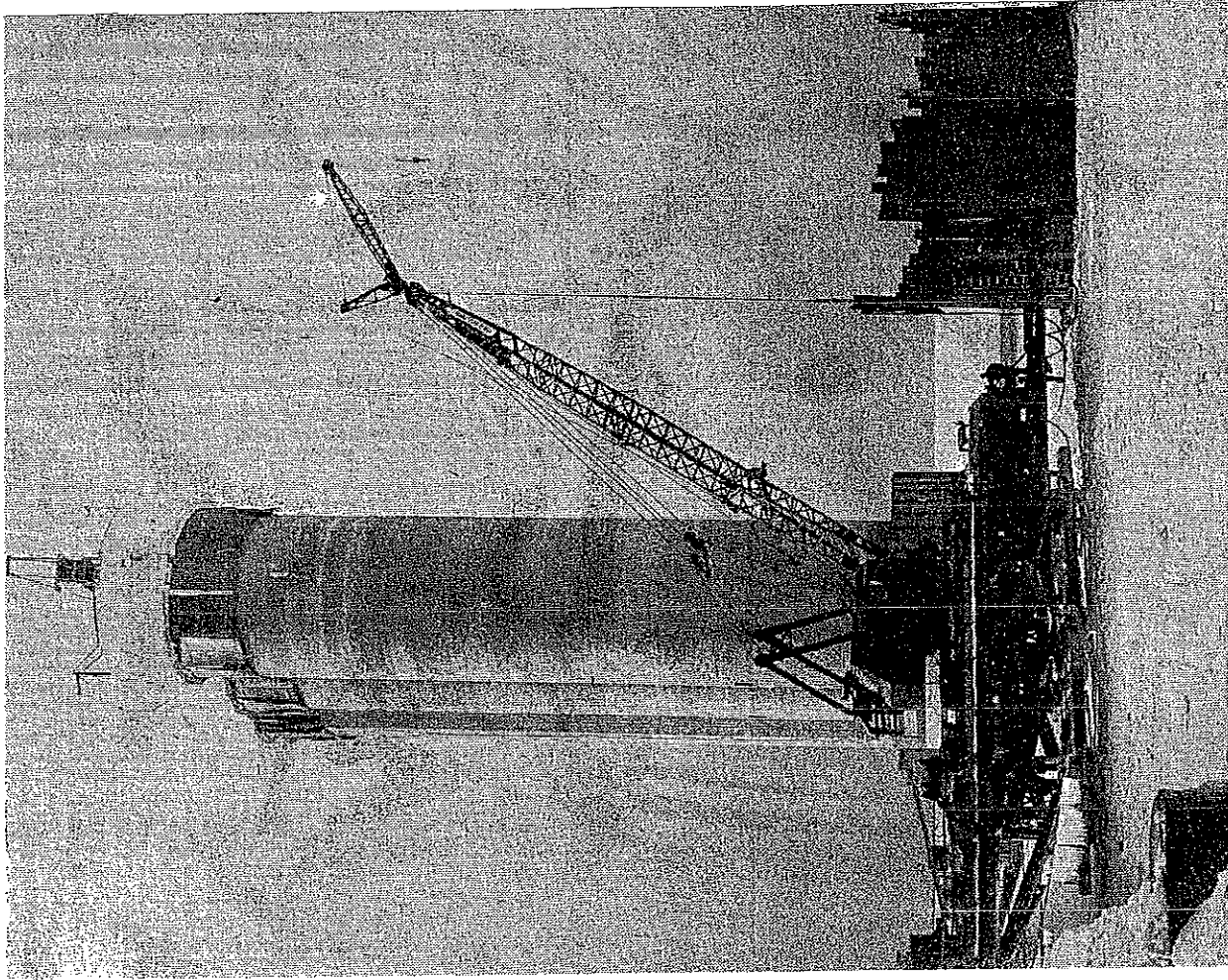
James Meighan, superintendent of Plant 10, said the Challenger, which replaced the SS John L.A. Galster, will be able to load 60,000 barrels of cement in three or four hours. "That's over four times as much in half the time it took to

load the Galster," he said. This is scheduled to start when ice breaks in the spring.

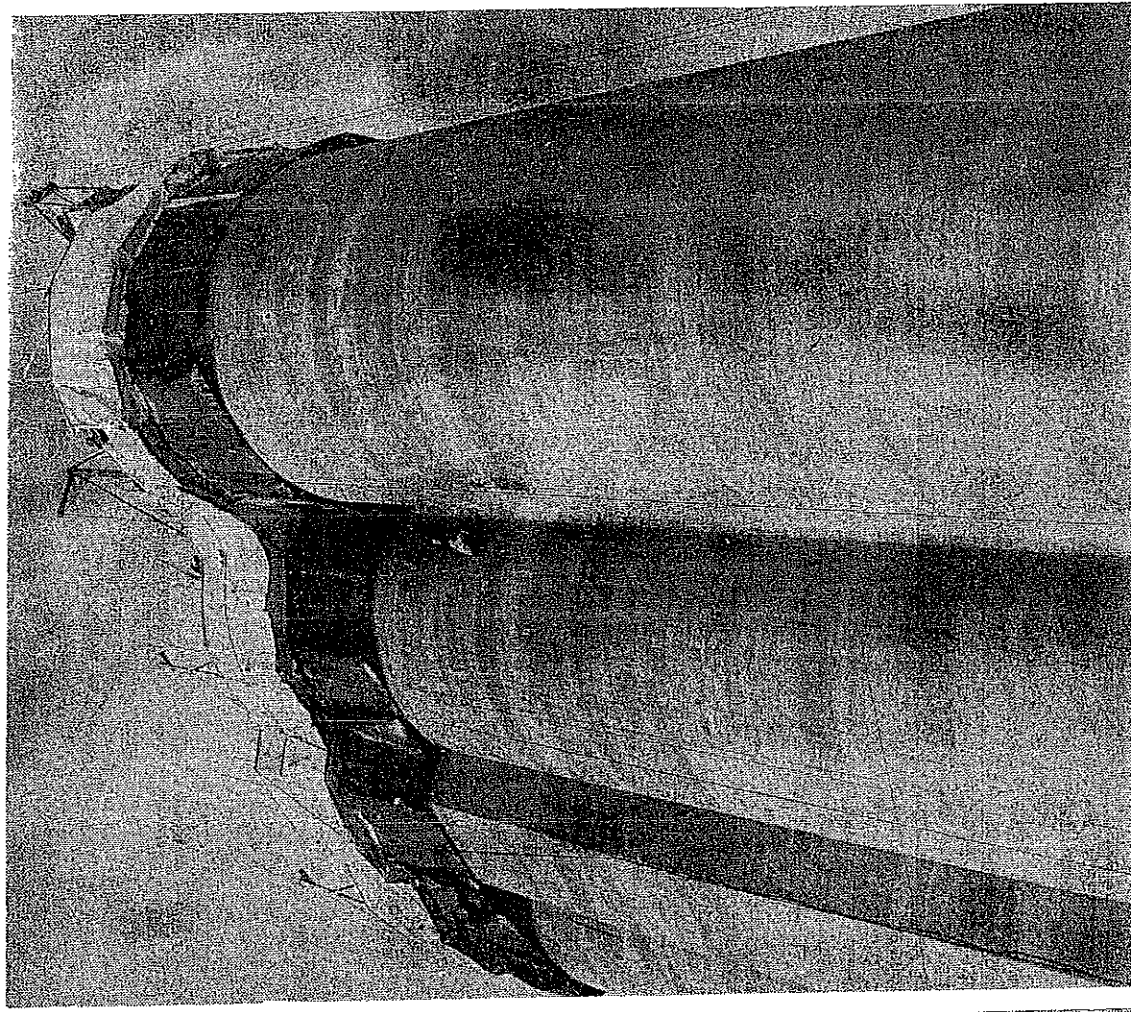
Actually pile driving is easier now than it was last fall. Twice Lake Michigan gales destroyed the foundation work after it was nearly done.

After the steel is driven, a concrete cap will be poured over the dolphins and they should be ready in ample time. The work isn't completed on the silos yet, but the 19 inch thick walls are up.

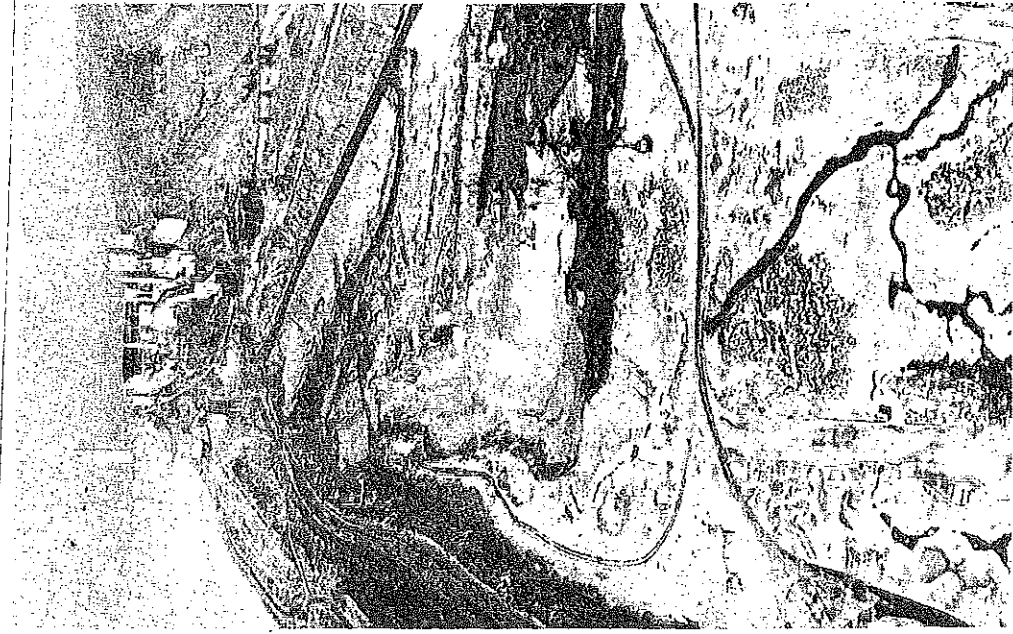
"The wind caused us some concern, it tore and blew away our electric blankets and we don't know how the worker was injured," Kays said today. He wasn't concerned by the snow or sub-zero weather, but after 10 days of extreme pressure he could relax. The walls were up despite the elements.



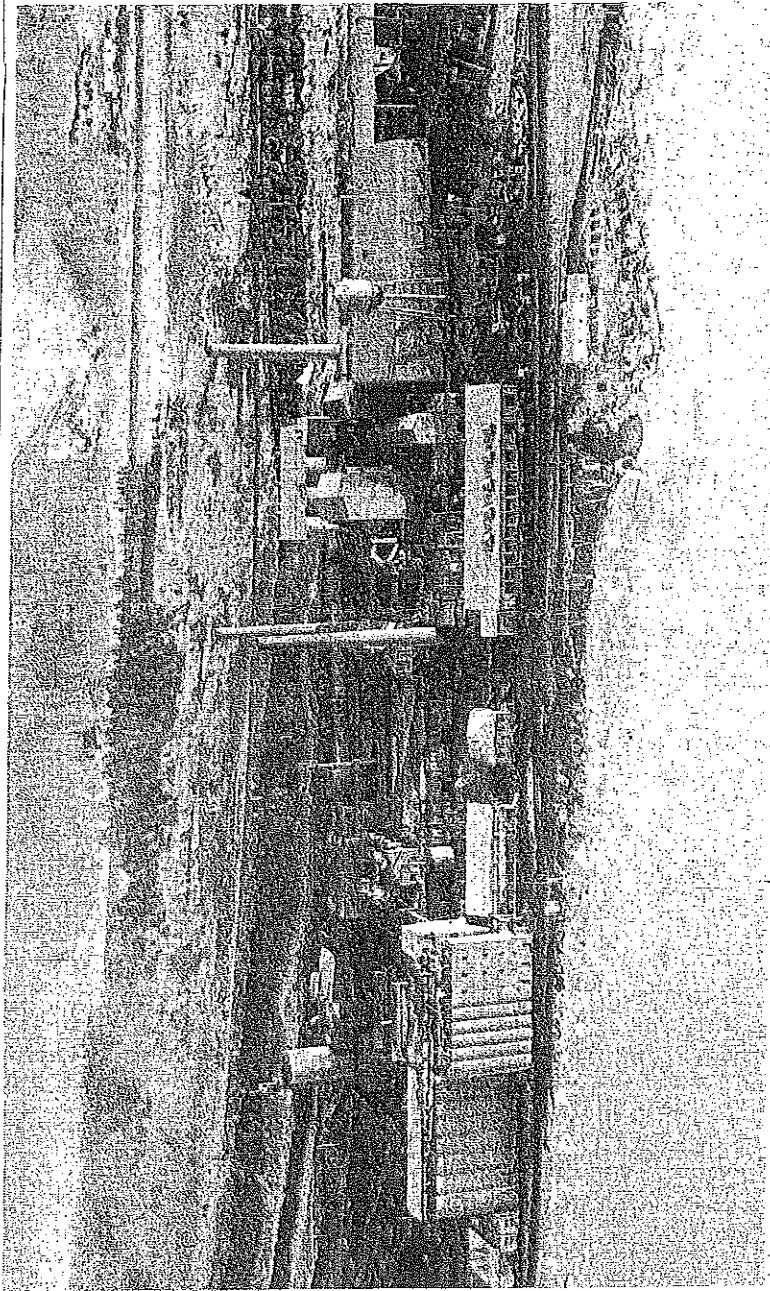
A NEW SKYLINE takes shape at Penn-Dixie. At left are three new silos, in foreground workmen from Bulta Dredge & Dock Co. drive steel piling through the ice for one of two "dolphins" to be used for mooring ships loading cement or unloading coal. (NEWS photo by Jim Doherty.)



HIGH UP-191 feet from the water, Macdonald Engineering Co. workers this morning finished an around-the-clock concrete pour of these new silos at Penn-Dixie Plant 10. Buckets hauled 5,000 tons of concrete and 300 tons of steel up since Jan. 30. (NEWS photo by Jim Doherty.)



**THE QUARRIES** at the Penn-Dixie Cement plant are not visible from the road, but are quite spectacular from the air. (NEWS photo by Marsha Robinson)



**THE PENN-DIXIE CEMENT PLANT** as seen from the air is quite an impressive installation, larger than you might expect when viewing it from US 31

which runs directly behind. (NEWS photo Marsha Robinson)

Jerry's Castle

Penn-Dixie Industries may look like a slum, but to Jerry Castle, it's Fat City, U.S.A.

In 1967 when Jerome Castle, 32, took over the venerable Penn-Dixie Cement Corp., he made no pretense that he was planning to turn the cement industry on its ear. Oh no. His target was the world.

"Any company that remains purely a cement company will go bankrupt," he said solemnly. "We're out to equal Xerox and Polaroid, not Lone Star Cement." A decade ago, that sounded plausible, even exciting. People believed in corporate miracles then. Jerry didn't have any industry experience. But he had charm, was clever with words. He was, as they say, an aggressive young man.

Jerome Castle is now 41, and Penn-Dixie is in steel, construction, aggregates, chemicals and leasing. The 1975 annual report begins: "Dear shareholder, 1975 was... a gratifying period as virtually all our objectives were met. A deficit was reached solely because of the closing of our obsolete Howes Cave cement facility."

Gratifying? The loss was \$2.8 million. It would have been \$5.5 million but for an inventory liquidation.

What the report doesn't say is that three of Penn-Dixie's remaining plants are as ancient as the Howes Cave facility near Albany, N.Y.; two are equally bad markets. No major modifications have been done since Castle took over. To be sure, Penn-Dixie has spent considerable sums on maintenance—cement is an abrasive business—but still its plants are considered shams, and its capital expenditures have been pretty much limited to the pollution gear necessary to keep going. The level of investment is so low that the company is actually paying its deferred-income taxes, a virtually unheard-of event in a capital intensive industry. "It's like running a car without changing the oil," says a disgusted analyst. Penn-Dixie says it is merely running "Buicks, not Cadillacs," and that it spends enough to keep them going.

After ten years of Jerry Castle, Penn-Dixie's sales of around \$300 million are about four times what they were when he took over, but there's not much more than that to be said for his stewardship. Earnings for the

Penn-Dixie sold for a little over \$10 a share when Castle started his bid; today it goes for a little over \$5. The dividend last year was less than half of what it was in 1967. This year's is imperiled by agreements with banks.

**No. One Priority**

Is this just another wonder boy who failed to make good? Not exactly. Jerry Castle has done very well. It's the shareholders who suffered.

For in one respect, Castle has not only equaled Xerox and Polaroid—and General Motors, Texaco and International Business Machines—but outpaced them. Penn-Dixie paid him more than those companies paid their chief executives last year.

The \$280,632 in salary and fees was the least of it. There were 70,000 shares of common stock, worth about \$446,250 on the day of issue, simply given to him. They were to keep him from looking for a better job, the company said. There was a little cash bonus of \$34,500 to celebrate the new year, too, which this year's proxy failed to mention.

Eight years ago, Castle told Forbes he was planning to outdistance International Telephone & Telegraph's Harold Geneen; he just missed. His \$761,000 in cash and stock came in just behind the I.T.T. chairman's \$782,000 for fifth place in compensation among American executives, by Forbes reckoning. But that wasn't all, not by a long shot. Last year, the board of directors casually doubled Castle's retirement benefits to \$140,000 a year. Then they promptly voted to loan him \$500,000 at 4% interest, bringing his total debt to the company to \$700,000. He certainly didn't need rent money: he stayed at

the company's suite at Manhattan's posh Hampshire House when in the city. Now throw in a couple of bodyguards, and the company's Lockheed Jet Star and the inestimable expense accounts Castle enjoys.

When you add it all up, Jerry Castle got a good deal more out of the company last year than did the shareholders. Not bad for turning in the company's worst year in modern times. You might say Jerry wasn't so much working for the shareholders as he was their senior partner. Castle's No. Two man, Executive Vice President Harvey Kushner, says that all the money was simply fair pay for Mr. Castle's "achievements." (Kushner didn't do badly himself: \$375,000 or so last year when you count his stock.) Another view: "I'm amazed that you can do things like that and not get in trouble," says a friend. He adds: "Still, it's a public company. The shareholders can read."

Head and, most likely, weep. Penn-Dixie is indeed a public company, subject to the rules of the New York Stock Exchange, the laws of the state of Delaware and the U.S. It has accountants. It is, in theory, at the mercy of its banks. Yet Jerry Castle, at least where his compensation is concerned, operates as though he was a law unto himself. How?

First, consider his board of directors. Chairman, Jerome Castle. Then there is Jerry Castle's first wife, June M. Castle, the mother of Jerry's children. What's she doing on the board? "There had been talk about bringing a woman onto the board," explains Kushner. "Number one who came to mind was June."

Also on the board are two Castle subsidiaries, Kushner and Alfonso



Castle of Penn-Dixie



fore leaving last year Javits endorsed Castle's record compensation. Castle paid an inflated price, mostly with borrowed money, for Continental. His banks came close to shutting him down, only the sale of Penn-Dixie's prize cement plant bailed the company out. (Penn-Dixie insists it was no near thing.) Yet as soon as he got out of one scrape, Castle turned into another, picking up for about \$3.3 million an 18.5% interest in Diversified Industries. With control of the marginal Clayton, Mo. hedgepodge came a couple of bonuses: tough guy Ben Fisman, Diversified's founder, and a Securities & Exchange Commission investigation of irregular practices that is slowly spreading to Penn-Dixie itself.

Virtually debt-free when Castle took over, Penn-Dixie now stands more than \$55 million in debt, with \$33 million in unfunded pension liability. The company owes \$20 million to banks. What about them? Are they satisfied with matters now? Forbès called Mellon Bank's Gary Fiedler, who negotiated a new agreement a couple of months ago that apparently gives Castle free reign with payments he can easily meet until 1978. How much of a role is the bank taking in Penn-Dixie's management? Fiedler wasn't talking. Was Castle's compensation in line? We asked First Pennsylvania's Robert Romano. "That's a director's decision. Shareholders elect directors," he said. National Bank of Detroit's Robert Van Auker had nothing to say.

Most Penn-Dixie employees are afraid to talk. Fear seems to pervade the company, and even long-ago employees say they can't talk for fear of financial and even (they say) physical retaliation. Some workers confess to each other that they believe their telephones are bugged, their mail read. They claim Castle himself keeps a gun handy. Several former employees recall that Castle liked to brag of his connections with organized crime; they say he often claimed that Anthony ("Tough Tony") Anastasio, boss of the Brooklyn waterfront (and brother to Murder, Inc. power Albert Anastasia) was his son's godfather. Who knows? Both Anastasias are dead.

