



# THE KEY EXCHANGE



## From the President



Hello Everyone,

It's early spring in Southern Ontario... cottagers' thoughts are starting to wander to the Bay and all the memories of past summers, with family and friends. There

is also that anticipation of future memories that will make this year unique. Who can smell that "cottage smell" just thinking of the first entrance into your cottage. The sound of the gulls, the exhilaration of that first ride up the river in your boat, or the raising of the flags, a little anthem can be heard as we all hoist them to the wind on the Bay.

This message will most likely be my last as the torch will be passed on this year, and being new it will surely be brighter than ever, with the new Executive this term. My hope is that the KRAA will continue to be your voice on local issues, and the larger topics that we support for the Bay will be our legacy for future generations. Your challenge is to step up, and take a role in this... be it a small part, or large part, we all need to help out.

Last year we had challenges with the weather, but still the summer brought us together for the AGM, and the Fish Derby. This summer the Picnic will be back! If you want a big smile on your face this year, spend an hour or two at the fishing derby. Children with fishing rods in hand, are such a joy, even the Grumpy Old Fishermen, can have a laugh or two seeing the fish they bring in!

A special thanks to the fall crew who set the buoys this fall. Hopefully we have resolved the issue of moving the markers every spring, we will certainly know in a couple weeks. I would also like to thank Jerry, Dana, and Scott for their support over this last term. They worked harder than I ever

have, hat's off to you fellows! The same goes to the Directors, volunteers, and to Anne for the Newsletter. We all make this work together. John, your efforts are appreciated, thanks again.

Well, that's it for now. God willing another great summer awaits us at The Key. Let's laugh till our stomach's hurt, feel the heat of the day on the rocks at midnight, catch a great sunset, shake the hand of a neighbour, and forgive each other for our differences!

Yes, it is corny, but remember... yesterday is history, tomorrow is a mystery, today is a gift, that's why it's called the present!

Enjoy the Bay, see you at The Key,

Bob McDonald

### Summer Dump Hours

May 16, 2010 to October 16, 2010

Monday - 2:00pm to 6:00pm

Tuesday – Closed

Wednesday - 8:00am to 12:00pm

Thursday – Closed

Friday - 8:00am to 12:00pm

Saturday - 2:00pm to 6:00pm

### **Highway 69 Bridge Reconstruction and Fish Spawning**

I'm hoping that the bridge reconstruction starts this year so that we can get on with doing additional work to support fish spawning on the Key. The low water levels are problematic for both walleye and pike populations. Northern pike depend on getting into shallow water areas that are temporarily flooded during the spring runoff. The areas used by pike are normally covered with grasses or sedges during the summer months. Pike normally do not spawn in shallow areas where aquatic weeds may grow. One of the reasons is that at the time of spawning aquatic weeds have not started growing yet. The low water cycle that we have experienced for about ten years has cut off many of the traditional locations to spawning pike. We may have to look at these locations and determine what can be done to improve the spawning potential.

In terms of walleye, some spawning is ongoing but it could be a lot better. Low water is preventing fish from accessing into the best areas. Historical information and observations from some of the pioneers and homesteaders of the Key left me with the distinct impression that the walleye spawning population was several thousand. It is now a few hundred. And this is after the population disappeared entirely by the late 1960 or 70's and our community's restoration effort was able to get numbers high enough that they have started reproducing on their own. If we are not able to deal with the low water issue that is plaguing lakes Huron and Michigan we may be put into the position that both walleye and pike populations become extremely low or the worst case scenario that they essentially disappear from river. To try and improve the situation I am hoping that once the bridge is installed we can get upstream to the Ludgate bridge with a barge. There is some spawning which is ongoing at the bridge. Unfortunately, many of the eggs are being lost into the deeper silted water below the bridge. I hope to be able to develop a strategy to correct this problem.

