

A MIXTURE OF THE OLD AND THE NEW



LAKESHORE GLIMPSE of Harwood, which is noted for its quiet cottage area

Historical to be h

Mrs. Jack Young, a long-time resident of Harwood, will unveil a historical plaque September 12, commemorating the community of Harwood. The unveiling will take place at 2 p.m. on the grounds of the Community Hall, Harwood.

It is one of a series being erected throughout Ontario by the Ontario Department of Public Records and Archives. The ceremony to take place is being arranged and sponsored by the Harwood Women's Institute.

Acting as programme chairman is Mrs. Don Fetterington, second vice-president of the Women's Institute. Others who will be taking part in the ceremony include Dr. Wilfrid Jury of the University of Western Ontario, who will represent the Province's Archaeological and Historic Sites Board; Mr. Russell Rowe, MPP Northumberland; Mr. Russell C. Honey, MP Northumberland - Durham; Mrs. Clara Drope; Mr. Charles Burrison, Reeve of Hamilton Township; Mrs. Lenah Fisher and Mr. Neil Shearer, Chairman of the Parks Board of Hamilton Township.

The plaque inscription to read as follows:

HARWOOD

This area, purchased in 1828 by Robert Harwood, Montreal merchant, did not begin to develop rapidly until the arrival of the Cobourg and Peterborough Railway in 1854. Harwood was surveyed in 1855, and the line which transported passengers, lumber and goods to Peterborough, and later ore for the Marmora iron foundry, encouraged commercial development here. The nearby crib bridge, which carried the track across Rice Lake and on to Peterborough was, however, poorly engineered and constructed and was closed in 1862. Competition from the Port Hope-Peterborough railway was severe and service on the Cobourg-Harwood line ceased in 1895 after the local lumber mills had closed. Today Harwood remains primarily a summer cottage community.

The area around Harwood, located on the south side of Rice Lake, four miles east of Gore's Landing, was first settled in the early 1820's. Patents for lots three and four, concession nine, Hamilton Township (the present site of Harwood) were transferred on December 13,

Main Point | *An original photo of the old Harwood*

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Local Harwood Honored

The venture and the subsequent Rebellion of 1837, loomed that first railway company. The concept of enhancing (Cobourg's metropolitan position by constructing a communications network with its hinterland did not perish. A plank road, complete with toll-gates, from Cobourg to Sully was constructed during 1847-48.

Within a year, however, the ravages of the elements had made the roadway all but impassable.

The early 1850's were prosperous times for Canada West, present-day Ontario. Large harvests, increased trade due in part to a repeal of the British Navigation Laws, and extensive immigration all worked to buoy up the courage of well-to-do Cobourg citizens. A charter for a railroad running from Cobourg to Peterborough, crossing Rice Lake by crib-bridge was obtained in 1852 and, in the spring of the following year, work on the line commenced. The tracks, by 1854, extended north from Cobourg to a site on the south shore of Rice Lake just east of Sully.

Here, in 1855, the site of Harwood was surveyed and a post office permanently opened that same year. A large station, storehouse, and water-tank were constructed and these amenities helped boost land values from \$3 to \$400 per acre.

During the building of the road, fourteen German immigrant workers died of cholera. Their graves, which can be seen about a mile from the village, were marked by a large wooden cross.

On December 29, 1854 the Cobourg and Peterborough Railway was opened utilizing the fill causeway from Harwood to Tic Island and the new bridge from the island to the north shore of Rice Lake.

This railroad, during its few years of prosperity, was one of the busiest in Canada. General freight, passengers, and lumber were the main sources of income. Two reasons can be cited for the railway's decline in fortune. Firstly, the bridge across the lake was poorly engineered and constructed. The pressure of ice and storms weakened the structure and frequently prevented its use. During the visit of the Prince of Wales in 1860,

he was ferried across Rice Lake by officials who feared harm might come to him on the weakened trestle. The bridge was permanently closed in 1862. A second reason for the Cobourg and Peterborough Railway's demise was severe competition from the Port Hope, Lindsay and Beaverton Railway which opened in 1858 and was extended through Peterborough. This line, which circled the lake and did not have to rely on a precarious bridge, siphoned off much of the Peterborough-Cobourg trade and enhanced the status of the rival town of Port Hope.

Claims have been made, though no verifiable evidence provided, to the effect that persons in the employ of the Port Hope-Peterborough railroad were hired to remove bolts from the Rice Lake bridge and thus hasten the destruction of that span.

