Clemenceau, Foe of Pessimists, Feared End of France Was Near, Says War Council Interpreter

"Our Duty Was to Die Well, and First to Fight as if We Were Sure of Conquering," Tiger Quoted by Confidant; Premier at First Preferred Petain to Foch as Generalissimo, Says Second Writer

Of the many appreciations of Georges Clemenceau appearing in the Paris press just after his death none was more interesting than the article written for "Le Journal" by Captain Paul J. Mantoux, the brilliant chief interpreter at the Allied Supreme War Council and at the Paris Peace Conference. Captain Mantoux astonished all who came in contact with him in his official capacity by his wonderful command of languages and his uncanny ability to reproduce in various tongues, without the least hesitation, long and complicated statements made by statesmen and generals. Before the war he lectured on French history at the University of London.

He was intimately associated with Clemenceau on the War Council and during the peace negotiations, received his personal confidences and was in a highly favorable position to judge his character as a man and as a war leader. His article contained sayings of Clemenceau hitherto unpublished and emphasized the paradox that the man who ruthlessly stamped out defeatism and pessimism in France in 1917 was himself temperamentally and fundamentally a pessimist.

Demanded Miracle and Got It.

Captain Mantoux wrote:

"I saw his will triumph over obstacles which appeared to be insurmountable. At the moment when the arrival of the American troops in masses had become a vital necessity for the Allies, tonnage was lacking to transport them. Fifty thousand came in January, 46,000 in February. Foch demanded 140,000 a month. And in the meantime the German armies, freed from pressure on the side of Russia, broke the British lines at Saint-Quentin.

"In an inter-Allied council held during these sombre days they counted up the ships available, weighed the immense needs to be satisfied and arrived at figures which caused despair. M. Clemenceau then said:

"'We need 300,000 Americans a month. You tell me that we have tonnage enough for only 100,000. I answer that we must not calculate the number of men to be transported by the tonnage, but that we must calculate the tonnage by the number of men to be carried—and we shall find it.'

"He demanded a miracle, and thanks to the efforts of our English allies, to economics and sacrifices, 2,000,000 Americans were landed in France within a few months.

"He was always inaccessible to fear and his moral courage was equal to his physical courage. Danger only strengthened his resolution, and his energy had no need of the stimulant of hope; for this man who treated pessimism in time of war as a crime was himself a pessimist, though in a special sense of the word. He was a pessimist in the philosophic sense.

"Apart from a few faithful friends, he despised men; or, rather, he despised human nature. He was far from believing in an imminent justice which cannot fail to triumph; but he was ready to fight for it as if he were certain of success. In the carriage which was taking us to Versailles, where they were to discuss the terms of the armistice, at the moment that victory was bringing his career to a prodigious climax, he said to me:

"'When the war broke out—and I had seen it coming for several years—I said to myself that it meant, perhaps, the end of our country. After so many centuries of a great history, our duty was to die well, and, first, to fight as if we were sure of conquering.'

Criticized for Unsatisfactory Peace

"They have reproached him for making an unsatisfactory peace, after having made a victorious war. He did not make peace single-handed. The error of the French people is in forgetting how many opinions and interests had to be conciliated before reaching a conclusion. I saw M. Clemenceau every day, arguing and struggling, with as much courtesy as firmness—even days when, scarcely out of the hall, his impatience flashed up in picturesque ebullitions. His foreign interlocutors — after some shocks of astonishment— had learned to respect and like him. Lloyd George, hearing of the result of the preliminary vote which denied to M. Clemenceau the Presidency of the republic, exclaimed:

"'They will no longer reproach the English for burning Jeanne d'Arc!'

"Certain people blame him for not having very much confidence in the future, which he could envisage only in the image of the past. That was the natural consequence not only of his age, but of his fundamental pessimism.

"Before the conference opened he used to talk of the difficulties of making a good peace:

"'To make war — that is easy enough. All that is needed is men, money and material the country will furnish rather than perish. You need only to give orders and not to lose your head. But to make peace, and especially to practice it, it very difficult and very complicated. The French know well enough how to die for their country. Will they know how to live for it?'