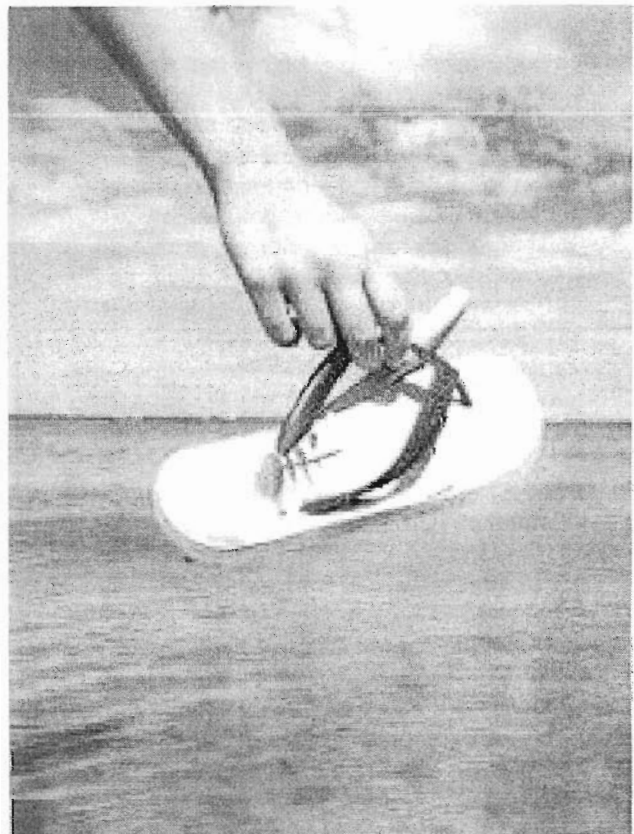
I'd like to hear back from people as to whether we should get the native indian population involved in the proposed project. When you see me around the Key, please provide me with your opinion.

Jerry Smitka  
Vice President

### **RAT POISON STRIKES AGAIN!!!**

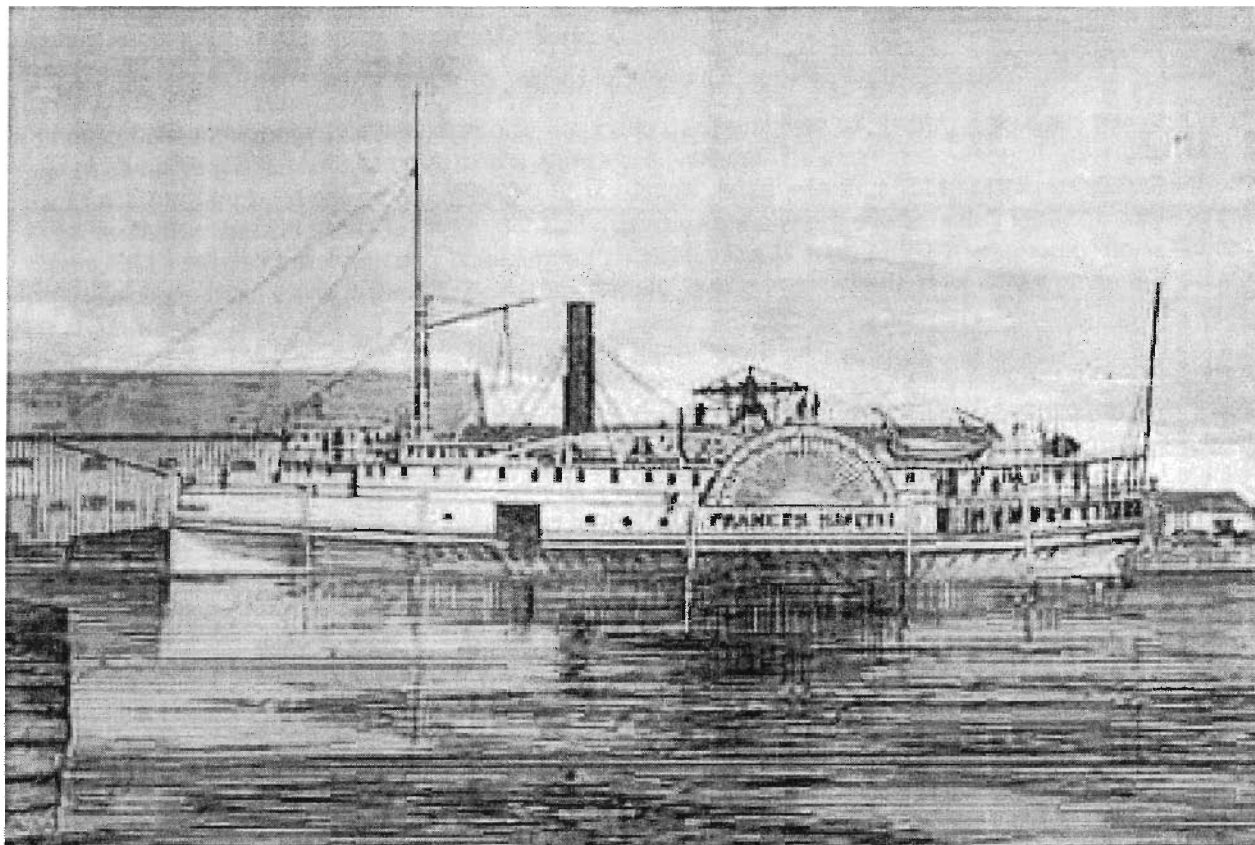
This fall we were taking apart an old sofa—the dog was merrily chewing on wooden pieces, ping pong balls and munching on something. Can you believe that a sofa could be a mouse poison storage facility!!! Luckily for us and the dog we noticed the remaining poison pellets. The internet advised inducing vomiting by administering 1 Tablespoon of hydrogen peroxide. The emergency veterinarian clinic gave the same advice. Note peroxide and rubbing alcohol bottles can look the same!!!! Speckles got a tablespoon of rubbing alcohol, 1 cup of water, then the peroxide. She vomited within 5 minutes. At the clinic they fed her, induced vomiting again and then administered charcoal with a laxative. 4 weeks later and she's still receiving the vitamin K antidote. Dogs eat the large poison chew sticks, they lick the ground poison and some dogs have eaten the plastic poison bait boxes with the poison!!!

