

## THE ELECTRIC RAILROAD THAT NEVER WAS

Back in the early nineteen hundreds, about 1904, the Toronto, Niagara Power Co. of Toronto, started to build an electric railway from Toronto to Niagara Falls.

It was to follow the power line across the Beach and start up the mountain side at the Lee Mountain and by an easy grade was to reach the top of the escarpment at the Woolverton mountain.

A right of way was secured and at Winona it ran along the flats about half way up the mountain.

The right of way was cleared of timber and fenced part of the way. One section was never fenced because of a dispute between the property owner and the company. A spring located on the property was piped to the owner's house north of No. 8 highway and was his water supply.

The main camp for the workmen was located on the top of the mountain, south and west of the Fifty mountain, on the Hugo Carpenter farm.

About thirty five Indians were employed to cut the heavy timber, and they lived in a one room building at Vinemount, owned by Mr. Charles Fortman.

Oxen were used to draw out the timber and it was sold to the basket factory at Stoney Creek.

The only quick means of communication between the camp and Toronto, they had no telephone service, was by telegraph.

The telegrams came to the T.H. & B. station at Vinemount and had to be delivered to the camp one and one half miles east.

A young lad of about eleven years, whose home was near the Station, was messenger boy and either walked or rode horse back to the camp to deliver them, receiving fifty cents for each message he delivered.

For some reason the work was stopped, after the timber had been cut and the fencing done.

A year or so later blackberry bushes grew in profusion on the cleared ground and the fruit was very plentiful and was equal or larger in size than the home grown varieties.

Parts of the fence can still be seen.

Account by the messenger boy W. Manary  
1893 - 1947 brother of Mrs. Wm. Carter.