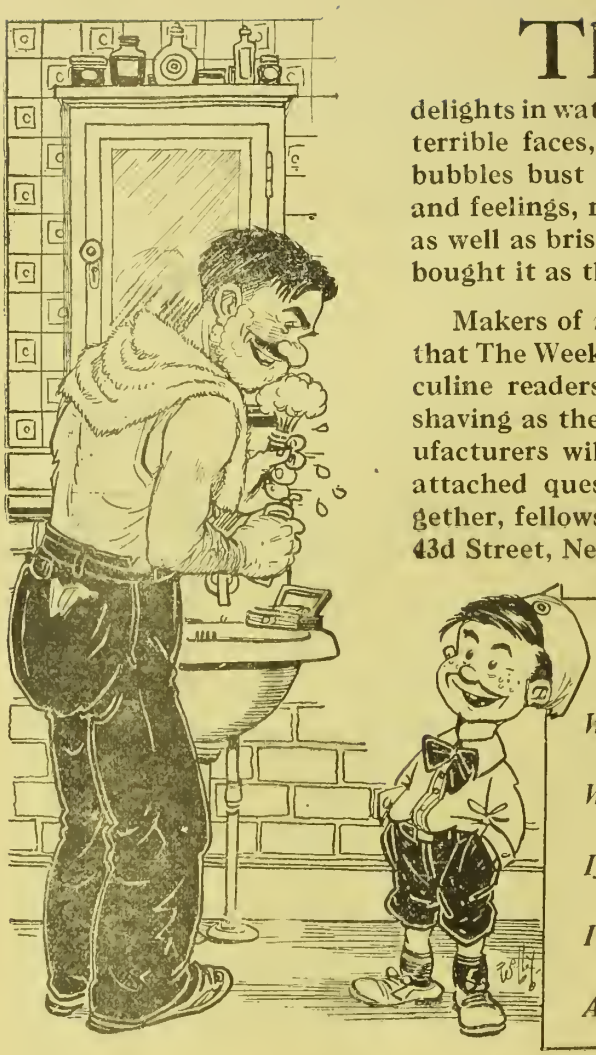
10c a Copy JULY 25, 1924 Vol. 6, No. 30

The AMERICAN LEGION Weekly

Published weekly at New York, N. Y. Entered as second class matter March 24, 1920, at the Post Office at New York, N. Y., under act of March 3, 1879. Price $2 the year. Acceptance for mailing at special rate of postage provided for in Section 1103. Act of October 3, 1917, authorized March 31, 1921. Legion Publishing Corporation, 627 West 43d St., New York. President, John R Quinn, 627 West 43d St., N. Y. C.; secretary, Russell G. Creviston, 627 West 43d St., N. Y. C.; treasurer, Robert H. Tyndall, 627 West 43d St., N. Y. C.



The Little Shaver

delights in watching me enjoy my morning shave. He sees me make no terrible faces, hears no terrible language, the kind that makes soap bubbles bust like bombs. I've got *the* razor. It smooths my face and feelings, revives my spirits, makes me fit to battle life's problems as well as bristles. I'm keen for it to the edge of enthusiasm; and I bought it as the result of keen advertising in The Weekly!

Makers of *razors* and *razor blades* must be shown beyond doubt that The Weekly is consulted as a buying guide by a vast public of masculine readers. These readers are "sold" on frequent and flawless shaving as the result of service experience. Manufacturers will welcome the "info." outlined in attached questionnaire. Help me scrape it together, fellows. Let's go! My address is 627 West 43d Street, New York, N. Y.

(signed) Buddy
THE AD-MAN

Your name..... *Address*.....

What kind of a razor do you use?.....

Why did you buy that kind?.....

If a safety razor how often do you purchase blades?.....

In what kind of store do you buy them?.....

Are you in the market for a new razor?.....

OUR DIRECTORY *of* ADVERTISERS

These Advertisers support us—Let's reciprocate. And tell them so by saying, when you write—"I saw your ad in our AMERICAN LEGION WEEKLY." Or tell the same thing to the salesman or dealer from whom you buy their products.

AUTOS & AUTO ACCESSORIES
VChevrolet Motor Co.
VVVMellinger Tire & Rubber Co
Radiolite

BUSINESS OPPORTUNITIES
VVArtcraft Studios 22
VVVVJennings Mfg. Co.
John G. Longworth 22
VVVVMadison Shirt Co. 22
Monarch Tailoring Co. 22
Paramount Institute 22
VVPremier Mfg. Co. 22
VVProgress Tailoring Co 22
B. M. Seery
VJ. B. Simpson, Inc. 22
Southern Maryland Immigration Comm.
Style Center Tailoring Co.
Tailormode Clothes
VVM. H. Tyler Mfg. Co
VWest Angus Show Card Service, Ltd. 18

CONFECTIONS
VVVAmerican Chicle Co.

FOOD PRODUCTS
VVVVVThe Jell-O Company.
VHorlick's Malted Milk. 18
J. L. Kraft & Bros. Co.

INSURANCE
VVVVJohn Hancock Mutual Life Insurance Co.

INVESTMENTS
Adair Realty & Trust Co. 18
VVVVG. L. Miller Bond & Mortgage Co.
F. H. Smith Co. 19

JEWELRY, INSIGNIA, MEMORIALS
VVVVVAmerican Legion Emblem Div.

"BE IT RESOLVED, that with a firm belief in the value of our magazine—THE AMERICAN LEGION WEEKLY—*as a national advertising medium; with the realization that due to limited subscription price and constantly increasing cost of production, the improvements which we desire to see in it will only be made possible through increased advertising revenue—and that increased advertising revenue depends primarily upon our support of advertisers in the* WEEKLY—*we hereby pledge our support and our patronage, as individuals, and as an organization, to those advertisers who use the columns of our official magazine*—THE AMERICAN LEGION WEEKLY."

Resolution passed unanimously at the Second National Convention of The American Legion.

