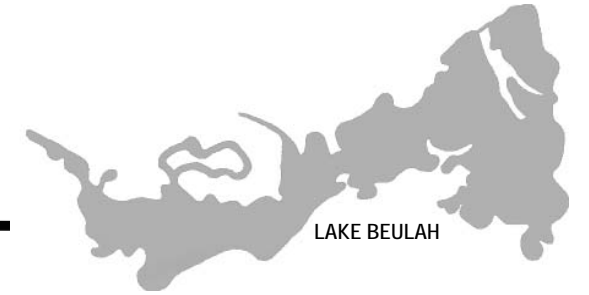




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Lake Views



VOL 19 NO 1

A PUBLICATION OF THE LAKE BEULAH PROTECTIVE & IMPROVEMENT ASSOCIATION

Fall 2010

From the President's Desk

Five Reasons Why Beulah is the Perfect Lake

I've spent a fair amount of time kayaking on other lakes in Southeastern Wisconsin and I have to say that Beulah is one of the finest out there. I do some of my best thinking while I have a paddle in my hands, so on one of my recent trips I decided to think of five reasons why Beulah is such a great lake.

1) Beulah is a Spring Fed Lake.

This is important because we don't have to rely on runoff water to supply the lake's needs. Runoff water can bring contaminants like fertilizer and sediment with it that can radically effect the ecology of a lake. The runoff water also is much warmer than ground water so the overall water temperature increase can make the lake more prone to algae blooms and fish killing low oxygen states. These are some of the prime reasons why we so strongly oppose Well 7. If we loose our ground water source of recharge, Beulah will suffer not only a decrease in quantity of water feeding the lake, but a drop off in quality of water supplying the lake.

2) Beulah is a Hard Water Lake.

Water chemistry testing has shown that the lake has a high quantity of calcium in it. This calcium comes from the spring water that charges the lake.

While hard water is bad in your house, hard water is excellent in your lake. This is because the calcium binds phosphorus and prevents plants and algae from obtaining this important nutrient. The hard water of Beulah greatly contributes to the clarity and quality of our water. If Beulah changes from being spring fed to being surface water fed, the calcium levels will drop and the lake will be much more susceptible to algae blooms and overgrowth of aquatic plants. This is another key reason why we oppose Well 7.

3) Beulah has an Outflow.

The Highway J Dam that my predecessor Paul Didier worked so hard to protect is important not only for impounding water to keep lake levels up but also acts as a safety valve to prevent flooding. I recently kayaked on a lake that still hasn't recovered from the floods of a few years ago. Because this lake has no outflow, the water level is still eight plus feet above normal! There are houses that are standing in water that reaches up to their lower window sills. You can kayak through their back yards and look into the homes through their broken windows. The dam prevents us from having the massive surges in water level that can impact other lakes.

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ROW, ROW, ROW YOUR BOATS!

Camp Charles Allis campers at the boat landing area showing the "camp gear" of the day... women with long dresses, men with coats, ties and hats... those were the days! They also had to row those boats to the landings across the lake and then walk a long distance to the stations to board the trolleys to return to Milwaukee. In 1911 the Camp bought a launch and long-distance rowing ended.



This new launch in 1911 to aid in getting campers coming by the trolleys to camp. The Camp Charles Allis purchased the launch so the campers did not have to row a very long long distance from McGee's Landing (site of the present day Dockside restaurant) to the Camp.

20's when cars and roads improved. There were two ways of reaching camp... by "getting off" at the East Troy Station or the Lake Beulah Station. At either station you had a long walk and then a boat ride ahead of you to get to your final camp destination!

HOMEWARD BOUND!

It's 1911 and three boys from Camp Charles Allis are climbing aboard the trolley car in East Troy to return home to Milwaukee after their week at camp. The trolley car has a sign advertising that it will connect with another trolley at St. Martins for anyone who wants to go to Wind Lake, Waterford, Rochester and Burlington. How about those "spiffy" ties worn by the campers... can you see campers wearing ties today?

