

## Glacial Shore Raised for Port On Hudson Bay

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

Winnipeg.—Thousand 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."

## 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—in the effectiveness of which they no longer believe—it will save money and money is always useful."

"Men are not a canvas upon which to create a picture; women are." Edward Molyneux.

## 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 Pétain 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 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, 40,000 in February. Foch demanded 10,000 a month. And in the meantime the German armies, freed from pressure on the side of Russia, broke the British lines at Saint-Quentin.

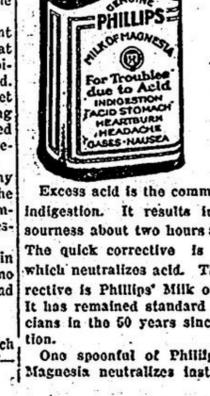
"In an inter-Allied council held during these sombre days they counted up the ships available, weighed the immense needs to be satisfied and arrived at figures which caused despair. M. Clemenceau then said: "We need 300,000 Americans a month. You tell me that we have tonnage enough for only 100,000. In 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 the to the efforts of our English allies, to economies 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.



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"I see but 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 untrifling 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 your insistence that I owe the post which I hold today."

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

## 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 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."

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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 sitting by the roadside hoping to be plucked up by a motorist when one might as well be on one's way foot.

If you want to get somewhere start now. Honesty and sincerity of purpose are obvious in the man who is using his legs. We are not so sure of the man who waits for a lift. I favor the man who uses his wits who twists circumstances to his advantage. Such a man will go far, provided he is not afraid to walk between lifts.

But when he gets it into his head that only fools walk he is in danger of losing the respect of those who have it in their power to help him, and he will soon find that his friends step on the gas and look the other way as they fly by.

A MAN. "A man that's clean inside and outside, who neither looks up to the rich nor down to the poor, who can lose without squealing and can win without bragging; who is considerate to women, children and old persons, who is too brave to lie, too generous to cheat and too sensible to loaf; and who takes his share of the world's goods and lets other people have theirs—that is my idea of a true gentleman."

EXAGGERATION. There is no subject in the world, however true, holy, and necessary it may be to retain in its integrity, about which we do not talk a great deal of nonsense. Humanity has the faculty of exaggeration to an enormous extent; and refined souls are gilded and lilies are painted in spite of Shakespeare.

## 'After the birth of my baby'

To gain thirty pounds in three months, and win back health and strength was the happy experience of Mrs. Margaret Brethour of Cornwall, Ont., who gives all the credit for it to Dr. Williams' Pink Pills.

"After the birth of my baby, I was in the hospital four months," she wrote, "and came home weighing only sixty-five pounds. I began taking Dr. Williams' Pink Pills and it wasn't long until I weighed ninety-five pounds and my general health was of the best. Every Spring since then I take the pills as a tonic, and wouldn't be without them, no matter what they cost; I strongly recommend them to all mothers."



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 credited for having taken from the whole body of existing literature and art for their own work, as though they were called upon to be like spiders, which spin all from their own inwards. It is the token of their recognition that all things ministered to their wants, and that what other men saw in part or on the surface they saw whole and with deeper vision. Who reads the authors they are charged with having copied? What chance would these have had to be remembered, if not by having served the needs of men of the first order of mind? The originality of such minds is in their power to enter into the mind of their time and of their race, and to gather from all quarters the materials of fresh creations.

WEARY WILLIE—"Can't you assist me, sir? I belong to the vast army of the unemployed." Mr. Hardman—"Then you'd better beat it back to headquarters quick."



New Zealand's London Commissioner Resigns. London.—New Zealand's High Commissioner in London, Sir James Parr, is leaving his post to take up work in behalf of the movement for free trade within the empire.

Sir James, a native of New Zealand, has been High Commissioner here for three years. He held various positions in the New Zealand Cabinet from 1920 to 1926, and has since represented his dominion in the League of Nations, in the course of his duties as High Commissioner here.

Falling Hair—Just try Minard's. 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.

"Riches and education are in conflict with each other."—Alexander Meiklejohn.

## 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 arise as a result of 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 el Goliad, is twenty-nine 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.'"

"The chariot of peace cannot advance along a road cluttered with cannon."—David Lloyd George.

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## 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-cream, 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 into 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 envious 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 added flavor is given by a smearing of French mustard.

Sweet Fillings. Mixed fruit salad, drained from its juice and chopped finely. A generous application to the bread of rich cream and then a portion of the fruit, with a dusting of finely-grated coconut on the top of all. The juice from the fruit will turn commonplace lemonade into nectar.

Chop some hazelnuts very finely, soak in a little wine. Use brown bread, applying a little raspberry jam before filling with the soaked nuts. Preserved ginger, sliced very thinly in a sprinkling with castor sugar with a drop or two of lemon juice, makes another new and excellent filling, and again brown bread is best.

IDEAS. Ideas are often poor ghosts—sun-filled eyes cannot discern them; they pass athwart us in their vapor, and cannot make the senses felt. But sometimes they are made fresh; they breathe with us with warm breath, they look at us with responsive eyes, they speak at us with appealing tones; they are the souls of a living human soul, with all its fancies, its faith, and its love. 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.

LITTLE DEEDS. "Some day we shall learn that the little deeds of love wrought unconsciously as we pass on our way are greater in their helpfulness and will shine more brightly in life than the deeds of renown which we think of as alone making a life great."

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