York Teachers Association president, Jeff Barry, speaks before the York school committee last Wednesday, April 1st, during which teachers argued against further cuts to the school budget.

YTA closes door to additional negotiation

YORK’S LOST RAILROAD

ITS SHORT HISTORY AND LONG SHADOW PG8

FREE

July 16 - 29, 2010 Volume 12 ~ Issue 14

www.yorkindependent.net
York: Still a railroad town?

By DAN SZCZESNY

The York Independent

What makes the York area a unique, one-of-a-kind kind of place?

Recently, I’ve learned that one of the most important factors in shaping of this community is the railroad. It was crucial (and just common sense) for towns and villages and beach resorts to be built on a human scale.

Before we all drove cars everywhere, it was necessary for villages and beach resorts to be walkable communities. This was originally by necessity. Back then, the idea of a “walkable community” was a concept that was not only convenient but also helped build our town in patterns that persist to this day, and which continue to influence the way we think about how this lost infrastructure influenced York, both then and now.

Nowadays, the idea of a “walkable community” is all the rage in planning circles. In York, we’ve reaped the benefits of a walkable community for more than a century, in terms of a human-scaled beach resort that people enjoy and return to. And a lot of that is thanks largely to a now-vanished railroad that helped build our town in patterns that persist to this day, and which continue to give York a high quality of life for visitors and year-round residents alike.

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Unencumbered by a car or the need for parking, visitors were free to wander about the densely built resort, enjoying the attractions and the fresh salty air at their own pace, and using their own feet. It was truly a vacation, rather than an exercise in commuting. At its best, York Beach still offers this experience, which we, being human, still crave and find delightful.

This pattern of settlement, common in the age before private automobiles, helped make York what it is to this day—a classic seaside resort with a warm and welcoming feeling. And though few in York at this late date have any recollection of the railroad or the town’s electric trolley line (which connected York with Kennebunk, Portsmouth, and Dover), we thought it was worth looking into how this lost infrastructure influenced York, both then and now.

One of the things that’s special about York Beach is that it’s a walkable community. This was originally by necessity. Back before we all drove cars everywhere, it was crucial (and just common sense) for towns and villages and beach resorts to be built on a human scale.

For decades before private cars became widespread in the 1920s, visitors would arrive in York Beach by train (in the case of well-heeled Bostonians, often direct from Beantown via high-end parlor cars) and then transfer by wagon or other means to their preferred oceanfront hotel.

Unencumbered by a car or the need for parking, visitors were free to wander about the densely built resort, enjoying the attractions and the fresh salty air at their own pace, and using their own feet. It was truly a vacation, rather than an exercise in commuting. At its best, York Beach still offers this experience, which we, being human, still crave and find delightful.

This pattern of settlement, common in the age before private automobiles, helped make York what it is to this day—a classic seaside resort with a warm and welcoming feeling. And though few in York at this late date have any recollection of the railroad or the town’s electric trolley line (which connected York with Kennebunk, Portsmouth, and Dover), we thought it was worth looking into how this lost infrastructure influenced York, both then and now. The York Beach Ball Field.

Nowadays, the idea of a “walkable community” is all the rage in planning circles. In York, we’ve reaped the benefits of a walkable community for more than a century, in terms of a human-scaled beach resort that people enjoy and return to. And a lot of that is thanks largely to a now-vanished railroad that helped build our town in patterns that persist to this day, and which continue to give York a high quality of life for visitors and year-round residents alike.

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The event will be held, rain or shine. Free parking will be available at the Union Stage at the York Beach Ball Field. A preview begins at 6 p.m.

Saturday, Aug. 7 • The U.S. Air Force Big Band of Liberty concert will begin at 7 p.m. at Ellis Park.

Sunday, Aug. 8 • The Amidon Family Dentistry York Days K-9 Road Race will begin at 8 a.m. at York High School.

Monday, Aug. 2 • The Junior Golf Tournament at Cape Neddick Country Club will be held. Call 363-1040 for registration information.

Tuesday, Aug. 3 • The Community Corgillers will show off their footwork at Ellis Park at 6 p.m.

Wednesday, Aug. 4 • The Casual Sardel will play at Ellis Park at 7 p.m.

Thursday, Aug. 5 • The Breast Cancer Walk of Hope sponsored by York Hospital Cancer Survivors begins at 6 p.m. at the York Beach Ball Park. Registration begins at the Ball Park at 5 p.m., and the entry fee is $15. Straight Lace will perform at Ellis Park at 7 p.m.

Friday, Aug. 6 • The York Lions Club Annual Auction under the big tent will be held at 6 p.m. at the York Beach Ball Field. A preview begins at 5 p.m.

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• The Fred Maruni Trio will play at Ellis Park at 7 p.m.

Saturday, Aug. 7 and Sunday, Aug. 8 • The Craft Fair and Festival at the York Beach Ball Field will run from 10 a.m. to 5 p.m. The event will feature crafts, food and children’s activities.

Saturday, Aug. 7 • The U.S. Air Force Big Band of Liberty concert will begin at 7 p.m. at Ellis Park. A fireworks display will follow the Air Force Big Band concert.

—Madeline Staub

Summer Lobsterfest
Dine, Dance & Cruise, from Weirs Fri. July 23 • 7:30pm

Rock ‘n’ Roll Saturday Night
Best party in NH from Weirs Beach, 7 pm
Sunday Champagne Brunch Cruise
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York Days A-COMIN’

Week-long festival starts Friday, July 30

From the softball tournament to the lighting of the Nubble Lighthouse, the York Days Festival includes a little something for everyone. The town-run event has been held face to face for 25 years, and includes a variety of activities for the whole family.

“York is that it’s a walkable community that helped build our town in patterns that persist to this day, and which continue to give York a high quality of life for visitors and year-round residents alike.”

“The event will be held, rain or shine. Free parking will be available at the Union Stage at the York Beach Ball Field. A preview begins at 6 p.m.”

Sunday, Aug. 1 • The Amidon Family Dentistry York Days 5K Road Race will begin at 8 a.m. at York High School.

• The Warren Anderson Deduct will perform at Ellis Park at 7 p.m.

• Christmas in July—the Lighting of the Nubble with the Seacoast Wind Ensemble—will take place at 8 p.m. at Sohier Park.

Monday, Aug. 2 • The Junior Golf Tournament at Cape Neddick Country Club will be held. Call 363-1040 for registration information.

• The New Magnolia Jazz Band will perform at Ellis Park at 7 p.m.

Tuesday, Aug. 3 • The Community Corgillers will show off their footwork at Ellis Park at 6 p.m.

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If it’s something fun to do in the York area, there’s probably a gift certificate for it on the auction block at the York Lions Club Annual Fundraising Auction. Part of the York Days Festival, the auction will take place on Friday, Aug. 6 at 6 p.m. at the York Beach Ball Field.

A large number of York area businesses will donate gift certificates and services to the auction, including the Ogunquit Lobster Pound, Funtown Splashtown USA, The Stolen Menu Cafe, and the York Harbor Inn. There will also be a few donations of heating oil, furniture pieces, and other items.

“We have over 120 items,” Howard Koppel of the Lions Club said. “Everything will be sold.”

Koppel said that a lot of the time, people will bid the full price of the item because they know the money is going towards a good cause.

“100 percent go to sight, hearing, the food pantry, fuel assistance. Any request that comes across,” Koppel said. “We help anybody really in need.”

Free parking will be available at the Union Congregational Church on Church Street. A preview of items up for bid will begin at 5 a.m., and hot dogs and cold drinks will be served, compliments of Mike’s Hot Dog Cart.

The event will be held, rain or shine.
**It’s show time!**

This year’s Decorator Show House opens to visitors on Saturday, July 17

Some of the best interior designers and landscapers from Maine, New Hampshire and Massachusetts descended upon the Twin Cottage in York to show off their skills for Old York’s 21st Annual Decorator Show House.

The house, located at 6 Starboard Lane in York, will be open starting Saturday, July 17 through Saturday, Aug. 14, and is expected to draw thousands of people to see the newest trends in home décor.

“It’s usually a house that’s for sale or going on the market.”

The house will be open on Monday, Wednesday, Friday, and Saturday, from 10 a.m. to 5 p.m.; Thursday, 10 a.m. to 7 p.m.; and Sunday, 10 a.m. to 1 p.m. Tickets are $20, and on-site parking is available. For more information, call 363-4974 or visit www.oldyork.org

There’s also an opening night reception on Friday, July 16 from 6 to 9 p.m. Tickets are $20, and on-site parking is available. For information, call 363-4974 or visit www.oldyork.org

The following local residents were named to the Spring 2010 Dean’s List at Keene State College:

- Rebecca Bowen, of South Berwick, a sophomore majoring in Mechanical Engineering; and
- Vincent Nuttall, of Wells.

The following local residents were named to the Spring 2010 Dean’s List at Saint Michael’s College.

- Laura Elizabeth Beisswanger, of South Berwick, and
- Jillian Means of York.

The following students were named to Worcester Polytechnic Institute’s (WPI) Dean’s List for academic excellence for the spring 2010 semester.

- Alexander Bakas and Alexandra Ann Claus of South Berwick
- Vanessa Ann Nuttall, Stephanie Lynn Plaisted and Caitlyn Rose Abbott of York
- and Laura Elizabeth Beisswanger and Christine Laura Sullivan of Wells

The following local residents were named to the Spring 2010 Dean’s List at University of Vermont earlier this spring.

- Kaitlin Mary Reese of York was recognized at an Honors Day Ceremony held by College of Nursing and Health Sciences at the University of Vermont earlier this spring.

- The following local residents were named to the Spring 2010 Dean’s List at Saint Michael’s College. Tyler Hotte of South Berwick, and

**PEOPLE**

- Michael Andrew
- Madeleine Staub

This year’s Old York Annual Decorator Show House is located at 6 Starboard Lane. The house, featuring the work of many top interior designers, opens to the public on Saturday, July 17.
Debbie Scribner

Q&A

The Cancer Survivor

By Taryn Plumb

The York Independent

For Debbie Scribner, it’s been a painful and arduous two-and-a-half years. Since early 2008, she’s been living with breast cancer—she’s been through the tests, the treatments, and the medications. She’s lost her hair and become physically weak at times. Through all that, there have been intense fears, anxieties and stark reminders of her own mortality.

But the cancer also brought out something else: Strength.

And now, she wants to pass it on.

Name: Debbie Scribner
Age: 53
Profession: Pre-Kindergarten education tech
Lives in: Eliot
Children: Two grown daughters

So you’re participating in the Breast Cancer Survivors Group two-mile “Walk for Hope” at York’s Long Sands Beach in August. What’s your goal with the walk?

To bring awareness to this horrible disease. Every day, you hear another case of someone being diagnosed with breast cancer. And it’s not just the patient that’s affected by it—it’s their whole family, their friends.

Tell us your story—when were you diagnosed?

I’ve had breast cancer for about two-and-a-half years. I found my lump in February, 2008. There were a number of tests and trips to various hospitals. They found it had spread to my liver, so that changed my treatment dramatically. It was quite a shock when I found out it had gotten that bad. I’ve been having chemo since March 2008; I started having it weekly, then went down to every other week, now it’s every three weeks. There are two types (of chemotherapy) that I get now; originally I had three. I get CAT scans regularly to check my liver. But the chemo I’m doing is more of a maintenance. I’m in remission. I’ve had such a good response, (the doctors) really don’t know what to do with me.

Have you had many side effects to the chemotherapy?

I’ve tolerated it quite well. I have neuropathy in my fingers and toes, and I take medication for nausea. I did lose my hair at the beginning. (Losing your hair) is very difficult to deal with. It’s traumatic.

Why?

Your hair means a lot more to you than you think. It’s part of your being and who you are—you know, people always say ‘I’m having a bad hair day.’ And there’s so much going on (when you’re in treatment), it’s just the final straw. It’s just very, very difficult. I got a wig made before I lost my hair, so they could replicate my hair as close as they could. My hair has since come back.

How did you feel when you found out you had cancer?

I was scared, not knowing what was going to happen. It’s the unknown; waiting for the tests. It’s very nerve-wracking, not knowing what they’re going to find. Once they found it had spread, that was devastating. It was pretty traumatic—very traumatic. I didn’t know if I was going to survive.

