

New Type Electrically Started Motor Craft Open Even Shallowest Waters to Motor Boating

Fast and Luxurious,
Yet Low Priced!

GOLDEN hours aboard your own boat! Cruise, fish, race, explore regardless of obstructions.

On the wide lake or through the latticed shade on some adventurous river—here, apart from traffic jams, you are free to plane the waves at motor car speed, bank your turns with a flourish of spray, or idle near the reeds where the fish bite best.

Now the Johnson Motor Company presents complete outboard motor boats powered by swift, silent Sea-Horse motors—both electrically started or rope-started. They make deep waters safer and also navigate shallow waters where inboard motor boats cannot go. For the Sea-Horse propellers automatically tilt over logs, rocks, and other obstructions that disable stationary propellers.

Outboard Motors Concealed in Stern

These new craft fulfill every desire for trim, fast, comfortable runabouts at a fraction of the cost of motor boats hitherto. And they're sold on convenient terms.

Heading these Matched Units are the Aquaflyer Runabouts, luxuriously upholstered, electrically started, and steered by an auto-type wheel. Their Sea-Horse motors are neatly concealed in a hatch-covered recess in the stern, making the usable space 30% greater than inboard motor boats.

Seamless, waterproof, Sealite hull construction offered in 17½ ft. Aquaflyers and in other Johnson boats, designed for rope-started and electrically started Sea-Horses, is guaranteed to outlast comparable boats of usual construction.

These hulls are stronger and safer—yet weigh only half as much as most boats in water service, and accordingly are faster and more portable. And they are boats that you will never have to calk or bail.

The New Sea-Horse Motors

Johnson Sea-Horses hold more 1930 records than all other makes combined, including the fastest time ever made—49.34 m.p.h. Larger models may now be had with both electric starter and auxiliary rope-starter or with rope starter only.

All dealers carry first-aid service parts. Stations for complete service in all parts of the country.

Write for Color-illustrated Catalog De Luxe containing reproductions, specifications and prices of all Johnson Boats and Motors, separate or as Matched Units.

JOHNSON MOTOR COMPANY, 589 Pershing Road, Waukegan, Illinois in Canada, Canadian Johnson Motor Company, Ltd., Peterboro, Ontario
World's Largest Manufacturer of Outboard Motors and Matched Units



Fishing from the 15 foot Utility B Boat, Sealite construction, price \$275. In the background, the 17½ foot electric-starting De Luxe Aquaflyer, Sealite construction, price with Sea-Horse "32," \$995.

JOHNSON MATCHED UNITS SEA-HORSES & BOATS

Valuable Innovations and Improvements

1. Electric-starter also charges battery.
2. Propeller tilts automatically.
3. Steered by power-driven propeller.
4. Water-cooled Underwater Exhaust.
5. Aquaflyer motor concealed and silenced.
6. Cleaner, quieter, more usable interior.
7. Alternate Firing or Release Charger gives automobile starting ease to rope-started Sea-Horses.
8. Motors are easily removed by two wing nuts. Easy to understand and service.
9. No drive shafts or leaky stuffing boxes.
10. Steering Wheel and controls at driving seat.
11. Rotary Valve distributes full charges.
12. Vacturi Carburetor saves 20% to 30% of fuel and increases power.
13. Hulls of new-day Prestite and Sealite construction.
14. Luxurious upholstery, streamline fittings.

Sea-Horse Prices:

"Single," \$125; "3," \$150; "4," \$160; "10," \$185; "12," \$195; "16," \$250; "24," \$285; "32," \$325.

Electric-Starting Models

"16," \$250; "24," \$285; "32," \$325

All prices f.o.b. factory. Partial Payment Terms

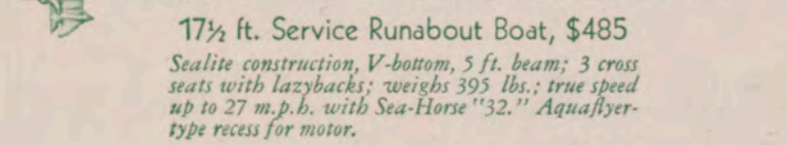


Propeller tilts automatically on striking obstructions and passes over them. Permits navigation in shallow waters, avoids disablement in deep waters.