VVVVVFlour City Ornamental Iron Co 21
VVVVVVL. W. Sweet Inc. 19

MEDICINAL
VVMusterole Co.
Zonite.

MEN'S WEAR
VVThe Florsheim Shoe Co.
VVVVVReliance Mfg. Co.
Utica Duxbak Corp.

MISCELLANEOUS
VAssoc. of Army and Navy Stores.
VElto Outboard Motor Co. 19
VDuane W. Gaylord
Portland Cement Assn. 21
J. L. Whiting—J. J. Adams. 20

MUSICAL INSTRUMENTS
VVVVVVBuescher Band Instrument Co.

PATENT ATTORNEYS
VVE. E. Stevens, Jr.

RADIO
Crosley Radio Corp.

SCHOOLS AND INSTRUCTION
VVVVVAmerican School
★VFRANKLIN INSTITUTE. 22
Illinois College of Chiropody.

VVVVVVLaSalle Extension University
VVVVVVPatterson Civil Service School 20
★STANDARD BUSINESS TRAINING INSTITUTE.
★F. W. TAMBLYN.

SMOKERS' NEEDS
★AMERICAN TOBACCO CO.
VVVVVLiggett & Myers Tobacco Co
F. S. Mills Co.
Pathfinder Co. 22
VTobacco Guarantee Agency. 21

SOFT DRINKS
VVVCoca Cola.

SPORTS AND RECREATION
Brunswick Balke Collender.
VVW. Stokes Kirk. 22
VVVMead Cycle Co.

STATIONERY AND STATIONERY SUPPLIES
C. F. Johnson & Co
Post Printing Service.

TELEPHONE & TELEGRAPH
VVVVAmerican Tel. & Tel. Co.

TOILET NECESSITIES
VColgate & Co.
VForhan Co.
Palmolive Company. 17

TRAVEL AND HOTELS
Alamac Hotel 20
VVVVU. S. Shipping Board. Back Cover

TYPEWRITERS
VVInternational Tynewriter Exchange.
VVVVVShipman-Ward Mfg. Co.

LET'S PATRONIZE THEY ADVERTISE

V SERVICE STRIPE—AWARDED ADVERTISERS WITH US REGULARLY FOR OVER SIX MONTHS.
★ STAR—AWARDED WHEN THE SEVENTH SERVICE STRIPE IS DUE.

We do not knowingly accept false or fraudulent advertising, or any advertising of an objectionable nature. See "Our Platform," issue of December 22, 1922. Readers are requested to report promptly any failure on the part of an advertiser to make good any representation contained in an advertisement in THE AMERICAN LEGION WEEKLY.

Advertising rates: $3.00 per agate line. Smallest copy accepted, 14 lines (1 inch). THE ADVERTISING MANAGER, 627 West 43d Street, N. Y. City. WESTERN MANAGER, 1201 Majestic Building, Chicago, Ill.

THEY ADVERTISE LET'S PATRONIZE

Official publication of The American Legion and The American Legion Auxiliary.

Published by the Legion Publishing Corp.: President, John R. Quinn; Vice-President, James A. Drain; Treasurer, Robert H. Tyndall; Secretary, Russell G. Creviston.

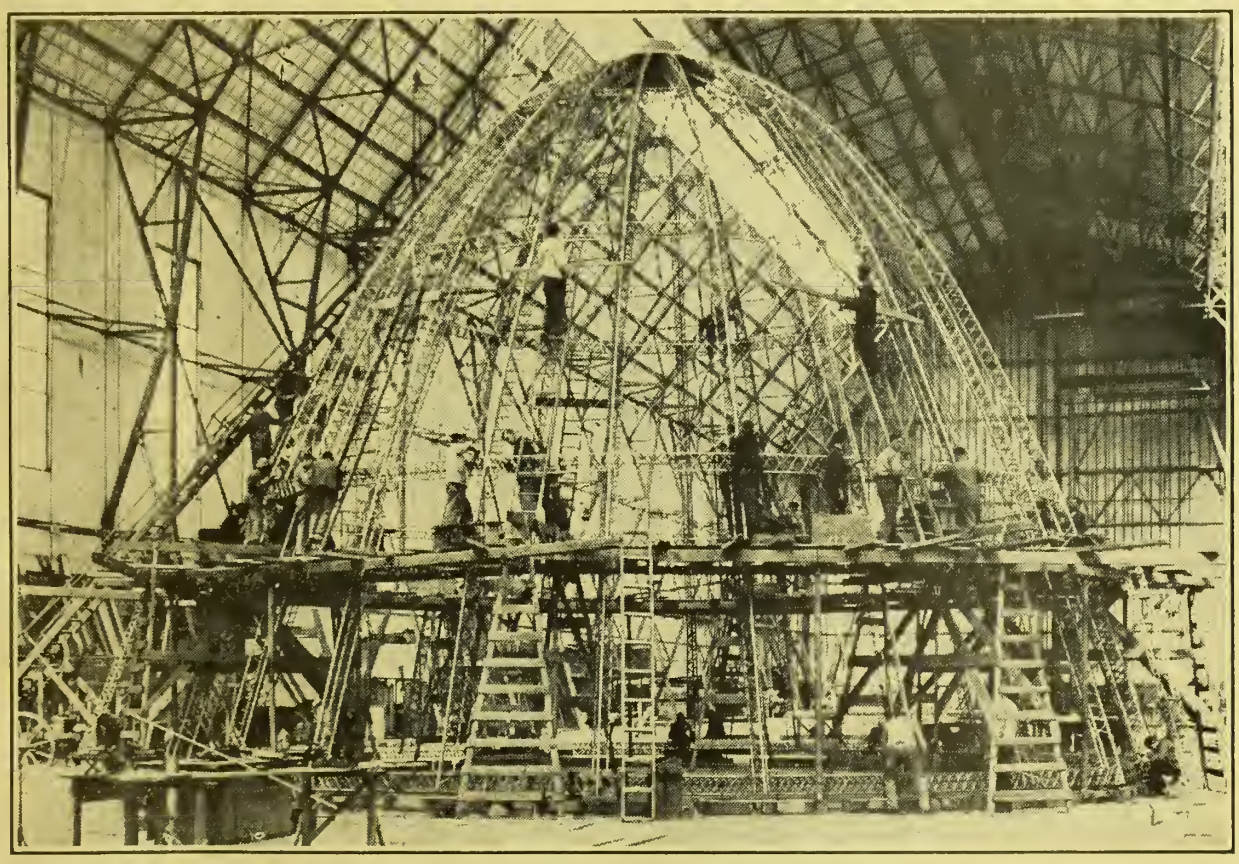
The AMERICAN LEGION Weekly

BUSINESS AND EDITORIAL OFFICES
627 West 43d Street, New York City

Owned exclusively by The American Legion.

