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Maggie Boyle's three children

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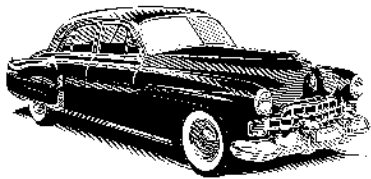


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4. NEWS FROM THE TOWNSHIPS

St. James Township

The new Supervisor, Bill Haggard, was welcomed; he will take over for the next meeting.

The Transfer Station was hoping to acquire a piece of used equipment (in a donation from Melrose Township) which would automatically separate many items (bottles and cans) into their proper bins. Also, the Island School agreed to do more recycling soon.

The Charlevoix County Road Commission is considering the request to plow part of the Gull Harbor Road, but said that for them to do this it must be widened to 22' and a turn-around built, probably at least partially at Township (or the resident's) expense. The previous decision St. James made to widen a road for plowing involved several residents and the question of safety, whereas this request does not. The CCRC agreed to provide engineering and a cost estimate for the job.

The plan for a new County Garage east of the Transfer Station ran into an obstacle. In looking over the proposed transfer of land to the CCRC, it was discovered that when the 240'-wide parcel was obtained from Bonadeo Enterprises, a deed restriction requiring a no-building buffer of 150' along the east border was put into the deed. A modification would need to be negoti-

ated for the project to go ahead there.

The Emergency Services lease of the Donegal Bay Road tower has been signed, and communications with first responders will now be enhanced.

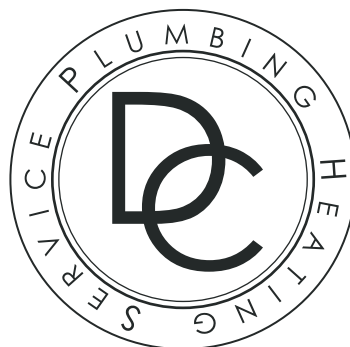
Pete Plastrik reported that the NRESC was continuing to make progress on its attempt to create a natural resources plan, which will be submitted to the Townships for their consideration when it is done.

The Airport Commission returned from Lansing with a promise of funding (\$650,000) for the construction of a new terminal at the Municipal Airport. Architectural work will now begin. The Town Board agreed to a joint Township meeting with Mead/Hunt, the airport consultants, on November 28th.

Board members and people in the audience spoke about the fine job done by outgoing Supervisor Rick Speck, whose other volunteer work was mentioned as well. He was given a round of applause.

Peaine Township

Sandy Birdsall, Peaine's appointee to the NRESC, spoke about her committee's work on a recreation plan for the township. She said a survey would soon be put on-line (to fulfill one of the DNR's requirements for a rec plan). She also asked the Board to approve the



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continuation of those NRESC members whose terms had expired, and to accept Linda McDonough as the St. James planning committee's representative, which it did. Extended terms were also approved for the Health and Human Services Commission.

Pete LoDico reported that the Airport Commission met with MdoT and Mead/Hunt, the hundred-year-old airport consulting firm, and was told \$650,000 for a new Municipal Airport terminal would be transferred in January, 2013. He thought there would be no restrictions on these funds, and said they were not connected to the annual \$150,000 earmarked for other Municipal Airport developments. Each Township will have to pay \$16,250. Mead/Hunt was willing to visit the Island on 11-28 for a joint-township open meeting at 7:00 to explain the past, present, and future process. There was some discussion about whether or not this would be a good day and time, but it was accepted.

After the meeting, outgoing supervisor Jack Gallagher was commended by members of the audience (who also lauded the success of the Airport Commission after a lengthy and difficult effort). Gallagher welcomed Bill Kohls, his successor, and promised a smooth transition.

Airport Commission

On November 28th the two Town Boards hosted a meeting at which Kelly Crannell, Project Manager for the MDOT Office of Aeronautics, and two representatives of Mead & Hunt, Stephanie Ward and Rod Nettleton, presented information about developments at the airport to 30 interested people.

Kelly Crannell explained the new 4% diversion of aviation-related MI sales tax revenue into airport improvement. Beaver Island was eligible (with 90 other airports) to draw on these funds because of its twofold value—both to its residents, whose safety depends on the air link with the mainland, and to the overall aviation network, with it being seen as part of the safety net of evenly-spaced landing sites. Consequently our request for funding for the \$650,000 terminal outlined in the previous Airport Capital Improvement Plan was granted. Of that cost, the Townships together will have to pay 5%, or \$32,500, \$16,250 each.

Stephanie Ward spoke to the audience, using a PowerPoint loop of diagrams and information. She said Mead & Hunt was active across America and had over 50 Michigan airports as clients. The paved runway at our airport is adequate

continued on page 6.

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and Happy Holidays!*

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6. *News from the Townships, from page 5.* at 4,300', at least for the moment, but ideas for extending it are being discussed. However the less than 1,000 ft² terminal is too small and in bad shape—which is why a replacement was called for in the Capital Improvement Plan. The new terminal would have more passenger seating, a manager's office, a small conference room, a baggage storage/handling area, and sufficient space for at least one carrier and maybe two, depending upon costs. It would be expandable, and include design elements representative of the Island.

The Airport Commission's architectural subcommittee already researched possible architects. It asked several newly-remodeled airports for recommendations and assembled a list of three. Two were in Michigan; the third, Mead & Hunt's architectural division based in Madison WI, thought a Michigan selection made the most sense and backed out. Requests for qualifications were sent out, and the committee intends to interview the finalists early next week and make a selection by 12-3. Butcher and Associates (now part

of Wilcox) did the Gaylord Regional Airport, and Kendra Thompson did the Manistee County Airport terminal (a \$650k project).

In the next month and a half the selected architect will present sketches of design alternatives to the airport stakeholders in an open meeting. The architect will consider public comments and create a final design. Mead & Hunt will oversee the architect through the process. The plans will then be published and bids solicited—after a pre-bid contractors meeting is held on the Island to be sure potential bidders understand the occasional difficulties of working here. A bid bond and a performance bond will be required. The architect will also present estimates of the maintenance and operating expenses of the new facility. Mead & Hunt will administer the construction contract. The Airport Commission hopes local workers get all of the work, but a competitive low-bid process will be used per the State contracting requirements.

The scope of the work will involve building the new terminal and then demolishing (or moving) the old one.

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The \$650k price includes \$500k for the construction itself, plus money for architectural, engineering, and supervisory fees, and for demolition. Because the funding is from the state and not the federal government, it will cover every aspect of the project. But it must be completed by December 31, 2013. There has been talk of such long-term benefits as geothermal and in-floor radiant heating, but any cost above \$650k would have to be paid by local sources.

A second project will follow – the extension of the taxiway to the new terminal (NE of the current site) and the expansion of the parking lot with an initial gravel surface, and the relocation of the entrance road. A later hope is to pave the lot in conjunction with the repaving of the King's Highway, set for 2014. This was estimated at \$292,000 when it was put in the Plan – \$250k for construction and \$42k for design. It will draw \$262k from federal funds, from the 2012 and 2013 \$150k/year amounts for which we are eligible. The state will contribute another 5%, as will the combined Townships – \$14,600, or \$7,300 each.

These federal aviation funds 7. come from federal taxes on aviation-related activities (fuel and ticket sales), with the amount based on an airport's status as a "general aviation airport." At present we have ~4,500 enplanements a year – passengers leaving the Island after buying a ticket from the township airport. (These enplanements don't account for those passengers leaving the Island via Island Airways.) There were around 2,000 passenger-carrying flights last year from the Township Airport and an estimated 7,000 additional flights from other aircraft. If the number of departing passengers reaches 10,000 (a 222% increase), we would be eligible for annual FAA funding of \$1,000,000.

At the meeting a dozen or more questions followed the presentation, after which each Town Board voted unanimously to move forward with the terminal replacement project.

The Commission met again on 12-3 and interviewed both candidate architects. Both were impressive, but Manistee's Kendra Thompson was the Commission's choice.

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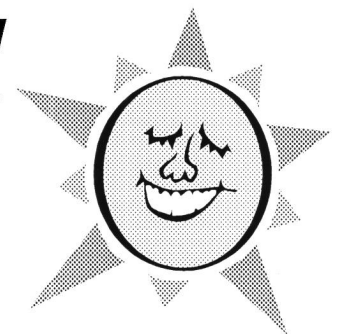
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TAKE THIS!

Both townships have had recreation plans at one time or another. St. James recently updated theirs, and Peaine considered doing the same. Then the possibility of obtaining property on Fox Lake through a DNR grant came up, and suddenly Peaine's plan had to be updated this winter for it to qualify. So Peaine asked the NRESC to prepare a new Recreation Plan for the Township, and the NRESC agreed. It will ultimately be sent to the Peaine Planning Commission and Peaine Township Board for approval, and then to the DNR.

The survey is one of the steps being taken to formulate a new Recreation Plan. The goal is to get as many Islanders (full-time, summer, and

visitors—not necessarily just those living in Peaine Township) to fill it out before the deadline of December 16. It was drafted, circulated, and modified. The final version can be picked up at the Library or the Community Center, or at surveymonkey.com/s/55YQQHF

It is confidential, and the results will be tabulated and provided to the NRESC by Survey Monkey. Besides being helpful, it's fun and it's free.

Once the Recreation Plan is formulated, it will be available for public review. After possible further modifications it will be submitted to the Peaine Township Planning Commission, the Township Board and the Michigan DNR.

WOULD'VE BEEN 100

Had he lived, Archie LaFreniere would have been a hundred this month.

Once one of the local power brokers (along with his brother Dick, Bud and Lloyd McDonough, Walt Wojan, and Jewell Gillespie) who fought against the destruction of the Island community in the 1950s, he could trace his lineage a long way back.

His grandfather Narcisse won the heart of a wealthy young woman in Quebec and brought her as close as East Jordan in 1880. Work there fell off, and in 1904 he and his son Nels heard



the Beaver Island Lumber Company was hiring. So in the winter of 1904 they walked across the ice, guided by the lights of Cundy's saloon—now Bob and Sue Welke's home.

Three years later Nels married Sophia Boyle. He built the Shamrock, and also owned the grocery store down

the street and the Beaver Hotel. After Archie married one of the beautiful Connaghan girls, he became the Shamrock owner, and later began a career as a painter of nature scenes on rocks. Here's to you, Archie!

TOGETHER—ALWAYS


On November 10th 2012, long-time Island resident Dan Rasch Sr. married Donzell Kane, Alvina Napont's daughter, who has lived on Beaver Island for the past decade.



Pastor Howard Davis performed to the happy couple!

the service at the Beaver Island Christian Church in a private ceremony attended by family and friends, who wished them all the best.

Congratulations were offered



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The Lady Islanders volleyball team went undefeated (10-0) and won the Northern Lights League championship for the first time since 2008. They also won the Northern Lights League volleyball tournament held in Sault Ste. Marie back in September.

The League consists of eight schools, six of which have volleyball teams: Beaver Island, Grand Marais, Hannahville, Mackinac Island, Maplewood Baptist, Munising Baptist, Ojibwe, and Paradise.

Members of the team: *Captains:* Marissa Crandall – Senior, and Olivia

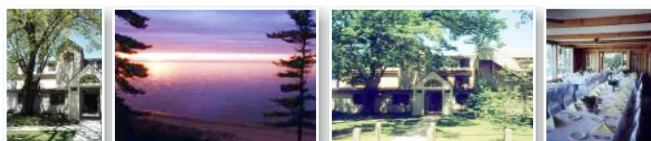
Cary – Junior. *Sophomores:* Emily Boyle, Madie Martin, Hannah Robert, Meg Works. *Freshman:* Sarah Avery, Emily Burton. *8th Grader:* Ireland McDonough. *7th Graders:* Katie LaFreniere, Paige Pryor. *Coaches:* Kerry Smith and Heather Cary

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12. AN OPEN LETTER TO THE AIRPORT COMMISSION—

Airport expansion has been a roller coaster for everyone, I imagine, especially for the Commission itself. Islanders have taken various positions on the project, some supportive, others questioning the necessity and negative impact on the Island.

In honor of transparency, I am among those who believe airport expansion and a new terminal are probably unnecessary and will harm the quality of Island life as well as our natural setting, which is not only why we live here but also what attracts visitors and new residents and therefore feeds our economy. The plans for new construction are based on the assumption that a bigger airport would attract more tourists and residents. I wonder if exactly the opposite may happen: people may be less attracted to an Island with a brightly lit terminal and runways along with huge slabs of asphalt in the middle of our emerald gem.

But there's not much use in reconsidering matters past: it's now clear that the terminal is a done deal. I will leave questions regarding operating budgets, cost over-runs, and other similar matters to others. I write this open letter to the Airport Commission and to the architects to encourage you to design a terminal and adjacent facilities in a manner that will have the least adverse impact on our natural setting.

Building design. I hope you will design a terminal that fits with other

Island architecture and blends with the natural setting. It will be tempting, I imagine, to create something glitzy, and I hope you'll avoid that tack. Much preferable: a one-story facility, traditional design, *nestled in newly planted trees and bushes*—people come here for nature, not for buildings.

Lighting. For me, lighting is a big concern. I love driving home at night from a concert at the Community Center or a township meeting, no other cars in sight, passing homes with their warm lamps mostly hidden in the woods and the sweet light of the moon so luminous that the trees cast shadows. As it stands now, the airport is already an intrusion on the natural beauty of the night. I fear that when the new terminal is completed, driving down Donnell Mor's Lane we will face a garish explosion of light, like a flashbulb going off in our face.

I hope you design facilities with as few lights as possible, that will be turned on only when necessary, that will be aimed down rather than be lasers lighting things up for miles around.

