

with favourable rates had been provided to convey dairy products from Manitoba and the North-west to British Columbia. For these articles, composing the bulk of the freight carried, the Commission came to the conclusion that the rates in Manitoba and the North-west were neither exorbitant nor excessive, but were exceedingly favourable as compared with the rates on United States roads in contiguous territory, and were little in excess of average rates charged on corresponding traffic in the eastern provinces, considering that the great bulk of the traffic in grain, live stock and coal in the west entailed the hauling of about 75 per cent of the cars empty one way.

The rates for cord wood were rather higher than those of the Grand Trunk Railway, and rather higher than those of the Intercolonial Railway, but could not be considered unreasonable. They were slightly higher than those of the Northern Pacific Railway in Minnesota and Dakota, which were granted in the early history of the railway as an inducement to settlement. Local rates, both freight and passenger, were high, compared with those in the Eastern Provinces, but not in excess of those charged by the Great Northern and Northern Pacific in contiguous territory. Complaints were made of the rates on the leased branches to Edmonton and Prince Albert, but it appeared that the net earnings were very small. Breeding stock, shipped between local points, was subject to a heavy rate, but a whole car might be required for a single animal. Seed grain had been shipped at half or one-third rates, and even free when needed.

Discrimination in rates as between individuals was disproved. As regards live stock, small shippers were allowed the same train-load rate as large shippers by clubbing together and making up a train load collected from a dozen or more places to a central point, no local rate being charged for this gathering, but only the through rate from the original point of shipment. As to the supposition of discrimination in favour of Messrs. Ogilvie & Co., it arose from a misunderstanding of the milling-in-transit rate. In regard to complaints of lumber and shingles being carried from British Columbia at a lower rate to Ontario than to Manitoba, it appeared that the rates from the coast to Manitoba and North-west points were very low, while to Ontario they were still lower as to mileage, but actually 50 to 100 per cent higher.

There were no complaints from the largest shippers of grain and cattle, who were satisfied with their treatment by the Canadian Pacific Railway. The company, both as railway carriers and owners of large tracts of land, must observe a policy favourable to settlers, and appeared to desire to give facilities to anything that would add to the business of the country and the traffic of the road. Any anomalies when pointed out to them were explained or redressed.

GEOLOGICAL SURVEY.

A NEW RIVER.

474. Professor R. Bell, of the Geological Survey, in 1895 made an exploration and survey in almost a direct course from Ottawa city to James Bay, which resulted in some important geographical, as well as geological, discoveries. Heretofore all our maps have shown a large unexplored region