Table I.—High-Tension System of Ontario.

Nomenclature of Sections.	Miles.	Towers.	Circuits at present erected.
Section A, Niagara Falls-Dundas	51.4	Double-circuit	2
Section B, Dundas-Toronto	39.1	Double-circuit	2
Section C, Dundas-Paris	22.6	Double-circuit	1
Section D, Paris-Woodstock	21.8	Double-circuit	1
Section E, Woodstock-London	25.4	Double-circuit	1
Section F, Dundas-Guelph	25.3	Double-circuit	1
Section G, Guelph-Berlin	19.1	Double-circuit	1
Section H, Berlin-Stratford	25.1	Double-circuit	1
Section I, Stratford-St. Marys	13.5	Single-circuit	1
Section J, St. Marys-London	23.6	Single-circuit	1
Section K, London-St. Thomas	13.4	Double-circuit	1
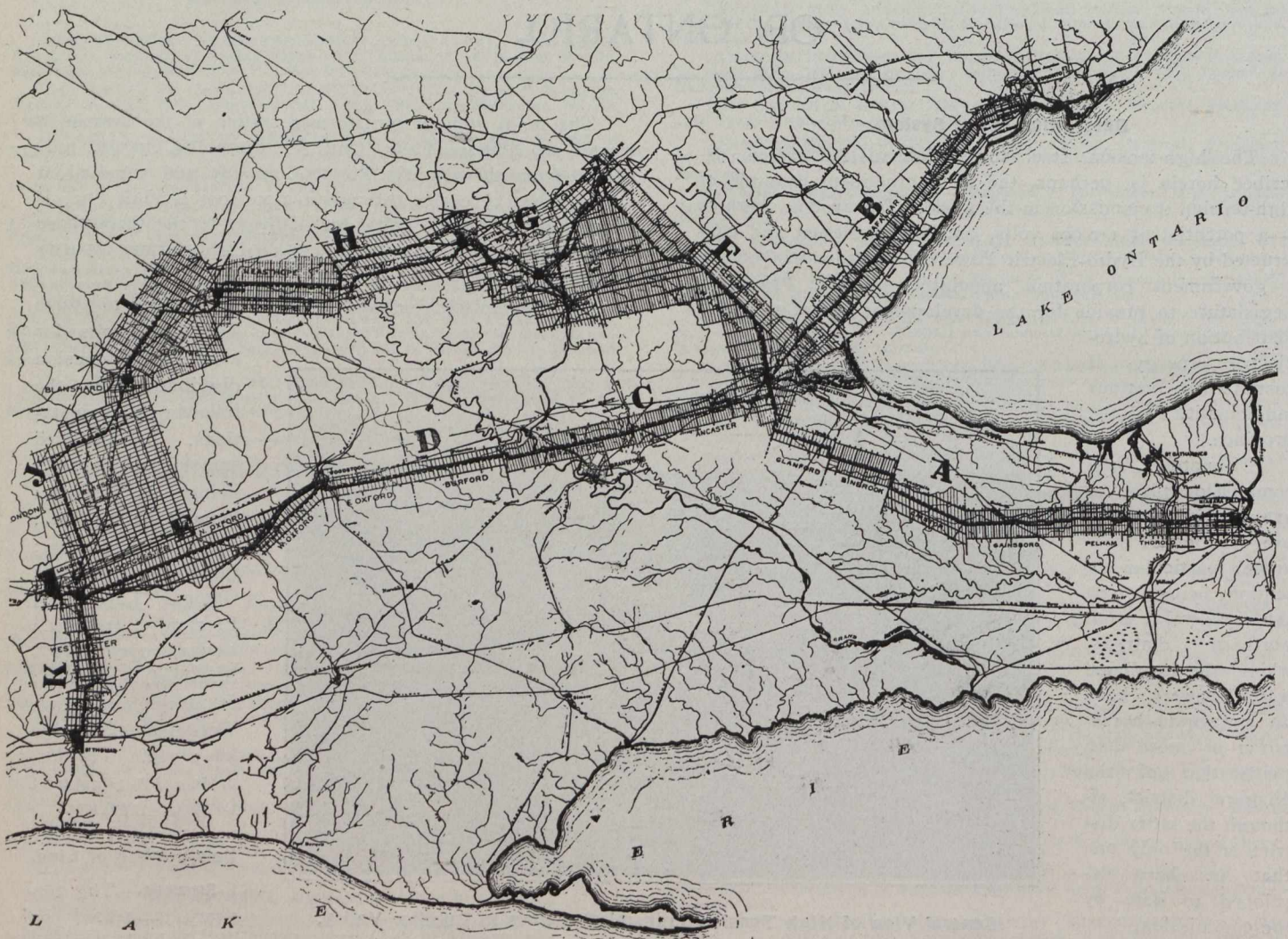
Map of Transmission System.

thus established were plotted on the plans. These plans were employed by the commission while purchasing right-of-way, and later by the contractor to locate the towers. The tower locations were staked by small transit parties sent into the field ahead of the construction gangs. They first set a hub marking the centre of the tower base and then two offset hubs along the tower tangent marking the centre of the opposite sides of the square tower base. A reference stake was also driven, upon which was marked the number, type and chainage of the tower.

Right-of-Way.—The transmission line right-of-way was acquired through easements, which give the commission the privilege to enter upon property and to construct, maintain, operate, repair and patrol their transmission line for a period of thirty years. Every property owner along the route signed an agreement whereby, for an amount mentioned therein, these rights and privileges were conferred upon the commission. The remuneration included compensation for all trees, houses, barns or other obstructions which were permanently removed from the right-of-way. Patrol rights were purchased only on cross-country sections, since they were not needed where the line parallels the highways. The patrol paths are four feet wide and are provided with light steel gates at intersecting fences.