What message do you want to get out there about breast cancer?

Make sure you do monthly self exams and get yearly mammograms. I found my lump myself, my mother found hers. You can never be too careful. If you find a lump, go with your gut feeling, because waiting is never a good thing to do. I have a terrible family history for breast and ovarian cancer. I had been genetically tested, and I have the BRCA2 gene, the bad gene for breast cancer. My mother also carries the gene, and she also has breast cancer. She was diagnosed in March, and she had a lumpectomy. Fortunately hers was caught earlier. She just finished her radiation. There’s about a 70 percent chance that my daughters carry the gene, too.

In self exams, what should women be looking for?

Something that doesn’t feel right; it could be painful, but it might not be. Anything that doesn’t feel right or that seems suspicious. You’re much better off to go to the doctor than to say ‘I don’t know, it may be OK.’ You know your body.

And what about those who are living with cancer—what would you say to them?
We are raf- to be important to the state’s health. It’s about saying, “This isn’t going to get me, I’m going to fight, fight, fight.”

The Breast Cancer Survivors Group two-mile “Walk for Hope” at Long Sands Beach will be held on Thursday, Aug. 5. Registration starts at 5 p.m. at the Short Sands ball field. The walk begins at 6 p.m. All donations will be gifted to the Maine Breast Cancer Coalition, the Maine Cancer Foundation, the York Wellness Center, and other local interests. For details, contact Jean Smith at 646-1364, or jsmith16@maine.rr.com; or Joann Noel at 351-1324, or joenel@maine.rr.com.

Have a suggestion for someone who could be sked—er—interviewed—here? Contact Taryn Plumb at taryn-plumb@gmail.com.

You really learn to appreciate every day. Every day is a gift. Your family members, friends, are so very important, their support is important.

Overall, what have you learned from living with cancer? It changes your whole outlook on life. A lot of things don’t matter anymore, things I used to fuss and worry about. When you have a terminal disease, you never know when the end can come; you really have to appreciate every day, just enjoy life. Celebrate birthdays and anniversaries—they’re milestones. Having a positive attitude I truly believe does make a difference in your overall health.

Book sale coming July 22-24 The Annual Library Booksale will include thousands of gently used books on sale to benefit the Library. Thursday, July 22 from 5 to 8 p.m. is Preview Night with a $5 admission. Free admission for many, many, many new and used books! Be there or be square! You take what you get. Thursday, July 23, 10 a.m. to 5 p.m.; and Saturday, July 24, 9 a.m. to 1 p.m.

Visit the York Public Library at 15 Long Sands Road; contact us at 363-2818 or visit www.york.lib.me.us for the most up-to-date information.

Events:
- Win an iPad! We are raf- in an Apple iPad, the most sought after device of new year. The only one containing 16GB of storage and WiFi Internet connection; the iPad is a handheld media center as well as a versatile eBook reading device. Raffle tickets ($5 each or 5 for $20) are on sale now at the Adult Circulation desk.
- Preschool Story Hours on Fridays at 10:30 a.m. Join us for stories, songs, fingerplays, crafts, and science.

Monthly programs:
• Rediscover your roots: The Monthly Genealogy Club is a regular gathering for people who want to “share their family trees.” The group generally meets on the second Wednesday of each month at 1 p.m. Local genealogist Don Michel leads the group. Call the library for more details at 363-2818.

Arts exhibits:
• Local photographer and York Art Association member Poyourow will show her photography in the Kennebunk Room through August. The exhibit is titled “From New York to Old York: Vignettes of Multicultural America” reflects the lives and celebrations of immigrant groups in America.

FREE and open to the public.

Have a suggestion for someone who could be sked—er—interviewed—here? Contact Taryn Plumb at taryn-plumb@gmail.com.

• Cape Neddick artist Jill Poyourow will show her exhibit titled “From Books to Brains: Selected Works 1990-2010.” Inspired by the compelling nature of images from books, Poyourow’s practice for the past two decades has turned to images of peoples of the earth as well as the food we eat. She will hang a selection of works chosen from several series at the library during the months of July and August. Free and open to the public.

PUBLIC NOTICE FEMA-DR-1920-ME

Notification is hereby given to the public of the intent of the Federal Emergency Management Agency (FEMA) to reimburse eligible local governments and state agencies for eligible costs incurred to repair all publicly-owned facilities damaged as a result of a severe winter storm and flooding during the period March 12 to April 1, 2010. Hancock and York Counties in the State of Maine were declared a major disaster area by the President on July 1, 2010. Additional designations may be made at a later date after further analysis. This notice applies to the Public Assistance (PA) program and the Hazard Mitigation Grant Program (HMGP) implemented under the authority of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. §§ 5121-5206.

This public notice also concerns activities that may affect historic properties, are located in or affect wetland areas or the 100-year floodplain, and critical actions within the 500-year floodplain. Such activities may adversely affect a historic property, floodplain or wetland, or may result in continuing vulnerability to flood damage.

Public Assistance (PA)
Under this major disaster declaration, all local governments, state agencies and certain private non-profit (PNP) organizations in the five declared counties are eligible for funding through the Public Assistance program for a variety of emergency and recovery activities. These activities include, but are not limited to the following:

1. Debris clearance on public property and public rights-of-way;
2. Emergency protective measures implemented during the disaster event;
3. Repairs to protective flood control facilities, including dams, reservoirs and channels;
4. Restoration of damaged roads, streets, culverts and bridges;
5. Repairs to water control facilities, pipes and distribution systems;
6. Repairs to public buildings and related equipment;
7. Restoration of public utilities, including sewage treatment plants and sewers, and electrical power distribution systems;
8. Repairs of parks and recreation facilities; and
9. Repairs to private, non-profit facilities (hospitals, educational centers, emergency and custodial care services, etc.).

The applicant is responsible for securing all necessary and required federal, state and local environmental permits and approvals associated with the above work projects categories.

Hazard Mitigation Grant Program
FEMA also intends to provide HMGP funding to the State of Maine to mitigate future disaster damages. These projects may include construction of new facilities, modernization of existing, undamaged facilities, relocation of facilities outside of floodplains, demolition of structures, or other types of projects to mitigate future disaster damages. In the course of developing project proposals, subsequent public notices will be published as necessary, as more specific information becomes available. This assistance is granted under the authority of Public Law 99-668 as amended, the Disaster Relief Act of 1974.

Federal Actions Involving Historic Properties
Section 106 of the National Historic Preservation Act [36 CFR Part 800.1(a)] requires federal agencies to take into account the effects of their undertakings on historic properties. Those actions or activities affecting buildings, structures, districts or objects 50 years or older that affect archaeological sites or undisturbed ground will require further review to determine if the property is eligible for listing in the National Register of Historic Places (Register). If the property is determined to be eligible for the Register, FEMA’s undertakings will adversely affect FEMA, FEMA will provide additional public notices. For historic properties not adversely affected by FEMA’s undertakings during FEMA-DR-1920-ME, PA will be the only public notice.

Federal Actions in or Affecting Floodplains and Wetlands
President’s Executive Orders 19889 and 19990 require that federal actions in or affecting floodplains or wetlands be reviewed for opportunities to relocate, while taking into account social, economic, historical, environmental, legal and safety considerations. Where there is no opportunity to relocate, FEMA is required to undertake a detailed review to determine what measures can be taken to minimize future damages. The public is invited to participate in the process of identifying alternatives and analyzing their impacts.

FEMA has determined that for certain types of facilities, there are normally no alternatives to restoration in the floodplain. These are facilities that meet all of the following criteria:
1. The FEMA estimated cost of repairs is less than 50% of the estimated replacement cost of the entire facility and is less than $100,000.
2. The facility is not located in a floodway or coastal high hazard area.
3. The facility has not sustained structural damage in a previous federally-declared flooding major disaster or emergency.
4. The facility is not a critical one (i.e. hospital, generating plant, contains dangerous materials, or emergency operation center, etc.).

FEMA intends to provide assistance for the restoration of the facilities described above to their pre-disaster condition, except that certain emergency protective measures taken to mitigate the effects of future flooding may be incorporated into the restoration work. For example, a bridge or culvert restoration may include a wider opening to decrease the risk of future washouts. This will be the only notice to the public concerning these facilities.

Other facilities that do not fall into one of the four criteria listed above are required to undergo more detailed review, including study of alternative locations. The public is invited to participate in the process of identifying alternatives and analyzing their impacts. Details on how to obtain information on specific projects and on the submission of comments will be found at the end of this notice. Further explanation on the final determination on the restoration of these facilities will be given in subsequent notices.

Because of the urgent need for some facilities of the type described in the fourth paragraph, an applicant may have already started restoration before federal funding becomes available. Some of these facilities would normally fall into the category requiring examination of alternative sites. These facilities will be restored in their original location based upon the following rationale. One of the following situations applies in each case:
1. The facility is functionally dependent on its floodplain location. Flood control facilities, bridges, and piers are examples.
2. The project facilities are an open space use. Facilities that are part of a park or other open space use are examples. This type of use represents sound floodplain management and therefore there is no need to change it.
3. The facilities, such as roads and utilities, are an integral part of a larger network that would be uneconomical to relocate. Additionally, the possible effects of not restoring the facility are examined. In each case, FEMA must examine the possible effects of not restoring the facility, minimize floodplain/wetland impacts, and determine both that an overriding public need for the facility clearly outweighs the Executive Order requirements to avoid the floodplain/wetland, and that the site is the only practicable alternative. The State of Maine and local authorities will confirm to FEMA that proposed actions comply with all applicable State and local floodplain management and wetland protection requirements. The restoration of these facilities will also incorporate certain measures designed to mitigate the effects of future flooding. This will be the only notice to the public concerning these facilities.

Further Information or Comment:
As noted, this may be the only public notice regarding the above-described actions under the PA and HMGP programs. Interested persons may obtain information about these actions or a specific project by writing to the Federal Emergency Management Agency, Joint Field Office, Office of the Federal Coordinating Officer, 135 Commerce Way, Portsmouth, NH 03801. Operating hours are between 8 a.m. and 5 p.m. Monday through Friday. For specific projects, and the application of the Floodplain Management Executive Order to them, should be submitted in writing to Mr. James N. Russ, Federal Coordinating Officer, within 15 days of the date of this notice.


**Listings**

Send us your listings! List your event in the York Independent for free! Listings are run on a space available basis. Send complete information about your event, including exactly when and where it takes place, any admission charges, and anything else necessary for readers to take action. Also, include contact information so we can reach you in case of questions. Listings should be sent at least two weeks prior to publication. Send your listings to us via e-mail at editor@yorkindependent.net or via mail at The York Independent, 4 Marketplace Drive, Suite 215, York Village Business Center, York, ME 03909. Questions? Call us at (207) 363-8484.

**Music**

**The Tim Janis Ensemble** will perform their annual show at the First Parish Congregational Church on Saturday, July 17 at 8 p.m. The church is located at 180 York St., York, and admission is $20. For tickets or more information, contact Warren King at 985-8759, or e-mail livemusic@roadrunner.com.

**Praise on the Seacoast**, a multi-generational worship service, and praise, will take place at the York-Ogunquit Congregational Church on Sunday, July 18 beginning at 5 p.m. York-Ogunquit United Methodist Church is located at 1026 Route 1 in York. For more information about this and other programs offered by the church, call 207-363-2749 or visit yourmc.org.

**On Friday, July 16,** Unity Church of Greater Portland, 54 River Road, Windham invites you to as concert featuring Wiley Beveridge. Potluck dinner at 5:30 p.m. The concert starts at 7 p.m. and features the vocals of Deana Ingraham Gurney, pianist and vocalist and guitarist Neal Zweig. Suggested donation of $20. For more information, contact the church office at 893-1233 or visit http://www.unitychurch.org.

**The DaPonte String Quartet** will perform on Friday, July 23 at 7:30 p.m. at the Barn Gallery, located at the corner of Shore Road and Bourne Lane in Ogunquit. Tickets will be $30 and $60 on the day of show. For more information, call 985-5552 or visit www.arundelbarnplayhouse.org.

