

interests of Winnipeg, and in turn to the entire country tributary. The various steps in the negotiations cannot be mentioned here, suffice it to say, that your committee and Mr. Ashdown, who was sent to represent the Board in the East on this question, have had a large amount of work to perform, and deserve the best thanks of this Board.

IMPROVEMENT OF ST. ANDREW'S RAPIDS.

True to the traditions of the Board this subject was again before us. My predecessor, addressing you a year ago, expressed the hope that during the then approaching session of Parliament an appropriation would be made for this work. This hope was justified by statements made by the Honorable the Minister of Public Works, after looking carefully over the ground, and subsequently by the engineer of his department. I need hardly tell you that no appropriation was made, and I regret to state the prospects are not as bright as a year ago. In years past the chief argument against this work was the cost. Officials of the Government persisted in naming a figure far in excess of the figures estimated by local authorities. This conflict of opinion was an excuse, though not a substantial one, nevertheless an excuse for delay. When this point was settled and the City Engineer was found to be correct, we naturally looked for the work to go on, but a new opposition developed. We are now told the work would only be of local interest and of no value to the Province at large. I am sorry this kind of opposition has been introduced. The Province should not be set against itself, and politicians who would set the city against the country and the country against the city, are doing both an injustice, by misrepresenting, I believe, the true feelings of all, and checking development which it should be the duty of all to promote. I have been a member of the Council of this Board for 7 years, and I think I am in a posi-