

THE HISTORY OF HARWOOD VILLAGE

Harwood village is located on the south shore of Rice Lake and consists of the north end of lots 3, 4 and 5, concession 9, Hamilton Township.

There are no persons in township assessment rolls recorded as residents in the first four lots of concession 9 until the 1850s.

In 1852 Charles Buttar began farming on lot 1; two years later Timothy Corkery was a freeholder in the south part of lot 3 and Robert Drope was listed as a householder in lot 4 but with no taxable property.

Lot 2 was a clergy reserve and not sold until 1852 to A. McBean.

The Settlement of Sully

By 1823, however, lot 5 was rented by the Crown to John Williams who built a two-room tavern on the Rice Lake shore. The tavern changed hands several times and operated until 1848 when it was advertised for sale or lease. Authoress Catharine Parr Traill and her husband, Thomas, spent the night there in 1832 on their way up to their land grant at Duoro. Mrs. Traill had a poor opinion of the tavern's amenities, to say the least, as she related in *Pearls and Pebbles* (1894). John Langton wrote that in 1833 there was one house at the "town of Sully"! In spite of its size, however, the election for the Newcastle District was held at Sully in 1834 and Langton, with a boatload of wild Irishmen, came down from Bobcaygeon to vote. (*Early Days in Upper Canada* (1926)). The old Sully tavern was torn down around 1850.

In 1828 lot 5 was granted by the Crown to King's College. King's College continued renting the land to tavern and ferry keepers until 1834 when it was purchased by James Grey Bethune of Cobourg, a member of an illustrious and influential family. Bethune named the tavern and ferry landing "Sully", according to a map he had commissioned in 1833 from Frederick Rubidge showing a proposed railway from Cobourg to Sully. Sully was named for his ancestor, Maximilien de Bethune, Duc de Sully, who lived in the reign of Henry IV of France. Bethune had great plans for Sully. He had visions of a fleet of steamers on Rice Lake carrying produce from the rapidly expanding back country around Peterborough to meet his railroad at Sully and thence on to Cobourg and Lake Ontario. But his plans were underfinanced and the Mackenzie Rebellion of 1837 threw the country into a depression. Immigration fell off and Bethune, who had used some unscrupulous means to raise money, went into bankruptcy. The Bank of Upper Canada seized and sold the 134 acres of lot 5 to Cobourg land speculators.

This disaster didn't prevent Bethune, however, from running for the Legislative Assembly in 1834. He lost and after a short term in debtors' prison died in 1841, a ruined and broken man. Today the only reminder of the settlement of Sully is the Sully Road winding down from the heights of the Rice Lake Plains.

The Settlement of Harwood

In 1823 the northern halves of lots 3 and 4 on Rice Lake were granted to an absentee landowner, Christine Thomas, the daughter of James Thomas, a soldier and United Empire Loyalist. (In 1844 the south half of lot 4, 60 acres, went to Joseph Smith and the south half of lot 3, 60 acres, to Ogden Creighton.) The following year Christine and her husband, Major Slater of Niagara, Upper Canada, sold the lots to Edward McBride. In 1827 Robert Harwood, a wealthy merchant in Montreal, purchased the lots from McBride. Harwood, who became a Legislative Councillor in Lower Canada, married Louise Josephte de Lotbiniere, heiress of the Seigneury of Vaudreuil which comprised 375 farms. Harwood owned other properties in Ontario and was interested in the future of railroads. It is possible he had some contact with speculator James Bethune, the proprietor of lot 5, who had brothers and business interests in Montreal. Robert Harwood sold lots 3 and 4 to his brother, William of New York, in 1836. The property was in the hands of either William's widow or daughter, Euphrasie Vivien Harwood, when the question of a railway from Cobourg to Peterborough was again mooted. It is thought that the revised route through lot 4 had a lower grade than the one Bethune had planned to go to Sully twenty years earlier.

Catharine Parr Traill in *A Walk to Railway Point* (1853) wrote of the considerable activity of railroad building, the old inn that had been at Sully, a new road through the swamp that joined Sully with the railroad right-of-way, a boarding house for railroad workers and two stores.