**The Portland Museum of Art** will show several films this summer as part of their Movies at the Museum Series. We Pedal by Night, the story of a number of people living in Post 9/11 America will run from Friday, July 16 to Wednesday, July 21. Fritz Lang’s Metropolis will be shown from Friday, July 23 to Sunday, July 25. Tickets are $7. The museum is located at 7 Congress Square, Portland. For more information, visit www.moviesthemauseum.org.

**“The Peace Treaty of Portsmouth: A Spiritual Perspective” premieres Monday, July 19, at 7:30 p.m. in Reinhall at Green Acre Bahai School in Eliot. The event is free and open to the public. The filmmaker will discuss his project following the screening. The film premieres follows a separate workshop program at Green Acre, “Translating the Word into Action and Prerequisites for the Peace and Tranquility of the World.”**

**The 25th Annual Putnam County Spelling Bee** will run at the Booth Theater in Ogunquit every Tuesday through Saturday night at 8 p.m. until Saturday, July 31. The theater is located adjacent to the Betty Doon Motor Hotel at 13 Beach Street. For more information, call 646-8142.

**Hair: The American Love Rock Musical** will be on stage at City Theater: Bideford’s Historic Opera House from Friday, July 16 to Sunday, Aug. 1. Tickets range from $15. Call 207-200-0809 or visit www.citytheater.org.

**HackingMack Playhouse** will present Leading Ladies from Wednesday, July 14 through Saturday, July 24. The playhouse is located at 538 School House St., Berwick. Tickets are available by calling 688-1807 or visiting www.hackingmack.org.

**The Sanford Salvation Army** will host Kids Fix Club every Thursday from 1 to 3 p.m. A movie will be shown and accompanied by games. If kids need a ride, the organization will pick them up and drop them off for a minimal charge of $1 per family. The Salvation Army is located at 871 Main St., Sanford. Call 324-3134 for more information.

**Carousel** will run at the HackingMack Playhouse, 538 Schoolhouse St., Berwick, from Wednesday, July 28 through Saturday, Aug. 14. Tickets are available by calling 698-1807 or visiting www.hackingmack.org.

**HackingMack Playhouse** will present Hello, Dolly! from Wednesday, Aug. 18 through Saturday, Aug. 28. The playhouse is located at 538 Schoolhouse St., Berwick. Tickets are available by calling 698-1807 or visiting www.hackingmack.org.

**Don’t Burn Bridges**

Over 10,000 cards have been collected that express the desire of seacoast residents and Kittery businesses to keep the Memorial Bridge open to vehicular traffic. Over the last two weeks, local businesses have made the cards available to their customers to express their concerns about the imminent bridge closures and the possibility of the bridge being turned into a pedestrian and bicycle walkway. The cards are being sent to Department of Transportation Commissioner David Cole at the State House in Augusta.

**Marketfest plans proceed**

According to organizers, plans for the new “Marketfest” to be held this fall in York Village continue to move forward. Recently, York selectmen granted final approval for the event, scheduled for Friday, Oct. 15 and Saturday, Oct. 16, and issued the necessary permit to the York Village Business Association. The association is staging Marketfest on its own after the Greater York Chamber of Commerce decided to move the festival to the York Beach area in 2010.

In a press release, organizers said there’s been a good response from local vendors and artisans applying for booth space. Anyone interested is encouraged to apply soon as space is limited. There are also a limited number of shared spaces available. Applications may be obtained from any of the York Village merchants, by contacting Gloria at the York Village Gallery at 351-3110, or visiting www.yorkvillegaime.com.

**Rent-a-table event**

The Union Congregational Church, York Beach will hold a Rent-a-Table event for artists, crafters, and specialty food vendors to be held in the heart of York Beach during the peak tourist season. This event will be held, rain or shine, on Saturday, July 24, on Church St. Six-foot tables are available for just $25, or $15 per space if you bring your own. Space is limited. Contact Nancy, at 207-439-7845 or unioncongregational-church@ymail.com.

**YCC continues to grow**

York County Community College Dean of Students, Dr. Corrine Kowpak, announced that the college has reached a record summer enrollment. With a total of 501 students enrolled in the 2010 Summer semester, the college has realized an increase of 41 percent, compared to Summer 2009, with 51 percent of those students being new to the college.

At the Farmers’ Market

On Saturday, July 17, the Gateway Farmers Market will feature two fall-season vendors: Ellie May’s Sweet Toffee Crunch & Green Parrot Woodworks. They will both have balloons on their tents so that they can easily be found.

Enjoying her third season at the market, Ellie Stevens a.k.a. Ellie May has been making her toffee for the last 23 years for family and friends as Christmas gifts. Changing careers in the beginning of the current recession gave Ellie time to consider making a go at selling her candy.

Green Parrot Woodworks is a small business specializing in cutting boards, lazy susans, clocks, boxes and other assorted wood goods. All products are made from hardwoods of the Florida Keys.

Poor Howard Stith will play during the market.

The Gateway Farmers Market runs every Saturday through Oct. 9 from 9 a.m. to 1 p.m. in the lot behind the Greater York Region Chamber of Commerce off Route 1 in York. For more information about the market and vendors, visit www.gatewayfarmersmarket.com.

**Hospital to stage benefit**

All are invited to enjoy the York Hospital Women’s Committee Annual Dinner and Theater Benefit on Thursday, Aug. 5, beginning at 5 p.m. with a cocktail party and dinner, catered by the Women’s Committee. Afterwards, guests will proceed to the Ogunquit Playhouse, where they will enjoy the musical adaptation of Sunset Boulevard.

The Women’s Committee has supported York Hospital by raising more than $555,000 for the purchase of medical equipment, the renovation of patient areas and to support many hospital programs. This year’s proceeds will help fund renovations to the Breast Care Reception Area, slated to undergo renovations later this year.
A CLASSY CLASSIC
Review: Ogunquit Playhouse ‘Sound of Music’

By JENNIFER L. SAUNDERS
The York Independent

For this edition’s column, we’re travelling back to the Ogunquit Playhouse, back in time and across the pond to Austria in the days of the rise of the Third Reich for what might be the all-time favorite of Rodgers and Hammerstein’s beloved musicals, The Sound of Music.

From the very first moments, when the audience is treated to the stunning paintings that set the scene for the production and the fabulous set design that will follow—bringing the hills, the abbey that his home to Maria at the start of the production and the von Trapp family home to life—the stage is set for an evening of classic musical theatre.

The voices of the nuns’ choir, opening the show, are nothing short of heavenly, singing in stunning harmony that leaves us, as the audience, in absolute understanding of why the music-loving young Maria believed she would find happiness behind the abbey walls.

However, as all of us who are familiar with this based-on-actual-events plot know—and as the Mother Abbess, who is played by the show-stopping-perfection of Meg Bussert—will tell Maria, she will have to “Climb Ev’ry Mountain” to find the “dream that will need all the love she can give.”

But, before we get to that show-stopping finale of Act One, where Bussert, as the classic Rodgers and Hammerstein wise woman, sings one of their trademark anthems of hope to the ingénue, I should start at the very beginning.

Following the prelude by the sisters of Nonnberg Abbey, the audience is transported through seamless set changes to the Austrian countryside, where Maria is lost in the wonder of the beauty around her. Close your eyes and listen to Gail Bennett’s stunning voice; you may well believe you are listening to Julie Andrews, who made the role immortal when she was cast not in the Broadway production but in the movie that has been loved by generations.

It is no wonder, with her charming voice and boundless energy, that prior to bringing to life the role of Maria, Bennett was seen on the Ogunquit stage as Eliza Doolittle in My Fair Lady. Most recently, she played another role made famous by Julie Andrews, starring in the title role in the National Tour of Mary Poppins.

Starring as Captain von Trapp is stage and screen veteran Rex Smith, who made his Broadway debut as Danny Zuko in the original production of Grease and has had starring role in an array of Broadway productions including Sunset Boulevard, Annie Get Your Gun and Kiss Me Kate. He has also performed on numerous television shows and has an illustrious singing career. His voice soars as Captain von Trapp, filled with emotion as he begins to allow music back into his house and his heart when he hears his children singing the songs Maria has taught them.

The seven von Trapp children are led by the eldest daughter, Liesl, played by recent NYU-graduated Ashley Dawn Mortenson, whose regional credits include Maria in The Sound of Music and Fantine in Les Miserables. Mortenson follows right in line with Bennett, Smith and Bussert, singing the role of Liesl to perfection. “Sixteen Going on Seventeen,” the duet between Liesl and Rolf, played by Circle in the Square graduate Alan Shaw, is a delight for the ears.

Many of the young actors and actresses who play the remaining von Trapp children are familiar to the Ogunquit Playhouse stage as past theatre camp attendees, bringing energy and enthusiasm to their roles. Of particular note is Camden Loeser as Friedrich, who stuns the audience with his vocal ability in the always-charming, “So Long, Farewell.”

Needless to say, any musical set during the era of Nazi Germany is going to be filled with its share of drama and sadness. Perhaps that is why the arrival of Dick Decreau as Max and Crista Moore as Elsa is met with such delight by the audience. For those who know The Sound of Music from the movie only, you’re in for a treat as Max and Elsa sing of the difficulties Elsa and Captain von Trapp will face, attempting to keep life alive as millionaires.

Bussert, as the Mother Abbess, brought down the house with her words of guidance to Maria in “Climb Ev’ry Mountain.” With Broadway credits that included the revivals of The Music Man, Brigadoon and Damn Yankees, and her work as a professor of performance and vice-president of the Musical Theatre Educators Alliance, it was no surprise that Bussert’s performance rose to the rafters.

If it were the end of Act II, the Friday night crowd would have been on their feet. As it was, the applause and cheers continued long after the entr’acte curtain closed.

It is no small task to tackle a show that comes with so many memories as The Sound of Music does for so many of us, whether we’ve loved the movie, held treasured recollections of past productions or even portrayed children in the cast in our youth—but the Ogunquit Playhouse does just that, creating a production that is all its own.

The Sound of Music continues on stage at the playhouse through Saturday, July 24. After that, the season continues with Stefanie Powers starring in Les Miserables, Mortenson follows right in line with Bennett, Smith and Bussert, singing the role of Liesl to perfection. “Sixteen Going on Seventeen,” the duet between Liesl and Rolf, played by Circle in the Square graduate Alan Shaw, is a delight for the ears.

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How some of today’s thorny development problems are rooted in yesterday’s transportation system

By JEFF RAPSIS
The York Independent

Stack in traffic on your way to York Beach or Ogunquit? Can’t find a decent place to park?

Why not take the train? A century ago, you could. That’s because from 1887 to 1927, the York area had its very own railroad—an 11-mile line that ran from Portsmouth and Kittery through the heart of York, with stops at Seabury, York Harbor, Long Beach, and other points.

The line dead-ended right in the heart of York Beach, at a spot near the current parking lot for York’s Wild Kingdom. There stood a stately depot as well as an engine house, a turntable for turning engines around, freight tracks, and maintenance facilities.

In peak season, anywhere from four to six passenger trains a day would run up the line and back from Portsmouth. The trains often included upscale parlor cars from Boston bringing wealthy visitors to their favorite seaside resort.

And that’s not all. In addition to the full-sized steam railroad, the area was also served by a narrow gauge electric trolley line that ran from 1893 to 1924.

The trolley operation included a link to Portsmouth to the south, but also a line heading west through the countryside through South Berwick and out to Dover, and another leading north through Ogunquit Village and following today’s Route 1 to Kennebunk. Trolleys ran as frequently as every 15 minutes in high season. Their coming and going was as much a part of the seaside landscape as seagulls and salt water taffy.

The network was so dense, at its peak York boasted of several bridges that carried the trolley line up and over the big standard-gauge railroad line, including spans at Seabury and in York Village.

It’s all gone now. Newcomers would be hard-pressed to guess that the York area once enjoyed frequent rail passenger and trolley service. In many cases, the old roadbeds have been incorporated into the local road network; drive on Route 103 through Seabury, and you’re traveling on what used to be the York Harbor & Beach Railroad.

Stop, look, and listen

But look carefully, and you’ll still find traces of the old rail and trolley lines. Just upriver from the Cape Neddick Bridge, rotting piers that carried the trolley line north to Ogunquit can still be seen at low tide. “Railroad Avenue” still runs through crowded York Beach, while “Railroad Avenue Extension” (a private dirt road) follows the old alignment just inland from Long Beach Avenue. And several of the old depots, sold off after the line closed, now serve as private residences.