OJ Grolman  
Director



## The 'Frances Smith', Palace Steamer of the Upper Great Lakes, 1867 – 1896

"Aground in Georgian Bay" - an excerpt from the book by Scott L. Cameron



At the end of the 1868 navigation season, lumber camps along the eastern coast of Georgian Bay prepared for winter tree cutting. Huge tracts of virgin white pine stood waiting to be felled on government assigned timber limits. American and Canadian timber companies, using "harvesting" techniques that today are unacceptable, cut, slashed and burned vast swaths of Ontario's forests. They clear-cut their assigned land limits to meet the demands of insatiable British and American markets. Fortunes were to be made. It was an uncontrolled, wild-west economy with huge rewards for those in on "the ground floor". There was work for able-bodied men willing to spend the winter in the bush. Frequently, the loggers were recent immigrants from Britain and Ireland adding to the large numbers from Quebec. Some were Ontario farm boys, otherwise unemployed in winter.

During the last week of November, the "Frances Smith" took on over one hundred lumberjacks and several teams of horses for the trip north from Collingwood.. In addition, Captain Smith loaded fodder, tools, cook stoves, tobacco, tents and barrels of salt pork, sugar, flour and beans. The men on board the 'Frances Smith' represented the crews of three bush camps located just north of present day Parry Sound. These men would work all winter, felling giant trees, trimming them into logs, and skidding them to the riverbanks to wait for spring thaws when the logs would be swept into the bay. Once there, the floating logs would be loaded onto schooners, lumber hookers and barges for transport to Saginaw, Michigan or Collingwood, Ontario.

The heavily loaded 'Frances Smith' steamed north past Christian Island where John Hoar manned one of Georgian Bay's first official lighthouses, established just eleven years earlier. From Christian Island, Captain Smith set his course NNW toward Byng Inlet. Using dead reckoning, a decade of experience on Georgian Bay and navigational skill, Smith was confident that he would arrive at his destination, Key Harbour, in a few hours. He steamed past the Western Islands, a low lying set of granite rocks well off the coast, and then past

Red Rock where no light was yet erected at the outer entrance of Parry Sound. The 'Frances Smith' churned her way northward at full speed, with thick black wood smoke pouring from the dual funnels. Beyond the Mink Islands and the Limestone Islands just a few kilometers offshore from Pointe au Baril, Captain Smith plowed forward. At a point just beyond Gereaux Island, he set his course on the entrance to Key Harbour, still churning at full speed despite a light fog. Beyond the Murray Rocks were Bigsby Island and Mann Island and finally Key Harbour itself.

The entrance to Key Harbour is difficult to navigate from offshore. Thousands of low windswept islands and glacially scarred granite fingers reach into Georgian Bay, presenting a confusion of obstacles like guards in a labyrinth. Blasted pines cling to rock surfaces, barely able to anchor their roots on the solid pink surface of a scattering of stone scarcely visible above the water's surface. In 1868, many of these hazards remained uncharted although the original 1822 map by Lieutenant H.W. Bayfield had been updated between 1861 and 1863. On deck keeping watch were the captain, one of the officers and two coastal pilots hired especially for the trip.