All editorial correspondence and manuscripts should be addressed to the editorial offices in New York City.

Copyright, 1924, by the Legion Publishing Corporation.



German workmen assembling the skeleton of the nose of the giant dirigible ZR-3, which is shortly to be flown across the Atlantic by a German crew and delivered to the United States Navy at Lakehurst, N. J. It will constitute the sole reparations item coming to the United States from Germany

War Booty *from the* Skies

By Howard Mingos

THE only booty America will ever receive for her part in the World War is about to be delivered. Through the mists of the North Atlantic, over the long, long trail along which two million men of the A. E. F. once made their way by a method more irksome than comfortable, the noblest Zeppelin of them all will soon wing her way faster than the eagle in its maddest flight. The Germans are nearly ready to return our party call. They will bring over the new reparations ship, the ZR-3—and the name will be the only non-German thing about it. She is expected to reach our shores sometime in August.

The Germans had planned to return our visit during the war, but when they found that every American in uniform was bent on seeing the Rhine first, all the Germans remained at home to help with the entertaining. Otherwise those who were fighting the battle of downtown New York in 1918 might have received calling cards made in Germany and weighted down with several hundred pounds of scrap iron and mustard gas. For it was a jolly little party that the enemy high command had planned for our Atlantic seaboard in those days. They built a special Zeppelin for the purpose, and several dates were actually set. Each one was postponed for one reason or another—and then the Kaiser moved to Holland. The trip didn't come off.

Now, six years later, they are coming in another Zeppelin flying the German flag. Among its crew will be several men who were trained to bomb New York. But this will be an entirely different sort of raid. Instead of bombs the visitors will carry letters from all Germans who can pay the postage. Instead of incendiary shells they will greet us with flaming oratory and felicitations. Best of all, they are going to leave the airship behind them when they go back.

OF nearly one hundred Zeppelins launched during the war, only twelve survived the Armistice. Two others were in process of construction. Many of them had been blown up by incendiary shells from surface batteries which ignited and exploded the hydrogen gas with which all European airships are inflated.

After German sailors had sunk the surrendered surface ships at Scapa

Flow, seven Zeppelin captains decided to prevent their craft from falling into the hands of the Allies. Each commander went to his own hangar, secretly and at night. He crept about his ship, opening petcocks here and there, until two hours later the buoyant gas had been released and seven masses of twisted wreckage were lying on the hangar floors. The Allies put a guard over the other Zeppelins and later caused their surrender. Each allied country claimed two airships. By the time our turn came to put in a claim there was none left fit to fly to this country. The great Zeppelin which had been built to bomb New York was surrendered to France. It had been known as the L-72. The French renamed it the Dixmude. During a flight over the Mediterranean last December it exploded and all hands were lost. Once again hydrogen had claimed heavy toll.

In one way or another hydrogen has caused every airship disaster. It has transformed what would have been minor mishaps into major tragedies. When the English R-38 broke her framework over Hull, England, three years ago, her crew would have landed safely had they not been burned to death by the flaming gas. Italy sold us the Roma and it burned with heavy loss of life at Langley Field, Virginia, when it struck an electric wire and a spark exploded the hydrogen. Airship transportation has not progressed far in Europe simply because the people do not trust hydrogen.

Now there is a gas known as helium which is absolutely safe. It lacks only eight percent of the lifting capacity of hydrogen and is therefore an admirable substitute. Helium is of interest just now because the United States has a world monopoly of it. That fact alone makes powerfully significant the approaching flight of the ZR-3.

The story of helium—what it is and how we happen to have a monopoly—is one of the interesting sidelights of the war. Helium will be a mighty factor in our future aerial program in both war and peace. The gas had long been known to exist as an element, but its isolation was an expensive process even for the small quantities used in laboratories. Before we entered the war less than a hundred cubic feet of helium had ever been produced anywhere, and then only at a cost of $1,700 a cubic foot. No one believed helium would ever be economically possible for airships requiring millions of cubic feet at a filling. It looked as if hydrogen would continue to be used.

IN 1917, when Washington officials were ransacking cellars and garrets for ideas to help in winning the war, they stumbled on a report on helium. That report, pigeonholed for sometime, explained where helium could be found in large quantities right here in the United States. Some of the natural gas from the Texas wells had shown poor illuminating qualities. Experts from the Department of Agriculture had finally discovered that a large percentage of helium was making poor gas. Helium will not burn, will not explode under any circumstances. Light a match in a helium chamber and it will go out.

When the war managers heard of it in 1917 they formed a helium board composed of army and navy officers. The Bureau of Mines was charged with developing methods for producing helium in quantities. About $1,000,000 was spent on perfecting production methods. Three experimental plants were built at Petrolia, Texas. At the time of the Armistice 225,000 cubic feet of helium had been extracted from Texas natural gas, and of that quantity 147,000 cubic feet had been purified and was awaiting shipment to the Western Front. It had cost about thirty-nine cents a cubic foot to produce. Our allies were astonished. Later the Germans admitted that had the war continued another year our helium would have contributed materially to their defeat, because every Allied airship and balloon would have been filled with the gas and might have raided enemy country in comparative safety. Our allies were quick to realize, too, that in time of peace we would have a tremendous advantage over them in developing airship transportation.

