

CANADA'S COMPETING TEAM OF CRACK SHOTS



This team will shoot at Bisley on July 6. From left to right the members are: Front row: Col. R. W. Becker, Commander; Major Elmitt, Adjutant. Second row: Pte. W. J. Irvine; Staff Sgt. C. Hadley; Pte. James Bos; Sgt. A. J. McCabe; Pte. R. Edmond. Third row: Lt.-Col. P. E. Bower; Capt. F. R. Martin; Sgt. Major E. J. Reed; Capt. C. R. Crowe; Sgt. W. A. Hawkins. Fourth row: Sgt. Major F. J. Coodhouse; Capt. J. H. Vincent; Major Fred Richardson, C. B. E.; Sgt. W. J. Rooke, Sgt. J. G. Coles; Capt. J. Sangster. Back row: Sgt. W. E. Tingman; Lt. J. A. Chandler; Lt. J. O. Nix.

Scope of Merchant Marine Challenge to Extend Trade

Additional Service to Australasia and New Route to India From Atlantic Ports Point to Greater Trade Opportunities—Fifty Vessels by End of Season.

(Toronto Globe.) Expansion of the Canadian Government Merchant Marine during the coming months will be rapid. There are now thirty vessels operating on the various trade routes; twelve months ago there were only two ships flying the flag of the C. G. M. M. By October 1 there will be fifty boats in service if the deliveries are up to schedule. There are unavoidable delays in construction that will probably postpone deliveries beyond the specified dates. Before the end of the present navigation season, however, the Merchant Marine fleet will be considerably larger than at present and it will be necessary to find a larger quantity of goods to ensure full cargoes for the vessels on both inward and outward voyages.

Starts Route to India. Notable among the recent decisions of the executive staff of the Merchant Marine has been the inauguration of a service between Atlantic ports and the East Indies, which will commence with the sailing of one of the craft of the \$4,000 ton type from Montreal some time in August. It is proposed to put two ships on this route at first, and if trade develops to a sufficient degree other boats will be added as the situation warrants. An equally interesting decision was to start a service between Montreal and Cardiff and Swansea, Wales. It is believed that there is a good opportunity for trade by boats plying on this route, especially on the outward voyages from Canada.

Developing Australian Trade. A few months ago George Bunting, general agent of the C. G. M. M. at Toronto, was commissioned to investigate possibilities of extending trade with Australia and New Zealand. After spending some time in Australia, Mr. Bunting has been placed in charge of the C. G. M. M. offices in Auckland. The fleet will also have direct representation in Sydney and Melbourne. Good cargoes have been reported on boats that have recently cleared from Australian ports.

Another important development in connection with Australian trade has been the decision to install refrigeration equipment on several of the vessels. There will probably be about ten vessels in all that will be fitted with refrigeration facilities, to the extent of about 300 tons of their carrying capacity. This will be available both in connection with the importation of food products from Australia and New Zealand and the transatlantic trade in meat and dairy products from eastern Canada ports.

Investigation in Other Directions. Investigation has been conducted as to the possibilities for trade between eastern Canada and the west coast of South America, but there has been no announcement yet of intention to institute a service with those countries. In the past much of the goods reaching Canada from the East Indies has been transhipped from American ports. Importers will henceforth be able to secure products direct from India, the Dutch East Indies and from Ceylon. On the other hand, export trade with those countries can be carried on much more advantageously after the commencement of direct shipping connection. This makes it imperative that Canadian interests should make an effort to extend their markets for manufactured goods, regardless of the present demands of the

from Ceylon. The executive officers of the C. G. M. M. believe that there is a good future for this service, in view of the goods that are imported indirectly through American ports, and the greater facilities for development of export trade through direct shipping connection with the countries in question. A line from Vancouver to the Orient is a development that may be decided upon in the future.