What is fact and what is fiction? Castle himself refused repeated requests to talk to Forbès. His friends say in his defense that he exaggerates. Of the Mafia rumor, for example, an old friend says, "That sounds like a typical Jerry Castle lie."

After weeks of insisting that it was company policy not to talk to the press, Executive Vice President Har-

them? What are they worth? (Penn-Dixie's cement pension funds are valued at cost; if half those shares were bought in 1969 at up to \$25 a share, the value of the fund's assets could be vastly overstated today.) Kushner's standard response to questions about the pension funds was, "I really don't know." He added: "The pension fund is no longer under Mr. Castle's control," claiming that two unnamed banks are now trustees.

At any rate, add up all the stock that Jerry Castle conceivably votes, and it comes to about 500,000 shares, or close to 10% of the voting stock. Add in his friends' stock and... well, who knows? Coupled with access to the corporate kitty for legal expenses, Castle, Jacobson and Eschen are referred to as the "outside" directors; they make up the audit committee. None of Castle's race horses has yet been elected director.

Genuine outside directors have in the past come and—usually quickly—gone. For example, Howard Stein, chairman of Dreyfus Corp., was elected last fall. ("The banks had questioned it when June Castle went on the board because they didn't know who June Castle was," explains Kushner.) Stein has resigned, though, after his request to join June Castle on the audit committee was denied.

What about the shareholders, then? In fact, they have little to say. Penn-Dixie stock is held by 12,400 shareholders, but Castle appears to own more than any others.

Last year's outright gift of 70,000 shares brought Castle's personal holdings to 226,000 shares of Penn-Dixie voting stock, or about 4.3% of the 5.2 million shares outstanding. There is another 57,000 shares in the Jerome Castle Foundation; Jerry and June are trustees. Harvey Kushner owns 86,000 shares (30,000 of them a gift last year, like Castle's).

And how's this for long-range planning? Castle and directors Kushner and Marcelle own more than 60% of Penn-Dixie's senior preferred stock, with its first dibs on the carcass of a bankruptcy. They issued it, then bought it for \$3.50 a share (5% down!) immediately after their last big credit crunch.

There is something of a mystery about the amount of stock controlled by June Castle. According to the proxy, she owns only 1,040 shares. But if you listen to Kushner, there is more to it than that: "Her children and her family own a good block of stock." Oughtn't the proxy to reflect at least the kids' stock? We asked, "After all, they are Jerry's children too. I assure you that the proxy is correct to the best of our knowledge," he said.

Then there is the interesting matter of the pension funds. Last year's proxy mentioned that pension funds, of which Jerome Castle was trustee, owned 214,552 shares of Penn-Dixie common. This year's proxy makes no mention of either. What happened? Who votes the shares? Who owns

them? What are they worth? (Penn-Dixie's cement pension funds are valued at cost; if half those shares were bought in 1969 at up to \$25 a share, the value of the fund's assets could be vastly overstated today.) Kushner's standard response to questions about the pension funds was, "I really don't know." He added: "The pension fund is no longer under Mr. Castle's control," claiming that two unnamed banks are now trustees.

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**"You want us to be another 'Xerox' the executive vice president complained.**

vey Kushner called at FORBES' offices on the eve of deadline. Kushner, 50, most of whose previous experience was in department stores, cosmetics and women's undergarments, joined Penn-Dixie in 1969. He explained he had come to set the record straight.

"We are not trivial people . . . We know what we're doing and we do it with few people. That's why I get paid a lot of money. That's why Mr. Castle gets paid a lot of money." What was their special touch, we asked? "We run a really tight ship. . . . This is really Mr. Castle's input. He's a very strict, tight-fisted executive. He's very penny-conscious. I'll tell you the truth: I once asked the general manager of the cement division to put down what he wanted. It came to \$100 million." But isn't that what the capital-intensive cement and steel businesses are all about? we asked. "Not really," replied Kushner. So the general manager has been "shelved," the cement headquarters are closing and the steel division is taking over cement.

In spite of Castle's talent, things have been pretty dismal; Kushner allowed, which was one reason Jerry Castle wasn't talking. "He's more disappointed than anyone else. . . . He's very distressed, he's more than distressed, he's furious. . . . You want us to be another Xerox?"

How does Castle square his "disappointment" and his company's low rate of capital investment with the \$1 million or so he spent a few years ago redecorating Penn-Dixie's Manhattan headquarters (plus the apartment around the corner)?

"It says something about the company," answers Kushner. "Most people come and look at us and they think, 'Penn-Dixie, that used to be a cement company.' Now they have a completely different image of the company."

Penn-Dixie's steel operations, beneficiary of a big capital spending program just before Castle took over, are still reasonably profitable. Even its tattered demolition cement plants are expected to make money for a few years, until rising fuel costs and new competition converge. Many steel analysts see the same dismal pattern of deprivation and bad decisions at the top repeating itself with Penn-Dixie's steel business—but ever so slowly.

But what happens when the facts of business life finally catch up to his over-borrowed, under-profited company with its aging plant? When the cow finally runs out of milk it will probably be the public stockholders, the jobholders and the pensioners who suffer. Jerry Castle and Harvey Kushner will have theirs. ■

For Defrauding Penn-Dixie

## Jerome Castle Gets 15 Months

NEW YORK (UPI) — Jerome Castle of Miami Beach, former president of Penn-Dixie Industries, was sentenced to 15 months in prison and fined \$12,000 Monday for defrauding his company of \$3 million in a 1973 Florida land swindle.

Penn-Dixie operates a cement plant in Petoskey.

In imposing sentence, federal Judge John Cannella said Castle, who will be eligible for parole in five months, must serve time in prison as a deterrent to others in his position because he "bridged his trust and let his stockholders down."

"We must show stockholders," the judge said, "that when they put people in positions of trust, they must be made to live up to that trust."

A co-defendant in the case, Arnold Aronoff, a Detroit businessman who pleaded guilty to a charge of mail fraud and was sentenced to two years in prison, had the sentence reduced to one year Monday by making good a restitution pledge.

Another conspirator, Edward J. Robinson, a real estate consultant from St. Clair, Mich., and a former Michigan state senator, was tried and convicted in Detroit and sentenced to six months in jail.

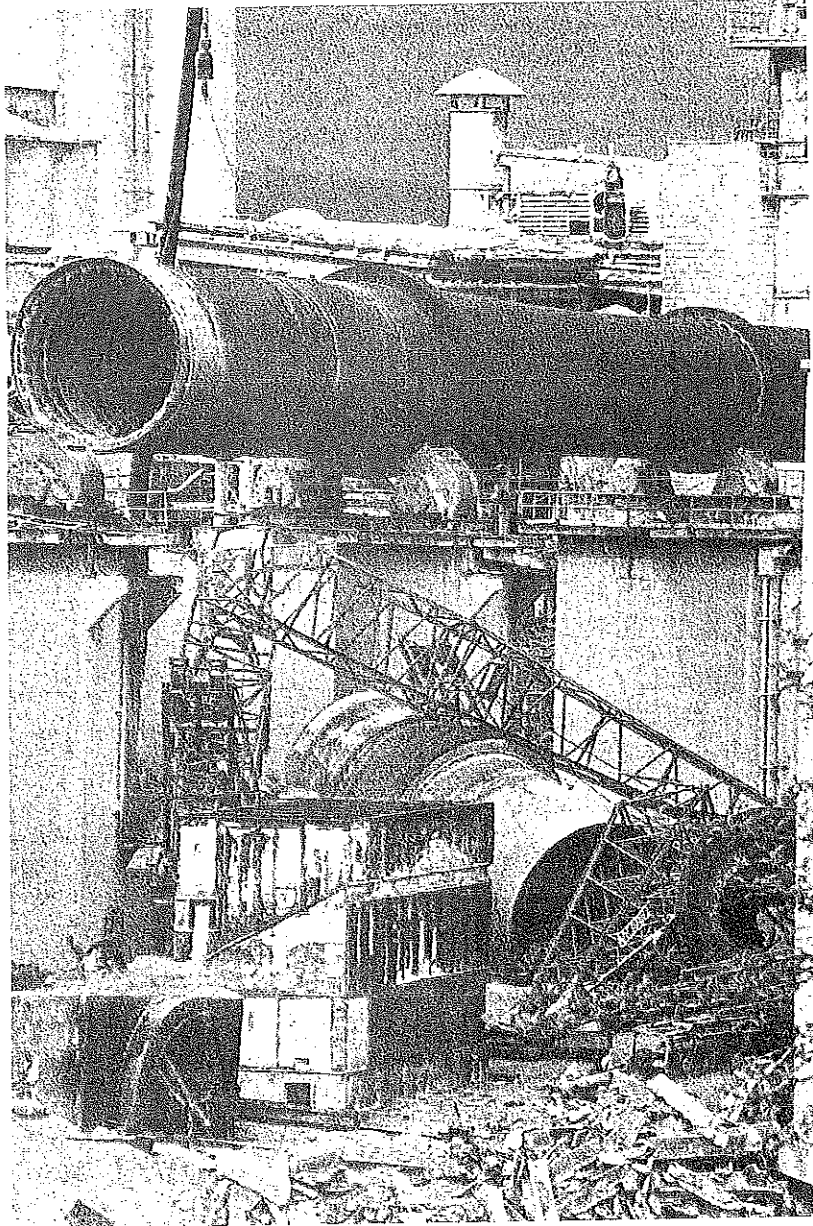
Castle, 43, who was president of the New York City-based concern for 10 years, was convicted in August after a jury trial in U.S. District Court in Manhattan on charges of conspiracy and mail and wire fraud.

He was accused of taking part in a scheme to get Penn Dixie, a major manufacturer of steel products and construction materials, to pay an inflated price of \$5.9 million to buy 5,500 acres in Putnam County, Florida, most of it swamps.

"It seems to me," Judge Cannella said, "that everyone in this deal was stupid. They should have got off their duffs and looked at the land."

In a sentencing memorandum to the court, the government said Castle "misused a total of \$1.7 million in corporate assets for his personal benefit."

The memo cited Castle's "luxurious residences" in Glen Cove, L.I., and Florida "staffed with butlers, maids and servants; with a corporate jet and tennis court."

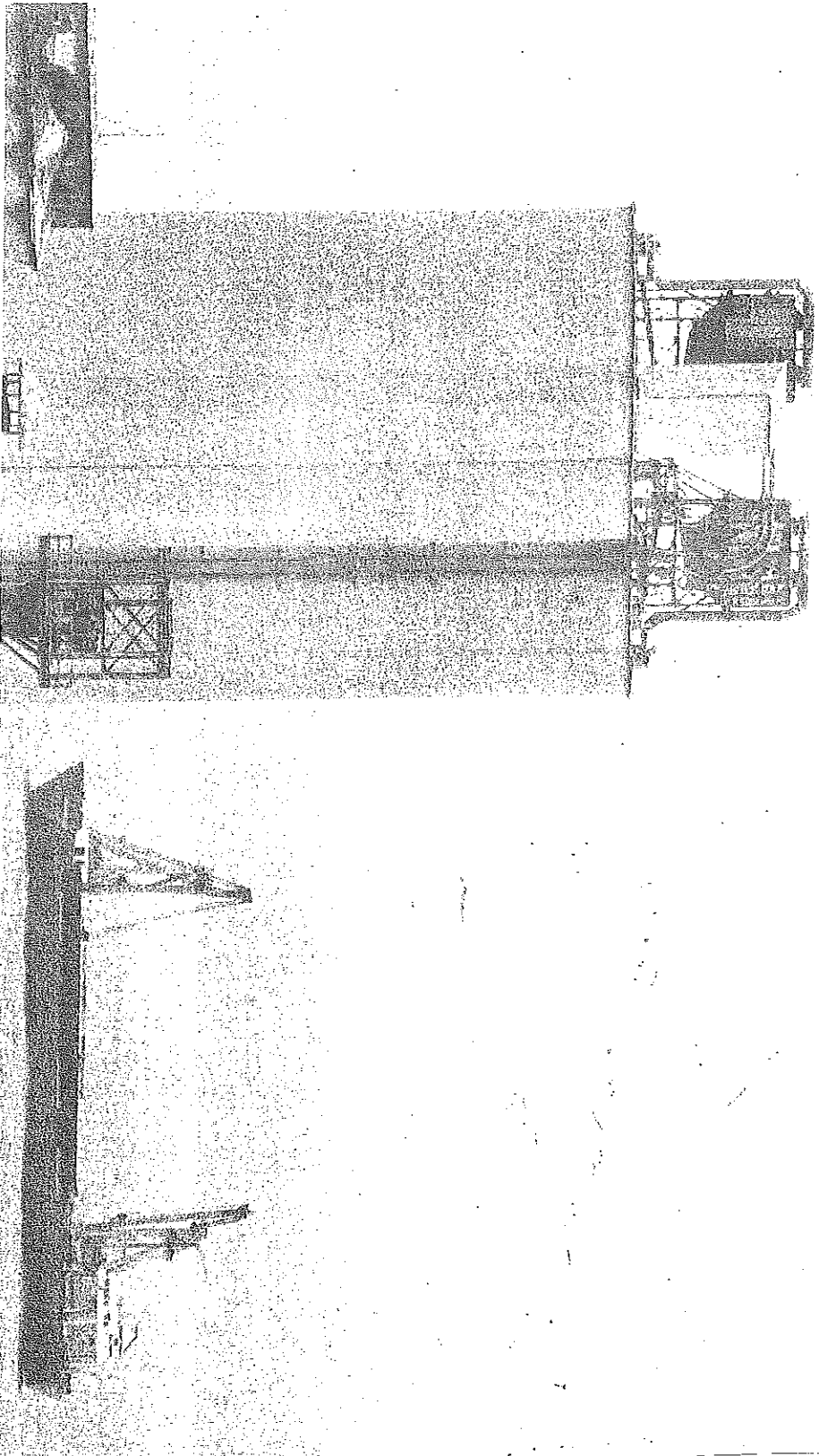


*August 24, 1988*

NEWS photo by Perry Clark

## Crane collapses

**Resort Twp.:** A crane being used to dismantle the former Penn-Dixie Cement Plant collapsed Tuesday while it was lifting a section of the large tube-like structure at the top of the photograph. Apparently no one was hurt. Universal Equipment Co. of Freemont, Ohio, is dismantling the plant for Cementos Cibao, a cement manufacturing firm in the Dominican Republic, where plant parts will be taken and reassembled. Universal owner and president F. William Niggemyer said crane experts will be on site Thursday to analyze the situation. "We'll try and figure out what happened," Niggemyer said. "We don't know."

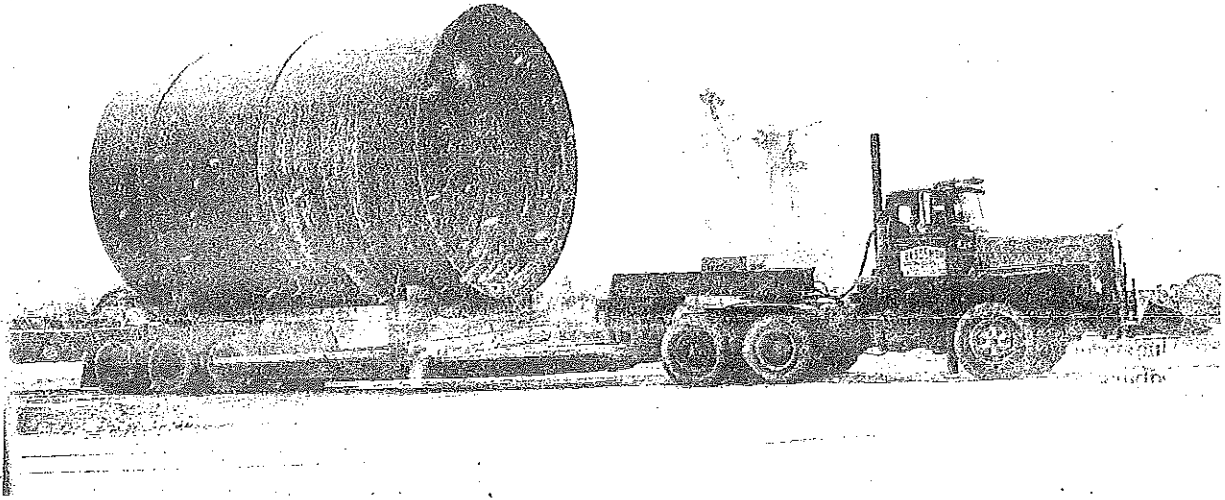


## Shipping out

The former Penn-Dixie Cement Plant is being removed piece by piece and will be hauled to the Dominican Republic aboard the ship

Mirabella owned by Jumbo Navigation of Holland in the Netherlands.

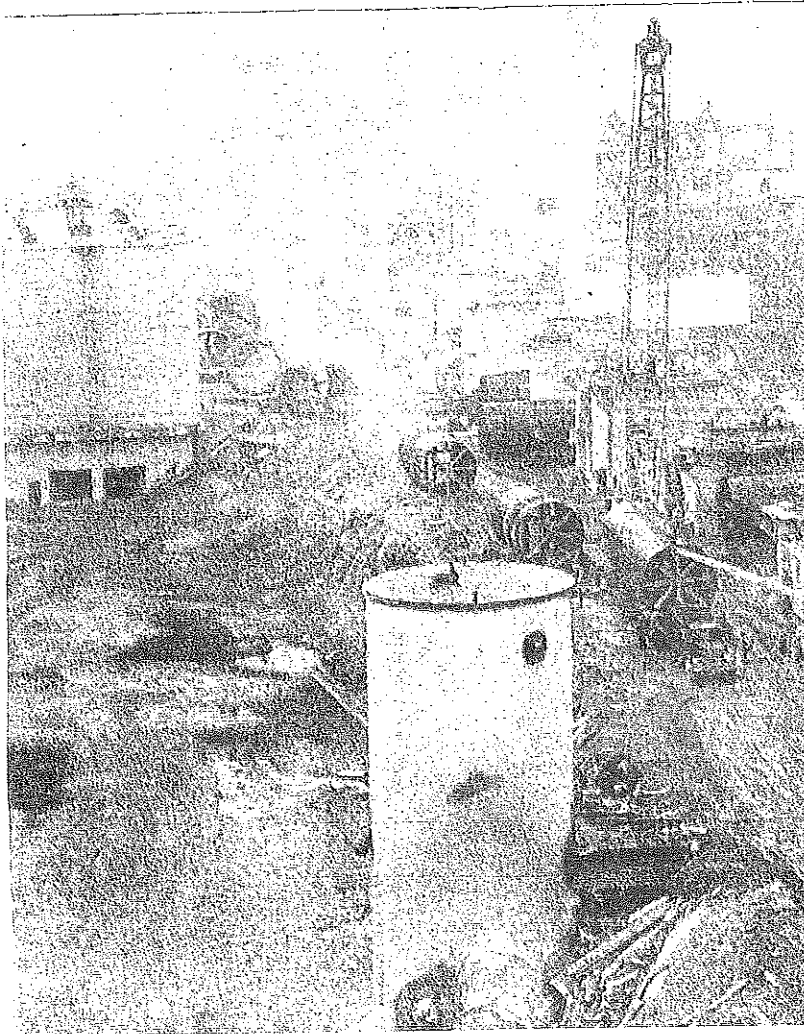
NEWS photo by G. Randall Goss



NEWS photo by G. Randall Goss

A truck pulls a 57-foot-long piece of the kiln toward the ship for loading. The kiln which was 525 feet long and 14-16 feet in diameter and

weighed 127 tons has been divided into 14 sections for shipping. The ship arrived Tuesday at the former Penn-Dixie plant in Petoskey.



NEWS photo by G. Randall Goss

Five buildings on the Penn-Dixie Cement plant property have been dismantled for shipping including the most noticeable stone and shale shed, the big building on the end of the complex.