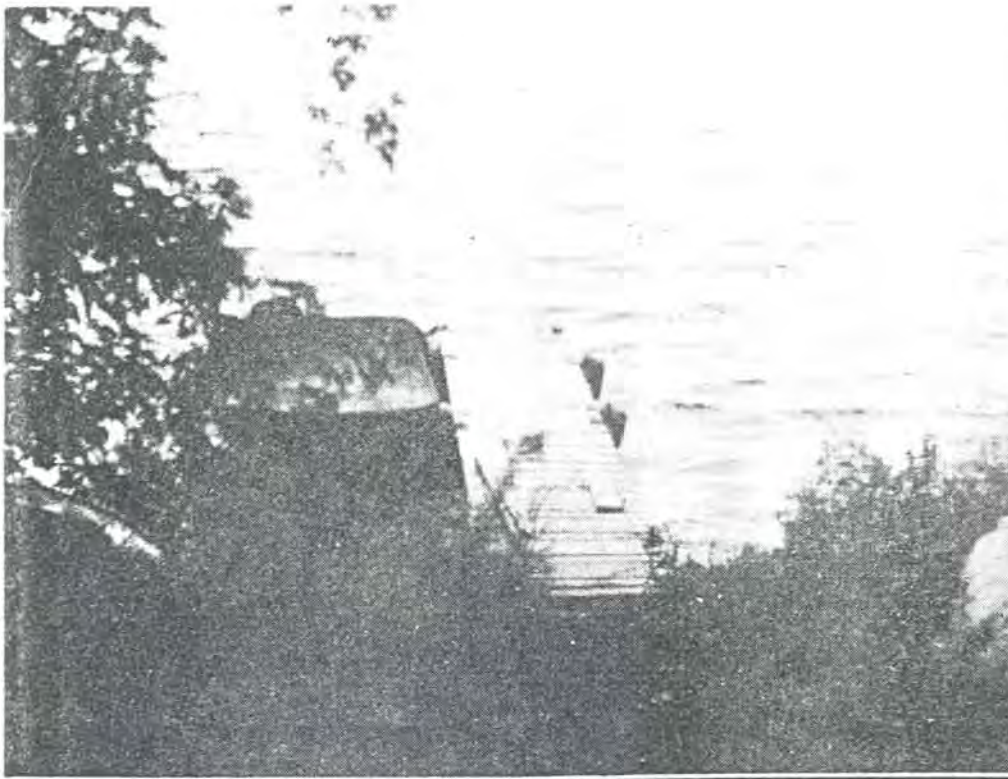
For the remainder of the century, Harwood was the northern terminus of railway. There was talk, even as late as 1907, of rebuilding the trestle but all such effort came to naught. Some timber was still sent across Rice Lake by boat and the products of Harwood's two saw mills, McDougall and Ludgate, and Ulyott, and Sadler

and Co., continued to be shipped to Cobourg.

The village with a population of roughly 400, boasted a school, church, post office, and two hotels during this period. There was an attempt in 1865 to rescue the Cobourg and Peterborough Railway by amalgamation with the Marmora Iron Company which had mines at Blairton near the Trent River. The plan of the new Cobourg, Peterborough and Marmora Railway and Mining Company was to construct a spur from Harwood to the Trent (completed in 1867) and ship ore to Cobourg and then to Pittsburgh for smelting. These high hopes were not realized and in the late 1880's the Grand Trunk Railway acquired the Cobourg-Harwood line. This fifteen mile stretch was closed by the Grand Trunk on December 31, 1895. The rails themselves were removed during the First World War. By 1897 the last of the saw mills had been removed.

Harwood remains today a quiet community noted as a pleasant summer retreat and cottage resort. Only the remnants of the fill causeway to Tic Island remind the visitor of the halcyon days of the old railway.





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Main Railway
to station
at the
wharf.
MacDougall
+
Ludgate
on
left.



An original photo of the old Harwood railway. On S.E. side of village, road to Creamery (R) beneath on far right. Shearer's barn on left. Taken by C.N.R. agent Cobourg, Aug. 9, 1909, & given by him to me, Oct. 1947. T.F.S.

