their environment a professor of atomspheric physics at the University of Minnesota has found.

• Your joints are more likely to ache before a rainstorm because it occurs in an area of low barometric pressure. When there is less air pressure on your body, the gases in your joints expand and cause pains.
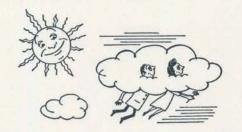
• Frogs croak more before a storm because it is preceded by humid air. Frogs have to keep their skins wet to be comfortable, and moist air allows them to stay out of the water and croak longer.

• Fog over a pond on an autumn or spring evening warns of frost. The fog means the temperature is falling toward the dew-forming point -- and if it is that far down by evening, it's likely to drop to freezing that night.

• If leaves show their undersides, rain is due. A low-pressure rain system moving into an area will stir up a south wind that flips leaves over.

• A ring around the moon really does mean rain if the weather has been clear. Ice crystals form in high-altitude cirrus clouds that precede a rain front. These crystals refract a light from the moon and make a ring around it.

• Birds and bats fly lower before a storm. Their ears are very sensitive to air-pressure changes, and the lower pressure of a storm front would cause them pain if they flew higher where the pressure is even lower.

• You can tell the temperature by listening to a cricket. Count the number of chirps in 14 seconds and add 40 -- this will give you the temperature in degrees Fahrenheit. Cold-blooded crickets chirp more the hotter it gets.

• Red skies in the morning, sailors take warning. Red skies at night, sailors' delight. The red is caused by dust particles, and raindrops form around them. If you see red skies in the east in the morning chances for rain are good. If you see them in the west in the evening, it will likely be clear by morning since weather fronts move roughly from west to east.

• Smoke comes down before a storm. Unstable air, which breeds storms, drops in temperature just above the ground and forces chimney smoke to sink.

• Bees come home when a storm is near. Dropping barometric pressure sends them back to the hive -- they don't want to get caught in the rain.

• Ropes tighten up before a storm. The reason is rising humidity, which causes ropes to absorb more moisture from the air and shrink.

• Fish come to the surface before a storm. They come up for insects which are flying closer to the water because of lowered atmospheric pressure.

• Insects are more active before a storm. This happens because the insets seek out the warmer air of the storm front.

So whatever the day is -- if you read it right you can *almost* tell what the weather will be like for that day and a few days to follow whether you use a barometer or the skies themselves! ∆

PIONEERS ON THE SOUTH SHORE OF RICE LAKE
By
Catherine Milne
Hamilton Township LACAC

amilton Township was not surveyed until 1796 and many of the lots along the southern border of Rice Lake were reserved for the Crown. To supplement their incomes lessees of Crown lots often ran ferry services to the north shore and provided accommodation for travellers. By 1819 inn and ferry operators were able to secure licences although illegal squatters were active on the lakeshore before then. Native trails from Lake Ontario to Rice Lake developed into the first roads. The termination points of these trails at Rice Lake became the nucleii of the villages of Bewdley, Harwood and Gore's Landing.

The First Pioneer

The first pioneer recorded on the south side of Rice Lake was John Williams, who squatted in 1804 on clergy reserve lot 8 where trailers now occupy the bay's shore. In 1819 he was granted a tavern licence and a ferry lease for what was designated "the Lower Ferry Point". John Williams died in 1832 and an item in the Cobourg Star said he was "the oldest settler in the neighbourhood". The premises were taken over by John Bennett and called Bennett's Landing.

Sully

One of the first attempts at a settlement on the lakeshore was on the western outskirts of the present village of Harwood. Around 1823 another tavern was opened by John Williams on King's College lot 5. James Grey Bethune got title to the lot in 1834 and named the tavern location "Sully" for his illustrious ancestor, Maximilien de Béthune, Duc De Sully, who had been financial adviser to Henry IV of France. Bethune was interested in transportation and in 1832 launched a steamboat, "Pemedash", to carry passengers and freight to the north shore. He also had plans to build a railroad from Cobourg to Sully but was underfinanced. He used some unscrupulous means to raise the money but went bankrupt and his plans were abandoned. Bethune spent a short term in debtors' prison and died in 1841 a ruined and broken man. The tavern continued to operate but no further settlement was attempted in Sully until the 1850's when the railroad plan was revived.