"And he added:

"'What strikes me, when I look in our streets at the trophies of Louis XIV and Napoleon, is that the former represents the Peace of Utrecht and the latter two invasions, Waterloo and Vienna. When will our country, happier than Hannibal, know how to profit from victory?'

"This Frenchman, in whom shone so conspicuously two master qualities of our people, loved France passionately. He loved it as did the great patriots of the Revolution whom he had worshiped in his youth. I see him now showing a caller at the War Ministry a chassepot with its antique bayonet:

"'This gun,' he said, 'belonged to one of the men who hated me most and whom I hated most in return. We even fought a duel. It is the gun which Deroulede carried in 1870. His sister brought it to me as a souvenir of him on Armistice Day. I have not changed my opinion about his politics. But he was a man of heart and one who loved his country.'

Called Misanthrope and Ironist

"M. Clemenceau was that and more. This misanthrope and this ironist incarnated, in the gravest hours, the heroic soul of France."

Another writer, M. Jean Martet, offered—also in "Le Journal"—some new information about the relations between Clemenceau and Foch—relations which will, perhaps, always remain a subject of controversy among historians. Replying to Lloyd George's charge that Clemenceau had little to do with the movement to make Foch generalissimo of the Allied forces, he said:

"The truth is that M. Clemenceau always had a higher esteem for Petain's personality than for Foch's. Up to March 26, 1918, it is manifest that he saw in Petain the great chief of the French armies and the man through whom, sooner or later, victory would come. He was slowly preparing for the realization of the single command, and I believe that if the events of March 26 had not been produced, if there had been no Doullens, which was, perhaps, the most decisive day of the war, Petain would have been charged with the co-ordination of the Allied armies on the western front.'

Took Up Foch After Doullens

"But Doullens came along, and on that day Petain, an intelligence grave and sombre, took account exactly, alas, of the difficulties of the task. Foch, on his side, was Foch; that is to say, as M. Clemenceau told me, a man raging to fight.'

"And immediately M. Clemenceau thought, and said:

"'I see the one man who can save us. It is Foch.'

"Then the meeting was held at which Foch received his full powers.

"M. Lloyd George declares that on this occasion M. Clemenceau's role was negative. What does he know about it? He was not there. The head of the British delegation was Lord Milner. Now the latter has told in detail what happened; and he pays a brilliant tribute to M. Clemenceau.

"M. Clemenceau, after he had recognized in Foch the predestined man, who ought to snatch victory out of a desperate situation, pushed him forward with diplomacy, but also with obstinate and untiring persistence.

"There is something more.

Spoke in Defense of Foch

"At the end of May we suffered the hard blow on the Chemin-des-Dames. French opinion became suspicious of Foch. Parliament demanded an investigation and action. What did M. Clemenceau do? It was the session of the Chamber of Deputies on June 4, 1918. He mounted the tribune and said:

"'Nothing has happened which permits me to exercise any discipline against anybody. If it is necessary, in order to obtain the approbation of certain people who judge hastily, to abandon chiefs who have deserved well of their country; it is an act of cowardice of which I am incapable. Do not expect me to commit it. Chase me from the tribune if that is what you wish.'

"Foch was saved. Four months later, on October 2, M. Lloyd George sent the Marshal 'sincere felicitations' on the latter's birthday. Foch answered: 'I am greatly touched, etc. I shall never forget that it was to your insistence that I owe the post which I hold to-day.'

"That was the Marshal's thanks to M. Clemenceau."

Will Gibraltar Remain British?

Proposed Construction of Straits Tunnel Raises Question of Exchange With Spain

This is an age of cool discussion of things which twenty years ago would have seemed outrageous merely in the notion. For instance, what about England's giving up Gibraltar? The popular notion has been for long enough that Gibraltar, the Suez Canal and Aden were three strategic points in the Empire which would be the very last to go in a crisis; and here we have no less an authority than the Madrid correspondent of the London Times calmly envisaging the possibility of exchanging the Rock for other Spanish territory. The question has been brought up over the imminent construction of a tunnel from Spain to Africa.

