



Kennisis Lake Cottage Owners Association

Kennisis Breeze

As Kool and the Gang sang:

"Celebrate Good Times, Come on...

It's time to come together,

It's up to you, what's your pleasure"



We hope this newsletter captures some wonderful memories of the 2025 busy summer season. Enjoy!

This fall issue of Kennisis Breeze is a bit longer than usual.

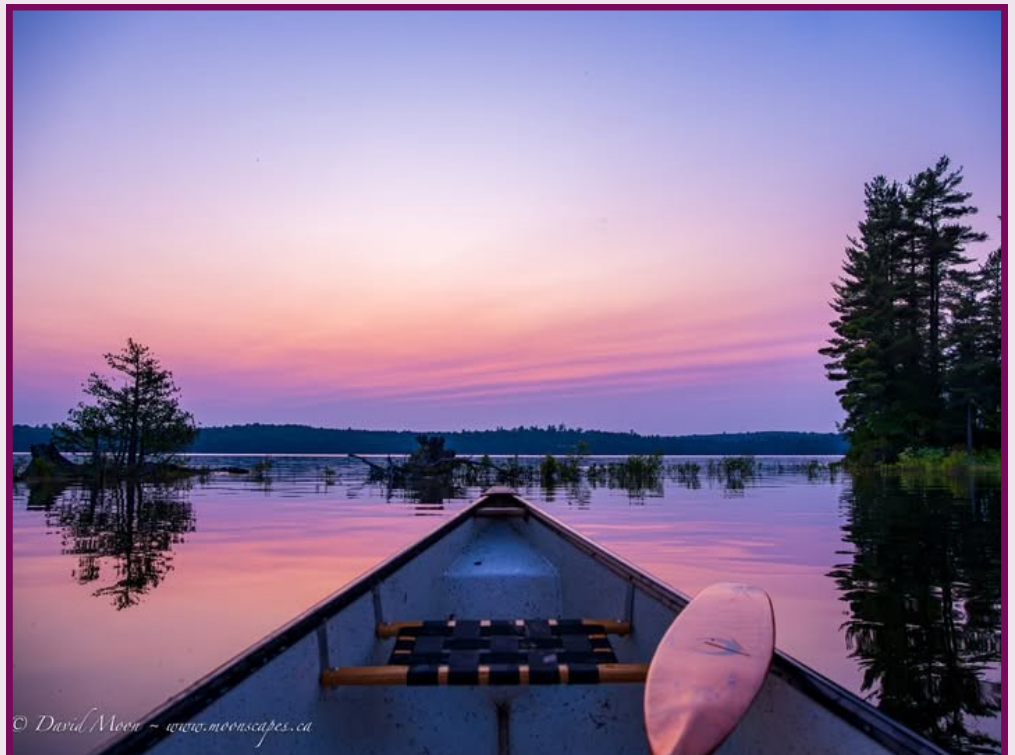
Although it is meant to celebrate the work of the KLCOA organization, it also reflects the eager work of many volunteers who step up to help us with the delivery of many events offered to our members.

The 3 newsletters for 2025, especially this one, truly reflect the special Kennisis Lake Community supported and endorsed by our community builders sponsors. Thank you!

In addition to the amazing memories of KLCOA events, this Fall issue of Kennisis Breeze will feature a keen photographer, David Moon, who shares many of his unique photos on social media for others to enjoy.

"Canoe at Sunset from earlier in the summer.... sometimes you get a surprise when chasing light. I was worried it would be a great sunset when I rounded the point to see the clouds on the horizon. But patience paid off and the sky started to change colour to these wonderful purple tones well after the sun had set ."(permission from David Moon)

(See pages 41 - 42 for more photos.)





Message From Our Co-Presidents, Deb Wratschko and Scott Durie



Well, another summer has come and gone – can you believe the weather we've had in early Fall? On behalf of your Co-Presidents, our sincere thanks to all the Kennisis Lakes volunteers and the KLCOA Board for their leadership, energy and participation in an action-packed summer filled with programs and initiatives that continue to build our wonderful lake community.

Again this year, the calendar was full! Ladies of the Lake Lunch, Fireworks, Rock Bass Fishing Derby, Art on the Dock, Dark Sky Event, and the season wrap-up at Family Fun Day...hope you had an opportunity to share in the experiences.

The KLCOA continues to monitor, run programs and educate on septic health, water quality, safe boating, marker buoys, abandoned docks, traditional rights of way, blue-green algae, invasive phragmites and more.

Your KLCOA operates many programs and events throughout the year. These are all coordinated by the KLCOA Board of Directors and volunteers and funded by membership fees, sponsorship, program fees and donations.

Once again, we remind you to make sure you're signed up to receive our eblasts and follow www.klcoa.org for updates and information. As always, we've been updating the community bulletin board at the Marina – it's a great source of information. Also, continue to look for information on the website – it should be your go-to source for program and Initiative details....check it out!

We're always open to feedback. If you have comments, concerns or anything else to share, we can be reached at:

Deb - klcoa.president.2017@gmail.com and

Scott - scott.durie@pinepoint.ca

Have a great winter and we look forward to seeing you in the Spring.

Sincerely,

Deb Wratschko and Scott Durie

Art On The Dock 2025

Many thanks to Janis Parker, the sponsors and the many artists who contributed to the 2025 Art on the Dock this summer. Donations from the Artists and sponsors are gifted to the Haliburton Arts Council to be utilized by the Arts Council Artist in the School and Community programmes.

Our Art on the Dock event has donated in excess of \$40,000.00 to the Haliburton Arts Council over the last 9 years.



"Learning never
exhausts the mind."

Leonardo da Vinci



Art enables us to find ourselves and
lose ourselves at the same time."

Thomas Merton





"Art is not what
you see, but what
you make others
see."

Edgar Degas





"Artists can do whatever they want!"
Marina Abramovic





"Vision is the art of seeing what is invisible to others."

Jonathan Swift





Plans for 2026 Art on the Dock will be communicated through our eblasts and on our website, www.klcoa.org
Stay tuned and hope to see you next year!

KLCOA Membership

As of Nov. 2025, we have 574 paid members in our Kennisis Lake Cottage Owners Association! KLCOA Members will soon receive their annual reminder to pay their dues for 2026. New members can sign up using the automated process online at

<https://klcoa.org/membership/membership-registration/>

On average, 65% of Property Owners on Kennisis Lakes are KLCOA members.

As part of our membership drive for 2026, non members will also be invited to our Spring Meeting. Stay tuned for details!



Yellow Flag Iris
(*Iris pseudacorus*).

Aquatic Plant Survey of the Kennisis Lakes

The KLCOA commissioned the U-Links Centre for Community Based Research to undertake an Aquatic Plant Survey of the Kennisis Lakes. The purpose of the survey was twofold, first it was to survey the aquatic plant community within the Kennisis Lakes to establish a baseline inventory and second, it was to find and identify any invasive aquatic plant species that may be present there.

The only potentially ecological invasive species found during the survey was the **Yellow Flag Iris**. Learn more about it through another informative webinar based on our research, entitled

“Kennisis Lakes Aquatic Plant Inventory” coming in the spring of 2026.

Check the eblasts and klcoa.org website for registration.

