

attend by notices in the local newspapers and by circulars. An adjournment was made to a date to suit the convenience of the Hon. J. D. Cameron, Provincial Secretary for Manitoba, Premier Haultain of the North-west Territories, and Mr. J. H. Ashdown, appointed by the Winnipeg Board of Trade to represent them. These gentlemen, with Mr. J. Eldor, president, and R. E. Leach, secretary, for the Manitoba Central Farmers' Institute, and the Hon. C. A. Boulton, president, for the Russell Lodge of Patrons of Industry, besides many private individuals, presented statements and gave evidence in support of the complaint. Sittings were held at Winnipeg, Morris, Morden, Pilot Mound, Boissevain, Melita, Glenboro', Carberry, Brandon, Virden, Portage la Prairie, Wawanesa, Neepawa, Prince Albert, Edmonton, Calgary, Moosomin and Regina. Offers to hold sittings at Birtle, Grenfell, Hamiota, Indian Head, Lethbridge, Macleod, Moose Jaw, Red Deer and Wetaskawin were not accepted by those places, it being apparently considered that the case for the complaint had been fully covered by the Manitoba Government, the Winnipeg Board of Trade and other witnesses. Evidence as to the company's rates and other matters was given by Vice-President Shaughnessy and Mr. Kerr, General Freight and Passenger Agent at Winnipeg, on behalf of the Canadian Pacific Railway.

The Commissioners, rejecting some comparisons of freight rates offered on either side as unsuitable through differences of circumstances, compared the grain freight rates of the Canadian Pacific Railway to the lake port Fort William and to the Atlantic port Montreal with the rates of the Great Northern and the Northern Pacific Railway to the lake port Duluth, and to the Atlantic port New York, from corresponding localities in North Dakota, finding in every case that the rates of the Canadian Pacific Railway were lower. They also found that the Canadian Pacific Railway rates for grain were lower than the schedule of mileage rates for grain fixed by the Minnesota Railway Commissioners, which was being resisted in the courts by the railways. A similar comparison of the freight rates of the Canadian Pacific Railway for live stock to Montreal with those of the Great Northern and Northern Pacific Railways to New York showed the rates of the Canadian Pacific Railway to be considerably lower. The coal freight rates of the Canadian Pacific Railway were found to be very much lower than those of the Great Northern and Northern Pacific Railway, both for imported and domestic coal, except in the case of short hauls eastward from Anthracite. The local coal freight rates of the Canadian Pacific Railway in Manitoba and the North-west were also found to average lower than the rates of the Reading, the Lehigh Valley and the Jersey Central Railway. The freight rates on lumber of the Canadian Pacific Railway from Rat Portage were found to be lower than those of the Northern Pacific from Duluth or of the Great Northern from Minneapolis. Agricultural implements shipped by the Canadian Pacific Railway from Toronto were subject to a higher actual rate, but a lower mileage rate than those shipped by the Great Northern or Northern Pacific from Chicago. The freight rates on merchandise were slightly higher for all rail and slightly lower for lake and rail by the Canadian Pacific Railway from Montreal than by the Great Northern or Northern Pacific from New York or Boston. As regards dairy products the rates of the Canadian Pacific Railway were slightly higher on butter, dressed poultry and eggs, and considerably lower on cheese than those of the Northern Pacific and Great Northern. A refrigerator car service