Beneath the surface of the channel a few kilometers from the harbour, an unmarked shoal was hidden a metre below the choppy November water. With a sickening crash and a severe jolt, the 'Frances Smith' slammed into the submerged rocks. Men were thrown about and cargo spilled. The 'Frances Smith' was firmly stranded.

After assessing the damage, Captain Smith instructed the engineer to put the engine full astern. He did not want to lose his ship to the winter storms on this treacherous coast. The paddles on each side of the ship whipped the water into a foam but the boat would not budge. The 'Frances Smith' was hard aground.

Smith pondered his options and decided he had to escape this dangerous position at all costs. He ordered his purser, William Tate Robertson, along with a few of the crew and the two coastal pilots, to sail the ship's yawl to Killarney, seventy five kilometers (about forty-seven miles) northwest along the coast, to attempt to intercept the 'Algoma' and ask for assistance. It was a risky and desperate mission along the uninhabited and shoal scattered coast. An open sailboat setting out in mid-November on Georgian Bay would be considered by many to be foolhardy, but they had no choice. After thirty-five hours they returned to the 'Frances Smith', their efforts having been in vain. Meanwhile, fierce November weather closed in with heavy winds and rough seas, forcing Captain Smith's hand. Realizing the November storms from the west might soon drive his new ship further onto the shoals and the rocky Georgian Bay coast, where she would have become a total loss, Smith made a desperate decision. He scuttled his ship. Then he set out anchors and lines to secure his life's dream and began making salvage plans. With any luck he would get help before winter closed off any possible escape from an icy tomb. He knew that he had to have assistance to pull his ship off the shoal and tow her to safety. Time for a salvage attempt was rapidly fading.

With the 'Frances Smith' firmly anchored, Captain Smith ordered lifeboats to be swung from the hurricane deck. The lumberjacks and crew ferried much of the cargo to shore and halter-led the horses over the stern, into the water, forcing them to swim. Then, leaving a couple of watchmen aboard and several crew and the lumberjacks on shore, they sailed their small boats south to Parry Sound. As luck would have it, the 135 foot paddle-wheel steamer 'Waubuno' was about to sail on her last trip of the season back to Collingwood. Smith's crew got on board and sailed south.

Upon arriving there, Smith immediately made arrangements with his insurance company to conduct salvage operations before the weather closed in. While he was engaged in this process, the steamer 'Algoma' arrived from the north. Smith explained his desperate position to Captain Leach and convinced him to make one more dangerous trip north. Consequently, the 'Algoma' was loaded with men, equipment and machinery needed to attempt a rescue by pulling the 'Smith' off the shoal. Just before departure there was a snag. As the Kingston Daily News reported on December 18, 1868, "Everything was ready for a start to the site of the sunken vessel when a difficulty arose between the insurance companies respecting the risk upon the 'Algoma' the owners being desirous of insuring to the amount of \$1,400. Which two out of five of the companies refused to entertain, and her owners refused to allow her to depart on other terms."

It was a crushing blow to William Smith, owner of the 'Frances Smith'. Without the 'Algoma's' help, the 'Frances Smith' was doomed to spend the winter stranded in shallow water, open to storm waves, mountains of ice and the possibility of being swept to a final grave in the cold waters of Georgian Bay. As the desperate Captain Smith negotiated with other captains in the harbour, the master of the 111 foot side-wheeler 'Bonnie Maggie' agreed to take a run north to off-load some of the cargo and return it and the remaining crew to Owen Sound. It was fortunate that they were successful as winter weather suddenly closed in on Georgian Bay. Mr. Donnelly of the insurance company, Calvin & Breck, reported that there was more than four feet of snow on the ground when he inspected the 'Frances Smith' on December 2, 1868.

The 'Frances Smith' was then abandoned for the winter. For the next four months Captain Smith agonized over his ship.

On April 30, 1869, the second anniversary of the launch of the 'Frances Smith', W.H. Smith returned to Key Harbour with a salvage crew. The steamer 'Magnet' and the tug 'Okrona' battled the ice for three days as they pushed their way north from Collingwood to Key Harbour where the 'Frances Smith' had remained scuttled in the water over the winter. What greeted Captain Smith was his ship, badly battered but still unbroken. The wooden superstructure was smashed and ice had destroyed some of the gear on deck. The upper deck cabins and saloons were in shambles. Deck and pilothouse windows were smashed. Everything was soaking wet inside. Bedding, furniture and linens were ruined. Several bottom planks were damaged, but it appeared that the hull was sound. Machinery was rusted but still operational – all good news for Captain Smith.