Parking lot, drives, and fences. I have been parking my car on the grass lots of the Welke and Township airports for twenty-five years now, and that's always worked fine for me. I'd like to see the township airport lot left that way. Maybe graveled. My guess is that it will be blacktopped. Given that fact, I ask that you black-top as small an area as possible, using minimal and downward

lighting, and create islands of grass, trees, and bushes to break up the ugly expanse of blacktop. We do not need a Wal-Mart parking lot here. Many of us have been appalled by the security fence at the ferry dock. My heart sinks at the prospect of a similar fence surrounding our airport.

Flight paths. It is my understanding that the airport plan projects many more flights per year, and I am already disturbed by the planes that fly over my home on Western Shores most daytime hours and half-hours during the summer. Like many others, I bought land and built here because it seemed like a safe place that would stay remote from lights and noise. I didn't come here to listen to planes buzzing 500' over my house every day. I wonder if flight paths can be altered: a sharper turn to the left on the west fight path and a sharper turn to the right on the east path would decrease noise over inhabited areas. I am admittedly ignorant of aviation, and perhaps there are other solutions for noise abatement.

My friends on the Airport Commission: I know you love the Island as much as the rest of us. Please respect it, casting aside grandiose plans and recognizing that our economy depends on the Island's natural beauty. I would appreciate a reply with specific responses to the issues I have raised in this missive.

Thank you.

Charlie Donaldson

BICS ACADEMIC ACHIEVEMENT PABI WINNERS

Forty percent of the secondary students earned a 3.5 or higher grade point average in the first marking period. These students are being recognized for **Consistent and Exceptional Academic Performance**: Forrest Avery, Sarah Avery, Emily Boyle, Erin Boyle, Ryan Boyle, Olivia Cary, Marissa Crandall, Tessa Jones, Simeon Richards, Hannah Robert, Alex Williams and Nick Williams. Students Emily

Burton and Meg Works are being recognized for **Commended Academic Performance and Achievement** for earning a B- average or better for the first marking period.

All of the students are enrolled in a rigorous course of study and most of these students are also involved in student council, athletics and other school and community activities.

Congratulations!

The lucky winners of the 2012 PABI Raffle are...

Grand Prize: John Deere Gator: Larry McKiernan of Holland, MI;

The Honda Ruckus Scooter: Jackie Evans of Beaver Island; and

The \$500: Kim Wiersma, also of Holland.

PABI wants to thank everyone who took part and helped it move closer to its goal.

FIRE AT THE COLE HOME

Once again our Fire Department distinguished themselves, arriving at Brian and Rose Cole's house as November was changing into December to put a fire that had started from

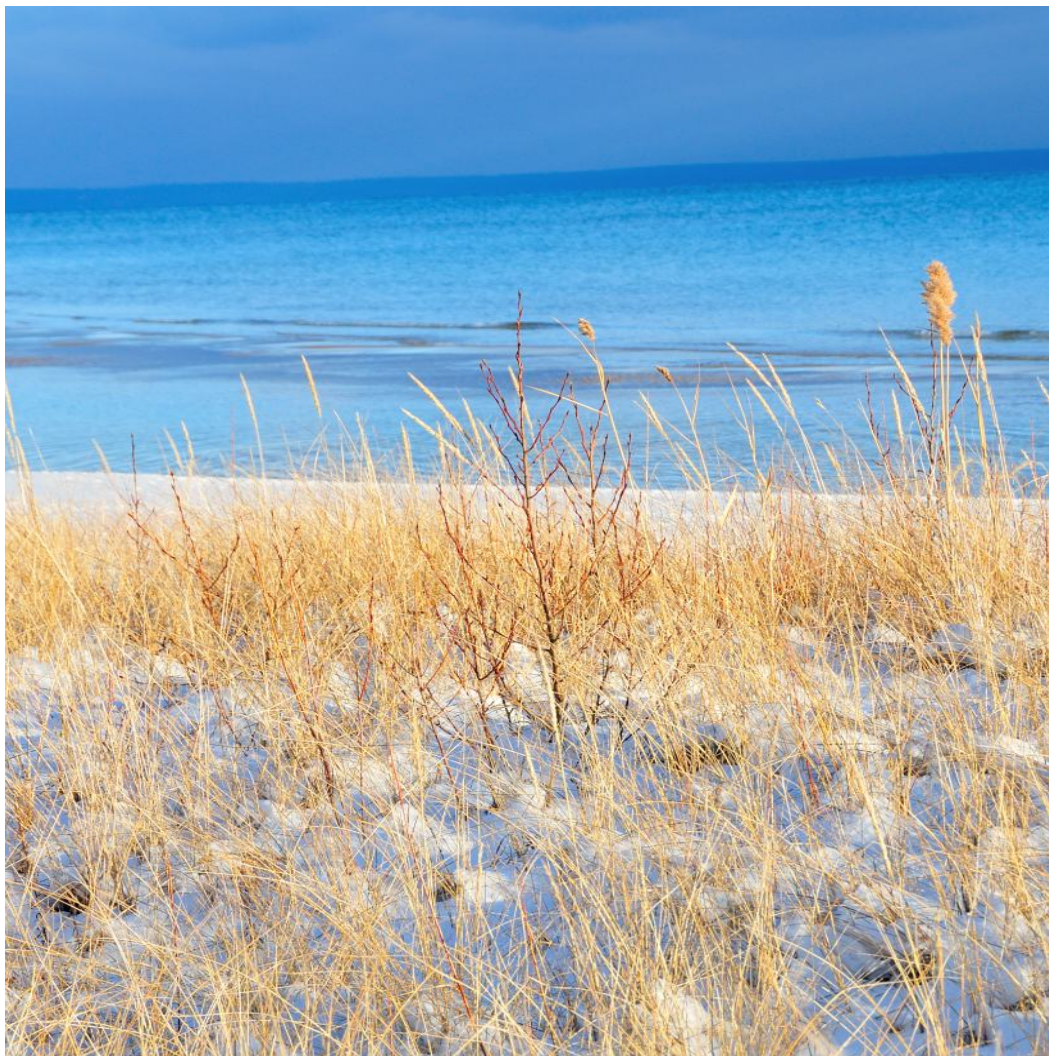
faulty wiring. No one was injured, thankfully, but the family suffered the loss of clothing and other possessions.

Then the next day smoke billowed out again, and the Fire Department had

to return. Unnerved, the Cole family moved to Donald Cole's vacant home a few doors south while they evaluate the situation and decide what to do.



OVER THE MOON



from Joyce Bartels

Notes from F. Protar's diary with the help of Antje Price

Charlevoix Courier Wednesday, December 4, 1912 **No Beaver Island related news.**

Charlevoix Sentinel Thursday, December 5, 1912 **Front page article:**

BEAVER ISLAND SCHOONER MISSING

A Chicago special of the 2d says that the schooner *Rouse Simmons*, Captain Henry Schueneman, which was reported overdue there last week, has not come into port and anxiety is felt by Chaptain Schueneman's family there. The *Rouse* left Thompson, Mich. before Thanksgiving day and was last reported from Bailey's Harbor, Wis., November 28. Captain Schueneman, Captain Charles Nelson and a crew of 14 are on board.

About 12 years ago, Captain Schueneman's brother, in command of a schooner, was lost with all hands, on Lake Michigan.

The *Simmons* was owned by Captain M. J. Bonner, of St. James." (Note: Nov. 2 - 7, Fair, 30 - 26 degrees; Nov. 7 - 8, Blizzard to flurries, 16 - 12 degrees; Nov. 9 - 10, Furious storms, 34 - 26 - 15 degrees, a drop of 20 degrees; Pete O'Donnell died. F. Protar)

Charlevoix Courier Wednesday, December 11, 1912 **Front page article:**

SCHOONER ROUSE SIMMONS LOST

WAS BOUND FOR CHICAGO LOADED WITH CHRISTMAS TREES.

CREW OF SIXTEEN BELIEVED TO HAVE BEEN LOST - WAS OWNED AT BEAVER ISLAND

The three-masted schooner *Rouse Simmons*, with Captain Herman Schuenemann and crew of sixteen has been given up as lost by shipping interests and government marine officials.

The schooner left Thompson, Mich., November 21, bound for Chicago with Christmas trees, which have constituted an annual cargo for 30 years. In the fortnight just past there have been several severe storms on the lake.

The belief that the schooner sank with all on board has been strengthened by a report from Pentwater, Mich., that Christmas trees and a lazarette hatch had been found on shore, washed in by the high waves of the recent storm.

The *Rouse Simmons* was a venerable craft of only 200 tons burden, owned by J. C. Bonner, of St. James, Mich. Among the crew was Charles Nelson, a former sea captain, who joined Captain Schueneman to assist him in weathering the gales which were expected."

Local News Briefly Told: "Anna O'Connell of St James, was adjudged insane Tuesday and was taken to Traverse City Wednesday afternoon by Under Sheriff Novak."

"O. D. Hammond, Oluf Nordrum, Richard Lewis, Art Alcock, Bert VanAllsbury, Robert Farrow, R. A. Emrey, George Stafford and George Santos were members of a hunting party to Beaver Island last Thursday. The report a fine time an brought back over 50 white rabbits."

Charlevoix Sentinel Thursday, December 12, 1912 **Front page article:**

ROUSE SIMMONS FOUNDERED THE BEAVER ISLAND SCHOONER LOST WITH ALL HANDS

A Chicago special of the 4th says Hope of the survival of Capt. Herman Schuenemann and the crew of the schooner *Rouse Simmons* was abandoned today when telegrams were received that wreckage, including a booby hatch and quantities of Christmas trees, had been washed ashore at Pentwater, Mich.

The boat sailed from Thompson's pier, Manistique, Mich., and was last seen flying signs of distress off Kewaunee, Wis.

She was a three-master and was owned by M. J. Bonner of St. James.

The schooner left the Michigan port on Nov. 21, bound for Chicago with Christmas trees, which have constituted an annual cargo for 30 years. In the fortnight just past there have been several severe storms on the lake.

The *Rouse Simmons* was a venerable craft of only 700 tons burden. Among the crew was Charles Nelson, a former sea captain, who joined Capt. Schuenemann to assist him in weathering the gales which were expected.

According to messages received by the Chicago harbor master, the *Rouse Simmons* was sighted off Pentwater, Mich., more than a week ago, flying

distress signals and making a weak effort to keep her course during the severe gale. The captain of the Pentwater life saving crew attempted to reach her in a motor boat. The high sea and the wind hindered him and he lost sight of the schooner.

That the revenue cutter *Tuscarora* left Milwaukee this morning in search of the missing ship was the work received here by Thomas A. Haneni treasurer of the Lake Seamen's union.

The revenue cutter service received word on Saturday from the revenue cutter *Tuscarora* at Milwaukee that all efforts to locate the schooner *Rouse Simmons* had failed. The captain of the cutter believed the schooner sunk with all aboard.

Some surprise is expressed at the large crew that was on board the *Simmons*. It is said that there were seventeen men on board. Those of the crew - fifteen - were of the usual deck-hand type, and were shipped in Chicago to gather Christmas trees."

Personal Notes: "The steamer *Beaver* will continue to make her Beaver Island mail trips as long as the weather permits."

"Last Thursday, Olaf Nordrum took a party of friends to Beaver Island for a rabbit hunt. The party consisted of R. A. Emery, O. D. Hammond, Richard Lewis, Archie Alcock, Rob't. Farrough, Bert VanAllsburg, Geo. Santos and Geo. Stafford. They went over in the *Arbutus*, and the party made a bag of thirty rabbits."

Beaver Island News: "Supervisor Boyle went to Charlevoix last week on business. Tom T. Boyle spent Saturday at Charlevoix. John C. Gallagher and James Lee Winnie are at Charlevoix where they are jurors."

"Born to Mrs. And Mrs. Frank Dunlap a baby girl. Mother and daughter are doing well."

"John P. Malloy and daughter Nora arrived home last week from Big Rapids. John T. Gallagher and John T. Malloy returned home from Manistique where they were working. Dan Boyle is expected home from Escanaba."

"Ed Pratt returned home after sailing all summer on the Str. *Manistee*."

"Walter Braithwaite is here visiting relatives and friends."

continued on page 16.

16. **One Hundred Years Ago**, from page 15.
"Austin Malloy went to Grand Rapids for the winter." (Note: Nov. 11 - 14, storms to calm, 6 - 34 degrees; Nov. 15 - 16, Drizzle to snow, 39 - 30 degrees. F. Protar)

Charlevoix Courier Wednesday, December 18, 1912 **Local News Briefly Told**: "Mrs. Roddy, a well known resident of Beaver Island died at her home at that place last week. Timothy rodgy, her son, who is first mate on the Str. *Kansas*, was in the city Sunday on his way to attend the funeral."

MAN DROWNED

Ed. McCauley, a Beaver Island fisherman, was drowned last Friday night, near the St. James dock, about twelve feet from shore. How the fatal accident occurred is a mystery as when the body of the unfortunate man was discovered he was clinging to a spile.

He leaves a wife and five children."

LAST MESSAGE

BOTTLE WASHED ASHORE CONTAINING NOTE FROM CAPTAIN OF *ROUSE SIMMONS*

A dispatch from Chicago, under date of December 13, says: 'A bottle

containing the last message from the schooner *Rouse Simmons*, which with her crew of seventeen foundered in Lake Michigan a fortnight ago, was picked up today on the beach near Sheboygan, Wis. The message was written on a sheet of paper torn from a log book and was signed by Capt. Herman Schuenemann.

