

Mr. HYMAN. The item I think has been sufficiently discussed. The committee is aware that for the Public Works estimates there are hundreds of plans and to bring over the plans in connection with each work would be simply impossible. If the hon. gentleman will pass the item I have no objection to-morrow to let the hon. gentleman see the plan.

Colonization roads in Manitoba and Northwest Territories, \$25,000.

Mr. INGRAM. Would the hon. gentleman give us an idea of where they are to be constructed?

Mr. HYMAN. This item appears in the estimates at the request of the Department of the Interior, the reason being that settlers are coming in very fast and these roads are necessary to permit settlers to reach Dominion lands. The localities which it is proposed to serve are as follows: Northwest Territories, road from Athabasca river to Lesser Slave lake to be re-opened and improved, road from head of Lesser Slave lake to Peace river to be further improved at an estimated cost of \$15,000; road to be opened and improved from a point near Sprague northwards for a few miles on the route which is followed by immigrants coming into Canada from Minnesota at an estimated cost of \$2,000; road between lake Winnipeg and lake Manitoba to accommodate new settlers going into that country, \$3,000; road to be graded from a point on the Prince Albert branch of the Canadian Northern Railway west of Erwood to a point north of Carrot river, \$5,000.

Mr. BLAIN. How will this money be expended? Will there be contracts let or will men be put on the work?

Mr. HYMAN. I do not know that the question has occupied the attention of the officers of the department as to whether contracts will be let or not. I fancy it will be a somewhat difficult matter in regard to the smaller amounts to let contracts for roads of this character as naturally the drawing up of the plans would render it almost impossible to get contractors for the roads. I have no doubt that a certain amount of work will be done by contract, but I do not know whether or not all of it can be done by contract.

Mr. SAM. HUGHES. In regard to the road to the Peace river I suppose that is to re-open the old road built at the time of the Yukon excitement. I am satisfied that if the hon. minister makes inquiries from persons who are competent to judge he will find that the road is not put in the best locality. The road from Athabasca river to Lesser Slave Lake is built through a rough and hilly country. A much better route will be found farther west and one which is much more along the line of future settlement. Is it intended to build this road to

the head or foot of Lesser Slave lake? The hon. minister is making two roads when there should be only one road to the Peace river country. People going into that country will travel either by wagon or by boat. If they travel by boat they will not go by way of this road at all. They will go down the Athabasca river and then up the Peace river. If they are going by wagon they will go across country from the Athabasca river and then down the Peace river. If they are going by wagon they will get nearer to the mountains than the road which the hon. minister outlines here. I know what I am speaking about and I am satisfied that if the hon. minister consults any person who travels in that part of the country and who is familiar with the conditions there, he will find that the statement which I make is borne out. From Athabasca river at Fort Assiniboine, he can get a very good road through a good country to Peace river and then if he wants to branch down to the lower Peace he can go down by water or by the road. The first road known as the Edmonton Trail was not built in a good locality.

Mr. SPROULE. I thought that all these expenditures in the Northwest were made through the Northwest Council. I think they have usually built these roads and that we have voted the money. Is it not intended to use this money in the same way? Are we commencing to build roads independent of the Northwest Council?

Mr. HYMAN. In a general sense that is the case, but in this particular case I am advised by the Department of the Interior that the object of the construction of these roads is to reach fertile districts and to enable settlers to get through. These districts are very sparsely settled at the present time and the Department of the Interior have recommended that it is in the interest of the Dominion in order to enable them to open up these lands that the Dominion shall make these small expenditures.

Mr. SPROULE. That is not the part that I am questioning at all. My question is: How will the money be spent?

Mr. HYMAN. The money will be spent by this department.

Mr. SPROULE. Will it not be spent by the Northwest Council?

Mr. HYMAN. No, it will be spent by the department.

Mr. SPROULE. We are to commence spending money that heretofore has been spent through the Northwest Council?

Mr. HYMAN. In this case.

Mr. SPROULE. This is a departure from the policy which the government have followed for some years back?

Mr. HYMAN. I have stated that this is an exceptional case. This vote is put in at the request of the Department of the In-