

mittee, who, after considerable work, laid before the Council a number of suggestions as to changes necessary to be made before the Act would be fairly workable in Manitoba. While the general features of the proposed Bill were commended by the Committee, details that would probably be workable in Ontario and Quebec, would, on account of the great area included in County Court jurisdictions in Manitoba, involve great expense and hardship in this Province. At several meetings held, the Hon. Joseph Martin, M. P., conferred with the Committee as to details of the proposed Bill, and afterwards from Ottawa kept the Council informed as to the likelihood of the Bill being introduced and passed through the House and Senate. Nothing, however, was done during the session, and the situation remains unchanged. Correspondence was opened with the leading Boards of Trade and their views on the subject matter of the proposed Bill ascertained. The correspondence proves that, while anxious for Insolvency Legislation, the members of the Boards differ considerably as to the details of the measure drafted.

FREIGHT RATES.

Taking advantage of the presence in Winnipeg of Sir W. C. Van Horne, President of the Canadian Pacific Railway Company, early in May last, the Committee on Freight Rates had an interview with him and strongly urged that the grain rates, both local and through, should be reduced. After a lengthy discussion of all the interests involved, Sir William announced that the matter of a reduction in grain freight rates had been fully considered by the directors of the Canadian Pacific Railway Company, and their decision was that no reduction could be made.

The Dominion Government, in answer to petitions from Manitoba, appointed a Commission from the Department of Railways and Canals, to sit at points in Manitoba and the Northwest Territories and receive evidence, presented by the Provincial and Territorial Governments, and associations or individuals, regarding freight rates charged by the Canadian Pacific Rail-

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