The salvage crew and Smith's officers immediately went to work. A mate started to pump water from the hold. The chief engineer fired up the boilers and soon heavy smoke billowed from the stacks. As water from the hold was discharged back into Georgian Bay, the ship gradually recovered from the list she held all winter. The ship floated a few centimetres above the rocks below. On orders from the captain, the 'Frances Smith' backed off the shoal under her own power. Lines were made to the steamer 'Magnet' for the return voyage for repair. The beleaguered vessel was soon under tow and heading west.

So that is how the Frances Smith Shoal, which is west of Murray Rocks, southwest of Guano Rocks and Shield Rock, came to be named back in 1868.

Provided by  
Susan McKay  
"Denny's Den" or "Custom's House"  
Key Harbour

### Bat Awareness Tips:

- Although bats may be helpful to humans by consuming insect pests, some bats are infected with rabies.
- People and animals can get rabies if exposed to a rabid bat.
- Most U.S. human rabies deaths are from bat rabies.
- Rabies exposure includes a bite, scratch, saliva contact to your eyes, nose, mouth or an open wound, or other physical contact with a bat.
- In some situations, it is possible that a bat bite could go undetected, e.g., when a bat is

### Rattlesnake Fast Facts:

- There have only been two human deaths from rattlesnake bites in Ontario
- Bee stings and lightning strikes both kill more people every year.
- The last death in Ontario due to a bite from a Massasauga was 40 years ago.
- On average, about four people are bitten by rattlesnakes in Ontario each year, usually on their feet. Please wear shoes and long pants when you're in rattlesnake habitat.
- If you are bitten, don't panic, but do go to the hospital.

## Invasive Asian carp edge closer to the Great Lakes

They can weight 40 kilograms, eat nearly half their weight in plankton each day, and have been known to bludgeon anglers as they leap from the water.

If their advance through U.S. waterways isn't halted, two species of Asian carp could become the next big threat to the already unstable Great Lakes ecosystem and its multi-million-dollar fishery.

Canadian officials have been helping coordinate a mass fish slaughter along a Chicago-area canal in a bid to stop the carp's advance toward Lake Michigan.

Illinois authorities have dumped about 900 kilograms of the fish toxin rotenone into a nine-kilometre stretch of the Chicago Sanitary and Ship Canal. Officials announced they had found a single immature Asian carp among tens of thousands of dead fish.

"My guess is that if they get in (the Great Lakes), they'll wreak absolute havoc," said Peter Meisenheimer, executive director of the Ontario Commercial Fisheries Association. "They'll completely change the ecosystem."

Two electric barriers went up in 2002 and 2006 to deliver migrating fish a non-lethal jolt and change their course. But in July scientists discovered DNA from Asian carp beyond the barrier, suggesting they may already be in Lake Michigan.

The worry is that the Asian carp, with no known predators, could devastate the Great Lakes by wiping out the bottom level of the food chain, leaving existing species with no food.

*Slippery fish—The silver and bighead species of Asian carp were brought to North America in the 1970s to stem the spread of algae. They escaped from fish farms in the 1990s during flooding on the Mississippi River. Other invasive species have used the Chicago canal to enter the Great Lakes.*

## MOBILE BARGING SERVICES

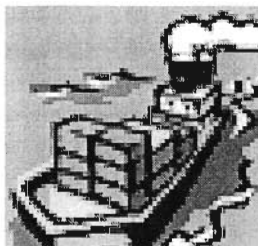
*Offered by*

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## CHANNEL MARKER CHANGES

This past fall, volunteers and paid volunteers have bravely tried to solve the "spring channel marker dilemma". It seems that the high water and fast rush of spring run off tends to lift the red/green navigational markers and 'walk' them to bays and other places---all the wrong places!! In the spring it is a tedious, cold, crappy job trying to untangle and get the red/greens back in place.

**We solved the problem by storing all the large navigational red/green markers high and dry on shore.** (Hopefully they will still be there this spring!) The markers were replaced by small less buoyant "shrimp pot floats". Each float

has a highly reflective band of tape around it. Night time travelers have been very positive. Some daytime travelers think the yellow "shrimp floats" are too small.