The safety of helium was proved conclusively last January when the Shenandoah tore away from her moorings in a hurricane which kept her struggling over the New Jersey coast for several hours. She was bruised and battered; her insides were sprained and her two bow gas cells torn and deflated. Everybody agreed that if she had carried hydrogen, a chance spark from the engines, or one caused by pieces of framework rubbing together, might have exploded the whole ship. Instead, the Shenandoah rode out the gale and returned to her hangar in safety.

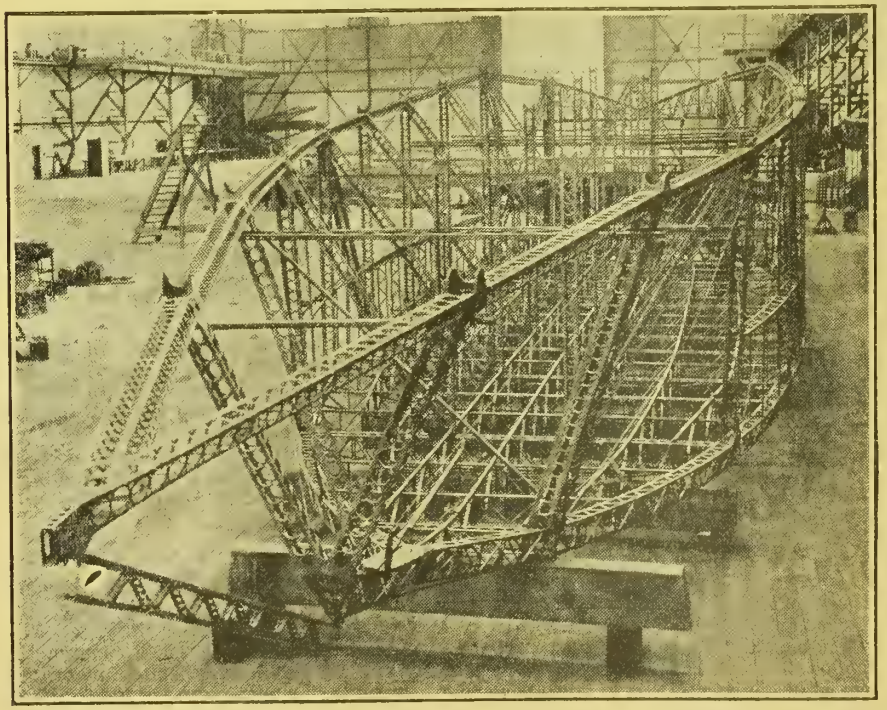
During the last four years the Navy Department has been operating, through private companies, a helium plant at Fort Worth, Texas. Millions of cubic feet have been produced for about five cents a foot. Recently President Coolidge set aside more than seven thousand acres of helium gas-bearing lands in Emery County, Utah, designating the territory as Helium Reserve No. 1. Others will follow. Thus far the production of helium has been practicable only among the natural gas fields west of the Mississippi. Unquestionably helium is one of the most valuable of our natural resources. In the possession of it we have virtually a monopoly in lighter-than-air craft—the practical, everyday, peacetime lighter-than-air craft which in the long run can give us the only effective airship establish-

Continued on page 19)

WATCH for the *ZR-3*, sole reparations asset of the United States, over your home town.

A German crew will fly this German-built monster of the air to the United States some time in August. The United States Navy Bureau of Aeronautics will take charge of the craft at the naval air station at Lakehurst, New Jersey. After it has been inflated with non-explosive helium in place of hydrogen, the *ZR-3*, with an American crew, will make demonstration flights over the country.

Important centers of population in the Atlantic Coast states will get the first glimpse of the big ship, then Mississippi Valley cities and towns, and finally the West and the Pacific Coast. Definite schedules will be published in the newspapers.



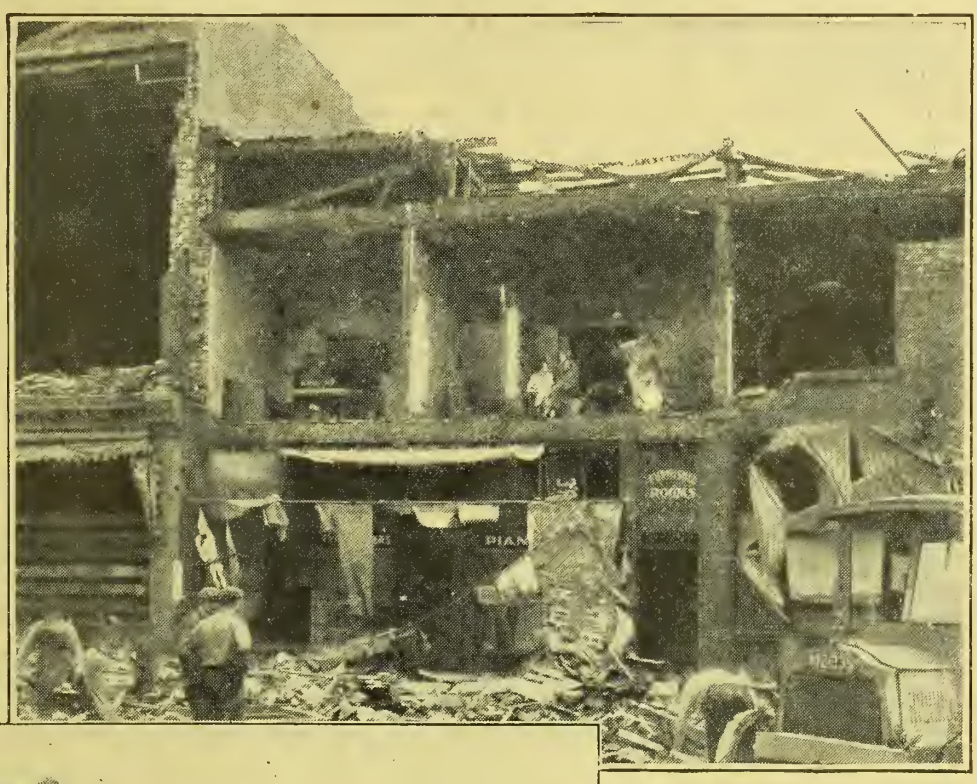
The framework of the main cabin of the ZR-3 is of light but strong duralumin. The picture gives some idea of the vast amount of work necessary in the building of the forty-six ton ship of the air, which is six hundred and fifty-six feet long

