

# ★ ELBERTA ALERT ★

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A Community News Organ

Fri., Aug. 26, 2011

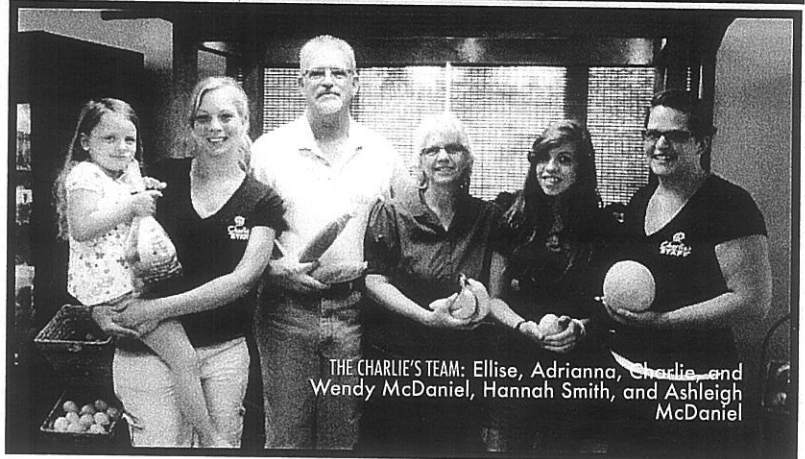
## NEW NATURAL FOOD STORE OPENS

By Emily Votruba

AFTER 18 MONTHS of public anticipation and three years of planning and dreaming, Charlie's Natural Food Market opened on August 11. It was likely the first storefront business in the Frankfort-Elberta area to "soft-open" on Facebook, thoroughly sharing its birth process with its prospective customers and getting a lot of data on desired products ahead of time. It looks like that public involvement and web savvy has paid off. At press time Charlie's had 513 Facebook fans (it had 460 before opening day), and the store got an extra shot of publicity on August 23 when they won, by popular

vote on UpNorthLive.com, a feature slot on TV 7&4's 6 pm news.

Charlie's is next to the Betsie Hosick Fitness Center on Airport Rd. It's a light-filled space with wide aisles and a café area painted by Mily Schluter with murals evoking the streets of Paris. It's clear Charlie's wants its customers to spend time as well as money; open from 7 to 7 six days a week, they'll be a WiFi hotspot where people can drink coffee, surf, eat house-made sandwiches, and look at (and buy) local artwork. Classes and cooking demonstrations are planned for the fall and winter. But let's not forget to shop: the emphasis is



THE CHARLIE'S TEAM: Ellise, Adrianna, Charlie, and Wendy McDaniel, Hannah Smith, and Ashleigh McDaniel

on local and sustainable products of all kinds, but if you crave an obscure brand of olive oil, the store can likely get it (they did for this writer). A \$50 membership gives you a 5% discount for a year; \$100 earns 5% off for 3 years; and \$250 10% off for 5 years. Charlie's accepts Bridge cards and participates in WIC, and unlike some co-ops, you don't have to be a member to shop.

"I was thrilled to be a customer there, all that fresh produce—I couldn't believe we had one in town," said Village treasurer Laura Manville the other day. "I was a member and went in there all the time." Manville was speaking not of Charlie's but of Elberta's own natural food store, the Nutshell, opened in the summer of 1979 in two buildings (since torn down and burned) next door to where Mix's barbershop is now. "The Nutshell was a real nice place, and they had these health ice cream bars that were just to die for," said Carolee Ness. Ruth Nanni shopped there as well, and since the demise of the Nutshell has

been getting many of her favorite items by mail. She has a thing for growing sprouts from seed (as does this writer).

"We were a novelty at that time, especially in this area," said Lena Schneider, who with her husband, Mike, moved here from Ann Arbor to pursue their dream of purveying wholesome food. She sold vitamins, herbs, and even ground her own fresh flour in a mill. The Nutshell made a go of it for about five years, but the departure of the railroad and car ferries hurt the business badly. "People used to get off and buy a few things, get back on. We met a lot of characters," Schneider said. Like Charlie's, the Nutshell was a family affair, with Schneider's two daughters working the counter. Since then, Schneider and her husband have been raising their own natural food in their garden and making occasional trips to Oryana in TC. Higher gas prices and environmental consciousness could make the difference for Charlie's, she thinks. "At this point, [a health food store] might really work here. I'll be sure to check it out."

