

COL. J. WESLEY ALLISON AND THE FUSE CONTRACTS

(Toronto Globe.)

All over the country the Conservative press, commenting on Sir Sam Hughes' speech in the Commons, declares that it is a complete vindication of the minister of defence. A vindication against what? Sir Sam says he is personally honest and had no knowledge of the alleged rate-of-agreement between Allison and the American fuse contractors. No one has ever charged that Sir Sam was in taking his own nest. The charge was, and is, that the minister, through what was little short of criminal carelessness, permitted Allison, his confidential agent and personal friend, to feather his nest through the placing in the United States, with his associates, of great contracts that could and should have been awarded to Canadian manufacturers and would have provided employment to thousands of Canadian employees.

The British government had authorized Morgan & Company to award munition contracts in the United States for as much war material as it was believed would be delivered in a reasonable time. To Ottawa, through the Shell Committee, was entrusted the duty of distributing in Canada orders for twenty-six million dollars' worth of fuse. Instead of placing these orders in Canada, the committee, it is asserted, acting on the advice of Colonel Allison and under the pressure of Sir Sam Hughes, ignored Canadian offers and placed the contracts in the United States with companies that never had made a fuse, and possessed at the time the contracts were awarded, no buildings no plant, no raw material, no staff or skilled workmen—in short not one of the essentials for the speedy carrying out of the contract.

Sir Sam Hughes, with his accustomed positiveness, declares that not a single factory could be induced to manufacture fuses in Canada. Against this stands the charge of Industrial Canada, the organ of the Canadian Manufacturers' Association, that at the very time the Shell Committee closed the contract with Allison's American associates, General Bertram had promised to receive a tender from the Russell Motor Company of this city, for a million fuses. That tender would have saved a large sum in money had it been accepted, and it would have resulted in a far more rapid delivery of the fuses so urgently required.

Why did the Shell Committee not wait for the Russell Motor tender? Who intervened? Did General Hughes bring pressure to bear on the committee at the instance of Allison, who, it now appears from his own statements, was financially interested in the awarding of the contract to the American tenderers? These are the questions to which Sir William Meredith and Mr. Justice Duff must find answers.

Allison no longer pretends that he was a disinterested agent of the minister of defence. To an interviewer he stated on Friday last that while he had as yet received no profits from the fuse contracts, he hoped to do so, and there was a profit realized from the contracts. It is the opinion of General Hughes also that Allison is properly entitled to a rate-of-agreement with the contractors, speaking in the House of Commons, he said:

"I have 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 contracts, is as much entitled to it because he delivered some goods as gentlemen who sell sausages, hoots leather breeches and other commodities of that kind up and down the Dominion of Canada."

Will the country accept this view? The Globe does not believe that it can or will. Allison's relations with Sir Sam Hughes were not those of a business man seeking a contract for twenty-six million dollars' worth of fuses on which he proposed to make a personal profit. Colonel Allison's relations were those of a confidential friend and adviser who was entrusted with the duty of discovering if any capital could be induced to come into Canada from the United States to make fuses. Allison told Hughes that he would see what could be done to have fuses made in Canada.

"Part," continues General Hughes in his statement to the House of Commons, "there were no buildings. The British government were in a great hurry for fuses and it was decided to undertake, on the part of General Bertram and the Shell Committee, to have them made in the United States in the meantime."

Does that explanation explain? Does it answer the charge of Industrial Canada. At the elbow of the minister stood Allison, financially interested in diverting to the United States the munition contracts intended by the British government to be awarded to Canadian manufacturers. Is not that the real explanation of the genesis of the American Ammunition Company and the International Fuse Company? And if it was can the people of Canada longer per-

mit the Department of Militia and Defence to be conducted by General Hughes, with Allison in whom he trusts, still at his elbow?

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SERGT. H. P. CREED DESCRIBES VOYAGE

Fredericton Boy With 64th Tells of Transatlantic Trip on the Adriatic.