For additional info, contact

jimprince@sympatico.ca

or

Check out our YouTube channel!

<https://klcoa.org/klcoa-youtube-channel>



Your KLCOA stewardship committee reminds members that our **YouTube channel** offers 4 KLCOA webinars for your viewing based on your feedback from the 2021 survey **“KENNISIS ALL OF US”**.

“Bugs in the Muck”:

<https://www.youtube.com/watch?v=nsc4AsgWzfE&t=141s>

“Our Water Quality and Blue Green Algae - What You Need to Know”

<https://www.youtube.com/watch?v=IIAf5TTGo7Q&t=329s>

“Healthy Septic Systems”

<https://www.youtube.com/watch?v=QdIGjLuY74o&t=15s>

“Water Quality Monitoring on Kennisis Lake”

<https://www.youtube.com/watch?v=BpoQZTE7E6c>



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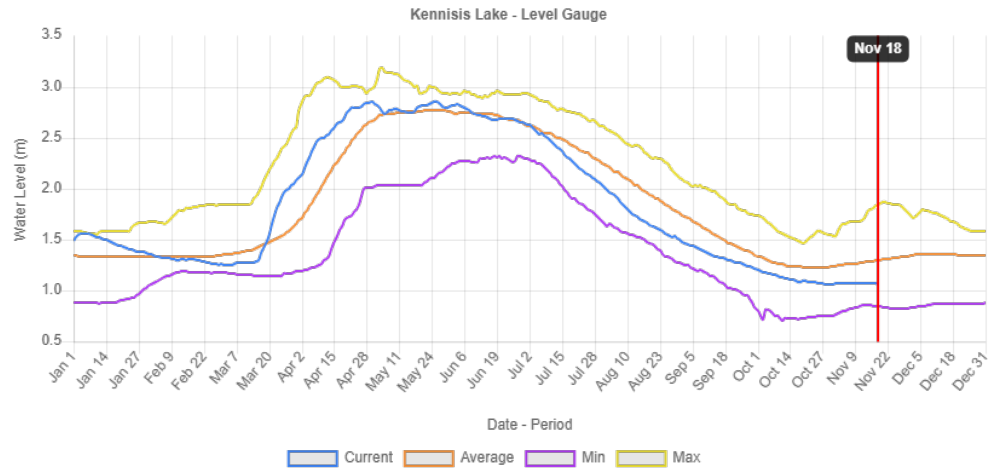
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Kennisis Lake Water Levels

Reservoir dams are at winter set levels and draw down ended Oct. 15th to protect trout spawning.

To report a water level issue, contact Parks Canada's Water Management staff by email or phone and provide them your name, address and phone number, and they'll get back to you as soon as possible.

Email: trentsevern@pc.gc.ca
Phone: 705-750-4064



Septic Inspections Review and Update

2018 - Dysart et al Implemented a Mandatory Septic System Inspection Program

2018, 2019 - The Kennisis Lakes (Area 1) were the first inspections in Dysart:

2020 - "Order to Comply" inspections completed in 2020

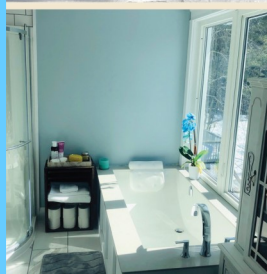
2025 = Dysart will be completing Area 5 inspections (Harcourt Park) which will complete one full cycle

2028, 2027 = The Dysart Septic System Inspection Program will be on hold to focus on Short Term Rental Compliance and inspections. Septic inspection is expected to resume in 2028 for the Kennisis Lakes.

See page 12 for an additional update!

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Marilynn Booth

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Susan Good, Dave Mann, Lauren Wale and Chris Wale

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Celia Ciotola



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Dysart et al Adds a New Assessment to the Septic inspection program

Dysart et al has included a new initiative in addition to the septic inspection program. As stated on the Dysart et al website,

"Septic Inspections will include a complimentary **Lake Health Assessment**. This will include a brief review of the shoreline, as well as the remaining 30m setback. Staff will be looking for natural or mostly natural shorelines and will be providing informational feedback to property owners on how to improve their property.

Following the septic inspection, property owners will be provided a score out of 100 along with detailed resources on how to make improvements should they desire. *This assessment will not result in enforcement as the Site Alteration By-Law is complaint based and this assessment is designed to be an added effort to promote lake health.*

Staff will be referencing the **Site Alteration Sample Site Plan** (see page 13) when assessing and scoring properties."

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Although septic inspections are focused within Harcourt Park as part of Area 5, take some time to self assess your property using the Site Alteration Sample Site Plan provided on page 13.

Cottage Life magazine reported that the score is divided in 3 parts:


"50 points for a three-metre "ribbon of life" around the shoreline, 30 points for natural vegetation around the property, and 20 points for protection from erosion."

Municipality of Dysart et al

Site Alteration Example Site Plan - Developed Lot

LEGEND

 NATURAL VEGETATION / TREES

 5 m BUFFER PERMITTED AROUND BUILDINGS / STRUCTURES

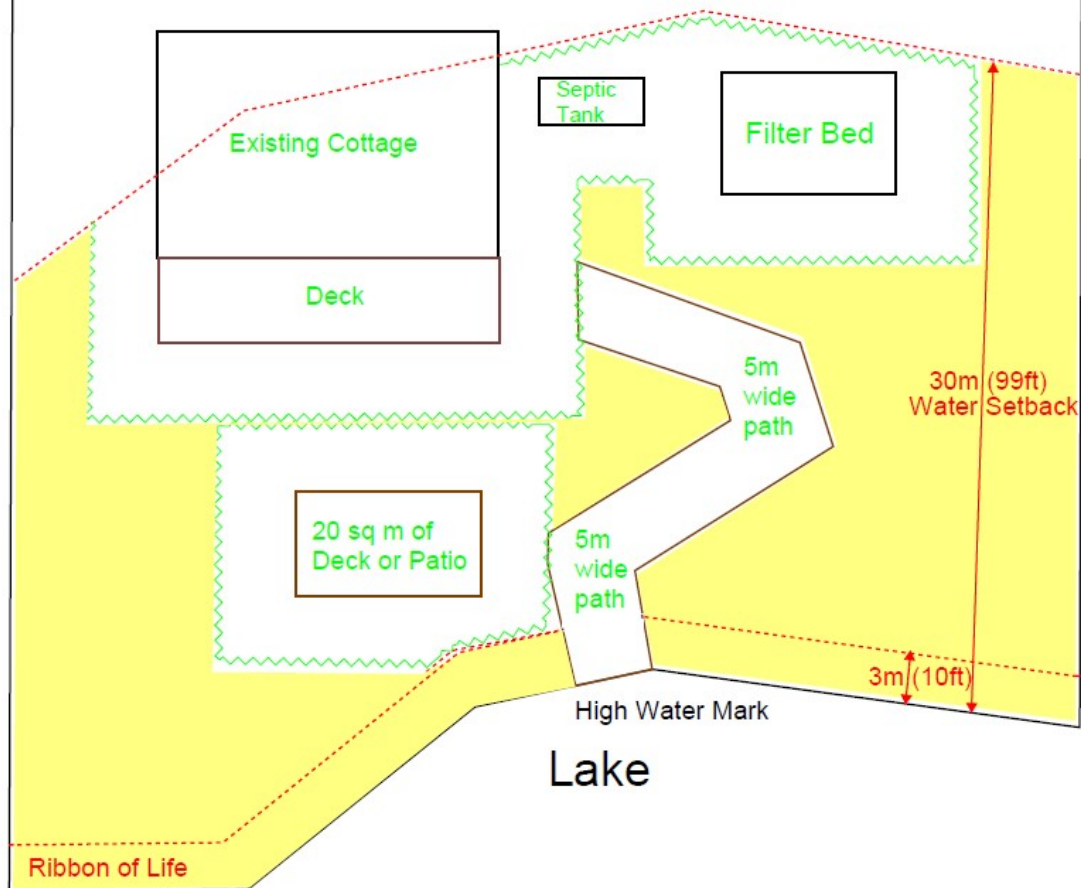
NOTE: 3m (10ft) RIBBON OF LIFE SHOULD BE MAINTAINED FULLY EXCEPT WHERE INTERRUPTED BY 5 m (16.5ft) PATH TO WATER.

