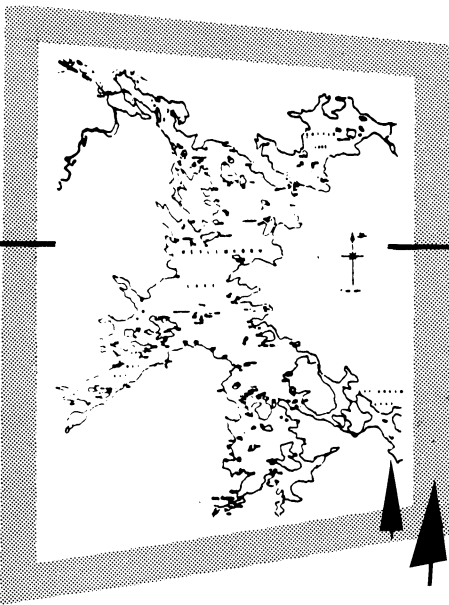


1977/78



Lake Umbagog

CONSERVATION ASSOCIATION

Incorporated under the laws of Ontario

President:
Grahame B. Richards
650 MacLaren Drive
Burlington, Ontario

Vice-President:
Alice Hogg
93 Pitfield Rd.
Agincourt, Ontario

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60 NORTH BONNINGTON AVENUE
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Naples, New York 14512

Auditors:
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Junior Loons Counselor
Maija Thompson
531 Brixton Ave.
St. Lambert, P.Q.

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531 Brixton Ave.
St. Lambert, P.Q.

the loon call



To:

MR J S GLASSFORD
2327 HILLARY AVE
OTTAWA K1A 7J2

810

ONT



S. BILPSECK



DIRECTORS 1977-78

Mrs. Beryl Armstrong, Scarborough, Ontario
Mr. Dwight Dempsey, Naples, N.Y.
Mr. D.J. Dodsworth, Waterloo, Ontario
Mr. Paul Lee, Gilmour, Ontario
Mr. Gordon S. Greer, Burlington, Ontario

Mrs. Alice Hogg, Agincourt, Ontario
Mr. Mel Johnson, Peterborough, Ontario
Mr. Derrick McDermott, Niagara Falls, Ontario
Mr. Karl Austin, Wooler, Ontario
Mr. T.A. Rowswell, Thornhill, Ontario

Mr. Grahame Richards, Burlington, Ontario
Mr. W.R. Weaver, Scarborough, Ontario
Mr. Charles A. Smith, Burlington, Ontario
Mr. H.J. Thompson, Islington, Ontario
Mrs. Barbara Wipond, Peterborough, Ontario

HIGHLIGHTS FROM WINTER DIRECTORS' MEETING

- Carl Ackerman has been appointed to collect garbage at the North End of the lake. Carl will collect from all cottages formerly serviced by the Carr family.
- Jim Rowswell has resigned as a director due to an assignment in Saudi Arabia.
- Bill Weaver is now the director in charge of lights and buoys. Roy Whitmore and Carl Ackerman will handle maintenance duties for the south and north ends respectively. If you see any lights or buoys missing please let one of these people know about it.
- Your directors were made aware of the possibility of a road to West Bay and felt that this was an issue to be resolved by those affected by this proposal.
- Your directors were also made aware of the situation at Four Loons and expressed hope that a new owner could be found before the '78 season starts.

SPECIAL NEWS OF THE LAKE

The Four Loons marina is currently without a proprietor since Jim Bond has left the operation. We have been in touch with Karl Austin. he and Em. Richards are in the process of selling the Four Loons, and they hope that it will be sold in time to look after all the cottagers who use the marina facilities. The Four Loons trailer park has been sold to Gilbert Bailey from Madoc. He will be glad to serve you.

Early April — lake and weather terrific.

A group of cottagers on West Bay's south shore have been exploring the possibility of having a road built to connect the south shore with the road at approximately Poco Park. They have appointed a committee to look into this. If this involves your property they probably have informed you already. If you wish more information the road committee consists of Melvin G. Johnson, Lorne Corkery and Barry Carmichael. This committee is not connected with your association.

ANNUAL MEETING

Saturday August 5, 1978 — Association Meeting Grounds

All residents and friends are invited to attend — Program, interesting and informatative.

Bring a picnic lunch and join your friends and neighbours.

The directors need your presence and support. See you there.

