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Northumberland

The Corporation of the Township of Hamilton

Office of the
ADMINISTRATOR, CLERK-TREASURER
P.O. BOX 1060,
COBOURG, ONTARIO,
K9A 4W5
PHONE 416-342-2811

November 14, 1990



Heritage Administration Branch
Ministry of Citizenship and Culture
77 Bloor Street West
7th Floor
Toronto, Ontario
M7A 2R9

Dear Sir/Madam;

Re: Mallory House, Part Lot 2, Concession A
Lang House, Part Lot 31, Concession 7
Harwood School House, Part Lot 4, Concession 9

Enclosed, please find reasons for designations and certified copies of By-Law Numbers 90-117, 90-118 and 90-119, passed by Council on November 6, 1990, regarding the above.

Should you require further information, please contact me.

Yours truly,

A handwritten signature in cursive script that reads "Peggy Cramp".

Peggy Cramp, A.M.C.T.(A)
Chief Administrative Officer

PC/rt
encl.

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THE CORPORATION OF THE TOWNSHIP OF HAMILTON

BY-LAW NO. 90-119

BEING A BY-LAW TO DESIGNATE A LAND AND PREMISES
UNDER THE ONTARIO HERITAGE ACT
FOR HARWOOD SCHOOL HOUSE
LOT 4, CONCESSION 9, HAMILTON TOWNSHIP

WHEREAS Section 29 of The Ontario Heritage Act, R.S.O. 1980, Chapter 337, authorizes Council of a municipality to enact By-laws to designate real property, including all buildings and/or structures thereon, to be of architectural or historic value or interest, and;

WHEREAS the Council of the Corporation of the Township of Hamilton has caused to be served on the owners of lands and premises below, and upon the Ontario Heritage Foundation, notice of intention to so designate the aforesaid real property and/or buildings and has caused such notice of intention to be published in the Cobourg Star having general circulation in the municipality once for each of three consecutive weeks, and;

WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the Municipality.

NOW THEREFORE BE IT RESOLVED, that Council of the Corporation of the Township of Hamilton, ENACTS as follows:

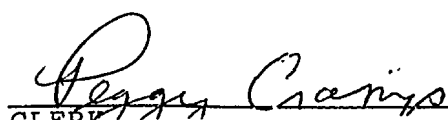
1. There is designated as being of architectural and historical value or interest the real property as follows:

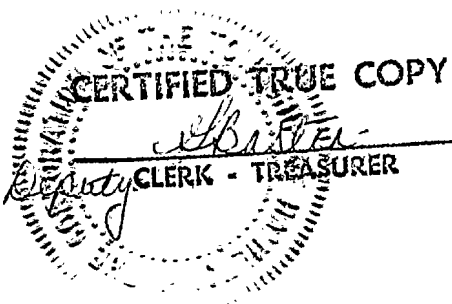
-Harwood School House - Part Lot 4, Concession 9
General Delivery
Harwood, Ontario
KOK 2H0

-A good example of a mid 19th century frame school house in the Classical Style.
2. Clerk is hereby authorized to cause a copy of the By-Law to be registered against the properties described above in the proper Land Registry Office.
3. The Clerk is hereby authorized to cause a copy of this By-Law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation and to cause notice of the passing of this By-Law to be published in the Cobourg Star having general circulation in the municipality once for each of three consecutive weeks.

This By-Law given a FIRST, SECOND and THIRD READING and FINALLY PASSED this 6th day of November, 1990.


REEVE


CLERK



HARWOOD SCHOOL HOUSE S.S.18

Address: Lot 4, concession 9
Lakeview Rd., Harwood, Ont.

Date: 1871

Present owners: [REDACTED]

Historical analysis, Sept. 1990

Harwood village on the south shore of Rice Lake was first divided into tiers of village lots in 1854. Because the Cobourg to Peterborough Railway reached Harwood that year and the railway bridge across Rice Lake was completed, there were a number of speculators hoping to capitalize on the location. Prices in Harwood rose briefly from \$3 to \$400 a lot. However, the railway bridge could not withstand the pressures of winter ice and soon disintegrated. By 1860 the last of it had sailed down the lake and prices of lots again became cheap.

Robert Drope, the first Harwood settler and postmaster, built a two and a half storey store/inn, later destroyed by fire. By 1866 he was able to purchase most of the land in the north part of lot 4, concession 9, and immediately began to subdivide and sell off lots. But Harwood did not really begin to boom until the building of two large steam sawmills: Campbell and Hughson in 1866 and McDougall and Ludgate two years later. (At that time William McDougall was also the owner of the flour mill in Baltimore.) Although the railway bridge was gone large log booms brought timber down the Otonabee River to the mills where they were sawn and then loaded onto railway cars to be transported to Cobourg, thence by boat to Rochester. With the building of these two sawmills the population of Harwood arose to 500. The Cobourg Sentinel rhapsodized over the "sawmill city" and prophesied a glorious future. An article written for the newspaper in June 1869 lamented the fact that there was as yet no school in the rapidly expanding village.

Until that time the children of the mill workers, who numbered nearly 200, attended a log schoolhouse, S.S.17, built c. 1850 at the top of the hill on the Sully Road. In 1871 a new school section was formed, S.S.18, and land given by the pioneer, Robert Drope, at the top of the hill on present Lakeview Road. That location was probably chosen because (1) being distant from the business section property was less desirable there; (2) the Rev. Egerton Ryerson, Superintendent of Education from 1844 to 1876, strongly advocated that schools be built remote from stagnant water. The Harwood village area included a great deal of marshy land, thought to be a source not only of the dreaded "ague", a malaria-like illness, but other debilitating and even fatal diseases, such as typhoid and cholera. Actually the cistern water used for drinking at many schoolhouses and the lack of sanitary facilities was probably more of a factor in many epidemics.

A two-room frame schoolhouse was erected on lot 4, concession 9, and a principal and a junior teacher hired. One of the early teachers, Mr. Dulmadge, raised the money for a bell by getting up a play. Boys only attended school in the winter when the mills were idle and some were grown men who desired to read and write. If girls could be spared they too could attend school but many were hired out to farmers at \$2.00 a month.

By the turn of the century most of the suitable timber on the north side of Rice Lake had been cut and both mills went bankrupt, all the machinery and buildings were removed except for the boarding houses for mill workers which became private homes. The railroad, due to competition from other lines and lack of freight, was also closed permanently. When people left the village looking for work elsewhere the population fell considerably.

Harwood school was changed to one room by removing the partition and relocating some of the six-over-six windows. At one period no teacher could be found and the children went back up to S.S.17. Gradually the population built up again and in the 1930s the school returned to two rooms. In 1953 a new brick school was built at the four corners in Harwood village, where [REDACTED], [REDACTED], had homesteaded and built a log house. The old school building was sold for a private home and the belfry eventually deteriorated and blew down. (The 1953 school is now closed as well and the children bused to Plainville.)

The old Harwood schoolhouse is one of the few in the township clad in clapboard rather than brick. Because of the two mills in the village all the early houses were also built of wood siding and many had walls constructed of mill "shorts". These were short pieces of plank discarded by the mills and could be bought for 1 cent a piece. The planks were laid one on top of the other with the edges kept even and often plastered inside right over the planks. Harwood General Store, built in 1869, is of plank construction. It had a brick store front, the only brick seen in the village until the Anglican Church (1876) and the Catholic Church (1884) were constructed of brick. Until after WW2 there were no brick houses built in Harwood village.