But that’s about it. After the lines were abandoned, the alignments were sold off in chunks and are now mostly private property. Houses stand and roads run where tracks used to go, making it unlikely that service could be easily reestablished. Today, most remaining evidence of the York Harbor & Beach Railroad, and the Portsmouth, Kittery & York electric trolley line, lies in the form of old photos, ticket stubs and timetables in the archives of the Museums of Old York.

However, though the railroad and trolley lines have been erased, their impact continues to be felt. A close reading of town history shows that York Beach would not be the popular seaside resort we know today without the rail line, which rescued the then-budding resort from oblivion when it opened in 1887.

And the way the beach village was built—as a walkable resort for people, laid out before the private automobile became popular in the 1920s—is a major reason for its continued popularity today. However, as any visitor can tell you, it’s also the source of ongoing contemporary headaches that range from traffic congestion and parking to questions of public safety. In short, yesterday’s transportation network may have vanished, but it had a lasting effect on the community, serving as a blueprint for the town we know today.
“The cost is too prohibitive now because we’ve let all the rail go away.”

The rail line was so important, town officials recently completed a video that explored its role in influencing today’s issues. “We talked about how it set in place what York Beach is, and how it explains a lot of the problems we have today in terms of traffic,” said Christine Grimando, town planner in the York Community Development Department.

To understand how this all came about, let’s take a look at why York got a railroad in the first place, and what happened when a whole network of electric trolley lines was layered in on top of that.

**Railroads to the rescue!**

Following the Civil War, the southern Maine coast began to find favor as a summer resort with wealthy Bostonians and other well-heeled types. No longer was the rocky shore the province of fishing boats alone; instead, large hotels began being erected to cater to the growing tourist trade, with York in the forefront of this trend.

Business grew steadily, especially with York’s key location on the road from Portsmouth to Portland, much of which still exists as today’s U.S. Route 1.

But by the 1880s, York’s leaders found themselves on the wrong end of a worrying trend. Passenger rail traffic was booming. But the two main lines that competed in the lucrative Boston-Portland market had completely bypassed York.

The Boston & Maine and its arch rival, the Eastern Railroad, had both built lines that swung inland away from York. This left the area gasping for visitors, who increasingly found it easier to choose other destinations such as Wells Beach or Old Orchard Beach, which had convenient rail service.

By the 1880s, the situation had grown dire enough for a group of York business leaders to approach the Eastern Railroad to build a branch from Kittery through York, and possibly further up the coast.

The Eastern, in the midst of a financial crisis, refused. So the local committee took matters in their own hands, applying to the state Legislature in 1883 to build their own line.

Local businessman Edward Moody not only donated land in the Long Sands area, but also contributed the then-substantial sum of $100 to help erect a depot.

**York gets on the grid**

Once plans were in place, construction happened fast. On June 4, 1887, work crews began laying tracks at Kittery, following a planned route that would carry them through Seabury, across the York River on a new drawbridge already under construction, through York Harbor (just east of today’s York Village), and then just inland from the coast through marshy territory to the new York Beach terminal.

It took only two months for the tracks to reach Long Sands—still 1.5 miles from York Beach, which an uncompleted trestle prevented the line from reaching. But that was good enough for York, which on Aug. 8, 1887 marked the arrival of the first train to Long Sands with a huge celebration.

The line was completed through to York Beach in the following weeks, and regular service commenced—five round trips a day to and from Portsmouth, where the trains connected with others bound for Boston, Manchester and the nation beyond. It was a 19th century version of getting high-speed Internet access: York was finally on the grid.

The line, dubbed the “York Harbor & Beach Railroad,” was 11 miles long and cost $310,000 to build. It was an immediate success, earning a profit of $17,767 in its first full year. Even better, it spurred a growth wave, with new hotels soon being built in York Harbor and York Beach to handle booming summer traffic. Spurred by rail traffic, the York Beach area especially blossomed into a whole seaside resort town, with shops, restaurants, and arcades springing up around the big resort hotels.

Rail service was frequent enough so that busy Boston bankers could board a train in York Beach early in the morning, do a full day of business in Beantown, and rejoin the family on holiday that same evening. Due to the influence of Frank Jones, the line was operated by the Boston & Maine, ensuring

**The York Harbor & Beach Railroad’s one big wreck occurred in April 1900, when part of a passenger and freight train headed northbound to York Harbor broke loose and rolled back downgrade to the York River drawbridge, which was open. No one was killed, but several passengers were injured when they jumped off just before the train plunged into the river.**

CONTINUED ON PAGE 10
smooth connections in Portsmouth and even through service all the way to Boston or Worcester, and sometimes beyond.

Even in the off-season, the York Harbor & Beach Railroad proved useful, linking York to Portsmouth (a half-hour ride, fare about 50 cents one-way) and providing local residents an easy way to get to jobs and do business. Rather like today’s Maine Turnpike, the railroad was York’s main link to the outside world.

A new competitor looms

The railroad’s success caught the attention of the electric trolley industry, which was in expansion mode in the late 19th century. Throughout the nation, horse drawn streetcar lines were being upgraded to electric power, and lines were being extended from downtowns out across the countryside, often linking nearby communities.

The York area, with its many villages, was seen as ripe for such an operation, and in the 1890s local entrepreneurs began making plans.

Backers of the York Beach & Harbor Railroad could see what was coming, however—a trolley line would skim off the cream of the passenger traffic and local freight business as well, cutting into the railroad’s profits. The result was York’s own railroad war, waged for several years in the 1890s as community leaders fought over whether to allow the trolley line to go forward.

In the end, voters approved the new line in 1897, and so construction of the Portsmouth, Kittery & York Electric Railroad went forward. The narrow gauge line opened later that year, roughly following the route of the existing steam railroad. One difference, however, was that the trolley line ran right through the streets of York Corner and York Village, areas not served by passenger trains. Also, the one-car trolley service operated at intervals of 15 minutes on busy routes in high season, a much higher frequency than the steam railroad. Soon the line was delivering York Beach passengers right to the front door of the Goldenrod, still in business today in the same location.

But that wasn’t all. In short order, the trolley line was extended inland from York Corner through South Berwick to Dover, prompting a name change to the “Portsmouth, Dover & York Street Railway.” In addition, a separate company built a narrow gauge line linking York Beach to Ogunquit, Wells, and Kennebunk. York was now tied into a trolley system that, like the rail network, extended to Boston and beyond.

The trolley line did have one shortcoming, however. In getting to Portsmouth, it went only as far as Badger Island in the Piscataqua River, stopping short of the city’s downtown for lack of a bridge. The Boston & Maine, sensing a competitor, refused to allow it to cross its nearby bridge, so the trolley line had to operate a ferry service to cross the remaining distance to downtown—the only line in the nation to have a “maritime” division.

Even as the public enjoyed expanded service options, the new trolley line made a dent in the balance sheet of the York Harbor & Beach Railroad, stealing passengers and even the lucrative local mail contract. To reduce losses, the York Harbor & Beach began shutting down for the off-season, running trains only from April to October.

One major mishap

It was the start-up of service in 1900 that saw the railroad’s only major accident. On April 30, the first run of the season—a mixed passenger and freight out of Portsmouth—had
just crossed the York River drawbridge (the site of the current Route 103 bridge) and was heading up the slight grade into York Harbor station. After the train clacked over the span, the drawbridge tender began lifting it to allow a waiting Portsmouth tugboat to pass through.

Then, as the train approached the station, five cars on the rear broke off and began rolling back down the grade at a relatively slow speed—but passengers were alarmed to see the bridge they had passed over was now open! All nine were forced to jump for it before the train hit the water. Though one passenger suffered a serious leg injury that later led to an amputation, no one was killed. As a result, a new rule went into effect: the drawbridge was to remain CLOSED until any northbound train cleared the hill.

As the years rolled on, the railroad and the trolley line battled it out, both struggling for profits but also causing the community to be developed in densely populated “nodes” such as York Corner and York Village, both of which endure today, though York Corner in the area of Route 1 looks unrecognizable from the days when it served as a trolley stop.

Then, about the time of World War I, both lines began facing a new competitor: the automobile. The development of mass-produced vehicles such as Henry Ford’s Model T put car ownership within the range of the average citizen. And with car sales booming, the government was soon subsidizing construction of improved highways linking communities together. In the York area, the old stage highway became Route 1. More and more, people preferred the freedom of the automobile to the rigidity of train schedules. In addition, improved roads meant shippers found truck delivery increasingly reliable and cost-effective, taking more business from railroads.

The rise of the automobile

Results weren’t long in coming. The York Harbor & Beach Railroad posted its first operating loss in 1914; after 1920, passenger and freight business on both the rail and trolley lines sagged noticeably.

In 1923, the trolley line ceased operating. One reason was the construction of the new Memorial Bridge in Portsmouth, which allowed automobile traffic a convenient way to cross the river. The trolley line, still saddled with its ferry operation, couldn’t compete with the convenience of automobiles.

The trolley’s demise provided some relief for the still-running York Harbor & Beach Railroad, but not much. Losses began growing again, causing the Boston & Maine to look for options.

For the railroad, the answer to an unprofitable passenger operation was bus service. In 1925, the B&M applied to the federal government to establish a bus route from Portsmouth to Saco to replace the money-losing passenger trains on the York Harbor & Beach Railroad. Approval was granted, and service started on July 8, replacing the passenger trains that had played such an important role in establishing York as a popular seaside resort.

Freight service continued for a time, with a train plying the tracks from Portsmouth to York three times a week. But by then the line and its bridges were in need of a lot of maintenance, and so the railroad applied to the government to shut the whole operation down. Approval came in February 1927, and by May the rails were being taken up along the line for reuse elsewhere.

Both the rail and trolley lines eventually sold off their properties, or in some cases it reverted back to the original landowners. Some segments were taken over by the state to improve the road network used by the growing number of automobile owners.

Very little of the rail or trolley equipment remains. The Seashore Trolley Museum in Kennebunkport has Car 108 from the Portsmouth, Dover & York Street Railway. Built in 1907, it served on the line as a mail car. It was immortalized when it was photographed one winter after derailment on a trestle and landing on its side on the ice.

“It’s here, and we use it to carry the pumpkins back to the visitors’ center so they don’t have to be carried,” said John Middletown, the museum’s vice president of business administration.

Could it return?

One stretch of the York Harbor & Beach Railroad does remain in service, however. In Kittery, a short segment is still in place, serving as a little-used freight spur used the Portsmouth Naval Shipyard. The tracks, which cross the Piscataqua River on the lower level of the Sarah Long lift bridge, are only used a handful of times each year. But that use requires the all-important bridge to remain in service as an active rail line, which in turn provides a way for southern Maine to once again link into the nation’s rail system if the desire should arise.

It’s an interesting question. In an age of traffic congestion and environmental concerns, Americans are beginning to return to passenger rail. High-speed rail projects are under consideration in California, Florida and other states, and the reestablishment of the Boston-Portland Downeaster route a decade ago has proven a success—so much so that the U.S. Department of Transportation this year approved $35 million to extend the service from Portland through Freeport and up to Brunswick, where it will link with an existing tourist railroad that runs to Rockland.

But not York. Just as before, the main rail route from Boston to Portland passes to the west—on exactly the same alignment as in the 19th century. And once again, York is not on it.

Will the community repeat history and once again rise to the challenge of bringing passenger rail service to the area? Observers say probably not: even with the rail span over the Piscataqua intact, the cost of replacing the lost rail and trolley infrastructure would be astronomical today.

“The cost is too prohibitive now because we’ve let all the rail go away,” said John Middletown of the Seashore Trolley Museum, a self-described rail advocate.

“The capital investment would be too large. For rail, you need a population center, and unfortunately, York County isn’t it,” he said.

Instead, planners are looking at other options to accommodate autos while preserving the walkable character of York Beach and other local areas. Networks of paths for bikes and pedestrians could provide alternative transportation options.

“I think I take it for granted that alternative modes of transportation are always desirable,” said Christine Grimando, York’s town planner. “We talk a lot of ways to get people to the beach that don’t involve parking or cars.”