By week two, Charlie's already counted at least 7 Elbertians among its biggest likers, including Amber Lovegrove, who says their vanilla almond granola is the perfect midnight snack. Skeptics who thought we couldn't support a natural food store, take note. ♪

### Think Christmas!

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# COUNCIL MEETING REPORT: AUGUST 18, 2011

## CREEPING OUT

By Emily Votruba

COUNCIL BEGAN the meeting with the Pledge of Allegiance for the first time in recent memory.

During the agenda approval period Ken Holmes said the Village has been lax about enforcing the junk ordinance, and recommended a yard maintenance ordinance be added. "I feel bad when I see overgrowth in someone's yard and the next yard is clean. How long will it be before they let theirs go too?" he said. Reg Manville said the matter could be discussed at the September meeting.

During initial public comment Carolee Ness brought up the visibility problem due to parked cars at the junction of Acre and Frankfort Ave./M-22. She suggested the Village could ask MDOT to apply yellow paint and post no-parking signs on either side of the 100 block of Acre. Reg agreed that the situation was bad there and by the post office: "You have to creep out, creep out, creep out, and hope nobody's coming," but said that nevertheless it was a great problem to have, referring to the patronage of the Lighthouse Café. Ken Holmes was wary of eliminating any parking: "If people don't find parking, what do they do? They drive off." Ken suggested that the Lighthouse Café could post signs indicating parking in the rear. The DPW will put up no-parking signs on Acre.

Carol Navarro of the Benzie Conservation District spoke on the Emerald Ash Borer Community Preparedness Plan. The insect was first noticed locally in 2007 (it was discovered in southeastern Michigan in 2002, and the whole lower peninsula is now on the quarantine list). It takes 1 to 3 years for an infected ash to die; the tree tends to fall from its base, rather than drop limbs gradually, posing a liability risk if the tree is on public property. The Conservation District recommends removing or treating infected trees. The Preparedness Plan calls for residents to identify and tag all ash trees, including, ideally, those on private property. Mike Jones, an environmental outreach coordinator will help with inventory, and tags are available at BaySide Printing for 50 cents each. Funds for tree removal must be raised by the community; removal costs range from \$600 to \$1,200 per tree; countywide grant money may be available. Ken Holmes said he did not know of any ash trees on Village property but he thought there were 6 left in the Village. He mentioned that some birch trees are dying. Reg Manville said he was all in favor of controlling what we can control regarding

invasive species. The District does not recommend that people chemically treat trees without professional help.

Scott Gest has redrafted the forbearance agreement between the Village and Elberta Land Holding Co.; he did not agree with some language added by Village attorney Joe Quandt. The agreement still states that the \$10K received from the state will be used toward the principal on the Village's loan with ELHC, and the Village will make no other payments until the development begins to provide a tax revenue increase. Council can review the agreement ahead of the September meeting.

Gest said Fleis and VandenBrink have performed only one of three tasks contracted, and have billed \$1,000 above their bid of \$4,000. Nothing in the bill explains the overcharge. They have done calculations for the upsizing of the sewer but have not done a water reliability study or reviewed the engineering work for the development's first phase. The Village is paying \$1,000 a month to Fleis and still owes \$3,000. If an agreement is reached on a different billing amount the Village will be reimbursed.

County commissioner Marcia Stobie said Bob Metzger was selected as county administrator, pending salary negotiations. The preliminary 2012 budget showed a \$418K discrepancy. Cuts will be made in several departments, including the sheriff's department (\$40K cut) and the courts (\$30K). The county will require higher employee health insurance contributions. Building department fees will increase about 10%. The MSU Extension contract was reupped; they will self-fund this year.