Bewdley

While Bethune was attempting to establish his settlement at Sully, other men had similar plans for the western end of Rice Lake. This area had for centuries been the site of native camping grounds and was near the well-travelled Ganaraska Trail from Smith's Creek (Port Hope) on Lake Ontario north to Rice Lake and the trapping areas of the Kawarthas. Around 1793 a fur trading post was established at the mouth of the Otonabee River by Herkimer brothers, early settlers at Smith's Creek. An "Upper Ferry Point" was planned for lot 27 (on Ley Point between Oak Hills and Halstead Beach), but those plans were never carried out.

Hamilton Township assessments of 1829 show William Black occupying the 200-acre lot on the western border of the township. In the next four years he had built a tavern on the shore where his property touched Rice Lake. The location was known as Black's Landing and was on the ferry route.

In 1833 William Bancks moved to Black's Landing to found a "gentlemen's colony" on property he had secured from the Hon. George Boulton, a land speculator who had a finger in most of the settlement pies of the Newcastle District. Bancks built a sawmill on nearby Cold Creek, established the short-lived Newcastle Banking Company and laid out plans for a village. He named the village "Bewdley" for his former home in Bewdley, Worcestershire, England, and also had plans for a railroad to this settlement. Like Bethune his plans were underfinanced and failed. Bancks returned to England leaving the ownership of the village lots in a confused state that took a consortium of prominent Cobourg and Port Hope land speculators, including Boulton, years to resolve. Banck's sawmill was taken over by James Sackville, an industrious Scotsman, who made a success of the business. Bewdley was settled by the 1860's with a shingle mill on Cold Creek and a forge, steam sawmill and three inns on the water front. One inn building remains and is now the Rice Lake Variety Store. On the site of the old sawmill stands the Mill Point Apartments.

Saxe Town and Claverton

The first attempt at a settlement in the Gore's Landing area began with a tavern at th terminus of a native trail that ended west of the present village, now Harrris Boatworks Road. The first settler there was Elijah Birsdley in 1807, who cleared 20 acres and built a log house where he accommodated travellers and ferried them across the lake. He received a tavern licence in 1819 but Lieutenant John Bannister got the ferry licence for the "Middle Ferry Point". Bannister named the settlement Saxe Town, a family name that had originally come from Germany. The inn and ferry continued to be operated by others until James Grey Bethune bought them out in 1830 and moved his centre of operations to Sully.

In 1833, a judge of the Newcastle District, William Falkner, established a water-powered sawmill at the end of present Waldon Road (originally Old Mill Road) and built a house he named "Claverton", (on the site of Victoria Inn) for his former home in Somersetshire, England. Claverton, Bewdley and Sully are shown on a map of the township commissioned by Bethune in 1833.

Gore's Landing

A decade after the failure of Bethune's plans for Sully, Thomas Sinclair Gore, the founder of the village of Gore's Landing, arrived. In the 1840s William Weller of Cobourg, the stage coach magnate, was seeking a shorter mail route from Cobourg to Peterborough. Instead of taking the road around the western end of Rice Lake Weller proposed to have his stage go straight north to the lakeshore, bypassing Bewdley, Saxe Town and Sully, where the mail would be transferred to a ferry sailing up the Otonabee River.

Gore, a surveyor who had emigrated from the north of Ireland in 1841, was hired to improve and straighten the road from Cobourg to Rice Lake. In 1844 Gore bought clergy reserve lot 15 from the Hon. George Boulton and proceeded to survey the road through his own property to the lakeshore. (Obviously there was no such thing as conflict of interest in those days.) The same year William Weller launched his steamboat, "The Forester", from

Bennett's Landing. Bennett moved his inn building on the ice to Gore's Landing c. 1845 and constructed a wharf there. The building (c. 1838) is the oldest in Gore's Landing and is now part of Chicadee Cottages. Thomas Gore build a frame house on the hill overlooking Rice Lake where he and his wife lived with their eight children. He died at the early age of 38 leaving his widow well off from the sales of his village lots.