Though the rails no longer are in place, trolley service of a sort does survive in the form of the road-based vehicles that link popular beach spots in York and Ogunquit. But as for rail service, “I wish we still had it,” Grimando said.

When the railroad stopped running in 1927, some of the structures were sold and turned into residences. Above, a view of the former Long Beach depot about 1980.
Send us your listings!
Got a road race, hike, or other outdoor activity coming up? Send the info to yorkindependent@gmail.com. Listings run on a space available basis.

• Sunday, July 18: The 3rd Annual Nicole’s Run and Walk, Kennebunk Beach. The event is a five-kilometer race to benefit Caring Unlimited domestic violence programs. It begins at Lord’s Point in Kennebunk Beach at 9 a.m. Entry fee is $20, advance, $25 the day of the event. For more info, visit www.nicoleusrun.org.

• Sunday, Aug. 2: The 27th Annual York Days Road Race, York. The race begins at York High School on Long Sands Beach. Check-in and registration occur at 7 a.m. on race day, and free t-shirts will be given to the first 200 registrants. Entry fees are $15 if you pre-register at parksandrec.yorkmaine.org, and $20 on race day.

• Saturday, Aug. 8: Mount Agamenticus Time Trial, South Berwick. A 7.4-mile paved and dirt road course for cyclists that begins at 9 a.m. in South Berwick. Registration is $30. Register at www.bikenew.me, or contact Brian Croteau at bcr064@yahoo.com.

• Saturday, Aug. 12: 15th Annual Breakaway 5K Road Race, Old Orchard Beach. The race begins at the Crest Motel, 35 East Grand Ave., at 7:45 a.m. This relatively flat course offers a good opportunity for runners to beat their personal bests. For more information, call 590-1690 or e-mail mainemagic@maine.net.

• Monday, Sept. 19: Kittery PTA Seaside 4 Miler, Kittery Point. The race starts at Fort Foster at 8 a.m. There will be a Kids Fun Run at 9 a.m. For more information, call 439-8904 or e-mail s_h_johnson@comcast.net.

Ongoing
• Beach Yoga Bliss, York Harbor Beach. Yoga on York hosts a yoga class on the beach each Sunday, near the Stage Neck Inn. Class runs from 7 to 8:15 a.m., and costs $15 for drop-ins, which includes mat rental. Yoga on York puts down a large tarp to keep yogis from getting sandy, and recommends sunglasses and dressing in layers. Visit www.yogaon york.com for more details.

• Vaughan Woods State Park, South Berwick. 3 miles of trails around the Hamilton House off Route 236. The park includes many old hemlocks and rippling streams. $2 for residents and $3 for non-residents. Discounts for children. Call 384-6160 or visit www.state.maine.us.

• Wells National Estuarine Research Reserve, Wells. A 2,250-acre education and recreation facility. Seven miles of oceanfront, field and forest trails. Trail hours are 7 a.m. to sunset. Visitor center and exhibit hours are Monday through Saturday, 10 a.m. to 4 p.m., and Sunday, noon to 4 p.m.

Anne Cantrell reflects on her passion for photography, which allows her to find and create art from everyday unplanned circumstances.
It was about five years ago when she started taking pictures again for fun. Her kids encouraged her to go digital. She did. She shoots with a Canon 50D. When she mentioned she was thinking about getting a Canon 5D, a more advanced camera, her son reminded her that she’s not that technical. She admits he’s right, she struggles with technology. Shooting every day creates a lot of files; organizing and storing those files are a challenge for her.

Random things will often catch her eye and she can be inspired just about anywhere. She’ll take a lot of shots and doesn’t like to set things up. Her absolute favorite subjects are reflections and storefronts, her version of “window shopping.” The first photo she sold was a photo of an old sewing machine in a storefront in Savannah, Ga.

It’s reaffirming when people like my work,” she said. She also joined the photography club at the YAA, where the members can openly share thoughts and ideas. Anne had always been very shy but that has changed. “I’ll approach anyone that has a camera and start asking questions—I never could have done that before” she said.

Anne believes that life is a journey and often overcoming uncomfortable or difficult situations are steps towards reaching the goal of becoming the person you’re meant to be. One of those moments for her was a recent trip to California to visit her two daughters. Anne was looking forward to the trip and had bought a backpack camera bag. Excited to have the new bag, she took great care packing it, but when she got to California—who has no camera. She had left it home. The day before, something had caught her eye and she had pulled the camera out of the bag, and left it on the backseat of her car.

She cried because she had forgotten her camera. But after her cry, she pulled out her little point-and-shoot camera. She enjoyed experimenting with it and “took a step,” learning from the experience. So what’s the next step?

“I would like to have more of a purpose for my photography, but I’m not sure what that is,” she said. It may be a little commercial photography. I’m also interested in homes. I’ll have to figure it out.” Talking with other artists helps her to connect the dots.

Do what you love and love what you do, and it’s clear Anne loves photography. She exhibits frequently at the Kittery and York Art Associations. Her work can also be seen at The Art Exchange in Portsmouth, or visit her Web site at www.anneecatell.com.

Suzie Goodwin, a local artist who works in photography and mixed media, writes about the visual arts for the York Independent. Send comments and story suggestions to editor@yorkindependent.net.
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Three local restaurants that each offer side dishes of fantastic seaside scenery

By SARAH GRANT
The York Independent

In case you haven’t noticed, we live in a very picturesque place. Breathtaking beauty abounds all along our craggy coast. There are a number of restaurants in York, Ogunquit and points north whose menus, food qualities and levels of service all vary greatly, but what they have in common is breathtaking views. They’re surprisingly different from each other, although they all involve seascapes.

Obviously not all the magnificent vistas that come with eateries can be detailed in this one article. However, here are three whose views will not disappoint.

Blue Water Inn, Ogunquit

This unpretentious restaurant and inn is tucked into a space right next to the bridge that transports vehicles and pedestrians from the village to the beach. What runs under the bridge is the ocean end of the Ogunquit River. The view from this restaurant is a rare northwest view over the water of the estuary. Suppertime provides an exceptional opportunity to watch the setting sun paint pinks, oranges and purples over a glistening expanse of sand (at low tide) or the currents of the river (at high tide). It is a calming vista of a tranquil part of a beach that in other areas is teaming with sunbathers, shell-gatherers and runners.

The menu has familiar sounding choices: steamer crab cakes with red pepper remoulade, chowders, lobster various ways, stuffed haddock, salmon and halibut. There are also steaks, chicken dishes and pasta creations. Price range for the appetizers is $6.95 to $14.95. Moderate range prices on the dinner entrees run from $14.95 to market price. A full bar supplies cocktails, wines and beers to quench your thirst and to put you in a relaxed mood for taking in the beauty of the views.

Lunch and dinner served daily noon to 9 p.m., seven days. Phone 646-5559 for reservations or for more info.

The Dockside of York Harbor

It’s an adventure driving out twisty, turn-y Routes 1A and 103 to journey’s end at this fine dining restaurant. New bridge construction on Route 103 dictates a slightly convoluted detour these days, but it’s not too much of a hardship. Route 1A from York Village takes passengers past stalwart, old mansions—some are part of Old York Historical Society—over the harbor bridge and the old harbor whose waters still reflect the facades of the antique John Hancock Wharf and Warehouse and The George Marshall Store, as it has for nearly 300 years. Turn left on old 103 East to meander past expansive dunes and clam flats until finally, after a hairpin turn, you come upon the Dockside. If you have your doubts about finding the place, set your GPS to detour or just follow the blue signs for the Dockside along the way.

Its location on a seven-acre peninsula on the southern side of York Harbor places the Dockside Restaurant in the midst of an unsurpassed panorama of perfect postcard seascape.

“...it’s a destination,” says Ann Lusty, who co-owns the property along with husband Phil. No argument with that. Looking northerly, through the many floor-to-ceiling picture windows directly in front of the building, diners have a commanding view of the harbor and its activity of large and small boats. A sailing school nearby supplements the view with charming single file flotillas of tiny sail boats following the instructor’s, as ducklings follow mother duck in a pond. True to the name, the restaurant has its own private dock, just in case you would like to moor your sloop or schooner and lunch on land.

On the eastern side of the property is a teasing glimpse of the mouth of the harbor and the mighty Atlantic beyond, especially visible from the old-fashioned gazebo.

The promising menus are just as tasty looking as the vistas surrounding the dining room. All the familiar sounding Maine delicacies and dishes are available with the Dockside’s unique interpretation of each. Take, for example, the steamed mussels appetizer prepared with a choice of sauces: the simple garlic and wine, marinara or a heartier version rounding the dining room. All the familiar sounding northerly, through the many floor-to-ceiling picture windows directly in front of the building, diners have a commanding view of the harbor and its activity of large and small boats. A sailing school nearby supplements the view with charming single file flotillas of tiny sail boats following the instructor’s, as ducklings follow mother duck in a pond. True to the name, the restaurant has its own private dock, just in case you would like to moor your sloop or schooner and lunch on land.

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WITH A VIEW

ish its rich sauce), roasted stuffed duckling with orange sauce, vegetable risotto, and classic bouillabaisse all make it so difficult to choose just one. Dinner prices from $19 to $32 are moderate for such a refined selection.

Lunch looks just as tempting with an array of sandwiches, classic salads, lobster rolls, burgers and pulled pork. Alluring lunch-sized entrées will sate you with such selections as fried clams, peckytoe crab cakes, broiled scallops, Long Island duck and Maine lobster steamed or stuffed with shrimp and scallops then baked. Affordable lunch prices range from $5 to $12.50 on the soups, salads and sandwich side of the menu. Lunch entrées are all priced in the mid-teens, except the lobster which is “market priced.”

Before you dine, consider a stroll with your camera through the meticulous grounds, just in case you need to wait a few minutes for your table. One can only hope for such a delicious delay.

Call 363-2722 for reservations (strongly recommended). Always call first on Saturdays, as the Dockside is often closed that day for private functions. Otherwise, hours are 11:30 a.m. to 3 p.m. for lunch and 5:30 to 9 p.m. for dinner, seven days a week.

MC Perkins Cove
MC stands for the first names of its owners: Mark Gaier and Clark Frasier, who both, incidentally won the James Beard award as top chefs in the Northeast earlier this year. MC is the younger brother restaurant to the much-touted Arrows, located just outside Ogunquit on Berwick Road, also a lovely setting. But if you want to be surrounded by the crashing waves (well, sometimes they crash) of the Atlantic, get a table in what amounts to be a glassed-in alcove with views of ocean pounding black Maine sea rocks and Oarweed Cove beach on three sides.

MC’s casual atmosphere is reflected in their menu, with items to please gourmet and simpler palates alike. The unique gravlax cured with juniper and gin, preserved lemon cream, cucumber, lemon marinated red onions, and Syrian style herb bread caught my eye among the offerings from the oyster bar menu. Others might prefer an appetizer of peckytoe crab cakes with remoulade or steamed Maine mussels with white wine, garlic, tomatoes and basil butter, which are familiar items from several other area restaurant menus.

The “wedge” salad with creamy blue cheese vinaigrette and spicy glazed pecans sounds classically delicious, but who else in town does asparagus salad with garden greens, bacon, poached egg and lemon vinaigrette—an adventure in eating.

The “Maine” entrées is where this menu really becomes fun and a little interactive. Choose an entrée such as steamed whole Maine lobster, tea smoked duck breast, sesame crusted deep fried rainbow trout, bacon wrapped meat loaf, grilled sirloin, lobster “mac and cheese,” grilled Moroccan lamb, scallop brochettes or buttermilk fried chicken breast. Then choose from an interesting list of “evil carbos” that run the gamut from onion rings to Mark’s mom’s corn custard and Israeli couscous. Finally, choose a sauce for your entrée: Mom’s Sauce, gremolata aioli, Lee’s A-1 sauce, herb hollandaise, “Numb and Hot” sauce or plum chutney.

Prices run from $19 to $32 for entrées and $10.50 to $14 for starters. MC is open seven days a week, serving lunch from 11:30 a.m. to 3:30 p.m. Dinner and bar menus are available from 5 p.m.
Cool creamy panna cotta
A refreshing dessert for a summer night and a great way to show off blueberries

By SARAH GRANT
The York Independent

If you’re looking for a cool, creamy dessert that will also show off your freshly picked (or freshly picked up at the super) in-season blueberries, panna cotta may be just the right dish. If you are on a strict low fat diet, please stop reading. This recipe may tumble you right off the diet wagon.