14 ft. Utility A Boat, \$165

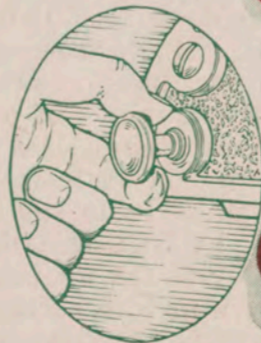
Sealite construction, cedar deck, only 175 lbs.; round bilge bottom, 52 in. beam, 3 cross seats, ideal for yacht tender, camping, children.



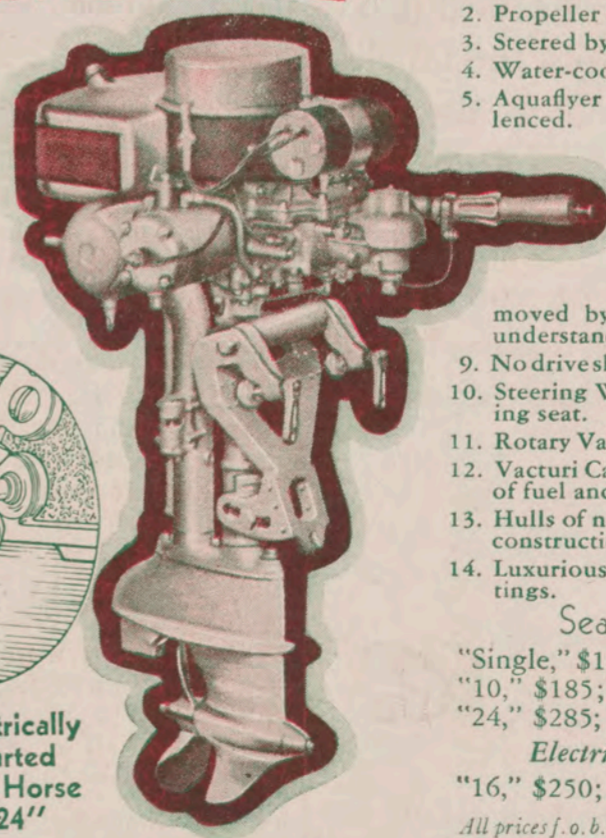
17½ ft. Service Runabout Boat, \$485

Sealite construction, V-bottom, 5 ft. beam; 3 cross seats with lazybacks; weighs 395 lbs.; true speed up to 27 m.p.h. with Sea-Horse "32." Aquaflyer-type recess for motor.

Once turned on electric starter runs until turned off; hence motor cannot stall. Starter, mounted on end of crankshaft, serves also as generator to charge battery, and as flywheel. Requires no engaging clutch or gears.



Electrically Started Sea-Horse "24"



Grandeur and Misery of Victory

Continued from page 9

surrounded by officers, and dominating everything with his cutting voice:

*"You aren't fighting? I would fight without a break. I would fight in front of Amiens. I would fight in Amiens. I would fight behind Amiens. I would fight all the time."*¹

No commentary is needed on that speech. I confess that for my own part I could hardly refrain from throwing myself into the arms of this admirable chief in the name of France in deadly peril.

At length, in the Doullens conference—March 25, 1918—the varying phases of which have been many times related, in the end the following text was agreed upon:

General Foch is charged by the British and French Governments to coördinate the action of the Allied armies on the Western Front. He will consult for this purpose with the Commanders-in-Chief, who are to furnish him all the information necessary.

This was merely a first step, but it was decisive. The title of Commander-in-Chief was not yet accepted by the English. At Beauvais (April 3, 1918) I proposed to entrust Foch with "the strategic command," and the formula was accepted. The text of the new agreement was as follows:

General Foch is charged by the British, French, and American Governments to coördinate the action of the Allied Armies on the Western Front.

All that took time. At last, after continual pressing on my part, I obtained an answer from Mr. Lloyd George: the British Government, he said, had no longer any objection to General Foch taking the title of Commander-in-Chief of the Allied armies in France (April 14, 1918). On the same day the excellent General Bliss, after a conversation with General Mordacq at Versailles, sent me this message in the name of the President of the United States: "I guarantee that our Government will see nothing but advantage in the unity of command."