Once More—First *in* Disaster

SHORTLY before five o'clock on the afternoon of Saturday, June 28th, week-end crowds at the beaches and summer resorts on the outskirts of Lorain, Ohio, watched a strange funnel-shaped cloud hanging over Lake Erie. It seemed to be moving, but in a leisurely manner. It was raining a bit, and folks at the beaches had stepped inside bathhouses and cottages. Scarcely had they reached this shelter when the funnel-shaped cloud closed in on the shore. The city simply was picked up, shaken in the teeth of the worst tornado that had ever struck so far north, and hurled to the ground again in a twisted, death-laden mass of helplessness.

The path of the storm was just the width of the most vital part of Lorain. But the storm did not strike Lorain alone. Marching in an erratic, skipping path it swept over the northern section of Ohio.

Sandusky, located, as is



Rescuers from Lorain (Ohio) Post of The American Legion were the first to rush into the tornado-wrecked districts of their city, in which lay scores of dead and hundreds of injured as the darkness of night swiftly followed the darkness of the storm. The photograph above gives an idea of the havoc wrought. The photograph at the left shows Legion workers amid ruins that are remindful of Soissons and Château-Thierry in the days when Legionnaires-to-be were learning other lessons of death and disaster. The Legion was Lorain's first line of defense in the hour of its calamity

When the tornado left a swath of ruin in a broad section of Sandusky, Ohio, Legionnaires of Perry Post rushed from their new clubhouse, where they had been working, and took the lead in rescuing the injured and saving property. The large house in the center of the photograph is the home of Harold Stockdale, sergeant-at-arms of Perry Post

Lorain, on the shore of the lake, was in the path of the tornado. Here, too, wind shattered the city, but not so badly as it did Lorain. After roaring through Lorain and Sandusky the storm swept southward, doing severe damage to Akron and making a path of destruction all through the intervening country.

FIGURES will not describe Lorain's plight after that funnel-like cloud had passed. The tornado probably lasted less than ten minutes, but man will not rebuild in ten months what was destroyed in that brief period, and ten years probably will not see the natural beauty of the town restored. Seventy lives were lost, according to latest figures, and the property damage is estimated at between $25,000,000 and $40,000,000.

The story of how the dead were dug from the ruins, how the injured were transported to temporary hospitals, wrecked stores and homes guarded, thousands of emergency workers fed and order restored contains a chapter to the credit of The American Legion.

Lorain Post of the Legion was in the heart of the disaster. Many of its one hundred and twenty or more members lost homes and belongings—a few even lost loved ones in those few minutes that were so much like a hell they had known across the water. No bugle was needed to call to duty the Legionnaires of Lorain. In an instant the clock of history was turned back six years, and they stood in a city of desolation brought about by a force mightier even than the shells that had devastated Belgium and France. Once again they were soldiers.

Roy Case, commander of Lorain Post, soon had a majority of the members about him. Within thirty minutes they were working in squads, picking the injured and dead from the streets. Their work in the first few hours was probably the most effective accomplished in that time because instinctively they worked together, unshaken by the presence of wholesale death.

All communication with the outside world was cut off by the storm, but word somehow reached Elyria, eight miles southeast and untouched by the disaster. Commander V. G. Jasper of Elyria Post had a hundred men in uniform before six o'clock dashing by automobile into the crippled sister city.

A detailed story of the work of the Legionnaires of the two cities would read much like a chapter of war history. Within a few hours three emergency hospitals, in addition to the city hospital, were caring for the injured who were not still buried in wreckage. The city hospital, fortunately, was not damaged, but school buildings in which emergency quarters were established were only partially standing. A morgue was established and Legion men assisted in the work of recovering, transporting, and identifying bodies.

As soon as the first rush of assisting injured and rescuing victims from tottering skeletons of buildings was over, the Legion men took up guarding homes and stores against looters. Several squads of Elyria men returned over the road, assumed direction of traffic and guarded every road into Lorain. Their equipment resembled that of the Minute Men. Uniforms varied from a hobnail hat to complete military dress. Arms were such as could be grabbed up from individual homes—some had shot-guns, others .22 calibre rifles, while a few had regulation rifles or side arms. Every man was an armed man, nevertheless, and his duty continued throughout the night and well into the next day, when militiamen were in a position to take over the guard service.

Cleveland, twenty-five miles away, received word of Lorain's plight early in the evening. A Legion member who somehow tuned his radio set out of the Democratic national convention wave caught the first broadcast message calling for aid. He notified Legion headquarters by telephone and then headed post-haste for Lorain. Dr. N. M. Jones, chairman of the Cuyahoga County Council of the Legion, quickly reached Legion headquarters and took charge of organizing a Cleveland Legion relief expedition. There followed frantic efforts to reach post commanders by telephone. This was finally given up as useless, but radio station WTAM of the Willard Storage Battery Company stopped broadcasting the Democration national convention to send out a call for Legion members to mobilize.

Dr. Jones communicated with the chairman of the Cleveland chapter of the Red Cross, who was dispatching nurses and doctors to the scene of the disaster in what few automobiles he could find.

"Thank the Lord the Legion is on the job—I shall depend upon you fellows for transportation!" the Red Cross chairman exclaimed.

From that time on The American Legion transported hundreds of Red Cross and other nurses to and from Lorain, dispatched truckloads of supplies, hour after hour, and rounded up scores of nurses and doctors who were Legion members. Before midnight twenty-five carloads of Legion men had gone to Lorain, uniformed and with side arms. They were invaluable in the guard service done during the first twenty-four hours. Twenty-five more cars had taken nurses and doctors to the scene. Dr. W. E. Lower, Legionnaire and former commander of a base hospital in France, was the surgeon in charge during the first forty-eight hours at one of the Lorain hospitals.