It read: 'Everybody, goodbye. I guess we are all through. The sea washed over deck load Thursday. During the night the small boat was washed overboard. Leaking badly. Engwald and Stebe fell overboard Thursday. God help us.'

Charlevoix Sentinel Thursday, December 19, 1912 Front page article:

"MYSTERY SOLVED

LOSS OF *ROUSE SIMMONS* AND EVERY PERSON ON BOARD CONFIRMED

The mystery surrounding the disappearance of the Beaver Island schooner *Rouse Simmons* was unveiled last Friday, when a bottle containing the last message from which with her crew of seventeen foundered in Lake Michigan a fortnight ago, was picked up on the beach near Sheboygan, Wis.

The message was written on a sheet

torn from a log book and was signed by Captain Schuenemann. It read 'We are all through. The sea washed overdeck load Thursday. During the night the small boat was washed overboard. Leak badly. Engwald and Stebe fell overboard Thursday. God help us.'

The revenue cutter *Mackinac*, stationed at the Soo, under orders from Washington, made a thorough search along the entire Beaver group of Islands last Sunday, with Capt. M. J. Bonner, managing owner of the *Simmons* on board."

Beaver Island News: "Born to Mr. and Mrs. Nels Lafreniere, Dec. 9th, a son, Archie."

"The fishing fleet is all out again. The whitefish catches are coming in."

"Don C. and W. J. Gallagher returned home from a business trip to Charlevoix."

"W. W. Boyle returned Friday from a week's visit at Harbor Springs, Petoskey and Charlevoix."

"John Early, after having spent six months in his native town in Ireland, returned to his Beaver Island home last week."

"Mrs. Roddy, widow of the late

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Andrew Roddy, died last week, aged 75. Deceased was one of the early pioneers. She leaves five sons and four daughters.”

“Peter O'Donnell died Dec. 7th at his home on this Island, aged 68. He was a member of the Ancient Order of Hibernians, Modern Woodmen, and several other societies. He leaves a wife and five children.

“A sad accident occurred in this harbor last Wednesday. Edward McCauley, when walking along the side of his gasoline fish boat, which was lying at the dock, slipped and fell overboard and was drowned. It is thought that he must have hurt himself by striking the boat as he fell. He leaves a wife and seven children. His father and mother, Mr. and Mrs. Peter McCauley, of Frankfort, a brother, Patrick McCauley, and a sister, Susan McCauley, of Waterloo, Iowa, were here to attend the funeral.” (Note: Dec. 20 - 22, light snowstorm, flurries, 32 - 24 - 18 degrees. F. Protar)

Charlevoix Courier Wednesday, December 25, 1912 **Local News Briefly Told:** “J. Donlevy of St. James, was in the city the first of the week.”

“W. E. Stevens of St. James, was at

Baker's Inn the first of the week.”

Charlevoix Sentinel Thursday, December 26, 1912 **Local and Personal Notes:** “The steamer *Beaver* is laid up.”

Beaver Island News: “School closed for two weeks.”

“John Quinlin is home from Chicago for the winter. Joseph O. Boyle is home from Chicago for the winter. Joseph F. Donlevy is home from Chicago for the winter.”

“Capt. Allers and Gus Milke are home for the winter.”

“Chas. Edgar, of the Monitor Oil Co., called on the Island last week.”

“W. E. Stephens went to Manistee on business.”

“Robert Gibson went to Charlevoix last week on business.”

“Capt. Chas. Roe was here several days this week after dock lumber.”

“Emmet and Clyde Gallagher who were sailing all summer are home for the holidays.”

“Willie Burns returned home from Grand Rapids where he worked all summer.”

“Dennis D. And Hugh D. Boyle went to Escanaba to spend the holidays with their father.”

“The entertainment given by 17. the St. James school children was a grand success. Following is the program:

1. Opening Song, ‘Happy Bells.’ Dialogue.
2. *Twin's Song*, Dialogue.
3. *I Will Not Peep*. Dialogue. Duet. Tramway, Sigmond and Clement Graczyk. *Christmas Star*, March and Drill, Girls. Recitation, Grace Bonner.
4. *Clatter, Clatter, Jingle, Jingle*. Dialogue. Santa's Elves.
5. Song, *Beware*, Dialogue.
6. *What the Elves Found*. Dialogue.
7. *Snow Fairies' Song*. Dialogue
8. *Boo-Hoo, Boo-Hoo*. Dialogue.
9. *We Love the Children*, Jas. Martin Recitation. ‘*Twas the Night Before Christmas*,’ Andrew Greene.
10. *Sleepy Times*, Song. *In Old Judea*, Choir Boys. The *Our Father*, Rachel Donlevy. Pantomime, ‘*One Sweetly Solemn Thought*, Girls.
11. *Santa's Here* (Santa Claus and Xmas Tree)
12. *My Work is Done*.
13. *Wake Up*. (Dialogue.) Address. Rev. Fr. Malone
14. *Good Night*.”



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Those who stop to read the names on the *Memorial to those Lost at Sea* at Whiskey Point notice seven Islanders listed as having perished on the same day – October 29, 1887. They may or may not know these were among the unfortunate passengers on the *Vernon*, a sleek 158' steamer which went down off Two Rivers Wisconsin on its way to Chicago. Even those who know this are unlikely to know that the *Vernon's* sinking played a role in another Beaver Island story about another ship.

On a rainy late October day in 1971, Milwaukee scuba diver Gordon Bellrichard began surveying the bottom of Lake Michigan's west coastal waters off of Two Rivers with sonar. He was searching for the *Vernon*, which had sunk with only one survivor in a storm.

Local fishermen pointed him to an area where their nets had snagged. His sonar indicated something large, and he descended to what appeared to be a well-preserved upright shipwreck resting on the bottom 172' deep.

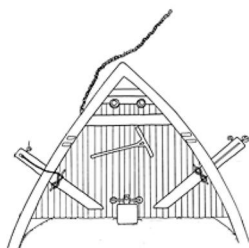
Unfortunately his jury-rigged dive light malfunctioned when he reached the shipwreck, and he had to survey his find by feeling along the hull in complete darkness. Back on the surface, he realized he had not discovered the larger, propeller-drive *Vernon*, but the wreck of the elusive *Rouse Simmons*, a 205-ton, three-masted schooner which had gone down in a winter gale in November of 1912. The discovery ended a mystery that surrounded the fate of one of the most legendary ships and its much-loved captain, the most famous of the "Christmas tree ships," one owned by Captain Manus Bonner of Beaver Island – the *Rouse Simmons*.

The saga of the *Rouse Simmons* and its captain, Herman Schuenemann, is a microcosm of Great Lakes maritime history preserved for researchers who visit the National Archives and Records Administration – Great Lakes Region in Chicago. The original and microfilmed records held in the Great Lakes Region document the birth, life, and death of the legendary schooner and its enigmatic and kind-hearted captain.

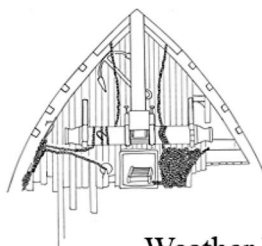
Schuenemann was born in Wisconsin in 1865, into the middle of a growing family of six children in the predomi-

nantly German community of what is now Algoma. His oldest brother, August, born in 1853, was the first of the children to make his living on the lake. Herman soon followed in his footsteps.

Three years after Herman's birth, the age of sail on Lake Michigan reached its zenith: more than 1,800 sailing ships plied the lake. After that year the number began a decline that lasted until they almost disappeared by



Forecastle Deck



Weather Deck



Forecastle



the late 1920s. The dominant sail-powered vessel on Lake Michigan was the sturdy schooner, built to haul heavy loads out of and into shallow harbors. The principal cargo for most of them was lumber, which fed the high demand for building materials in the growing urban areas of Chicago and Milwaukee.

The 1868 peak in sail-powered ships on Lake Michigan also marked the year the *Rouse Simmons* was launched from a Milwaukee shipyard. She was built by Allan, McClelland, and Company, one of Milwaukee's preeminent ship builders.

Sleek and sturdy, the 123' *Rouse*

Simmons was licensed and enrolled on August 27, 1868, at the Port of Milwaukee. The vessel's owner was Royal B. Towslee of Kenosha, and its first master was Alfred Ackerman. The *Rouse Simmons* was named after a Kenosha merchant of the same name. A brother, Zalmon Simmons, soon gained fame for his family's mattress company.

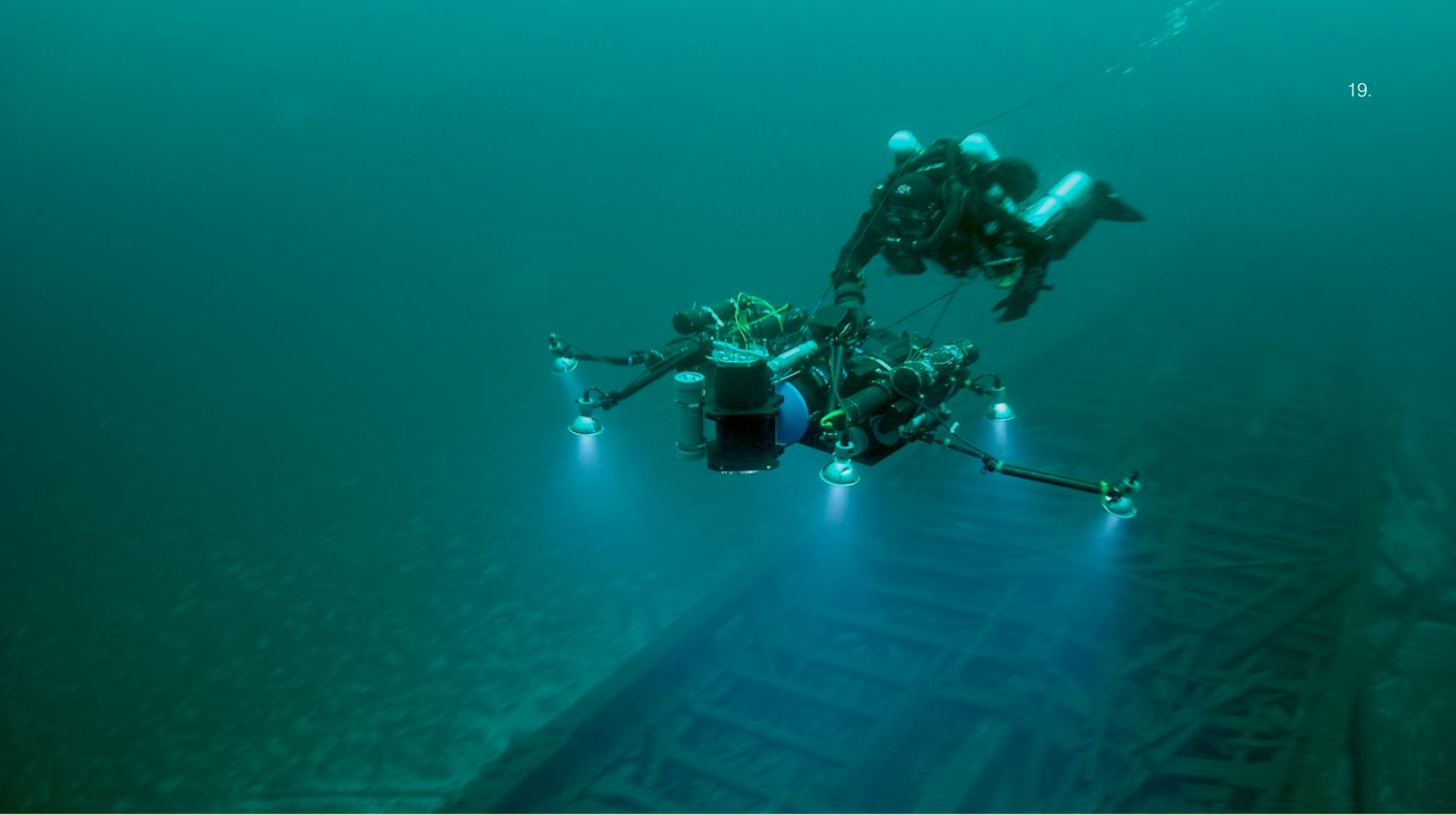
In the early 1870s, the *Rouse Simmons* joined the large shipping fleet of wealthy lumber magnate and philanthropist Charles H. Hackley of Muskegon. Hackley's operations stretched to all of Lake Michigan's ports. The *Rouse Simmons* was a workhorse, hauling loads of lumber for Hackley's fleet from company mills to the various markets around the lake for 20 years. A survey of the Records of the U.S. Customs Service for Grand Haven for August 1883 shows the *Rouse Simmons* was making regular runs from Grand Haven with loads of lumber to Chicago.

Grand Haven's monthly report for August 1883 reveals the continued dominance of sailing ships even at that late date. Among the 458 ships entering the port, almost 60%, were sailing ships; the rest were steam-powered.

Following the *Rouse Simmons's* service with Hackley's fleet, the schooner changed numerous owners and captains before Schuenemann assumed an interest in the vessel at the beginning of the 20th Century.

In 1885 brothers August and Herman moved to Chicago, one of the busiest harbors in the world with over 20,000 vessels entering and leaving annually. Competition was fierce, and the brothers became excellent businessmen as well as sailors. They made a good living, but two-thirds of their annual income was generated between Thanksgiving and Christmas with the sale of trees. August had become a truly competitive trader; by 1895 he was well known as a Christmas tree merchant.