Mrs. Traill named the new settlement "Railway Point" for want of any other name. But by 1854 it had been named "Harwood" and divided into tiers of village lots by surveyor Edward Caddy. That same year the Harwood post office was opened on June 1st. The postmaster was the storekeeper, Robert Drope, the first resident in lot 4.* Village lots in Harwood were offered for sale in February 1855 by E. Vivien Harwood of New York and prices rose briefly from \$3 to \$400 an acre.

But except for twelve acres comprising lots one to eight in the first tier along Rice Lake and the railroad right-of-way, no lots were sold. In 1866 Robert Drope*, who was by now operating an inn, purchased the north 90 acres of lot 4 with the exception of the above mentioned sales. Four years earlier Drope had purchased the north part of lot 3 as well. He then began selling the village lots.

The Cobourg to Peterborough Railway

The building of the Cobourg to Peterborough Railway began in February 1853 with the enthusiastic support of a number of influential and

wealthy businessmen in Cobourg. The line was opened as far as Rice Lake by May 19, 1854, with two trains a day operating. On Nov. 15 of that year the bridge across Rice Lake was finished and the railway operated as far as Hiawatha and by Dec. 29th was opened to Peterborough. The railroad station was located on the west side of Front St. near the lakeshore and the first station master was Robert Craig. John Young, who was born in Harwood in 1871 and still living at the age of ninety, said there was a long storage shed across the tracks from the station and the upstairs was used as a community hall and for meetings. According to Edwin Guillet in Cobourg 1798-1948, the station building was demolished and moved to Roseneath in 1901, where the material was used to build the Roseneath Orange Hall.

(The building and decline of the Cobourg to Peterborough Railway has been covered extensively in a number of publications. For more information see Edwin Guillet's account in Cobourg 1798-1948 (1948), P. Satterly's chapter in Victorian Cobourg (1976) and Reflections on a Railway (1987) by Barbara Garrick and John McLaughlin, published by the Cobourg and District Historical Society.)

Due to ice damage the railroad bridge had to be abandoned and the northern portion of track was closed in 1861. Steamers, however, continued to bring lumber, iron ore and produce to the dock at Harwood for shipment to Cobourg. Great log booms brought timber from the north down the Otonabee River to the two large steam sawmills, McDougall and Ludgate at lot 5, and Campbell and Hughson at lot 3.

The McDougall and Ludgate Mill

In 1868 William McDougall, a miller in the neighbouring village of Baltimore, and John Ludgate of Peterborough went into partnership to build a large steam sawmill in lot 5 at the lakeshore, the site of the former settlement of Sully. Because Ludgate had lost his sawmill in Peterborough to fire and the Rice Lake railway bridge had been condemned, Ludgate felt that locating at the end of the track in Harwood would be advantageous. The partners borrowed heavily to purchase 17 acres and to finance the mill. McDougall and Ludgate employed over 100 men at \$1.50 a day and operated a six-day week, from midnight Sunday to midnight Saturday. Around the mill were located boarding houses, residences for foremen and married laborers, carpenter and blacksmith shops; it was a small village in itself.

The Campbell and Hughson Mill

In 1866 Archibald Campbell and John C. Hughson built their mill on the lakeshore on 22 acres of lot 3 purchased from Robert Drope and some additional property in lot 2. It was not quite as large an operation as the McDougall and Ludgate mill. In 1871 it was estimated

that it was possible for these two mills to cut and ship a total of 250,000 board feet a day. However, due to lack of enough laborers to load the railway cars, only about 150,000 board feet were actually shipped daily and the rest piled along the sidings. A railroad spur had been built to each mill. By the 1890s most of the suitable timber on the north side of Rice Lake had been cut and this was a contributing factor to the closing of the mills.

Harwood Becomes a Village

Accounts in the Cobourg Sentinel from 1869-73 painted glowing pictures of the rapid development and wonderful future expected for Harwood, described as a sawmill city, and attempted to allay fears that the railway bridge would never be repaired and useable. Unfortunately the pessimists proved to be right, the bridge was never successfully repaired.

The population of Harwood rose dramatically after the building of the sawmills and three boarding houses were erected on the hill above the Campbell and Hughson mill. The foreman lived in one of these and there were houses built in pairs along Mill Road for the mill workers. Besides these dwelling places there were houses rapidly going up along the roads on both of Robert Drope's subdivided lots.

