

and that he had only been appointed on November 1st after having given up a lucrative position in New York. His services were gratuitous until January 29th when he was appointed to supervise the purchase of all mechanical transports purchased for the Canadian contingents, his commission to be 1½%. Up to the present time he has received over \$9,000 for his work.

That he had recommended the purchase of 150 Kelly trucks. 150 two-ton truck bodies had been supplied owing to an error of the specifications which had been made out in the Militia Department.

After his appointment he had submitted new specifications to the Department for 150 three-ton truck bodies, but owing to it taking considerable time to convince the Militia Department that the two-ton truck bodies would not do, the new three-ton truck bodies had not been ordered until recently.

That these motor trucks were needed in England and that within the last three weeks the Militia Department have received communications requesting that they be sent across. As soon as the three-ton truck bodies are received they will be sent.

That he had refused to recommend to the Department to purchase the Indiana truck offered at a lower price, as this truck had a continental motor and this type of engine failed to stand the strain at Salisbury. The next day Mr. W. D. Morris, the Ottawa agent of the Indiana Truck Company contradicted Mr. Thomas' statement and stated that the truck was suitable in every respect and cheaper than the Kelly truck recommended by Mr. Thomas.

HORSES.

Mr. B. L. McLean of Lindsay, Insurance Agent, testified that in July, 1914 he was appointed by General Hughes a horse buyer for the Province of Ontario. When War broke out this gave him too much ground to cover in consequence of which he undertook the purchase of horses for Lindsay and the County of Ontario. About 800 horses in all were purchased, including 80 from Mr. W. T. Merrick of Blackwater, Ontario.

Associated with Mr. Merrick in selling horses to Mr. McLean was Dr. E. T. Williams, Veterinary Surgeon of Sunderland. Mr. Merrick and Dr. Williams swore that they had not given the Government buyer, McLean, a horse worth \$200.00 to influence him to pass the horses which they brought to him to sell. In testifying, McLean corroborated this. Merrick it is true brought a horse to McLean which he would not buy for the Government and which was left with McLean for a few days, Merrick afterwards calling for her.

Both Dr. Williams and Mr. Merrick testified that their profits amounted to about \$900.00 each for the horses which McLean purchased from them.

PRETENDED "WAR TAXES" PRODUCE DECREASED REVENUE.

IT is perfectly obvious that the Customs Tariff changes made by the Conservative Government last February for the express purpose of raising additional revenue have failed of their purpose. In introducing these changes in the House of Commons, the Finance Minister said that their effect would be to raise from 25 to 30 million dollars more revenue, or at the rate of from two to two-and-a-half million dollars per month. The changes have been in operation for a full four months and the result is that the Customs Revenue instead of increasing by about eight million dollars has actually decreased by over half a million dollars.

This result is only what might have been expected, and is as predicted by the Liberal Leaders. At the best these tariff changes constituted a monumental piece of political folly and one of the gravest blunders in fiscal policy ever committed by any statesman or Government in the history of Canada. They were conceived in absolute ignorance. Customs rates were imposed which are prohibitive in their nature and per se defeated their avowed object. Mr. White evidently is a tyro at Tariff making over revenue purposes.

A FEW QUESTIONS ABOUT SHELLS.

ONE of the matters regarding the work of the shell committee very difficult to understand is that some orders for shells have been placed with people who had no previous knowledge or experience in engineering work of any kind, while very many established Engineering works in Canada have applied for contracts in vain. Instances could be cited of the erection of new, or the conversion of old buildings.—even town halls—into shell factories. Would it not have been better from every point of view especially that of the saving of time to utilize all existing factories all ready and practically equipped. All these factories should at least have been given the chance to make shells before placing orders, as has apparently been done, with unexperienced men.

If newspapers tell the truth when they state, as they have done incessantly for months past, that the reason the Allies have not made the progress generally expected of them, is shortage of shells, why is it that reputable engineering works in Canada cannot get orders when they apply for them. What is the use of talking about shell shortage, when the available steps to overcome it are not taken.