

is in a first-class position to say that cabinet positions are the price for men supporting certain measures; but in the present instance I can tell him that such a thing does not exist.

In dealing with the provisions contained in this Bill, I shall first take up the question of the division of the Territories into two provinces. When we had our first interview with the Prime Minister, and I was asked whether I favoured one or two provinces, my reply was that I favoured two provinces. But I want to say, with all due respect to the Right Hon. Sir Wilfrid Laurier, that even if he to-day wanted to extend the province of Manitoba west, he could not do it and there is nobody else in this country who can do it. The people in the Northwest Territories—in eastern Assiniboia especially, and my constituency runs for 144 miles along the boundary of Manitoba—would not tolerate it. Talk about agitation—there has been no agitation whatever in the west over this school question, but if this government or any other government or any power on earth tried to coerce us into the province of Manitoba, you would see an agitation that would be remembered. The first mistake that was made in defining the boundaries of the province of Manitoba was made by the Conservative government. These gentlemen opposite now endeavour to put the blame on this government or on the leader of this government for not extending the province of Manitoba, but the real blame rests with the government of Sir John A. Macdonald. During the years between 1884 and 1896 many of us were in favour of extending Manitoba away up west to Moosejaw, and the matter was discussed not only among the settlers, but among the more prominent politicians of that territory. When a brighter day dawned in 1896, and we thought that possibly we would be able to have this mistake of the Conservative government remedied, as well as a great many other mistakes of theirs, the matter was discussed very fully in the west, and a year or two afterwards the Prime Minister of Manitoba was invited to East Assiniboia to discuss the question. A meeting was held at Indian Head and Mr. Roblin advocated his case, and Mr. Haultain, one of his own political friends, took the other side. And, because the Hon. Mr. Roblin got the worst of the debate he lost his temper a little bit, and with some of those characteristics of his that we in the west are familiar with, he undertook to threaten the people of East Assiniboia and the people of the Northwest as to what would happen if we did not agree to join the province of Manitoba. He told us that if we persisted in remaining a part of Manitoba, then Manitoba would regulate our freight rates and would not allow us to build railroads across that province, thus endeavouring to coerce us into joining with Manitoba. On that occasion, for ever was lost the chance

of the eastern portion of the Northwest Territories joining the province of Manitoba, because we would not be coerced then and we will not be coerced now. That was, however, only a sentimental reason. We objected to being annexed to any province which would elect as prime minister a man who harboured the thought, that because we did not agree with him he would coerce us by increasing our freight rates and preventing us from building railroads. But, if we objected on that ground, we objected ten times more to being annexed to a province which would elect a premier, who having harboured such a thought had not any more sense than to give expression to it. There is another and a far greater reason why we object now to being annexed to the province of Manitoba, and it is this: We in the Northwest Territories are being formed into new provinces, without any debt, and we are getting a large debt allowance. The province of Manitoba had in 1898 liabilities amounting to about \$7,000,000; but since that time those liabilities have been increased to nearly \$30,000,000. The province of Manitoba has given guarantees to one railway company alone to the extent of between \$19,000,000 and \$20,000,000. So that it would be absurd to suppose that the people of the Northwest Territories would desire to join with the people of Manitoba, with these great liabilities resting upon them. Even during the last session of the Manitoba legislature guarantees amounting to some \$2,000,000 or \$3,000,000 were given to the same railway company, one of which was for terminals in the city of Winnipeg. Did anybody ever hear of such a thing in the Dominion of Canada before? You may search the legislation of any other province in the Dominion, and you will not find such a thing! I noticed in the Bill that passed through the legislature that there was also a guarantee of bonds for \$10,000 a mile on an old track seven miles long running into a gravel pit from one of the branch lines of the same railway. These are the ways in which the province of Manitoba is piling up its liabilities, and this is the reason we would not listen to the proposition of that province to enlarge its boundaries westward. So that if the province of Manitoba is not enlarged towards the west, it is not the fault of the Prime Minister of the Dominion. The members from the west are prepared to take the responsibility of standing in the way of that extension. A little while ago two of the Manitoba ministers were down here, and one of the reasons they gave why Manitoba should have all the country north was that it had always governed that country. That is not a proper statement of the case. It is true, the Lieutenant-Governor of Manitoba had jurisdiction there; but he was paid out of the Dominion treasury for all the expenditure in connection with