Herman was also highly regarded as a local merchant and lake captain. He was a jovial man, with a ruddy complexion and laughing wrinkles around his blue eyes. People liked him. In April of 1891 he married German-born Barbara Schindel. The 1900 census reveals that Barbara and Herman Schuenemann had



three daughters during the 1890s: Elsie, January 1892, and in October 1898 twins Hazel and Pearl. Barbara discovered that being the wife of a lake captain took special talents. She also realized, as did most wives whose husbands made

their living on the Great Lakes then, that it was not a matter of if catastrophe would strike, but when.

By the late 19th and early 20th centuries the popular German tradition of decorating an evergreen tree in the home

was widely practiced, and demand for Christmas trees was great. It was not uncommon for a handful of lake schooners to make late-season runs from northern Michigan and Wisconsin loaded with thousands of Christmas

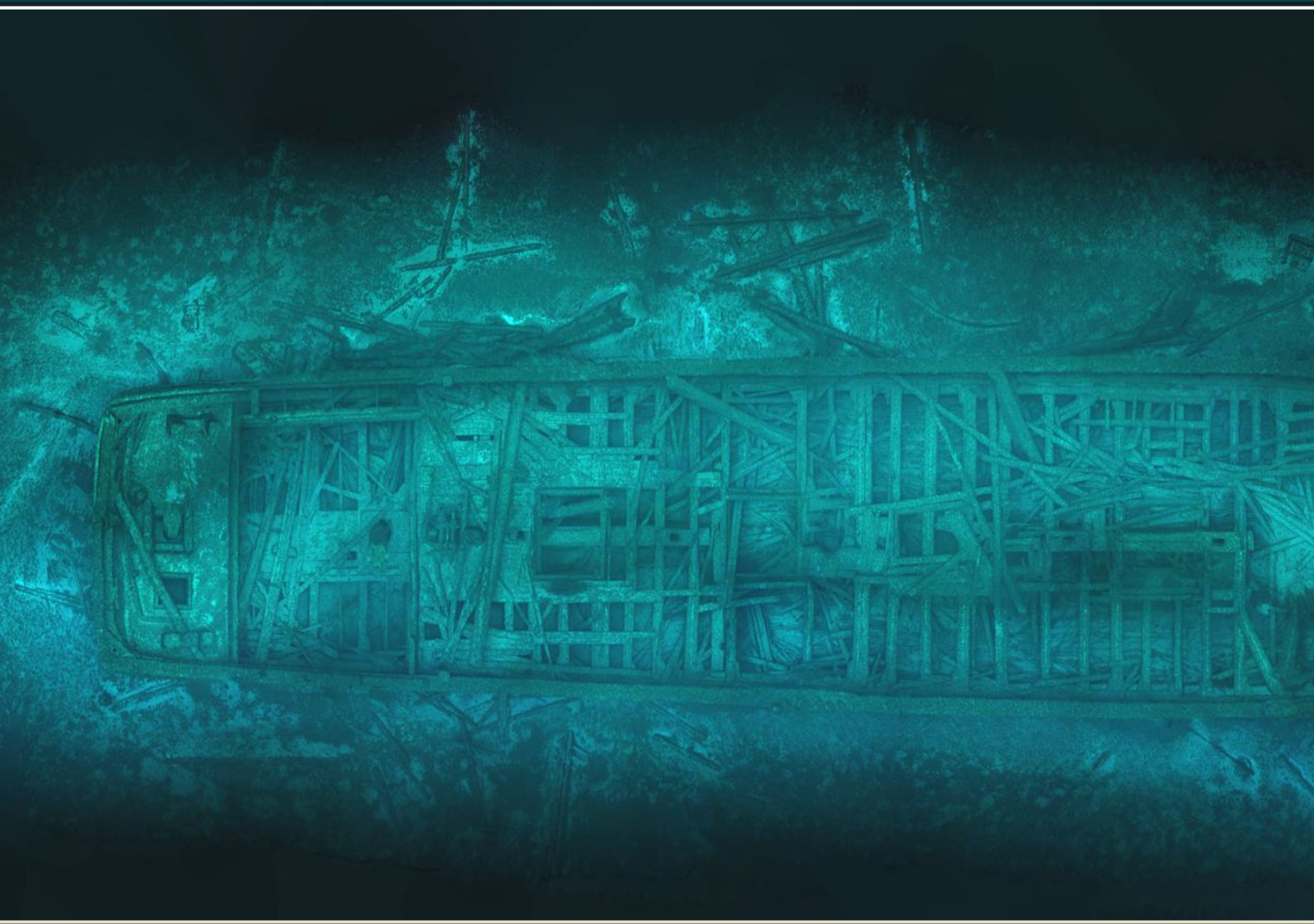


20. trees for busy Chicago waterfront markets before lake travel became too hazardous. Estimates of how many vary, but perhaps two dozen were delivering evergreens to markets in Great Lakes states.

Most vessels, including the *Rouse Simmons*, sold the trees in Chicago directly from their berths along the Chicago River's Clark Street docks. Electric

lights were strung from bow to stern, and customers were invited to board the ship to choose their trees. Besides selling Christmas trees, many boat operators, including Schuenemann, made and sold wreaths, garlands, and other holiday decorations. Barbara Schuenemann and her three daughters helped make and sell these items as part of the family's holiday trade.

At some stage in Herman Schuenemann's long career as a late-season tree captain, he was given the title of Captain Santa. The nickname was bestowed by Chicago's local newspapers and by the city's grateful residents. Schuenemann's profits from selling Christmas trees had never made the family wealthy, but he was a generous man, and delighted in presenting trees to



only made his living on the lake, but he also owned businesses that in 1906 included a saloon. He did not always meet with success in these business endeavors, and on January 4, 1907, he petitioned for bankruptcy. Listed as a saloon keeper, his debts were over \$1,300, which he was unable to pay. This financial setback, however, did not interfere with his role as a lake captain.

On November 9–10, 1898, tragedy marred the Schuenemann's holiday season when, just one month after the birth of twins Hazel and Pearl, Herman's older brother August died while sailing a load of Christmas trees to Chicago aboard the schooner *S. Thal*. The 52-ton, two-masted schooner, built in Milwaukee in 1867, broke up after it was caught in a storm near Glencoe, Illinois. There

were no survivors. The Schuenemann family was devastated, but Herman continued the family tradition of making late-season Christmas trees runs.

District court records for Milwaukee suggest that August came to the *S. Thal* just weeks before his death when it was sold at auction by U.S. Marshals to pay fees owed to Otto Parker, the vessel's 19-year-old cook. Parker sued

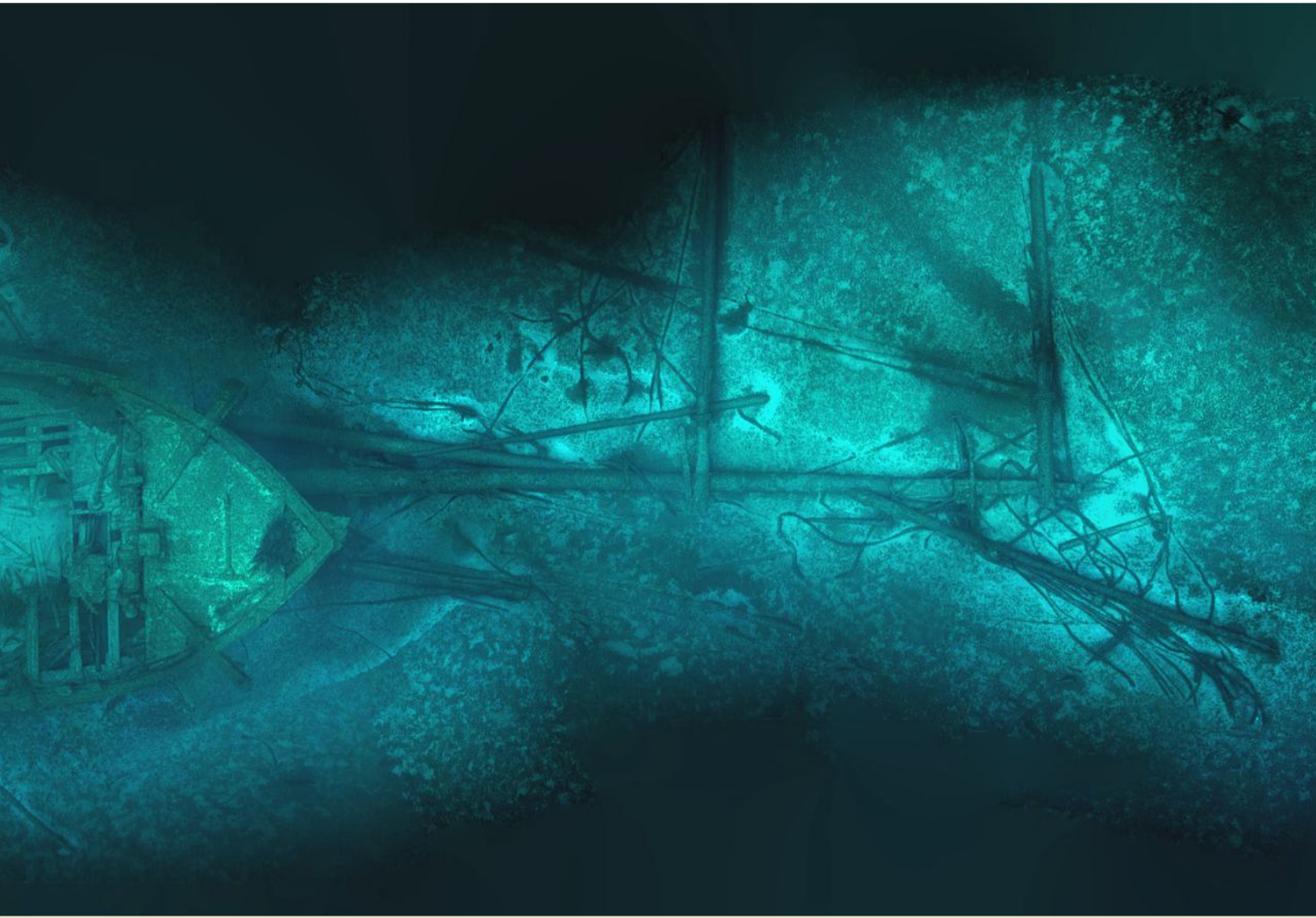
many of the city's needy residents. He enjoyed the sobriquet and proudly kept newspaper clippings about his role as Captain Santa in his oilskin wallet.

Over the years, he commanded several schooners that carried Christmas trees to Chicago, including the *George Wrenn*, the *Bertha Barnes*, and the *Mary Collins*. Like many other merchant-sailors, he could not afford to purchase a

schooner outright. It was a common practice for two or more businessmen or lake captains to form a partnership and purchase shares in a vessel. Schuenemann purchased a partial interest in the *Rouse Simmons* in 1910. By 1912, his financial interest in the ship amounted to one-eighth of the ship, while Capt. Charles Nelson of Chicago, who was with him on the fateful

November trip, owned another one-²¹ eighth share, and businessman Manus Bonner of St. James held the remaining three-fourths interest.

Throughout the year and especially during the winter months when the Great Lakes were impassable because of ice and storms, many captains supplemented their incomes in other ways. As a small businessman, Schuenemann not



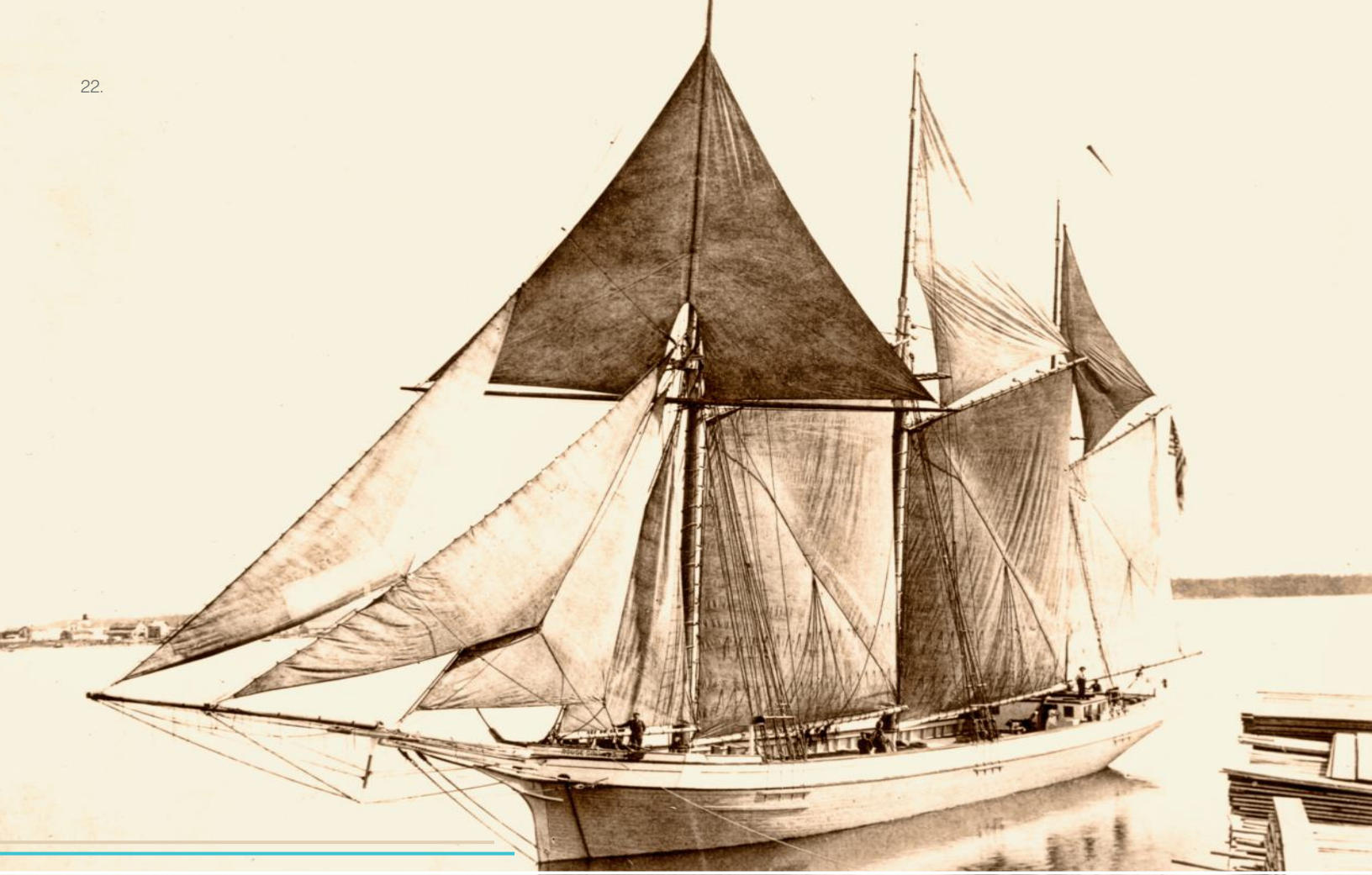
the vessel's previous owner, William Robertson, in admiralty court over Robertson's refusal to pay Parker the remaining \$66 owed for his services aboard the tiny vessel. In September 1898, the case was settled in favor of the young cook, and the vessel was sold to pay the debt.