CAMP POINTERS

Note that you could only get to camp by the trolley car from Milwaukee in 1915. This would all change by the early

LBPIA Fall Biannual Meeting

Saturday, September 18, 2010, 9:00 AM

Town of East Troy Town Hall

N9220 Stewart School Road, East Troy, WI

The usual coffee, donuts, and good fellowship will be available.

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From the President's Desk From page 1

4) **Beulah has a Good Amount of Acreage and an Interesting Shape.**

I've paddled on some nice smaller lakes in the area. Although their water quality is good, they are so small that once you've spent a few hours on the lake, you've seen it all. I've also been on some round shaped lakes where you can see all of the lake from one spot. Beulah has so many interesting bays, wetlands, islands and waterways that there is a lot to see. Beulah is also not too big. Last week I tried to go kayaking on Lake Koshkonong and had to give up because the lake's large size and relative shallow depth gave it white caps even though the wind wasn't blowing all that hard. Our size, depth and geography combine to make Beulah perfect in this regard.

5) **Beulah is Well Situated.**

As they say in the real estate business "location, location, location." If this lake was located in a remote part of Wisconsin, it would still be a beautiful lake, but it wouldn't have the ease of access that Beulah enjoys.

I'm sure that you can come up with many more reasons why Beulah is the perfect lake and it's these reasons inspire us to strive so hard to protect it for future generations to enjoy. Over the last 150 years, our predecessors worked hard to "protect and improve" this lake for our benefit. It's our turn; let's keep up the good work!

Scott Miller, M.D.
LBPIA President

Home Is What You Make It by Ray Fisher

Studying the kinds of nests birds construct is just as interesting as observing the birds. There is a bird that does not build its own nest or rear its own young, but rather relies on the welfare of other birds to do all the work. The cowbird is thought to have followed the bison herds, leaving no time to bother with nest building, and so laid her eggs in other bird's nests. Although the cowbird leeches off the generosity or cluelessness of other birds, there are essential three types of nest birds construct



Ground nesters comprise many species such as waterfowl that line their nests with down. Other ground nesters are shorebirds and plovers like the killdeer that lay their eggs on gravel or sand in open areas. Their eggs match the ground and are difficult to see. Woodcocks and whippoorwills place their eggs on the forest floor while the peregrine falcon makes a scrape in the ground just big enough to keep the eggs in place.

Many species of sparrows and the meadowlark make perfect cups of grass, which are well hidden in fields and at the edges of woods.

Cavity nesters make up a large group of birds with many interesting behaviors. Remove the dried pizza crusts from a teen's room and you have the equivalent of the English house sparrow's messy nest. These birds stuff their cavities with long strands of whatever they can find. Another group, the black capped chickadee, will use nesting boxes with a 1/4 diameter hole or larger. They will also hollow out a nest in a dead tree branch providing the wood is very soft. I pity

another cavity nester, the house wren. Johnny wren will work for days stuffing short twigs in all of the houses in his territory. He then sings his best song to attract Jenny wren. Jenny selects the best nest, tosses out the top layer of nesting material, and adds her own touches to finish the nest. Guys just can't get decorating right! However, no nest is complete without bird "bling". Tree swallows will fly long distances just to find the right feathers to adorn their abode.

The last group builds engineered structures out of mud, plant material, and twigs. If you take a hand full of 5 to 6 inch sticks and spread them out, you just constructed a better nest than mourning doves build. Their nests are so shoddily constructed it is a miracle of nature that the species survives. On the other hand, barn and cliff swallows use mud to build sturdy nests on the sides of buildings and cliffs. Eastern phoebes build a mud structure and decorate it with moss while robins combine mud and plant material to create the classic nest. Humming birds and orioles build amazing structures. The humming birds nest is constructed with plant materials held together with spider silk. When finished, the nest looks like part of the tree and is very strong. Orioles weave a hanging basket nest at the end of a branch high up in a tall tree.