Jonathan Drury of Furnace Ave. discussed speeding on 168. He said he frequently sees vehicles going 60 mph past his house at all hours (the speed limit is 25 mph). One of his dogs was hit and injured. He worries about the safety of children and other pedestrians and bikers. Drury asked if the Village could put up more signage or perhaps a speedbump, and said citizens' homemade signs seem only to egg speeders on. Reg said the Village will acquire the road next year and until then it's a county matter.

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## SUNSET



### We Will Miss...

**BILLY L. STROUP**  
(August 7, 2011)

Billy Stroup passed away at home at the age of 67. He was a hardworking, fun person beloved by his family and community. An employee at Pet Milk in Frankfort for 17 years and later as a delivery truck driver for Honor Building Supply, Billy leaves behind a daughter, Rebecca Frank, son Jim Stroup, 6 grandchildren, 3 great-grandchildren, and a dear companion, Martha Denune.

## Remember When ... With Ken

★ Portrait by Art Melendez



Drill baby, drill! Ever wonder what went on in Elberta's historic Lifesaving Station back in the day? Well, they weren't doing the Macarena in there.... Ken Holmes comes to the rescue with some manifest info.



A ten-member crew manned this state-of-the-art Coast Guard lifesaving station, the first in the area, full-time from 1887 to 1934, when the Coast Guard moved into a station on the Frankfort side. They drilled every week, in any weather, all year long: boat tipping drills and rescue drills in which they fired out a pulley lifeline with a cannon. The training they received was truly a marvel. Later, from about 1936 to 1970, the building housed the business offices and commissary of the Ann Arbor Railroad, where the marine superintendent (the head of the car ferries and railroad) worked along with about a dozen other people. The building was moved to its current location and orientation in the early aughts and underwent renovations to restore and preserve it, with funding made possible in part by the sale of the old Ann Arbor Railroad property to the Elberta Landholding Co. New doors will be installed this fall!

### MYSTERY SOLVED!



Carolee Ness has ID'd these two fun-lovin' gals as Arlene Smith (left) and Eloise Luxford Clark. Eloise's brother-in-law Pan Soug Luxford owned the Mayfair Tavern, later her son Chuck did. Arlene's daughter, Sue Priddle, lent us this great photo.



# ANN ARBOR RAILROAD RETIREES HOLD 26TH PICNIC

By Emily Votruba

NO ONE ELSE, NOWHERE ELSE in the world, worked the way the men and women of the Ann Arbor Railroad and car ferries did. On August 7, I had the privilege of attending the 26th annual retirees' picnic at Blaine Township Hall, the only event of its kind on earth. The potluck lunch and raffle lasted a couple of hours and was attended by about 50 former switchmen, firemen, engineers, bursars, office workers, yardsmen...and their children, spouses, and friends.

How was the attendance this year? "Low," said David Harrell, the president of the 200-member Ann Arbor Railroad Technical and Historical Association, based in Durand, MI. "The last time the railroad ran was in 1983. I've been doing mailings for about 12 years. We've

had up to 80 some years." During lunch Harrell stood up to read off the names on returned newsletters. At least three members were reported deceased.

For those in attendance, the memories of the car ferry days are still vivid. Jim Gilbert, who possesses replica models of all five ferries, acted as master of ceremonies and led the group in their traditional round of (re)introductions. To name just a few, the following people stood and gave their name and "rank": Don Wilson worked briefly as a porter and is a past president of the Technical and Historical Association; Ken Holmes, 25 years on the railroad and boats; Jim Hunt, a cook; Bill Huhnke, fireman (that means



THE LAST CAPTAIN  
Bruce Jewell  
(facing camera)

fueling them, not putting them out); Roy Price, son of Zada Price, who was a switchman; Elaine Larson, Roy's sister, who said her husband and grandfather also worked for the company; John Saleggi, an engineer; Grant Brown, the author of the excellent railroad history *90 Years Crossing Lake Michigan*; Norm Hagen, "AB on the 3"; Jim Nelson, who "worked on all the car ferries when steam left, in '63"; and Chuck

Holtrey, 14 years on the railroad, who alas did not have a winner among his 20-some raffle tickets.

Before he'd even stood up, people were already clapping and cheering for Bruce Jewell, the last captain, who commanded the *Viking* and the *City of Green Bay* until the end, in 1983. Captain Jewell was raised in Elberta and started working as a porter at age 16. On August 21, he passed away at the age of 83, clearly a hero to many of his former colleagues..