Following is a brief but pleasant description of the pleasant and fortunate voyage made by the R. M. S. Adriatic from Halifax to Liverpool with the 64th Battalion and other Canadian forces on board, written to a friend by Sergt. Herbert P. Creed of this city, who is in the paymaster's department of the 64th.

On Board R. M. S. Adriatic.

April 4, 1916.

It is hard to keep working steadily on board, so I am writing a few letters as a sort of change.

We came on board about noon and had dinner at two, but as I had some clearing up to do I was off and on till about five. We pulled out into the harbor shortly after six and stayed there till about eleven the next morning, when we moved further down the harbor and waited for the Baltic, Empress and two cruisers to come up, and about 12 we finally started on our trip.

It was rather foggy, so we lost sight of land much sooner than we otherwise would.

Sunday morning we had service in the dining hall and immediately after that we all went on deck and were instructed as to the launching and use of the lifeboats.

We all have to wear our life belts all the time except when in bed.

This morning we struck the Gulf Stream, so the fog has lifted and the weather is perfect. All our boats keep about a mile apart, and we can see them clearly.

You could hardly imagine anything nicer than it is on deck this morning. We couldn't be used better, for we are getting "first cabin" passage in all respects. I am in a stateroom with two other fellows, one of whom is George Macdonald from St. Mary's.

It may be tougher tomorrow as the wind is coming up and we are rolling quite a lot. Each stateroom has a special allotment to it, so in case of an alarm every man knows just where to go.

Our wireless gets all the latest news, so we are up to date as far as that goes.

There has been nothing special happen the past few days, but today we passed a steamer bound for Canada with Sir Sam Hughes aboard.

April 8.—This morning we were met by our escort in the shape of a number of destroyers. We seemed to sight them all at once, coming from every direction, and they are so fast that they were upon us before we knew it.

Each of the transports is going in a different direction, so I think we will all go to different ports. We are taking a zig-zag course now.

About 5:30 we sighted the south coast of Ireland, and watched it gradually grow out of the horizon till we could see the mountains, and at one time we were only about a mile from the shore.

Besides the feeling of gladness at seeing land again, the effect of the sun on the mountains was a grand sight.

April 9.—I must close now, as we are off and on at Liverpool in a couple of hours.

FUSE CHARGES BEING PROBED AT OTTAWA

Ottawa, April 26.—Canada's first official glimpse behind the scenes in the national tragedy of making patriotism pay ended dramatically. The initial sitting of the royal commission charged with the duty of investigating the Kyte disclosures regarding fuse contracts terminated with all the zest of a continued-in-our-next serial thriller.

Honorary Colonel David Carnegie, representative of the Canadian shell committee, had been on the stand all day. He had reached an interesting part in his story. At the solicitation of General Sam Hughes he told the commission, he hunted up Honorary Col. J. Wesley Allison in New York. The latter had placed him in touch with a coterie of Americans, consisting of Yoakum, Bassick, Craven, Cadwell, Baker, Gladdick and others whose names he did not recall. A meeting with these gentlemen was arranged to consider contracts.

Col. Carnegie and General Bertram, chairman of the Shell Committee, proceeded again into New York. They walked into the Manhattan Hotel in the morning to hear a stalwart baritone voice diligently "paging" them. The message awaiting was from Sir Courtney W. Bennett, British consul general in New York. It read: "Do not sign any contract for time fuses until you communicate with me. This is most important for Canada."

"Are we not to have the denouement before adjournment?" queries Sir William Meredith, when Mr. I. F. Hellmuth, K. C., counsel for the Government, at this point indicated his desire for adjournment.

Mr. Hellmuth preferred adjournment. The time for rising had been reached. The commissioners left the bench. Lawyers gathered together papers. A disappointed and speculating audience departed. But the sitting was not without its startling features.

Shell Committee Proven.

