

NEWCASTLE
HARBOUR

NEWCASTLE
MARINA

AND

AND

DEVELOPMENT

WRITTEN

BY :

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PHOTOGRAPHED

BY :

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There was a time when Newcastle had a flourishing harbour. It did much to the economy of the village and it predicted its population growth. The harbour isn't there anymore and we probably have forgotten about how big it really was. This harbour belonged to a generation gone by. But, there is a multi-million dollar project in the works and already some gears have started to turn which could mean the revitalization of Newcastle Harbour into a marina and the land west of it into a housing development. There will be no grain elevators or grist mills etc. but this marina will experience a whole new feeling and generation.

I will try to relate to you some facts about the old Newcastle Harbour and the new Marina.

* NEWCASTLE HARBOUR *

About 1836 or 1837, Charles Clarke laid out a harbour. He also spent a large sum on building houses, a costly dam, and possibly a saw and grist mill.

The "Bond Head Harbour Company" was chartered on March 6, 1838. The name "Bond Head" was chosen in honour of Sir Francis Bond Head, Lieutenant-Governor of Upper Canada in 1838.

There were two piers leading into the harbour. The west pier was 325 feet in length and extended 50 feet further south than the east pier. This broke the roll of the lake from the southwest. The distance between the piers was 150 feet. The depth of the water at the outer end of the piers was 12 feet.

In 1848, a large warehouse or grain elevator was built at the east side of the harbour.

From 1853 to 1856, the Grand Trunk Railway was being built between Toronto and Montreal.

In 1856, the year the Village of Newcastle incorporated, the Bond Head Harbour Company received a new charter as the Newcastle Harbour Company.

Newcastle was the shipping point for the area to the north, up to and beyond the watershed of the Trent and this area was being rapidly opened up.

The first train passed through from Montreal to Toronto in December, 1856 on the newly constructed Grand Trunk Railway. The railway was to bring prosperity to Newcastle and for a time it seemed to do so. In the long run, the larger centres became more accessible by railway depriving the smaller centres of many of their functions. They absorbed most of the road traffic that had brought the village into being and gradually cut into the trade of the port. Luckily, all this was still twenty years into the future and in 1857, Newcastle was still expanding in business and population.

One thing wrong with this harbour was the lack of a sheltered basin of reasonable depth. Barges and small schooners had to be dragged man force through the shallow lagoon and creek to load at the mills. The larger vessels had to be moored in the limited space between the piers where heavy seas rolled in with a southerly wind.

As you can see why, Newcastle Harbour lost out

to bigger and better Harbours like Toronto. But, the demand for coal increased and it was brought here from Oswego in the United States.

A vessel burned at the piers and the west pier was damaged. It was never repaired. The environment fixed the rest. The piers were further damaged by storms, the light house destroyed and the elevator torn down.

The years have made this into a resort area. The fishing in the old remains of the harbour is excellent. Smelt, pike, pickeral, trout, etc. can all be caught here.

* NEWCASTLE MARINA *

It took a man with vision (and also money) to realize that the old harbour of Newcastle and the land around it had possibilities for the future.

Mr. Scott Fennell is the owner of this fantastic idea. He owns 200 acres of this land with a mile of lake frontage plus the old harbour. Mr. Fennell said he only discovered by chance that he had bought the point of Newcastle which juts out into Lake Ontario.

This year, he has drag lined the old port. Over the years, the dirt and sand etc. have accumulated and once this has all been dredged, it will be almost ready for the future as a marina and yacht club. This marina should be ready for boats in July.

I think next year, with an early start in spring, the construction of a fully equipped marina, complete with club-house, which will provide entertainment, service facilities, and a tall beacon that will be a symbol for the development, will take place. The 30 acres of harbour area should be able to accommodate up to 1,000 boats using the marina type plan like Expo 67.

When the time and visions of the residential area form, the construction of permanent residents will take place. Mr. Fennell wants permanent residents to live here. This is not really intended for cottagers.

The people that live here will have a good view of not only the lake but the farm land around it. There should be possibly 2,000 units of various types housing 7,000 people.

Mr. Fennell calls this a leisure-oriented community, which will provide the convenience of a city without a city.

I think this town, Newcastle, is the best rural town this side of Toronto. People that want to get away from the hum-drum life of Toronto would enjoy a place like this. This area is so free as compared to the big city. At least here, you can hear yourself think. Even when you live in a little city like Mr. Fennell has planned, the feeling of the country atmosphere is only a mile away.