During the years the sawmills operated in Harwood many of the houses in the village and surrounding area were built of mill "shorts". These were short pieces of plank, some as wide as 22 inches, that were discarded by the mills. One could get a wagon load of short planks for \$2.00 or 1 cent a piece. Those who could afford it laid the planks one on top of the other with the edges kept even, then lathed and plastered or even just wallpapered right over the planks.

Others used fewer planks laid horizontally or vertically. The houses on the farms around the village were either board shanties or constructed of logs.

Early Business Enterprises

There were a number of small business enterprises in Harwood. In 1869 D. Sullivan had a boot and shoe store and Richard Dowler, another early pioneer, is listed as a shoemaker with a two storey frame house.

He was one of the founders in 1856 of the Orange Lodge in Gore's Landing, where he claimed he became converted at the Methodist Church.

An early store may have been located on Queen Street in the house now owned by Muriel Young, whose father, Edward, purchased the property in 1912. It was built in 1872 with walls constructed of planks laid flat and one room is exceptionally large, 12 by 24 feet.

In the first tier of lots two taverns opened their doors. The first one, built by Charles Campbell in 1853 as a boarding house for railway

workers, was located on the hill in village lots 1 and 2. In 1857 Campbell sold the lots to an innkeeper, Richard Muchall, who operated a tavern there until 1866. When she visited her daughter, Mrs. Clinton Atwood, at Gore's Landing, Catharine Parr Traill often took the train from Peterborough and called in at "Muchalls". Two of Mrs. Traill's children married Muchalls, James Traill to Amelia and Mary Traill to Thomas, a farmer. When Muchall sold out Edward Brady, a Roman Catholic, took over the premises, added two wings and named the inn Tara Hall. In 1870 Tara Hall was completely destroyed by fire. But according to the Cobourg Sentinel, Brady "with celtic pluck and indomitable courage immediately built a shanty from which he dispensed hospitality". By 1871 Brady had erected a new building, Lakeview House, and it was lauded as a first class hotel with a superb view over Rice Lake, comparable to the finest in the country. It was also called Harwood House at certain periods in its existence.

The other tavern, The Royal, was opened by Robert Drope, the pioneer and first postmaster of Harwood and a member of the Church of England.

Drope had built a two and a half storey frame general store c. 1854 but appears to have also operated the building as a tavern. He is listed as merchant in the Canada census of 1861 but as innkeeper in Hamilton Township assessments rolls of 1863.

In 1869 Henry Allen of Cobourg built a general store on Queen Street in lots 5 and 6. The two and a half storey building was intended to have been the first one built of brick in Harwood, but it was actually constructed of planks laid flat and only the store front was brick. It was sold to William Edmison in 1890 and remained in the family until 1936. Harwood General Store is still in business and has had many changes of ownership in the last 120 years.

In 1870 Drope sold village lots 3 and 4, first tier, to John Harstone of Alwick, who also built a grocery store next door to Allen's and took over as postmaster. The same year Drope rented The Royal to Duncan Church who renamed it Railroad House. An account of Harwood written for the Cobourg Sentinel in June 1869, enthuses "our worthy mayor, Mr. Drope, has evacuated his old premises and has let them to Mr. Duncan Church, of Peterboro', who has fitted them up in splendid style, giving them an air of comfort which they did not before possess." Later articles term Church an urbane and hospitable host and Railroad House a first class hotel with the train stopping right before its door.

It has been said that Harwood had several hotels, but records show that only two operated at any one time and often there was only one "dispensing hospitality". A list of hotels published in the Cobourg World, May 1879, lists only two hotelkeepers operating in Harwood:

Edward Brady of Lakeview House and Robert Hicks of Orser House. The Lakeview escaped fire the longest, the fate of most hotels built in the nineteenth century.

Church and Rogers leased the Lakeview House in 1874 and Railroad House was replaced by Orser House. It is not known what happened to Railroad House but Church and Rogers were still operating it in October, 1873. Robert Drope sold property on Queen Street north of John Harstone's store, part of lots 2 and 3, to William Orser in 1873 and then gave him a mortgage. Robert Hicks is said to have built Orser House but perhaps he only renovated and leased the old Railroad House. The hotel was still owned by Orser and Drope when it burned down in September, 1880, and the hotelkeeper, Robert Hicks, lost all the contents. The fire was thought to have been started by defective stovepipes and a tenant on the top floor barely escaped with his life. There was no insurance. It hardly seems possible a new building could have burned after only seven years of operation.