LETTER FROM WILLIAM H. McPHERSON

3 Varley Drive, Kanata, Ontario

2 January 1978

Mr. Grahame Richards,
President, Lake Weslemkoon Conservation Association

Dear Mr. Richards,

This is to express my support for whatever increase in fees is necessary to continue garbage collection. I would rather contribute on behalf of some "freeloaders" than accept the risk of pollution resulting from not having garbage collection.

Would it be possible to advise members of their neighbours who are not members and ask them to approach their neighbours with a "sales pitch" to join our association? This would increase revenues and reduce the risk of pollution from garbage.

Sincerely, Bill McPherson

ED. NOTE: We thank Mr. McPherson for taking the time to write and for permission to include his letter in our newsletter.

LETTER FROM THE ONTARIO MINISTRY OF NATURAL RESOURCES

Box 500, Bancroft, Ontario K0L 1C0

February 14, 1978

Dear Mr. Richards,

Subject — Water level, Weslemkoon Lake

Reference is made to our recent telephone discussion with respect to the water level on Weslemkoon Lake. Sorry for the delay in bringing this information to you.

During the summer of 1969 the Weslemkoon Lake Cottagers' Association under the direction of Mr. Joseph C. Seibert, made a canvas of the members attending the annual meeting with a view to arriving at a satisfactory future water level. As a result, a level of 6.2 on the gauge was agreed upon and recommended. In addition a maximum fluctuation of 6/10 of one foot was requested.

In a letter to Mr. Seibert dated October 23, 1969, I accepted the reading of 6.2 as the desired level, but advised a fluctuation of one foot could be expected during normal weather conditions.

Prior to about the year 1970, Mr. E.P. Carr (a commercial tourist operator on the lake) had been operating the dam under the guidance of this office.

A prolonged summer drought can seriously jeopardize our effort to maintain the required lake level. In these circumstances the downstream users must also be considered.

Yours Truly, O. Goodman, District Manager, telephone 613-332-3940

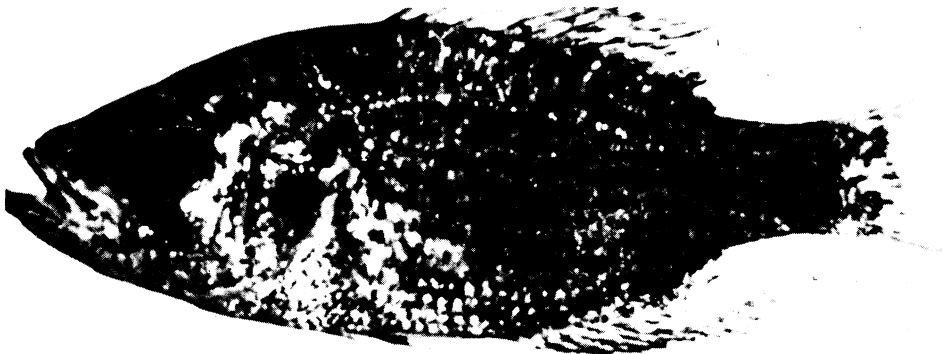
(from an environmental health bulletin obtainable from the Ontario government)

The "Guide to Eating Ontario's Sportfish", outlining the facts about fish contamination and resulting health implications is now available from local offices of the Ministries of Natural Resources. For information concerning specific water bodies and fish species these local offices should be contacted.

Since mercury content increases in fish with increasing size and age, analysis of specific sizes of fish from particular lakes can be used to determine the relationship between fish length and mercury level. Environment Ontario is now presenting fish contaminant data in a form which will allow the angler, simply by measuring the fish he or she has caught, to determine the level of safe consumption.

With this in mind I thought you might enjoy some information and recipes about the real small fish that inhabit the waters of Weslemkoon.

Pumpkinseed, blue gills and rock bass are members of the Sunfish family.



The rock bass — well worth the effort in many shallow waters. Photo by F. P. Maher.

[Handwritten signature]

Sunfish may be caught readily by still-fishing with worms, grasshoppers and other small live bait on hooks number 8 to 10. They strike at any time of day. Rock bass rarely refuse a bait, even when offered on the coarsest of tackle, and it bites day or night. Because of this the selection of a suitable bait is easy — for example, small minnows, crayfish, crickets, grasshoppers and worms. A concern over the effort required to clean such small fish has lost many anglers a delicious meal. The flesh of the sunfish is firm, white, flaky and delicious. These fish are best as panfish — scaled, beheaded, gutted and pan fried.