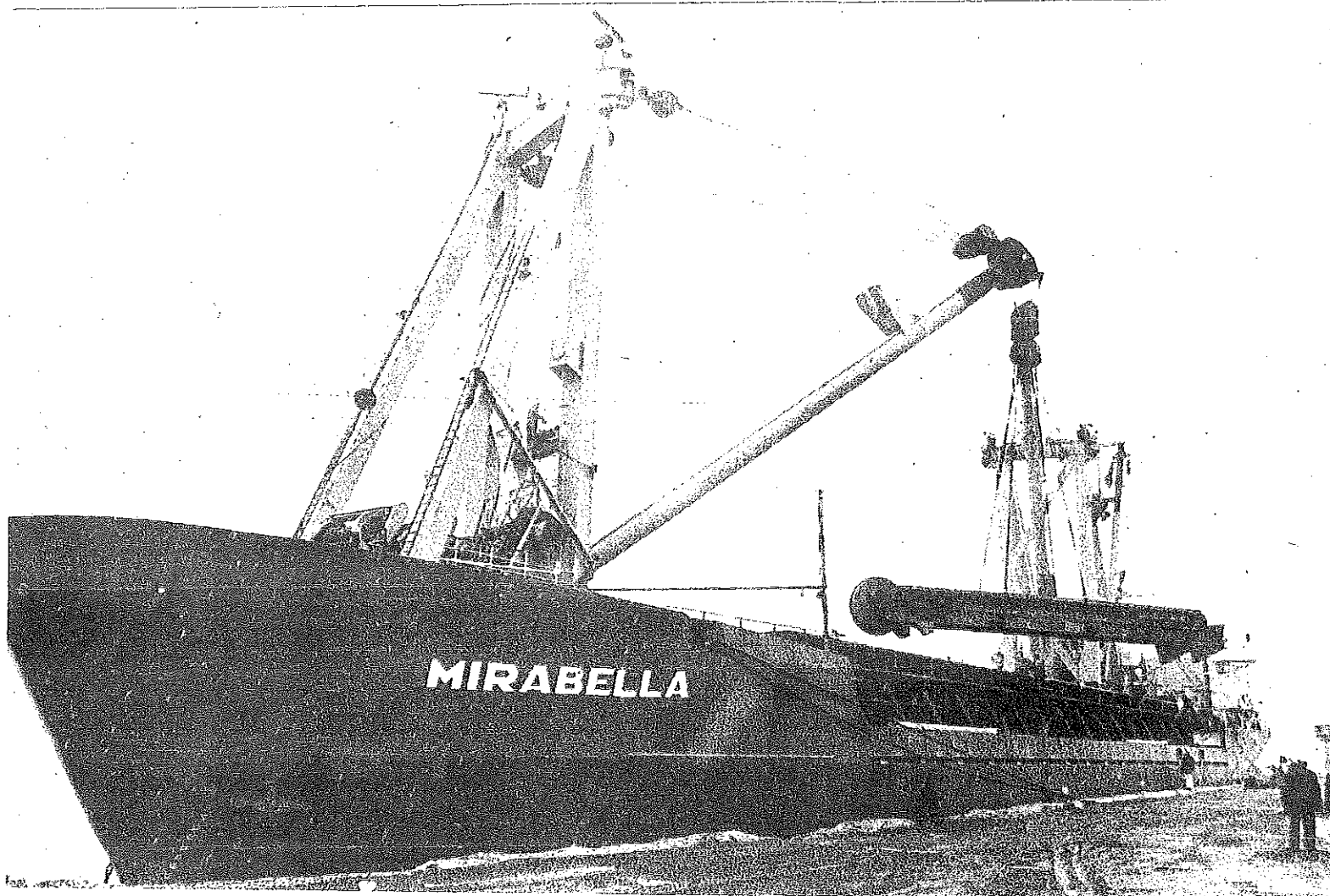
Extracted Petoskey News-Review, page 1, Friday, December 2, 1988

## HISTORY CEMENTS PETOSKEY PLANT TIES CENTURY-OLD CEMENT PLANT LEAVES AREA

The Petoskey plant shut down May 11, 1981, after the union contract ran out. Shortly, thereafter, the plant was sold to the Dundee Corp. Currently, Dundee is in a limited partnership with several Southern Michigan firms plans to construct a large marina, condominiums, hotels and single family residences on the Petoskey property.

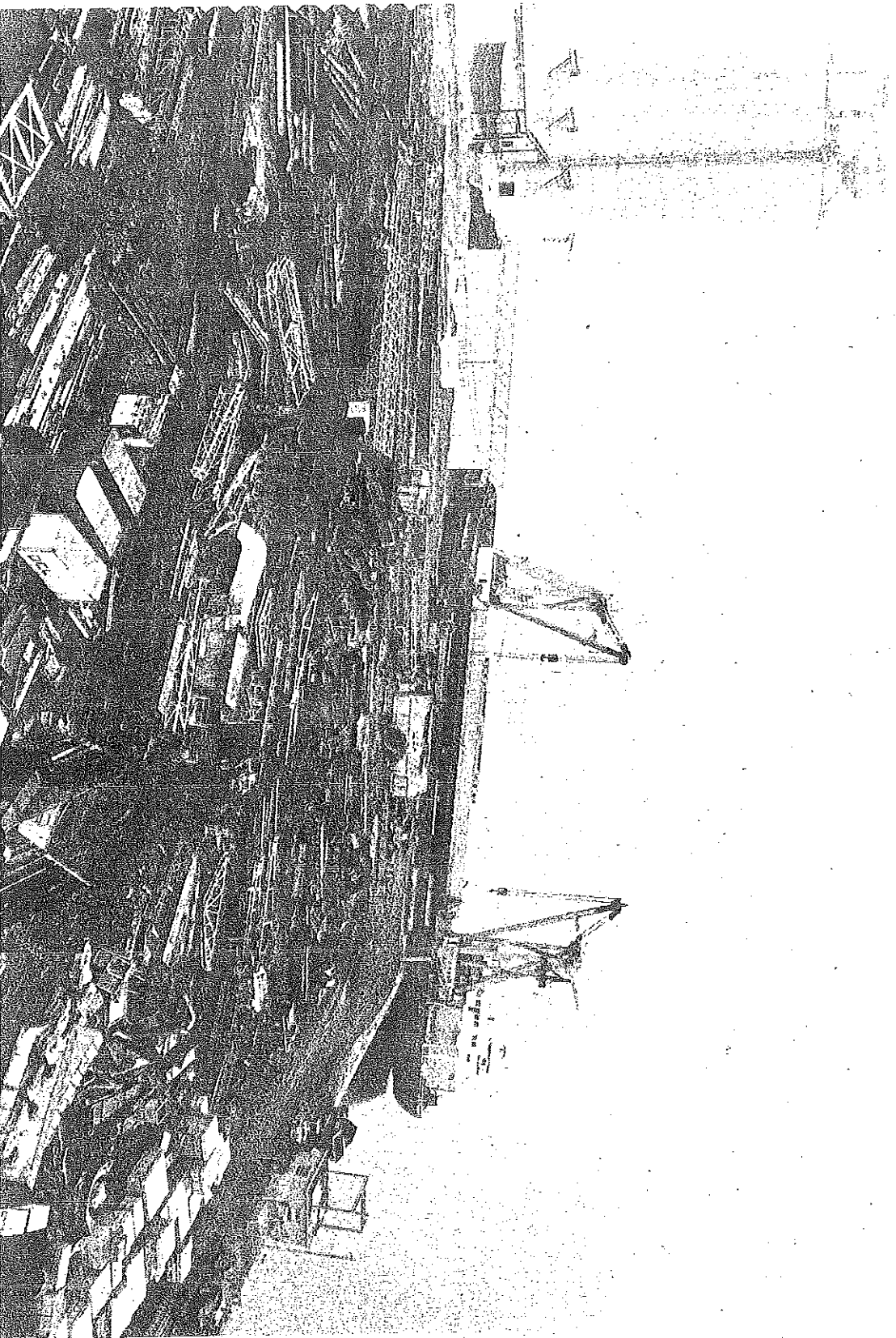
The buildings are being dismantled by Universal Equipment Co. of Fremont, Ohio, and sent to Santiago in the Dominican Republic where they will be reassembled for use by Cementos Cibao for cement manufacturing.

Extracted from Petoskey News-Review,  
Front page & page 3  
dated Friday, December 2, 1988



Two 43-by-5 foot pieces of the apron feeder conveyor, which fed stone to the crusher at Penn-Dixie Cement are loaded on a ship bound for the Dominican Republic. The pieces weighed about 100 tons combined.

Petoskey News-Review photo by G. Randall Goss



NEWS photo by G. Randall Goss

## Pieces of Petoskey history

Piece by piece the dismantled Penn-Dixie Cement Plant in Petoskey is laid out in preparation for shipping to the Dominican Republic where it will be re-assembled and put back in use.

Additional pictures appear on page 3 along with a story about the history of cement in Petoskey. The ship arrived in Petoskey Tuesday.

## HISTORY CEMENTS PETOSKEY PLANT TIES CENTURY-OLD CEMENT PLANT LEAVES AREA

Jess Graham worked as a summer research assistant for the Little Traverse Bay Historical Society and prepared this piece from information available through the historical society collection.

By Jess Graham  
News-Review special writer.

The complex stands deserted, equipment strewn about the grounds as if it were abandoned in mid-flight by operators who ran from an unseen enemy.

The buildings, once the hub of activity, stand humbly awaiting their verdict, their windows painted over by a film of dust and grit. Their constant companions are those creatures of neglect and time spent in harsh environments. They are the remains of the Penn-Dixie Cement Plant in Petoskey, once the vanguard of the concrete industry, now a shell, and a reminder of times long ago.

The plant was the final stage of an evolutionary process of smaller lime kilns which flourished on the shores of Little Traverse Bay between Petoskey and Bay Shore.

H.O. Rose, Petoskey businessman and community leader, constructed the first lime kiln at the foot of Howard Street in 1874. Soon, other firms started to flourish between here and Bay Shore with the Bay Shore Lime Kiln being the largest and most successful. It was in operation between 1885 and 1912 before its chief executive officer, Homer Sly, left to form the Petoskey Crushed Stone Co.

Bay Shore Lime Kiln was located on 140 acres of prime real estate which contained large deposits of calcium rich limestone. Large quarries were dug and the stone was brought forth to be crushed and sold to be crushed and sold to road commissions, villages, towns and cement plants. The

company was sold in 1917 when Homer Sly and two leading businessmen A.B. Klise and John L.A. Galster formed the Petoskey Portland Cement Co. The plan was conceived on the ideal to combine the calcium rich limestone and shale to form the finest cement possible. In turn, this cement could be made fire-proof and used in the construction of highways, bridges and buildings.

On March 29, 1917, the organization of the Petoskey Portland, Cement Co. was announced with an authorized capital of \$1 million and future plans to construct a plant capable of producing 2,000 or 3,000 barrels of cement per day. Construction of the plant was delayed for two years because of World War I.

The present complex of buildings, machinery and quarries was constructed on a slender piece of land jutting out into the bay. Production began in March 1921 and the first bags of cement were placed on exhibit in Petoskey and other Midwestern cities. The manufacturing process was quite extensive and involved two main phases. In the first phase, two locomotives hauled stone and shale from the quarry to the crusher where they were reduced in size. From here, the minerals were sent to the main building where it was baked and ground into cement and, finally, it was bagged and placed in store houses to await further transport.

Great Lakes Steamer, the J.B. John was bought and refitted to haul cement to storage silos in Milwaukee, Chicago, Holland and Detroit.

A prospectus prepared by the company described the plant as an efficient and modern leader in the concrete industry.

The firm owned large deposits of calcium-rich limestone and the finest shale in the State of Michigan. The value of the complex, including land, machinery and buildings, was estimated at \$2.3.

Contained within the prospectus were reports prepared by the State Geological Survey team confirming the reports of large deposits of calcium-rich limestone. The deposits were large enough to support the plant for the next 100 years or well into the 21<sup>st</sup> century.

Finally, the booklet featured biographies of each of the company's founders, John L. A. Galster, A.B. Klise and Homer Sly and stating the current management team was expected to guide the company forward to become an effective force in America's future.

The cement company grew and prospered under the leadership of John L.A. Galster who served from 1917-55. A former insurance dealer and president of the Royal Cigar Co., he brought a wide range of business experience to the office

In 1937, under Galster's direction, new products were added including Petoskey High Early Strength Portland Cement, Petoskey Waterproof Portland Cement and Petoskey Mortar Cement.

The company was sold to the Penn-Dixie Corp. in 1955 which operate the complex until 1981.

In 1976, a scandal shocked the leadership of the corporation when it was learned that chief executive officer Jerome Castle had been milking the profits. The cement plant faced bleak times as competition, declining sales, rising interest rates, aging facilities and economic mismanagement ate away at the margin of return.



## HISTORY CEMENTS PETOSKEY PLANT TIES CENTURY-OLD CEMENT PLANT LEAVES AREA

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The Petoskey plant shut down May 11, 1981, after the union contract ran out. Shortly, thereafter, the plant was sold to the Dundee Corp. Currently, Dundee is in a limited partnership with several Southern Michigan firms plans to construct a large marina, condominiums, hotels and single family residences on the Petoskey property.

The buildings are being dismantled by Universal Equipment Co. of Freemont, Ohio, and sent to Santiago in the Dominican Republic where they will be reassembled for use by Cementos Cibao for cement manufacturing.

Extracted from Petoskey News-Review,  
Front page & page 3  
dated Friday, December 2, 1988

# OUR VIEW

## Penn-Dixie development positive step for Petoskey

**Y**EARS AFTER THE initial idea of a large resort on the shores of Little Traverse Bay was proposed, ground will finally be broken Tuesday, July 12, for the Bay Harbor project west of Petoskey.

Gov. John Engler and the heads of the two firms that are developing the project, Dave Johnson of Victor International of Southfield and William T. McCormick Jr. of CMS Energy Corp., will do the honors around 3 p.m.

The conversion of the former Penn-Dixie Cement Co. plant to housing, commercial and golfing properties ends more than 75 years of industrial activity at the Resort Township site.

Cement production started in 1921, although there was mineral extraction at the site before then.

What is planned for the 986-acre site is Harbor Lake, an 87.5-acre facility that can house 450 boat slips, 27 holes of golf being developed by Boyne USA Resorts, 80 acres of township parks and preserves, a hotel/conference center and a commercial area.

The conversion of the plant site won't come quickly nor inexpensively.

But already people have put their name on a reservation list to buy some of the \$500,000 lots in the development.

With the financial resources of Victor International and CMS, the parent company of Consumers Power Co., the development appears on the verge of reality.

We've been pleased with Johnson's willingness to provide public access to the development's amenities, and his work in cooperation with Resort Township and Emmet County to provide public parkland within the borders of the resort.

We look forward to the development of this prime piece of property that is the gateway to Petoskey from the west.

*"Our Opinion" represents the view of the News-Review Editorial Board. Serving on the board are News-Review staffers Perry Clark, Jim Heil, Kirk Schaller, Kendall P. Stanley and Ken Winter.*

# Thousand-plus to attend blast at cement plant

By NEIL STILLWELL  
News-Review staff writer

**RESORT TWP.** — Developers are bracing for more than 1,000 invited guests and an unknown number of the public who'll come out to see the big bang planned for 3:30 p.m. Wednesday, July 12, at the former Penn-Dixie Cement Co.

"Dress how you'd normally dress for a smoke stack demolition," said Charlie MacInnis, spokesman for development partner, CMS Land Co. CMS, part of the Consumers Power Co. group, and Victor International Corp., developer of an upscale residential property, are partners in turning the blighted cement mining land into the luxurious Bay Harbor resort.

He recommends casual attire. Planned for groundbreaking ceremonies is the demolition by explosives of a pair of 208-foot smoke stacks.

To accommodate the crowds not on the invitation list, a special parking area is available.

Access to the viewing area is several hundred feet east of the entrance to the plant on U.S. 31 two miles west of

**"Dress how you'd normally dress for a smoke stack demolition."  
— Charlie MacInnis, spokesman, CMS Land Co.**

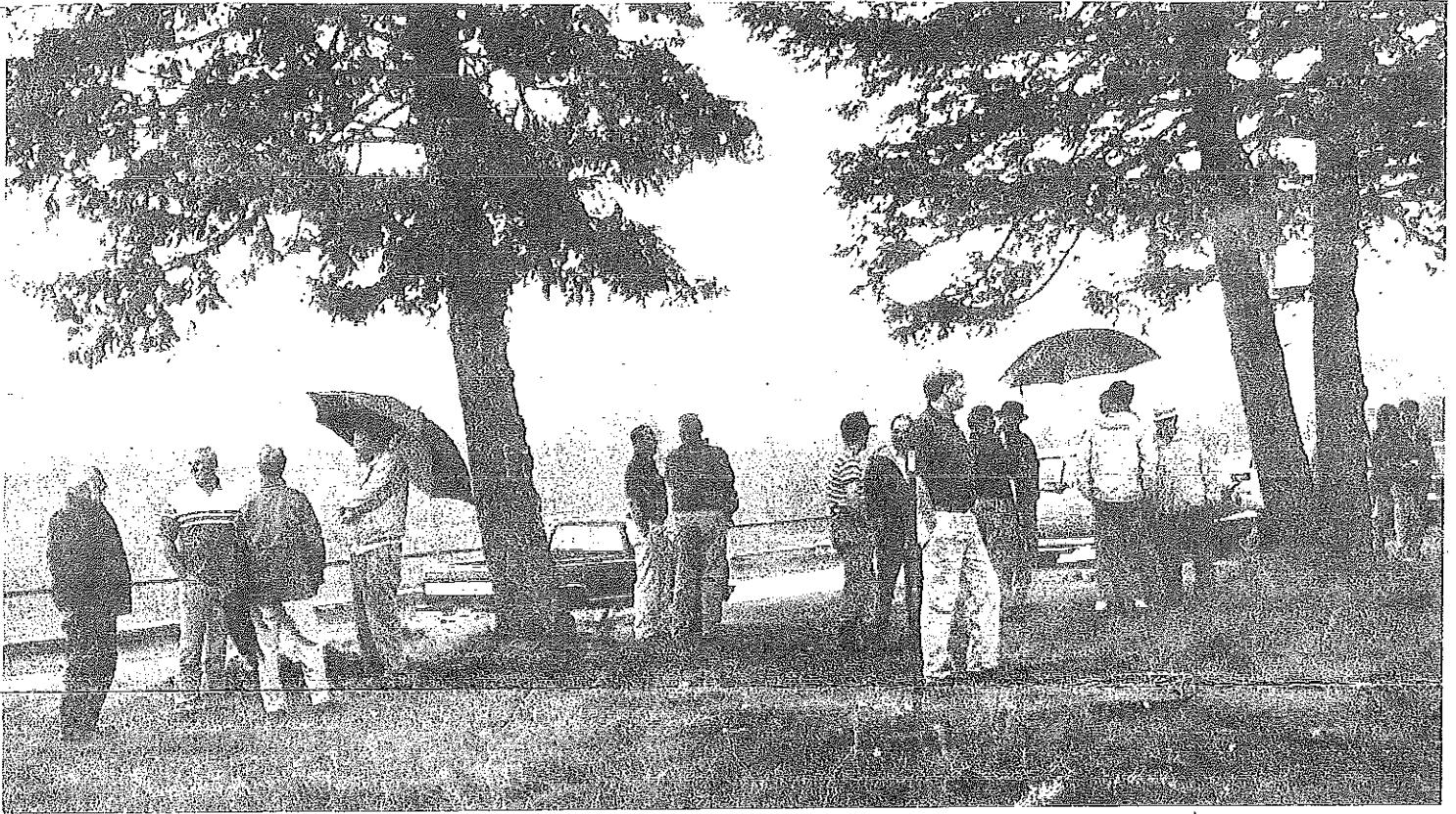
Petoskey. People interested in viewing the demolition should arrive between 3 p.m. and 3:30 p.m. Drivers should try to avoid arriving at the site prior to 3 p.m. to minimize traffic. Law enforcement officers and security staff will patrol and direct traffic.

The explosion will give birth to a nearly 1,000-acre luxury golf and yacht club community, known as Bay Harbor, on the shore of Little Traverse Bay.

Boaters are advised to stay 1,000 yards off shore from the plant. The U.S. Coast Guard will also be on patrol.

The demolition team will fire a signal flare two minutes before detonation for those videotaping and photographing the event.

Invited dignitaries will watch from a different location. Among the guests expected is Michigan Gov. John Engler.



The Resort Township and Emmet County planning commissions wait in the rain and hope the tour of the Penn-Dixie Cement Company/proposed Bay Harbor Resort site begins before the lightning does. (NEWS-REVIEW photo by Brian McGillivray)

## OFFICIALS TOUR BAY HARBOR PROJET SITE

By Brian McGillivray  
News-Review staff writer

Hoping they wouldn't become lightning rods, county and township planners drove through lake bottoms, walked in boat channels, strode across a one-of-a kind golf course and then through the exclusive highbrow neighborhood.