Mrs. Phyllis (nee Carruthers) Sandercock (1869-1960) remembered Harwood as it was around 1881. She wrote that the Harstones had a store, post office and a house with a large verandah and lovely garden and that the Phoenix hotel stood further north. Robert and William Drope erected the Phoenix Hotel on the old Orser House site immediately after the fire, probably taking the name from the phoenix, the bird who is fabled to have arisen from its own ashes to become young again. After Robert Drope's death in 1887 the property went to a loan company. In 1893 the Phoenix was being run by Dennis Corkery but it closed that year and he left to take over the Lakeview House.

In 1896 the Phoenix was reopened by Henry Johnston but on October 15, 1897, it was burned along with John Harstone's post office, grocery store and residence next door. The Edmison store nearby was only saved with great difficulty. The Johnstons sold the property that year to Robert Harstone, from whom the Blastorah family acquired it in 1920.

After prohibition was imposed in 1917 and Hamilton Township voted to remain "dry", hotels could no longer be operated profitably but a few survived by catering to tourists. The Lakeview Hotel became a lodge and was run intermittently as such until it too succumbed to fire in the 1950s. The only remnant of the Phoenix Hotel is a stone wall and is now part of the Blastorah holdings.

James Steele acquired lots 1 and 2 from Edward Brady and after the Harstone fire Mrs. Steele built a store which she operated for some years. The store was sold to the Enoch Merriam family; Harstones eventually sold other property across the road to the Merriams who

built tourist cabins and continued to operate the store. The business is now known as Holidae Holm Tourist Camp but the former store has been remodelled into a private home. Some evidence of an early structure has been found during recent renovations to the building.

Bernard Blastorah, who was born in Venice, Italy, served in the Royal Navy. In 1869 he bought property from Robert Drope in lot 3 fronting on King Street and opened a restaurant to serve mill workers in his home. That house no longer exists. In 1877 Chester Lapp built a water-powered grist mill in lots 1 and 2 where he had purchased land and water rights from a farmer, Charles Buttar. Buttar had a log house on what is now known as Goose Creek farm and the building existed as a drive shed until a few years ago. After Lapp ran off with his manager's wife, the grist mill was taken over in 1879 by James R. McCullough, a miller who had worked for Lapp in Castleton. It was operated by the McCullough family for many years. The mill was converted to deisel power in the 1930s when the water flow was reduced, but burned down in 1936. In the 1940s the McCulloughs sold out and a sawmill was operated on the property. The buildings were removed in 1987 when a fish hatchery was located on the premises.

In 1873 several New York business men attempted to start a paper mill east of the Campbell and Hughson sawmill. They proposed to hire two or three hundred Indians from Caughnawaga and to gather wild rice straw from the lake to manufacture the paper. However, the local Indians protested at this depletion of one of their staple foods and the project was finally abandoned. For some years the site was known as Paper Mill Point but is now called Sager's Point for Eli Sager, who sold meat door-to-door in the 1880s.

In 1883 Thomas Boyle constructed a large building on Front Street from mill shorts laid horizontally and used the ground floor as a carpenter shop. He rented the upper floor for community affairs, meetings, concerts and dances etc. The building, once called Boyle's Hall, is now converted to apartments.

Schools and Churches

At first the children of Harwood attended S.S.17, a school built c. 1850 at the top of the hill on the Sully Road. According to an article contributed to the Cobourg Sentinel June 13, 1869, there was still no school in the village. In 1871, however, because of the large influx of mill workers, a two-room school, S.S.18, was erected on property given by Robert Drope at the end of present Lakeview Road. A principal and a junior teacher were hired. In those days boys only attended school in the winter when the mills were idle. Their wages were \$6.50 a month and they had to board

themselves. Some were grown men who desired to learn 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. According to the Blastorah family Mrs. Catharine Parr Traill hired Catherine Whaley, a very young girl, to help her gather wildflowers for her botany collection. Most children only attended school to grade four. There was no thought of being trained for a career. Children of affluent families went to private schools elsewhere.