Hopefully these smaller floats will stay put in the spring. If necessary the red/green markers can be reinstalled by the few "paid volunteers". This job can be done when the weather & water is warm. Maybe a few more volunteers will step up to the plate. *\*\*I'm not listing names because if the experiment fails you won't know who to criticize!!!*

**When travelling the river this spring please be prepared for these changes.....Hopefully these shrimp pot floats will stay in place. Do not expect the large red/green navigational markers to be in place before May 24.**

## FIRE SAFETY

by OJ Grolman

"An ounce of prevention is worth a pound of cure." There's lots of information available for fire prevention. [www.foca.on.ca/firesmart-cottage-fact-sheet](http://www.foca.on.ca/firesmart-cottage-fact-sheet) This info sheet is quite informative and an easy download. Over the past few summers we've had fire information courses: how to use the fire pumps, how to use fire extinguishers, fire prevention, etc. This summer we may try to relocate the fire pumps and try to educate more people on their use. Ken (from Jim Turpin's cottage) has once again volunteered to give us his wonderful fire safety talk and fire extinguisher demo. Maybe we can get that organized this summer and hopefully more people will take advantage of his expertise.

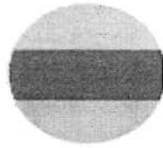
We stumbled on 2 websites for protecting your cottage from fire. <http://www.onestopfire.com/sprinklers.htm>. This site will try to sell you a fire pump system with roof sprinklers. There are 4 different fire kits. This system is most effective if you start sprinkling your space 2 hours before the fire arrives! You could run the system during hot dry summers a few times during the week. (kids would have fun, cottage would be cooled, there could be other benefits) The pump runs on gas. These roof sprinklers wet down your cottage and an area around your cottage. You could probably water your whole yard/garden!!!

[www.firegel.com](http://www.firegel.com) Many years ago some firefighters discovered an unburnt baby diaper in a dumpster fire. They realized that the absorbency gel in the diapers retained moisture and thus didn't burn. After much research and experimentation Barricade was developed. This gel is sold in gallon jugs; when connected to a nozzle and garden hose you can spray down around 700 square feet of soffits, windows, eaves and decks, boats, trees, etc. The protection lasts for 6 to 8 hours depending on wind and humidity conditions. The gel can be lightly misted with water to give up to 36 hours of protection. The videos are impressive. The product has a shelf life of several years, needs to be shaken every 6 months and shouldn't be frozen or stored above 120 F.

Key cottagers are reminded to contact the MNR in case of fire. Do not expect your neighbours to save your cottage and do not risk your life to save your cottage. Just in case you didn't know....some smoke alarms should not be left in the cottage during the winter. Freezing can disable the sensors.

*Something I feel very important has happened with respect to the water levels question. Our Bill Bialkowski who has provided the engineering information and authored many of the articles has been criticized by members of the Upper Great Lakes Study Board that his calculations have not been peer reviewed. That has now happened and the Great Lakes Commission appears to be moving on side. This may be the break that Georgian Bay Forever has needed to get the IJC to reverse the decision made by the Study Board. A reversal of decision has been done in the past. Jerry Smitka*

GEORGIAN BAY  
FOREVER



## Major Trouble Ahead for MICHIGAN – HURON - ERIE or will the IJC reverse the DO NOTHING Recommendation of the International Upper Lakes Study Board? Climate Change will have its greatest impact Michigan and Huron

The International Upper Lakes Study Board (IUGLSB) has submitted their Final St. Clair River Report to the IJC with a “Do Nothing” recommendation. The IJC Commissioners have now announced public hearings on the Final Report as a result of all the controversy surrounding it. The IUGLSB has decided that nothing needs to be done about the increased outflow despite the fact that they have acknowledged that they found the increased outflow to be a contributing factor to the recent low water levels. That increase has lowered Michigan and Huron by 5 inches or more since 1971 – this is more than twice the impact of the Chicago Diversion. The Study Board has also found that **Climate Change** will lower Michigan and Huron far more than the other Great Lakes - **by a further 3 to 6 feet**, and the best option being considered is to **sacrifice** (their word) Michigan- Huron in order to save Lake Superior. If Michigan and Huron drop another 3 to 6 feet, there will be very little water going down the St. Clair and Detroit Rivers. The nutrient and contaminant problems for Lake Erie will become far worse. What good wetland habitat there is left will also be threatened as the water levels decline, wetlands will dry up. Fish will lose spawning and nursery habitat. This is not an option that supports restoring the lakes.