Of course, at the time the lake is an empty rock quarry, the channel is limestone, the golf course is a shale mine and kiln dust and the neighborhood is a pile of dirt. But the lightning was real.

The Emmet County Planning Commission and Resort Township Planning Committee "walked" the site of the proposed Bay Harbor development. Only when the site is 986 acres and five miles long, you don't walk, you drive. And when it's in the middle of a thunderstorm, smart people try not to stand on too many hills.

The tour started at the overlook of the main quarry, which will become the 87.5 acre Harbor Lake. "The biggest part of the job is shaping the quarry," developer David Johnson of Victor International Corp. said.

Planning Commissioner Rich Carlson said neighbors are concerned about vibrations from the blasting involved. Johnson and the contractor explained it will be on a much smaller scale than done by the cement company, whose purpose was to fragment as much rock as possible. They want to "sculpt" the rock, and use smaller blasts.

As the tour went into the bottom of the quarry, Johnson told the planners, "You can tell your grandkids you stood under the lake—before there was water in it.

Johnson said in November they will turn off the pump which drains the water out of the spring fed quarry. They'll also cut a small opening to Lake Michigan, creating a water fall which will grow progressively smaller as the quarry slowly fills over the winter.

"Or we could just dynamite out the wall and suck in a few boats," he joked.

The channel connecting the new Harbor Lake to Lake Michigan will be 13 feet deep. Johnson said it started out as 10 feet deep. Johnson said it started out at 10 feet but then they talked to the local marinas and large boat owners. "We had one that drafts 12 feet, and we didn't want him not to be able to get in here," Johnson said.

The next stop was the shale quarry in the middle of the property. Johnson called it "the biggest mess we have." He said they had just planned to fill it with water, but when golf course designer Arthur Hill saw it he got all excited about it, comparing it to some of the great quarry golf courses of Pennsylvania. The course will cover mountains of kiln dust and sit on two miles of

## OFFICIALS TOUR BAY HARBOR PROJCT SITE - continued

{continued from page 1} Lake Michigan shore line. Johnson said it has more waterfront than even the famous Pebble Beach course.

Another stop was the remains of the cement plant, massive concrete silos, rusted out buildings and scrapped metal and machinery. The definition of blight, but impressive nonetheless.

"I start to sweat whenever I come down here Johnson said. Back at the county courthouse the county planning commission reviewed the final master plan for the golf course area and two site plans for the marina area. The site plans are for the area of the harbor master's building and a row of 13 homes only 10 feet apart built onto a ledge overlooking Harbor Lake. Johnson said they have all the advantages of a condominium, but people don't want the walls attached.

There were few changes from preliminary plans, except for a lowering of the housing density and some realignments of roads due to wetlands.

Johnson said they have been getting the most phone calls for homes in the golf course area.

Johnson explained the home designs are based on identifying a market and then offering a limited supply of the product.

"The whole thrust of this will be market driven," he said. It's a completely different type of person who wants to be in the marina homes, near the action zone, than those who want homes on the golf course.

On a separate item the planning commission chairman, Jim Harris, expressed the commission and township's desire to see the development remain under county zoning if a Public Act 425 agreement is reached transferring the property to the city of Petoskey.

Johnson agreed, "Our foundation and background is with you, we don't want to switch horses in midstream," he said. He then added, "We haven't seen a 425.

Johnson also invited the planning commissioners to the groundbreaking at 3 p.m. Tuesday, July 12. He said they have 250 pieces of equipment on their way up here, most by barge.

Extracted from Petoskey News-Review, pages 1 & 2.

Dated Wednesday, July 6, 1994

## \$500,000 LOTS A HOT ITEM AT GIANT RESORT

By Neil Stilwell  
News-Review staff writer

**RESORT TWP.** — Years of talk, years of conjecture and dreaming will get blasted aside Tuesday, July 12, as demolition begins at the Penn-Dixie Cement Co. plant.

"I'm a little bit in disbelief," said Dave Johnson, the Southfield developer who expects to make the 986-acre luxury resort development a reality.

"We've worked hard at it and there's a lot of work to go still..."

He is doing first what he said he would do first — tearing down the plant, covering up the kiln dust and building public facilities.

Seven lots in the exclusive "Peninsula," which start at \$500,000 apiece, have been sold, along with five lots in the "Preserve" residential area, Johnson said.

Johnson said his company, Victor International Corp., and CMS Energy Corp. have formed a 50/50 limited liability partnership to own and develop Bay Harbor. Johnson is chairman of the development company. CMS is the parent company of Consumers Power.

A ceremonious groundbreaking on the already broken-up industrial site is planned for 3 p.m. Tuesday, July 12, which includes Gov. John Engler. The program will include blowing up a couple factory stacks.

"It is consistent with what we promised to do, which is remove the plant," he said.

He said contractors to build the break wall, to shape the marina basin and demolition contractors have been hired.

The prominent storage silos will stay, to serve as a navigational reference point to Lake Michigan boaters and a memorial to the former cement industry which for

Continued from page 1

decades employed many people in Northern Michigan. The Portland Cement Co. started producing cement there in 1921, and the site was used for raw materials for many years before that.

"The big silos will stay, by popular demand," he said. "It's amazing the number of people who worked on them, or worked at the plant and wanted to leave something, almost like a monument to the plant."

Dust collectors on the tops will be removed. Johnson said Bay Harbor is exploring the possibilities of making the silos into lighthouses and building an observation platform around the bottom.

"It costs as much to redo it as remove it," he said, adding that scuba divers have explored the foundation and it is solid. It will probably last another 100 years.

"If we're going to leave something {from the plant's history} it is the least offensive thing to leave," he said.

They have received the U.S. Army Corps of Engineer permits required to build the breakwall and blast the quarry, he said. The developer has filed plans with the Michigan Department of Natural Resources to manage wetlands on the site {site design avoided an impact on about 200 acres}. A quick review of those plans is expected within about 90 days.

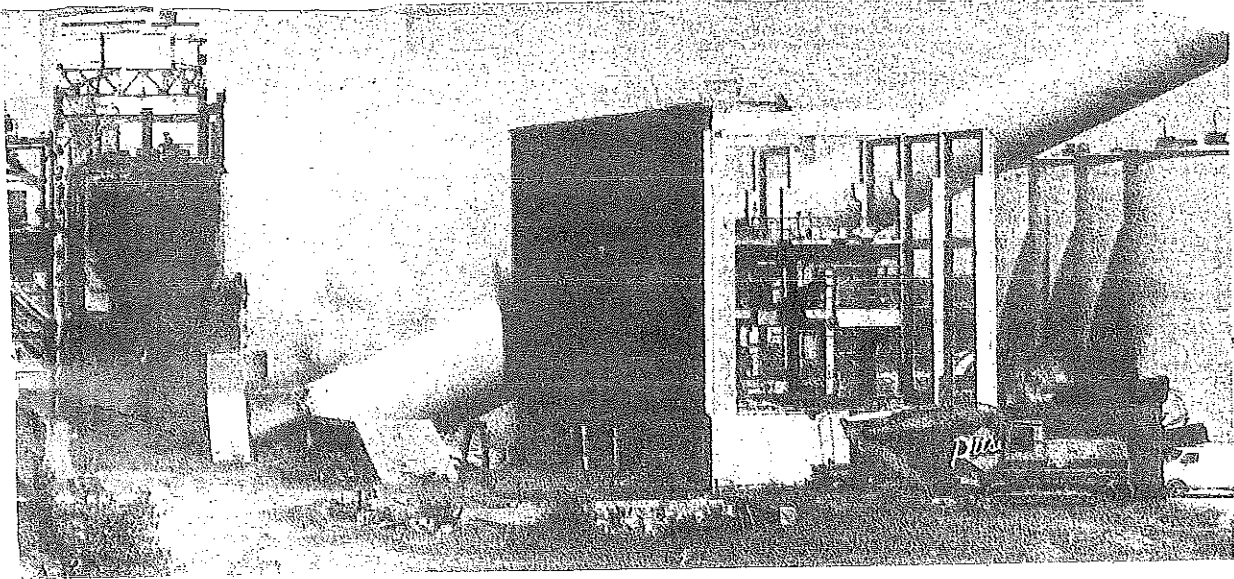
"There are some minor road crossings, and some impact in the shale quarry, which looks like the moon," he said.

He expects full-scale site work to start the day of groundbreaking.

Extracted from Petoskey News-Review, front page & page 2

Dated Wednesday, July 6, 1994.





The stack on the left settles back on its base.



It was a party atmosphere for many in the public viewing area, as hundreds of people gathered to soak up the sun, eat, drink and be merry, as well as give their advice through sign language.  
News-Review photo by Neil Stilwell, Wednesday, July 13, 1994, page 23



**For others it was a time for remembrances. From left: George John, Dean John, Rose Mason, and Beverly John watch from on top of the hill across the highway. Three generations of the John family worked at the plant, starting with their grandfather who built and ran the original plant.**

Petoskey News-Review Photo by Brian McGillivary, Wednesday, July 13, 1994



**Bay Harbor developer David Johnson {left} is interviewed by a TV reporter prior to Tuesday's demolition to kick off the resort. Media from 20 newspapers, TV stations and radio stations attended.**

Petoskey News-Review photo by Neil Stilwell, Wednesday, July 13, 1994.

# Cement stacks will fall

By NEIL STILLWELL  
News-Review staff writer

## RESORT TWP. — Boom!

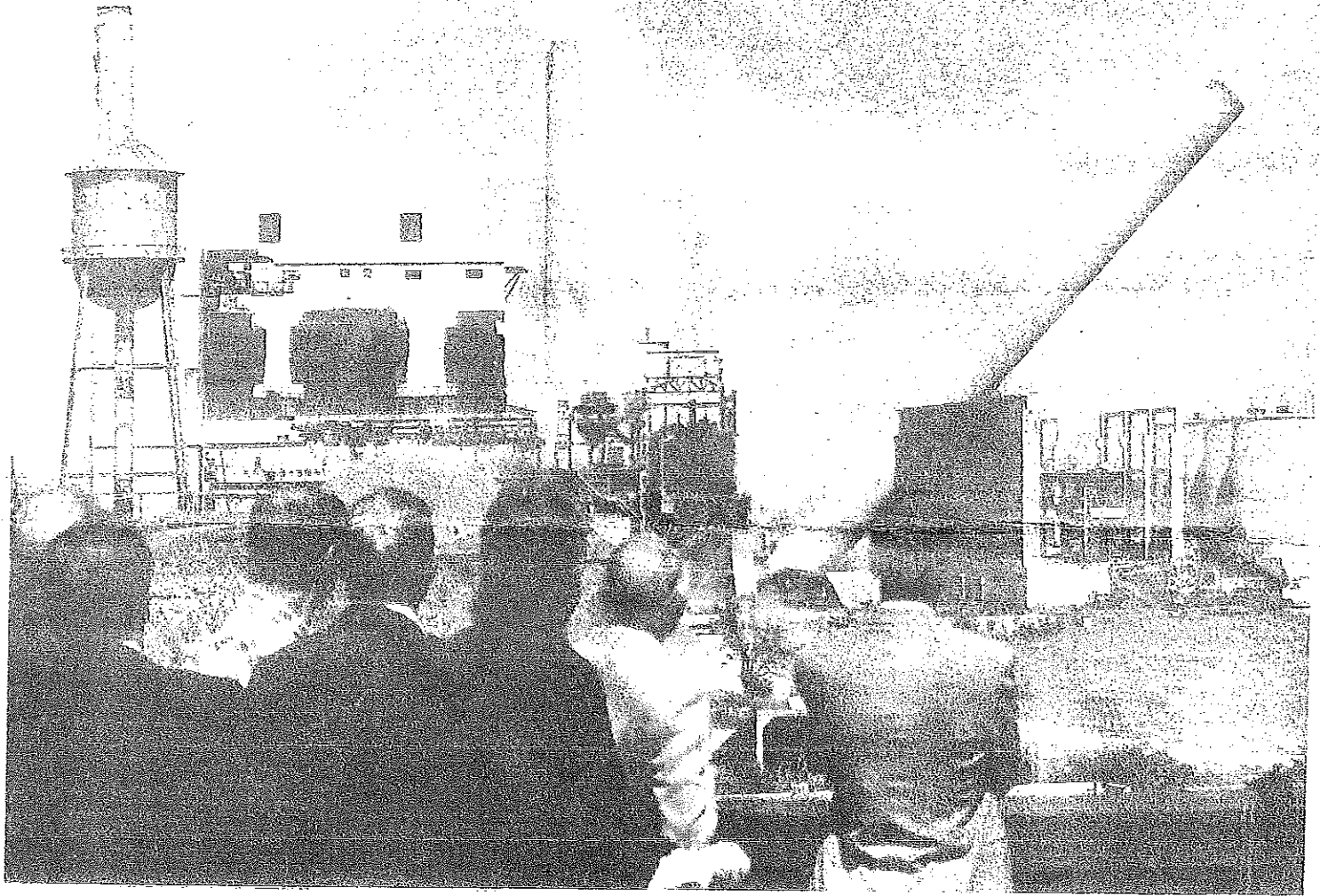
The people developing the blighted former Penn-Dixie Cement Co. land into a 1,000-acre community plan to break ground with a bang 3 p.m. Tuesday, July 12.

Among the honored guests at the demolition will be Gov. John Engler and William T. McCormick Jr., chairman of development partner, CMS Energy Corp.

The man spearheading the project, David Johnson, president of Victor International Corp. will also be present, with Boyne USA owner and founder Everett Kircher, developer of the proposed golf courses.

The ceremony plans include partial demolition of two factory smoke stacks. Johnson said today the big storage towers will remain as navigational references, a monument to the cement industry and public observation area.

Victor International Corp. and CMS, the parent company of Consumers Power Co., propose 800 living units, 27 holes of golf, a public fishing pier, up to 80 acres of township parks, nature preserves, a yacht club, a hotel/conference center and other commercial areas. They will turn the main quarry into an 87.5-acre Harbor Lake marina with direct access to Lake Michigan. The marina would hold 450 boat slips. The project takes up 986 acres and five miles of shoreline.



**BELOW:** Dignitaries push ceremonial plungers to detonate explosives and knock down a 208-foot smokestack at the former Penn-Dixie Cement Co. plant in Resort Township Tuesday. Seen in the photo are (from left) Attorney General Frank Kelley, Gov. John Engler, CMS Co. Chairman William McCormick Jr., developer and president of Victor

International Corp. Dave Johnson, and Steve Kircher of Boyne USA. (NEWS-REVIEW photo by Neil Stilwell) **ABOVE:** Dignitaries turn to watch as a single smokestack falls after they depressed the plungers. The second stack on the left refused to fall. (NEWS-REVIEW photo by G. Randall Goss)

*Petoskey News Review Page 1  
Wednesday July 13, 1994*

*Petoskey News Review July 5, 1994*



# Plant's demise bittersweet for former workers

By BRIAN MCGILLIVARY  
News-Review staff writer

RESORT TWP. — The beginning destruction of the Penn-Dixie cement plant had a bittersweet taste for many of the hundreds of people who came to watch the smokestack fall.

"I see a lot of the guys who worked here at Penn-Dixie are here today," said Bern Grams of Boyne City, filming the event from atop his van in the public viewing area Tuesday afternoon. Bern's dad worked at the cement plant for some 30 odd years.

"I sort of hate to see it go, but it's getting to be an eyesore," he said.

Dean John, watching the event with his brother and neighbors from atop the hill across U.S. 31, said it was a livelihood for three generations of his family.

See PLANT'S, page 2



## PLANT'S

Continued from page 1

The John's grandfather built and operated the cement plant for the Petoskey Portland Cement Co. in 1921. Before that it had been a quicklime quarry. Most of the original investors in the plant where local people, George John said. The plant started full-scale production in 1923, he said.

"It was the first plant in the world that could be a wet processing plant and could generate it's own electricity," George said. George worked at the plant as a chemist when it was owned by Petoskey Portland

Cement. He then worked for Penn-Dixie when it took over the plant in the 1950s.

"There's a lot of ghosts down there," Dean said. "A lot of the people who worked down there were like uncles."

"I think it's grand," said Rose Mason, 94, a long-time resident of Resort Township. Mason said she's never seen such an event in Petoskey.

"I'm really thankful to see what I can see from up here (atop the hill). It's different," she said.

State Rep. Pat Gagliardi said when he first ran for office in 1980 he shook hands at the cement plant during shift changes. It was the biggest employer in the area. The next year, about three months after

he took office, it shut down.

"It's exciting," Gagliardi said. "It's probably one of the biggest events in Northern Michigan since the President was here."

Emmet County and Petoskey planning commission chairmen Jim Harris and Mike Buckingham never thought it would happen.

"Not with the previous developers, but Dave Johnson is the real thing," Harris said. "It's a compliment to Petoskey rather than an insult."

"It is regrettable that the person who had the vision for the reclamation of this property and holding it together as one integral piece was not acknowledged Tuesday," Harris said this morning.

"Max Purthers director of the

Emmet County office of planning and zoning has been a key in this whole process."

Harris wasn't disappointed by the lack of destruction. "There was only so much they could do because of safety concerns, but I'm sure they'll start blasting in earnest soon. It was only a symbolic event, representing the beginning of something," he said.

George John said he got kind of a kick out of the fact it was the old stack, built by the Petoskey Portland Cement Company back in 1928, which was the one that didn't fall.

He said while it's still bittersweet to see, "Perhaps its good to see the old ghosts erased and turned back into something that's going to benefit people."

# Blasting into the future

## Falling smokestack signals beginning of giant Bay Harbor resort

By NEIL STEWELL,  
News-Review staff writer

RESORT TWP. — The jest of the day was asking acquaintances if they'd bought their lot yet in the posh new Bay Harbor luxury resort.

With lots ranging from \$250,000 to \$1 million, few people said yes.

One of those who could answer yes was Bill McCormick Jr., chairman and chief executive officer of CMS Energy, partners in the 986-acre development. He said he plans to buy a lot and build one of the

"I'd say we've gone beyond standing on the edge of the world, we've kind of jumped off with both feet."

— Dave Johnson, Bay Harbor developer

approximately 800 homes the five miles of Lake Michigan frontage will eventually embrace.

Co-developers CMS and Victor International Corp. threw a shindig for state and area political and business leaders, with Boyne USA's "Young Americans" enter-

ty in the late 1980s by making a bad loan. "I'm very pleased it's finally happening." He called the project an important venture for CMS, for Northern Michigan and the whole state.

Michigan Governor John Engler later picked up on that theme and said Bay Harbor may become the state's crown jewel and put this part of Michigan on the world map. At a later press conference, he said the project has already brought new jobs.

McCormick said he is pleased to be part

See GIANT, page 2

# Giant resort starts with a blast

## GIANT

Continued from page 1

of developing a world-class community.

"It's kind of fun," said the chairman of a \$3.6 billion business which is part of Consumers Power.

Nothing but great things were heard about the man who pulled the development together. Dave Johnson was emotional speaking to the standing-room-only crowd packed into the big-top tent as his dream for the past 18 months came true.

The crowd greeted him with a standing ovation, an honor not extended to any other dignitary on stage.

Prior to his speech, Johnson said he'd already hired the contractors

to demolish the factory, to build and shape the nearly 87.5-acre Harbor Lake and breakwall. Work crews started last week clearing roads and heavy equipment was evident on site.

"I'd say we've gone beyond standing on the edge of the world, we've kind of jumped off with both feet," he said.

He said lots ranging from \$250,000 to \$1 million are already for sale, with 22 purchased (none of the \$1 million ones yet). Homes must all be Michigan Victorian architecture and a minimum of 5,000 square feet.

"I've spent a lot of sleepless nights in my career," Johnson told the crowd. "I spent a sleepless night last night, based on excitement, not fear."

He thanked the governor's office and state Attorney General Frank Kellev, who entered into a pact

with Bay Harbor not to sue over contamination which might be found left over from the previous owners and operators.

Kelley in his speech said this makes the 23rd such covenant he has signed. It keeps the property from joining a growing list of "orphaned" industrial sites around the state.

Johnson said, "We saw that for 100 years people have taken things from this land, we felt it was time to put resources back into it again."

Resort Township Supervisor Frank Bedard took part in the official ceremonies and stood with the VIPs when the plunger was pushed to detonate the smokestacks. Organizers planned to knock down two smokestacks, but only one fell. Johnson thanked Bedard for his involvement and direction in explaining what the community expects and wants from the devel-

oper. Bedard, who was never complimentary of the previous development attempts at the property, had only words of praise for Johnson. After all, Bay Harbor will donate at least 10 acres to the township and build a park road, and has agreed to sell and give up to 80 acres of park land.