Sunfish Cookery

CAMP QUICK SUNFISH — An excellent meal consists of sunfish dipped in egg, then in cornmeal and fried in sweet butter until crisp on the outside and moist on the inside. As an alternative try sunfish baked with bacon. Of course the bacon comes out second best in this combination.

HILIKALAA (Sunfish cooked in coals) Use 1½ lbs of sunfish per person. Scale, gut and wash well. On the inside, slash a shallow groove along each side of the backbone and sprinkle generously with salt making sure every crevice is covered. Close fish. Take approximately 1½ ft. of brown paper, wet well and wrap the fish. Take some damp newspaper, wrap again. This prevents the fish from burning. Place the bundle on hot coals, cook from 20 to 30 minutes, turn and cook the other side. Take off coals and slit open paper. Open up fish and eat with fingers.

Perhaps you have a favourite recipe. Please share it with us.

Summer is coming, and we will soon be out in our boats. The following words of wisdom may come in handy. They were brought to my attention by one of our directors, taken from an earlier newsletter

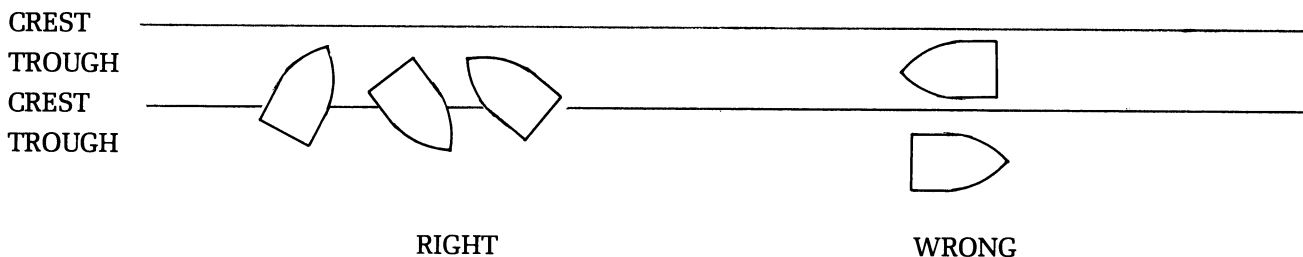
BOATING SAFETY by John Stull

Knowing how to control a power boat in strong wind and high waves not only assures safe voyages, but also eliminates the possibility of ever swamping or capsizing a boat. Waves on any body of water are caused by the wind, and vary from no waves in a dead calm to higher and higher waves as the wind velocity increases. The top of the waves are Crests and the depressions between the crests are Troughs.



“White-caps” are an indication of rough water and are seen when the water at the top of the wave crests is blown and “topped” or spilled over by the wind.

While underway in rough water a boat should always be run diagonally or across the wave crests, so that the wave crests are transverse to the keel of the boat. Avoid running a boat in a trough broadside to high waves, except for short intervals of time, such as turning or changing course.



OVERLOADING — On many occasions, we see boats underway on the lake having a capacity of three or four persons, that are overloaded with six to eight adults and children, including their luggage. These overloaded boats sit so low in the water that there are only two to four inches of freeboard to keep them afloat. These jovial weekenders are apparently blissfully unaware of what can happen to a badly overloaded boat in a sudden squall or thunder storm.

PLACES TO SEE AT THE LAKE

Pike's Peak — Canoe Trip to Clear Lake — Mink Lake
Green Lake — Little Weslemkoon

If you wish any information about these trips please notify your editor or come to the Annual Meeting and we will give you all the help you need. You may have a favourite trip. If so we would love to hear about it, and share it with others.

Thanks to all who sent letters and news notes. Please keep them coming — Evelyn Clark, Editor

Remember the Annual Meeting, August 5, 1978, 11 a.m., Association Meeting Grounds.
We are expecting you.

CORRESPONDENCE CONCERNING THE PROPOSED ROAD TO WEST BAY

Association Members:

April 21, 1978

The following letter arrived just as the newsletter was going to press. This concerns the proposed road to West Bay and is a letter from MR. GOODMAN of the Ministry of Natural Resources to MR. JOHNSON of the "Road Committee". Since both the "Road Committee" and the "Ministry" will require commentary from your Association with respect to the road proposal, I would appreciate hearing from you either in writing or at our next annual meeting.