The Great Lakes are only a 1% renewable resource – the rest of the water is a post ice age glacial deposit. The IUGLSB downplays the significance of a 5% increase in outflow (than prior to 1971) from Michigan-Huron. **150 years of uncompensated human activities in the St. Clair River – dredging, sand and gravel mining and shoreline alterations - have cumulatively lowered Michigan and Huron by over 2 feet.** It is time to correct that and finally take the right remediation steps to prevent further loss. This can be done in an environmentally responsible way that will protect Lakes Michigan, Huron, Erie AND Lake Superior. The IJC needs to apply three environmental tenets to its decision making: “the precautionary principle”, “do no harm” facing climate change impacts for all the lakes and “environmental and economic justice.”

If action is not taken now, more and more dredging of shipping channels and harbours will be needed and contaminated sediments will become exposed. Wetlands and their important fish habitat functions will be lost forever. The benefits of current restoration projects will be lost.

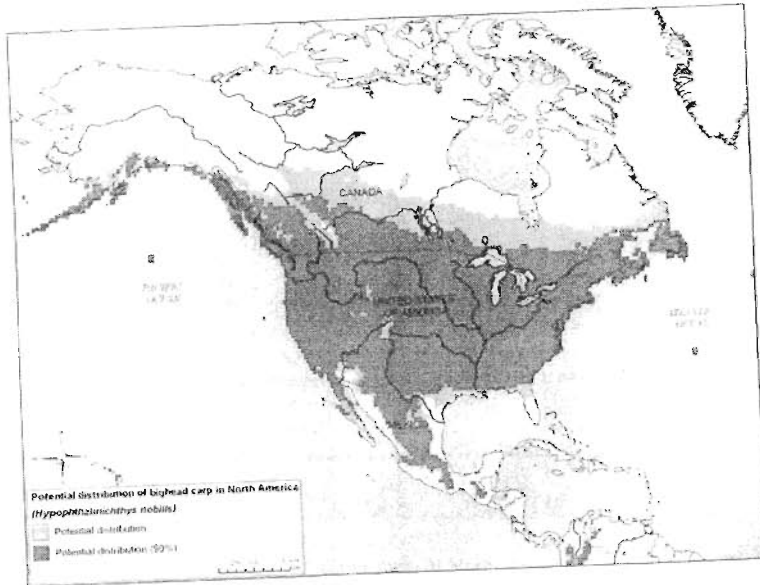
The best way to undertake remediation is to place flexible measures in both the Niagara and St. Clair Rivers. Green technologies like submerged turbines could generate electricity. Their resistance could be adjusted depending on when and if appropriate, some flow reduction was needed. The upper reaches of the St. Clair River are now scoured out to over 60 feet deep; ships only need 30 feet; so there is lots of room. All the Great Lakes need to be monitored by a coordinated bi-national outflow control board. At present Michigan and Huron have no oversight. No wonder Lake Huron is called “the forgotten lake.” The IJC must take protective action to save all the lakes facing climate change. To sacrifice Lake Michigan and Huron is not an acceptable solution.

Attend the IJC Commissioners’ meetings, and make your view known on the “DO NOTHING” recommendation. US NWF, Great Lakes United and Georgian Bay Forever have expressed in writing some serious concerns about the “DO NOTHING” recommendation. The environmental community led by Save Our River and Great Lakes United convinced the IJC to change the recommendation for Lake Ontario. We can do it again! Let us all work together again to get the IUGLSB Do Nothing recommendation reversed.