By 1912, Herman Schuenemann was a veteran schooner master who had

hailed Christmas trees to Chicago for almost three decades. While he was in his prime as a lake captain, the same could not be said for the *Rouse Simmons*. The once-sleek sailing vessel was now 44 years old and long past its peak. Time, the elements, and hundreds of heavy loads of lumber had taken their toll on her physical condition.

On Friday, November 22, 1912, the

Rouse Simmons, heavily laden with 3,000 to 5,000 Christmas trees filling its cargo hold and covering its deck, left the dock at Thompson, Michigan, just west of Manistique. Some eyewitnesses to her departure claimed she looked like a floating forest. Schuenemann's departure, however, coincided with the beginnings of a tremendous winter storm on the lake that sent several other ships to



the bottom, including the *South Shore*, *Three Sisters*, and *Two Brothers*.

What happened after the *Rouse Simmons* departed the tiny harbor at Thompson with its heavy load of trees is

unknown, but Life Saving Station logs testify that at 2:50 p.m. on Saturday, November 23, 1912, a surfman at the station in Kewaunee, Wisconsin, alerted the station keeper that a schooner was

sighted. It was heading south, flying its flag at half-mast – a universal sign of distress. In his remarks on the incident, the surfman wrote, “I immediately took the Glasses, and made out a distress sig-



nal. The schooner was between 5 and 6 miles E.S.E. and blowing a Gale from the N.W.” He attempted to locate a gas tugboat to assist her, but the vessel had left earlier in the day. After a few minutes, the life-saving crew at Kewaunee lost sight of the floundering ship.

At 3:10 p.m., the surfman telephoned Station Keeper Capt. George Sogge at Two Rivers, the next station to the south. He informed Sogge that a schooner was headed south, flying its flag at half-mast. Sogge immediately ordered the Two Rivers surfmen to launch the station’s powerboat. The boat reached the schooner’s approximate position shortly thereafter, but darkness, heavy snow, and mist obscured any trace of the *Rouse Simmons* and its crew. The schooner had vanished.

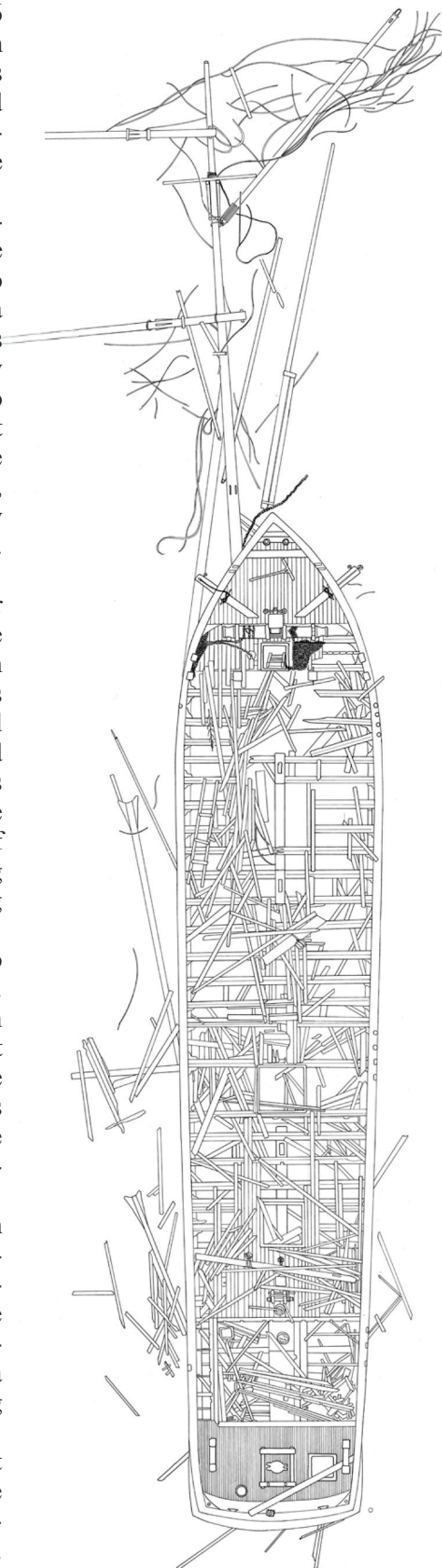
Barbara Schuenemann and her daughters were concerned when the *Rouse Simmons* failed to arrive in Chicago Harbor on schedule. Yet it was not uncommon for a schooner to pull into a safe harbor to ride out a storm and arrive later. The family’s worst fears began to crystallize when no word of the vessel was received and remnants of Christmas trees washed ashore along Wisconsin’s coastline in the following days, weeks, and months.

Astonishingly, the lake continued to give up clues long after the vessel’s loss. In 1924 some Wisconsin fishermen hauled in their nets and found a wallet wrapped in waterproof oilskin. Inside were the pristine contents identifying its owner as Herman Schuenemann, the captain of the *Rouse Simmons*. The wallet was returned to the family.

Every penny the family owned in 1912 was invested in the cargo of evergreens, and every penny went to the bottom. It was an unspeakable loss. Despite this, his widow, faced with certain financial ruin, made a point to deliver a Christmas tree to St. Paul in 1912 during the peak of her grief.

There are several theories about what caused the disaster that befell the *Rouse Simmons*, but most likely a combination of events was the cause. Among the factors are the possibility that the vessel lost steerage in the storm, its poor physical condition, the load of the heavy icing and snow on her exterior, plus the weight of the trees.

An underwater archaeological survey conducted in 2006 by the Wisconsin



Schooner Rouse Simmons



Historical Society discovered the *Rouse Simmons*'s anchor chain, masts, and spar were all lying forward beyond the bow of the wreck. The location of these items suggests her weight was in the bow, causing it to nose-dive. On the other hand, the masts, rigging, and chains might have all been shoved forward when the vessel dove into the lake bed.

Some of the crew was rumored to have deserted the ship before it departed. No one is sure about exact number and identities of the crew at the time of her sinking. Newspaper accounts indicated those aboard the vessel included Captain Schuenemann; Capt. Charles Nelson, who was part owner of the schooner; and 9 or 10 other sailors. Some estimates place the number as high as 23; it was said a party of lumberjacks had booked passage back to Chicago.

Following the tragedy, Barbara and her daughters continued the family's Christmas tree business. Newspaper accounts suggest they used schooners for several more years to bring trees to Chicago. Then the women brought the evergreen trees to Chicago by train and sold them from the deck of a docked schooner. After Barbara's death in 1933, the daughters sold trees from the family's lot. Her daughter Elsie took over the business and brought trees to Chicago for the next 20 years, earning the title of "Chicago's Christmas tree Queen."

The loss of the *Rouse Simmons* signaled the beginning of the end for schooners hauling evergreens to Chicago. By 1920, the business had ceased. Most of the once-proud schooners lay leaking and decaying, moored in their berths all around the lake.

Over the years, the schooner's disappearance spawned legends and tales that grew larger with the passage of time. Some mariners claimed to have spotted the *Rouse Simmons* appearing out of nowhere – a veritable ghost ship. Some visitors to the grave site of Barbara Schuenemann claim there is the scent of evergreens in the air.

Today the legend of Captain Schuenemann and the Christmas Tree Ship appeals to a large and varied audience. At least five novels, four histories, two documentaries, and several plays, musicals, and folk songs have been

24. written or produced about the legendary ship and its captain and crew. Each year in early December, the final voyage of Captain Schuenemann and the *Rouse Simmons* is commemorated by the U.S. Coast Guard Cutter *Mackinaw*, which makes the journey from northern Michigan to deliver a symbolic load of Christmas trees to Chicago's disadvantaged. Captain Schuenemann and his crew would be proud.

The sailing profession is a very superstitious one. Anyone who has ever been on a boat in Lake Michigan's rough weather can appreciate the unforgiving nature of such a large body of water. If you were sailing a wooden vessel in the frigid and turbulent waters of November, you would want every bit of luck possible surrounding the trip.

There were many so-called omens that some say show how the ship may have been doomed or destined to meet its fate.

A ship starting a journey on a Friday was never looked at as being a good



sign. Harkening back to the old Friday the 13th superstition which may go back to the destruction of the Knights

Templar on Friday the 13th, many captains would wait until after midnight on a Friday to insure that they left on a Saturday and not on a Friday. The *Rouse Simmons* started its last journey from Chicago on Friday, November 22, 1912 and may have left with exactly 13 people on board, compounding the bad luck.

Rats, while not loved by many, were a welcome sight to sailors. Known as the world's oldest mariners, rats do not have a love of water, and the sight of rats abandoning a ship before a departure was a sure sign of impending doom. There may be more to the omen of the rats than pure superstition. Rats hide in some of the tightest and hard to reach areas of the ship, and if it was taking on water they might be the first to know. There were reports of rats abandoning the ship in both Chicago and Thompson, the *Rouse Simmons*' last known port of call. The omen of the rats was taken so seriously



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that at least one sailor refused to leave on the ship from Thompson and instead decided to take a train home. This was a big deal since sailors would only be paid if they completed the journey.

This is also one reason why the total lost on the ship may never be known: Captain Schuenemann had reportedly offered a ride to several people in Thompson and may have lost a couple there as well.

Captain Nelson, who had planned on retiring, was asked by Captain Schuenemann to be his co-captain one last time. In fact, according to his daughter, he had a dream the night before it sailed from Chicago that the ship would not make it back safely. But he refused to cancel his trip because he had given his word to Captain Schuenemann. Both Captains had actually told their wives this would be their last trip.

According to some reports, people in Thompson had pleaded with

Schuenemann to postpone his trip back due to an incoming November storm, but Captain Santa believed he could beat the storm back to Chicago. Besides, he did not want to disappoint the kids who were eagerly awaiting their arrival.



For decades, Christmas trees would wash ashore in Ludington, appearing as fresh as the day they were loaded onto the *Rouse Simmons* because of the cold water of Lake Michigan. Every year, the number of trees washing ashore dwindled until they were no more.

After Gordon Bellrichard came upon the legendary Christmas Tree Ship in 172' of water off Two Rivers, the site was excavated and the ship was found without its steering wheel and the lucky horseshoe hanging by only one nail. The horseshoe would be nailed so it was in the shape of a "U" so it would hold the luck in. If it came loose and hung with the "U" pointing downward, it meant the "luck had run out," and so it seemed for the *Rouse Simmons*.

At the Rogers Street Fishing Village Museum in Two Rivers, a sign commemorating the Schuenemann brothers reads: "Born in Ahnapee (present day Algoma), to parents who immigrated from Mecklenburg, Germany, August and his younger brother Herman grew up along the shores of Lake Michigan. It was on the lake that the brothers were to make their living, and it was on the lake where each would meet their death as a master of a Christmas tree ship."



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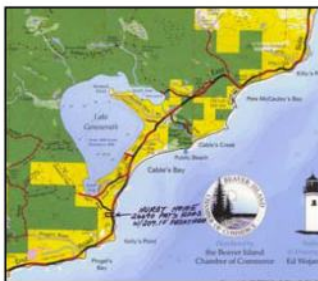
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Hurst Home

6690 Pat's Rd. (at East Side Drive near the south end of Cable's Bay)



A modular home that is in excellent condition. It has not been used a lot and the sellers have kept it in perfect condition with constant improvements to the structure, its systems, and landscaping of the lot. This 14' x 68' home (952 sq. ft.) is across the road from the lake frontage but with a beautiful view of Lake Michigan near the south end of Cable's Bay. There is a deck on the front of the house, a 179' deep well, large modern septic system and drainfield, skirting, etc. It had a new metal roof put on it around 2008. This home is on a 200' wide lot that is about 280' deep with 207.10 feet of very pretty lake frontage. Before counting any of the improvements such as the home, the well, the electric and septic installations, the clearing of the building site, the clearing of the view, etc., the raw land value is around \$150,000. With the improvements totaling well over \$60,000, the replacement cost of this property is a little over \$210,000. All of the furnishings, appliances, and living items - except for obviously personal property - will be included in the sale for the sum of \$1.00. A little over a year ago the sellers had their asking price for this property at \$160,000. The sellers and Ed Wojan Realty are both willing to negotiate a deal that could reduce the sale price even a little more from the current asking price. Some sort of short-term owner financing could be arranged. **OWNERS NEED TO SELL**

3rd TIME PRICE REDUCED..... NOW A HOT BUY AT ONLY \$93,000.