One thing about Mr. Fennell is that he is a conservationist. He wants to preserve as much of the natural surroundings as he possibly can.

The fish life in the marina will not be disturbed. The little community will be well planned so that nothing will be wasted. Like the saying goes, "Waste not, Want not."

Pollution will be stopped as much as possible. Also, he comes at an opportune time. If the sewers, planned for the Village of Newcastle, come south of the 401, this community will be able to connect right up.

Already, Mr. Fennell is not wasting anything. He is using the land to grow corn till he is ready to sub-divide it and he is using the old wooden piers. He plans on capping the old wooden piles with cement.

Not much has been released on the extent on what is going to take place but you can expect some fantastic plans are on the drawing boards.

HERE ARE SOME OF MY
HYPOTHETICAL IDEAS

The marina could stay open all year round. Bubbling air through the water could prevent ice from forming.

Model farms could be set up. It works on the principle like a zoo. People pay admission and come in and see how a farm is operated. There is feed on hand to buy so you can feed the animals. This would be a great attraction because lots of people don't know anything about farms or farming. Example, some kids really think milk is manufactured by machines.

Open park land and a proper recreational area could provide kids with a feeling you can never get in the city. You can run around here without getting hit by a car.

If the need arise, a GO train could go as far east as Newcastle.

We are only 45 miles away from Toronto. It could be possible to have hydro-foils running from here to Toronto as a commuter service. One runs from Hong Kong to Macao.now.

There is open spaces for snowmobiling and there is a SKI CLUB nearby.

There is also talk of a racetrack that will be located near Courtice that would rival Woodbine.

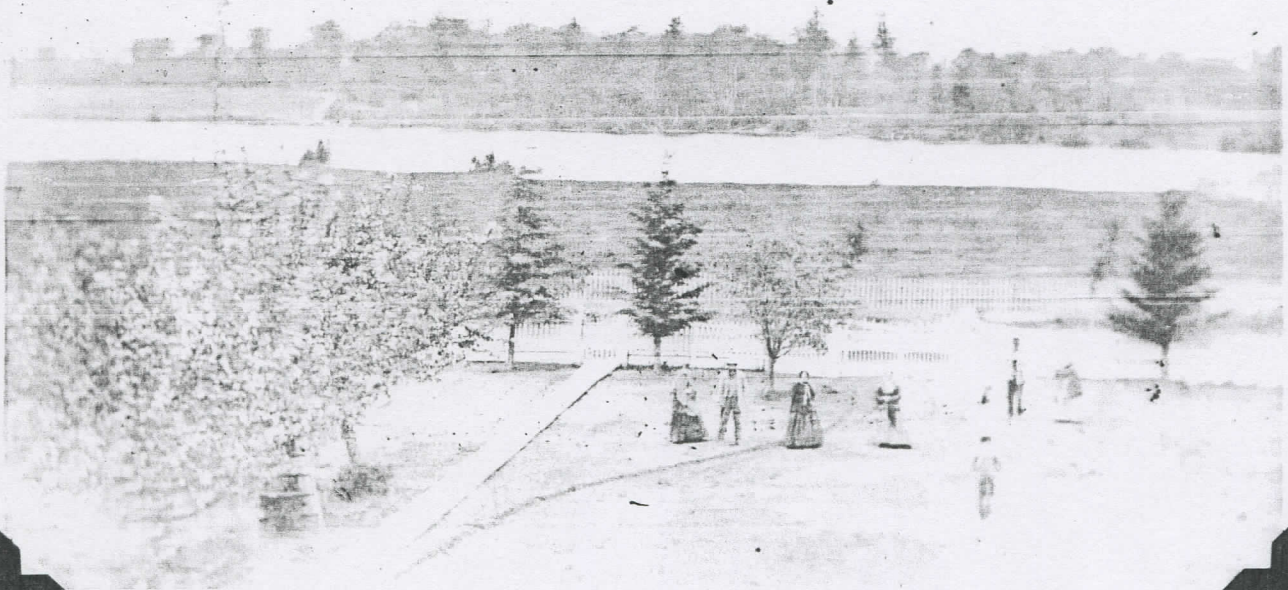
The only movie theatre around is in Oshawa and that is 16 miles away. We might get a theatre of some sorts in this area.