SCORING FOR SHORELINE LAKE HEALTH ASSESSMENT

50% - 3 metre Ribbon of Life maintained with Natural Vegetation / Trees

30% - Remaining  contains native vegetation / trees

20% - Protection from erosion - No exposed silts/sands - steep slopes protected with retaining walls, natural vegetation, trees/roots, or is exposed bedrock.





The organizers, Kerin Harding and Beth DeMarsh were busy before, during and after the event to make sure the day was a success. Well done and thank you, ladies!

Regatta 2025!

This annual event is "an old fashioned lake party sponsored by the KLCOA and held at the marina" and this years regatta did not disappoint!

Many thanks to the organizers, Kerin Harding and Beth DeMarsh along with their huge team of volunteers who helped to make another memorable regatta.

The pictures say it all and results are posted on www.klcoa.org



Lesley Lepine (master of ceremonies) and Deb Wratschko (KLCOA co-president) kept us on track and informed of events.



Thank you to Peter Smith for mastering the ceremonies for the afternoon!

Thank you to Smoke on the Water for keeping our bellies full and providing some entertainment for the crowd!





Whether young or all grown up, there was a race for everyone! Congratulations to all of the participants for their efforts and great sportsmanship!

The t-shirt relay was a great example of pure fun through team building as families cheered on the contestants.

All results are posted on our website at www.klcoa.org



Games in the Tent



Many thanks to Melanie and Sam for organizing a tent full of activities to challenge minds and challenge coordination or sit and enjoy someone painting a favorite character on a excited child's face!



Al states "The game of **horseshoes** originated in ancient times. According to tradition, Roman officers played "quoits" with a metal ring, and their soldiers, who could not afford the equipment, used discarded iron horseshoes and pitched them toward a stake in the ground. In 1910, the first world horseshoe-pitching tournament was held in Bronson, Kansas.

Thank you to Graham Beach and his team of volunteers for keeping the tradition alive at our Regatta!



Many participants took part in the canoe races building strength, coordination and a sense of direction.



The regatta provided a *new* boat marshal with a very special 'look-out' volunteer with a very special job!





Log rolling, known as birling, originated in the late 19th century from the work of lumberjacks who had to keep floating logs from jamming on rivers. To prevent jams, they would step onto the logs, and the spinning motion required them to develop skills to stay balanced, focus on quick foot speed and use their core strength which eventually evolved into a competitive sport where the goal was to knock opponents off the log.

At our regatta, the aim is to stay on the log without losing balance and falling off.

Hmm...we are definitely not lumberjacks but very good sports!



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Thank you
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who donated
the trophies
over the
years!



Trophies, medals and ribbons...but the fun did not end until it was determined who would win the famous egg toss competition! From youngsters to adults, the game was a big hit!!

1st place = Matthew Hannan, Jaxon Hannan

2nd place - Spencer Dale, Jayson Dale

3rd place = Chris Flynn, Ben Tanouye

And many thanks to David Moon for capturing these egg toss action shots for us to enjoy!



"We
won,
we
really
won!!!





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Did You Know? Andrew M. Gordon, R.P.F., Director U-Links and Jim Prince, co-chair of U-Links and our KLCOA vice president, presented to Dysart et al, requesting additional funding to remove phragmites stands in our area. The following are snapshots of the presentation that provide important details for us.

What are Invasive Phragmites?

- ▶ Invasive Phragmites (*Phragmites australis*) are a highly aggressive species of reed grass that form dense monocultures, outcompeting native plants
 - ▶ Dense Growth Pattern
 - ▶ Difficult to Control
 - ▶ Economic Impact
 - ▶ Potential for Fire Hazard

Identified as Canada's most dangerous invasive species (Ontario Invasive Plant Council, 2024)

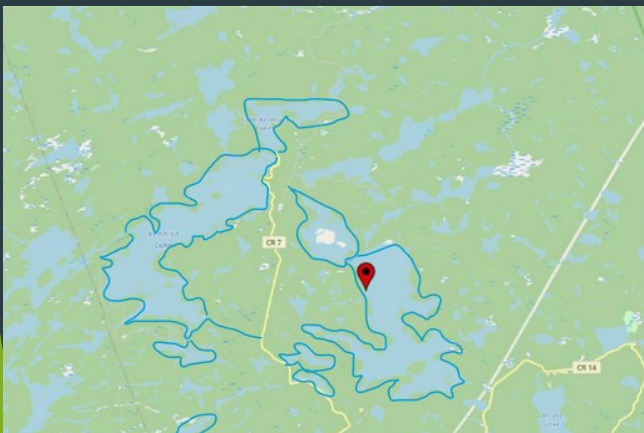


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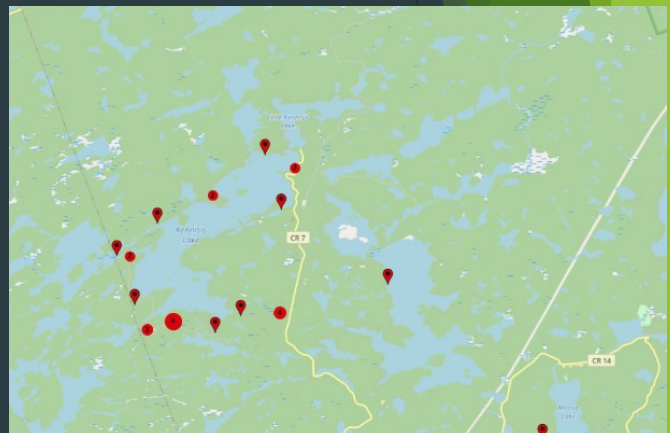
Upper Watershed Survey Scope in 2024

Target area previously only had 1 data point for Invasive Phragmites (EDDMapS 2023), representing a “Phrag” data-desert for the upper-watershed region of Haliburton County