"The beginning of a tunnel," writes the correspondent, "has been bored on the Spanish coast near Tarifa, about fifteen miles west of the Rock of Gibraltar. It is the exploration shaft of the scheme for tunnelling under the Straits of Gibraltar. Next month a similar shaft will be sunk in Morocco, and all sorts of experiments will be made in the hope of discovering what the soil beneath the narrow intercontinental stretch of sea is like and whether it is suitable for a tunnel.

"Many political, military, naval, and legal problems would assume a new aspect with the existence of a Straits tunnel. For instance, should the tunnel be internationalized in accordance with the hopeful tendency of modern international jurisprudence toward making all great trade-passages accessible to all nations? Here would be a promising piece of property for the League of Nations. If Spain builds the tunnel, she will want to keep it in her own hands; and there is nothing—in the opinion of the Spaniard—to prevent her getting from the Caliph of her Moroccan Protectorate the necessary concessions for this purpose. But the tunnel would in fact be under the guns of Gibraltar, and its African mouth so near to Tangier that the fate of that much disputed city would be directly involved.

"France is getting ready to build a trans-Saharan railway and to develop rapid communications between Oran, Algiers, and the ports of the Gulf of Lyons with a view to military transport in case of a future war. If she could arrange with Spain to use a Straits tunnel for her troops, it would be extremely valuable to her.

"For Spain there is one more issue. Gibraltar, they hold, is out of date as a fortress, and it could easily be destroyed by the normal army of a nation of 22,000,000 inhabitants. Should the tunnel come to be built, Gibraltar might remain a commercial establishment under the Spanish flag in which British interests would be safeguarded, and Spain might offer in exchange as a military post the island of Alboran and the Chafarinas. Alboran, comparable to Heligoland, is twenty-one miles north and four degrees west of the Cape of Tres Forcas in Spanish Morocco, and forty-seven miles distant from the coast of Spain. The three Chafarinas are a couple of miles north of Cabo de Agua, near Melilla. Undoubtedly these positions together, properly armed and fitted out, would make a military base of the first order.

"Colonel Jevenois, a distinguished Spanish engineer, and secretary of the committee at present considering the possibilities of the tunnel, says that he makes the above suggestion entirely on his own account, in the belief that England would gain by obtaining an incomparably better naval and air base.' But when he speaks of Gibraltar in the following words he is speaking as a true Spaniard: 'In this manner would disappear for ever the sole existing cause of friction between England and Spain, the often unobtrusive but never forgotten obstacle to an imperishable friendship between the two nations. Gibraltar in foreign hands is, and always will be, a thorn in the heart of Spain'."

Glacial Shore Raised for Port On Hudson Bay

Railway Tracks Laid Above Old Level at Churchill; Gravel Spread in Fills

Winnipeg.—Thousands of years ago, when great glaciers moved slowly down from the North, shaving off mountain ranges and in places thousands of feet of rocks and earth, the weight also, it is said, depressed the crust of the earth. When this huge ice crust left the region of Hudson Bay, the western shore was much farther west than it is today. As time passed, the land gradually rose and the waters of Hudson Bay were pushed eastward.

At Churchill, various ancient shorelines are still plainly marked by sand and gravel ridges, by boulders, worn smooth by the ceaseless lapping of the waves centuries ago and by pebbles. That means that much work has to be done on land as well as in the water in the making of a port.

TRACKS ABOVE OLD LEVEL.

At the railway terminus, the level must be raised in places several feet. Tracks already laid have been raised as high as three feet above original levels and probably will be raised still further. Buildings stand at present with basements fully exposed, but when the leveling process is completed they will not have the perched-up appearance they have now, because the gravel fill will bring them to a normal level above grade.

The construction company has been fortunate, as practically inexhaustible supplies of gravel were found at various places along the line, otherwise the tremendous amount of filling-in would have constituted a real problem. One gravel pit lies within a mile or two of the terminus and until the weather got too cold gravel was being hauled continuously to the terminal yard, where a modern gravel spreader swept it into position as soon as dumped from the cars.

GRAVEL PITS OPENED.