Panna cotta means “cooked cream” in Italian, but there is a little more to it than just cooking cream so that it holds its molded shape. In its land of origin—the Piedmont in the northwest region of Italy—panna cotta is made from a cream that is very thick and tangy, a bit like French crème fraîche. In order to replicate the tang and texture of Italian panna cotta, I recommend using a good whole milk yogurt. Page 5 percent Greek yogurt works well, as does any cream top whole plain cow’s milk yogurt. Low fat yogurt really does not result in the same satisfying mouthfeel, so splurge a little.

Allow a minimum of eight hours of refrigeration time for your finished panna cotta before serving it. You can make this dessert up to three days ahead, but cover it after it has set-up, as it is very susceptible to absorbing refrigerant smells.

The blueberry sauce is simple. Save a few fresh blueberries for garnish. If you have it, a mint sprig as an additional garnish makes a beautiful presentation. Cool the sauce to at least room temperature before service. It also can be refrigerated a few days before you eat it. Incidentally, this sauce is wonderful on ice cream, waffles or pancakes too.

Panna cotta

A finished serving of panna cotta, complete with blueberry sauce and sprig of mint!

makes 6 to 8 servings
• 2 C heavy cream
• 1 vanilla bean, split lengthwise
• 1 ½ tsp pure vanilla extract
• 1/2 C sugar
• 3 long strips of orange peel (use a very sharp knife or zester to remove only the orange part of the peel. The white pith under the peel is very bitter)
• 2 1/2 C plain whole milk yogurt
• Vegetable oil spray
• 4 cup gelatin mold, tube pan or deep cake pan

In a small bowl sprinkle gelatin over 1/4 cup of cream, let stand without stirring until gelatin is soft (10 minutes).

Meanwhile, pour remaining 1 3/4 cups cream into a 1 - to 2-quart pan over medium heat. Scrape seeds from vanilla bean into cream, then add the bean (add vanilla extract after yogurt, below), sugar, and orange peel. Stir until sugar is dissolved and mixture is simmering. Remove from heat. Add gelatin mixture and stir until gelatin is completely dissolved. Pour into a large bowl. Remove vanilla bean and orange peel and let cool 10 minutes. Add yogurt and vanilla extract and stir until well blended.

Spray a 4-cup tube mold (or eight 1/2-cup molds) with vegetable oil spray. Pour cream mixture into mold. Cover and chill until set, 8 hours or up to 3 days.

Just before serving. Unmold; immerse mold to just below rim in warm water for about 2 seconds; lift out, dry bottom of mold.

Invert a plate over mold and, holding plate and mold together, over Place plate and inverted mold onto a flat surface. Lift off mold.

Slice into serving sizes, or unmold individual panna cottas directly on to their own dessert plates. Spoon blueberry sauce directly onto plate around (rather than over) each panna cotta. Garnish with fresh blueberries and mint sprig if desired.

Blueberry sauce

Makes about 3 cups
• 1 1/2 C sugar
• 1/2 teaspoon cornstarch
• 2/3 C water
• 1 lb or 1 1/2 lbs blueberries
• zest of one lemon
• 1 teaspoon of lemon juice

Place the sugar, cornstarch, and water in a medium sized saucepan (off heat) and stir until smooth. Add the blueberries and lemon zest. Place the saucepan over medium heat. Cook the sauce until the liquid thickens and becomes clear. Some of the blueberries will break down but others will remain whole.

Remove from heat. Add lemon juice. Taste to see if more sugar or lemon juice is needed, and add more water if you want a thinner sauce. Let cool. Cover and refrigerate.

EXCUSE US, WHAT WE MEANT TO SAY WAS...

Due to an editing error, a story about Michael Specker’s Brixham General Store in the July 2 York Independent did not contain the following text. For the record, here it is...

Lunch type items are also available on-site, on location or for carry-out. A complete sandwich selection and salads at great prices available for backyard or beach picnics, family reunions or your next office party.

Besides dinners and other food events in private homes, the upstairs of the former grange hall is also available for private wine-dinner parties. The tastefully re-decorated dining room is bright and light on summer evenings with windows (and resulting views) on all four sides of the room. Michael says his minimum guest requirement for a private party upstairs is 20 guests and the maximum allowed is 55.

Come by and see Michael and taste his delicious creations at the Brixham General Store six days a week in the summer from 7 a.m. to 5 p.m. Tuesday through Friday and 8 a.m. to 2 p.m. Saturdays and Sundays. Or give him a call at 363-6600.

EAT HERE
A weekly column about local food

By SARAH GRANT
The York Independent

• New chef at Cap’n Simeon’s Galley: From 1969 until late last April, the Frisbee family owned Cap’n Simeon’s on Pepperell Road, Kittery. Now under the ownership of Al D’Amico, the kitchen is under the control of new chef, Joseph Valeri of Boston. Valeri is trying to introduce a “taste of the North End” to Kittery with his new list of dishes and menu such as “Fruits di Mare,” chicken and egg-plant parmigianas and shrimp florentine. Dinners run from $12.95 to market price. Great view from this dining room. Dinners watch the boating activity in Pepperell Cove with Fort McClary in the distance. The best view is from Cap’n Simeon’s Crab Shack deck dining outside on the dock. Cap’n Simeon’s is open seven days from 11:30 a.m. to closing. Sunday brunch runs 10 a.m. to 2 p.m. Banquet and party facilities available.

• Rose Cove Café up and running: Rose Cove Café on Ogunquit’s Main Street has re-opened after being closed one month due to fire. According to employee Samantha Kwak, a basket of muffins and montanïeously combusted one evening, causing enough damage to require extensive re-pairs and redecorating. Owner Laura Rose, without missing a beat, started scheduling construction crews and painters as soon as the smoke cleared. Kwak says, “She is an amazing woman; she’s a force to be reckoned with.” Indeed, the eatery was open in jiggly time with a clean, bright blueberry and mustard color décor and their full menu.

The Rose Cove Café has a casual, homemade menu of chowders, sandwiches, salads and sweets. A new addition of fish and chips made with fresh haddock is “really taking off,” according to owner Rose. “No one else in town is offering that.” Incidentally, the Rose Cove folks bake their own whole wheat and white sandwich rolls daily, which adds to the quality of their much-touted lobster roll and other sandwiches. Save room for the creamy homemade fudge and Richard-son’s ice cream for dessert, complete with sundae bar. Eat al fresco or at an indoor table. On cool evenings, put your feet up outside at the fire pit, and watch Ogunquit parade by. Open late every day from 11 a.m. to midnight. Rose Cove Café is at 221 Main St., Ogunquit; 641-2494.

• Not your average family restaurant: Had an opportunity to take two Vermonters out to dinner last weekend. Because they live in that land-locked state, they had to get their seafood fix. Poor deprived landlubbers. Therefore, I suggested Mike’s Clam Shack at 1150 Post Road in York. Mike’s never disappoints. The menu has the usual selections featured in most Maine family seafood dining spots: steamers, chowders, lobster, fried and baked seafood and fish, chicken, burgers… but that’s where the similarity ends.

We started with a large order of steamers: so fresh, no grit and perfectly cooked. For dinner, we decided to continue to share plates. So one of my companions and I split the lobster salad: a decently sized mound of freshly picked lobster meat on a bed of Romanic and iceberg with cucuks, tomatoes and sweet sliced onions. We could not decide on a dressing so we ordered three (1) on the side.

The star of the evening was The Sea-food Platter, a spectacular, over-filled plat-ter of fried scallops, whole clams, Maine shrimp and haddock that was “garnished” with a biggish full order of fried onion rings for $21.95.

Owner Mike McDermott uses a very light wheat flour with secret seasonings for breading. The cooks must be maintaining perfect fryer temperature because the food was delicious. Really! The breading never upstaged the utterly fresh and succulent scallops; sweet, unctuous whole belly clams; tiny flavorful Maine shrimp; a huge whole haddock fillet and yummy, tender onion rings. Absolutely, it is the best fried food I have ever tasted. Mike’s is top quality, finger-lickin’, casual, comfortable family dining and a very good value.

The Vermonters were blown away. Mike’s Clam Shaker was open seven days a week from 11:30 a.m. to 9 p.m. Give them a call at 646-5998.

• Back to the farm: Visited Chick Farm at 19 Waldo Way, Wells last evening, and along with several other farmers, I was given the grand tour of the facilities. Appropriately enough, owners/hard-working farmers Rick and Marilyn Stanley raise certified organic chickens at Chick Farm (incidentally, “Chick” is the family name of the farm). I can attest to the chickens’ cleanliness, health and happiness. Although I have not yet had the pleasure of tasting the resulting birds, I am quite sure it is a more healthful product than any poultry you can buy in the store. If you go to the farm to buy a chicken or two (bargain priced at $4.39/lb.), call the Stanleys first at 985-2787. Or, find the Stanleys at the Kennebunk Farmers Market (Kennebunk Pharmacy parking lot behind former Mobil station on Main Street Kennebunk) from 8 a.m. to 1 p.m. every Saturday until November. Visit kennebunkfarmersmarket.org for more information.

• Now for the fresh vegetable course: The farm store at Vie Farm, 71 Roberts Road, Rollinsford (603-749-6061) is open 10 a.m. to 6 p.m. every day with fresh picked cucumbers (lots of flavor), summer squash, zucc’s, tomatoes and more. The corn is ripening fast. Prices are from the 1980s. The farm is owned and run by Andrew Viel and family, who use no pesti-cides. They are off Route 4 between South Berwick and Dover.

Sarah Grant, a local chef and organic farmer who has taught culinary arts at Le Cordon Bleu, writes about food for the York Independent. Send your local food thoughts to editor@yorkindependent.net.
## MUSIC LISTINGS

### WHO’S PLAYING, WHEN & WHERE

**FRIDAY, JULY 16**
- Chris Fitz, Inn on the Blues, 7 Ocean Ave., York Beach, Maine (207) 351-3221.
- New Magnolias Jazz Band, 7 p.m., Ellis Park, York Beach, Maine (207) 363-1040.
- Jonathan Edwards, 8 p.m., Jonathan’s Restaurant, 92 Bourne Lane, Ogunquit, Maine (207) 646-4777.
- Flash Allen, One Dock, 1 Dock Square, Kennebunkport, Maine (207) 967-2621.

**TUESDAY, JULY 20**
- Green Lion Reggae, Inn on the Blues, 7 Ocean Ave., York Beach, Maine (207) 351-3221.
- Flash Allen, One Dock, 1 Dock Square, Kennebunkport, Maine (207) 967-2621.

**SUNDAY, JULY 25**
- Rob Benton, Inn on the Blues, 7 Ocean Ave., York Beach, Maine (207) 351-3221.
- On Tap, 7 p.m., Ellis Park, York Beach, Maine (207) 363-1040.
- Judy Collins, 6:30 & 9 p.m., Jonathan’s Restaurant, 92 Bourne Lane, Ogunquit, Maine (207) 646-4777.
- Bill Cameron, One Dock, 1 Dock Square, Kennebunkport, Maine (207) 967-2621.
- Open Mic, 7 p.m., The Stone Church, 5 Granite St., Newmarket, N.H. (603) 929-3545.
- Steve Earle, 5 p.m., Prescott Park, Portsmouth, N.H. (603) 436-2848.
- April Verch, 5 p.m., Prescott Park, Portsmouth, N.H. (603) 436-2848.
- The Delta Knights, 1 p.m., Bentley’s Saloon, Route 1, Arundel, Maine (207) 965-8966.
- The Pat Foley Band, 7 p.m., Bentley’s Saloon, Route 1, Arundel, Maine (207) 965-8966.

**SUNDAY, JULY 25**
- Chris Fitz, Inn on the Blues, 7 Ocean Ave., York Beach, Maine (207) 351-3221.
- Family Affair, 7 p.m., Bentley’s Saloon, Route 1, Arundel, Maine (207) 965-8966.
- Crooked Still, 8 p.m., The Landing at Pine Point, 353 Pine Point Road, Scarborough, Maine (207) 774-4527.