Mr. Gore's landing grew rapidly and became a boat building centre. One of the boat builders, Daniel Herald, who emigrated from Ireland c. 1852, made the village famous with his double planked Herald's Patent Cedar Canoe. Two hotels, an Anglican and a Methodist church, store, post office and a woolen mill appeared on the lakeshore. Of these buildings only two survive: the Rice Lake House (1849) (Gabetis-Weller Tavern) as a private home and the Methodist church (1858) as a workshop in the Gore's Landing Marina. In the 1850s two steam sawmills replaced Judge Falkner's old water-powered sawmill, one on Lampman Lane and a larger one near the site of present Victoria Inn. These operated until the railroad was build to Harwood with spurs constructed to two huge sawmills built in the late 1860s. Most of the trade then moved back to the Sully area.
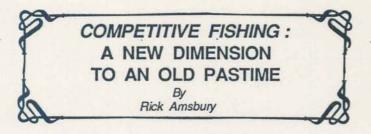
Harwood

Sully remained stagnant until the 1850s with the tavern being advertised in vain for sale or lease for some years before its demise.

The north half of lot 4 to the east had been granted in the 1820s to loyalists in Niagara and finally fell into the hands of the prominent and wealthly Harwood family of Montreal and New York. A number of business men in Cobourg undertook to revive Bethune's railroad charter and in May 1854 the railroad was completed to the Harwoods' property, for whom the fledging village was named. By December a railroad bridge across Rice Lake had been finished and two trains a day were operating.

The first recorded resident of Harwood was an eccentric but astute bachelor, Robert Drope, who had emigrated from northern Ireland twenty years earlier. He moved from Roseneath to Harwood c. 1854 to become the first postmaster, store and inn keeper. At first the village lots rose sharply from $3 to $400 an acre but with the failure of the railroad bridge to survive ice damage property values soon fell. When the bridge was finally abandoned in the 1860s Drope was able to purchase the north halves of lots 3 and 4. He promptly began to subdivide and sell village lots. With the building of two steam sawmills a few years later people flocked in seeking employment until the population was estimated at 500. From 1869-73 articles in the Cobourg Sentinel, gushing with Victorian hyperbole, termed Harwood a "sawmill" city and predicted a glorious future.

One sawmill was located on the site of Willow Bay Cottages and the other at the end of Mill Street at Cedar Cove Tourist Camp. Huge log booms came down the Otonabee River and were sawn at the mills then transported by rail to Lake Ontario. Several boarding houses for mill workers, two large stores and a two-room school were soon constructed with three churches, Methodist, Anglican and Catholic, following shortly afterwards. Local stories say several hotels operated in Harwood but only two were ever in business at once. The hotels began with the first settlement of the village but fires destroyed each one although they were rebuilt several times. In 1897 the largest fire burned not only the Phoenix hotel but the nearby Harstone store and post office. Today

the only original commercial establishment still in business is the Harwood General Store build 1869. The earliest surviving building (built c. 1866 of horizontally-laid planks) was once a mill workers' boarding house and is now a private home.

By the turn of the century all the suitable timber had been cut north of Rice Lake and the mills failed. Due to competition from larger lines and lack of freight the railroad closed and Harwood people began to look elsewhere for work. It was at this period that lakeside summer vacations became popular with the wealthy. Hotels in the villages of Bewdley, Gore's Landing and Harwood capitalized on their locations on beautiful Rice Lake with its excellent fishing. They provided luxury food and accommodation and steamboats took holiday crowds on excursions around the lake and up to Peterborough. When prohibition was introduced in 1917, however, most of the hotels closed and the steamboat era ended. People then found it cheaper and more convenient to own summer cottages and their own pleasure craft. Today the villages still cater to the tourist trade with convenience stores, restaurants, rental units and marinas. Δ

COMPETITIVE FISHING : A NEW DIMENSION TO AN OLD PASTIME
By
Rick Amsbury

For many, fishing is the enjoyable art of reducing one's blood pressure. Stretching out across a rowboat seat with a wide-brimmed hat tilted across the eyes while dangling a hook and worm non-chalantly from a cane pole or some equally unassuming fishing rig. All the while the dream of landing a whopper never enters the mind which, at this point, is stalled in neutral.

