

Huntsville and Lake of Bays Railway Company have not made any track extensions during 1910, but have expended the sum of \$739.90 for track improvements and repairs to rolling stock, and the sum of \$1,714.16 for new rolling stock and machinery.

International Railway Company, operating the Niagara Falls Park and River Railway, report that they have made no track extensions during the past year, nor has any expenditure been made for improvements other than the amount necessary for the maintenance of the road.

The London Street Railway Company has during the past year made extensions and improvements as set forth in the following list: Track and roadway, \$4,728.67; electric line, \$233.23; buildings and fixtures, \$185.00; power plant equipment, \$893.52; paving, \$934.34; miscellaneous equipment, \$27.00. Total, \$7,001.76.

As regards repairs, they have re-tied and re-ballasted about six miles of track this year, besides numerous miscellaneous repairs on special work and at railroad crossings.

Mount Mackay and Kakabeka Falls Railway has been allowed to open temporarily for traffic about four miles of its line in accordance with the recommendations contained in the Board's Engineer's Report on Inspection.

Nickel Range Railway Company's plans for part of the proposed line of railway, viz., the part passing through portions of the Townships of Wisner and Norman, in the District of Sudbury, have been approved.

Ontario West Shore Railway Company was proceeded against by the Township of Colborne in respect to a portion of its railway on the highway. After hearing the case the board advised the parties to arrange settlement, if possible, and reserved judgment pending negotiations for settlement.

The board has approved the plans, profiles, etc., of the People's Railway Company's line from the easterly limits of Berlin to the boundary line between the counties of Waterloo and Wellington; also approved of the plans, profiles, and book of reference of that part of the company's line extending from Berlin westerly to the village of New Hamburg, and through Guelph township to the northwesterly boundary of Guelph city.

The Peterborough Light and Power Company, Limited, reports that, outside of the regular and necessary maintenance of their lines and miscellaneous repairs necessitated by ordinary wear

and tear, they have not made any improvements during the past year.

Port Arthur and Fort William Railway.—There has been considerable litigation before the board between the cities of Port Arthur and Fort William in regard to the claim of the city of Fort William against Port Arthur for expenditure on construction of railway line and roadbed in Fort William, under agreement with Port Arthur. The board has settled the principle upon which the accounts in question in these actions are to be settled, and the parties are now arranging amicable settlement of their differences with regard to these street railway accounts. Under-noted is the track construction and cost of same in the city of Fort William during 1910: 38,616 feet single track—7 miles 1,656 feet—total cost, track work, \$122,075.74; total cost, overhead work, \$7,949.45.

Port Dalhousie, St. Catharines and Thorold Railway Company has been absorbed by the Niagara, St. Catharines and Toronto Railway Company, and no separate accounts are now kept for it as regards repairs and extensions.

St. Thomas Street Railway has not made any extensions or important improvements to its railway lines this year, but reports that it has made the necessary expenditure for the maintenance of the railway and rolling stock.

The Sandwich, Windsor and Amherstburg Railway report that they have made the following improvements during the past year: Track improvements, \$4,776.41; cars, \$323.40; lighting plans, \$43,912.47. Total, \$49,012.48.

Sarnia Street Railway Company, Limited, has not expended anything on improvements, overhead work, rolling stock, or buildings during the past year outside of the amounts necessary for the proper maintenance of its line, plant and rolling stock.

The South-western Traction Company was sold to Mr. James E. Macdougall, banker, of London, Ont., on October 20th, 1909, and is now owned and operated as the London and Lake Erie Railway and Transportation Company.

Superior and Western Railway Company's line has been inspected and approved for payment of the subsidy under 9 Edw. VII., Chapter 69, Section 2 (c) and Section 4 (b).

Temiskaming and Northern Ontario Railway has expropriated additional lands for the extension of its station grounds at Cobalt, and the board has approved of the plans.



The above are the members of the Brandon Life Underwriters' Association, who were present at a recent meeting to welcome Mr. W. McBride, president of the Dominion Life Underwriters' Association upon the occasion of his visit to that progressive city. The following are the gentlemen included in the photograph:

W. McCoomb	E. West	J. E. Mathews	F. W. Dazell	R. Russell	J. Potter	Reporter
E. Daw	D. Anderson	W. McBride,	J. E. Hughes,	H. L. Adolph,	T. McWhirter,	F. H. Whitney
		Dom. Assn. Pres.	Local Pres.	Hon. Pres.	Sec.-Treas.	
R. Roberts	W. E. Edwards			J. McCoomb	W. W. Moore	