"I think it's marvelous," Bedard said, and added that the organization of the event, indicative of the project, was fantastic.

Steve Kircher, director of Boyne USA Michigan operations, was on hand as the 27-hole golf course developer. He said Boyne USA, the ski/golf empire built by his father, Everett, has put its heart and soul into Northern Michigan.

He said the team of winners assembled to create Bay Harbor "will create the finest facility we've ever seen."

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Fisher News-Review  
Wednesday, July 13, 1994

OPINION

Wednesday, July 13, 1994

# Groundbreaking marks beginning of 'crown jewel'

RESORT TWP. — It was an event unlike anything else I have witnessed in the 22 years I've been involved in the news business here in Northwest Michigan.

There was the gigantic blue and white big top tent with hundreds of people being entertained by young musicians and singers as well as listening to Michigan's governor and some of the state's top business leaders and dignitaries.

Then there was the demolition of a 208-foot concrete smoke stack that reminded me of watching a space shuttle launch at Cape Canaveral with hundreds of spectators lined up and down the highway and hillsides waiting for the blast-off.

And finally, there was the Saturday afternoon football traffic jam trying to leave the stadium after the game was over.

The event marked the beginning of Bay Harbor Resort, a nearly 1,000-acre luxury residential golf and yacht club just on the outskirts of Petoskey on Little Traverse Bay.

It seemed like just about everyone from the area and Michigan was at the event to wish the Bay Resort project developers their best.

There were area business people, public officials and just plain curiosity-seekers to witness the groundbreaking ceremonies.

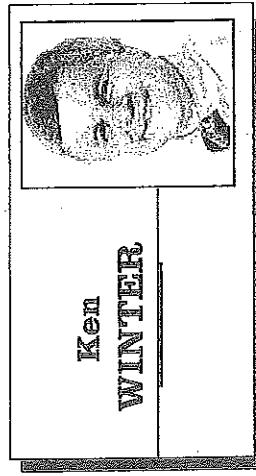
Even the weather cooperated as the sun glimmered over the deep blue skies dotted



Resort Twp.: Michigan Gov. John Engler (left) and Bay Harbor developer, Dave Johnson (center) participate in groundbreaking ceremonies Tuesday. (NEWS-REVIEW by G. Randall Goss)

with seagulls, as boats bobbed in the shimmering waters just off of the resort's five mile shoreline.

As Southfield-based developer David Johnson is a partner with CMS Land



Ken WINTER

Co., which is part of CMS Energy, which also owns Consumers Power Co.

The old Penn-Dixie Cement Co. plant and lime quarry that has blighted Petoskey's southside for years is about to turn into what Gov. John Engler calls the area's "crown jewel".

Steve Kircher, son of Boyne USA founder Everett Kircher, promised the golf course his family's business plans to develop at Bay Harbor will be the second coming of "Pebble Beach".

And development partner Bill McCormick, chairman of CMS and Consumers Power Co., told visitors during his introductory remarks, this project will truly change Northwest Michigan.

For me, it was the largest group of business and government agencies I've seen work together in this part of the state, hopefully to replace what has been one of this area's worst eyesores.

Ken Winter is News-Review editor and general manager.

# Cement era topic of history meeting

By NEIL STILWELL  
News-Review staff writer

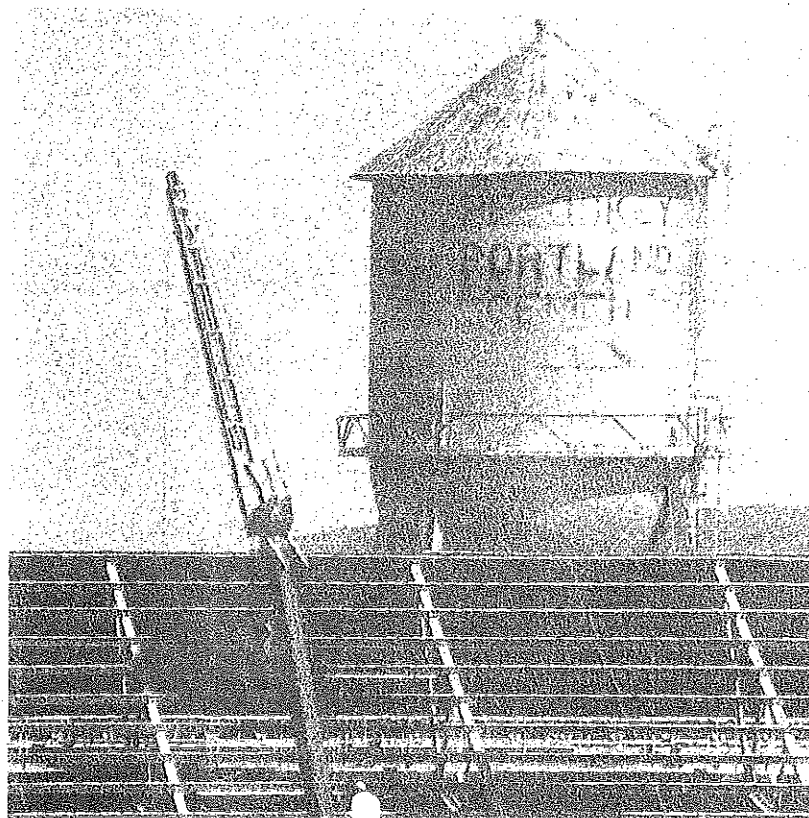
Reminisce about Petoskey's cement-making era 7:30 p.m. Tuesday, July 27, at the Little Traverse Historical Society Museum, along the city waterfront.

The history of what was once Petoskey's largest industry will be re-lived through the eyes and minds of Jim Griswold, Bill Streeter and Nathaniel Smith, men who devoted their lives to cement.

Griswold, 79, said the Petoskey Portland Cement Co. organized in 1919 and produced its first barrel of cement in 1921. He started with the company drilling quarry rock in 1934. Eventually he became the regional sales office manager, and retired in 1979 from what had become Penn-Dixie Cement Co.

The plant later became Dundee Cement Co. and now sits idle on the shores of Little Traverse Bay.

The men will relate history of the facility and share informal round table discussions.



The Petoskey Portland Cement Co. is long gone from the shores of Little Traverse Bay, but reminders of its glory remain behind. Note the water tower, which still bares the company's name. (NEWS-REVIEW file photo)

# Resort may lead to other projects

By BRIAN MCGILLIVARY  
News-Review staff writer

RESORT TOWNSHIP — If nothing else, Bay Harbor has put Petoskey on the map for a day, and attracted the attention of developers across the country.

"We had a call from a developer in Florida who wanted to know about the requirements to develop 200 acres in Resort Township," said Max Putters, director of the Emmet County office of planning and zoning.

Putters said the office is also getting a lot of calls from people who want to know what their property is zoned. "One has to wonder if this may be the end of the small town image of Petoskey," Putters said.

The media attention to the resort has focused public attention on the rest of the county and the entire area, Putters said.

"It has wetted the interest of developers looking for places to invest. There are always people who like to be around something that is happening," Putters said. "It will open up demand for housing in surrounding areas."

Putters points out the new development will be a boom to the area's economy by providing additional employment and a demand for services and building materials. Another part of the area's economy comes from people who want to live in the area and bring their jobs and industry with them.

But the million dollar question is growth. Will Bay Harbor really accelerate the growth rate or will it continue at the pace it's been, Putters asks. That's the question, but Putters admits he doesn't know the answer.

He said regardless of the pace, it's important to retain the amenities that make the area desirable, such as the views, natural areas, open spaces, and lake accesses. All items present in the Bay Harbor development, Putters notes.

Putters hopes the state will cooperate with the local effort to maintain Lake Michigan access through its trust fund grants. There are two major applications to the state from Emmet County right now.

He also said it's important to listen to the things planning consultant Mark Wyckoff stressed during the county master plan meetings, such as open space preservation.

There are better ways to subdivide the land than just stripping it off the highways, he said.

"It's hard to predict how much growth we'll get, but I certainly get the feeling it is happening."

*Petoskey News Review*  
Wednesday, July 13, 1994  
Page 1

# Plans for resort are OK, but we need a much better name

Boring.  
I'm sorry, but I don't know how else to put it.

Can't be diplomatic on this one, no sir. *Borroring!*  
I'm talking about the names selected by the developers of the old cement plant site on Little Traverse Bay.

They have dubbed the vast future resort with the name "Bay Harbor," and the huge man-made inland lake and marina has been given the name "Harbor Lake."

Wow. Wake me up for the grand opening ... ZZZZZZZZ.

Hey, don't get me wrong.  
I am pleased to see renewed interest in improving the land that is home to what is by far one of the biggest and dirtiest eyesores marring the face of God's Country.

But the names they've picked for the project are pathetically plain and easily forgettable.

Bay Harbor. Harbor Lake.

Come on folks, let's see some originality, let's see some pizzazz, let's see even a hint of creativity.

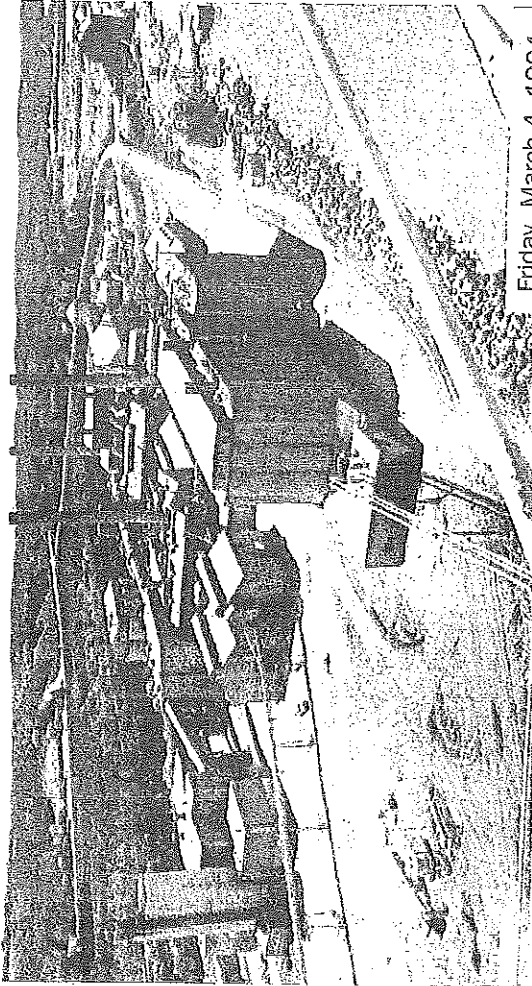
Here's this group, going to spend millions and millions of dollars and lots and lots of time to virtually build a new city on Lake Michigan, and they come up with a name like Bay Harbor.

Maybe developers are too busy with blueprints and permits and artist renderings, and dealing with officials and engineers and so forth, that they don't have time to work on a really good name.

It's a little like John and Jane Smith. They have a baby but are too busy to pick a name, or too exhausted to think of one, so the newborn becomes Baby Smith.

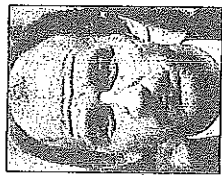
It's a sad, we'll-deal-with-it-later mentality. Look at Olympic champion downhill skier Picabo Street. For the first three years of her life she was known as and called simply "little girl." Her hippie parents were apparently too busy trying to fix their bong.

They do deserve some praise for finally selecting a name for her, and a great one at that: Picabo, pronounced Peek-a-boo because she liked that game, and it has ties to a Native American community



Resort Twp.: A silo with a view. High atop the old cement silos built over the shoreline of Little Traverse Bay, you get a eyeful of the industrial graveyard. Will this become the most popular resort in the Midwest? (NEWS-REVIEW file photo)

Friday, March 4, 1994



**John Charles  
ROBBINS**

**That is All**

Yawn.

Imagine if the main street winding through the resort was called Dirt Road. Or Avenue Street or Street Avenue.

Have fun giving friends directions to your house.

"What street do you live on?"

"Avenue."

"Street, avenue, whatever. What do you call it?"

"I told you, Avenue."

"Ok, so it's an avenue. What's it called?"  
"Avenue Street, about two blocks south of Dock Marina."

"Arghhh!"

You can see the inherent problems of naming our new neighbor on the lake Bay Harbor.

So today I'm launching the first unofficial contest to give the super resort and recreation oasis a decent name.

Name the resort by calling me at the News-Review at 347-2544, or write to:

Name That Mega Resort Contest

c/o John Robbins

Petoskey News-Review

P.O. Box 528

319 State St.

Petoskey, Mich. 49770.

Or FAX me your nominated names at 347-6833.

The person with the best name — as determined by me — will win ... oh, I don't know ... how about a Happy Meal from McDonald's or something like that.

I'll think of a prize, you think of a name. That is all.

*John Charles Robbins is a News-Review staff writer. His column appears the first and third Fridays of the month on the Opinion*

# OPINION

Friday, April 1, 1994

## Reporter asks for help from readers in naming resort

I am sorry.

I simply cannot do it.

The task of deciding which is the best name for the proposed mega resort on Little Traverse Bay has proven to be much too awesome a responsibility for this aging skinny man.

Ya gotta help me out.

I will share with all of you each and every nominated name that came in as part of my informal and totally unofficial "Name That Mega Resort Contest."

You look 'em over and pick your top three favorites. Man! Talk about democracy.

If you don't know what I'm talking about, here's the deal: We need a decent name for our new neighbor on the bay, the super spectacular resort and recreational oasis they plan to build on the old Penn-Dixie cement company site.

Frankly, the developers came up with some pretty lame names. They've dubbed the overall project "Bay Harbor," and the huge man-made inland lake and marina has been given the name "Harbor Lake."

Borrting!

So I decided to have this little contest and — wham! — brainstorming and cleverness overflowed the mailbox, from A to ... well ... from A to X, we got ideas!

You select what you think are the best three names from the list below. In two weeks we'll have the grand daddy winner, and we can get to work lobbying the developers to deep six that turkey title of Bay Harbor.

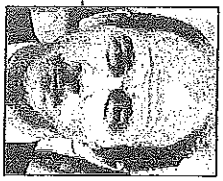
I hate condescending instructions, but ... if your favorite name for the mega resort is

"Sunset Bay" then write a number 1 next to it; and so on with 2 for your second favorite and 3 for your third favorite. Ok. And away we go:

- Angel Bay.
- Angel Pines.
- Angel Shores.
- Angels Aspen.
- Aurora Basin.
- Blue Bay.
- Chippewa Lake.
- Council Bluffs.
- Council Cliffs.
- Dixie Amusement Park.
- Dixie Land Resort.
- Dreamer's Paradise.
- Eagle Bay.
- Eagle Harbor.
- Eagle Pointe.
- Feather Lake.
- Fire Lake.
- Firefly Landing.
- Glen Eden Resort.
- Glen Haven Resort.
- God's Country Resort.
- Gold Coast Bay.
- Gold Coast Harbor.
- Gold Coast.
- Gold Coast Resort.
- Golden Coast.
- Great Lake Village and Resort.
- Gull Ridge.
- Harbor Pointe South.
- Harbor Shores.
- Hedonism Bay.
- Hemlock Landing.
- Innovative Inlet.
- Justanere Port (just a mere port).

**John Charles ROBBINS**

*That is All*



- Kiln Dust In The Wind.
- Kodiak Cove.
- Lake View.
- Landmark Resort.
- Manitou Harbor.
- Mirror Lake.
- Moonlight Bay.
- Moonlight Resort.
- Ojibway Lake.
- Penn Dixie Harbor Resort.
- Penn View.
- Point Serenity.
- Polaris Point.
- Pooters Point.
- Port Eden.
- Port Resort.
- Portland Cove.
- Quantum Cove.
- Quarry Cove.
- Quarry Harbor.
- Quarry Lake.
- Quarry Marina.
- Resort Cove.
- Resort Port.
- Shadow Lake.
- Star Lake.
- Stone Lake.
- Stony Bay.
- Sunset Bay.

- Sunset Harbor.
- Sunset Resort.
- The Best Time Resort.
- The Cement Pond.
- The Dixie Bay.
- The Good Time Dixie Spot.
- The Happy Fun Resort.
- The Happy Playgrounds.
- The Quarry on Little Traverse Bay.
- The Sunset Resort.
- Two Silo Point.
- Kanadu.

And a question remains about the fate of the giant cement silos on the water's edge, which have become a landmark, a fixture of the skyline. Should developers leave the silos there, or tear them down? Check only one:

- Keep the silos.
- Ditch the silos.

Clip out and send your ballots to:  
 John Charles Robbins  
 Petoskey News-Review  
 P.O. Box 528  
 319 State St.  
 Petoskey, Mich. 49770.  
 Or drop off your ballot at the News-Review offices in Petoskey, across from the post office. Or FAX your final selections to 347-6833 or 347-5436.  
 Happy voting.  
 That is all.

*John Charles Robbins is a News-Review staff writer. His column appears the first and third Fridays of the month on the Opinion Page.*

THURSDAY, JULY 14, 1994

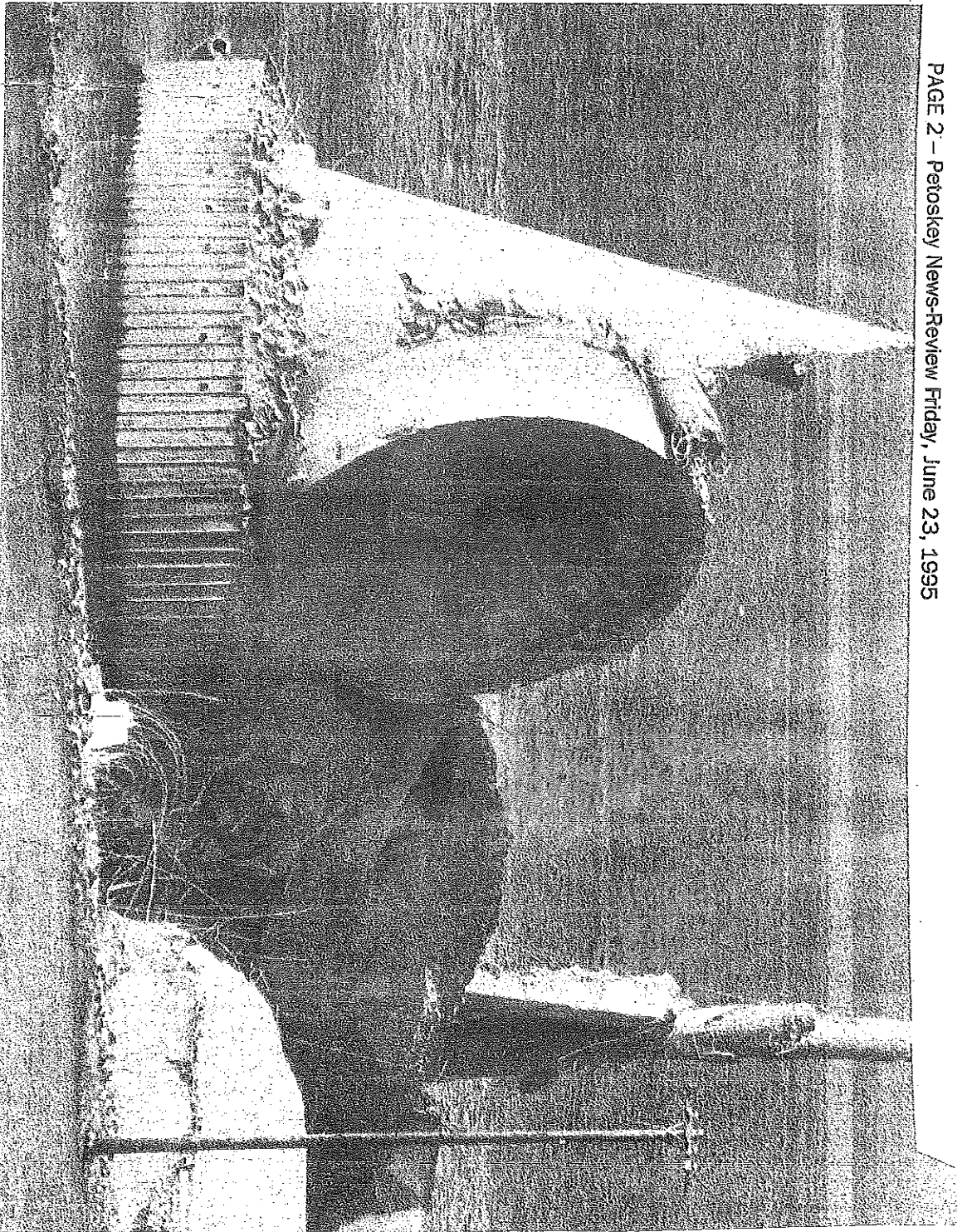
PETOSKEY, MICHIGAN 49770

Vol. 118 No. 200



## Another giant falls

Resort Twp.: Deja vu? The reluctant second tower at the old Penn-Dixie plant succumbs dramatically to the second attempt to topple it Wednesday afternoon. Demolition engineers from the Pitsch Company of Grand Rapids were a bit embarrassed Tuesday when only one of the scheduled two smokestacks fell before a large crowd. A much smaller group was on hand for the second demolition. NEWS-REVIEW photo by G. Randall Goss)