Seventy-five cars had been put into transportation service and one hundred and fifty men were on duty, guarding, digging in the ruins and carrying out injured, shortly after midnight. The Cleveland Automobile Club nobly aided Legion efforts to handle the transportation in and out of the devastated area.

The American Legion Auxiliary got into action in Lorain almost as quickly as the Legion. Scores of Auxiliary women went to work in canteens established for the homeless the morning after the storm. They helped the dazed victims find clothing and shelter, working twenty-four hours without let-up. Several score Auxiliary members from other cities went to and from Lorain in regular details for several days, doing canteen work and co-operating with the Red Cross at every form of relief work. Mrs. Thomas J. Maxwell, state president of the Ohio Auxiliary, drove many weary miles to survey both the Lorain and the Sandusky situation and aided in securing the assistance of many Auxiliary members from out-of-the-way places who did their gallant bit in both towns. The work these women and Legion men as well did in the rural areas will never be recorded. Many a deed of mercy was done "on the field" and remains unsung.

Brigadier General John R. McQuigg, former commander of the Ohio Department of the Legion, was in command of the troops ordered to Lorain and Sandusky by Governor A. V. Donahey. He arrived in Lorain shortly after midnight Sunday morning. It required a very few hours to mobilize and transport the National Guard to the stricken cities, and the mobilization was one of the most speedy ever accomplished. General McQuigg declared that his buddies of the Legion had given at Lorain and Sandusky new proof to the country that the Legion is always first to answer the call of disaster — a flying squadron of relief.

The story of the storm and the Legion's relief work in Sandusky differs only in degree from that of the story of Lorain. Fate was kinder to Sandusky, for had the tornado shifted slightly in its mighty rush it would not only have brought the same devastation to the business center of Sandusky as it carried to Lorain, but would have sunk many lake steamers crowded with excursionists. As it was, it killed a half dozen persons in Sandusky, twisted into ruins many blocks of factory buildings and dwellings and leveled hundreds of trees, accomplishing property damage of more than $5,000,000. Immediately after the storm, with the city's water plant in wreckage, the possibility of fire menaced the city. The city was without light also, and looting was feared.

WHEN the tornado struck Sandusky members of Perry Post of the Legion were working on a new clubhouse which was not in the storm's path. Post Commander Carl E. Senne and Past Commander C. H. Richardson immediately headed relief parties which set out from the clubhouse in the midst of a cloudburst. Despite the difficulty of getting out a general call to all members because the city's telephone system was demoralized, Legionnaires rallied in squads to undertake the systematic work of saving the injured who were pinned under the wreckage of build-

(*Continued on page* 18)

