

out, according to several papers.

## KINGSTON LOCOMOTIVES.

### How the Tories Misrepresent the Government's Action.

#### COULD NOT FURNISH ENGINES.

Some of the Tory organs and speakers have been trying to influence sentiment by telling that the Kingston Locomotive Works were passed over by the Minister of Railways in ordering locomotives for the Government railway, and in consequence were obliged to close.

Sir Charles Tupper himself has been guilty of spreading this falsehood.

The Montreal Star has been especially active in this matter, being of course directed from headquarters, it having been constituted Sir Charles Tupper's personal organ.

What are the facts?

Here is the statement given to the public by Mr. John McKelvey, of Kingston, one of the liquidators of the Locomotive Works:

#### THE LIQUIDATORS' STATEMENT

"I had all along wanted the liquidators to go ahead and take orders. It would have been better for the city and better for the shareholders, but the liquidators contended that they could not legally take orders. In this, however, they were mistaken, as the courts would not have withheld permission. At the first meeting of the liquidators several requests were received from firms desiring the locomotive works company to submit tenders for engines.

#### MANY ORDERS OFFERED.

Mackenzie & Mann wanted ten locomotives to begin with, and would have supplemented this order with others:

The Dominion Government wanted something like twenty, and there were other railways also desiring engines built, but the liquidators refused to submit tenders or go ahead and keep the works in operation. I pressed them to do so, and they accused me of looking more to the interests of Kingston, but I pointed out that I was also looking to the interests of the creditors and shareholders. Everything in the iron line was high in price, with an indication of a decrease, so that we could have taken contracts on the basis of the high rates and profited by the lowering of the price of material. I pointed this out to them, showing them that it was in the interests of the shareholders that the works should be kept open, as they would sell to better advantage as a running concern, but they would not listen to me.

I spoke to Judge Price concerning the contention set up, that the courts would not allow the liquidators to accept contracts, and he said he would have no objection to their doing