The Ann Arbor had three hubs: Toledo; Owosso, where the shops were; and Elberta, where the car ferries ran. "It was the Elberta folks, those who worked in the yards, on the boats, and in the roundhouse, who initiated this reunion picnic," Harrell. And the Elberta diaspora still shows each year.

The Ann Arbor Railroad, though quite a bit shorter than before, isn't gone. One segment remains operational from Toledo to Ann Arbor, now owned by the Great Lakes Central Railroad. Another stretch runs from Ann Arbor to Yuma, where there's a sand pit that ships sand all over the country. "It's been 28 years since the railroad ran, and these folks keep coming out," said Harrell. "It's quite amazing." Ψ

PHOTO BY ART MELENDEZ

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# SEPTEMBER

Nels Glarum starts for Norway soon, to spend the winter; a new school is being built in Benzonia District 3.  
—The Elberta Alert, September 24, 1912

Date	Event	Details	Location	Time
1, 3, 7, ...	FARMERS MARKETS	Wednesdays: Grow Benzie's market, Benzonia Thursdays: Elberta Farmers Market Saturdays: Frankfort Farmers Market	5885 M-115, Benzonia Marina Park, Elberta Open Space, Frankfort	9 am-1 pm 7 am-12 pm 9 am-1 pm
2	MASTER PLAN COMMITTEE	Master Plan Committee regular meeting with Sarah Lucas of NMCoG: this month, the completed Master Plan is presented!	Elberta Library, 704 Frankfort Ave.	8 am (first Fridays)
4	E'ECLECTIC ELBERTA FREE MARKET DAY	Sale-ebtrate the end of summer! Vendors of all types welcome: farmers, artists, crafters, collectors, flea marketers, garage salers... Call 231-352-8150 to reserve a free space, or just have your yard sale the same day!	Corner of Sheridan and M-168 and Frankfort Ave.	12 pm-4 pm
6	PARK AND REC COMMISSION MEETING	Regular meeting of the Parks and Recreation Commission. This month begins a new-membership drive, and planning begins for the Dune Park opening, Solstice, and more.	Village Community Bld., 401 First St.	7 pm (first Tuesdays)
6	FIRST DAY OF SCHOOL	Classes begin for Frankfort-Elberta students. Have a great year, America's future!	Frankfort-Elberta Elementary and High School	8 am
9	CRYSTAL LAKE ART CENTER 7TH JURIED SHOW	The Elizabeth Lane Oliver Center for the Arts all-media juried fine arts exhibition. Works by artists age 18 and up are due Sept. 2 and 3; exhibition runs Sept. 9-30. For information and application forms, call 231-352-4151 or email clartcenter@sbcglobal.net.	111 10th St., Frankfort	Call for times.
13	GILMORE TOWNSHIP MEETING	Regular meeting of the board of Gilmore Township.	Elberta Library, 704 Frankfort Ave.	7 pm (second Tuesdays)
15	VILLAGE COUNCIL MEETING	Regular meeting of the Elberta Village Council.	Village Community Bld., 401 First St.	7 pm (third Thursdays)
17	COMMUNITY DINNER AT ELBERTA'S BEST CHURCH	The menu in September is still Picnic Fare, which includes hamburgers, hot dogs, brats, chicken, assorted salads, chips, watermelon, baked beans, and dessert. Free!	555 Lincoln Ave.	4 pm-6 pm (third Saturdays)
17	ALLIANCE FOR THE GREAT LAKES ADOPT-A-BEACH CLEANUP AND SURVEY	Annual event to monitor and remove beached trash. Get out your stubby pencils! Actually, stubby pencils, gloves, and garbage bags are provided, so just show up ready to get down and dirty. For info call 352-7669.	Meet at Farmers Market/Marina Park pavilion then head to beach	10 am-noon
22	PUBLIC SAFETY MEETING	With all our law enforcement budget cuts, it's a good time to get to know your sheriff's department. A monthly open meeting with Rory Heckmann and/or undersheriff Bill Sholten to discuss county police and safety issues.	505 S. Michigan Ave., Beulah	6 pm (fourth Thursdays)