2023



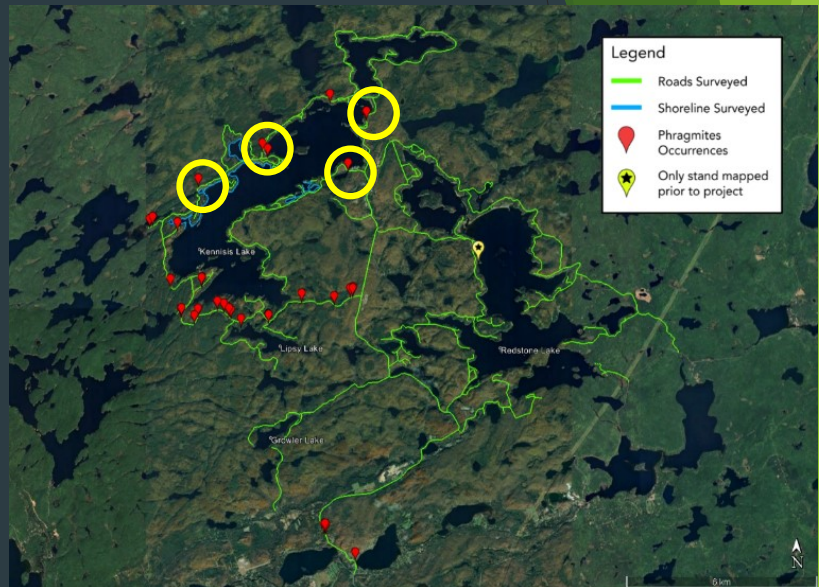
2024



13

Completed 4 Priority Sites Removal by Manual Spading August 15th. 2025

Removal of all these stands could effectively eradicate Invasive Phragmites in the Haliburton/Dysart Upper Watershed area of interest.



20

Upper Watershed Priority Sites - Wilkinson Site 1 Removal by Manual Spading August 15th. 2025

Wilkinson Site 1

Near wetland and tributary into Kennisis Lake

- ▶ Close to Kennisis Lake Marina
- ▶ Size = ~20m²

Removal Method

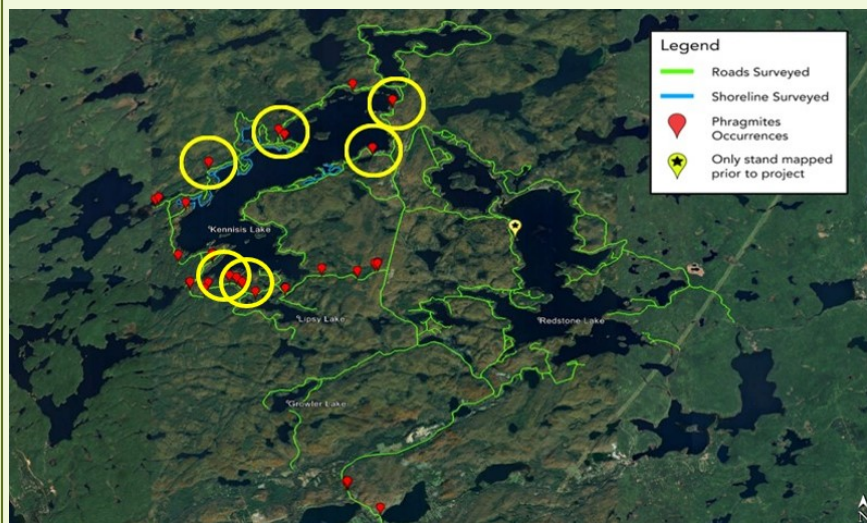
Manual Spading, Bagging Rhizomes (for treatment) and Burning Seed Heads

Treated Rhizomes and Stalks - Dispose in Landfill/Transfer Station



Phragmites Stand Removal

The team of volunteers have now removed 6 phragmites stands on Big Kennisis and no phragmites were sited on Little Kennisis!



THANK YOU !!!

Many thanks to our hard-working volunteers who gave up their personal time to begin the removal of Phragmites on West Shore and Wilkinson Rd.

If you are interested in helping out in 2026 please contact

Jim Prince

jimprince@sympatico.ca

or call (416) 5281739



Sailing Details

There were 12 boats at the start in Bullfrog Bay, and this is the first year that the Kennisis Sailing Regatta welcomed a Wing Foil sailor! From Bullfrog Bay, the course was set northerly to Pine Point, west toward the Blueberry Islands and returning on a downwind run to the start.

Many thanks to all sailors who came out to enjoy the Kennisis breeze, to the sailing regatta volunteers, Luke for some great pictures and to Alina Goetz and family who commandeered the committee boat and crew and photographed the event.

Sailing Regatta Results

Sunday August 3, 2025

Overall Finish

- 1st Place - John Cooke and Alvaro – Prindle 18 Catamaran**
2nd Place - Steve David and Iain Keith – “Marine One” Albacore
3rd Place - Monte Lin – Hobie 16-T2

Class Results

Catamaran Class

- 1st - John Cooke and Alvaro – Prindle 18**
2nd – Monte Lin – Hobie 16-T2

Dinghy/Sloop Class

- 1st – Steve David and Iain Keith – “Marine One” Albacore**
2nd - John Sensicle – RS Quest

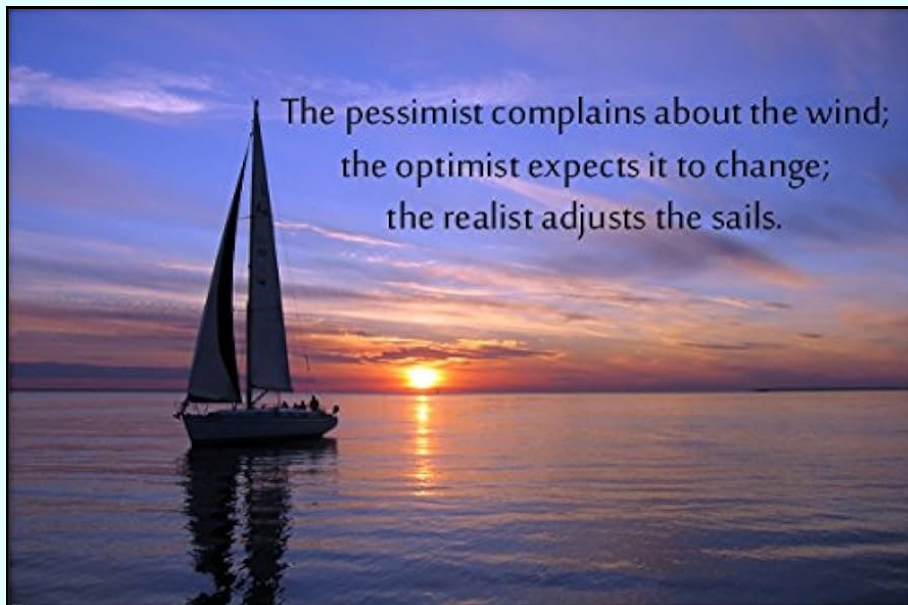
Laser/ Dinghy Class

- 1st – Nicole Cooke – Open BIC**

Wing Foil Class

- 1st – Steve Martin – Wing Foil Board**







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THE KENNISIS LAKE HISTORY BOOK PROJECT

NATALIE WOOD

ARE WE THERE YET?



