

respecting the expenditure of the sum of one hundred thousand dollars, voted by the Canadian Parliament last Session for the relief of those in Ireland who were threatened with famine, said: It may perhaps be remembered by hon. members, that when the right hon. gentleman at the head of the Government proposed in this House an appropriation of \$100,000 for the people of Ireland who were suffering from famine or threatened with famine, I felt it my duty to ask the right hon. gentleman to take sufficient means to ensure that the money should be employed for the purposes for which this Parliament voted it. There was no doubt then, and there can be none now, as to the intention of Parliament. It was our intention, as was expressly stated, that the money should be used, and used immediately, for the supply of food to the hungry. I ventured to suggest that it would be well that the amount should be placed at the disposal of the two great bodies which devoted themselves to the noble work of ministering to the wants of the suffering in Ireland: one known as the Duchess of Marlborough's Committee, and the other as the Mansion House Committee, both of which were entirely worthy of confidence. The right hon. gentleman, however, considered that as this was a Parliamentary appropriation, and made at the instance of the Government, the proper channel for its distribution would be the Colonial Office. I was sorry to find that he came to that conclusion, and although I confessed that the course he preferred was perhaps proper, I feared that the moneys would not be used quite in accordance with our wishes when they were sent through that channel. Just at that time, and for some months before, it seemed to be the policy of the Imperial Government to do all in its power to create the impression in all countries outside of Ireland, that the distress in Ireland was not so grave or so serious as it was represented in the newspapers, that, in fact, there was no danger of famine, although there was a considerable amount of distress in various parts of the country. That was sufficient to excite my apprehension as to the manner in which the money would be disposed of. The hon. gentleman intimated that he was in communication with the Colonial Secretary, and that he believed that the Colonial Secretary would, as we desired, place the money at the disposal of those two committees. He led us to believe, and I do not doubt even now, that he desired to carry out the wishes of this Parliament, but we have since learned that that money was not used in the manner in which we desired it should be; that although we were eager to send money at once for the suffering, several months were allowed to elapse before anything was done with the money. Then it is said the Government invited these two committees to appoint some two or three members of each to form a sort of joint or sub-committee for the purpose of supervising its distribution, telling them at the same time to expend it in procuring boats and fishing apparatus for the fishermen on the coast of Galway. That was a very desirable and laudable object, but we did not vote the money of the people of Canada for any such purpose as that, nor do I think that the Government, now in power, or any other Government, would come down to this Parliament and ask it to appropriate \$100,000 of the hard earnings of the people of this country, for the purpose of purchasing boats and fishing gear for the distressed people in Ireland or any other part of the Empire. We thought the people wanted food; we believed they were on the verge of starvation and we desired to rush to their relief. We wanted the money expended at once, in giving food to the famishing; but the Colonial Secretary did not choose to expend our money as we wished, but chose to appropriate it for purposes for which an Imperial grant should have been made, and for which we should not have been expected to provide. I have presented what I believe the facts of the case, and I beg to move the resolution.

Motion agreed to.

Mr. ANGLIN.

#### INTERCOLONIAL RAILWAY ROLLING STOCK.

Mr. ANGLIN moved for a return shewing the number of locomotives, passenger cars, freight cars or other railway rolling stock purchased by the Government under contract or otherwise, during the year, the places where they were manufactured and purchased, and the prices paid. He said: It will probably be in the recollection of the House that, last year, we had much discussion with regard to the mode in which the Intercolonial Railway was being managed, and the working of the Rivière du Loup section then lately added to the road. It was alleged by the Minister of Railways that he had taken all the precautions in his power to provide for the proper working of that additional portion of the road, yet, in reply to the statement that he had allowed the rolling stock of the entire road to fall into a very lamentable condition indeed, he pleaded that his locomotives and cars were overworked, particularly the locomotives, because he had not sufficient rolling stock for the additional length of the road, and because that portion of the road was then in a very rough condition, and any rolling stock that passed over it was very much shaken, if not shattered. When pressed to state what provision he had made for the additional rolling stock required, and why, in view of requiring that additional rolling stock, he had chosen to discharge so many men from the Government works at Moncton, he stated that he did not feel warranted in providing rolling stock until the transfer of the Rivière du Loup road had actually been made, and that after that transfer had actually been made he found it necessary to devote a considerable time to the providing of a particular plan for the locomotives so that they would be all built on uniform models, and a portion of any one would answer for any other, and those sections most liable to damage could be kept in stock, so that repairs could be easily made at any time. That, probably, was a very prudent course to take, but if it required so much time, surely much could have been done before the actual transfer of the road took place, so that the furnishing or equipment of the road might have been hastened. In my part of the world we believed that it would have been a wise policy on the part of the hon. Minister to have moved a little sooner in this matter, to have availed himself of the skilled workmen he had at Moncton, and the valuable machinery prepared just for this purpose, rather than allow all that machinery to remain idle. We thought it strange, indeed, that a Government professing to be a thoroughly Protectionist Government like the present should have dismissed its own workmen, have determined to allow its own machinery to remain idle, and go to the United States for the locomotives and other rolling stock which might so much better have been manufactured in our own country. I am not prepared to say that a locomotive could have been built as cheaply in the Moncton works as it could be imported from the United States, but my impression is that were those works, successfully and carefully conducted as, I believe, at one time they were, and as perhaps they are still, the cost of a locomotive built there would not exceed the cost of a locomotive imported from the United States, with that duty added, to which that locomotive would be subject were it imported by a corporation. We thought it strange that a protectionist Government should prefer to dismiss their own workmen, knowing at the time they could not get a sufficient quantity of locomotives built in the time required elsewhere, in the Dominion, and that they should have placed themselves in a position which required them to send to the United States for a large number of locomotives. It has been quite seriously asserted in St. John—I do not know how truly—that some of those locomotives were actually