**TUESDAY, JULY 27**
- Green Lion Reggae, Inn on the Blues, 7 Ocean Ave., York Beach, Maine (207) 351-3221.
- State of Mind, 7 p.m., Ellis Park, York Beach, Maine (207) 363-1040.
- Taylor Hicks, 8:30 to 10 p.m., The Landing at Pine Point, 353 Pine Point Road, Scarborough, Maine (207) 774-4527.

**WEDNESDAY, JULY 28**
- Scharff Brothers, 8 p.m., MC Perkins Cove, 111 Perkins Cove Road, Ogunquit, Maine (207) 646-6263.
- Jim Clamari Quartet, 7 p.m., The Landing at Pine Point, 353 Pine Point Road, Scarborough, Maine (207) 774-4527.
- Diane Charmaine, One Dock, 1 Dock Square, Kennebunkport, Maine (207) 967-2621.

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**MUSICIANS: SEND YOUR LIVE MUSIC LISTINGS TO YORKINDEPENDENT@GMAIL.COM AT LEAST ONE WEEK PRIOR TO THE SHOW.**
Dear Tom and Ray:

I hope you can help me. My rear passenger side air bag deployed, along with the passenger side mid bag and the window shield. There was no impact. I was moving at 35-40 mph on a smooth road with no potholes. I took the car to the dealer to get the problem fixed. They said it was not their problem and that I must have hit something. They saw a mark on the wheel and said I set off the bag when I hit a curb. OK ... so I hit a curb, but it was two weeks before the bag exploded. I don’t think air bags have that kind of delayed reaction. So the question is, Where do I go to get the dealer to do the right thing? What federal or state agency should I report this to? My insurance company knows about it, and is trying to help. However, I want to be sure the dealer fixes what it should fix. What do I do to hold their feet to the fire? Please help me.

— Eileen

P.S.: It is a Mercedes E350, and I have found another case just like this online.

RAY: Ah, yes. The old “Air Bag Surprise.” Very exciting!

TOM: We’ve found that dealers and manufacturers get very squ squarly when air bags go off when they’re not supposed to.

RAY: It’s not just Mercedes, Eileen. They’re all deathly afraid of admitting liability in cases like this. You can imagine that if an air bag goes off without reason, it can CAUSE an accident rather than prevent one.

TOM: And you can imagine what a horrible public-relations disaster it would be if word got out that some manufacturer’s air bags were popping off on their own. People would flee from the showrooms.

RAY: But once in a blue moon, air bags do deploy on their own. During the past 20 years or so, 43 vehicles have been recalled for “surprise” air-bag deployment.

TOM: But in our experience, until a recall is actually issued, manufacturers tend to play dumb or blame the customer when this happens. So I have a sad feeling that you’re not going to get real satisfaction. I hope I’m wrong, but that’s been the pattern we’ve seen.

RAY: So if they continue to insist that you had an accident when you clearly didn’t, and no one higher up in the Mer-

cedes hierarchy will help you, then you have to wait for the feds to force them to act. You can assist in that process by filing a complaint with the National Highway Traffic Safety Administration, or NHTSA.

TOM: That’s the federal agency that monitors safety complaints about cars. If it sees a pattern of complaints about a certain vehicle, it’ll open up an investigation. And if the investigation turns up evidence of a defect, it can issue a recall.

RAY: Meanwhile, I’d insist (or get your insurance company to insist) that your dealer replace not only the deployed air bags, but also the car’s air-bag control unit, which would be my first guess as to the source of the problem. But it’s just a guess.

TOM: And file your report with NHTSA at www.safercar.gov, or by calling NHTSA Vehicle Safety Hotline at 888-327-4236.

Good luck.

Dear Tom and Ray:

The transaxle differential bearing on my ’98 Toyota Sienna van is growling like a cat in the vet’s office. This has been going on for about 5,000 miles now. Lately it has begun to play dumb or blame the customer when this happens. I hope I’m wrong, but that’s been the pattern we’ve seen.

RAY: So if they continue to insist that you had an accident when you clearly didn’t, and no one higher up in the Mer-

cedes hierarchy will help you, then you have to wait for the feds to force them to act. You can assist in that process by filing a complaint with the National Highway Traffic Safety Administration, or NHTSA.

TOM: That’s the federal agency that monitors safety complaints about cars. If it sees a pattern of complaints about a certain vehicle, it’ll open up an investigation. And if the investigation turns up evidence of a defect, it can issue a recall.

RAY: Meanwhile, I’d insist (or get your insurance company to insist) that your dealer replace not only the deployed air bags, but also the car’s air-bag control unit, which would be my first guess as to the source of the problem. But it’s just a guess.

TOM: And file your report with NHTSA at www.safercar.gov, or by calling NHTSA Vehicle Safety Hotline at 888-327-4236.

Good luck.

Dear Tom and Ray:

The transaxle differential bearing on my ’98 Toyota Sienna van is growling like a cat in the vet’s office. This has been going on for about 5,000 miles now. Lately it has become more intense — just like the cat does when the vet starts messing with his private parts. So far, we’ve dealt with it by turning up the volume on the radio. When it finally breaks, what will happen? Are we looking at a crash and burn — or will I be able to drive it home? Any predictor of how long I have? Money is tight — the long-term prognosis is not good. For now, I’m just hoping what I can hold out for a little longer.

— Eileen

TOM: Just before it breaks, it’ll make even more noise, Mark — so much noise that it’ll sound like the cat is messing with the VET’S private parts.

RAY: At that point, most people become too terrified to drive the vehicle. But based on your letter, Mark, I’m not convinced you have that normal, healthy self-preserv-ation instinct. So we’ll tell you what happens if you actually drive it until it breaks.

TOM: What will happen, most likely, is that the differential housing will break and all of the fluid, and some of the gears, will pour out. And that housing is shared with the transmission. So the transmission and differential will fail catastrophically and simultaneously.

RAY: So the answer is no, you will not be able to drive home. Or anywhere else.

TOM: At that point, you’ll need a re-built transaxle, which costs about $2,000. And since part of the subframe needs to be removed in order to get at it, labor will run you another grand or so.

RAY: But it’ll cost just as much to fix it now as it will then. So if you can stand the noise, and can live with the risk of being stranded, you can just turn up the radio and keep driving it for a while until either your financial situation improves or your differential situation deteriorates.

TOM: I suppose you might consider flushing out the transmission fluid. That won’t repair the damage that’s already been done, but it might remove any metal filings that are now floating around in there and threatening to damage other pieces.

RAY: Yeah. I’d recommend that. It might buy you a few more weeks, Mark.

Good luck.

Write to Click and Clack by visiting the Car Talk website at www.cartalk.com. (c) 2010 by Tom and Ray Magliozzi and Doug Berman
Inception (PG-13)

Leonardo DiCaprio is indeed the man of everyone's dreams in Inception, a winning sci-fi story about dream manipulation.

Dom Cobb (DiCaprio) is the leader of a gang of thieves, specifically thieves who go after the secrets of others by digging through their dreams. This kind of thievery is useful not just for the nosy but also for corporate espionage, which is what he and his partner Arthur (Joseph Gordon-Levitt) are doing when we meet them. They are trying to steal secrets from wealthy executive Saito (Ken Watanabe) by convincing him (in his dream) that they are there to teach him to protect his secrets. But the job goes wrong, thanks in part to the appearance of Mal (Marion Cotillard), a woman who we find out is Cobb's wife. When Saito wakes up, he knows what's happened and, as Cobb and Arthur try to get away, he offers them a proposition: make a run for it (with the clients who hired Cobb to steal from Saito looking for him) or do a little job for Saito. Actually, do a big job for Saito — whereas Cobb and Arthur were engaged in what is called “extraction,” the taking of information, Saito wants them to do an “inception,” that is to plant an idea in someone's head. This is much harder, we learn. For it to work, the person has to believe that it's their original idea.

Impossible, says Arthur. But Cobb believes he can do it and he's motivated to at least try because Saito offers him a chance to return home to his children, something he's prevented from doing by some vaguely defined trouble. The mark for this one last heist is Robert Fischer Jr. (Cillian Murphy), heir to a massive corporation. Saito wants to convince Fischer to break it up and sell it off after his father dies. To accomplish this, Cobb needs Eames (Tom Hardy), a forger he's after after his father dies. To accomplish this, Cobb needs Eames (Tom Hardy), a forger he's after. The mark for this one last try because Saito offers him a chance to return home to his children, something he's prevented from doing by some vaguely defined trouble. The mark for this one last heist is Robert Fischer Jr. (Cillian Murphy), heir to a massive corporation. Saito wants to convince Fischer to break it up and sell it off after his father dies. To accomplish this, Cobb needs Eames (Tom Hardy), a forger he's after.

For it to work, the person has to believe that they can dream, that they can put an end to the habit (or in this case, the implantation). And, for this particular plan to work, all the dream levels have to lead Fischer to something he believes is a true realization. To achieve this, the dreamers will have to work in a dream inside a dream — with each level more unstable.

Traveling through someone's dreams — it's a great concept. But with great concept comes great responsibility. One must resist the urge to use the power of shifting perceptions for evil, i.e. to screw with the viewer for no reason other than that you can. Or to pile on the nifty details of your fantasy world to hide the fact that there are some weak points in the story or some even weaker points in the acting.

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THE PET CONNECTION

LOOKING FOR A HOME

If you’re interested in adopting any of these animals or if you’d like to know who’s available for adoption, please visit the Animal Welfare Society Web site at www.animalwelfaresociety.org or call 985-3244.

Milo
This gorgeous man is Milo! He is a one and a half-year-old Pointer/Beagle Mix that can’t wait to find a forever home to call his own. He is looking for a family that is willing to give him lots of walks and play time. Milo is quite the escape artist so his new owners will have to be aware of this. If Milo sounds like the one for you please fill out an adoption application and stop in with your family including dogs to meet him.

Peyton
Meet Peyton! She is a very sweet two-year-old Terrier Mix that is searching for that special someone. Peyton is a gentle girl that would love to find a family that is willing to help her build up her confidence. If this sensitive sweet heart sounds like the one for you please fill out an adoption application and stop in with your family including dogs to meet Peyton.

Eric
This handsome puppy is such a great dog! Eric is skilled at making you laugh with his antics and will make a wonderful companion for someone who will love Eric for being his goofy self. Eric is a great on leash and loves a long snuggle. He is a two-year-old retired racer who can’t wait to have the luxury of a home and family life. If you think that this young man sounds like the pooch for you please fill out an adoption application and stop in with your family including dogs to meet Eric.

Robin
Meet Robin! She is a lovely cat that loves to share her love with you. Robin is an extremely loving lad that is searching for the forever home of her dreams. Robin loves her people, but would prefer to be the only pet for her new family to love. If you are interested in adopting Robin please fill out an adoption application and stop in to meet her.

Scratchy
This little sweetie is Scratchy! She is a four year old Ferret that is searching for that special someone. Scratchy is a friendly little girl that would love to find a family that will handle her on a daily basis. If this sweetie sounds like the one for you please fill out an adoption application and stop in to meet Scratchy.

Tobi
This little guy that would love to have a home of his own. Tobi is a curious Guinea Pig with a soft short fur. She is a seven month old Rex that would love to find a family to call her own. Tobi is a curious little guy that would love to have a home of his own.

Bristol
This handsome boy is Bristol! He is a two year old Rex that would love to find a forever family. He is a laid back guy that would love to share his new home with older children that will want to handle him on a daily basis. If this sweetie sounds like the one for you please fill out an adoption application and stop in to meet Bristol.

Cameo
Meet Cameo, a 3-year-old brown tiger with white coat. Cameo is a two-year-old cat that would love to find a home she could call her own. Unfortunately, she does not enjoy the company of other felines, so we’ll be asking that she be the only cat in her new home. If you’d like to adopt Cameo, please fill out an adoption application and then stop in to meet her.

Durfane
This super cool cat is Durfane! He is a two-year-old cat that is grey and white. Durfane loves a long snuggle and play as long as you will let him. If Durfane sounds like the one for you please fill out an adoption application and stop in to meet him.

