

EGERTON

TRAMWAY.

the line would be completed to St. Albert by Nov. (Mar., pg. 75.)

Egerton Tramway Co.—A press report states that a contract has been let for machinery and materials for the electric railway to be constructed by this Company connecting Westville, Stellarton, New Glasgow and Trenton, N.S., and that work has been commenced preparing for the erection of a power-house at Stellarton. (May, 1903, pg. 147.)

Essex Terminal Re—Application is being

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New Brunswick Power Company's Street Cars.

ver New Glasgow, Stellarton, Westville, Tren-
is ton and vicinity, has applied to Nova
ble Scotia Public Utilities Commission for
old permission to abandon the electric railway
the part of its undertaking. The company was
ced formed in 1909 to take over the Egerton
her Tramways Co. and the New Glasgow
ore Electric Light Co. The electric railway
tor was built about 25 years ago but after the
ge. first few years of its operation it did little
ate more than pay operating expenses. In
est 1924, the electric power plant and railway
the were taken over by the Pictou County
nim Board under an act passed by the Nova
one Scotia Legislature, the company's out-
y's standing bonds of \$500,000 being deposited
and in exchange for \$400,000 of the Pictou
at County Board's debentures. The com-
pany's electric railway was reported to
have had net earnings of \$876, and since
then there have been losses. Two years
ago experiments were made to handle
the traffic by buses, which are said
to have proved satisfactory. Recently
parts of the track have been abandoned
and track repairs have not been main-
tained.

August
1929