The Road, painted by N. Breen, 1957. Painting owned by Linda Sparling

THE LONG AND WINDING ROAD: THE JOURNEY TO KENNISIS LAKE

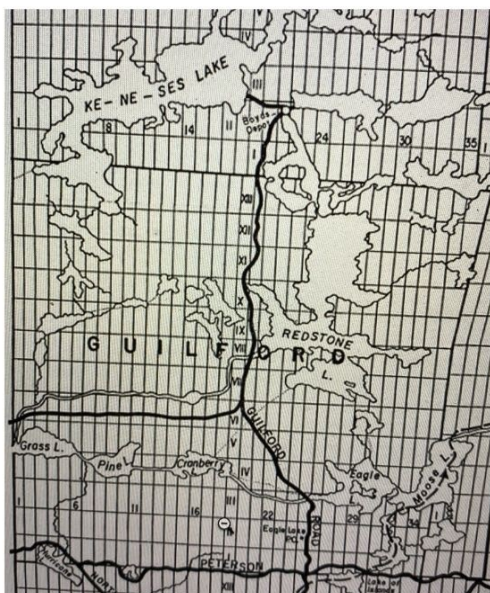
“Are we there yet?” is a familiar refrain for travellers. To those bound for Kennisis Lake, the turn onto Kennisis Lake Road in West Guilford signifies the moment when the distance to the lake feels so close. Eager for adventure but weary from the drive, many rely on familiar landmarks rather than counting kilometres to gauge their progress. For Kennisis cottagers, the “first glimpse” of the lake peeking through the trees serves as a cherished signal that they have finally arrived. This view instantly soothes the spirit, and to many, it feels like a welcome home sign.

EARLY ACCESS AND THE EVOLUTION OF THE LANDSCAPE

This vantage point was once concealed, visible only after the road was carved through the wilderness. In earlier times, Kennisis attracted visitors with its natural bounty. Accessing the lake required traversing dense forests and strenuous paddling, rewarding only those determined enough to reach its serene waters—often with the promise of a prized trout. The arrival of the lumber industry was a significant change for early inhabitants, who witnessed the mighty pine trees being felled and floated downstream, sometimes blocking traditional water routes and limiting access for the land’s original stewards.



Photo by Michael Maclaverty



Circa 1870's map showing "cadge" road to Boyd's Depot (Now the Haliburton Forest)

MAPPING AND MODERN ROAD ACCESS

By 1923, a Dunlop Tire advertisement promoted Kennisis Lake as a road trip destination, even though direct road access was still lacking. Both the Dunlop Tire and the 1925 Ontario Department of Public Highways maps showed Kennisis Lake, but a formal access road wasn't built until 1947. A diary from a 1923 fishing trip to Redstone camp noted, "*Roads lovely. Met ourselves coming around the corner several times!*" (Webb & Luther) Mr. Webb and Mr. Luther would have been describing the road from Haliburton to the base of Redstone.

ROAD BUILDING AND THE LUMBER ERA

An 1870 map details an access road to the Boyd Depot, now the Haliburton Forest Reserve. This was a cadge road—a rough supply route for carts and sleighs serving the lumber camps. These primitive trails were little more than clearings in the bush, abandoned after the lumber shanties ceased operation, typically within two or three years. The best time for travel was late fall, when the ground was frozen, but snow was not yet deep; wagons were preferred over sleighs for these conditions. (Scott)



Development of Highway Access

Highways 35 and 118 now provide primary access to Kennisis Lake. Highway 118 traces some of its origins to the Peterson Road, built between 1858 and 1863 as part of Ontario's colonization projects. A fire in 1865 and sparse settlement made the road nearly impassable. (Kingshighway118) In 1955, sections of the Muskoka District Road and Haliburton Road were assumed by the province. The Haliburton Road was previously known as #119, providing access to Redstone Landing via Eagle Lake. (Kingshighway.ca) In 1981, Highway 118 was extended to Haliburton and in 2001, the road was extended from Haliburton to Padaush and designated as the Kings Highway. The 118 meets Kennisis Lake Road 7 at West Guilford.



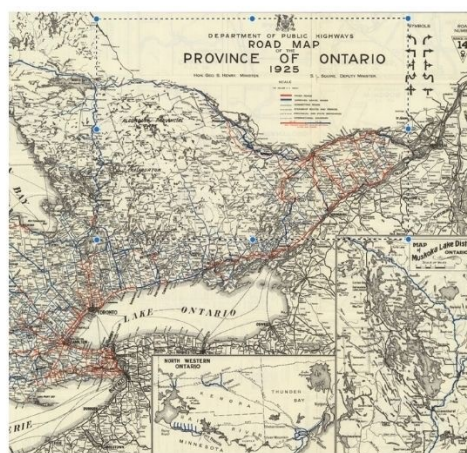
The building of Highway 35, Minden & Area.

THE EARLY ROADS AND SAWMILL ACCESS

The Ontario Motor League Map of 1923 depicted a road from West Guilford to Redstone's southwest corner, serving the arable lands of Guilford. Today, drivers still notice the shift from flat farmland to rugged hills at this spot. (MacKinnon) Road access to Kennis Lake emerged in 1942, when Hay & Co. constructed a road to their sawmill. (MacKinnon) A 1948 letter from the Department of Highways acknowledged Hay & Co.'s contribution to local development and agreed to reconstruct and surface the existing road, then known as Dozer Rd. at Redstone Lake to continue to the sawmill. By the mid-1950s, maps showed a road to the marina and Haliburton Forest. The local newspapers often reported accidents along the sharp corners and steep hills to Kennis.

Kennis Lake Road 1942. Photo courtesy of Dorothy Shaver

Highway 35 was constructed primarily as a Depression-era make-work project. Work crews toiled for three years on what was deemed the largest construction project in the Haliburton Highlands history. The road was built by men and horses, with gravel and rocks hauled by wheelbarrow and levelled with shovels; stumps and boulders were dragged out by horse teams. Pay was low and conditions tough, but workers came from across Ontario, staying in roadside camps and earning less than \$5 per month. (Shirley)



1925, Ontario Road map. Public domain access via Archives Ontario





Silver Valley Store
Photo courtesy of Arlene Lynn Scheffee

LANDMARKS AND LOCAL LORE

Further along Kennisis Lake Road at the Growler Lake corner is “Milk Truck Run,” a spot with two origin stories: Larry Hewitt recalls the truck was placed there and used to store hay for horses, while others claim a milk truck slid off the road in winter and was never retrieved. The old milk truck is still visible among the bushes. Cottager Joan Middleton recounted the winter challenge of climbing the big hill at this corner, which became a family landmark signalling their proximity to the lake and the relief at making it back out.

Milk Truck Corner. Photo courtesy of Colleen Trapp Warner

SILVER VALLEY STORE: A COMMUNITY LANDMARK

The Silver Valley Store was a beloved stop for cottagers. In April 1945, Clayton and Harina Lynn purchased 100 acres on Kennisis Lake Road at Pivot Lake, transforming a former lumber camp and mill into their home and business. The Kingfisher cottage became their residence and remains visible today from the road. The Lynns moved in without hydro or running water, working hard to build a life dependent on the summer tourist season. They ran the store for 23 years. The road initially stopped at Redstone Lake, but in 1944, Hay & Co contracted Armstrong Construction to extend the road to the sawmill. By 1946, provincial maps marked the route into Kennisis as “improved.” The store offered gas, provisions, ice blocks, penny candy, fishing gear, and Kawartha Dairy ice cream. Clayton sold bait and tackle for fishing trips and rented out six summer camping cabins. Many early cottagers stayed in these cabins while searching for lake lots or while building their cottages. A local cottager recalled delivering groceries to the store, a job that eventually led him to purchase a cottage on the south shore. Another cottager, Greg McMaster, fondly remembered witnessing Sputnik while stopped for a flat tire between West Guilford and Silver Valley.