Regards, Grahame B. Richards, President

Box 500, Bancroft, Ontario K0L 1C0

April 7, 1978

Mr. Melvin G. Johnson, 169 St. Lukes Avenue, Peterborough, Ontario K9H 1E6

Dear Sir:

SUBJECT: Proposed Cottager Road. Lots 28, 29, 30, 31, 32 and 33, Concessions 13, 14, 15 and 16, Township of Eppingham, Weslemkoon Lake.

Further to our letter of January 16, 1978 we have now reviewed your request to construct the subject road with the Municipality and the Timber Licensee.

We would first mention that neither the Municipality nor the Timber Licensee have any objections in principle to the construction of the road. We enclose herewith copies of their written replies to this office which are self-explanatory.

We also do not oppose the construction of this road in principle. We do however have a number of concerns. Some of these concerns are as follows.

1. The fact that the road commences on private land! Although the majority of the road will be on public lands it could in fact become a private road, since the private land owner will have the rights to control access over private lands. This problem could be overcome by either re-routing the road over Crown Lands to the west (as shown on the enclosed map) or by acquiring a right-of-way across the private land and transferring control to this Ministry or the Municipality.
2. Road Location (on Crown Land). The construction of this road would take well over 100 acres of land out of resource production, yet this road only provides a trunk, off which the individual cottagers would have to construct other roads, some well over one-half mile in length. With the construction of these additional roads many more acres would be taken out of resource production. Therefore, prior to any approval the actual road location would have to be decided upon jointly between the Ministry and yourselves, taking the above into consideration.
3. Impact on the Timber Licensee. The Crown Lands in this area are under an order-in-council timber licence to the Sawyer-Stoll Lumber Company. Any road construction in this area by others would have to be done with the understanding that the Lumber Company would have full use of the road. They of course would be responsible for normal wear and tear maintenance caused by their use of the road. They would not be obligated to take part in the actual road construction. The Timber Company also has first rights to any merchantable timber removed in the road construction. You will be obligated to pay the Crown dues (charges) on the timber not required by the Company.
4. Public Access to Weslemkoon Lake. The Construction of this road could create unregulated access to Weslemkoon Lake (depending on its location). This Ministry has had virtually no increase in funding in the control of public access in recent years. Such access usually leads to littering, camper-cottager conflicts, illegal docks, plus numerous other problems. It must be understood by the cottagers that they will have to live with many of these problems without assistance from the Ministry. We also wish to point out that with the road access the cottagers will be faced with an increased possibility of vandalism.
5. Environmental Impact of the Road. If this road is not built to certain standards it could have a highly detrimental effect on the local environment. Such things as drainage patterns, ground water tables, erosion, aesthetics and many other environmental concerns can be affected in the construction of such a road. The road would therefore have to be built to certain standards under the guidance of this Ministry. For instance it is our contention that in order to construct a road with a 14 foot travel surface (as you propose) a right-of-way 33 feet wide would not be suffice in this terrain. We are also concerned as to where you will acquire the sand and gravel materials required in the road construction. If this material is to come from Crown Land the Contractor would have to obtain a Quarry Permit for all borrow and gravel pits. We enclose herewith a booklet outlining the requirements of the Mining Act in this regard.
6. Funding and Number of Cottagers to be Served. If such a venture were to commence without adequate funding we could end up with an incompleated road and many of the environmental problems as outlined above. Also it is important to know how many cottagers and their location (general) that this road will serve. Also how many cottagers are for or against such a road.

It will therefore be required of you to:

- (a) post a performance deposit equal to approximately 10% of the anticipated cost of the actual road construction. This would be returned to you upon completion of the road to this Ministry's satisfaction;
- (b) present a petition to us signed by at least 75% of the cottagers in the area of the road signifying their acceptance of such an undertaking. As an alternative to this we would accept a letter of approval from the Cottagers Association. Such a letter should indicate they feel the majority of the cottagers in the area of the road are in agreement with its construction.

In view of the foregoing, and so there is no misunderstanding of this Ministry's position we would request a meeting between your committee and staff from this office before proceeding further with your request. Please advise us of a time convenient to you to meet at this office.

Yours Truly, O. Goodman, District Manger, Bancroft District, Telephone 613-332-3940