Another D. C. I. Story

by Karl W. Detzer

NUMBER 52 RUE NATIONALE

will appear in

NEXT WEEK'S ISSUE

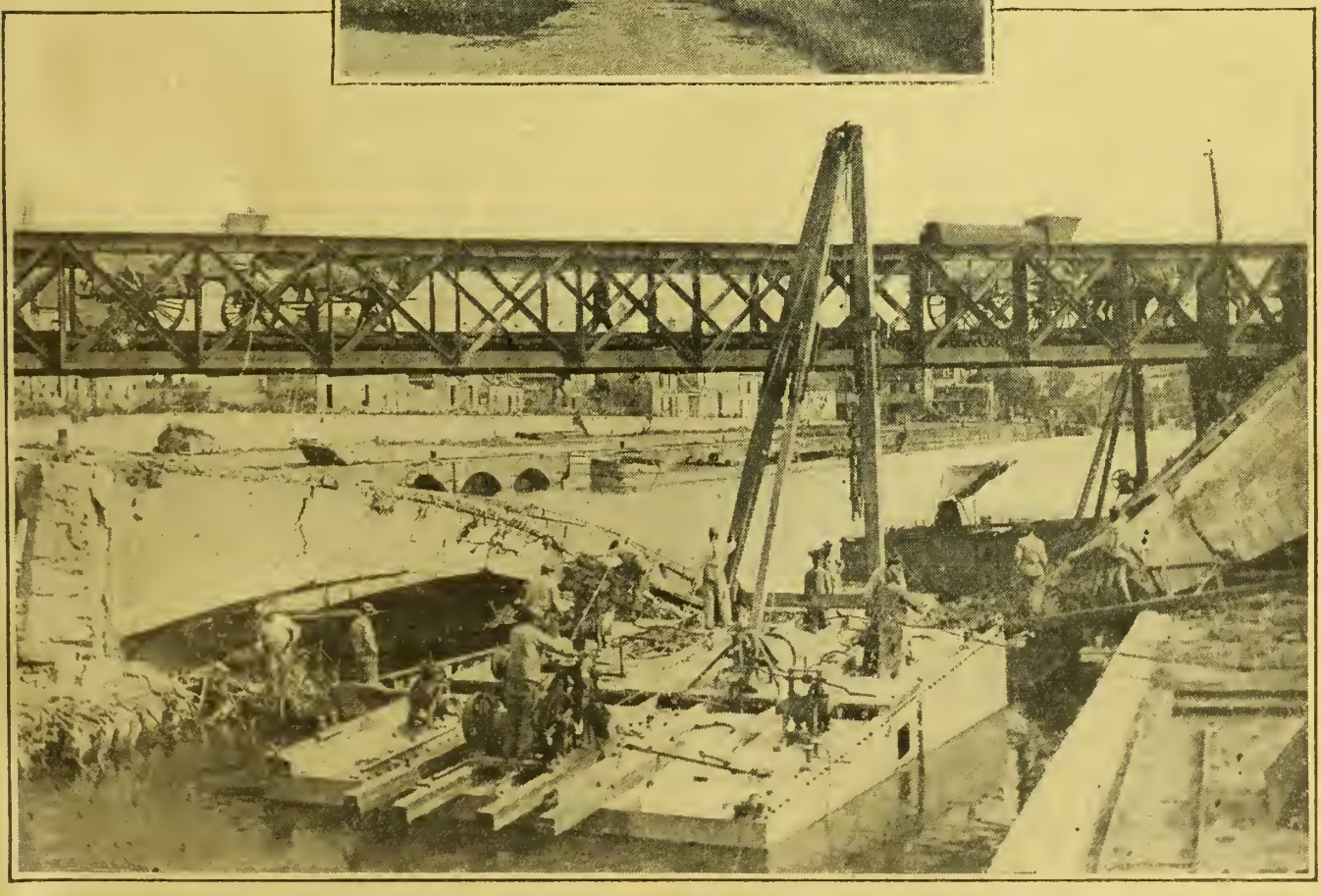
Soissons: Where *the* End Began

OFFICIALLY designated by American General Headquarters as the Aisne-Marne Offensive, the attack which started on July 18th six years ago, and which was to prove the beginning of the end of the World War, is probably more generally known and recognized as the Battle of Soissons. The safety of Paris depended on the reduction of the Château-Thierry salient, which had been thrust into the Allied line by the last great enemy offensive in the spring of 1918, and the reduction of the salient depended chiefly on the capture of Soissons, the railhead supplying the enemy troops engaged within the salient.

The counter-offensive of July 18th followed close on the heels of the partially successful German offensive of July 15th, which carried the enemy line south of the Marne along an eighteen kilometer front but which was stopped with the aid of American troops, including the Second, Third and 28th Divisions. At that time the Marne salient extended from a point fifteen kilometers west of Soissons south to Château-Thierry and the Marne, and thence to Reims. The plan as adopted by Marshal Foch was to break the west line of the salient between the Aisne and Ourcq Rivers and then, pivoting on the Aisne, advance the Allied forces east and northeast, with the right flank of the Allied line passing through Fère-en-Tardenois.

It is a notable fact that for the two most important positions in this attack, at each extremity of the line, American divisions were chosen. The spearhead of the attack was to be made at the left of the line and its mission was to capture the plateau southwest of Soissons from Pernant to Berzy-le-Sec, thereby dom-

(*Continued on page* 21)



French engineers are today engaged in replacing the Pont-Neuf, the principal structure spanning the Aisne at Soissons, which was blown up by the British on September 1, 1914, during the first German advance to the Marne. Traffic along the Paris-Maubeuge national highway is now using the temporary steel bridge built over the ruins. Above is the facade of the church of the Abbey of St. Jean-des-Vignes at Soissons as it now appears. This facade is often mistaken for the cathedral, which has but one tower and is of less-imposing construction. Most of the damage to the spires was done during the Aisne-Marne offensive in July, 1918

EDITORIAL

FOR God and Country, we associate ourselves together for the following purposes: To uphold and defend the Constitution of the United States of America; to maintain law and order; to foster and perpetuate a one hundred percent Americanism; to preserve the memories and incidents of our association in the Great War; to inculcate a sense of individual obligation to the community, state and nation; to combat the autocracy of both the classes and the masses; to make right the master of might; to promote peace and good will on earth; to safeguard and transmit to posterity the principles of justice, freedom and democracy; to consecrate and sanctify our comradeship by our devotion to mutual helpfulness.—Preamble to Constitution of The American Legion.

The Legion as a Political Spur

THE Legion was born with the prestige of power behind it. Powerful veterans' organizations are an American tradition. Much of this power has been political. Tammany Hall started as an organization of ex-Revolutionary soldiers. The Grand Army of the Republic was a dominating factor in the Republican party for a generation. In the South the sway of the United Confederate Veterans, exerted through the Democratic party, was even more complete.

The G. A. R. and the U. C. V. were useful bodies, but they were intensely partisan. Obviously a Legion inheriting the political characteristics of such organizations would be a Legion soon at war with itself, a Legion which speedily would disintegrate. Once upon a time this disintegration was predicted by some. Politics would divide and wreck the Legion. Four and a half years ago one of the Legion's founders, discussing the political bugbear, said the Legion would turn the situation to advantage by becoming "a political spur and not a political asset."

This prediction has been vindicated. The Legion finds itself now in the midst of the second national political campaign which has been waged during its lifetime. The Legion meets this situation more unified and stronger than ever. It has become a political incentive to both national parties—and ours is a party government.

The Legion incentive was in evidence at the national nominating conventions which have been held this summer. At the Republican convention in Cleveland there was a caucus of veteran delegates presided over by Congressman A. Piatt Andrew, a prominent Legionnaire of Massachusetts. At the Democratic convention the veteran group was led by A. L. Bodenhamer, former commander of the Legion department of Arkansas. Andrew and Bodenhamer were brought up far apart geographically and under different political auspices, but they are fellow Legionnaires who have fought many a good Legion fight together. There is no difference in their Legion politics.

The platforms of both parties contain a "veterans' plank." In the Democratic platform this plank reads:

> We favor generous appropriations, honest management and sympathetic care and assistance in the hospitalization, rehabilitation and compensation of veterans of all wars and their dependents. The humanizing of the Veterans Bureau is imperatively required.

The Republican plank says the same thing plus a few credit lines for legislation (in every instance sponsored by the Legion) which has been enacted during the current Republican administration. This plank follows:

> We affirm the admiration and gratitude which we feel for soldiers and sailors; the Republican party pledges a continual and increasing solicitude for all those suffering any disability as a result of service to the United States in time of war. No country and no administration has ever shown a more generous disposition in the care of its disabled or more thoughtful consideration in providing a sound administration for the solution of the many problems involved in making the intended benefits fully, directly and promptly available to the veterans.
>
> The confusion, inefficiency and maladministration existing heretofore since the establishment of the Veterans Bureau have been cured and plans are being actively made looking to a further improvement in the operation of the Bureau.
>
> The basic statute has been so liberalized as to bring within its terms 300,000 additional beneficiaries. The privilege of hospitalization in government hospitals, as recommended by President Coolidge, has been granted to all veterans, irrespective of the origin of their disability, and over $50,000,000 has been appropriated for hospital construction which will provide sufficient beds for all.
>
> Appropriations totaling over $1,100,000,000 made by the Republican Congress for the care of the disabled evidences the unmistakable purpose of the Government not to consider costs when the welfare of these men is at stake. No legislation for the benefit of the disabled soldier proposed during the last four years by the veterans' organizations has failed to receive consideration.
>
> We pledge ourselves to meet the problems of the future affecting the care of our wounded and disabled in a spirit of liberality and with that thoughtful consideration which will enable the Government to give to the individual veterans that full measure of care guaranteed by an effective administrative machinery and to which his patriotic services and sacrifices entitle him.

