

The fact is that aircraft powered with Bristol engines have been thoroughly tested in Canada during the winter season for the past three years, and the results have been completely satisfactory. This writer to which my hon. friend referred also says:

The Bristol company sent a representative to Canada in 1936 to inquire into possible agencies, but the Bristol company was suddenly advised that that gentleman had closed a contract after seeing the ministry of defence, who had agreed that the agency for the Bristol should be given to Frank Ross, of Montreal, and his associates.

The fact is that the Bristol company selected this agent in Canada more than ten years ago, and that for the purpose of carrying on the agency a company was incorporated on July 5, 1928. The same interests which owned that company have from that date until now conducted all and any Bristol business in Canada. The Canadian company, I am informed, has thirty-three shareholders, and no one interest has more than ten per cent of the shares of the company.

The writer further says:

Two other aero engines comparable with the Bristol and actually manufactured in Canada have for years been used in Canadian aircraft, military as well as civil. One of these makes of engines powered the high altitude "Flying Fortress" built by Boeings and turned over to the United States army air corps only two weeks ago. . . . The Bristol engine costs around \$12,000. The comparable engines made in Canada, giving employment in Canada, cost some \$4,000 less than the Bristol. Purchases of either of these Canadian aero engines of comparable merit with the Bristol would have saved the people of Canada \$630,000 on the order of 150 engines.

The fact, Mr. Chairman, is that, with the exception of an experimental effort made by the Canada Car Company within the last year and a half on a light engine, no aeroplane engines are manufactured in the Dominion of Canada. That is the type of falsehood with which we are confronted in these public comments.

The United States-built "flying fortress" is powered by a Cyclone engine, a type which is made in the United States, but not in Canada. Only the number of Bristol engines required to power and provide spares for the aircraft which are designed around the Bristol engines have been or will be purchased. Some engines have been purchased in advance of delivery of the aircraft in which they are to be installed, upon the recommendation of the technical officials of the department, in order to have a reserve, without risk of cancellation due to

emergency conditions in the country of manufacture. The department is carrying only twenty-five per cent of spare engines whereas during the war it was found necessary to carry 200 per cent and 300 per cent of spares.

There is no commission at all paid by the Department of National Defence. Any arrangement made by the agency in question is made direct with the Bristol Engine Company in England, and the prices paid, excepting Canadian sales tax and freight charges and so forth, are exactly the same prices as are quoted to the air ministry in London.

All I can say, Mr. Chairman, is that the writer of this scurrilous article is the same gentleman who wrote a former article which the honorary air advisory committee of Canada repudiated and condemned, through Air Marshal Bishop and his associates on the committee, as false and scurrilous and fictitious.

Mr. MacNEIL: May I ask the minister why it is necessary in this instance to have an agency in Canada? Would it not be possible to deal direct with the manufacturers of these particular aircraft engines? The returns tabled recently show that the department is purchasing rifles from the Enfield rifle factory in Great Britain without an intermediary of any kind. The servicing of the rifles and things of that nature can be undertaken within the department. Would it not be possible to deal directly with the manufacturer of these engines instead of through the Canadian agency, and undertake the servicing necessary under the auspices of the department?

Mr. DUNNING: We are getting an awful lot of this apparently deliberate attempt to sabotage public confidence in the department,—

Mr. MacNEIL: I am asking a question.

Mr. DUNNING: —these strings of lies which my hon. friend has quoted in his statement.

Mr. MacNEIL: I merely asked a question.

Mr. DUNNING: I am not now criticizing my hon. friend; I am trying to answer him. I just rise to remark that I am wondering if it is not desirable that we take some rather strong measures with respect to such statements as the minister has just referred to, which cannot do otherwise than weaken the