Most nests are protected by federal law so they cannot be disturbed during the nesting season. This fall look for nests after leaf drop and see if you can identify the species that made them.

Area Chair Network

Fall 2010

Area Chairpersons are committed Lake Beulah residents who serve as the primary contacts for the Association. Should you have an interest or concern about anything regarding the Lake, please be sure to contact your area chair.

Lake Beulah Area	Chairperson(s)
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D Lake Road & Windy Way	Penny Clayton(262-642-3083)
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F Island Drive & Golden Way.....	Jean Maiwald (262-363-0829)
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H Horseshoe Lane & East Shore Road (to Beulah Park)	Josie Midman(262-363-8892)
I Beulah Park Road.....	Ken and Pat Jarecki (262-642-9729)
J East Shore Road & Thistle Lane.....	Bob Wegner (262-684-5556)
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L South Shore Drive & Humphrey Lane	Kathleen Taugerptaug@milpc.com
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P Stringers Bridge Road, New Deal Ave. & West Bay Road.....	Michol Ford(262-642-5189)
Q Beach Road & Deerpath Road	Kim & Steve Klaver(414-313-4191)

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Area Chair – Ann Alger*
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For more information visit our website at www.lakebeulah.org

GOING CAMPING BY TROLLEY by Tom Bernhardt

When cities in the United States increased in size so people could no longer walk to large parks and open areas they had to start depending on public transportation to take them there. Although the trolley and automobile were invented about the same time, the street railways and country cousins, interurbans, developed faster as they built on the railroad technology that preceded them.

In the early 1900's the Milwaukee Light, Heat & Traction Company was building a line from Milwaukee through Hales Corners which was headed for Mukwonago, East Troy and beyond. In June of 1907 the trolley reached Mukwonago. In October of the same year, the trolley line was at Beulah Lake Road and in December the line made it to East Troy. Original plans were for the line to continue on to Beloit, but financial problems of the times destined the line to end in East Troy with some bus service to Beloit.



The early years of the 1900's also saw various organizations and religious groups purchasing lake property in the East Troy-Mukwonago area to develop camps for their members living in nearby urban areas. Lake Beulah and adjacent Booth Lake and Army Lake had six camps developed on their shores at this time. Many of these campers depended on the trolley line from Milwaukee to get to their camp locations in the early years.

CAMP CHARLES ALLIS came to Lake Beulah in 1907... the same year the trolley reached Mukwonago and East Troy from Milwaukee. In the early years most of these campers reached camp via the trolley from Milwaukee. The campers would ride the trolley to the Lake Beulah Station and walk across some farm fields to McGraws Landing where a launch from the Camp would pick them up for the final ride to camp. There was an attempt made to build a canal from the lake to Beulah Lake Siding, but this failed. For some years Camp Charles Allis campers had a choice of getting off the trolley at Lake Beulah Station or riding all the way to East Troy and walking to docks to have the camp launch shuttle them to camp.



Mass production of cars began in 1913 and by the early 1920's with better, paved highways and people buying more cars.... campers started to drive out to the camps at East Troy. So, the camps that came later to the area were not as dependent on the trolley line though it was probably used by many campers.

CAMP ALLIS CHESTER was developed by the Milwaukee Area Girl Scouts in 1924 on Booth Lake. CAMP

EDWARDS was developed by the Elgin, Illinois YMCA and opened in 1929. Campers reached Camp Edwards in the early years by trains stopping at the Lake Beulah Station on the Wisconsin Central (Soo Line) and taking a van or jitney for the 3 mile ride to camp.

THE DIVINE WORD RESIDENCE was opened in 1925 as a place to train Catholic priests, today it serves as a retirement site for Society members who have served in the field. BURR OAKS CAMP was opened in the 1920's as an exclusive girl's equestrian skills summer camp and is now B'NAI B'RITH BEBER CAMP, a Jewish facility utilized for various camping activities.