CHANGES AND IMPROVEMENTS IN ROAD DESIGN

The original road went down what is now Barry's Line and came back out at the hairpin turn by Pivot Lake. It went towards Caboodle Lane but was then rerouted, widened and smoothed in the 1980s. The notorious hill with several monikers of Twin Peaks, Moose Hill, and Whoop-de-Doo is still an obstacle. Sandi Moore English recalled the difficulty of climbing these hills in the winter, hoping her car would make it past stalled vehicles. Local resident Dick Schell recounts that Mr. A.J. Larue drove the bus loaded with workers to the sawmill in the morning. He would then pick up school children and head back to Haliburton. The grade 8/9 students would help chain the tires in winter and shift to the back of the bus for traction. In spring, a six-wheel army truck was used to navigate the muddy roads.

Bridges and Expansion

The bridge between the two lakes was once a sandbar, and early cottagers hauled boats across to reach the yet undeveloped Little Kennisis. Development necessitated a bridge; Janet Watts, daughter of Percy Watts, recounted how her father acquired a bridge slated for replacement, from Holland Landing, transporting it over three days by flatbed truck. Subsequently, the Kelly Lake bridge and Paddy's Bay bridge followed as the North Shore developed. The Paddy's Bay bridge was originally earmarked to be a closed causeway, but thankfully a bridge was constructed.

IMPACT OF ROADS ON COTTAGE COMMUNITIES

Professor Peter A. Stevens noted that "*roads determine the flavour, physical layout, social and geographic scope of cottage communities.*" At Kennisis, roads have always influenced access, layout, and the sense of community. Early roads were steep, rough, and often impassable in mid winter and early spring. From 1958 onward, KLCOA appointed a designated "roads" person and have been continually advocating for better maintenance. The early subdivision plans show Kennisis Road marked as "*dedicated for public highway use*". By 1967, the provincial map showed improved roads to the East Shore and dam. Mayor Murray Fearrey remarked that the roads were originally built for logging and were not intended for regular car use. The roads were narrow and used to be graded every 7–10 days. They were sprayed in summer to reduce dust. (Lenart) The lake association organized winter plowing, funded by a fee in membership dues, until owners began arranging it themselves. Most roads beyond the south side of Kennisis Lake Road were not maintained in the winter. Many cottagers parked at the marina or Haliburton Forest and accessed their cottages by snowmobile or skis. Gloria Carnochan recalled snowmobiling to the north shore one winter weekend and falling off the utility sled, unnoticed by her husband.



ROAD NAMING AND CIVIC NUMBERS

Many of the lake road names were formalized in 2002 with the implementation of the civic number system. Haliburton was one of the last areas to be integrated into the system. The purpose of the civic numbering system was to make emergency response faster and more accurate. Cottagers used to give directions using local landmarks: take a sharp turn at “dangerous corner” or “left at the spot where you can see the lake” or “keep going past the third bridge, stop at the big tree and take a hard left”. The giant anchor, the shoe tree, and the rock face are popular Little Kennisis waypoints. Cottagers were asked for naming input, and if no name was brought forward, one was then chosen for the said road. Names could not be duplicated in the area. If a spur road had more than three dwellings on it, it became an official road and must be named. Some road names honoured early residents such as the Watts, Jim Wilkinson, and Pat Waddell, with some spur roads retaining their traditional names. Riina Pearson recalls that the spur road leading to her family cottage on the South Shore would be named after her cottage Fox Hollow. Ironically, the road leading towards her family cottage is called Bullfrog Bay.



Goodbye til next time. Photo by Rick Good



Watts Road, 1969 construction. Photo courtesy of Bob Nunn

COTTAGER MEMORIES

Travel from Toronto once took nearly five hours before road improvements. The trees embraced the road forming a canopy of leaves and meeting another car on corners was always a challenge. Early cottagers viewed the journey as a badge of honour, recalling “Use at Your Own Risk” signs as the lake came into sight. Bruce Wilson remembered the rough drive to Pine Point in the 1960s, which made him carsick enough to be dropped at the marina and boated over. The Kleinschmidt family undertook a 663-mile journey from the United States, packing seven children, four dogs, and supplies into a station wagon. Jonathan Veinot fondly speaks of his long road trips from Alberta, the car filled with family, dogs, gear, and a ski boat in tow.



TIMELINE

- 1818: The Rice Lake Treaty opens settlement, prompting access planning.
- 1848: Robert Bell surveys the area.
- 1856: Trail clearing begins in Peterborough and Victoria County, marking the start of colonisation roads.
- 1863: Free Land Grants, funding, and sales from CLEC fuel road building; new landowners must clear, build, and maintain roads.
- 1880s: Oxen and horse trails emerge for the lumber trade; bush roads encircle Redstone, Kennisis accessed via Mud Lake Depot. (Reynolds)
- 1914: Charlie Kellett drives the first car in Haliburton County, a Model T Ford. (Peter Hewitt quote)
- 1920: William Robert Curry builds a garage with curbside pumps. (Haliburton Echo)
- 1921: Aircraft used to map forested areas in Ontario.
- 1923: Ontario publishes its first road map.
- 1924: Sawyer family accesses Little Kennisis hunt camp via a network of lakes and portages.
- 1944: Armstrong Construction, contracted by Hay & Co, builds the road north from Redstone, bringing in the area's first bulldozer. (Reynolds)
- 1948: Department of Highways letter outlines Hay & Co's role in road development and promises improvements to Dozer Rd. at Redstone Lake.
- 1968: Speeding reported on lake roads; Paddy's Bay bridge constructed, raising concerns about water levels and causeway width.
- 1969: KLCOA contacts the county about lack of attention to Kennisis Roads; car accidents on dangerous corners and hills continue.
- 1970: Miner's Bay rocks on HWY 35 blasted and the road realigned.
- 1971: Concerns raised about roadside defoliation under power lines; Haliburton County assumes Kennisis Lake Road from West Guilford to Marina; Dysart announces winter roads will not be ploughed due to poor conditions.
- 1976: KLCOA lists concerns; Dysart discontinues winter ploughing over issues with parked cars and snowmobiles.
- 1979: Province earmarks \$180,000 for Kennisis Lake Road upgrades; road paved in 1983.
- 1980: Dysart announces some lake roads will be paved.
- 1990: Improvements made to North Kennisis Road; Kennisis Lake Road upgraded from West Guilford to Silver Valley.
- 1991: "Dangerous Corner" fixed.
- 1994: Heavy snow creates challenging driving conditions.
- 1999: Westshore Development Plan announced, new road built to access the area.
- 2001: KLCOA, Dysart, and Shall May Holdings agree to build a bridge between Soap Pond and Lipsy Lake, with environmental evaluation.
- 2013: Dysart resurfaces and repairs lake roads after a hard winter.
- 2014: Five-year study leads to work on Watts, Redkenn, and Wilkinson roads.
- 2018: Mayor Murray Fearrey announces remedial work for North Kennisis from Paddy's Bay to the Dam.
- 2025: Six kilometres of Watts Road repaired and resurfaced. Mayor Fearrey remarks that "Watts Road should have never been assumed by the municipality".