**ASIAN CARP threaten all the Great Lakes; Ecological Separation is required now!**

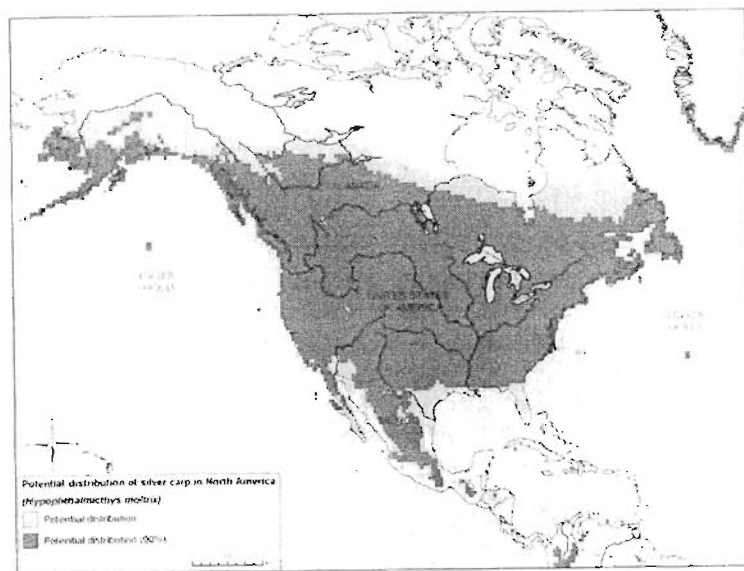
Based on Canada’s Risk Assessment of the Bighead and Silver Carp, they have the potential to infiltrate all the Great Lakes and their tributaries all the way up to Arctic waters. Given the carp’s history of taking over 90% of the biomass in the Mississippi River and in their migration path north to the Chicago Canal it is clear that their impact on the Great Lakes will devastate their recreational fishery and rip apart what good wetlands there are left.



These maps are taken from the “Risk Assessment for Asian Carps in Canada” Fisheries and Oceans Canada

If you would like an electronic copy of these maps and or Canada’s Carp Risk Assessment they can be found at [http://www.dfo-mpo.gc.ca/csas/Csas/DocREC/2004/RES2004\\_103\\_E.pdf](http://www.dfo-mpo.gc.ca/csas/Csas/DocREC/2004/RES2004_103_E.pdf)

Figure 15. Potential distribution of bighead carp in North America based on mean annual air temperature range in native distribution. Dark pink represents the lowest 5% and highest 5% of temperatures in Figure 13.



Georgian Bay Forever  
[www.georgianbayforever.org](http://www.georgianbayforever.org)  
 Mary Muter, Georgian Baykeeper  
[mmuter@sympatico.ca](mailto:mmuter@sympatico.ca)

Figure 19. Potential distribution of silver carp in North America based on mean annual air temperature range in native distribution. Dark pink represents the lowest 5% and highest 5% of temperatures in Figure 18.

**The Best Burger Recipe Ever**

I stole this recipe off the internet because the name caught my eye. I hope it's as good as the author claims.

- 1lb of Ground Beef (Must be PRIME Grade A) The quality of the beef could be the most important factor. Spend the money, you will not regret it.
  - 1 minced onion (I like the pieces to be a little thicker)
  - 2 teaspoons of garlic salt
  - 1 teaspoon of Worcestershire sauce
  - 1 teaspoon of Tabasco sauce
  - 1 quick pour of Sam Adams Beer
  - 2 tablespoons of Honey Mustard
  - 2 egg yolks
- dash of salt and pepper

Mix all the ingredients up with your hands. Shape into thick large oval burgers. Cook on Grill until temperature reaches medium. Top with Cheddar cheese and melt briefly. Eat up.

**Sudoku**

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**Key River Area Association Catch & Release Fishing Leaderboard**

Craig Wagner is proposing a Catch & Release Fishing Leaderboard. Key Harbour Lodge has kindly offered to let us post the stats on their bulletin board and I will be publishing the information in the KRAA Newsletter.

If you are interested in participating, please email info on your big catch to [craig.wagner@cogeco.ca](mailto:craig.wagner@cogeco.ca), and include the following information: pictures indicating measurement if possible; name; fish type; length/weight; date and time. (You don't have to give away any secrets about where you caught them!) If you don't have email we can collect the information at the AGM. Also, if anyone is interested in sharing other fishing related communication (Fish Tales), please email Craig.

So far we have the following information from last season:

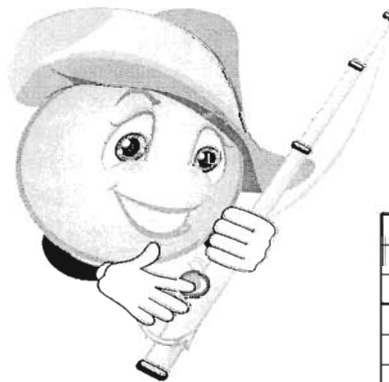
- Craig Wagner, 10 lb Pike, Sept 03.09
- Scott Campbell, 42" Pike, Oct 02.09
- Dave Powell, 26 lb Muskie, Oct 02.09

(All were caught and released.)

**Acknowledgements**

I would like to thank Bob McDonald, OJ Grolman, Sue McKay and Jerry Smitka for their excellent contributions to this edition of the KRAA Newsletter.

**Anne Lyon**  
Editor



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