## Scene from Star Wars? No, Bay Harbor

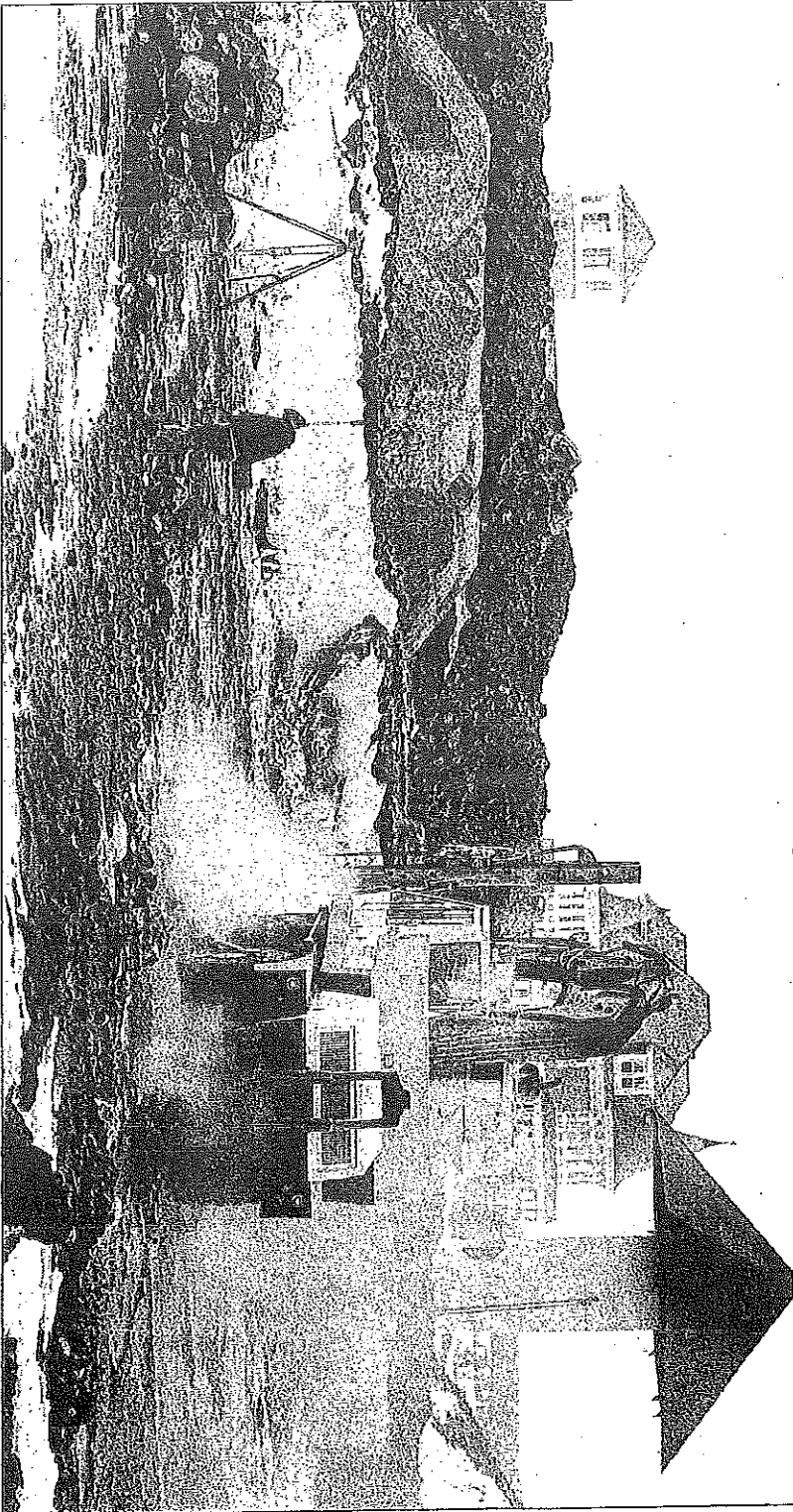
Bay Harbor: Looking more like a moonscape than a landscape, the remains of the last cement silos of the old Penn-Dixie plant rest in a heap on the edge of Lake Michigan. The Pitsch compa-

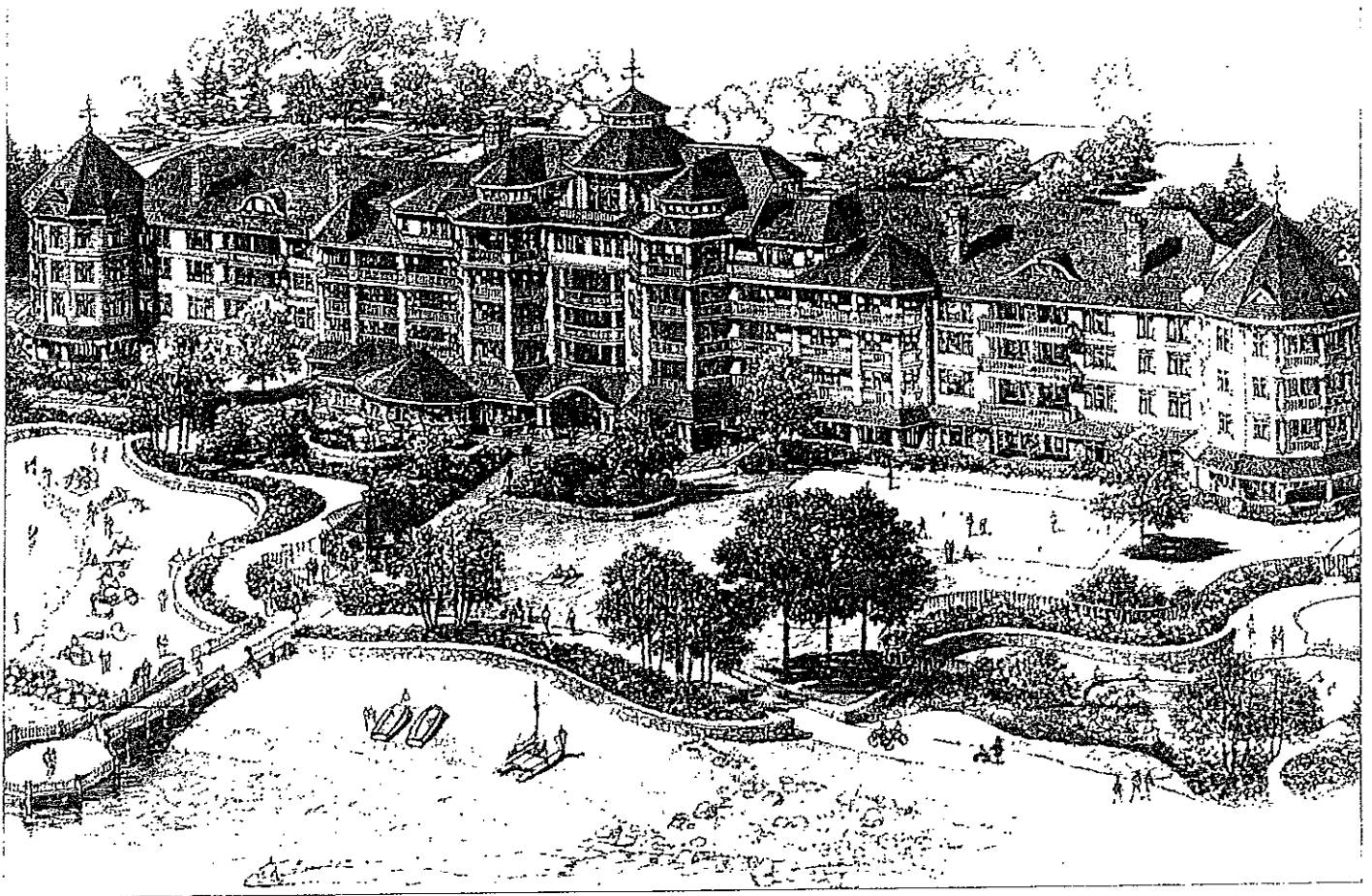
ny brought the last of the old skyline down Thursday afternoon with explosives, clearing the view for a luxury hotel planned near the site. (NEWS-REVIEW photo by G. Randall Goss)



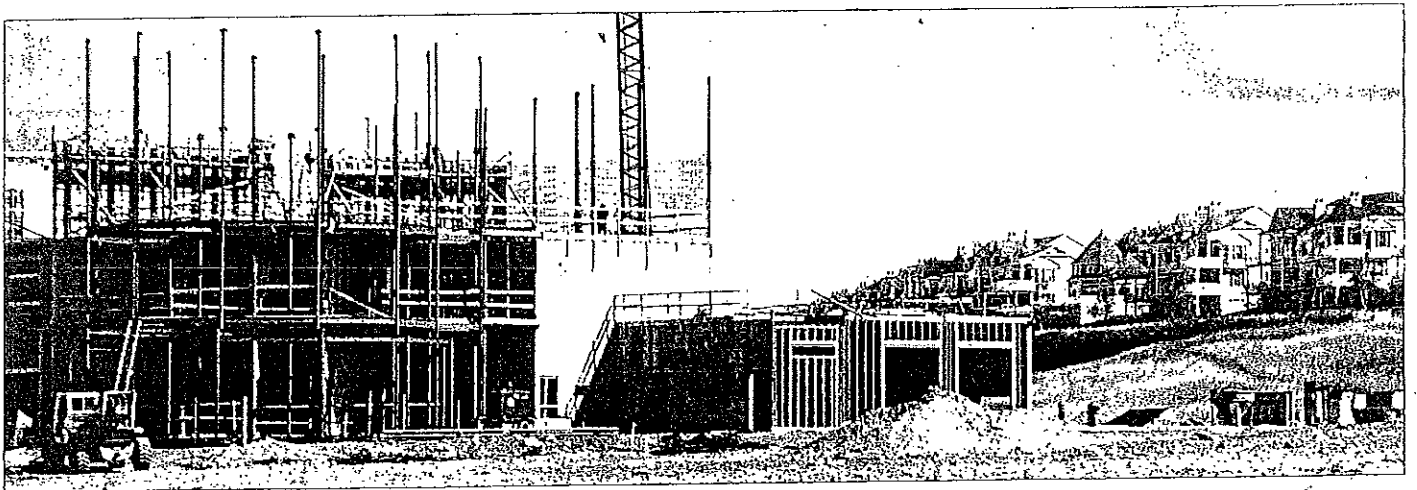
# Inn at Bay Harbor

Bay Harbor: Construction crews prepare the foundation site of the Inn at Bay Harbor hotel complex for blasting Wednesday. The project's first phase of 89 units broke ground this winter and is slated for opening in the summer of 1998. Plans call for other phases to be built, ultimately totaling 185 units. The Inn will be the cornerstone of The Village area of Bay Harbor. (NEWS-REVIEW photo by G. Randall Goss)





**ABOVE:** The \$24 million Inn at Bay Harbor will look like this artist's rendering by the end of summer in 1998. **BELOW:** Clark Construction Co., crews of Lansing have been working since late last winter on the inn. Pictured in the background to the right are Bay Harbor's The Cliffs condominium units. (NEWS-REVIEW photo by Beth Anne Harris)



## Inn at Bay Harbor on schedule, 15% complete

By **BETH ANNE HARRIS**  
News-Review staff writer

In about a year, The Inn at Bay Harbor will be settled in place on the Lake Michigan shoreline, offering its guests panoramic views, deluxe rooms and dozens of amenities.

Right now, construction is on schedule and is about 15 percent completed, according to Ken Lawless, Clark Construction Co.'s project executive in Lansing.

Clark is the company heading up the

project's construction.

For those who haven't taken a drive by the old cement plant in recent weeks, the Victorian-style inn is starting to take shape along its 1,000 feet of shoreline.

Construction crews have been working on the 175,000-square-foot inn with the goal to enclose the structure before winter so work can continue through the cold months.

"Right now, the concrete portion of the project is about 75 percent complete, which is about 15 percent of the overall

project," Lawless said. "It's our goal to have the building enclosed by the first part of January, to enable us to put finishes in throughout the winter months."

The inn, owned and operated by Boyne USA Resorts, Inc., is expected to cost about \$24 million to complete, with an estimated 130 rentable rooms. The inn will operate as a condominium/hotel, where suites will be purchased by private individuals. When the owners aren't using their

See INN, page A2

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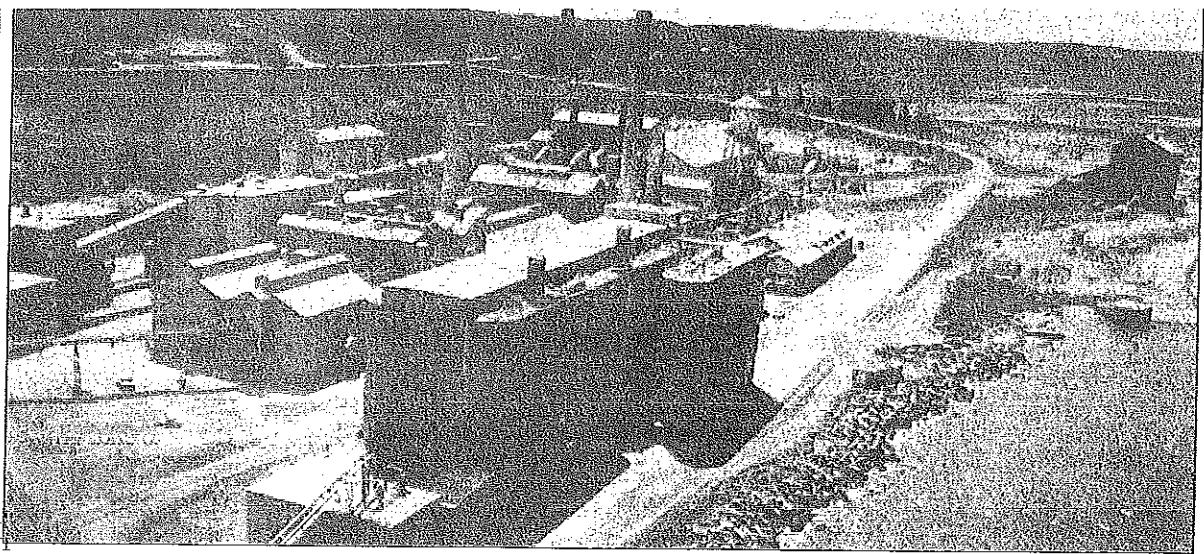
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WILSON

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RODNEY



NEWS-REVIEW/FILE PHOTO

The plant occupied a large swath of land along Little Traverse Bay, a fixture on the shore for more than 60 years.

# Ghosts in cement

■ Editor reflects on memories of shoreline cement plant

**Kendall P. Stanley**

439-9349 - kstanley@petoskeynews.com

No matter what color your car was it was gray — that is if you worked at the Penn-Dixie cement plant west of Petoskey back in the “good old days.”

Those good old days saw a vibrant plant with solid, well-paying jobs.

It was a landmark on Little Traverse Bay. Sailors could take easy aim at the plant to hit one of the racing buoys off its shore, and truth be told they also had a great belching smokestack to provide a wind indicator.

Environmental regulations eventually tamed the stack, to the cheers of the residents of the housing developments built downwind of said stack.

By 1980, it closed.

And in August 1981, at the invitation of its last plant manager, Bob Gill of Charlevoix, I had the opportunity to go in and photograph the empty, hulking plant.

Here’s what I wrote then to go along with those photographs:

“The wrenching sound comes from a piece of corrugated metal, slowly being twisted by the chilly wind hitting the north side of the old kiln building.

“Overhead, blue sky shows through gaping holes in the roof, untended and uncared for for some time.

“The newer areas of the plant are not as bleak, showing signs

that work did indeed go on there for a good many years.

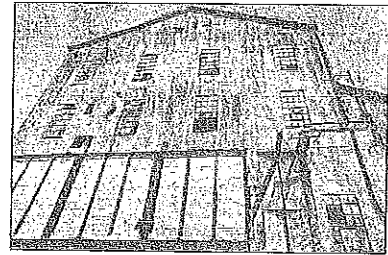
“This is Penn-Dixie Plant No. 10 near Petoskey as it stood recently. The plant was purchased late in April by Dundee Cement Co., and that firm does not plan to put the facility back into operation.

“Only the sound of an occasional semi-truck, removing cement from storage buildings at the plant, reminds one of the hustle-bustle workplace that employed 150 persons as recently as last November.

“The signs of work are everywhere — a shovel propped up against a silo here, a wheelbarrow there, a jacket left over here. But the people who made cement here — who breathed life into this foreign, manmade complex of steel, wire and concrete — are absent.

“A sudden gust of wind whistles around the corner of a building, swirling up a small amount of dirt and cement dust and then dies, allowing the material to settle. “No new cement dust will add to what is there. Plant No. 10’s end has come, leaving only touches of human existence, and steel and concrete in geometric patterns for the camera’s eye.”

Now it’s hard to remember what the plant site looked like, what with condominiums, stand-alone houses, the Inn at Bay Harbor and the Village at Bay Harbor all occupying the space where the plant once stood, not



NEWS-REVIEW/FILE PHOTO

**Penn-Dixie Plant No. 10 storage building.**

to mention Bay Harbor Lake where once a quarry existed.

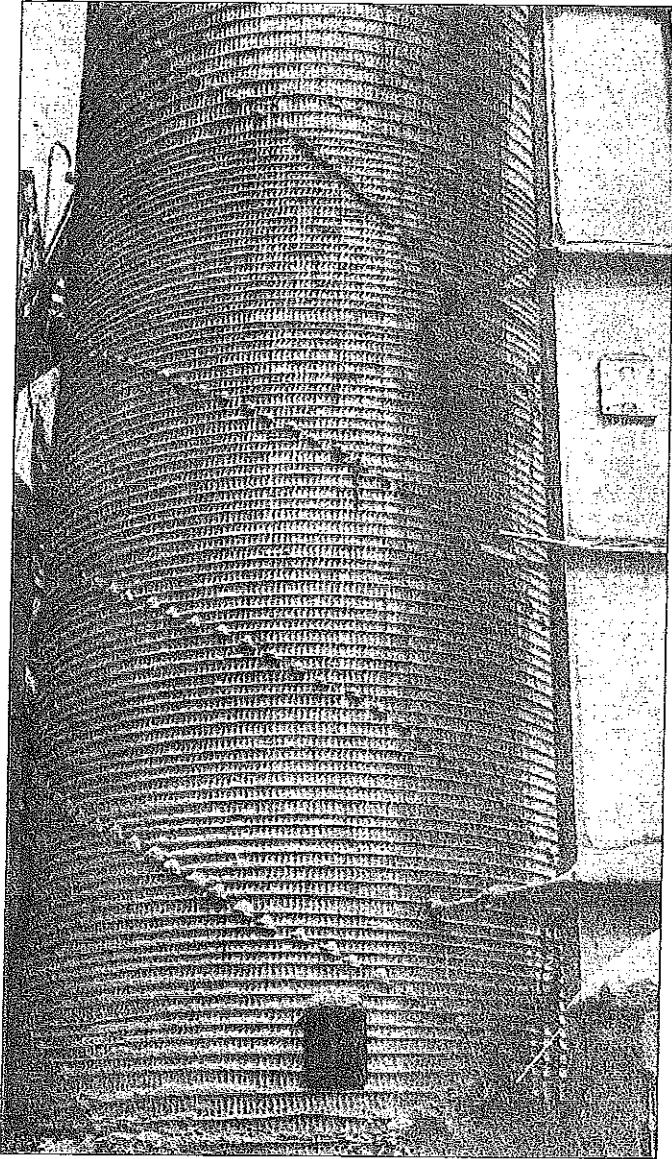
It has been a stunning transformation of an industrial site, a transformation that some have decried by wishing the plant was still operating. Please, give me a break. The plant wasn’t operating nearly 30 years ago, and there’s nothing in the economics of making cement that would ever suggest it would make sense to ever do that there again.

