

tion to know the aspiration of its members. It is not that we should live and others should die, not that the city should prosper at the cost and sacrifice of all else, but the interests of the whole Province have always inspired our best efforts. I believe the people outside the city in the Province appreciate this fact, and I refuse to believe that they are opposed to an interest charge of three-tenths of a cent per head per annum because, forsooth, this work would benefit Winnipeg only. But is the statement correct that this work is only of local interest? Records of the Department of the Interior show that up to last year 83,634,838 feet of lumber, 11,327,300 shingles and 3,657,100 lath were cut and manufactured from lands surrounding the southern portion of Lake Winnipeg. This trade was chiefly in the early eighties along the Red River as far as the International boundary line, and in spite of difficult navigation, but which was then much better than at present. There is still uncut, in close proximity to the lake, over 150,000,000 feet of good merchandisable timber, notwithstanding that \$12,000,000 worth has been destroyed by fire during the past fifteen years. I am surely right when I say that if this timber was made accessible by the improvement of the St. Andrew's Rapids, the whole Province would be benefitted, to say nothing of the development of an important industry within the borders of our own Province. Large deposits of iron and other minerals which are known to exist in the Lake Winnipeg region can never be developed unless better navigation be secured. The supply of fuel, in the shape of cordwood along the lake and within easy distance, is known to be practically inexhaustible. This is important to the city, but it has a provincial bearing also. Let me quote from a non-official report, on file in the office of the Board, from an official of the government well qualified to speak.

"To observing people, the question of future cordwood supply for the City of Winnipeg, the Red River Valley, and

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