

borders of the United States, any commodity in the war line, contracted for. Not one of them would do it. Then we were up against this proposition: That Britain, and Canada, and every other country contracting in the United States had to assume the responsibility of getting the goods out of the country. I was requested by the British Government to look after this end of the transaction, I enlisted the sympathy and assistance of Colonel J. Wesley Allison, and so well was it done—I may point out that in the early stages these articles were brought over by ferry, but that procedure became almost unbearable and could not be kept up; then whole trains were shipped right through in bond, and—I want this clearly understood, because I am told there has been some uncertainty about it—by arrangement with the Minister of Customs these war munitions were permitted to come in free of duty and were passed on to the Old Land. Later, through the instrumentality of this same officer, it was discovered that there was no need whatever of bringing these goods in a roundabout way from the manufacturing centres in the United States through Canada, so they were shipped direct from the port of New York and from other ports near the places of manufacture. So carefully was this managed that the Colonial Secretary, Mr. Harcourt, after these things had been going from New York for a year, still thought they were going by the old route through Canada. Let me point out further that when the Shell Committee had made inquiries in Canada from one end to the other, when I myself, assisting them, had asked at least fifty different concerns to undertake the manufacture of fuses in Canada—because a shell without a fuse is useless—it was found that not one firm in Canada, with all due regard to Mr. Russell, could be induced by the Shell Committee to manufacture fuses in this country. I know that articles have been padded up and written in the newspapers in this connection. I repeat that not one factory in Canada—not Mr. Russell, not Mr. Lloyd Harris—could be induced to manufacture fuses in the Dominion of Canada. I did not give much time to this sort of thing; I had other fish to fry. But I did devote an odd moment to it now and then in Ottawa at the Chateau Laurier, which does my right hon. friend the honour of commemorating him by its name. When I urged and begged some of these Canadian manufacturers to make

fuses I had been met with the statement that they could not possibly make them. I turned to Allison, who was there, and I asked him if he could get capital to come in from the United States. He did not know anything about it; that afternoon he came to me and asked me about the details. I said: "I do not know a confounded thing about it; go and see Bertram." He saw Bertram and came back to me that night and mentioned the men who are in these two companies that are making these fuses to-day, and making them successfully. He spoke of a gentleman named Rufus Paterson, whom I had never met, seen, or heard of, but who was spoken of as one of the most capable mechanical engineers in the world. He spoke of Dr. Harris, well known to gentlemen on both sides of the House as a very capable man. He is a very wealthy man, living in the city of New York. He spoke of others—I forget the names; at all events they were men in these two companies. He said that they were very wealthy men, and that he would see what could be done to have the fuses made in Canada. But there were no buildings in which to manufacture them; new buildings would have to be built absolutely from the foundation up. I do not know the details; I never inquired into it from that hour on. Finally, however, when it came to letting the contracts for fuses, they could not get the buildings in Canada, and as the British Government were in a great hurry for the fuses it was decided, I understand, on the part of Gen. Bertram and the Shell Committee, to have them made in the United States in the meantime. I know nothing about Colonel Allison's connection with these companies. I may say frankly here that I think Colonel Allison, if he did get anything, or does get anything, out of these concerns, is as much entitled to it, because he has delivered the goods, as gentlemen who sell sausages, boots, leather, breeches, and other commodities of that kind up and down the Dominion of Canada.

Later, when it came to purchasing revolvers, pistols, rifle ammunition and other war material, and when I found that the price asked for rifle ammunition for the British Government at that time was \$42.50 I again enlisted the services, or the sympathy and assistance, of Colonel Allison. In the intervening days I got the ammunition reduced to \$37.50; I have the offer yet. We met these gentlemen through the instrumentality of Colonel Allison. I am not permitted to go into further details con-