Preserve this; it cannot be replaced

Picture of switch on the Cobourg, Peterborough and Marmora Railway. Main line to the Harwood Station and wharf; spur to MacDougall and Ludgate mill on the left; spur to Campbell's and Hughson's mills on the right. (Photo kindly loaned to the Department of Public Records and Archives of Ontario by Mr. Corley of Peterborough.)



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The area around Harwood, located on the south side of Rice Lake, four miles east of Gore's Landing, was first settled in the early 1820's. Patents for lots three and four, concession nine, Hamilton Township (the present site of Harwood) were transferred on December 13, 1824 to Edward McBride of Niagara Township, from Major Hater, also of Niagara. For this land he paid Hater the sum of \$100, reserving "free access to the beach for all vessels, boats and persons..." On March 13, 1827 McBride mortgaged his property to Robert Unwin Harwood, a merchant from Montreal and the man after whom the community would later be named. The following year, on February 16, McBride sold the two lots to Harwood.

The first settlement in the area, called Sully or Sully's Landing, was located on lot six, concession nine at the northern terminus of a road from Cobourg and about half a mile west of the centre of the present site of Harwood. As early as 1827, a ferry reservation near Sully, was petitioned for and, by 1833 a service was established. An advertisement in the Cobourg Star of July 31, 1833, proclaimed that the "Steamboat Pemedash, Captain Cleghorn, plies

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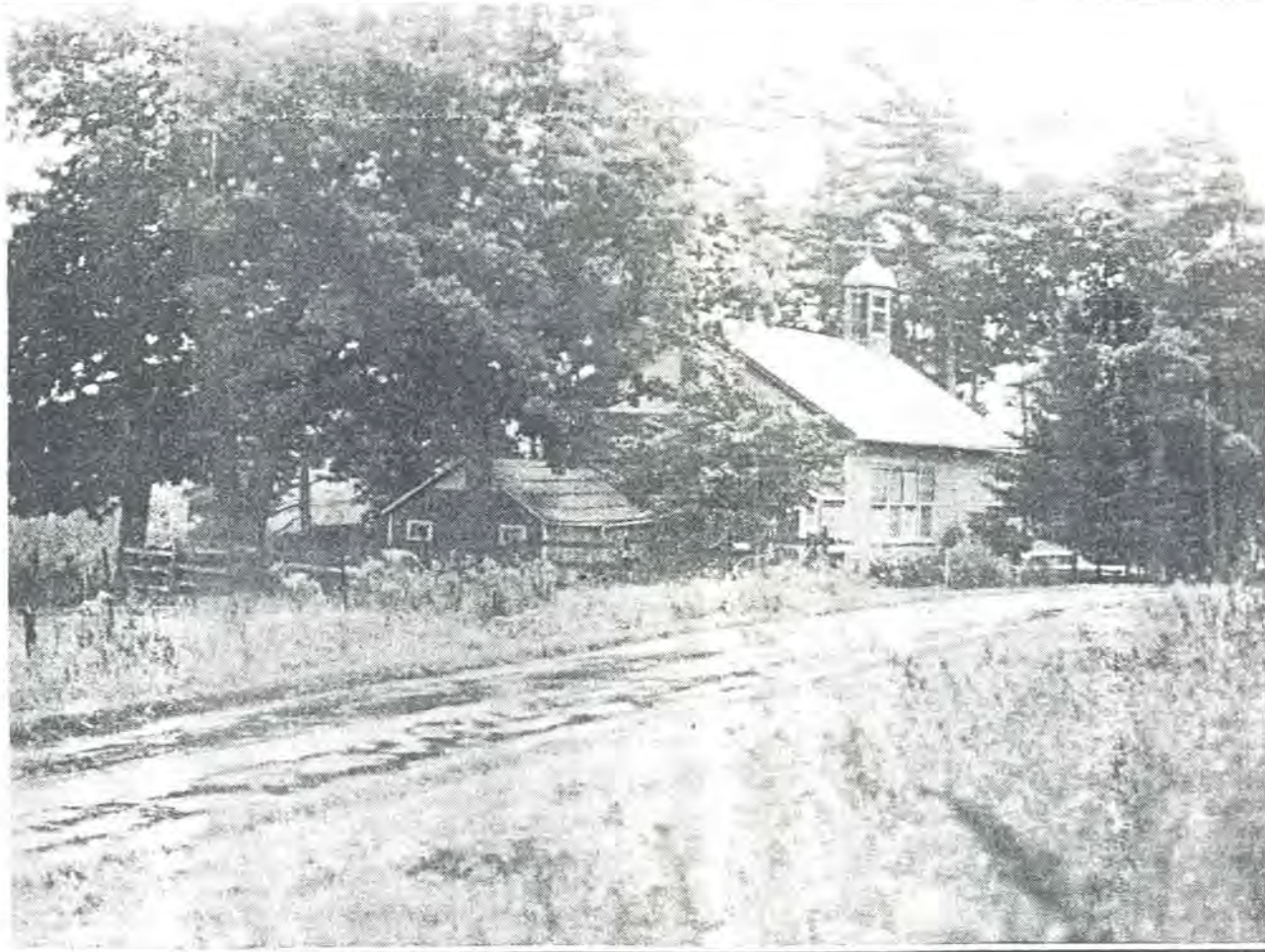
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Harwood remains a quiet community as a pleasant retreat and resort. Only the remains of the fill causeway Island remind the visitor of the halcyon days of railway.