A series of decoded official cablegrams between Canada and Britain produced during the evidence of Col. Carnegie was the real surprise of the sitting. At their reading the supposition that the defunct shell committee had been the trustee of the British government faded. The cables established that the relation was contractual. They also demonstrated that the Canadian government had been the direct agent of British War Office throughout, acting, or presumed to be acting, for the Imperial authorities in a fiduciary capacity.

This disclosure roused unusual interest by reason of the fact that it was in direct opposition to the statement made to parliament on April 15, 1915, by Premier Borden, when the latter read the House of Commons a statement defining the position and the duties of the Shell Committee.

Britain's Protest Against Prices.

The same cable correspondence went to show that the prices were determined not in Britain, but in Canada. Britain's sole participation in this feature of the contracts was one of protest that the figures named were too high. In the case of two orders the British office was successful in securing a material reduction.

The first order from the British government to the Canadian government was consummated on September 10, 1914, when the Imperial authorities asked the Canadian Militia Department to accept your prices. This was in connection with a material order for 100,000 15-pounder shells and for 100,000 15-pounder shrapnel. The order upon which the British government protested and secured a reduction in price was one for 400,000 fifteen and eighteen pounders, for which a price of \$9.25 was quoted by the Militia Department, and for 200,000 complete 15-pounders without fuses for which a price of \$17.65 was asked.

London finally cabled that the most the Imperial government would pay was \$6 in the one case and \$15 in the other. On Feb. 2 General Hughes accepted the reduced price and cabled: "My committee proceeding with orders at \$15 and \$6 respectively."

A letter was read from Col. Nichols suggesting that the department might pay "the actual cost of development for the first 20,000 and the answer from Col. Carnegie, who, while deploring Col. Nichols' inability to close a contract, commented that "it might be advisable" for his company to "keep out of the manufacture," although it was hoped that Col. Nichols was not disposed to stimulate give up the idea.

The cost of installing necessary machinery, Col. Carnegie told Mr. Justice Duff, would be "exactly proportionate" with the P. B. Carroll, M. P., the witness admitted that the proposal submitted to this Canadian manufacturer was "obviously a poor proposition."

PARALYSED AND HELPLESS

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Bainston, N.B., July 25th, 1914.

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SCANDAL IS SPEED CHAMPION.

(Boston Record.)

How fast does scandal travel? According to Prof. Benjamin Snow, head of the physics department of the University of Wisconsin, it goes at the rate of 1,000 yards per second. He has been nosing around his university and that is his conclusion. Scandal is the champion speeder. Flatery is next, but it is hopelessly behind. Its rate, says the professor, is between 400 and 500 yards a second. Truth is a trailer—a flivver on the highway of human experience—for he gives its rate of progress as 2½ yards per second.

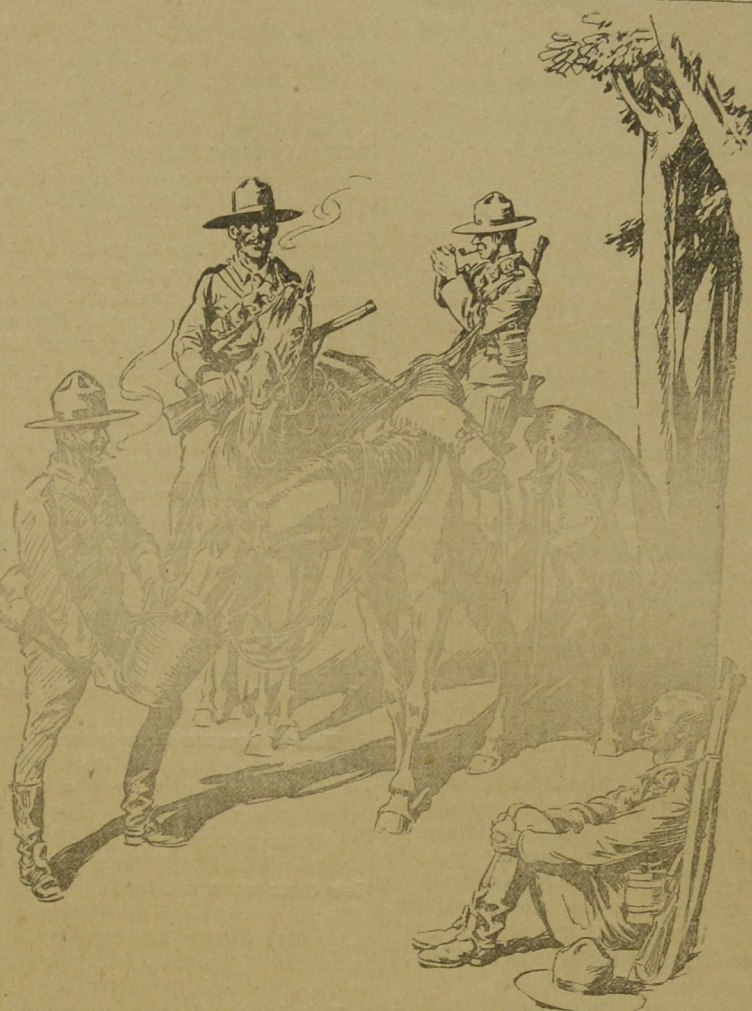
Congratulations to the professor!