The Chemin des Dames Affair

For me it was less a matter of formulas than of the acts depending on them. Already at Clermont (Oise, March 28, 1918) General Pershing had come to place himself at the disposal of his new chief in a moving speech, the memory of which has remained fresh and vivid in our hearts. At the same time Pétain too had come to take General Foch's orders. On every side there was full harmony. We were on the threshold of decisive action.

What use was made of this higher command is a question that military history will have the task of clearing up. For many reasons I am not convinced that it actually played the decisive part public opinion is inclined to attribute to it.

It must indeed be said that in his exercise of the single command the Generalissimo at times gave way to hesitations, to temperings of authority calculated to leave the desired and expected results in uncertainty. On the other hand, I think I can say that the commander of the British Army never submitted wholly to the instructions of General Foch, who was perhaps over-anxious to have no difficulty with the

two great chiefs theoretically his subordinates.

The English desired first and foremost to protect the Channel ports. Nothing could be more natural. General Foch, who had French divisions in Flanders, did not wish to bring them away, because that was where he was expecting the German attack before and after the Chemin des Dames collapse. He informed me of the position.² I had made it a fixed rule to abstain from all discussions of a purely military nature, but it was my duty—to make inquiries to discover whether the supreme command was functioning properly.

²"Why did not Marshal Foch follow the same procedure, to overcome resistance?" *Le Commandement Unique*, by General Mordacq (p. 144).

To avoid all contradiction, the Chemin des Dames affair has been dealt with in the *Mémorial* by way of judicious selection. It would really be too plain sailing if it was possible to avoid discussion by this simple device.³

The Commander-in-Chief may have made a mistake, a mistake of the worst

³In this battle of the Chemin des Dames (May 27 to June 8, 1918) the Allies lost more than sixty thousand prisoners, seven hundred guns, two thousand machine guns, a considerable amount of flying and artillery material, large depots of munitions, provisions and stores of all kinds, important medical organizations, etc.

The Paris-Châlons railway, so necessary for bringing up supplies, was no longer usable. Thus it was a real disaster.—From General Mordacq's notebook.

(Continued on page 48)



Being well dressed depends greatly on your clothes being tailored from a fabric, pattern and color becoming to your particular type.

The style, too, should be selected with an eye to your general build and proportions—your type.

You can exercise every personal preference in the Ed. V. Price & Co. line—in the fabric, the weave, the color, the pattern and the model in which you wish the garments tailored.

Let our dealer in your town acquaint you with this exclusive system of individual tailoring.

If you do not know his name, please write us



Largest tailors in the world of GOOD made-to-order clothes

WORD HUNT

In the English language there are just twelve words (each having just five letters) that begin with the letters M-E-R. One of them is MERCH. You supply the others.

1	M	E	R	C	H	Scottish variant of MARROW, a substance.
2	M	E	R			Compassion; clemency.
3	M	E	R			(Rare) Speaking articulately; endowed with speech.
4	M	E	R			(Zoölogy) A meropodite. Also (Architecture) the plain surface between the channels of a triglyph.
5	M	E	R			The jack. The guasa.
6	M	E	R			(One of two forms) The European blackbird.
7	M	E	R			To deserve. Also, excellence.
8	M	E	R			(Dial. Eng.) Plenty.
9	M	E	R			Scottish variant of MARROW. Also (Scot. or Dial. Eng.), alluvial land by a river or the sea; a marsh.
10	M	E	R			(Rare) To dip or plunge in a liquid; to immerse.
11	M	E	R			Jovial; mirthful.
12	M	E	R			To cause to be swallowed up or absorbed.

An unabridged dictionary has been used in compiling Word Hunts. All proper nouns, obsolete words, words that would offend good taste, plurals formed by the addition of s or es, and verbs in the present tense, singular number, third person, have been excluded

Here are the answers to the Word Hunt published in last week's Collier's

- 1. Stylate
- 2. Styline
- 3. Stylist
- 4. Styling
- 5. Stylish
- 6. Stylite
- 7. Stylize
- 8. Styloid

Collier's will send you free, on request, a booklet containing 27 Word Hunts with their answers. Send for a copy today. Address Word Hunts, Collier's, The National Weekly, 250 Park Avenue, New York, N. Y.