Summer Sailings of C. G. M. M. The summer sailings of the Canadian Government Merchant Marine, Limited, for 1920, subject to change, with the approximate dates of clearings are as follows:

- From Montreal to Liverpool—Canadian Pioneer, June 21; Canadian Seignior, July 10; Canadian Ranger, July 21.
- To London—Canadian Voyager, June 22; Canadian Trapper, June 30.
- To Glasgow—Canadian Hunter, June 30; Canadian Settler, July 15; Canadian Hunter, August 10.
- To Cardiff and Swansea, Wales—Canadian Volunteer, June 30; Canadian Victor, July 15.
- To Rio, Santos, Brazil, Montevideo and Buenos Aires—Canadian Miller, June 24; Canadian Spinner, July 15; Canadian Mariner, August 15.
- To Barbados, Trinidad and Demerara—Canadian Navigator, June 16; Canadian Observer, June 30; Canadian Otter, July 14; Canadian Runner, (calling at Martinique), July 28.
- To Jamaica and Havana, Cuba—Miner, June 22; Canadian Miner, July 18.
- From Charlottetown, P. E. I., to St. John's, Nfld., June 26.
- From St. John's, N. B., to Havana, Cuba—Canadian Signaller, June 18; Canadian Sower, June 27; Canadian Advertiser, July 8; Canadian Beaver, July 20.
- From Halifax, N. S., to Havana, Cuba—Canadian Sailor, July 4; Canadian Trader, July 15; Canadian Sailor, July 22.
- To Liverpool—Canadian Raider, June 28; Canadian Rancher, July 15; Canadian Raider, Aug. 15.
- From Vancouver, B. C., to Australia and New Zealand—Canadian Prospector, June 18; Canadian Importer, July 15; Canadian Winner, August 15.

"LET'S END THAT ANCIENT GRUDGE," FAMOUS AMERICAN NOVELIST'S PLEA

Owen Wister, the American novelist, whose book, "The Pentecost of Calcutty," did so much good at a critical moment of the war, does further fine service by his new book, which he calls "A Straight Deal, or The Ancient Grudge," in which he tries to point out the folly of ill-will between America and the United Kingdom. He writes frankly and wisely to both peoples, and bids them end their "Ancient Grudge." Hatred is Not Wise. Owen Wister's intention is thus set out: "To persuade a few readers that hatred of England is not wise, is not justified today, and has never been more than partly justified. It is based on three foundations, fairly distinct, yet meeting and merging on occasions. "First and worst, our school histories of the Revolution; second, certain policies and actions of England since then, generally distorted or falsified by our politicians; and lastly, certain national traits in each country that the other does not share, and which have hitherto produced perennial personal friction between thousands of English and American individuals of every station in life."

Bad History Books. "All this virtue doesn't in the least alter the fact that we like everybody else in having some dirty pages in our history," says Mr. Wister. "These pages it is a foolish mistake to conceal. I suppose that the school histories of every nation are pretty bad. I imagine that most of them implant the germ of international hatred in the boys and girls who have to study them. "How much better and wiser for the whole world if all the boys and girls in all the schools everywhere were henceforth to be started in life with a just and true notion of all flags and the peoples over whom they fly. "Of forty school histories used twenty years ago in sixty-eight cities and in many more unreported, four tell the truth about King George III's pocket parliament and thirty-two suppress it. Today our books are not quite so bad, but it is not very much better. Thousands of our American children all over our country are still being given a version of our revolution and the political state of England then which is as faulty as was George III's government. "These books have laid the foundation for prejudice against England. It has descended from father to son. . . and it plays straight into the hands of our enemies."

Blakest Page of American History. "The blakest page of American history," says Mr. Wister, "would take a long while to read. No work of it did I ever see in my school textbooks. They were written on the plan that America can do no wrong. Just as we love our friends in spite of their faults, and all the more intelligently because we know how many centuries first. We are selfish, a Frenchman, sailed down the Mississippi river. This gave him title to the land. "There were people on the bank already, long before La Salle came by. It would have surprised them to be told that the land was no longer theirs because a man had come by on the water. But nobody did tell them. They were Indians. They had wives and children and wigwags and other possessions in the land where they had always lived; but they were red, and the man in the boat was white, and therefore, they were turned into trespassers because he had sailed by in a boat. That was the title to Louisiana which we bought from Napoleon Bonaparte."

England True to Form. "England ran true to form," says Mr. Wister, writing of the great Civil War and the slavery question. It was in September, 1862, that Lincoln proclaimed the freedom of the slaves to take effect on Jan. 1, 1863. He recalls the great act of the cotton spinners in Man-

chester. They sent an enthusiastic message to Lincoln which showed no sign of any grudge, ancient or modern. "These men said that they would rather remain unemployed for twenty years than get cotton from the south at the expense of the slave. "The heroic sufferings of the Manchester men are the things to remember, and not that cargo of Boston tea."