Others would lay the blame for the pollution caused by the two million cubic yards of cement kiln dust left at the site on the good residents of Bay Harbor, with a “serves them right” kind of sneer. Last I knew, spending your hard earned money on a home in a beautiful place wasn’t a crime; it was something we were supposed to aspire to rather than denigrate. This area has long been a summer and vacation home enclave to those on the wealthier end of the spectrum; get over it if you can’t live with that reality.

Penn-Dixie Plant No. 10 (or the



**Kendall P. Stanley**



NEWS-REVIEW/FILE PHOTO

Little mounds of cement dust sit above fasteners at this storage building.

## STANLEY FROM A4

Petoskey Portland Cement Co. for those with a very, very long memory) served this community well over the years, but ultimately it was uneconomical to keep it going.

While I can't view the future, my thought is the community that has grown up and continues to grow at Bay Harbor will contribute to the Petoskey area for much longer than the

cement plant ever did (as they already do through a community foundation and other fundraisers) and all of that without a coating of white cement dust floating off with the wind.

Kendall P. Stanley is the News-Review managing editor. His column appears every Monday on the Opinion Page. Stanley's e-mail address is [kstanley@petoskeynews.com](mailto:kstanley@petoskeynews.com); reach him by phone at 439-9349.

Prepared by The Emmet County Genealogical Society

Penn-Dixie Cement Corporation  
Plant Number 10  
Petoskey, Michigan

#### Quarry

The principal raw materials, limestone, shale, and sand, are supplied from nearby deposits: limestone from the quarry adjacent to the plant, sand and shale from the Bay Shore quarry two miles west. These materials are hauled to the crusher in 3 - 35 ton "Euclid" rear dump trucks loaded with a five yard "Hough" payloader or one of three diesel shovels. Normally 533 loads of limestone and 133 loads of shale are required per week.

#### Crusher

The trucks dump on to a conveyor moving the material to a "Hammermill" breaker which reduces it to lumps four inches or less in size at rates to 600 tons per hour. Oversize products are diverted by screens to a second unit and further reduced until they are less than 1 inch in size. This product is transferred on a belt conveyor to the overhead traveling crane storage building.

#### Raw Mills

Limestone, shale, sand, and sometimes iron ore are proportioned from bins in the storage building and travel to the raw mill on an underground belt conveyor. These dry materials are mixed with water as they enter the mill and leave as a muddy water called slurry.

The raw mills are cylinders divided into two compartments: one partially filled with  $1\frac{1}{2}$  in. -  $3\frac{1}{2}$  in. steel balls and the other with  $\frac{1}{2}$  in. -  $1\frac{1}{2}$  in. steel balls which act as grinding media. The larger "Nordberg" mill is 11'-6" in diameter, 31'-0" long and rotated about 18 revolutions per minute by a 2,000 horsepower motor. The smaller "KVS" mill is 9'-0" by 30'-0" with a 1,000 horsepower motor.

Slurry is pumped from the mill to "DSM" screens which pass a finished product less than  $1/50$  in., containing 36 to 39% water, to the blending silos. Oversize material is returned to the mills to be reground.

#### Slurry Blending Silos

Eight 4,000 barrel silos store slurry while it is tested and blended to required chemical composition. Each tank is 30 ft. in diameter and 50 ft. high.

Slurry is handled with "Allen-Sherman-Hoff" pumps.

#### Kilns

From the blending silos, slurry is transferred as needed to one of two 2,200 barrel feed tanks serving the small kiln or the 8,000 barrel tank serving the large kiln. The 11' X 375' "KVS" kiln was installed in 1955 and is rated at 3,000 barrels per day. The 14' X 525' "Traylor" kiln is enlarged to 16' at the feed end. It was installed in 1965 and is rated at 6,700 barrel per day. The kilns are long steel cylinders, slightly

inclined, lined with 6 in. thick rotary kiln refractories, and rotated about 80 revolutions per hour. Coal is burned at the lower end of the kiln and hot gases travel its length by virtue of an induced draft fan. Slurry is pumped into the kiln, at the upper end, is gradually dried and finally discharged as white hot clinker heated to 2,700° F.

These hot clinker drop to "Fuller" clinker coolers where they are quenched with air and cooled so the smaller particles can be held in the hand when discharged. Clinker range in size from that of an apple to the more desirable pea size. From the cooler, clinker are conveyed to the finish mill and ground to cement.

#### Central Control

Instruments and controls located in the central control room of the core building allow one man to direct operation of the raw mills, blending silos and kilns. The process is monitored by closed circuit TV systems and a "Foxboro" data acquisition system to aid him.

#### Laboratory

Quality is controlled at every stage of the process. Control starts with sampling and analysis of the raw materials. Using the analysis, the chemist directs raw material proportions. Moisture, fineness, and composition are checked while the slurry is ground and prepared for kiln feed.

Periodic samples and evaluations are made of both kiln feed and clinker.

The proportion of clinker and gypsum is periodically checked and cement fineness continually monitored. Immediate corrections are made as directed by the chemist to insure a quality product.

After a cement silo is filled, all chemical and physical tests are performed before shipment to a customer. Samples are taken and periodic checks made of the cement as it is shipped to insure customers receive the type and quality ordered.

#### Finish Mills

The final stage in the manufacture of cement is grinding the clinker with 4% - 6% gypsum added. The process uses mills similar to the raw mills except all material is ground dry without water. Six finish mills are installed: 4 - 7' X 22' with 400 horsepower motors, an 11' X 20' mill with a 1,250 horsepower motor and an 11' X 25' mill with a 1,500 horsepower motor. Each is operated in closed circuit with an air separator which passes a product as fine as face powder to silo storage. All types of Portland Cement are produced and stored in the silos.

Average daily plant production is enough cement for 1½ miles of two-lane concrete pavement.

Both bulk and package cement is shipped locally and delivered either by rail or truck. Bulk cement is transferred to distribution points at Detroit and Holland, Michigan; Milwaukee, Wisconsin and Chicago, Illinois.

Boat Loading

A new boat loading facility is under construction in the bay off the present dock. Upon completion, the three new silos will rise 190 ft. above the water. Total storage capacity will be 73,000 barrels of cement with provisions for holding several types at one time. A 24 ft. water depth on the lake side will accomodate large boats. Loading time is expected to be two to six hours.

Coal Handling

Coal is received by boat during the summer and unloaded at the plant dock. A 30 cu. yd. "Caterpillar" scraper stockpiles the coal in layers, compacting it in the process. This scraper also hauls the coal to separate hoppers for the two kilns.

Coal is pulverized in "Raymond" mills and blown directly to the kiln. The large kiln burns 12 to 15 tons of coal each hour - enough coal to heat a Michigan home one winter.

## CEMENT SHIP HAS SAILED 7 SEAS IN ROMANTIC PAST JOHN L. A. MAY GET EARLY START 1964

The SS **John L.A. Galster**, Penn-Dixie's cement carrier, is scheduled to leave its winter berth at Harbor Springs Wednesday to cross the Bay to the Petoskey plant to take on its first load of cement of the 1964 season. This is two weeks ahead of last year's first trip to Chicago.

Skipper is Edwin McCann of Charlevoix, chief engineer is Ervin L. Wendorf of Petoskey.

The **Galster** has sailed the Atlantic and the Great Lakes and has a romantic history since it was built in England in 1909. The ship has sailed under four different names, it survived German guns off Gibraltar in World War I, was sunk in Genoa, Italy by saboteurs in 1918 and rode out the 1913 Great Lakes storm which sent so many ships to the bottom.

**The ship has a length of 250 feet, a beam of 43 feet and a draft of 22 ½ feet. Its gross tonnage is 2,172 and its two Scotch marine boilers develop an engine horsepower of 1,200.**

First name of the ship was the **Kamanistaque** and that was the name at commissioning and when it crossed the Atlantic to the St. Lawrence and went into the Canadian canal trade. The name was changed to **Westoil** and it was this name the ship took to the bottom in World War I.

After it was raised, the ship again steamed across the Atlantic to the Great Lakes and Frank P. Russell became its master in 1921 when it was purchased by the **Petoskey transportation Co.**, of the old Petoskey Portland Cement Co. The name was then changed to **J.B. John** in honor of one of the founders of the cement plant here.

In 1928-29, the "**JB**" as it was called by folks here, was converted from a mixed cargo carrier that went all over the lakes to a self-loading bulk cement carrier. Its capacity was 13,000 barrels or 2,500 tons. During World War II, the ship hauled 2.5 million barrels of cement in the war effort.

Then in 1946-47, its coal burning days ended and it became an oil burner and the name was changed to **John L.A. Galster** in honor of the founder and president of Petoskey Portland Cement Co.

"Cap" Russell was master for 35 years until his retirement in the winter of 1955-56 when he ended 59 years of sailing. Since then Edwin McCann has been the skipper.

Chief Engineer Wendorf said ice in the Bay is thicker than it was a month ago and weather has been making ice recently. In fact, he said testing made of the ice around the ship showed nearly an inch of new ice made in one night recently.

It was believed the **Sundew** would be in to assist getting through the ice on the first trip. A year ago, the **Sundew** became disabled and had to undergo extensive engine room repairs battling the ice fields. The **Sundew** Monday started breaking Bay Ice.

Extracted from **Petoskey News-Review**, Front page  
Dated Tuesday, March 31, 1964, price ten cents.





The restored lifeboat from the cement ship John L.A. Galster — also known as the J.B. John and the Petoskey Portland Cement Boat — now sits on the cement dock at Petoskey's waterfront. It was restored by Lon Calloway (left). A detailed model of the J.B. John ship is on display at the Little Traverse Historical Museum, created by Dave Fick (right). (NEWS-REVIEW photo by Beth Anne Harris)

# Restored

## 70-year-old lifeboat now on display at Petoskey marina

By **BETH ANNE HARRIS**  
News-Review staff writer

There's a new addition to the cement dock at Petoskey's marina — a restored lifeboat more than 70 years old.

The lifeboat is from the cement ship John L.A. Galster, which frequented the Petoskey waterfront through the mid-1900s under several names, including the J.B. John and the Petoskey Portland Cement Boat.

The lifeboat was donated to the Little Traverse Historical Society and was restored by Indian River resident Lon Calloway, who spent dozens of hours working to bring the vessel back to its original look.

The 22-foot steel lifeboat includes the tiller, rigging hatchet and orange gas can

and was constructed in Long Island City in New York in 1925.

It was donated to the historical society by Robert Wendorf of Indian Garden Road in Resort Township, whose father, Ervin Wendorf, served as chief engineer of the John L.A. Galster when it was in service.

After the ship was decommissioned, the lifeboat was given to Ervin as a gift.

Also on display at the museum is a to-scale model replica of the full ship when it was named "J.B. John." The detailed model was built in two months by part-time Boyne City resident Dave Fick, who used pictures to recreate the old vessel.

The ship serviced the Petoskey Portland Cement plant in its active days. It

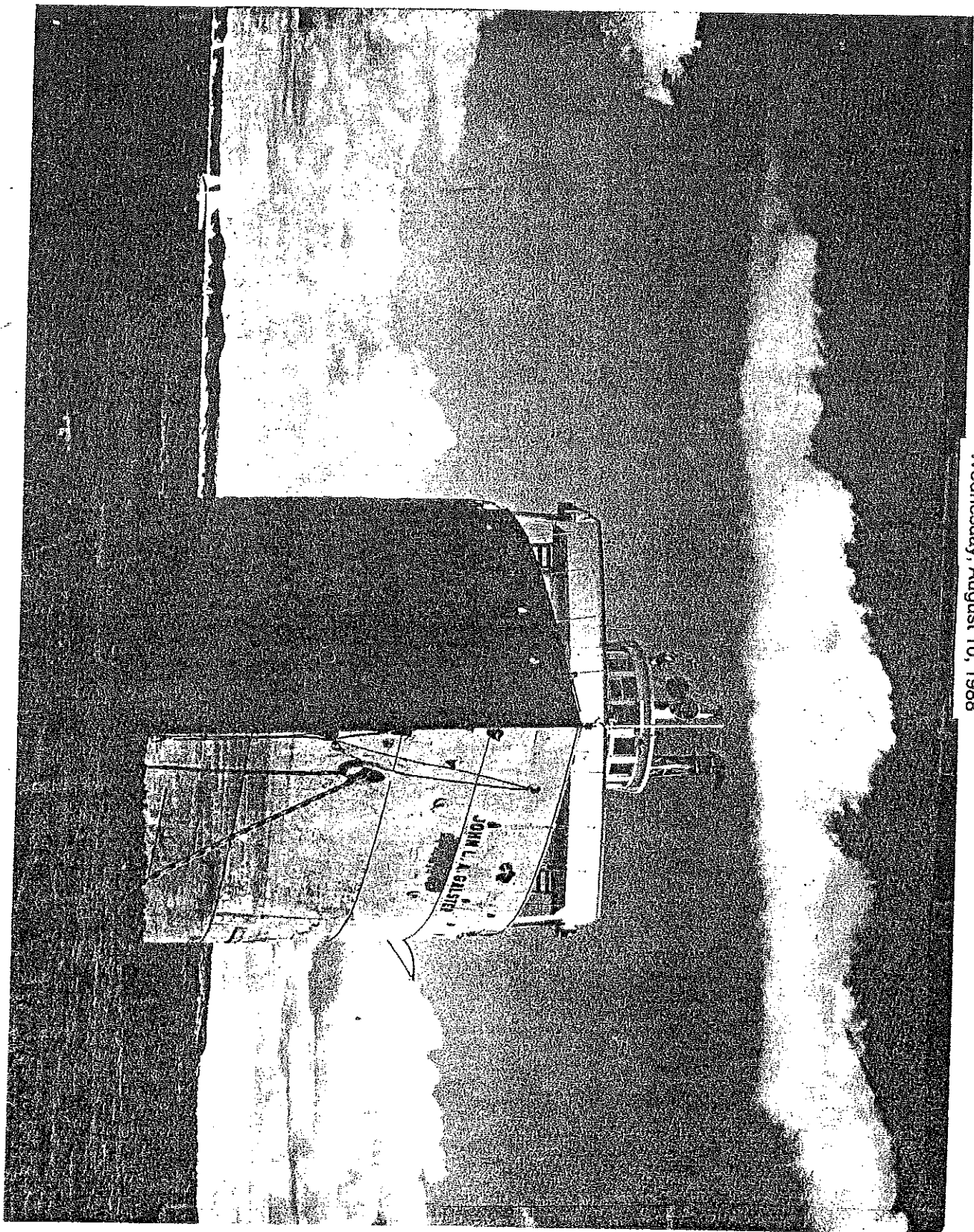
was 250 feet long with a crew of 29 men, carried 13,000 barrels of cement and had a gross tonnage of 2,172 tons. Captain "Cap" Russell served the ship for 35 years.

Calloway, who did much of the renovation work on the lifeboat, is a captain with the Arnold Boat Line in Mackinaw City.

His involvement with the Merchant Marine Seafarers International Union for the past 22 years led him to the project, after he learned museum director Candace Eaton was looking for someone to restore the boat.

The project cost about \$500 and took 60-80 hours to complete, Calloway said. He enjoys restoring nautical equipment, or as he calls it: "Putting a new dress on an old lady."

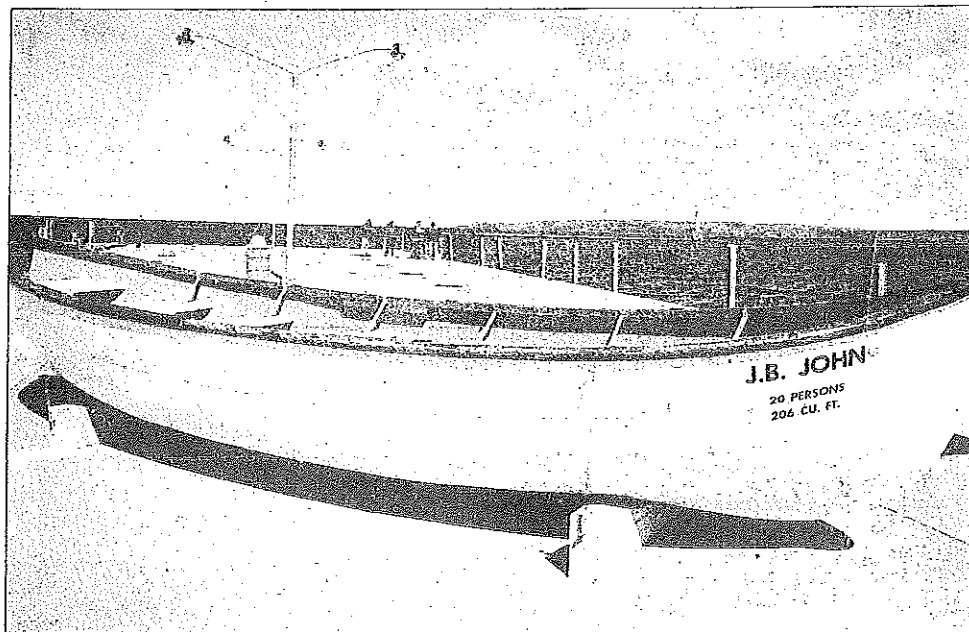
Wednesday, August 10, 1988



The John L.A. Galster, which carried cement from Penn-Dixie, was a familiar sight in the Harbor Springs harbor during inclem-

ent weather. The photo was taken by Virgil Haynes in the early '60s.

Photos courtesy Cynthia and Virgil Haynes



The J.B. John, shown as it looks today. (NEWS-REVIEW file photo)

## Lifeboat is rich with history

Editor:

I just had to write and tell you how much I enjoyed the article on the old J. B. John Lifeboat. I did notice that they left out one name the boat went after, in fact , the first.

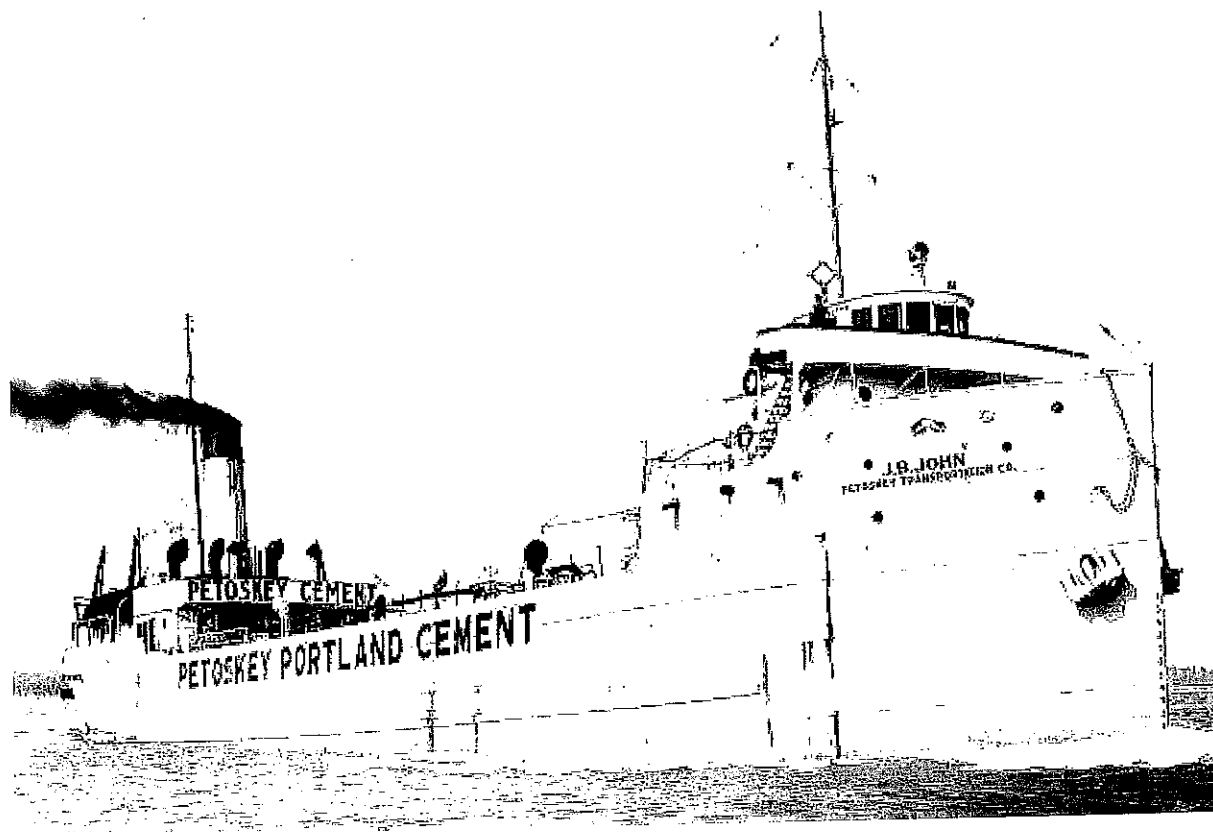
Do you care to hear a little more on it's history? The old J. B. John went under the name Westoil early in history. That boat was sunk off the coast of Italy. It was a long name. When it reached our shores the old

Portland Cement Co. bought it. I remember when I was a lad about 9 or 10 years of age, I used to go to the Harbor Springs city dock as that is where she laid up in winter months to do repairs and wait for the ice to leave the bay. Before they went to the bulk cement system it had two more decks in height. That is what made it look a lot larger. When they put the bulk system in it speeded up the loading of the boat. Before that was old cloth bags on a long conveyor belt. A good many men got cement burns from the hot cement.