Indoor swimming pools are likely to appear in this area

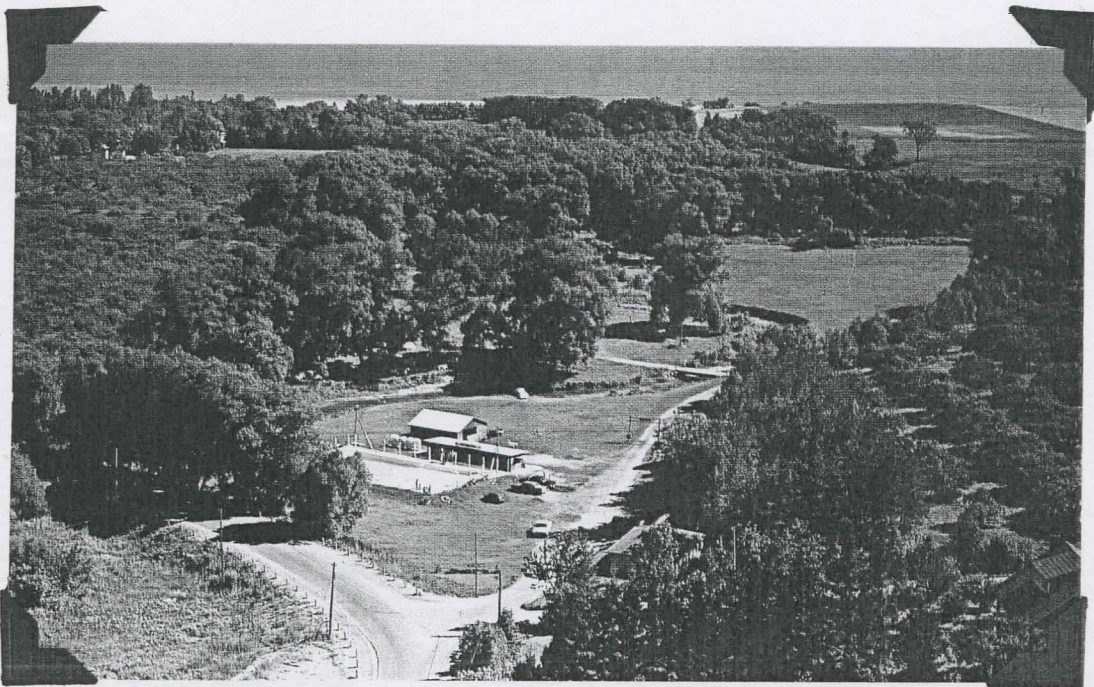
in the future.

A shopping plaza could be built in this area to accomadate all these people, then they won't have to go to Oshawa. There has to be underground parking because land is to precious to waste on parking spaces. If this is the case, apartments or shopping plazas could be connected by an underground tunnel. As you know, they have done this at Carleton University in Ottawa. You can walk from class to class and not have to go outside.

There are so many infinite possibilities, but I am sure that Mr. Fennell will chose the right one.



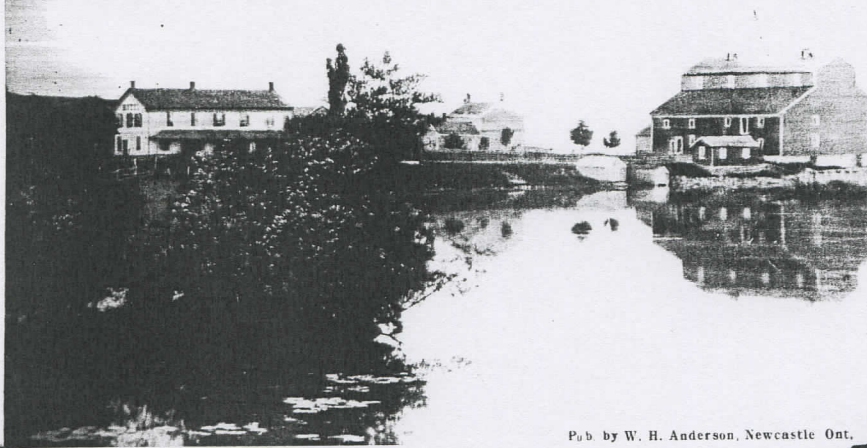
NOTICE THE WATER LEVEL IN THE TOP PHOTO
AND THE BOTTOM PHOTO THE DROP IN
WATER LEVEL WAS DUE TO THE DESTRUCTION
OF THE DAM.