# ABOARD THE LYNX PRIVATEER

By K. Kranzer Schmittler

FOR ANY OF YOU like me who harbor a not-so-secret desire to be a pirate or sailor, the late-July arrival of the *Lynx* privateer tall sailing ship in the Betsie Bay must have fulfilled some of those desires. With carronades booming, the ship sailed into Frankfort Harbor. My curiosity, adventurous spirit, and aforesaid desire to be a pirate moved me to stow away (OK, purchase a ticket) aboard the *Lynx* for the Saturday sail on the high seas (OK, Lake Michigan).


The *Lynx* had started in Lake Erie and made her way to Duluth, Marquette, and then Frankfort. For five days, the 122-foot, 114-ton vessel commanded by Captain Lee Ann Gordon (a woman—yes, women can be sea captains) provided on-deck tours (tied dockside for you landlubbers), two-hour cruises, and just a splendid sight as she sailed in and out of the harbor. The Saturday afternoon two-hour cruise took 49 passengers and about 10 crew out into unprotected and uncharted waters (OK—Lake Michigan is well protected and charted), on a warm, blue-sky, Michigan-summer-perfect day. We enjoyed stunning views of the Frankfort and Elberta dunes as well as the Frankfort lighthouse ringed with curious spectators, all complimented by the brilliant blue lake waters.

Gordon, from Erie, PA, is the *Lynx*'s newest captain, a rank she's held for about nine months, after a

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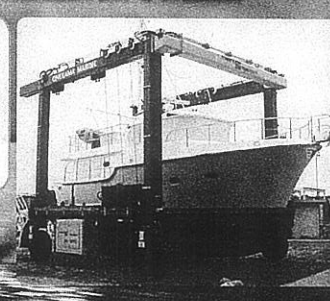
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decade of sailing experience. She has been a crewmember, a deck-hand, and a first mate. It takes hours of sailing and Coast Guard tests to become a captain, not to mention a love of the sea.

Before that Saturday, "hoist the sail" and "secure below" were the only sailing terms I knew, but there is a whole language to learn in order to be a pirate or a sailor. The captain shouted terms as she steered the schooner from the stern (aft), and the midshipman crew repeated them on down until they reached the

en sailing vessels, their era, and the role privateers played in American liberation.

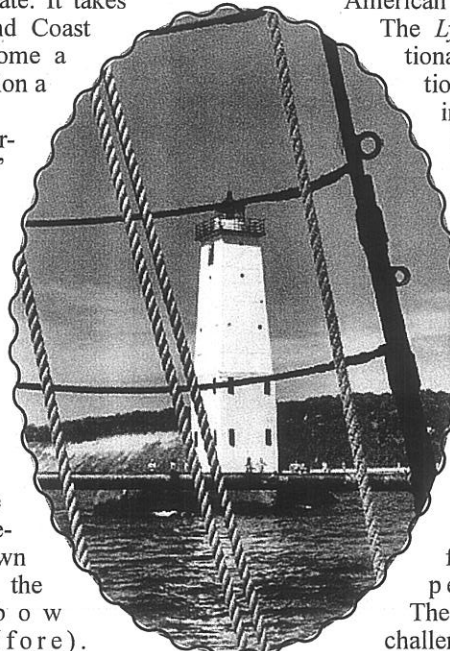
The *Lynx* Educational Foundation is based in Newport Beach, CA, and is a non-profit, nonpartisan group dedicated to the hands-on study of America's struggle for independence.

of marque" giving them permission to prey upon enemy ships—they were legalized pirates! The replica *Lynx* had a main battery of four six-pounder carronades and four swivel guns. A crewmember showed us the types of artillery shot out of the carronades and the type of damage each caused. Just as we returned to Frankfort Harbor, the carronade was loaded and shot, startling people and birds alike. It was then that I looked down and realized I was sitting on a box marked "Danger: Explosives."