26. LETTERS: TAXES

Where is the relief for individual St. James Taxpayers? Peaine taxpayers already have relief. The last time that taxes were equitable on Beaver Island between the two townships, on an individual basis, was the early 1980s. Since then the St. James taxpayer has been paying an increasingly higher tax than the Peaine taxpayer.

Before getting into the taxes and millages, I think it is very important to get on the same page about these joint ventures. I do not believe Peaine Township collectively has a fire. I do not believe Peaine Township collectively has a need for an ambulance. I believe individuals in Peaine Township need all these things.

Let's begin with the simple facts of 2012. The Taxable Value of the Peaine Township properties is \$71,634,050. The taxable value of the St. James Township properties is \$48,231,748. This means the taxable value in Peaine

Township is 48.75% higher than in St. James, but Peaine only wants to pay equal tax, dollar for dollar, for the joint projects instead of paying an equal amount of individual taxes.

We'll use an \$80,000 taxable value as the beginning.

2012 Tax Rates Compared (1st column St. James, 2nd Peaine)

Voted Fire:	0.9330	0.6282
Voted BIRHC:	1.8000	1.8000
Voted Airport:	0.8501	0.5724
Voted Transfer Station:	1.3477	0.9074
EMS (Peaine's GF):	0.9952	0.6701
BIHS (Peaine's GF):	0.2488	0.1675

Let's start with fire protection millage. The Peaine taxpayer will be paying \$50.26. The St. James taxpayer will be paying \$74.64. Once again the St. James taxpayer is paying 48.75% more for fire protection than the Peaine taxpayer. Let's move on to EMS

service. Peaine taxpayers will pay \$53.60. St. James taxpayer will pay \$79.62. Once again, we find the St. James taxpayer paying more. How much more? 48.53% more. How about the transfer station? Peaine taxpayers pay \$72.59. St. James taxpayers pay \$107.82. How much more? 48.5% more. How about the BI Historical Society taxes? Peaine taxpayers pay \$13.40. St. James taxpayers pay \$19.90. How much more? 48.5% more. How about the airport? Peaine taxpayers pay \$45.79. St. James taxpayers pay \$68.01. How much more? 48.5% more.

If you are looking for the reason there seems to be disagreement between the two townships, I don't think you need to look any farther than this. Every St. James taxpayer is paying 48% more taxes for the joint ventures. That is a pretty good reason for displeasure and disagreement, wouldn't you say?
—Joe Moore

THANK YOU FROM THE TEAM UP FOR CHANGE!

As campaigns are put away for another four years, we are grateful for all those who took their time to review the website, read the literature, and voted for our team. Thank you for your vote of confidence. The Peaine voter turnout was impressive—including the record number of absentee ballots submitted.

We live in a democracy where the voice of the people is heard. What is clear from this election is the passion Islanders have for their community and

a desire to move forward for an improved living standard for everyone.

Each of us, as past candidates and township taxpayers, remain committed to making the Township work for the Peaine citizens by staying informed and ensuring that tax dollars are well spent. We look forward to improved property values, growth, and your personal attention to Township business that will benefit seasonal and year round residents. Many important issues were raised during this campaign that will

not get resolved without serious assessment on the part of the new administration. It will take active participation and work by the taxpayers and the Township boards working collaboratively for common goals. While a vast majority of our Township's taxpayers have no voting rights, we continue to urge all Peaine citizens to attend Township meetings and engage in open courteous discussions. We wish each of you all the best as the Township Board develops.

LET'S WATCH THE SCRAPBOOK GROW

We are delighted to hear from Karen Petersmark that she is starting a Wellness Garden scrapbook, which will be available to view in the health center lobby next year!

She will be happy to include photos you have taken during your visits there, as well as articles from the newspapers covering the wonderful five-year transformation of the landscape.

If you would like your pictures included, please collect them and hold them for her until she returns to the Island. If your photos are online or in digital format, please feel free to email them to me, Leonor Jacobson, at

leonor.jacobson@gmail.com.

She will include some clippings from the *Beacon*, the *Northern Islander*, the BIRHC newsletters, and any of the national media fortunate enough to pick up on this story of the amazing things a group of dedicated volunteers can do.

We would also love to include some early photos of the building being constructed, and of the first plantings.

Check your archives. We will gladly credit the photographers in the scrapbook. If anybody can be seen in the photo, please include their names on the back, and keep your photos in an

envelope with your name on it until you can deliver it.

All the images will become the property of the Wellness Garden crew to use as it sees fit—don't worry; no one will be disappointed. We hope to hear from you over the winter! If anyone has any questions, please email me. Anyone wanting to help assemble the scrapbook, please let me know.

We want to thank Karen so much for transforming a good idea into something concrete!

—Leonor Jacobson, for the
Wellness Gardeners



SHOOTING STRANG — AGAIN

On the second weekend of November College for Creative Studies student Amanda Trudell came to Beaver Island to wrap up

shooting for her senior thesis.

She is from the small town of Parma, Michigan, and like many residents there she wears cowboy boots and a belt with a

large belt buckle almost everyday—so she was right at home here.

Instead of going to a state university to become a veterinarian, Amanda



waltzed into a small Detroit college (1,500 students, although it's been around for over 100 years) to professionalize her artistic abilities. She took

command of cameras, lighting equipment, audio equipment, and a digital toolbox and made them sing—"not your typical country girl."



As can be seen by her films, Amanda is fond of country life and it has permeated much of the style she showcases. Much of her work is



What's the true story about Strang? Did God speak to him, or did he make it all up? Was Elvira just another hussy, or was this true love? Would St. James have become Michigan's capital? And what about the buried treasure?





directed towards documentary, but she has also experimented with music videos, stop motion, and digital animation. No matter what she does, she does it with a smile because positivity is a very important policy for her.

She first arrived on the Island a few months ago, and filmed interviews with many of the old-timers. In November she returned to shoot scenes from the Mormon era, staged by talented locals Alvin LaFreniere, Mike Weede, and

Glenallen Felixson, and Linda Frysinger, Nancy Swearingen, and Kimberly Read, plus some professional help she brought with her. If all goes well in the editing room, her film will have its world preview during Museum Week next July.



Ten Years Ago At a public meeting Hobbs & Black presented the latest plans for the Beaver Island Rural Health Center (7,500 ft²) and three attached 6-unit senior housing buildings. Questions raised about future operating costs went unanswered, although there were plans to upgrade the billing procedures to reduce uncollected amounts.

Ken Bruland taught survival skills to 17 BICS high school students for three days.

The Lighthouse School organized a Haunted House, which was visited by many Island children.

The Partnership Project moved forward with enthusiasm.

Organized by Cindy Gillespie-Cushman and Paul Cole, forty Beaver Islanders committed to a March visit to Arranmore, reciprocation for their visit here at the turn of the millenium.

A letter from Dave Roop warned Islanders about the danger of coyotes, citing a recent experience in which his beagles were attacked by a pack.

The Episcopal Mission received a new steeple built by Dan Gentle and set in place with a boom truck.

Sympathy was expressed for the loss of Mel and Judy Bellamy, whose plane plunged into Lake Michigan on their way back from Fondulac.

Twenty Years Ago The December *Beacon's* cover story was about the school addition. The architect held an open meeting, primarily for Island contractors and tradesmen. The state required the General Contractor to be bonded, which in turn required a company's net worth to exceed the amount of its bid. Thus almost all of the Island contractors would be ruled out, although it was hoped an off-Island General would sub out much of the work to locals. To facilitate this, wording was inserted in the request for bids to indicate that weight will be given to those Generals listing several locals in their list of subs. Joddy Croswite was hired to act as Project Supervisor.

The St. James Town Board requested Supervisor Neal Boyle to ask the DNR to limit the number of deer taken on the Island until the herd was built up. Bud Rouch won the big buck

contest with a 205-pound eight-pointer. All in all, about 55 deer were taken during the combined seasons.

Word was received of the passing of long-time Island summer resident Gerry Keidel. Gerry first arrived in 1961; falling in love with Beaver, he bought lots at Sand Bay and Lake Geneserath. First he built a rustic sportsman's cabin on the Little Lake; then, in 1973, three years before he retired as the head of the International Division of Chicago's American National Bank (he opened their London branch in 1969), he added a cabin at Sand Bay. Known as "The Mayor," he was always ready to open his door to anyone and sit down to talk. He is still missed to this day.

Two Kalamazoo couples, Tom Lammon, Ray Sears, and their wives, were declared legally dead five months after their Cessna 172 disappeared from radar after passing Northport on its way to Beaver Island. A few fiberglass shards that washed up near Good Hart could not be positively identified.

Archie LaFreniere celebrated his 80th birthday. His grandfather had been a logger who worked his way north late in the nineteenth century as the big pine disappeared, finally crossing the ice on foot and settling on Beaver. Archie was in the Coast Guard in its last days, and then bought the *Village Inn*, moved it across the street, and renamed it the *Shamrock*, which he owned and ran for 35 years. After selling it, he opened the Island's first gift shop, where he sold small paintings he did on stones he picked up on the beach.

Thirty Years Ago In December of 1982 the Island went dark when a tug dragging a line severely damaged the cable connecting us to Cross Village. Power would have to be supplied by the generator until repairs could be made in the spring—its constant chugging became a feature of St. James—so Island residents were asked to reduce their power use during peak times and relinquish, wherever possible, electric heat. A back-up generator was located and delivered to the Island.

The Volunteer Fire Department was organized, with Tim McDonough and Jim Wojan accepting the top posts.

BJ Wyckoff spent two intense days

teaching basic CPR to 80 residents.

The Island got its first bank when the First State Bank of Charlevoix opened a branch in the building that later housed the Tanning Salon.

The Game Club announced that 56 bucks were taken on Beaver and 14 on Garden.

Richard Hodgson and Paul Welke announced the merging of their flying services to form Island Airways.

Forty Years Ago The Game Club reported a comparable harvest to the preceding year: 25-30 deer taken on Beaver, 3 on Garden. Several coyotes were shot, most suffering from the mange. Snowshoe hares and partridge were hunted as well.

Archie LaFreniere's daughter Judy married Rick Hansul. Audrey (Wojan) Potter delivered her son Jason, and Buddy and Colleen welcomed Katrina into their family. New winter residents included Vivian Visscher, Phyllis Townsend, Martha and George Miller, Shirley and Dave Gladish, and Annie and Tink Hayhoe.

A meeting was held in the School's multi-purpose room in which both townships' Boards introduced various mainland agency representatives to interested Islanders to tell them about their options for receiving technical and financial assistance. Included was the County Executive Director of the United States Agriculture Stabilization Conservation Service, Pete LoDico.

Thanksgiving dinner at the Christian Church was attended by 36 people.

Fifty Years Ago The December *Beacon*, which was edited by Sheldon Parker because Phil Gregg was at outboard motor school, relayed a hunting story that demonstrated Beaver Islanders' ability to improvise: "While Timmy McDonough, age 5, and Jimmy Wojan, age 8, were playing in the back yard of Skip and Bud McDonough's home, their beagle pup, Butch, chased a rabbit past them. Tim and Jim took off in hot pursuit, armed with a mop handle and a pocket knife. Leaving a wake of dust and swirling leaves, they gained enough on their quarry to warrant a hefty swing of the mop handle, which found its target. The knife, thrown by Tim, brought the chase

continued on page 30.



THE BEAVER ISLAND CHRISTMAS CANTATA



The twelfth Cantata was one of the very best, full of excitement, new songs, and

new faces. The Suzuki String Quartet played six Christmas songs, to the delight of special guests Father Pat and

a three-pound pocket puppy, followed by a Sherri Timsak solo, a trio doing *Danny Boy*, and the amazing choir.



On This Date, from page 29. to and end, and two proud hunters came strutting home with meat for the table.”

Another hunter was not so lucky. As 16-year-old Bob Tricker Jr. from Pontiac changed his rifle from one hand to the other it went off, imbedding small particles from the blast in his cheek and eye as the bullet passed through the visor of his cap. He was treated by Dr. Haynes and then flown to Munson by the Coast Guard helicopter.

The deer season produced 260 hunters, who took 120 deer: 62 antlered bucks, 31 adult does, 12 female fawns, and 15 male fawns. Two high school students bagged their first buck: Johnny Gillespie and Danny Gallagher. One hunter, Floyd Fasset from Charlotte got lost trying to hike from the mouth of Iron Ore Creek to Nomad, where he'd arranged to be picked up. By dusk he'd reached the southwest edge of Lake Geneserath, but was mired in a wetland.

He waded along the shore until he reached high ground, and then built a fire and prepared to spend the night. Keeping it going kept him from sleeping. At dawn he set off again to the north, and found an old logging trail that carried him to a half mile west of Wicklow Beach. Just past noon he was spotted by a member of the search party—Phil Gregg, who drove him to town and treated him to a hearty breakfast.



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32. ALL SING

The elementary staff at the Beaver Island Community School is excited to announce that we will be trying something new for the annual Christmas Program this year. We are planning to take all of the elementary students Christmas Caroling out in the community and share their beautiful voices and songs with those who otherwise may not have been able to attend the program at the Community Center. A wonderful group of parent volunteers have taken this idea to the next level and decided to make some

treats to deliver along the way.

Caroling will occur, starting at 3:30 on Tuesday, December 18th.