So it was along the line. Gravel pits were opened up at a number of strategic points, none of them far from the main line, and the present road, instead of being an earth or clay dump with a gravel spread, is pure ballast from the ground up, a line that will stand with a minimum amount of work and expenditure for maintenance for many years. And while it is now about two decades since the first steps were taken toward the Hudson Bay line, it has been constructed better than many a line of the earlier construction days.

It really was in 1909 that the Hudson Bay line first assumed definite shape and it was then that a branch line from Hudson Bay Junction to The Pas was completed, linking up the northern frontier post with the rest of Canada. Work commenced the following year on the Hudson Bay line, with Churchill as the ultimate objective. The objective was, however, changed to Fort Nelson and steel was laid before the end of 1916 to Kettle rapids, 332 miles from The Pas. Then came delay. No work was done for years. The roadbed deteriorated and there was talk of pulling up the rails for use elsewhere. Winnipeg fought this and Charles Gray, ex-Mayor of Winnipeg, with others formed the "On to the Bay Association."

In December, 1927, Churchill was again recommended as the better port and early in 1928 everything was in readiness for steel to be laid again. The work was pushed with such vigor that on March 29 of this year steel reached mile 511, which marked the commencement of the terminal yards at Churchill, and the railway was an accomplished fact.

The Only Way

Bernard Shaw Says Only Way to Avoid War is to Stop Fighting

London.—George Bernard Shaw's formula for preventing war is: "Stop fighting," that is the only way.

Such was the answer Shaw gave when asked as to the best way to prevent war. The Irish author replied to questions on the forthcoming disarmament conference, the Kellogg Pact, the Nobel Prize, Anglo-American relations and how Lady Astor could influence them, in the course of an interview with the United Press correspondent.

Shaw also offered his opinion of the Hoover doctrine.

What do you think of President Hoover's armistice day suggestion that food ships should be treated as hospital ships during wars?" he was asked.

"President Hoover seems to forget how hospital ships were treated during the late war. They will be treated similarly during the next one," he replied.

Can you see any prospects of any useful agreement being reached at the forthcoming five-power naval disarmament conference, was another question put to the satirist, who said:

"If they scrap their battleships—the effectiveness of which they no longer believe—it will save money and money is always useful.

THOUSANDS OF MOTHERS USE NO OTHER MEDICINE

Canadian mothers are noted for the care they give their little ones—the health of the baby is most jealously guarded and the mother is always on the lookout for a remedy which is efficient and at the same time absolutely safe. Thousands of mothers have found such a remedy in Baby's Own Tablets and many of them use nothing else for the ailments of their little ones. Among them is Mrs. Howard King, of Truro, N.S., who says:—"I can strongly recommend Baby's Own Tablets to mothers of young children as I know of nothing to equal them for little ones."

Baby's Own Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

Tells Story of Victoria Cross

Bronze for Original Decoration "For Valor" Melted from Captured Gun

The dinner recently given in London by the Prince of Wales to holders of the Victoria Cross from all parts of the Empire has revived interest in the past history of the unassuming little bronze cross. Readers of MacLean's Magazine will recollect the series of articles on the Canadian holders of the decoration and the deeds for which it was awarded; but there are comparatively few people who are aware under what circumstances the order was originally instituted. In a recent issue of the London Daily Mail, Colonel William Capper, C.V.O., writes a brief footnote to history:

"The original subject of a medal or badge of distinction for gallant services on the part of members of the Navy and Army was first considered when the third Duke of Newcastle was Secretary of State for War in 1854-55.

"Queen Victoria took a very lively interest in it, but nothing was done until Lord Panmure, later eleventh Earl of Dalhousie, became Secretary of State. Then her Majesty at Buckingham Palace on July 29, 1856, signed the Royal Warrant instituting the decoration, with the title 'the Victoria Cross.'

"As time went on it was apparent that to confine this decoration to members of the Navy and Army constituted hardship to others who might be temporarily acting with the Forces of the Crown.

"Accordingly, in 1857, the decoration was extended to members of the forces of the Honorable East India Company.

"Next year a warrant admitted acts under circumstances of extreme danger by members of the Navy and the Army not in the presence of the enemy. Under this head, in 1867, the cross was granted to Pte. Timothy O'Hea, 1st Bn. Rifle Brigade, who, at a railway station between Quebec and Montreal, extinguished a fire in a railway car containing ammunition.