I went to the Villa Marine to meet my landlubber friends, who'd spent the day at Elberta Beach. As I told my high-seas tale, in walked several men dressed as pirates. We asked them if they were pirates, and they quickly said "No, we are Voyageurs!" The Saginaw Voyageurs, a group of historical reenactors based at Saginaw's Castle Museum, had pitched camp in Mineral Park for the weekend. Sixteen men with one rather large canoe and a lot of camaraderie, they were to begin a seven-day, 75-mile paddle up the north coast of the Lake Michigan.

All told, my day at sea satisfied my yen for piracy—though sadly, Captain John Sparrow was a no-show. The *Lynx*'s motto is, "Be excellent to each other and to your ship." Certainly words to live and sail by. Ψ

*K. Kranzer Schmittler's wanderlust has taken her and her three children on off-beat road trips as far as Labrador. A Mt. Pleasant resident transplanted from California, she has become enchanted with Elberta.*



bow (fore). My only job was to stay out of the way and not fall overboard.

The *Lynx* is a replica of a Baltimore schooner captured in the War of 1812 by the British. It's the realized dream of Woodson K. Woods, who built the ship to teach the history of wood-

War of 1812 are recreated aboard the *Lynx*, and participants get on-the-job training in sailing and teamwork.

During the sail, crewmembers spoke on the ship's history and how privateers operated in battle. Privateers were some of the first ships to defend our fledgling country in 1812. As you can imagine, the American Navy was not the force that it is today, consisting of only 17 ships, 8 frigates, 2 brigs, and a few other smaller vessels. The Navy relied on privately owned ships to blockade and protect ports. These privateers were paid for their services and awarded "letters

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PHOTO BY  
K. KRANZER  
SCHMITTLER



## HOW TO CATCH A KING

By Westley Allen

HELLO AGAIN, FELLOW readers. I do hope that my last article was helpful in your quest of catching fish. In this article I will be outlining the necessary tactics to catch the elusive King salmon. The majority of Frankfort's fishing attraction is held by this marvelous fish. Drags screaming, lines snapping, and fish jumping are all part of the program.

In September King salmon start their spawning ritual. They swim from Lake Michigan and stage in harbors and river mouths before starting their journey upstream. During this phase of their lives the salm-

on should be quite easy to catch. In the first few weeks after entering the river the salmon are still able to be caught, but the difficulty increases. Most anglers will have a head start fishing for salmon from the beginning of the summer. Though they may not be catching them in great numbers, anglers will slowly pick off a few at a time. The real action doesn't start until August, right before the fish go upriver. Depending on the water temperature the fish can be caught in anywhere from 20 feet of water to well over 300 feet of water.

As the salmon start to move closer to shore they can be caught off either the Frankfort or Elberta pier. Most anglers cast glow spoons early in the morn and live bait such as alewives at first light. The setup for this requires a 9 to 10 foot rod lined with 10 or 12 pound test if throwing spoons and a 10 to 12 foot slow action rod lined with 8 to 12 pound test for casting live bait. Though casting bait will be productive throughout the day, early morning and late evening will be

the most productive times.

When the salmon move into the inner harbor they will stage at the old ferry hole in Elberta. From here anglers cast out the same setup as used on the pier with the exception of a bait change. Now anglers will be using spawn bags tied from salmon eggs. These bags have small multi-colored floaters to keep the bags off the bottom. The salmon will viciously hit these. Again, the best times will be in the morning and evening. I have always found the morning to be the best time. Here is a small warning though; anglers trolling in the harbor may at times be highly inconsiderate, so watch out for them trolling close to shore. You may tangle lines, which may entail an argument. PLEASE, I repeat, PLEASE be courteous to your fellow anglers. There is nothing more disconcerting than to watch your pole bounce and your drag start to scream only to find that someone else has tangled lines with you. If you are confident in your casting skills then this should not be a problem. If not, then you should pick a spot with a little more room for error, if at all possible.