We don't know how accurate his computations are, or whether they apply exclusively to Wisconsin. Perhaps the speed of truth, for instance, depends upon which direction it takes, and upon the accelerating force maintaining it, or the push given it at the start.

But why not work it out for yourself? Perhaps—we hope not, but still, perhaps—you have started a bit of scandal going. If you have, investigate its speed. It may surprise you. Let's hope it will shock you.

More likely you have started flattery a-flying, and seen it whizz. But flattery's progress is not certain, anyway. It may go galloping along, say at the professor's computed rate of 400 to 500 yards a second, until it goes smack against a sensible man or woman, then it crumples up and dies. That ends it. Scandal strikes fewer obstacles; but if it runs into an honest man or woman it is likely to be choked to death—and good riddance.

As for truth, it plods along at, we'll grant, about 2½ yards per second. But it keeps going. Remember the old tale of the hare and the tortoise? You can depend on truth.



TOMMY NEEDS THE SMOKES.

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LADIES' SPRING SUITS, \$8.00 to \$30.00; LADIES' COATS, \$5.00 to \$18.00; CHILDREN'S COATS, \$1.00 to \$8.50; SILK WAISTS, \$1.25 to \$5.00; VOIL WAISTS, 75c. to \$3.75; MIDDIES, 75c. to \$3.75; BOYS' WASH SUITS, 75c. to \$3.00.

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The Printing and Publicity Specialist Talks To His Son

"Say, John, I feel quite sick today," said Mr. Black. "Please visit the different doctors in town, and find out who will cure me for the least money. Get your quotations tabulated and then let me see them. Of course we will engage the doctor who charges the least."

"Why, I never heard of such a thing," said John. "The idea of getting quotations from a doctor; it's the asylum for you."

"Well now, why not? I am a specialist in printing and publicity. I study my business just as carefully as any doctor can do. If I do say it that shouldn't, I have just as much brains as the average doctor. I strive to give my customers the benefit of my knowledge, my artistic skill and judgement and my ideas on publicity. I give service as the term is understood in the Twentieth Century."

"When some people around here have a little printing to be done, they visit all the printing offices, get quotations from each one, and then give the work to the man who gives the lowest figures."

"The ordinary user of printing knows his own business, but he is no more a judge of the work of printing than he is a judge of what sort of medicine a doctor should give him for the cure of his ailment. If people ask me for quotations and pass me by if my price happens to be a little more than the other fellow, why shouldn't I apply the same method to the doctor, lawyer, dentist and painter? Why not? It's a mighty poor rule that won't work more than one way."

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ELEVEN KILLED IN DUBLIN RIOTS

London, April 25.—According to an official statement issued this evening eleven persons so far have been killed and about twenty others injured in the Dublin disturbances.

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