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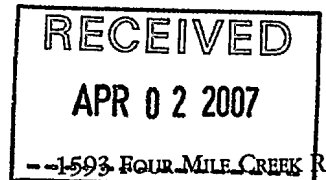
This document was retrieved from the Ontario Heritage Act e-Register, which is accessible through the website of the Ontario Heritage Trust at **www.heritagetrust.on.ca**.

Ce document est tiré du registre électronique, tenu aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **www.heritagetrust.on.ca**.

Department of Planning
& Development Services
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P.O. BOX 100
VIRGIL, ONTARIO
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The Town of Niagara-On-The-Lake

IN THE MATTER OF THE ONTARIO HERITAGE ACT, R.S.O. 1990, CHAPTER 0.18

AND IN THE MATTER OF THE LANDS AND PREMISES KNOWN AS THE TURNTABLE (northeast corner of Turntable Way and River Beach Road on Lot 25) Plan M-16), **THE ENGINE HOUSE** (directly south of the Turntable on Lot 16) **AND THE CULVERT** (located on part of the former railway right-of-way just west of Ball Street at the water's edge), IN THE TOWN OF NIAGARA-ON-THE-LAKE IN THE PROVINCE OF ONTARIO

NOTICE OF INTENTION TO DESIGNATE

TO: THE ONTARIO HERITAGE TRUST, 10 ADELAIDE STREET EAST,
TORONTO, ONTARIO, M5C 1J3

TAKE NOTICE that the Council of the Corporation of the Town of Niagara-on-the-Lake intends to designate the property, including the lands known municipally as **THE TURNTABLE, THE ENGINE HOUSE AND THE CULVERT**, as property of cultural heritage value or interest under Part IV of The Ontario Heritage Act, R.S.O. 1990, Chapter 0.18.

Statement of Cultural Heritage Value or Interest

The Turntable, Culvert and Engine House are of cultural heritage value as the only remaining structures relating to the Erie and Niagara Railway, the first railway in Upper Canada. The railway acquired the Niagara Harbour and Dock Company property in 1854 when it proposed to extend the Queenston to Chippawa railway line to Niagara-on-the-Lake. The prime mover of the development was Samuel Zimmerman and the major financial backers were the Town and Township of Niagara.

The land was purchased for the right-of-way in 1854. The Town sold its portion of the railroad in 1860. Over the years the railway was owned and operated by the Canada Southern Railway Company, the Michigan Central Railway Company and finally by the New York Central Railroad Company. It was only abandoned in 1961. In 1962 it was sold to the Town of Niagara after which the trestle and tracks were removed.

The Culvert, Turntable and Engine House are the sole remaining physical manifestation of the transportation system that serviced the industrial/commercial complex in the Dock Area. The Erie and Ontario Railway was the only railway connection with the rest of the country and was the chief hope for regaining the loss of trade sustained by the opening of the Welland Canal. At its height it serviced

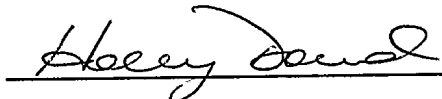
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steamboat traffic to and from Toronto and there were 5 trains a day from Buffalo to the dock.

Troops and equipment for the Niagara Camp, fruit from the local farms and tourists visiting the Town by steamboat or rail all used the railway line. Over the years it transported the men of the Queen's Own Rifles from Toronto to Fort Erie to suppress the Fenian Raids; the Duke and Duchess of York (later King George V and Queen Mary) on their 1901 visit to Niagara; and, every summer, men horses and supplies for Camp Niagara for annual tattoos and special events.

Any person may, not later than the 22nd day of April 2007, send by registered mail or deliver to the Clerk of the Town of Niagara-on-the-Lake notice of their objection to the proposed designation, together with a statement of the reasons for the objection and all relevant facts. If such a Notice of Objection is received the Council of the Corporation of the Town of Niagara-on-the-Lake shall refer the matter to the Conservation Review Board for a hearing.

Dated at the Town of Niagara-on-the-Lake the 28th day of March 2007.



Holly Dowd, Clerk