"In 1858, also, it was decided to extend the decoration to non-military persons acting as volunteers against the mutineers at Lucknow and elsewhere.

"Another extension came in 1881—the admission of members of the Indian Ecclesiastical Establishments. The Rev. J. A. Adams won the cross at Kabul. Native officers and men of the Indian Army were included in 1911.

"The original cross struck for submission to and approved of by Queen Victoria on its institution in 1856 is now in the museum of the Royal United Service Institution Whitehall.

"The bronze for the cross came originally from a Russian gun and on that source being exhausted, was taken from a Chinese gun, probably owing to the nature of the metal.

"Only two bars or clasps have been won, the recipients being A. Martin-Leake, Lieut., R.A.M.C., who as Surgeon-Captain in the Indian Volunteers won the cross when serving with the South African Constabulary and N. G. Chavasse Captain, R.A.M.C., attached to 1/10 Liverpool Regiment, who won the cross at Guillemont on August 9, 1916, and a bar at Wieltje on July 31-August 2, 1917, where he was killed.

"The cross has been conferred three times upon father and son, including Lord Roberts and his son; and upon two pairs of brothers. The Victoria Crosses granted before the Great War numbered 631 and two bars; and those granted since the Great War number four."

Luscious Sandwich

The buffet supper, for young and old, is now an established favorite. For those in search of new ideas for sandwich fillings, the following may prove to be helpful suggestions.

Savory Sandwiches

Chop up some mustard-and-cress, shred some cheese and mix the two. Put a light sprinkling of this filling into the sandwich, seasoning with a shake of tomato ketchup. Do not season the ingredients as they will be tasty enough without this aid.

A tin of crayfish will supply fillings for another set of sandwiches. Shred the fish finely and let it soak for a few minutes in some salad cream, which you have thinned with a little vinegar. Drain the fish well, then put a generous portion in each sandwich. This filling is particularly good with brown bread.

The commonplace forcemeat can be used as a basis for a very tasty filling. Take the young, crisp hearts of celery heads, see that they are very clean, then chop them finely and mix with the forcemeat. If you can manage to make the sandwiches only a short while before they will be eaten, pour a little melted butter on to the filling, and then wait for enthusiastic mothers to ask you the secret of this delicious concoction.

The remains of poultry or game (detached from all bones) can be minced finely and mixed with chopped cooked beetroot. A touch of piquant flavor is given by a suspicion of French mustard.

Sweet Fillings

Mixed fruit salad, drained of juice and chopped finely, [illegible] application to the bread [illegible] and then a portion of the fruit [illegible] a dusting of finely-grated [illegible] the top of all. The juice [illegible] fruit will turn [illegible]

Chop some [illegible] soak [illegible] bread, [illegible] before filling [illegible] Preserved ginger [illegible] with a drop of [illegible]

Failing Hair—Just try M[illegible]

A MAN

[illegible] side, who neither looks up [illegible] nor down to the [illegible] without squealing [illegible] out bragging [illegible] women, children [illegible] who is too brave to [illegible] too cheat and too [illegible] who takes his share [illegible] goods, and lets other [illegible] theirs—that is my [illegible] citizen."

LITTLE DEEDS

"Some day we shall [illegible] little deeds of love [illegible] seriously as we [illegible] greater [illegible] shine more [illegible] deeds of [illegible] alone [illegible] the great [illegible]

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LUCK

I am constantly running into a certain type of man who is wasting his life looking for a chance to make a quick "killing."

The minds of these men are filled with fairy tales of other men who have painted navy beans one day and harvested gold pieces the next morning.

Having convinced themselves that these stories are true the poor dupes become as restless as bird dogs and spend their lives chasing from one job to another accomplishing nothing for themselves or their employers.

Facts forbid a denial of the part luck plays in the lives of all of us, in every lottery one ticket must win. But to spend one's life waiting for the favor of luck is as foolish as [illegible] by the roadside hoping to be picked up by a motorist [illegible] might as well be on one's way [illegible] If you want to get somewhere [illegible] now.