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Kingshighway/highway118.ca

Personal Communication:

Murray Ferry
Dick Schell
Arlene Lynn Scheffee
Larry Hewitt
Janet Watts

Cottager Memories

Greg McMaster "There were dirt roads from Carnarvon or Haliburton, along the south shore and up our Hemlock Point (now Elmhurst Lane). One night we had a flat tire on the straight stretch between West Guilford and Silver Valley, and while my dad was changing it, my mom and I noticed a satellite - the first one, the Soviet Union's Sputnik!"

Kathy Harrison

"We used to leave the car at the lodge and cross-country ski into the cottage. This is one of my favourite memories. It made us strong it made us family!"

"We started coming up in 1972. Winters were challenging but we younger then. Watts trail was not plowed. We left our snowmobiles at the Haliburton Forest on Friday nights and snowmobiled in - small kiddies and dogs. Had some interesting rides. Back then the snowmobiles were not very powerful and always a few times we got stuck in slush. Eventually road plowed south side to the Little Kennisis Lodge. We parked there and walked to cottage and got snowmobiles". Joan Middleton

"It was horrible driving in from West Guilford. Especially for us who got car sick.

There were so many twists and turns and bumps that caused your stomach to heave. The old road went down Barry Line then back onto Kennisis Lake Road until they took out that hairpin corner and we now bypass that. There was a little store and gas station in Silver Valley which was across the road from Pivot Lake. The road ran along the lakes until the rock was blasted to make the road we use now".

Reina Varik Pearson

"I still remember when they only plowed to the 1st bridge. Many cottagers parked at the Mill and went by snowmobile into cottages. I also remember all the people stuck on Long Lake hill on Friday nights and Saturday mornings trying to pull trailers up those hills with summer tires. Pat Waddell told me a story that he would go out to Long Lake hill with a block and tackle and pull cars up the hill". Mike Wedmann

Sandi Moore English "I remember when Little K was not plowed in the winter and then when they started it was only to the dreaded Watts Trail...great snowmobiling through that section. Coming up here in the winter was always a challenge. We had to dig the car off the road and while doing so Paul and I would head to the marina for pizza".

Bruce Burley "I've been a cottager for more than 60 years and it's not that long ago that the roads were not plowed at all in the winter. I remember that Watts Trail used to be deemed unploughable by Dysart."

Dysart Plans for Public Consultation #2 Regarding Shoreline Structures
Nov.25, 9:05am, Council Chambers

Dysart et al continues to review a zoning bylaw regarding shoreline structures.

"The proposed changes will expand on current exceptions and proposes the addition of one (1) roofed structure within the minimum water setback. The draft policies limit the roofed structure to a shed, gazebo or sauna, while regulating their size (15 m²), height (3.5 m) and setbacks (3 m for sheds and saunas).

The proposed policies require the applicant to own the shore road allowance in front of their property, if the structure will be located on it. The applicants must also obtain a Shoreline Report, with a score of 100% through the Municipal Lake Health Assessment Program."

For more information on this amendment process, please visit www.dysartetel.ca

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~ Audrey Hepburn

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Symptoms can include:

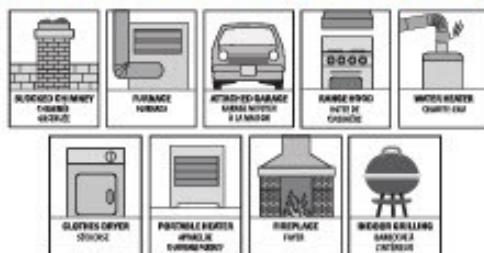
- Shortness of breath
- Headache
- Nausea
- Dizziness
- Confusion
- Drowsiness
- Impairment of vision or hearing

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WHERE DOES CARBON MONOXIDE COME FROM?

POTENTIAL SOURCES OF CO



There are many potential sources of CO in your home that you and your family use every day. When operating properly the trace amounts of CO produced are typically not dangerous, and are vented safely outside your home.

Problems arise when something goes wrong (an appliance malfunctions, vents clog, debris blocks a chimney or flue, exhaust seeps into your home from the garage). All of these problems could increase the CO to dangerous levels.

"Carbon Monoxide is the leading cause of fatal poisonings in North America..."

- Canadian Safety Council

Storage of Docks on Public Land During Off Season

I am writing on behalf of the Municipality of Dysart et al By-law Department to address the matter of unauthorized encroachments of private docks on our public beaches and boat launch areas during the winter months.

According to the Dysart Et Al Encroachment By-law, it is prohibited for any private installations such as docks to be placed on public lands without proper authorization.

This includes but is not limited to public beaches and boat launch areas, which are meant to be accessible to all residents and visitors alike year round.

This issue was discussed during the October 2024 Council Meeting, where it was agreed that steps must be taken to preserve the accessibility and natural beauty of our shared spaces during all seasons.

The Council emphasized the importance of voluntary compliance with the By-law to prevent encroachments that inhibit public use and enjoyment of these areas.

To facilitate the dissemination of this information, we are reaching out to lake associations with the aim of encouraging communication with their

members. We ask for your cooperation in informing individuals and property owners about the restrictions on placing private docks on public lands.

Our goal is to ensure compliance through education and clear communication rather than resorting to enforcement measures. However, please be advised that enforcement actions will be actively pursued this year for any continued non-compliance with the By-law.

We strongly urge all members and property owners to review the Encroachment By-law and respect public spaces by ensuring any personal property is removed from these areas promptly.

Your cooperation in this matter is vital to maintaining the integrity and shared enjoyment of our natural resources

Thank you for your attention to this matter and for working with us to uphold the standards and regulations.

Cont'd page.40

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that benefit our community as a whole. Should you have any questions or require further clarification, please do not hesitate to contact us.

Please ensure that this communication is circulated among relevant parties within your association.

Thank you,

Abby Roberts

Municipal Law Enforcement Officer
Municipality of Dysart et al
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....more of David Moon Photos

"The mosquitos were sleeping this morning and actually let me stand in the water and take my time photographing this lovely Blue Flag on our shoreline. I have certainly started paying more attention to the aquatic plants in the Lake after helping **Jim Prince** with the KLCOA Aquatic Plant Survey early in the week with U-Links staff Nick Weissflog & **Shelby Merante**

This photo was taken in the afternoon with cooler afternoon noon light and shade."



"Good morning - captured a photo of this smiling deer eating lunch along West Shore Road earlier this week."

"Starting around mid-August, the Monarchs will start migrating thousands of kilometers south to their wintering grounds. The primary trigger for this epic journey is environmental cues. Decreasing day length, cooler temperatures, and the senescence of their primary food source, the milkweed plant, signal to a special "super generation" of monarchs that it is time to head south".