Tobi
Meet Tobi a 7-month old Peruvian Guinea Pig that would love to find a forever home to call his own. Tobi is a curious little guy that would love to have a little hide away to nap in, toys to chew on and healthy treats of fruits and veggies to munch on. If Tobi sounds like the pet for you please fill out an adoption application and stop in to meet him.

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This little sweetie is Scratchy! She is a four year old Ferret that is searching for that special someone. Scratchy is a friendly little girl that would love to find a family that will handle her on a daily basis in order to keep her as friendly and happy as possible. If you are interested in adopting Scratchy please fill out an adoption application and stop in to meet her.

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Tide Chart

York Harbor

<table>
<thead>
<tr>
<th>Date</th>
<th>High tide, 3:01 a.m.</th>
<th>Low tide, 9:26 a.m.</th>
<th>High tide, 3:36 a.m.</th>
<th>Low tide, 9:56 p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friday, July 16</td>
<td>High tide, 3:01 a.m.</td>
<td>Low tide, 9:26 a.m.</td>
<td>High tide, 3:36 a.m.</td>
<td>Low tide, 9:56 p.m.</td>
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<td>Saturday, July 17</td>
<td>High tide, 3:59 a.m.</td>
<td>Low tide, 10:21 a.m.</td>
<td>High tide, 4:12 p.m.</td>
<td>Low tide, 10:58 p.m.</td>
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<td>Sunday, July 18</td>
<td>High tide, 5 a.m.</td>
<td>Low tide, 11:17 a.m.</td>
<td>High tide, 5:30 p.m.</td>
<td></td>
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<tr>
<td>Monday, July 19</td>
<td>Low tide, 12:02 a.m.</td>
<td>High tide, 6:05 a.m.</td>
<td>Low tide, 12:17 p.m.</td>
<td>High tide, 6:31 p.m.</td>
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<tr>
<td>Tuesday, July 20</td>
<td>Low tide, 1:08 a.m.</td>
<td>High tide, 7:12 a.m.</td>
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</tr>
</tbody>
</table>
OBITUARIES

Mary Ann (Fisher) Blowney

Mary Ann (Fisher) Blowney, a resident of York Harbor for 65 years, passed away peacefully at Durgin Pines rehabilitation facility in Kittery, on Sunday, July 11, after a lengthy illness.

She was born in Weymouth, Mass. on January 7, 1918. She was the youngest and only daughter of four children born of Joshua and Daisy Fabian. Mary and her family moved to Rumford, Maine, in the 1930s. She graduated from Stephens High School in 1936. After working for several years, she married Bill Fisher and they moved to York Harbor. She was married for 36 years. Bill Fisher who died in 1976. She later met and married John Blowney and they enjoyed 26 years of marriage until John’s death in 2006.

Besides her parents and husbands, her brothers Joshua, Steve, and Warren Fabian predeceased her.

She will be missed by her two children, David B. Fisher and his wife Lauren of Gorham, and William M. Fisher and his wife Patricia of Yuma Ariz., also leaves behind a brother, Peter Zenger of Yuma Ariz., and a sister Rena Haggerty Dyer and Jean Anne Brady. He was preceded in death by his brothers, Robert, and Harold Zenger predeceased by his brothers, Robert, and Harold Zenger predeceased by his brothers, Robert, and Harold Zenger.

Gerald E. Zenger


Born in Endicott, N.Y. on May 11, 1928, he was the son of the late Emil and Mary (Randelph) Zenger.

He served in WWII Army/Air force 1944-1947 where he received the WWII Victory Medal. He then entered the Air Force where he had a 20 year career, retiring from Hanscom Air Force Base in 1966 as part of the Aerospace Instrumentation Weather Laboratory Division.

He moved to York Beach, where he built a retirement home in 1975. In Maine, he was employed by the Portsmouth Naval Shipyard, where he repaired nuclear submarines until his retirement in 1987.

He was preceded in death by Phyllis M. Shaw Zenger with whom he raised two sons, Fred and Tim.

He is survived by his wife Patti, and her daughter Carol Pugh of Greenville N.H., son Jeffrey Pugh and wife Jennifer, two grandchildren Naomi and Samuel Pugh of San Diego, Calif. He leaves behind his two sons, Fred Farrell Fraize and wife Stella of Venice, Fla., Tim Tyler Fraize and wife Patricia of Pelham N.H.; four grandchildren, Darrell Fraize of Brownfield, Melissa (Fraize) Morris of Columbus, Ohio, Kate (Fraize) Graham of Merrimack, N.H., and Joshua Fraize of Nashua N.H.; five great grandchildren, Amanda, Benjamin, Holly, Logan and Ella. He also leaves behind a brother, Peter Zenger of Yuma Ariz., a sister Beverly Lutskas (Al), of Spokane Wash. He was predeceased by his brothers, Robert, and Harold Zenger and two sisters Rena Haggerty Dyer and Jean Anne Brady.

A memorial service for Gerald will be held on Saturday, July 17, at 11 a.m. at the York Street Baptist Church, 30 Speen Street, Framingham, MA 01701 or to the York Street Baptist Church.

In lieu of flowers, donations may be made in her name to the First Parish Congregational Church.

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207-363-8484 www.yorkindependent.net
Classified Ads

FOR SALE

3PC KINGSIZE PILLOWTOP MATTRESS SET new in plastic with warranty. $220. Call 396-5661.

SOLID WOOD BUNK BED SET still in box w/mattress $375. Call 899-8853.

A TRUCK LOAD CLOSEOUT SALE: New mattress sets 40% to 70% off—all sizes—factory direct—starting at $100. Call 899-8853.

NEW PLUS QUEEN MATTRESS SET worth $699 asking $240. Call 899-8853.

POSTURE SUPPORT queen mattress all new $145. Call 899-8853.

CHERRY SLEIGHBED new in box with mattress on size $425. Call 899-8853.


NEW PLUS QUEEN MATTRESS SET worth $699 asking $240. Call 899-8853.

IMPORTED LEATHER SOFA-never used, chocolate brown worth $1195, take $475. Call 396-5661.

ABSOULTE BARGAIN new twin/full mattress set w/frame $179. Call 396-5661.

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Donations, volunteers needed

• York Community Thrift Shop, located at 1320 Route 1 in Cape Neddick requests donations of small furniture, small kitchen appliances, costume jewelry, summer hats and shoes. Proceeds from the shop benefit townspersons through the Food Pantry and Family Services. Call 363-2510.

• The York County Shelter Programs is committed to recycling. They are in desperate need of two large Garden Way type of carts with the big wheels that will enable residents at the shelter and residents at the farm to collect and transport items to the recycling barn and to the compost pile. One cart is needed for use at the shelter while the other would be used at the farm. Anyone who could help find one of these carts is encouraged to contact Tom at the farm at 795-4592. The farm is also looking for the donation of tools and other equipment.

• York Harbor Inn is collecting donations and supplies for the Animal Welfare Society and Safe Haven Cat Rescue. Visit the Inn’s Ship’s Cellar Pub on York Street in York Harbor for good eats, good fun and good company while supporting a great cause.

Horoscopes

By Rusty

The Southern Maine Coast’s leading astrologer and valet parking efficiency consultant Arles (March 21-April 19) know where you stand before you sit. More importantly, know where the dog poops before you stroll the yard.

Taurus (April 20-May 20): A dozen eggs, a half-gallon of milk, a pound of butter, three potatoes, and that little “guide to horoscopes” booklet at the check-out counter.

Gemini (May 21-June 20): She’ll be comin’ round the mountain when she comes. She’ll be comin’ round the mountain when she comes. For pete’s sake, what’s taking her so long?

Leo (July 23-Aug. 22): Better things are coming to your business. Inspectors from the Better Business Bureau, for instance.

SCORPIO (Oct. 23-Nov. 21) A new love is coming into your life. Unfortunately, it will be with deep-fried oreo cookies at this year’s York Days.

Cancer (June 21-July 22): Join Rusty’s Horoscope Club. Read 12 horoscopes, and your next one is free!

Virgo (Aug. 23-Sept. 22): All that elbow grease you’re using at work is paying off. Now, stop getting so much of it on your face, willya?

Libra (Sept. 23-Oct. 22): Are you sure you’re a Libra? You look more like a Pisces to me. Were you adopted?

SAGITTARIUS (Nov. 22-Dec. 21): A new love is coming into your life. Unfortunately, it will be with deep-fried oreo cookies at this year’s York Days.

Capricorn (Dec. 22-Jan. 19): Your inability to focus and concentrate will...hey, look at that over there!

Aquarius (Jan. 20-Feb. 18): Your behavior will lead people to compare you to an iconic figure on television. Unfortunately, it’s the star of those old Merrill Lynch commercials.

PISCES (Feb. 19-March 20): If everyone’s special, then no one is. Fortunately, you prevent this from being a problem.
TO THE BEACH! Long Sands location! Great Investment/2nd home. 3 BR, year round, 1/4 mi to beach. Ctrl air, 1st floor BR, tile kitchen counters & hardwood flrs.Wonderful rental history. All freshly painted. $289,000

Andy Stotz 207-730-1350

Let’s talk TRADE!! Willing to buy if only you could sell? In this market do what makes sense. Fantastic move-in ready home w/high-end renovations in wonderful neighborhood. COME HOME TO THIS BEAUTIFUL PROPERTY IN YORK! $524,000

Gail Benson 207-251-0632

WATERFRONT!!! Lovingly maintained Pine Point beach cottage on Wildlife Marsh - plus only 200 yds to 7 miles of beach! Freshly painted throughout, New Riuna! Year round or summer retreat! Lot-expansion possible! $340,000

Carolyn Weller 207-351-6717

PRIVATE RETREAT speaks exceptional architecture! This Superb open concept unites indoor & outdoor spaces, easy living & entertainment. Master suite w/ interior balcony. Green house & lavish landscape. Minutes to Perkins Cove & Cape Neddick beach! $599,900

Louise Ducharme 207-252-3270

POST & BEAM TOWNHOUSE. Bright & spacious, open-concept Private end unit w/ swimming pool & tennis courts. 8’x 24’ sundeck off main living area. CONVENIENT LOCATION to Rtes. 1 & 95 for commuter. Cool family room. $199,900

Joanne Stone 207-337-2359

PRICED TO SELL! Cozy year round 2 BR ranch on Ogunquit River. Well landscaped sunny lot. Perfect new beginning or 2nd home.Minutes to Ogunquit & Moody Beaches. 1 car grg w/woodstove. Many updates! $198,000

Eileen Parenteau 207-337-2220

Walk to Footbridge beach from this exceptional 3 bedroom condo. Immaculate condition with amenities inc. new appliances, new carpeting, recessed lighting & in-ground pool. $334,900

Bob Davis 207-251-2819

LOVELY WATER VIEWS. Originally built in 1880, converted to year-round home. Sits high on a hill overlooking tidal inlet. Great location near town, but very private with deck, porch, backyard & mature landscaping. $460,000

Nancy Raynes 207-233-1693

TO THE BEACH! Location, location, location! You can hear, smell, and even get peeks of the ocean from this lovely 2-bedroom turnkey cottage with a 20’x16’ sleeping loft & 16’x 16.5’ porch. $350,000

Jim Hager 207-361-7169

STEPS TO THE BEACH! Location, location, location! You can hear, smell, and even get peeks of the ocean from this lovely 2-bedroom turnkey cottage with a 20’x16’ sleeping loft & 16’x 16.5’ porch. $350,000

Joanne Stone 207-337-2359

You can hear, smell, and even get peeks of the ocean from this lovely 2-bedroom turnkey cottage with a 20’x16’ sleeping loft & 16’x 16.5’ porch. $350,000

Joanne Stone 207-337-2359

LAND! Land! GET READY TO BUILD

Wells - DREAM RETREAT and/or SUBDIVIDE- 2.6 Acres close to Ogunquit Clr. Rolling & treed w/stonewalls.R2 zone. $295,000

Richard Pope 207-646-4546 x301

North Berwick - 3.6 acres - BEAUTIFULLY WOODED W/CLEARED BUILDING LOT. Old stonewall border. $78,000

Elisa Drews 207-251-3529

York - PRIVATE WATERFRONT - 1 acre. Great place to build now! Close to York Ctr & 95. Kayak, skate, or fish from YOUR DOCK. Permit required. $169,000

Bill Conda 207-450-5030

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