For others, relaxation can be found with doggedly trolling along weed-lines or past rocky shoals, employing tips gleaned from the pages of a few piscatorial publications, and carefully following the basics of matching the bait and its presentation to the specis sought. After all, the folks back at the cottage will expect at least one good feed of fillets. It also helps justify the $4,000 recently "invested" in a new fourteen foot aluminum boat and 9.9 hp motor.

Catch and release fishing can be just as much fun as keeping the catch! All you need is a camera to catch and keep it on film forever. In this way you're saving our fish resources for future generations.

To yet another breed of angler, relaxation is the furthest throught from his mind. He didn't trailer his sleek and sparkly $30,000 rig to Rice Lake to "get away from it all". Nor did he come in search of a trophy for his den wall or even to take a single fish home. His thrill in fishing is matching knowledge, wits and skill for two nerve-wracking days against 300 equally possessed tournament fishermen (and, yes, fisherwomen!). The $30,000 cash and merchandise prizes provide some incentive but peer and press recognition is the prize these anglers cherish most.

Competitive fishing is one of the Ontario's fastest growing outdoor fetishes. It comes in two forms: tournaments and derbies. . . ., and, yes, there is a difference.

A tournament is a strictly regulated event aimed at ensuring (that) the fish are released alive and unharmed after being weighed by the judges. A typical event will feature 150 boats. The 6:30 a.m. shotgun blast signals the start of the first day for anything-but-relaxing fishing. The first stop will be prime habitat for the target species, either bass or pickerel (walleye). Once the hot-spot is reached and a keeper boated, it is quickly measured to see if it exceeds the minimum length then carefully placed in a live-well. This built-in aquarium recirculates fresh lake water providing proper water temperature and oxygen levels. Special chemicals are also used to protect the delicate slime coat on the fish. As an additional challenge, it's artificial lures only; no live bait is allowed. Late afternoon sees a high speed dash for headquarters, for steep penalties await the stragglers who miss the 4:00 p.m. deadline.

In military fashion, anglers quickly and orderly carry their catch in water-filled bags to the weigh scales. A fisheries biologist inspects each fish to determine whether is is healthy enough to swim and spawn again. These are then returned quickly to the lake. In some cases the released fish are loaded into aerated tanks on larger boats and returned to habitat similar to that from which they were caught.

Properly-run fishing tournaments can actually help a fishery. Organizers of most tournaments use a portion of the profits to fund conservation projects or research. But the most significant benefit derived from these events is the spread of the gospel of live-release. The media exposure generated by a tournament gives the message that live-release fishing works. Tournament anglers have been the ambassadors of responsible fishing and now all types of anglers, competitive or not, are experiencing the thrill of slipping a fish, otherwise destined for the pan, carefully back into the water to swim again.

In contrast to tournaments, fishing derbies, by their very nature, often make it necessary for the fish to die in order to be weighed and measured. A derby is a community event which encourages hundreds, even thousands of fishermen to pay a small fee of $5 or $10 to be eligible to present a fish in hopes of winning a prize. Derbies can last for several days or several weeks. They can be limited to a small lake or an entire region. Boats are not necessarily equipped with live-wells and few anglers are trained in proper fish handling techniques. Consequently, the fish is kept in a boat, out of water, while being transported to a designated weigh-in station. It is weighed and mearured then either eaten, discarded or mounted.

At the conclusion of the derby, prizes are awarded based on the size and/or weight of the fish.

Because a derby attracts the attention of a large