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Passenger Meetings at Buffalo.

The annual meetings of the Niagara Frontier Summer Rate Committee and Great Lakes & St. Lawrence River Rate Committee were held at Buffalo, N.Y., Mar. 12, 13 and 14. The rate representatives met on the first two days and arranged the schedules of rates, which were ratified at the general meetings on Mar. 14. H. J. Cudworth, G.P.A., Eastern Steamship Lines, Boston, Mass., was elected chairman, Niagara Frontier Summer Rate Committee, for this year, and Park Robbins, G.P.A., Goodrich Transit Co., Chicago, was elected chairman, Great Lakes & St. Lawrence River Rate Committee. Jas. Morrison, A.G.P.A., Canadian Northern Railway, Montreal, is permanent secretary of both committees.

The retiring president of the Niagara Frontier Summer Rate Committee, G. C. Wells, Assistant to Passenger Traffic Manager, C.P.R., Montreal, was presented with a gavel, the head of which was made from one of the first chairs placed in the Windsor St. station waiting room, Montreal, and the handle from a piece of the desk at which he worked for many years. The inscription plate and metal finishings were made from a cartridge shell manufactured at the C.P.R.'s Angus shops, Montreal, and the gavel was enclosed in a wooden case made from wood taken from a C.P.R. sleeping car.

The International Water Lines Passenger Association also met at Buffalo, Mar. 14. The following officers and committees were elected:—President, M. J. Powers, G.P.A., Champlain Transportation Co. and Lake George Steamboat Co., Albany, N. Y.; Vice President, W. F. Wasley, Manager, Muskoka Lakes Navigation & Hotel Co., Gravenhurst, Ont. Executive committee: W. H. Snell, G.P.A., C.P.R. Steamship Lines, Montreal; H. H. Cudworth, G.P.A., Eastern Steamship Corporation, Boston, Mass.; L. G. Lewis, G.P.A., Detroit & Cleveland Navigation Co., Detroit, Mich. The retiring president, E. W. Holton, G.P.A., Northern Navigation Co., Sarnia, was presented with a gavel, by the St. Louis & Tennessee River Packet Co.

The next annual meetings of the three organizations will be held at Montreal, probably in January, 1919.

St. John & Quebec Railway Investigation.

The report on the investigation into certain charges made affecting the financing by the late New Brunswick Government of the construction of this railway, was presented to the Legislature Mar. 13. The commissioner finds "that while the evidence submitted does not warrant him in coming to the conclusion that any member of the government, or of the legislature, was improperly concerned in the negotiations which were carried on with reference to the two contracts awarded to the Nova Scotia Construction Co., and the sub-contracts awarded to Kennedy and McDonald and Smith and Merrithew, yet he has a suspicion that possibly some members of the government, or persons on behalf of the government, and with its approval, were improperly concerned in these negotiations with a view to raising campaign funds." The evidence as reviewed by the commissioner showed that \$100,000 of prospective profits was paid to Mr. Tennant by the Nova Scotia Construction Co., in connection with the securing of the contract; that there were

financial transactions between Tennant and G. B. Jones, M.L.A., for campaign purposes, and that J. D. Palmer, a director of the company (the directors being the nominees of the N. B. Government) handled campaign funds; and that the advance in price on a certain contract which was followed by a further provision of campaign funds, was not justified.

Zone Fares for Edmonton.—The section of the act passed by the Alberta Legislature recently granting the Edmonton City Council power to charge fares on the Edmonton Radial Ry. on the zone system, provides that notwithstanding anything to the contrary, the city shall have authority "to divide the territory along, over or through which any of its tramway lines are operated into zones, and charge separate freight and passenger tolls and fares for each zone into or through which freight or passengers may be transported, or may levy and collect such tolls and fares in accordance with the distance freight or passengers are transported."

Increased Fares for London.—In connection with the question of the increase of fares which has been brought before the London, Ont., City Council, the local trades and labor council took the matter up recently and passed a resolution favoring the increased asked, on the ground that the company is not in a position to grant any further increase of wages to its employees (and higher wages should be paid), unless its revenues are increased. The fares now charged were fixed by the agreement of 1895.

The C.P.R. has purchased the s.s. Daily from the MacDowell Transportation Co., Seattle, Wash., and she was delivered at Vancouver, about the end of February. There is no berthing accommodation, she being operated as a day boat only. On the passenger deck there is seating accommodation under cover, which runs practically the length of the ship, with accommodation for about 90 passengers, and for excursion traffic on Puget Sound. She was licensed to carry 300 passengers. She is equipped with triple expansion oil burning engine of about 500 h.p., for a speed of about 14 knots under 150 lbs. of steam. Her dimensions are: length 116.2 ft., breadth 25 ft., depth 8.5 ft.; tonnage, 254 gross, 172 register. It is intended to operate her in the Gulf Islands service, and before putting her on the run, she will be thoroughly overhauled and re-named.

English Channel Car Ferry Service.

During the war a car ferry service has been put into effect across the English Channel between England and France, for the transportation of loaded cars, thus saving time and expense in loading and unloading cars. For this purpose one or two of the car ferry masters from the Great Lakes were taken across to England, so that their experience might be utilized in getting the service successfully under way. Capt. Isaac Watts, a well known car ferry master, returned to Windsor, Ont., recently, from England, and is reported to have stated that 48 loaded cars, and about 20 guns were, at times, taken across on a trip.

The investigation into the wreck of the s.s. Florizel, near Cape Race, Feb. 24, has been held at St. John's, Nfld. The court consisted of Judge Blackwood of the Supreme Court, Capt. A. McDermott, R. N., attached to the Newfoundland station, and Capt. G. Spracklin, of the Reid Newfoundland Co.'s steamship service.