NEW ROLE - This charming converted schoolhouse is situated in more wooded land at Harwood

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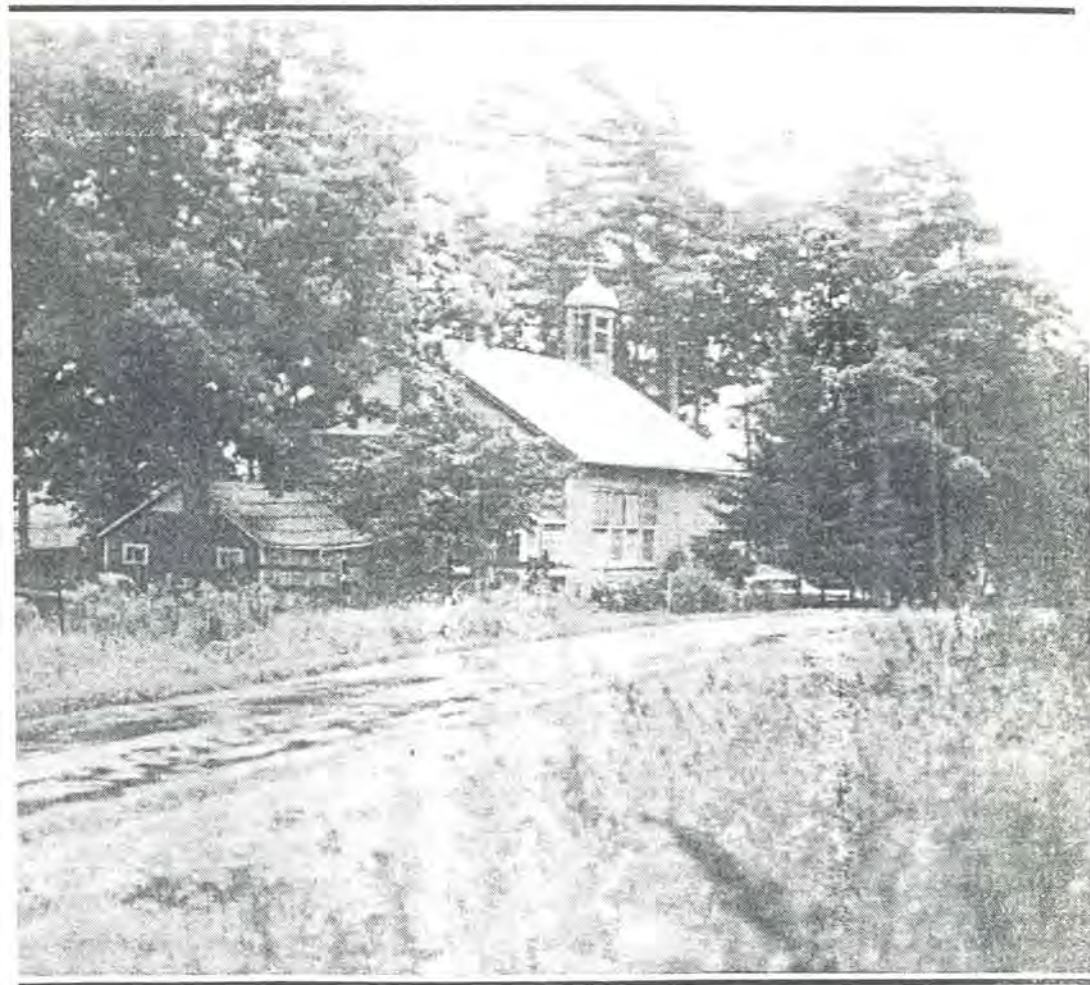
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MacDougall
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Ludgate
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to Creamery & beneath on far right.
Shearer's barn on left. Taken by
C.N.R. agent Cobourg, Aug. 9th 1909,
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View of switch on the Peterborough Marmora Railway line to the Harwood Station and wharf; spur to MacDougall and Ludgate mill on the left; spur to Campbell's and Hughson's mills on the right. Ontario by Mr. R. F. Corley of Peterborough). (Photo kindly loaned to the Department of Public Records and Archives of