The first place of worship in the vicinity was Bethesda North Presbyterian Church which was consecrated in October, 1856, and located a mile to the east in Haldimand Township. It was constructed of white painted clapboard and had a porch topped by a spire. For the first few years ministers were supplied from Baltimore but in 1860 the Rev. Peter McDiarmid became the first resident clergyman. A brick church was built on the site in 1882. The building was closed in 1969 on United Church amalgamation and is now only used for an occasional service. The cemetery, established in 1860, is still in use.

In 1871 the first place of worship in Harwood village was opened on Queen Street, a white frame Methodist Episcopal Church. The church must have been poorly attended, for in 1911 the property was sold by the trustees of the Methodist church in Gore's Landing to the Roman Catholic diocese, who used the drive shed there. The Methodist church building was sold to Mrs. George Farr, whose family had assisted in its construction.

Anglican church services were organized by the superintendant of the railroad, James Barber, in the station house and a Sunday School was taught by Mrs. Charles Thompson and her daughters in the dining room of the McDougall and Ludgate sawmill. The Anglican rector at Gore's Landing, the Rev. W. Henry Wadleigh, was persuaded a church was needed in Harwood and began to gather subscriptions with the help of two local men, wardens Charles Thompson and James Drope. St. John the Evangelist Anglican Church was built of red brick on Queen Street and in December, 1876, opened and consecrated. St. John's Anglican Church was designated an historic building in 1988 by Hamilton Township on recommendation of their L.A.C.A.C.

By the 1880s the population of Harwood had increased to 500 and many of these people were Roman Catholics. Mass was held monthly in various homes, (one of these was Thomas Dwyer's on Lakeview Road) the public school and the Lakeview Hotel, which was operated by a succession of Irishmen of that persuasion. In 1879 the Rev. Father Edward Murray came to the district and began to make plans to build a church. Money was collected from the Roman Catholic communicants,

many of whom were mill workers. The Sacred Heart of Jesus Roman Catholic Church, also constructed of red brick, was built on Queen Street and dedicated in February, 1884. There are no cemeteries in Harwood village.

In the fall of 1989 the Harwood Sacred Heart Catholic Church building was condemned as unsafe for public use. The congregation accepted an invitation from St. George's Anglican Church, Gore's Landing, to worship there until other premises could be found. It was decided to make an offer to the trustees of Bethesda North United Church to rent their building. The trustees agreed to a twenty-year lease with the provision that services, weddings etc. could still be held there by their own members. The Catholic congregation spent the spring of 1990 renovating the building and on 17th June their first service was held in Bethesda North Sacred Heart Church. The following week the yearly decoration service was held by the United Church congregation for those who had family members buried in the cemetery.

Harwood Declines

William McDougall died in 1876; the McDougall and Ludgate Mill went into bankruptcy five years later and McDougall's heirs lost their home and grist mill in Baltimore. The Bank of Toronto sold the sawmill property and after going through several owners the site was purchased in 1924 by Joseph McCurdy. His descendants now live in the only remnant of this once flourishing business, the house occupied by John Pinch, who combined the positions of clerk, foreman and engineer at the McDougall and Ludgate Mill.

In 1873 the Campbell and Hughson mill was sold to Ullyot and Sadlier, but they, too, got into financial difficulties and by 1893 the last logs at the mill were cut. The buildings and even the machinery were removed and only the boarding houses were left. One of them, built c. 1866 of planks laid flat, survives as a private home and is probably the oldest existing house in Harwood.

In 1898, due to competition from other lines and lack of freight, the Cobourg to Peterborough Railway, now owned by the Grand Trunk Railroad, was closed permanently. The rails rusted, the ties rotted, the bridges were gradually washed away. In 1916, during World War 1, the rails were taken up and shipped to France. Many people left the district to find work elsewhere and the village was left on its own to survive.

In 1908 a creamery was established by Stanley Southworth in lot 2 on one of the tributaries of Goose Creek with "rights to said waters in the vicinity of The Black Well". Four years later it was sold to A.H. Campbell, then finally run as a Farmers' Co-Operative

Creamery. It made some of the best-tasting butter in the country, attributed to the pure water. The creamery went out of business in 1978 when cream became scarce and costs of production rose. In 1948 a community hall was built in Memorial Park on Front Street and a new school was constructed in 1953 at the four corners on the site of the James Drope log homestead. The school is now closed and has been remodelled into the Crossroads Restaurant. Harwood children are bused to a larger school in Plainville.

