

McQuarrie and Mr. T. A. Russell, General Manager of the Russell Motor Co. were then appointed by the Minister of Militia as per the following letter:

August 14, 1914.

Dear Sirs:—I have pleasure in commissioning you to select for me, for the Department of Militia and Defence, using your best judgment, as many motor trucks as you can conveniently secure, up to twenty-five (25) to be delivered at Valcartier, Quebec, by the end of two weeks from to-day—the 28th instant.

I shall be obliged if you will also supply us with chauffeurs for these trucks.

Faithfully,

(Signed) Sam Hughes.

Also suitable trailers—S.H.

Messrs. Russell & McQuarrie,
Chateau Laurier, Ottawa.

NO ORGANIZATION IN MILITIA DEPT.

Considering the fact that Motor Trucks for military transport have in recent years largely displaced the ordinary horse wagon, one would naturally imagine that the Militia Department would be posted on the subject and would be possessed of sufficient information to do their own buying of trucks. Major General Sam Hughes had dinned it into our ears incessantly that he knew the war with Germany was coming. In view of that, it is difficult to believe that the greatest military Organizer of all time would neglect to see that his officials were thoroughly informed in regard to such an important detail of military organization as Motor Truck Equipment. Mr. Russell, however, stated before the Public Accounts Committee, (vide page 326) that "there was not a scrap of paper in the Department of Militia to indicate what the style of truck should be, what the body should be like and so on."

GOVERNMENT AGENTS ACT AS BUYERS AND SELLERS.

How did these agents appointed by the Minister of the Militia Department perform the duty assigned to them?

The first thing Mr. Russell did was to constitute himself seller to the Government as well as buyer for it. He bought eight trucks at \$3500 each, in all \$28,000 from his own Company, the Russell Motor Car Co., that being the full retail price. It was stated in evidence by Mr. Russell that the wholesale price of the truck was \$2800, so that the Government, although buying eight trucks, which is a wholesale quantity for trucks, had to pay the same price as the ordinary consumer buying one. The Government was undoubtedly entitled to the wholesale or manufacturer's price and it is clear that the Russell Motor Car Co. got \$700 per truck or \$5600 in all, more than they get for their trucks as they sell them in the ordinary course of their trade.