"Another amazing sunrise on the lake today. Still a bit of smoke creating interesting colours!"

"Good Morning
KENNISIS -
Full "Buck"
moon from Cat
Bay last night!"



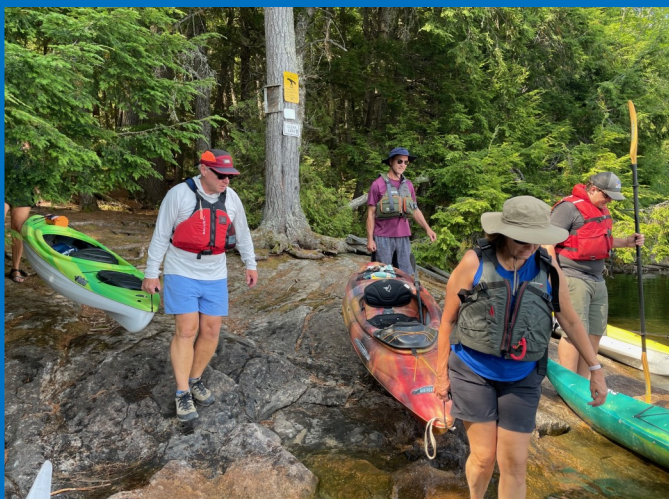
"Water skier on the lake early Saturday morning while fishing near Soap Pond."

Please visit David Moon's websites for more stunning pictures at <https://moonscapes.ca/> or <https://moonscapes.ca/kennisis-lake>



Another new Event for KLCOA members
Paddle Day on Kennisis Lake August 16 2025

Thank you to Gino Ariano, our KLCOA director and a very experienced paddler, for organizing this event for other interested KLCOA members.



Two Different Types of Smoke Alarms

Ionization Smoke Alarm uses a small amount of radioactive material to ionize the air between two electrically charged plates, causing a measurable current to flow between plates. When smoke enters the chamber, it changes the flow of current, which is detected and activates the alarm.

Photoelectric Smoke Alarm uses a light source that is aimed away from a sensor in a sensing chamber. When smoke enters the chamber it reflects the light onto the sensor, which is detected and activates the alarm.

Smoke alarms can be electrically connected, battery operated, or both.

If you have any questions regarding fire safety, please contact our local fire department Chief Dan Chumbley 705 457 1740



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KENNISIS LAKE COTTAGE OWNERS' ASSOCIATION DOCK ETIQUETTE



BY WORKING TOGETHER AND BEING ACCOUNTABLE TO EACH OTHER, WE CAN ALL ENSURE PROPER DOCK ETIQUETTE

- 1) Label each individual dock with your name and address – consider a phone number or email address. Several options are available including:
 - use a waterproof “bag tag” zip tied to a dock cleat
 - write on the dock with a permanent magic marker
 - attach a name plate to the dock
- 2) Retain your old docks in front of your own property – do not tow to a public area. If they are no longer needed consider offering them on Facebook Marketplace or some other social media site.
- 3) Decommission your old docks on a timely basis – do not let them disintegrate on your shore and then become a Spring debris hazard. Hire a professional or your new dock company to dispose of your old dock.
- 4) Ensure any docks placed in a public area for winter storage are clearly tagged with your name and address.
- 5) If you leave unattended anchors or lines in the lake ensure they are clearly marked with a buoy to avoid being caught in a propeller.
- 6) If you find a dock, post pictures on social media and also send to KLCOA to post in an e-blast.



Why Worry About Abandoned Docks?

Please remember that we have a dock etiquette guideline to remind our KLCOA community that leaving docks abandoned on the shorelines:

- is dangerous, because the wood rots and deteriorates leaving rusted nails, screws and metal hardware exposed which is dangerous to humans and wildlife as well as scattering broken off debris into the lake causing boating hazards
- causes the Styrofoam blocks to rub on the rocks causing styrofoam pellets to enter the lakes and increase the micro plastics into our waters
- becomes an eyesore, taking away from the beauty of our natural shoreline



This dock was discarded at the boat launch on Wilkinson Rd causing all of the above mentioned issues. It has been in this location all summer. Please work with us in protecting our community members, our wildlife and our lakes.

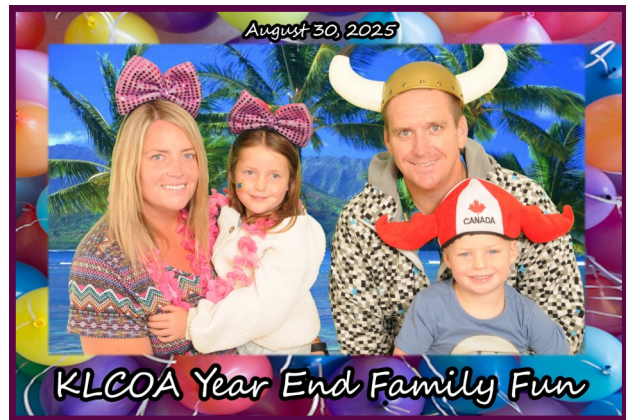
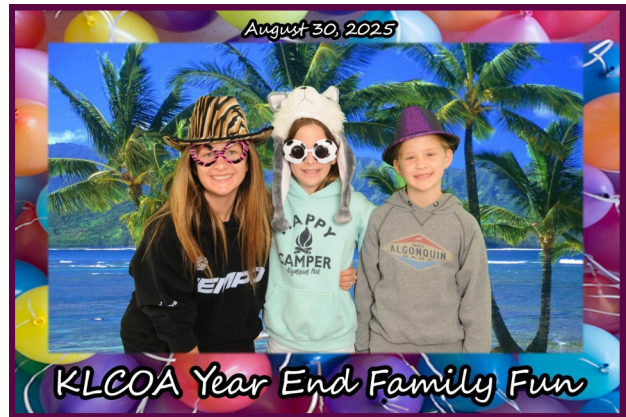
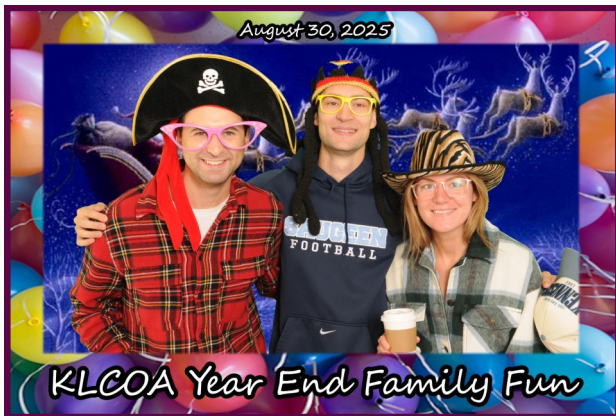
IT'S A WRAP!!

Our end of the season event was held at the Kennisis Lake Marina event tent and was attended by many families who enjoyed the opportunity to celebrate a super summer season!! Thanks to Jacquie Geall and all of the folks who contributed to the event as well as all who attended to make this last event such a success.



Hope to see everyone in 2026!





OUR COMMUNITY BUILDERS

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The Snucin Family
Barb Shannon & Dean Drager

Thank
You!

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Shepherd Environmental
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