ARMY LAKE CAMP is operated by the Salvation Army in Milwaukee. It was opened in the early 1920's. Army Lake was a station on the trolley line from the very beginning of the line. Although no documentation exists, even the present administration at the camp knows that campers arrived from Milwaukee on the trolley in the early years.

As automobile use increased, the ridership on the trolley lines decreased. By 1939 ridership fell to such an extent that it was no longer profitable to run trolleys out to East Troy. The East Troy line was abandoned from Mukwonago to Hales Corners. Only the line from East Troy to Mukwonago was kept in freight service so industries in East Troy could be served. Freight service is still maintained by the Museum to serve the industries in East Troy.

Today the East Troy Electric Railroad Museum continues to serve the public in the East Troy-Mukwonago Area. All the Camps that started back so many years ago are also still operating, though not necessarily under the same name or purpose.

LAUNCHING A NEW ERA! Camp Charles Allis bought this new launch in 1911 to aid in getting campers coming by the trolleys to camp. The Camp purchased the launch so the campers did not have to row a very long long distance from McGraw's Landing (site of the present day Dockside restaurant) to the Camp. The campers already had to walk a long distance from the Beulah Lake Siding on the trolley line through farm fields to get to McGraw's Landing on Lake Beulah. Before the launch was purchased campers had to row the length of the lake to get to the camp; this was after the trolley ride from Milwaukee and a long walk from the trolley station to the boat landing. Trolley camping was not easy! Camping in these days truly took a lot of effort just to get to the camp!

Continued on last page

The Value of a Clean and Healthy Lake to a Local Community by Bob Wegner

As members of the Lake Beulah community, from time to time, it's easy to take for granted what we have in our own front yards. Each of us receive great pleasure from Lake Beulah living. We have our preferences for recreating on the lake such as boating (sailing, tubing, floating, kayaking, etc.), fishing, swimming, camping near the shores, watching fireworks, gazing at a sunset, or just enjoying the wildlife. And we all owe that enjoyment to our clean and healthy lake.



Several years ago, one of our neighboring lake associations, the Delavan Lake Improvement Association, partnered with the University of Wisconsin-Whitewater Fiscal and Economic Research Center to produce an economic impact study. In 2004, the study measured the impact to the local economy - jobs created, money spent by visitors, and property values. (Reference: "What Is the Value of a Clean and Healthy Lake to a Local Community?" Report Prepared by the Fiscal and Economic Research Center at the University of WI-Whitewater February 2005).

The results of the survey included a notable statistic - \$77 million is generated annually as a result of Delavan Lake. This consisted of \$62 million annual direct spending and an additional \$15 million of

indirect spending. They also estimated that 812 jobs were generated from the expenditures. The analysis presented in this study stated that "Delevan Lake is vital to the economic stability, social fabric and community well-being of Delavan and more broadly, all of Walworth County."

To keep our lake viable and supportive of the community through being economic contributors, we must keep Lake Beulah desirable. Keeping it healthy and clean takes support from people like you. Here are some reminders:

- Prevent potentially invasive species. Clean your boat & drain any water when coming in / out of any lake.
- Convert a portion of your shore to a native vegetation buffer zone. This helps keep the geese away also.
- Don't use phosphorous fertilizers. Throw away those old fertilizers if still around.
- If possible, power-wash, sand and re-paint that pier away from water.

- Don't throw trash, dog waste or yard waste in the lake.
- And of course, support your LBPIA and related partners including the Lake Beulah Management District and the Kettle Moraine Land Trust. And if you run into someone who hasn't yet become a LBPIA member, take a few minutes to introduce our organization including what a great investment the association is to them, their lake family, their property, and their community - all due to a clean and healthy lake!

It (Still) "IS" Our Dam Business

In September 1999 an article titled "It IS Our Dam Business" was published in "Lakeviews" about the history and status of the Beulah Dam. At that time the major concern was determining who was responsible for the regular monitoring, maintenance and long term care of the 150 plus year old dam in compliance with the latest standards and requirements set forth by the State Department of Natural Resources (DNR).