Honesty and sincerity [illegible] are obvious in the man [illegible] We are [illegible] man who waits for a [illegible]

I favor the men [illegible] who [illegible] Such [illegible] provided [illegible] lifts. [illegible]

WISDOM OF [illegible]

[illegible]

IDEAS

Ideas are often poor ghosts; our sun-filled eyes cannot discern them; they pass athwart us in their vapor, and cannot make themselves felt; But sometimes they are made fresh; they breathe upon us with warm breath; they touch us with soft responsive hands, they look at us with sad sincere eyes, and speak to us in appealing tones; they are clothed in a living human soul, with all its conflicts, its faith, and its love. Then their presence is a power, then they shake us like a passion, and we are drawn after them with gentle compulsion, as flame is drawn to flame.—George Eliot.

ORIGINALITY

True greatness of mind is never egotistic or solitary. It is the power to enter into the thought and lives of others, and draw upon the experience of mankind for strength and wisdom. Its originality is not in thinking and saying what no one else thinks or says, but in gathering from all men and elements of what is at once new and old. A Goethe and a Shakespeare are decried for having taken from the whole body of existing literature and art for their own work.

That Sore Throat Needs Minard's.

PERSEVERANCE

Courage, activity and earnest perseverance are indeed the secret of all success. No good endeavor strenuously persisted in will fail; it must succeed at last. Powers of even the most mediocre kind, if energetically employed, will effect much.

Minard's Wards Off Grippe.

MISTAKEN IDEAS

It is falling in love with our own mistaken ideas that makes fools and beggars of half mankind.—E. Young.

"It is a little astonishing that it should be so much safer, at the present day, to kill a man with a motor car than with any other instrument."—Robert Lynd.

PRACTICE

Practice and theory stand in the closest relation to each other. The higher the sphere of life, the more thoroughly does this principle apply: it is most true of the highest of all—of the moral and religious sphere.—[illegible]

TRUTHFULNESS

[illegible]

Minard's for the Ideal Rubdown.

VIRTUES AND VICE

Men have their virtues, their vices; their heroism, their perverseness; they possess and exercise all that is good and all that is bad in the world. —Napoleon I.

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ISSUE No. 1—'30

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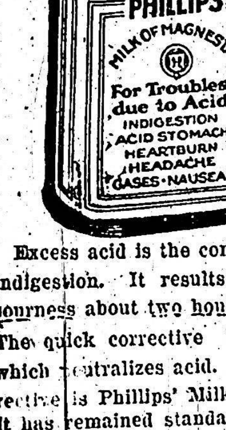


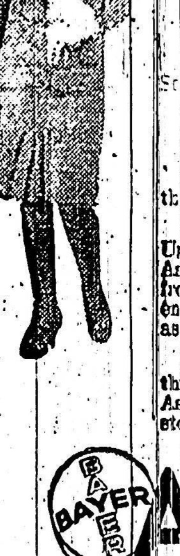
Acid Stomach

Excess acid is the common cause of indigestion. It results in pain and sourness about two hours after eating. The quick corrective is an alkali which neutralizes acid. The best corrective is Phillips' Milk of Magnesia. It has remained standard with physicians in the 50 years since its invention.

One spoonful of Phillips' Milk of Magnesia neutralizes instantly many times its volume in acid. It is harmless and tasteless and its action is quick. You will never rely on crude methods, never continue to suffer, when you learn how quickly, how pleasantly this premier method acts. Please let it show you now.

Be sure to get the genuine Phillips' Milk of Magnesia prescribed by physicians for 50 years in correcting excess acids. Each bottle contains full directions—any drugstore.

Needless Pain



Some folks take pain for granted.

They [illegible]

They wait for their headaches to "wear off."

If suffering from neuralgia or from neuritis, they rely on feeling better in the morning.

Meantime, they suffer unnecessary pain. Unnecessary, because there is an antidote. Aspirin tablets always offer immediate relief from various aches and pains we once had to endure. If pain persists, consult your doctor as to its cause.

Save yourself a lot of pain and discomfort through the many proven uses of Aspirin. Aspirin is safe. Always the same. All drugstores with complete directions.

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