ALL ARE WELCOME TO JOIN IN! Contact Debbie Robert at 448-2744 (school) or 448-2048 (home) if you would like more information.

Come, join in as we remind these students and ourselves of the Reason for this Season!

If you know of someone who would appreciate having carolers please let me know. We will make every effort to visit as many as we can!

IT'S CHRISTMAS AT SEA

The all-female "underway watch" of the Coast Guard Cutter *Mackinaw* loaded 1,300 Christmas trees onto the ship at its homeport of Cheboygan in preparation for the 2012 Christmas Ship celebration. The trees were transported to Chicago, where they were offloaded during a special two-day ceremony and delivered to needy families.

This year marks the 100th anniversary of the wreck of the schooner *Rouse Simmons*, the original Christmas Ship.



Chicago, the crew of the *Mackinaw* tossed a wreath into Lake Michigan near the resting place of the *Rouse Simmons*.

"The crew and I were excited to participate, especially considering the significance of the 100th anniversary," said Cmdr. Michael Davanzo, the ship's commanding officer.



IN MEMORY: CAROL LAFRENIERE

Carol Ann LaFreniere, 68, of Beaver Island, died Sunday, November 4, 2012, at her home. A service was held November 8 at the Christian Church and friends and family played a few rounds of BINGO in Carol's memory.

Carol was born July 27, 1944, in Flint, the daughter of Clarence and Marie (McLean) Schlacter. She married her former husband, Gerald LaFreniere on October 16, 1965, and he died in August of 2008.

Carol was a member of the Beaver Island Christian Church, and was a charter member of the Beaver Island Fire Auxiliary.

She is survived by her children, Michelle LaFreniere, Gerald (Tammy) LaFreniere, Deborah (John) Robert; grandchildren, Charlie and Emily Gray, Katie and Jessica LaFreniere, Hannah, John Brady, and Jared Robert, Britta Cieslak, and many children and grandchildren of the heart.

*The Beaver Island Community
is invited to*

✦ a Live Nativity!

*Christmas Eve
5:00 p.m.*

Free Admission

*Matt & Wendy Fogg's Cottage
on the Harbor*

*Hot Chocolate
Food & Refreshments*

Merry Christmas!

*Sponsored by
Lighthouse Fellowship*

*Additional parking available
at McDonough's Market
(Thank You McDonough Family!)*



34. THE EULOGY FOR CAROL

“First of all, I have to tell you that we are, as an entire family humbled and grateful for the overwhelming outpouring of kindness and love that all of you have shown to us and to our mother over these past several weeks. From the food, to the visits, to the phone calls and kind words being posted on Facebook about her...those gestures mean so much. We have laughed and cried and laughed until we cried over the many,

many stories and memories that have been shared and made these past few days. I personally had forgotten just how many lives our mom has touched over the course of her lifetime. So, let me start this by saying THANK YOU...to each of you, for reminding us of that.

Our mother was born on July 27th in Grand Blanc Michigan to a drug addicted, unwed young mother. She

weighed only 2 pounds and 9 ounces. She spent weeks in the hospital, being fed by large tubes that were inserted into her back...tubes that left her with lifelong scars. This was in 1944 and back then, it was nothing short of a miracle that she survived. But my mom was a fighter...even at two pounds and nine ounces.

She was adopted by Marie and Clarence Schlacter before she was a year old, and we were always told that she was a daddy's girl. That her father thought the sun rose and set on his little Carol Ann. She lost him to a sudden and massive heart attack when she was 9 years old.

She raised three children, mostly on her own, on an income that put her ridiculously below the poverty line.

Yet never once did I hear her complain about her lot in life. Never once did I hear her blame someone else for her troubles. Because mostly she didn't see them as troubles.

You see, our mother was very rarely ever troubled. She simply did not possess the “worry gene” that plagues most of us. Her classic line in times of stress was always the same...”Well, waddya ya gonna do?” or “If I thought worrying was going to change anything, I'd just get right busy doing it.” She once told my sister, “I don't understand your generation getting all STRESSED about stuff. In my day if something bothered you, you got off your butt and did something about it. Ya didn't just sit there and be STRESSED.”

Our mother did have one exception to this “No Worry” rule. Flying. She despised being in the air for any reason. My brother used to say that if my mom saw so much as a leaf blowing across the yard, she would cancel her flight. Unfortunately the only thing she hated worse than the plane was the boat. Why on earth she ever chose to live on an island was beyond us.

My mom was famous (or one might say INFAMOUS) for her one-liners. She had a smart aleck comment for most every situation known to man. Is there any wonder where Gerald gets it from?

As a child, she would yell to us out the back door of the house, “If you fall out of that tree and break your neck, don't you come crying to me!” Gotta



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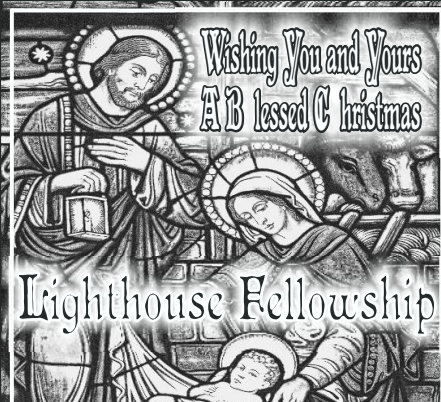
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love her logic.

Hundreds of times the grandkids have heard her tell them to "Hoist your hiney and go get me....." whatever it was that she wanted. Or, to show her surprise, a simple "Well, Jeeze Loise".

My mother's greatest pride in this world was her grandchildren. In her eyes they could do NO wrong. When one of us would complain that our children were driving us crazy, she would just smile and say..."It's because you tell them NO all the time. Stop telling them NO. They don't like that word." She attended their games, plays, grandparent luncheons, and ceremonies. Even being wheeled in a wheelchair and hooked up to oxygen, she was there to watch Katie play in her first Volleyball game.

We could have "almost" said that NOTHING would keep her away. Until, however, someone had the audacity to schedule an Awards Ceremony on a Thursday. My mom's Resale Shop Day. You see...even those seven grandchildren knew...."you don't mess with Granny's re sale shop day". That too was her 'baby.'

Three years ago my mom found herself in the hospital with something called atria fibrillation, which I am told means her heart wouldn't beat at a regular rhythm. To solve this, some doctor decided to inject a chemical into her heart that would stop her heart for a few seconds, and then they would inject another one to restart it. You can imagine that was not something we were happy about. He asked her if there was anything she would like to do or say before they did the procedure...and she replied, "well, actually...I need to call the ladies at the resale shop to make sure they know where to put the money."

Two hours before she died, the three of us sat around her bedside. We decided that a fan might make her feel a little better, but didn't have one handy and were discussing where we could find a fan. My mother was weak and had a difficult time speaking, but in her frail little voice she said, "There's one at the resale shop for \$3. Go get the key out of the bag." Until the bitter end that was on her mind.

My mom was welcoming and accepting of every person that came in

her door. It was not unusual for us to come home as kids and find someone else living in our house...in the basement, in a tent in the yard or even a family of four moved into our back bedroom for a few months. She had the "more the merrier" attitude.

The three of us would always joke with her about which one of us was her favorite. And she always responded with "You're all my favorite." I think

that pretty much summed up my mom. And we hope that each and every one of you who loved her know that YOU too were also her favorite. She loved and accepted people unconditionally...without judgment or strings attached. THAT was who she was. She was one of those hidden angels that we all know are out there looking out for us. She was an Angel Among Us....

God Bless you all.



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36. BEAVER ISLAND WILDLIFE CLUB WINNERS

Beaver Island Wildlife Club Raffle winners for 2012: *First Prizes:* Gun- Jim McDonough; Binoculars- Tom Kludt; GPS- Mark Beaudoin. *Additional Prizes:* Carol Creasser- Bird shot shells; Pat Nugent- Spur knife;

Bob Welke- \$100 gift certificate; Rex Dowling- Engraved knife; Andy Kohls- Engraved knife; Swearingen camp- spot light, knife; Don Tritsch- Head lamp; Sally Fogg- Knife and bird shot shells; Fred and Marty Walstrom- Knife

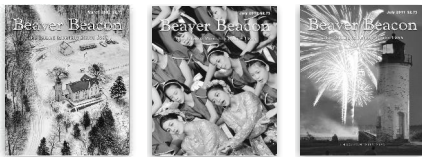
and spotlight; Bruce Wildie- Filet knife Butch Hogarth- spot light and filet knife; Paul Johnson- spur knife; John Haggard- spotlight; Larry McDonough- filet knife. The 50/50 raffle winner was - Leroy Schwandt.

PLANNING FOR A GREAT 2013

June 20-22 – Beaver Island Bike Fest
July 15-20 – Museum Week 2013

July 18-20 – Beaver Island Music Fest
July 26-August 4 – Baroque on Beaver

August 9-11 – Homecoming
October 5 – The Bite and Boodle



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SAND BAY COTTAGE - ON THE LAKE WITH GREAT BEACH-FRONT: Sleeps 6. Two bedrooms and loft, 1 bath. Modern kitchen, fireplace, washer/dryer, grill. Deck and screened-in gazebo. No pets, no smoking. \$800/week. Call Sue on (231) 448-2670 or cabinbythelake1@gmail.com



REAL ESTATE, FOR SALE

WANTED: REASONABLY-PRICED 10 - 40 ACRES ON ISLAND - Partially cleared, dry, with or without house and barn. Harley (989) 661-2354.
FOR SALE BY OWNER: 40 ACRES INTERIOR WOODED, HUNTING - 32370 Kings Hwy. Great hunting area w/combo wetlands, no immediate neighbors, and State Land across road. Nestled next to Jordan River swamp/headwaters. Deer runs thru w/cedar forage. Includes fully-insulated, roughed-in, 2-story structure w/rough-electric ready for generator supply (generator included). No well/septic, but outhouse supplied! Make offer! (231) 448-2454.

REAL ESTATE, FOR RENT

COTTAGE ON BEAUTIFUL FOX LAKE - One bedroom, one bathroom, full kitchen, laundry with bunkhouse. Cottage sleeps six and is 20 minutes from town. Dock, rowboat and deck overlooking the lake. \$700/week. No smoking and no pets please. Contact Sue at cabinbythelake1@gmail.com

HAGGARD's SUMMER RENTAL HOME - Overlooks Paradise Bay across from the Maritime Museum. Sunset view of harbor and village of St. James is a winner. Comfortable custom home sleeps 8-10. 3 baths. Public sand beach close by. Well mannered pets welcome. Only \$1,200 per week. Call (231) 547-4046 (day) (231) 547-6600 (evening) or email samhunt59@yahoo.com

WATERFRONT COTTAGE - On the east side. Available by the week or weekend. One BR, full kitchen and bath. Enjoy the water and the woods, year round. Off-season rates. Complete privacy. (231) 448-2907.

HOUSE AND CABIN NEAR INDIAN POINT - Enjoy fine country living. A 2-BR, 2-Bath home @ \$650/month and a beautiful studio in a second bldg @ \$450/mo: phone (231) 448-2575.

LOG CABIN ON SAND BAY - pets allowed. 2 BR, 1 bath: \$500. Call (734) 449-0804 or email dlelzey@gmail.com

FOR SALE: 80' OF BEACH FRONT-AGE ON FONT LAKE - Lot cleared for building: Lot 7 on Pine Chip Road, turn just past the Sub sign on the Donegal Bay Road. Marge Armstrong, (231) 448-2143 or (941) 729-2637 (cell).
WATERFRONT HOME FOR SALE 3 BR, 1 1/4 bath, at Sand Bay. Sandy beach, 2 lots: 1 w/ recently remodeled home and garage, 1 w/ large pole barn. Just appraised at \$285k. Call (231) 448-2034.
TWO LOTS IN THE PORT ST. JAMES - NEAR FONT LAKE. Perked, wooded, buildable. #708 & 709; electric and phone right there. \$14,000 each. Call Peggy at (269) 671-5557.

SECLUDED 1940s LOG CABIN - just one block from lake and market on one acre - Sleeps 4-6, pets welcome (\$100 deposit.) Washer, Dryer & linens furnished. Bicycles, canoe, grill available \$700/wk; weekends available. (219) 863-2655 or email cehlah@urhere.net
THE FISHERMAN'S HOUSE - Great 'In-Town' location across the street from St. James Harbor. Four bedrooms, three with double beds and one with twin beds, two bathrooms, bed



GREAT LOCATION IN TOWN

and perfect view of the Harbor overlooking Veteran's park. Sleeps 8 - 10 with 2 full baths. Full kitchen, washer/dryer, many amenities. \$900 a week. Call for more info or pictures.
(231) 448-3038

CHILDREN'S LUNCH, HO HO HO, WITH SANTA

37.

Saturday, December 15 – 11:30 – 1:00 at the Gregg Fellowship Hall – Beaver Island Christian Church, all children and their parents and/or

grandparents are invited to come and have a Hot Dog lunch before seeing Santa, who will arrive at 12:00 Noon.

Bring your camera to take a picture

of your child with Santa.

Sponsored by the AmVets Post #46 and the AmVets Ladies Auxiliary.

AT THE BEAVER ISLAND CHRISTIAN CHURCH

Worship Leaders at the Christian Church: December 9 and 16: Pastor Harold Kruse; December 23: Pastor Jan Baderstadt, missionary for Renais-

sance Outreach Ministries in Bangladesh and Nepal; December 30 and January 6: Pastor Bob Whitlock; January 13: Pastor Howard Davis; January 20

and 27: Pastor Harold Kruse.

Christmas Eve service, traditionally ending with a candlelight singing of "Silent Night," at 5:30 p.m.

