

the Russian Government for, not 2,000,000 shells, but 7,500,000 shells, was \$15.65, but that was minus the powder tube, which I am assured, costs \$2. Then there is a difference in price between the United States fuse and the Russian fuse of from 75 cents to \$1. In other words, the Russian shell, made through the Morgan Company, cost \$18.65, whereas the Russian shell made through the Canada Car Company is costing only \$15.65.

The Canadian Car and Foundry Company advanced over \$3,000,000 before a fuse was delivered, the American Locomotive Company over \$1,500,000 and the American Car Company over \$1,500,000. The Scoval Company, of Waterbury, Connecticut, were the only makers of fuses in North America prior to the war, and they positively refused the Shell Committee. To this day they will not make the Mark 80, and hesitate to undertake the making of any fuse that contains aluminum. Scovals were offered \$4.50 by the Shell Committee for British fuses, but they would not touch it. The Canadian Car Company contract for 2,500,-

000 fuses should have been completed by March 31, 1916. On this date less than 100,000 fuses had been delivered. American manufacturers say that the International Fuse and Arms plant is one of the most extensive and best equipped plants in the world. When the American Ammunition and International plants succeed in getting their graduation and powder ring established, they can increase two or three thousand daily up to their maximum of from 15,000 to 20,000 per day. The graze fuse is a detonator. The General Electric Company had 40,000 rejected last week. The inspector assures me that sixteen car loads also were rejected. The International Steel and Ordnance Company were to make first deliveries of detonators in December, 1915, but it will be May or June before they make their first deliveries, and the Canadian Car Company, sub-contractor, is helping them out in the meantime. Now, I propose to give a brief summary to show how these deliveries are being made by the United States companies of time fuses, not detonator fuses. It is as follows:

| Company. | Kind of Fuse. | Date of Contract. | Contract date first delivery. | Total Contract. | Deliveries to date. |
|---------------------------------|---------------|-------------------|-------------------------------|-----------------|---------------------|
| Can. Car & Foundry Co..... | Russian..... | March 15.. | July..... | 2,500,000 | 95,000 |
| American Car Co..... | American..... | August 15.. | Dec. 15..... | 1,000,000 | None. |
| Bartlett-Haywood..... | "..... | " 15.. | " 15..... | 1,000,000 | " |
| Eddystone Amm. Co..... | "..... | " 15.. | " 15..... | 1,000,000 | " |
| Scoval Co. on Bethlehem Co..... | "..... | " 15.. | " 15..... | 2,000,000 | " |
| Bethlehem Co..... | "..... | " 15.. | " 15..... | 1,000,000 | " |

American Locomotive Company were five months behind in making their first delivery.

Now, if I may be permitted, I shall pass on and take up the remarks of my hon. friend from Richmond once more. At page 2376 of Hansard, of March 28, he says:

There is also an agreement in September, 1915, between J. Wesley Allison, of Canada, Eugene Lignanti and Benjamin F. Yorkum, of New York city.

I am assured that, when the hon. member stood up in his place in this House and professed to read from an agreement, he knew there was no such agreement in existence. He goes on to speak of the various companies concerning which I know nothing.

Then he speaks of the Southern rifle deal, relating to a contract for 500,000 rifles between the Vickers Company and Colonel J. Wesley Allison, which would amount to

\$8,500,000. I confess to some knowledge of that particular rifle deal. It concerns 600,000 rifles. The 500,000 of these rifles which are in question, had been shipped in 1913. I am not raising the question whether they were or were not shipped before that, but they were shipped by the German Government to Brazil. It had been hinted that the situation existing between the United States and Brazil at that time was not conducive to good feeling. It was known that there were 700,000 ex-German soldiers settled in Brazil, Paraguay, Uruguay and the Argentine Republic. These rifles were shipped out in 1913 and they are there to-day. Every effort was made on behalf of the British Government, I understand, to secure these rifles, but in vain. I was appealed to and asked semi-officially to report on the feasibility of getting these rifles. I have no hesitation in saying that I very soon pronounced it to be one of those