After considerable joint effort and negotiation between all the responsible parties over the ensuing eight years, namely the property owners along the dam, the Lake Management District and Walworth County and with the approval of DNR, an "Easement Agreement" was prepared and signed by all the parties which formalized certain obligations and mutual relationships between them.

With this brief introduction it now seems appropriate

and important to note the plans recently announced by the Walworth County Highway Department will resurface County Highway "J" between County Highways "N" on the west and "ES" on the east during 2011. This will include not only the repaving of the roadway which runs along the top of the dam but also any repairs and improvements that may be required to upgrade the dam to the latest standards for the immediate maintenance and long term care of the dam as set forth by the DNR.

Larry Price, Highway Commissioner for the County indicates planning is currently ongoing with the County's Engineering firm Patrick Engineering and that he plans to hold additional informational meeting(s) once plans are developed to resolve and clarify issues affecting residents along the dam and CTH "J". Larry can be reached at his office in Elkhorn at (262)-741-3799.

Respectfully submitted,
Paul Didier, Past President of the LBPIA

Paddle Prattle

by Scott Miller, M.D.

Building a Stitch and Glue Kayak - Part 2

We continue our adventure in kayak building by installing the deck. The first thing that we need to do is plane down the sheer clamps where the deck attaches to the hull. The radius must match the tops of the bulkheads so a hand plane and templates were used to accomplish this.



Solid blocks of epoxy were poured into each end so that the holes that are later drilled for the handholds have something solid to attach to. The deck was covered with epoxy on the inside and then epoxied and nailed to the sheerwater. Straps and blue tape were used to hold everything in place till the epoxy cured.



The deck was then trimmed to size and covered with fiberglass and just like the hull so that the entire boat is covered with a thin and strong protective layer of this material.



Openings were cut through the deck for the fore and aft compartments and reinforcers were attached to strengthen up the holes. The cockpit extension and rim for spray skirt were attached and held in place with every clamp in the shop!



You can leave the kayak natural mahogany and cover with coats of marine grade spar varnish or you can paint the hull with special marine paints. I chose to do both and here is what it looked like after completion of the project.



I hope that you've enjoyed this brief overview of kayak construction. If you would like to see all of the details, go to my web build log at <http://modelshipworld.com/phpBB2/viewtopic.php?t=6032>

Our Sort of Victory by Dan Bach

On June 16, 2010, the Wisconsin Court of Appeals, District II, issued a ruling favorable to the Lake Beulah Management District (LBMD) and Lake Beulah Protective and Improvement Association (LBPIA) in connection with the longstanding litigation over the Village of East Troy's Well #7. In sum, the appellate court found that the Wisconsin Department of Natural Resources had information that it should have been considered before deciding to grant a second approval to the Village in 2005 to construct the well. That information was in the form of an affidavit from a hydrogeologist stating that available data showed that operation of the well could adversely impact the lake. The court directed that the matter be returned to the DNR for re-consideration of the well permit.

The Village, no surprise, disagrees with the appellate court and DNR, insisting that the legislature has granted DNR authority to review the potential damage a high cap well may do to surface waters only where the well gushes more than two million gallons of water per day. The Village has filed a petition asking the Wisconsin Supreme Court to overturn the appellate court's ruling.

Read the full story online at www.lakebeulah.org.

Lake Views is published periodically by the Lake Beulah Protective & Improvement Association. Every effort has been made to provide correct and accurate information. There is, however, no guarantee as to the total accuracy of information included. The opinions expressed are not necessarily those of the LBPIA Board of Directors. Individuals who wish to submit articles, artwork, poetry, calendar items or photography may send contributions to Lake Views Editor, LBPIA, P.O. Box 153, East Troy, WI 53120. Articles in Lake Views may be reprinted or reproduced for further distribution, with acknowledgment to the Editor.

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