As the salmon begin to swim upstream they can be intercepted once more in Elberta. On M-22 in between Elberta and Frankfort there is a small bridge off the bike trail that sits over the mouth of the Betsie River. This is

the only entrance for the salmon so it makes sense to fish this area a lot. Whenever there is a cold front or rain a run of salmon will make their way up the river. So fishing the bridge during the rain will produce some great fishing. And don't let the absence of people deter you from fishing there. Not a whole lot of people fish it. Most anglers skip right by the bridge and begin fishing in the river. The majority of anglers that do fish there drift large amounts of salmon skein under a bobber with the current. Some use fresh skein while others cure their eggs before using them. Remember that enough split shot to get the skein down to the fish is very crucial in fishing the bridge. You can also use a pier setup with spawn bags on 2 foot leaders. Fishing here can be a hit or miss experience, so if you get at least one you are doing great!

Well, I hope this information will be helpful to any angler that just so happens to pick up a copy of the *Elberta Alert*. If any readers would like to ask me any questions or fill me in on their own experiences and tips, contact me at: westleysallen@gmail.com. Thank you for reading, and to all tight lines!

Ψ

*Westley Allen is an incoming junior at Benzie Central High School.*

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## My Uncle Edward's Great Lakes Adventures

★ By James Ward

"I was scared." These are the words of my uncle Edward Ward, who survived World War II and the Korean War. My uncle was referring to an experience he had when a winter storm was piling ice up in the Elberta harbor. The car ferry he was working on was returning from Kewaunee, Wisconsin. When his boat arrived three boats were already stuck in the ice. An alternative was to return to Kewaunee, which the captain did.

Turning a boat in stormy waves can be very dangerous. The storm was vicious enough that high waves froze the whistle mounted on the smokestack. Most trips on the car ferries were without incident, but no trip could be counted on to be routine. The Great Lakes have a reputation for sudden dangerous weather changes, and stormy weather on the Great Lakes has taken many lives. The Great Lakes are shallow compared with the oceans, but in stormy conditions large waves that are close together are created. Vessels have little time to recover their stability between these swells. The vessel can be tossed about like a toy.

Of course, my uncle has gentler memories of his experience on the Great Lakes. He worked on several car ferries including the *Ann Arbor No. 5*, the *Viking*, and the *Arthur K. Atkinson*. He was first hired on as a coal passer, shoveling coal for the boilers to produce steam for power. When I asked which was his favorite car ferry, my uncle replied, "The *Atkinson*, because you didn't have to shovel coal anymore." The *Arthur K. Atkinson* was diesel powered. Also, regarding all the car ferries he related without hesitation that "they sure fed you good."

There are many lifelong residents in this area like my uncle who remember the impact the *Ann Arbor Railroad* and its car ferries had on transporting freight to the different ports on the Great Lakes and from there around the world. Those days are perhaps over but the Great Lakes have a majestic mystique that no other place in the world can claim. My uncle experienced that majestic mystique firsthand. Ψ



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# BLAST From the FUTURE!

Local history, topics, and interviews by Elberta teens

## Goodbye, Summer!

By Merren Garber

THE END OF SUMMER break is almost here, and with it comes the beginning of a new school year. People are busy with school shopping, making sure they have everything their kids will need, like

backpacks, pencils, and notebooks. I know I have all mine done. But looking back on this summer, it's actually been really nice.

This summer has been packed full of a lot of fun events, ones I'm hoping will continue next summer. The Solstice Festival was a blast with all the live music, food, vendors, a visit from the Elberta Mermaid, and the fireworks at the end of the day. I know the Fourth of July will still be around next summer—that day was fun for me too, with the parade starting off the day and then the fireworks

at the end. Also the bike sculptures that were created—I thought they were amazingly decorated and now they're being displayed at the Conundrum Café. Michele and Rob took them down to Crystal Mountain for a day to show them off there, too. Another thing I thought was cool was the ships that were docked in the bay so people could come aboard and look around. Also seeing all the fishermen on the lake reeling in big fish was exciting. Plus hanging out with friends and family either out of town or out of the state.

It was great seeing them, and I wish they didn't have to go because I had a fun summer with them.

Summer, as much as I don't want to say it, is coming to an end and on comes fall. We better start bringing our rakes and leaf blowers out so we can be prepared for all the leaves that are going to start to fall very soon.

Alert editor Merren Garber is about to begin her freshman year at Frankfort—Elberta High School.

