

PROGRESS OF THE GREAT WESTERN RAILWAY.

[To the Editor of the Spectator.]

ONTARIO, July 18th, 1853.

SIR,—It will be interesting for the people to know that the iron is now being laid on the Ontario branch of the Great Western Railroad, a distance of three-quarters of a mile from Lake Ontario to the Main Line of the said Road. It will be understood that this is the nearest and most accessible point on the line from Hamilton to the Falls, to touch the Lake at Port Ontario, where there is a wharf in 11 feet of water, sufficient for any craft on the Lake. This branch of the Road is built for the convenience of the contractors, for the purpose of conveying iron, locomotives, cars and other materials. It is possible the Company may find it profitable to let it re-

July 2

1853

Ontario Branch, GWR

(This refers to a branch of the GWR from what is now called Winona, to the shore and a wharf on Lake Ontario.)

Note by Carl Riff:

The Great Western Railway, in 1853 built a branch line called the "Ontario Branch".
(Prior to Confederation, what is now known as Winona, was named Ontario.)

After 1867, when the new province became Ontario (formerly Upper Canada), the community's name was changed to Winona.

The GWR had a wharf on Lake Ontario as a branch off its mainline at what is now called Winona. It was to this wharf that the GWR engines built in the USA were delivered from their ports on Lake Ontario. Special boats were chartered for this purpose.

"I am told it is possible to view the remains of the pilings below water. The railway [branch] would have run [along] what is now Winona Road. [The branch] seems to have existed until 1897, when the Beamsville Radial Railway was built [and a connection was made with that road]."