WOOD MEMORIAL PARK and Community Hall, centre for sports banquets

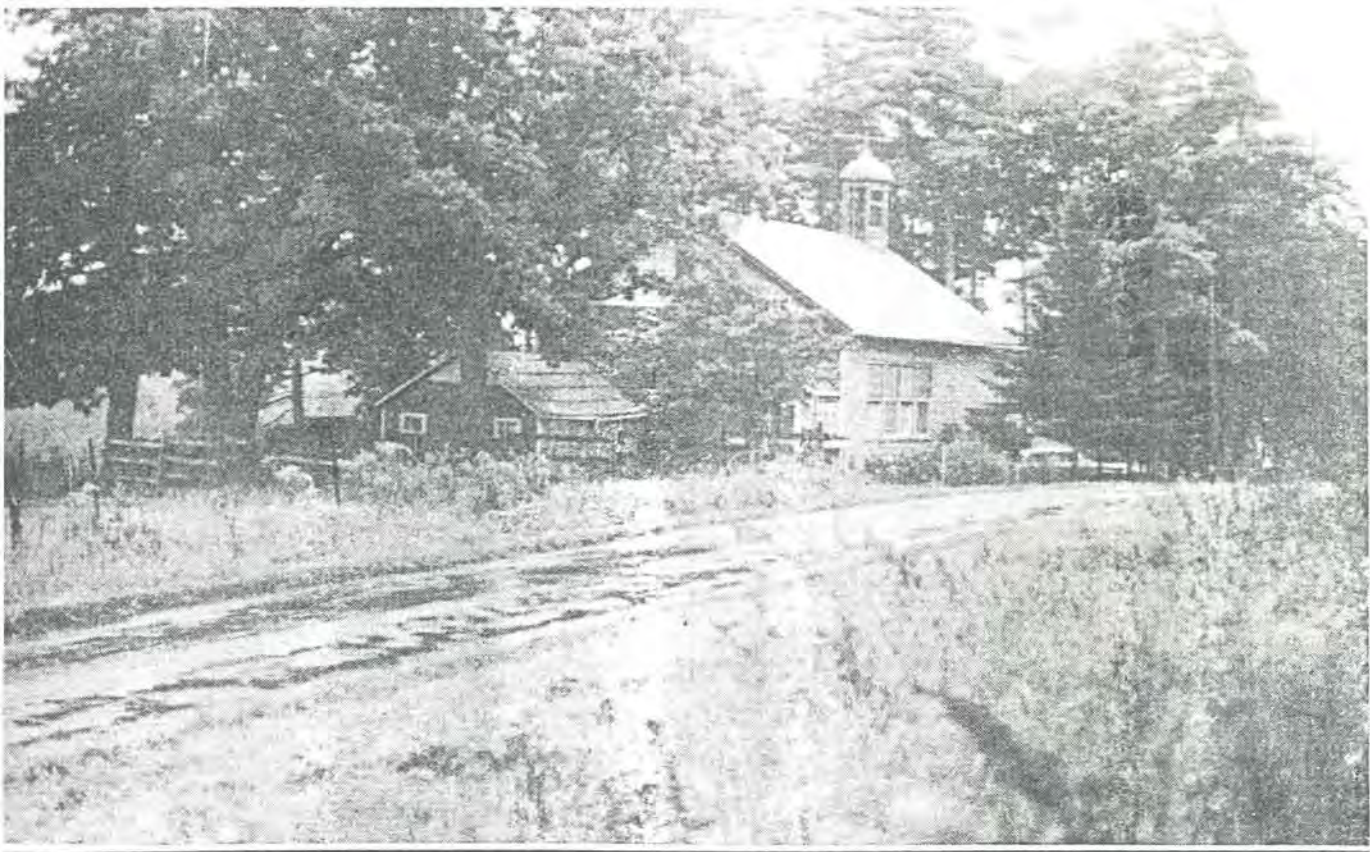
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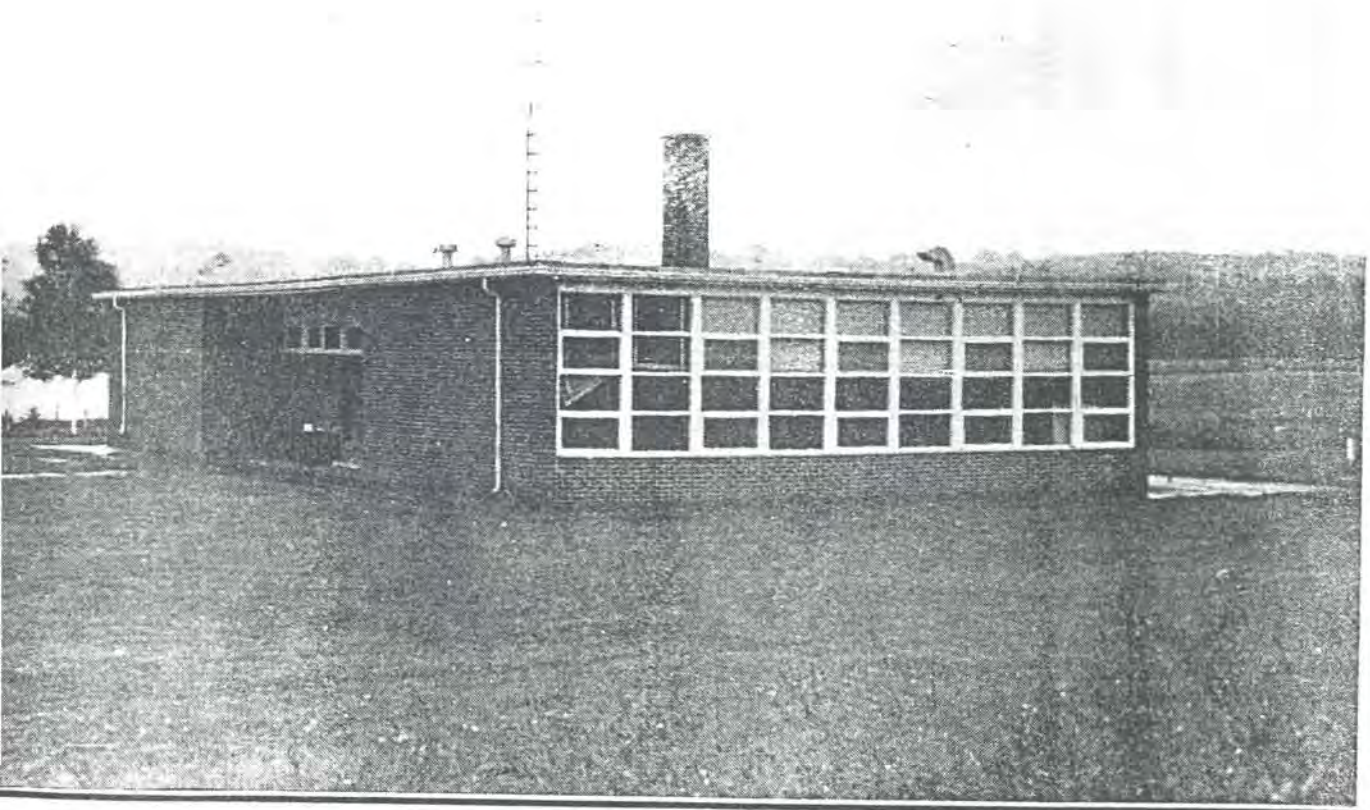
An indication of the importance of the young community is the fact that elections for the Newcastle District were held at Sully Landing in 1834.

Even in the early 1830s businessmen in Cobourg were projecting the concept of a railroad to Rice Lake. Frederick Rubidge, a Cobourg surveyor, went as far as preparing a map showing a proposed route from Cobourg to Sully.

With a capitalization of \$40,000, the Cobourg and Rice Lake Rail Road Company was chartered on March 6, 1834. The road was to be commenced within two years and completed within eight. Difficulties in financing



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OPEN SEPTEMBER SEVENTH - Harwood's Public School