It was a Godsend when they quit cloth bags. In the crews galley where the labor crew worked and ate the long table underneath it was the name Westoil. So it went from Westoil, J. B. John, John Galster and the Castle. Before it laid up for good it was towed by barge.

Before I close my letter I remember one story my two cousins Russell and Bob Cassidy was called to the J. B. John to install a new gas range in the galley. I guess they had to do a lot of drilling and I remember today how they told me how many drill bits they broke and wore out. Tough old Swedish steel they said. It was a solid ship alright.

Bernie Cassidy  
Alonso



1909

**Kaministiquia**

1982 (20)

Steel St. Lawrence River canal size bulk freighter

Built at Newcastle-on-Tyne England by Swan, Hunter & Wigham Richardson, Hull 819  
Launched May 9, 1909

260' LOA, 250' LBP, 43' beam, 25' depth  
1 deck, arch cargo hold construction, hatches @ 24', coal-fired boilers, triple  
expansion engine, 1156 IHP

Enrolled at Newcastle-on-Tyne England  
250.0 x 43.0 x 22.6, 2173 GT, 1401 NT **Br 125457** to:  
**Western Steamship Co.**, Fort William Ont. (home port Newcastle-on-Tyne Eng.)

Entered service 1909

Sold 1916 to Standard Oil Co., New York NY for off-Lakes service and left the Great  
Lakes. Converted to a tanker and renamed **Westoil (US 214109)**  
Remeasured to 2172 GT, 1401 NT (same dimensions as under British registry).

Sold May 10, 1921 to E. P. Farley Co., Chicago IL and returned to the Great Lakes.

Sold 1922 to **Petoskey Transportation Co.**, Petoskey MI, a subsidiary of Petoskey  
Portland Cement Co.

Renamed **J. B. John** 1923

Converted to self-unloading cement carrier 1929 at Manitowoc WI by Manitowoc  
Shipbuilding Co.

Renamed **John L. A. Galster** 1951

Fleet renamed **Penn-Dixie Cement Co.** 1956

Removed from regular service end of 1966 season (service to the Petoskey cement  
plant to be contracted to Medusa Portland Cement Co., which was converting str.  
Medusa Challenger to self-unloading cement carrier).

Returned to previous service 1968 as a barge, North American Barge Line, operator.

Renamed **Sea Castle** 1969

Laid up at Muskegon MI 1982 and did not operate again.

## J.B. JOHN, 86, DIES MONDAY IN CLEVELAND

Services will be held at 2 p.m. Thursday for **J. B. John, 86**, former president of the **Petoskey Portland Cement Co.** and the consulting engineer who supervised building the plant here in 1919.

**Mr. John** died Monday at his home in Cleveland where he was chairman of the board of **Medusa Portland Cement Co.** and former president of the corporation.

He suffered a fall in April and had been unable to report to the office since then, but appeared to be making progress which he took a turn for the worse.

**Mr. John** was regarded nationally as an authority in the cement industry. He was a director of the Portland Cement Association for years and was national chairman of the safety committee which is given credit for reducing industrial accidents in the making of cement.

He was born July 11, 1870, in Bethlehem, Pa., and was married there to **Anna H. Miller**, who died four years ago. He built mills in Newaygo and Petoskey as well as in Ohio, Kentucky and Pennsylvania.

**Mr. John** came to Petoskey in 1919 as a consulting engineer while residing in Newaygo. While there he served several terms as mayor and was chairman of the Liberty Bond drive of World War I.

In 1921, he became vice-president and general manager of the Petoskey plant which opened that year with **A. B. Klise** as president. In 1922 he was elected president after the resignation of **Mr. Klise** and he held that position until 1937 when he resigned and was succeeded by **John L. A. Galster**.

The company's cement freighter was named after him, later after **Mr. Galster**.

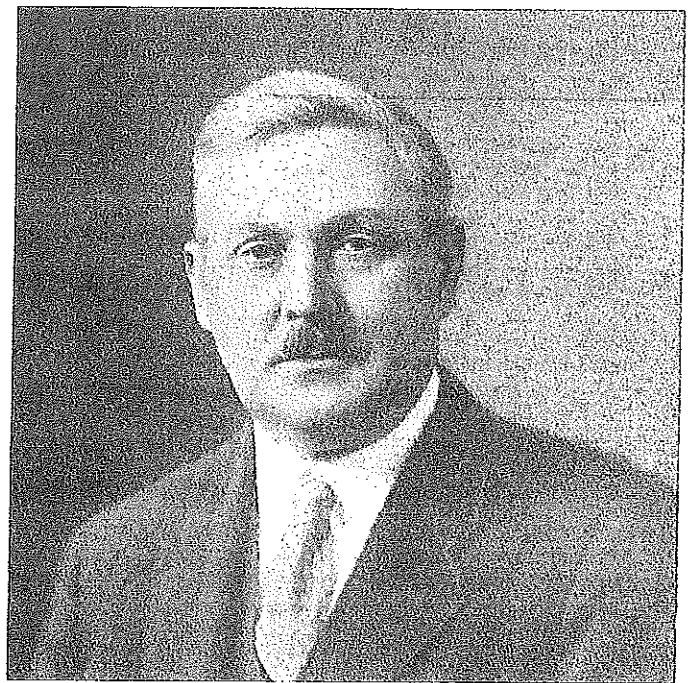
**Mr. John** remained as a director of the board of the Petoskey plant and he retained his financial interest until the sale in 1954 to **Penn-Dixie Corporation**. He had resided in Cleveland for the past 25 years.

On his 80<sup>th</sup> birthday, former associates and friends in the industry gathered in Cleveland to help him celebrate. They came from all over the U.S. from Canada and Cuba.

He was active in community and civic affairs. He was a Methodist. When he built a mill which was in an area not served by a church, one of the first things he would do would be to construct one to serve people of all faiths.

Surviving are a son, **Jack** of Cleveland and **Mrs. William Worthy** of Cleveland and **Mrs. Charles Wyman** of Newaygo; a sister, **Mrs. Elvira Rickert** of Allentown, Pa. nine grandchildren and number of great-grand children.

Extracted Petoskey News-Review, Tuesday, July 17, 1956, page 1



Jonathan Blain "J. B." John

Picture & obituary {below} from Find-A-Grave Memorial

Birth: Jul. 11, 1870  
Raven Run  
Schuylkill County  
Pennsylvania, USA  
Death: Jul. 15, 1956  
Cleveland  
Cuyahoga County  
Ohio, USA

Chairman of the board of directors of the Medusa Portland Cement Co., Jonathan Blaine John held that post since 1951. He had been president of the company since 1922.

Mr. John, 86, died yesterday at his home, 3020 North Park Blvd., Cleveland Heights.

His first connection with Medusa was as consulting engineer in the building of the plant at Silica near Toledo. At that time he was vice president and general manager of several cement companies - Newaygo Portland Cement Co., Manitowoc Portland Cement Co., and Petosky (sic) Portland Cement Co. Mr. John was credited with being the "father" of the safety movement in the cement industry. He was chairman of the Portland Cement Association's accident prevention committee for 10 years.

He was born in Raven Run, Pa. His first job was in the coal mines of Pennsylvania. He entered the cement business in that state as a member of a plant repair crew.

His wife, Mrs. Anna H. John died two years ago. They were married 56 years. Surviving are a son, Jonathan Jr., of Cleveland, two daughters, Mrs. Charles Wyman of Newaygo, Mich., and Mrs. W. J. Worth., a sister, Mrs. Elviro (sic) Rickert of Allentown, Pa., 10 grandchildren, and 13 great-grandchildren.

Burial: Knollwood Cemetery  
Mayfield Heights  
Cuyahoga County  
Ohio, USA  
Plot: South addition, chapel floor, niche 424

# Worker Killed in Fall Here



Michael J. Lyons

~~Michael J. Lyons, 22, of Stone Funeral Home in Petoskey; one brother, Robert, Petoskey, died early this morning in Traverse City, of injuries sustained in a fall at Penn Dixie Cement Co., Tuesday forenoon.~~

~~He was taken to Little Traverse Division of Northern Michigan Hospitals by the City-County Ambulance Service and then transferred to Munson Medical Center in Traverse City suffering from severe head and internal injuries.~~

~~His funeral services will be held Saturday at 10 a.m. at~~

~~Stone Funeral Home in Petoskey. Rev. Joseph Hetler of the Home Missionary Church in East Bay View will officiate and interment will be in Greenwood Cemetery.~~

~~Michael was born Oct. 2, 1956 in Petoskey. He attended Petoskey schools and graduated from Petoskey High School in 1975. He then attended North Central Michigan College, and was currently employed by Penn Dixie.~~

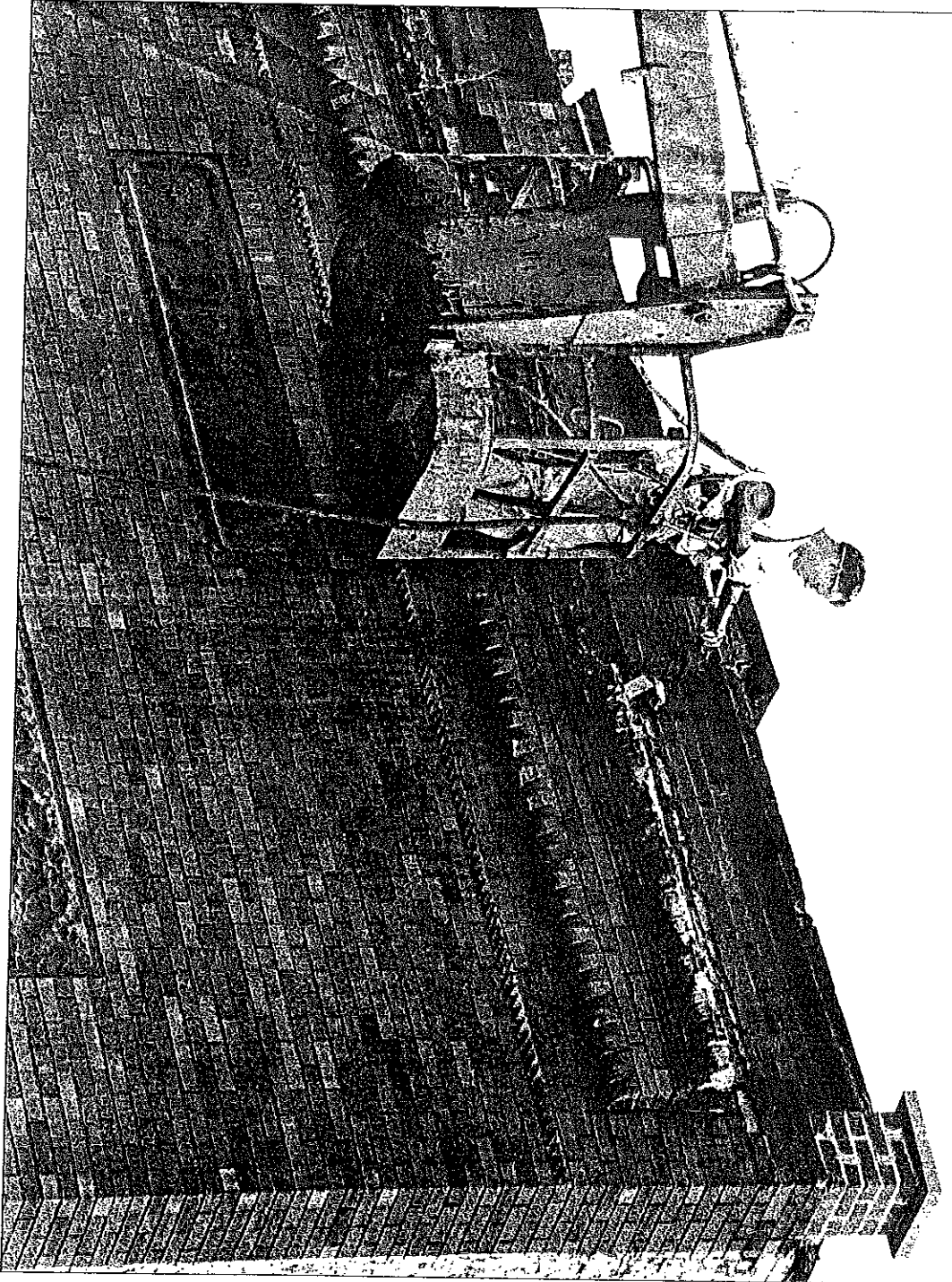
~~Survivors include his parents, Mr. and Mrs. James Lyons of~~

~~at home; his maternal grandfather, Charles Bellmer of Gladwin; several aunts and uncles.~~

~~Friends may call at the Stone Funeral Home in Petoskey beginning 7 p.m. Friday.~~

~~The family suggests anyone wishing to honor the memory of Michael Lyons, may do so by contributing in his name to the P.T.L. Club in Charlotte, North Carolina. Envelopes for this purpose are available at the Stone Funeral Home.~~

*Petoskey News-Review March 21, 1979*



## Facelift

From his perch high above the street, a worker from Northern Restoration Waterproofing Systems from Grawn removes loose bricks on the face of the former Portland Cement Building at 438 Lake St. Tuesday. The building currently houses the Emmet County Cooperative Extension Service offices and the offices of attorneys Dennis Cross and John Rohre. Plans call for replacing the loose brick, new windows and some structural repairs. (NEWS-REVIEW photo by G. Randall Goss)

# Expect Council to Sell the Penn-Dixie Building Tonight

By DAVE RITT

The Petoskey City Council meets Monday (tonight) at 8 p.m. and is expected to sell the old Penn-Dixie Building to high bidder Ernest Mainland, of Petoskey.

The council opened bids on the Lake-st. building at its Sept.

19 meeting and sent the bids to a committee for a recommendation. Mainland was the top bidder at \$62,500. The other bids were for \$40,000 from Richard A. Neumann of Ann Arbor and \$10,000 plus the Moyer Hotel property from Jim Behan and Porter Vaughan of

Petoskey. Mainland proposes to turn the structure into an office building. Extensive renovation is planned if his bid is accepted, he said in his bid specifications.

The council will also discuss the proposed senior citizen housing project for Bridge-st. by Daverman Associates. The council is expected to discuss the authorization of a new option for the property, discuss authorization of specific improvements from the proceeds of the sale and review a tax abatement ordinance for the council.

The council in addition will:  
-Receive a report from the

city attorney concerning a transient merchants ordinance.

-Act on revisions to a proposed agreement for treating sewage with the Springvale-Bear Creek Sewer Authority.

-Discuss a request from Bud Neidhamer of 402 W. Jefferson St. for a driveway retaining wall on city property from the curb to his property line.

-The official meeting will get underway at 8 p.m. in the council chambers. The council will hold a premeeting at 7 p.m. in the city-manager's office. The public is welcome to both meetings.



## NEW HOME

### Old Penn-Dixie Monument Finds Home In New Resort Township Park 1999

By Beth Anne Piehl  
News-Review staff writer

One of the last remnants of the Petoskey Portland Cement Co. is now displayed at Resort Township's East Park, next to the posh resort community of Bay Harbor that was once the old cement plant grounds.

The concrete safety award, measuring about six feet tall by five feet wide, is a symbol of the safety accomplishments of the cement company for those occasions it went 1,000 hours without a lost-time accident.

Bob Gill, who served as the plant's last manager from 1977-80, said the award was given by the Portland Cement Association, the national guild that monitored Portland cement manufacturers.

"They had an intensive safety association," said Gill, a Charlevoix resident. He said it's similar to the Michigan Occupational Safety and Health Administration, which now monitors safe business practices.

The dates along the bottom of the large monument are difficult to read, but there are several through at least the 1930's and '40s recognizing the plant's safety record.

The Portland company shut down its Petoskey operation in 1980 and was sold to Dundee Cement, which operated another 10 years until remnants of the cement operation were removed and the smoke stack demolished to make way for the Bay Harbor development.

Bot Gullede, chairman of the Resort Township parks and recreation committee, said the award had been sitting on the shore of the small Village harbor lake, to the east of the Inn at Bay Harbor.

Continued from page A1

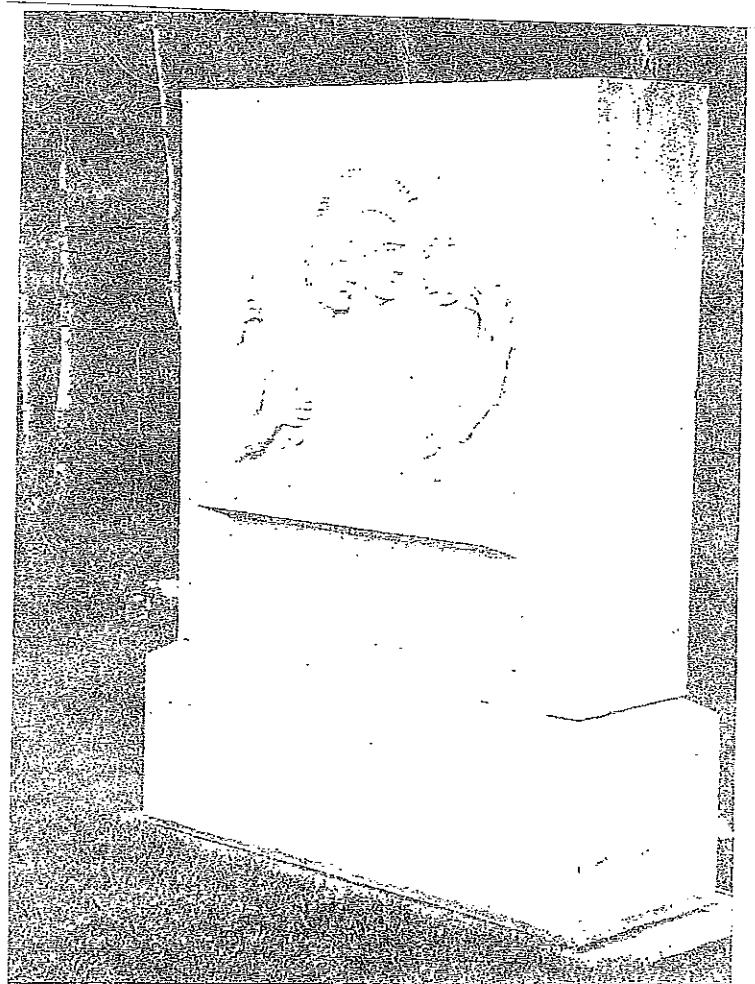
"We were asked by some people in the township who had worked at the cement plant to get it and bring it to the park," he said. "People didn't really get to see it, except by boat."

Bay Harbor developer David Johnson gave the award to the township when Gullede asked to place it at the park. "All we had to do was move it," Gullede said.

It's been in place for about two months at the East Park, which spans the east property line of Bay Harbor. There is also a public park on the west end of the development.

Both parks consist of an original 10 acres given to the township by the Bay Harbor Co. Then Bay Harbor, the township, Emmet County and the Little Traverse Conservancy worked together to secure grant money from the Michigan Department of Natural Resources to purchase an additional 56 acres, totaling 66 acres of public park land on both sides. Aside from spectacular views, the trails, a pavilion and restrooms have made the parks popular spots for visitors and locals.

Extracted from Petoskey News-Review, page A1-A2  
Dated Friday September 10, 1999



This large cement monument is actually a safety award given to the Petoskey Portland Cement Co. several times in the 1930s-40s for operating 1,000 days without a lost-time accident. The award is now on display at Resort Township's East Park. (NEWS-REVIEW photo by Beth Anne Piehl)

# Petoskey Portland Cement Company



Petoskey, Detroit,  
Milwaukee, Chicago