But in spite of everything Harwood has survived! An expanded Memorial Hall is still the centre for all community activities. The fish hatchery, erected in 1987 on the site of the McCullough Mill, attracts many visitors. The village has taken advantage of its location on Rice Lake and today is a tourist centre with restaurants, convenience stores, summer cottages and trailer camps.

THE DROPE FAMILY

Robert Drope, the first recorded settler in the village of Harwood, came with his father and seven brothers and sisters from County Monaghan, Ireland, c. 1825. The story is told that the father's second wife refused at the last minute to emigrate and remained in Ireland, later moving to Scotland. The Droles presumably first spent some years in Montreal and it is said they "came with plenty of money in their belts" and were ardent Orangemen.

In 1831, according to the Northumberland and Durham Counties Atlas, the Droles settled in Hamilton Township. The family consisted of the father, Thomas Sr., who had been a linen draper in Ireland, four sons: Robert, William, David, Thomas, and four daughters: Jane born 1803 (married a Bryan), Letitia, born in 1811 (married Edward Rothwell), Sarah (married a Jackson) and Eliza (married a MacLachlan).

In 1832 Thomas Drope Sr. (1773-1863) bought property in lot 10, concession 4, Hamilton Township, where he and his large family farmed. They attended St. Peter's Anglican Church in Cobourg, on occasion having to walk the seven miles. Gradually the children either married or moved away. David (1814-1857) married, became a land surveyor and moved to Owen Sound. Thomas Jr. (1814-1857) married a Miss McCabe and moved to Port Burwell where he was a merchant. William married Jane Coyle and moved to Alnwick Township. His father spent his last years with William and was buried at St. James's Anglican cemetery in Roseneath.

Robert Drope (1799-1887), the eldest son, was an assessor for Hamilton Township. He remained single and lived with his father until 1843

when he received a patent for 65 acres of land in Alnwick. Robert served as township clerk for Alnwick in 1852.

Robert reappeared in the Hamilton Township collector's roll in 1854 as a householder on lot 4, concession 9, with no property listed although his taxable income was 100 pounds. He was no doubt attracted to the new settlement by the Cobourg to Peterborough Railroad in the process of being built. Robert Drope was the first postmaster in Harwood and the first deputy reeve of Hamilton Township. He built a general store in Harwood c. 1854 and also had an inn named The Royal. He owned two later hotels, The Orser House and The Phoenix, built on the same site and both destroyed by fire. In the mid-1860s, after the railroad bridge across Rice Lake disintegrated and property values declined, Robert was able to purchase the north halves of both lots 3 and 4, concession 9, Hamilton Township, and began to sell off village lots. He was known to the Harwood inhabitants as "Boss Drope"

In 1873 Robert's house beside the railway tracks burned down and he lost all his possessions. By then he had given up the postoffice and rented his hotel. It is said he also lost a large amount of money invested in the Cobourg to Peterborough Railroad. He was badly injured January, 1885, in a buggy accident in Harwood. Robert blamed this accident for the fact he lost the election for township reeve as it was rumoured he had died. At that time he was again postmaster with his brother, William.

Although Robert Drope never married, according to his will written in 1885, he left his reduced estate to Robert Drope Jr. his "reputed son by Eliza Baker". (Mrs. Baker had six other children and was widowed in 1861). Should Robert Jr. die before the age of twenty one Robert's beneficiaries would then be Mrs. Thomas Drope, his sister-in-law, and her children. Mrs. Drope would also be responsible for the maintenance of Eliza Baker during her lifetime.

Robert's brother, William (1819-1886), married Jane Coyle, the daughter of an neighbour, at St. Peter's Church, Cobourg. In 1853 he bought Crown land in Alnwick where he farmed north of Roseneath and had a grist and shingle mill. He called his home "Victoria Mills" but the mill burned down in 1877. The Dropes were among the founders of St. James Anglican Church in the Roseneath area. William served intermittently as reeve of Alnwick township from 1855 to 1872. He acquired much property in Harwood from Robert and sometime in the 1880s William and Jane moved to the village where they built a frame house south of the four corners. The house is still standing. William and Robert were involved in a number of business transactions

in Harwood.