DEEP WATER HARBOR FRONTAGE FOR SALE - 66.5' Harbor Frontage; Deep Water; Space for four 45'+ Boat Slips; Main Street Frontage; 1570 Sq. Ft. Building with Commercial/Residential Use; City Sewer; Option to Purchase Adjacent Parcels; \$399,000. For Further Information Please Contact Jon Bonadeo at (231) 448-2489 or (231) 459-6861.

PORT ST. JAMES LOTS 607 AND 608 - A block from the Font Lake boat launch. (231) 675-2514.

LOTS 644 AND 645 PORT OF ST. JAMES - Nice corner lots. \$19,000 for both. (231) 448-3088.

linens and bath towels provided, fully equipped modern kitchen, washer/dryer, TV, enclosed porch, and open deck with grill. For availability, call Bill or Tammy (231) 448-2499 or (231) 448-2733 or tammymcd107@yahoo.com.

A GREAT HARBOR VIEW - from a great "in-town" trailer. Perfect for a couple of working people. 2 bedroom, 1 bath. Furnished and fully equipped kitchen. \$1500 a month. Please call (231) 448-2235.



A BLOCK FROM TOWN, A BLOCK FROM THE BEACH: 3 BRs, 1 bath; wireless; \$625/week; call (231) 313-6225 or email abbieswest@yahoo.com www.abbieswestcottage.com



40 ACRES ON SLOPTOWN ROAD - Call Bud at (231) 448-2397.

FOR SALE, 11 ACRES ON EAST SIDE DRIVE - good land, 357' on road, 1373' deep; \$28,900. Phone (231) 448-2545.

20 ACRES WEST SIDE ROAD - \$55,000; 16x18 rustic cabin. Apple orchard and deer blinds; (248) 766-4205.

10 ACRES OLD FOX LAKE ROAD Beautiful, wooded, great building site; \$39,000. (231) 409-1214.

2 LOTS ON SAND BAY - 3.3 Acres each. 1700' deep. Sandy Beach Frontage 117' each. (810) 629-7680 or (231) 448-2257.

LOCH WOOD SHORES - About four miles from town on the beach of Sand Bay. 3 bedrooms, 2 with double beds, 1 with two twin beds, one and a half bath, w/d, full kitchen, gas grill, large deck that you step off onto the beach, gas fireplace, and a gorgeous view of Lake Michigan. Call (231) 448-2733 or 448-2499.

FOR RENT YEAR AROUND - 950 sf 2 Bedroom, 1 Bath, Furnished House, Washer Dryer, elect/propane heat, deck. 1st House north of Medical Center, 37362 King's Highway. \$500.00 month. Looking for long term lease. (303) 287-2212.

DONEGAL BAY - 3 BR 2 bath Home; sleeps 6; many amenities. \$980 a week. Reduced rates for off-season. Visit Loveley's Bay House at www.rentalbug.com/vacation-rentals/michigan/1244 (313) 885-7393, after 4:00 p.m.

DONEGAL BAY COTTAGE - Nicely furnished 3 BR, 1 bath, washer/dryer. On dune w/ beach access. \$775/ July & August \$600 off-season weekly. Dana Luscombe (248) 549-2701 eve or dana.luscombe@gmail.com

SAND BAY - sleeps 8—amenities—available May- September \$950.00 wk plus security deposit. (231) 582-5057 or email robin@robinleeberry.com

Beaver Island Rental Cottages continued on page 38.

COMBS COTTAGE ON SAND BAY:

Charming beachfront cabin nestled in the woods 50 yards from the water, 4 bedrooms, 2 baths, full kitchen, washer/ dryer, queen beds in 3 rooms with two sets of xl-bunks in the 4th. Satellite TV. Perfect for families. \$900.

Security deposit. Available June-Sept. Website: www.combscottage.webs.com email: combscottage@gmail.com; or call Nancy at (719) 599-3147



The Convent in the Village Beautiful Harbor View

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(Pam O'Brien)

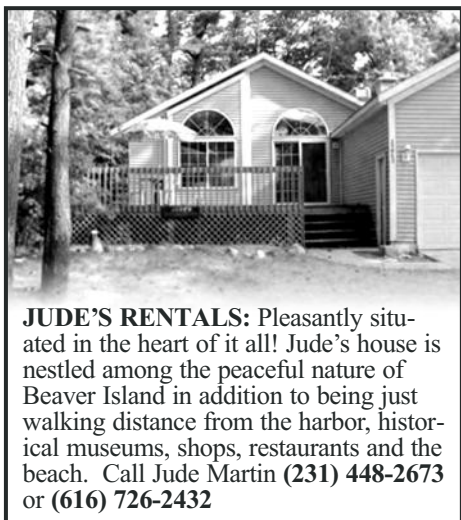


HARBOR LIGHTS: Unique log home looking out over Paradise Bay. Beautiful views of St. James Harbor, Garden, and Hog Islands. Enjoy the boats from the huge deck, or sit around the fire pit on the beach. Very secluded, sitting among lush cedars and pines. 3 bedrooms with 2 queens and 2 twins. One large bathroom and one half bath. All the amenities you could ever need. Immaculate home with "spectacular" views. \$1,150 a week. Home (630) 834-4181 Cell (630) 995-0507 harborlightsbim@aol.com



WATERFRONT HARBOR HOUSE FOR RENT:

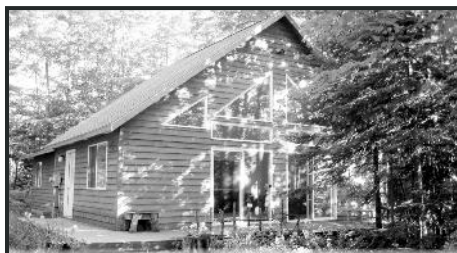
Spectacular view of Paradise Bay! Large home with all the amenities, linens provided. 4 bedroom, 2½ baths, sleeps 8, washer/dryer, fully equipped kitchen, satellite tv. June – Sept. \$1250 a week. Short walk to the Stoney Acre Grill. Please call (231) 448-2235



JUDE'S RENTALS: Pleasantly situated in the heart of it all! Jude's house is nestled among the peaceful nature of Beaver Island in addition to being just walking distance from the harbor, historical museums, shops, restaurants and the beach. Call Jude Martin (231) 448-2673 or (616) 726-2432

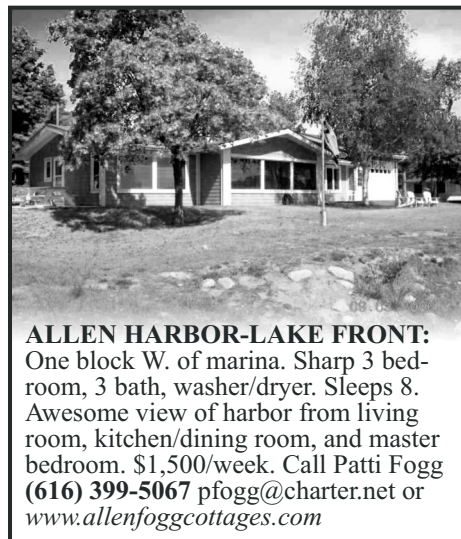


SECLUDED BEAUTIFUL CHALET FOR RENT: 10 Acres of pine with 360' of sandy Lake Michigan Beach. 2-BR (including loft), one bath, Great Room with 2 sofa sleepers. Fabulous views of the Lake. Large decks. Sleeps 7. Across from state land and hiking trails. Satellite TV. No smoking. Dogs allowed. \$700 per week. Call Ed Eicher (810) 629-7680

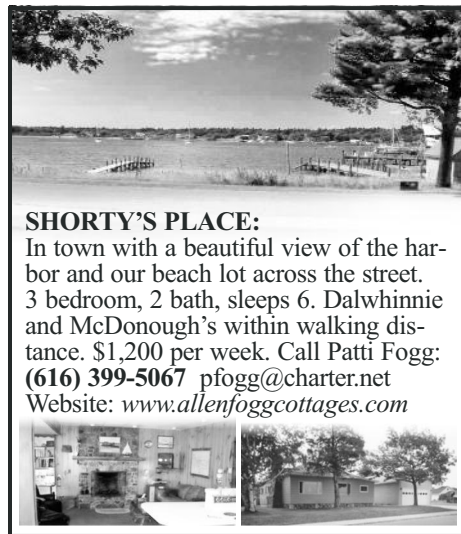


BEAUTIFUL WOODED LOT ON DONEGAL BAY: conv to beaches, hardwood floors, & cathedral ceilings. This chalet-style cottage is new, bright and airy with a large front room and cathedral ceiling, lots of windows, and double sliding glass doors. Convenient access to the best beach on the island. Only \$725/week. Off-season \$475. Call (517) 927-2374 nprawat@yahoo.com

SAND BAY - "BAY HAVEN" COTTAGE - WEEKLY RENTAL - Lake Front, Sandy Beach, 5 br, great view, laundry. East Side Dr. - only 4 miles from town. Awesome sunrises - walk to beach is straight and flat out the lower level. No pets and no smoking. Please call Laurie Bos at (616) 786-3863



ALLEN HARBOR-LAKE FRONT: One block W. of marina. Sharp 3 bedroom, 3 bath, washer/dryer. Sleeps 8. Awesome view of harbor from living room, kitchen/dining room, and master bedroom. \$1,500/week. Call Patti Fogg (616) 399-5067 pfogg@charter.net or www.allenfoggcottages.com



SHORTY'S PLACE:

In town with a beautiful view of the harbor and our beach lot across the street. 3 bedroom, 2 bath, sleeps 6. Dalwhinnie and McDonough's within walking distance. \$1,200 per week. Call Patti Fogg: (616) 399-5067 pfogg@charter.net Website: www.allenfoggcottages.com

or email lauriesbos@chartermi.net Photographs of Bay Haven can be seen at: www.bayhaven.beaverisland.net **WEEKLY RENTAL - Lakefront.** "The Last Resort" 2 BR house on Sand Bay, great view, beautiful sunrise, laundry pair, 1 ½ bath. Phone Bill McDonough at (231) 448-2733 (days).

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LAKEFRONT:

2 bedrooms, 2 baths + large lower level with sleeping for 6. Sleeps 12 total. Washer/dryer, bikes, kayaks, wrap-around porch, views of sunset & Garden & Squaw Islands. \$1400/week. (773) 663-7772. Website: www.LinnsLakeLodge.com



FOR RENT MAIN ST. 3300 SQ. FT: 5 Bedrooms. 3 Baths. In-Town. 1/2 block from ferry - Across from yacht dock. 1 block from public beach. Responsible parties only. Reasonable. Call for info, Kathleen Wood, (231) 448-2311 Home (231) 598-1119 Cell.



ISLAND AERIE: Overlooking harbor next to Nature Preserve, easy walk/bike to town, 3 bath, 4 BR; sleeps 12 w/ 2 king and 10 twin beds, large 1st floor decks, 2nd floor wet bar and deck, 3rd floor game room, all modern amenities and appliances, great for multiple families and groups. \$1800/wk, reduced off-season and extended-stay rates. Call John and Jan (989) 560-8639 www.islandaerie.net . Jan@islandaerie.net



NORTH SHORE 300' BEACH FRONT: Newly remodeled Sunset Cabin overlooking Garden Island. Charming cabin with 3 season porch has Queen, Full/Twin bunk-bed and sleeper sofa. Located on Pine Street, easy walk to town. \$1,000. a week June through September. No pets please. Call (231) 448-2050 for more info.



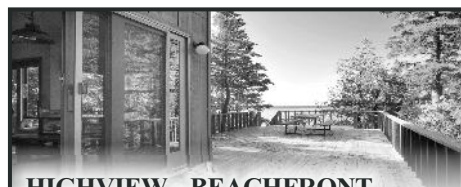
DONEGAL BAY COTTAGE: 3 BR, 2 BA, full kitchen, W/D, fireplace, secluded patio & deck surrounded by pines and bluff and overlooking one of Beaver Island's best beaches. \$850 per week June-September; winter rates available. Call (734) 996-3973 or loonlookout@comcast.net home.comcast.net/~loonlookout/site/

A HOUSE RENTAL - Cute 2 bdrm house in woods near town, public beaches, and bike path. Screened porch. Washer, dryer. No pets, no smoking. \$595/week. Call (231) 871-0477.

7 PINES - Weekly Rental. Close to town (short walk to Dalwhinnie) Sleeps 6, 1 1/2 bath, washer/dryer,

linens not furnished, freshly remodeled, *DOG friendly*, \$850/week, Contact Gretchen Fogg at (616) 318-1424 or gabf24@gmail.com

FOR RENT - FLORIDA 2 BED-ROOM LOWER LEVEL CONDO with patio. Maria Manor, Port Charlotte Florida. Call Dale Cull (989) 737-2994



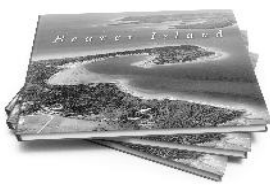
HIGHVIEW - BEACHFRONT HOUSE FOR RENT: Exciting cottage with view of High Island from large deck. Open floor plan, huge windows on extremely private beach. 2 BRs with 2 full beds + loft with 2 twins. 1 1/2 baths, TV/VCR, W/D, microwave, gas grill, all amenities. \$1200/week; spring & fall \$895. Limit 6 people. Now with wireless! Call (941) 921-2233 or (317) 769-6563 Photos at highview.beaverisland.net



BIRCH HOUSE ON FONT LAKE: Close to town and Donegal Bay, 3 bedrooms, 1 bath, fully furnished home. \$900.00/week. (630) 750-7870 lhmrinc@aol.com

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