PHOTO BY JENNIFER WILKINS

### PRINCE PETEY'S PUBLIC NOTICE

- **Beach Driving RAP Line: 800-292-7800.** Please report vehicles you see driving on the beach or on the dunes. This activity is a violation of Village, state, and federal law and is subject to a \$1,000 fine.
- **Suspicious Characters.** Some minor residents have reported trespassing and unwelcome solicitations from 1 to 3 men said to travel in a large metallic-gold van and/or a white convertible with wide black side stripes. The incidents have been reported to the Sheriff's Department.



### COUNCIL REPORT, cont'd

The June minutes had not been posted to the Village website (at press time, June, July, and both August meeting minutes are now there) and Council feels the website lacks "pizzazz." The hiring of a new designer will be discussed at the September meeting.

Reg reviewed the Village treasurer's report discussed at the July meeting. The report is correct and shows that in addition to the selling of the dock-ominums and the closing of the EDC fund, the Village saw an excess of \$21,474 in revenues over expenditures for 2010. Reg said he will soon present several ideas on how to save more money. The July bills were approved. Receipts were \$29,811.22; accounts payable expenses were \$31,569.24; payroll was \$8,468.60.

Ken Bonney said the trip-hazard

portion of the sidewalk in front of the church has been replaced. Two derelict trailers and an older house have been removed. Smitty's dispatched 9 dead trees. Diane Jenks asked if the roadwork on Lincoln was finished. Ken Bonney said the middle of the road was not repaved, only the sides, because the sewer will need to be upgraded eventually and at that time the street will have to be torn up anyway. The work on Lincoln is called wedging and will shore up the edges of the road where it was crumbling.

BLUA received a BBB long-term credit rating from S&P.

Council approved the closure of Sheridan between 168 and Washington for the E<sup>2</sup> Eclectic Elberta event on Labor Day Sunday, September 4. A water fountain in the Waterfront Park is not working, and the horn element in the playscape is broken. The Centennial Cookbook was discussed during the Park & Rec meeting; its release may be tied to the 10-year anniversary of Solstice Festival. Park & Rec would like the Lakeside Shakespeare company to return to the amphitheater. A membership drive is on the P&R September meeting agenda.

Reg said that on Friday, Au-

gust 12, he and Ross Thorsen saw two vehicles with big tires at the end of the two-track on the Sand Products property. They contacted the DNR, who said they would step up patrols. Fines of \$1,000 will be issued to persons driving vehicles on the beach or dunes; violations should be reported to the RAP line at 800-292-7800. Reg said a meeting will be convened in the fall with the sheriff, the DNR, and Sand Products Corp. to tackle the problem.

An unregistered large party was reportedly held in the Waterfront Park. A \$100 fee is normally charged to parties for electricity; no money was paid for this event. It was suggested that a sign be posted regarding the registration and fee requirement.

The Thorpe Dune Area is ours. "There were no hiccups down in Lansing," Reg said referring to the transfer agreement. A grand opening celebration is in the works.

The completed Master Plan will be presented on Friday, Sept. 2, to the Planning Commission.

Jennifer Wilkins made a presentation on Mutt Mitts for Village parks. She was interrupted long before her three minutes were up. Reg Manville said that the dog poop problem had vastly improved since the ordinance was passed banning dogs in the Waterfront Park. Ken Holmes said dogs are still allowed in five of our parks, and that state law requires that all dogs be on a leash. Reg said he had recently been cursed at by some dog owners to whom he had pointed out the no-dogs sign. Someone said that Josh Mills said Frankfort spends \$2,000 per year on Mutt Mitt stations and has seen an 80 percent improvement. Reg said he would like the Village to create a dedicated dog park. Wilkins resumed the floor and said she had found a deal for 5 Mutt Mitt stations with 160 bags each for a grand total of \$270 (shipping included). Diane Jenks suggested

placing one or two stations down at the beach as a trial run. Council unanimously approved the purchase of five stations.

A version of this report can be found at [www.elberta-alert.org](http://www.elberta-alert.org); official minutes are posted at [www.villageofelberta.org/meeting\\_minutes.php](http://www.villageofelberta.org/meeting_minutes.php).

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