William's son, James (1845-1920), settled in a log house on the site of the former Harwood school property (built 1953). In 1874 his wife, Elizabeth, died in childbirth at the age of 23. He married Ida McPherson two years later. In 1885 James Drope bought one quarter of an acre from John Keane, a blacksmith, on which the Drope home still stands. John Keane had bought the property from Robert Drope in 1868 and probably built the frame house there which has undergone extensive renovation over the years. James Drope farmed the surrounding land in lot 3 his uncle Robert had acquired in 1862. Robert, James and other family members are buried in St. George's Cemetery, Gore's Landing. James was the father of Major R. Earle Drope, M.P. (1898-1969).

THE WHALEY STORY

The Whaleys were early Harwood settlers. The following two paragraphs are quoted from Reflections on a Railway and tell of an incident concerning the Whaleys that occurred when Edward, Prince of Wales, came in 1860 on a tour of Canada. The Royal party had travelled to Harwood on the railway and were scheduled to go on to Peterborough by boat.

"By Muriel Young: When the Prince of Wales came out, they took him off at Leo's (Blastorah), the government dock, and took him by boat to Hiawatha, the Indian village. An old Irishman lived here, Dan (sic) Whaley. He was looking after the red carpet. When a man got off the train and stepped on to the red carpet, poor old Mr. Whaley took him by the arm and pulled him off the carpet. The Prince knew what was wrong but didn't say a thing. "Get off!. That's for then Prince of Wales!" Whaley said.

By Dr. William Blastorah: William Whaley was my great-grandfather. He was appointed constable for the day with a minor degree of authority when the Prince of Wales came to Harwood. Whaley was from Bantrey, Ireland. He emigrated to Lewiston Falls, Maine, and then to Brighton, Ontario. He was a timekeeper on the Grand Trunk Road before he came to Harwood." (The Grand Trunk Railway opened in October 1856.)

William O'Sullivan (1811-1904) was born in Bantrey, County Cork, Ireland. After emigrating he lived in Maine with his maternal grandmother and, being an orphan, took her surname of Whaley. He and his wife, Ann, came to Harwood around 1860 when William Whaley appears for the first time in Hamilton Township assessments. The Whaleys had several children and in 1860 were renting a house in

Harwood near the tracks on the property of Henry Covert, the lessee and president of the Cobourg to Peterborough Railway. Five years later Whaley was employed east of the village on the farm of Thomas Grimshaw lot 2, concession 9, where he rented a house. The Whaleys were among the founders of the Catholic Church in Harwood and are buried in St. Michaels's Cemetery, Cobourg.

Their daughter, Catherine Whaley (1848-1934), who helped Catharine Parr Traill gather wildflowers for her collection, was probably also employed by the Traills' daughter, Annie Atwood. The Clinton Atwoods were married in 1858, had seven children and a farm near Gore's Landing. Their farm was next door to Oaklands, the Traills' home that was destroyed by fire in 1857. Mrs. Traill then moved to Peterborough and lost her husband the following year. She visited her daughter frequently and always kept up her plant collecting. The manuscript for her wildflower book was one of the few things said to have been saved from the fire. In 1868 Catharine Parr Traill published Canadian Wildflowers, illustrated by her niece, Agnes Fitzgibbon..

Around 1873 Catherine Whaley married Bernard Blastorah Sr., a cook who was twenty years older than she, and they had a large family. Their son, Bernard Jr., a lumber scaler in northern Ontario, lost his wife after the birth of their fourth child. The family moved in with his mother at Harwood. Grandmother Catherine Whaley Blastorah often read the motherless children Canadian Crusoes, A Tale of The Rice Lake Plains, Catharine Parr Traill's book completed at Oaklands in 1850, and told them how she had helped in the gathering of wildflowers around Gore's Landing.

The information in The History of Harwood is taken from the following sources:

Canada Census 1851, 1861, 1881, Cobourg Public Library
Hamilton Township Assessments 1800-1869, Cobourg Public Library
Newspaper files 1849-1900, Cobourg Public Library
Gore's Landing And The Rice Lake Plains (1986) Norma Martin, Catherine Milne, Donna McGillis
Victorian Cobourg (1976) edited by J. Petryshyn
Cobourg 1798-1948 (1948) Edwin Guillet
Reflections on a Railway (1987) Barbara Garrick and John McLaughlin
Tweedsmuir History, Harwood Women's Institute
Cobourg Registry Office
Cemetery Records, Cobourg Public Library
Local Interviews

Catherine Milne, 1990