TO REPRESENT CANADA. The Red Indians. Mr. Wister says that America's blakest page in history is her treatment of the Red Indians. "This land was the Indian's house, not ours. He was here first, nobody knows how many centuries first. We arrived and we shoved him, and shoved him and shoved him back and back and back. Treaty after treaty we made with him and broke. We drew circles round his freedom, smaller and smaller. We showed him such and such a picture, and then took it away and gave him less and worse in exchange. Throughout a century our promises to him were a whole basket of scraps of paper. "The other day I saw some Indians in California. It had once been their place. All over that region they had hunted and fished and lived according to their desires, enjoying life, liberty and the pursuit of happiness. We came. Today the hunting and fishing are restricted by our laws—not the Indians—because we wasted and almost exterminated in a very short while what had amply provided the Indian with sport and food for a very long while. \$15,000,000 for Louisiana. "In 1803 we paid Napoleon \$15,000,000 for what was then called Louisiana. Napoleon had his title to this land from Spain. Spain had it from France. France had it—how? She had it because La Salle, a Frenchman, sailed down the Mississippi river. This gave him title to the land.

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FANCY LEATHER GOODS.

The British fancy leather goods trade, once of only third-rate importance, owing to the great vogue of Continental goods, has now advanced to a prominent place in point of value of output, says a correspondent of the London "Times." The variety of purposes to which leather is so easily and readily applied has resulted in the production of a very large number of small articles, so numerous indeed that the section probably comes first in point of difficulty provide all the material for an exhibition of its own that could not find its way to the old and young of both sexes. The section is divided into at least three branches, if we exclude the suit and attache case section—viz., ladies' bags, purses, and wallets, which today are produced in endless variety of styles, colors, and descriptions of leather and fabrics, and absorb so immense a volume of calf, goat, and sheepskins, that the supply for the past few years has been inadequate. Besides causing prices of both raw and finished material to advance abnormally in value, the expansion of the industry has paved the way for the introduction of a great number of substitutes for leather. Pigskin, once so generally used for men's purses, is nowadays much scarcer, and largely imitated as to pattern of grain by embossing. The value of a real pigskin purse lies, of course, in its wearing quality,

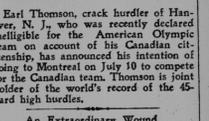
a feature that cannot be claimed for the substitute. A satisfactory feature of the case and bag and purse trade is that the present-day supply of metal frames is fully equal to the demand; in fact, the output now permits of large exports. Before the war we were largely dependent upon Continental sources for these necessary parts and during the war special import facilities had to be arranged in order to keep the trade together. Probably one of the leading features of the fancy leather goods trade is the advance that has been made in the imitation of rare skins, such as alligator, crocodile, and reptile.

PULPIT EXCHANGES.

Rev. G. F. Dawson, pastor of the Exmouth street church, and Rev. J. Heaney, pastor of the Carlton Methodist church, exchanged pulpits for the morning service yesterday. Rev. John C. Berrie occupied the pulpit of Zion Methodist church yesterday morning. Rev. George Knight preached at both the morning and evening services in the Queen square Methodist church. His Lordship Bishop LeBlanc celebrated low mass at 9 o'clock in the cathedral yesterday morning and preached a sermon on the gospel of the day. His lordship will officiate at an ordination tomorrow when Henry Ranage will receive the sacrament of Holy Order.

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Earl Thomson, crack hurdler of Hanover, N. J., who was recently declared ineligible for the American Olympic team on account of his Canadian citizenship, has announced his intention of going to Montreal on July 10 to compete for the Canadian team. Thomson is joint holder of the world's record of the 45-yard high hurdles.

An Extraordinary Wound. An extraordinary illustration of how hard to kill are some men, is given in the Lancet, London, by Dr. H. J. B. Fry. A British soldier was hit by a German bullet on the left side of the abdomen. This bullet gouged the surface of the external iliac artery, penetrated the internal iliac vein, passed up this to the heart, passed through the heart and lodged in the left branch of the pulmonary artery. An x-ray photograph did not show it; there was no pain near the heart, but the left leg became gangrenous from its circulation being cut off, and was amputated ten days after the wound was received. Finally the patient went into shock and died. He had survived this extraordinary wound a whole month.

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