NOTICE THE LAND IN THE BACKGROUND
ONE DAY IT MIGHT BE ALL ACRES

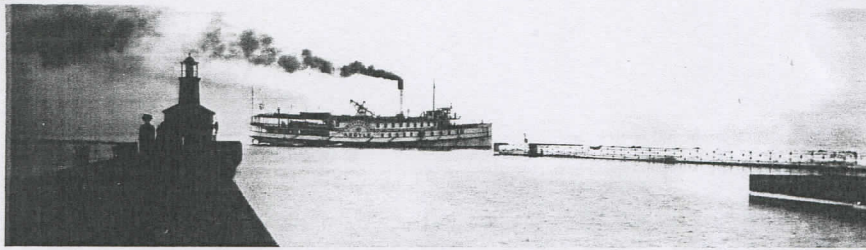
PICTURES OF THE OLD PORT

"Bond Head" Newcastle, Ont.



Pub. by W. H. Anderson, Newcastle Ont.

THE OLD GRAIN ELEVATOR IS AT THE RIGHT.
NOTICE ALL THE WATER IN THE HARBOUR



→ COBOUAG
HARBOUR - ?

THE LIGHT HOUSE IS ON THE EAST PIER.
A BOAT HAS TO COME BETWEEN THESE TWO
PIERS TO GET INTO THE HARBOUR!



NOTICE THE BARGES BEING LOADED INTO THE
WATER. THEY WILL ASSIST IN THE DREDGING
OPERATION WHEN YOU GET DEEPER INTO THE
WATER



LEFT PHOTO : THIS IS WHERE THE SCHOONERS CAME TO
LEAVE THERE GRAIN. THE OLD GRAIN
ELEVATOR WAS ALONG THE EAST SIDE
OF THIS BANK.

RIGHT PHOTO : THIS PHOTO WAS TAKEN LOOKING TOWARD
THE LAKE.

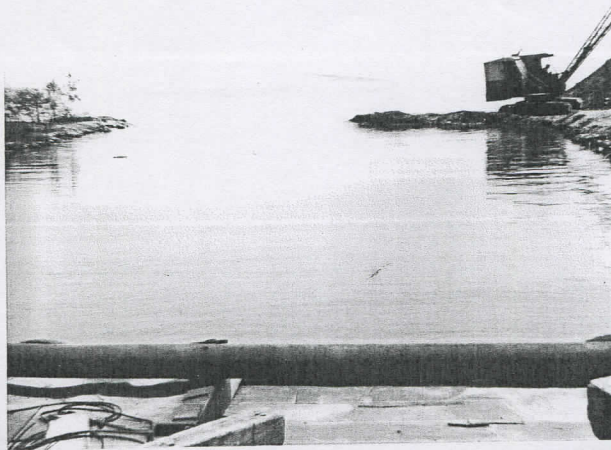


NOTICE THE DIFFERENCE BETWEEN THESE PICTURES
AND THE OPPOSITE PAGE. ON THESE PICTURES THE
ROW OF TREES ON THE WEST SIDE ARE CUT DOWN.
THE WATER LOOKS DEEP TOO.





NOTICE HOW THE GRAVEL HAS PILED UP SO THAT
THE WATER HAS BEEN RE-ROUTED.



THIS IS THE
ENTRANCE INTO
THE MARINA

NOTICE THE DIFFERENCE BETWEEN THE TOP
AND BOTTOM PHOTOS.



HERE IS WHERE THE DOCKS WILL BE.
AS SOON AS IT IS DREDGED. THEY WILL BE
ON THE FAR SIDE



THIS IS MORE LIKE A MARSH
COMPARED TO THE DAYS WHEN IT
WAS A HARBOUR



BOTH PHOTOS WERE TAKEN, LOOKING DOWN
ON THE MARINA FROM A RIDGE.
I THINK THIS WOULD BE AN IDEAL
RECREATION AREA.





THIS IS WHERE THE HOUSING COMPLEXES ARE
GOING TO BE BUILT.
INSTEAD OF LETTING THE LAND GO TO WASTE
WHILE WAITING TO BE BUILT ON, THEY HAVE PLANTED
CORN. THIS ALSO PREVENTS EROSION





THIS IS WHERE THE CLUB-HOUSE WILL BE.



YOU CAN SEE BOWMANVILLE IN THE BACKGROUND

SOME DAY THESE WATERS WILL BE TRAVELLED BY HYDROFOILS.

Well done! Your future predictions and possible uses of land in the area are good ideas. Try to give more attention to your grammatical structure: example, is instead of are. Don't take this whole project as a beautiful expansion of Newcastle. Any project means change and change brings some problems because some people do not like change. Also, nature cannot ~~do~~ withstand rapid changes so there might be some conservation problems as well.