The Democratic platform accuses the Republicans of wishing to deny ex-service men their preferential rights under the civil service laws. It advocates an extension of these laws and pledges itself to secure for veterans preference in appointments.

In addition to these excerpts addressed particularly to the veterans, both parties are on record on matters of national policy which have been strongly advocated by the Legion. Chief of these, perhaps, is the proposal to draft labor and capital and to stabilize the prices of basic commodities in time of war. In their reference to this, both platforms follow the thought and almost the text of a resolution adopted at the Fourth National Convention of the Legion in 1922.

The Republican platform advocates a world disarmament conference as soon as conditions in Europe will permit. It calls the present competition for supremacy in air and land armaments a menace to peace. Other declarations on immigration, merchant marine and national defense which appear in both platforms are in line with expressions at various Legion conventions. The Republican platform urges an improvement in the immigration laws and "the education of aliens in our language, customs, ideals and standards of life." The Legion has defined this as Americanism.

This, the second "political year" since its inception, finds the Legion not disintegrated, but stronger than ever. In the midst of a political campaign it employs the instruments of that campaign to advance the causes which it believes will help the country. That is being a political spur in the best sense of the term.

Pedestrians have rights, but mostly of the last, sad variety.

Now that Robinson Crusoe's flintlock musket has been sold for $1,200 in London, curio dealers should soon get a fancy price for a hairnet.

A Detroit musician who has inherited an estate of $75,000 announces that he will retire. But only one less saxophonist will hardly relieve the situation.

A Minnesota matron recently declared she could do her family washing faster than any woman of her weight in town. Issuing, so to speak, a wringing challenge.

A Personal Page by Frederick Palmer

The Things *That* Count

WE have all heard of sturdy old Vermont farmers who are just reaching the prime of their physical strength at seventy. One of them has a son for President of the United States who is quite an asset in this campaign. But I am referring to the one of ninety who lost a son aged sixty-five.

"That boy always was delicate," said father. "I never did expect to raise him."

The story usually brings a laugh to those to whom it is new. I am not sure that it will in the future. It looks as if in another generation, or two, anyone who dies from natural causes at sixty-five will be a piker in the longevity race.

To ask again that old question: What good did we get out of the war? One answer is that the debauch in the taking of life has been followed by a renewed interest in the saving and the prolonging of life. The national death rate is the lowest that it ever has been. Never has life been so long. The average human being lives twice as long as fifty years ago.

It may not be the statesman, engineers, generals and financiers whom history will write down as the great men of our time but the secluded medical scientists working over their cultures and test tubes in their laboratories in their conquest of disease and ill health. Their patron saint is Pasteur, father of the serums, who made the diphtheria scourge as much of a thing of the past as the Black Death which killed every other person in London five hundred years ago. Preventive medicine which strikes at the cause of the disease without waiting on the disease to develop, is the keynote of the practice of the disciples of Pasteur to-day.

In the last ten years deaths from tuberculosis have decreased from sixteen to nine per thousand. This as the result of improved methods and of plenty of fresh air for the victims, all serums having hitherto failed. There is the good news for tuberculous veterans and all their friends that a prompter cure which may be applied at home has been found.

It was the exhaustion of war against the Germans which made the stricken veterans prey of the disease. But medicine is international. It knows no frontiers and no race hatreds. This time Germans and American have common cause.

A German, Dr. Dahmer, working on the basis of preliminary studies by two Americans, Campbell and Wood, has discovered that an inhalation of gases may do to the tuberculous what Pasteur's discovery did to the diphtheric germ.

Dr. Banting's recent discovery of insulin already shows results in saving twenty-five percent of the people who would have wasted to death of diabetes. Dr. Felton's new serum for pneumonia promises to reduce the ninety thousand deaths annually from pneumonia by twenty or thirty thousand. Thus fifty thousand lives, or the numbers of two of our big infantry divisions in the war, have been rescued from these two enemies.

If one of these lives happens to be that of a member of your family it means a great deal. If not it adds one more to the total of column of figures which stand for so many more able bodies to work and sound minds to think in taking the place of immigration in the increase of our population.

THERE is also good news for parents of this generation who view scarlet fever with something of the dread that those of two and three generations ago viewed diphtheria. Many parents are grateful when their children have had scarlet fever and "the thing is over."

Scarlet fever has been a stubborn antagonist in the laboratories. At last it seems to have yielded to the siege of Dr. Dochez and his co-laborers. In another year or two, when family doctors will be generally dispensing the serum as a part of their stock in trade, this worry of mothers will probably be a curse of the past.

The two remaining big hold-outs are heart disease and cancer. Both are still on the increase.

That does not imply that the laboratory workers are losing ground. On the contrary, they are gaining. They have got both out of the first and second lines of defenses, their positions disclosed, and on the retreat.

Cancer attacks its victims and the heart begins to break down in middle age. The increase of the length of life has made more people, who would have died of acute disease when they were younger, subject to both. If the average length of life was the same that it was fifty years ago, cancer would be on the decrease. So would heart disease, despite the strain of dodging automobiles and the fearful rush of modern life.

Radio and X-ray are curing skin cancer. Deep-seated growths still resist, but all the experts engaged in the fight are sure that one day the good word will flash on the world that the final victory has been won.

As for that marvelous engine, the heart, we are finding that it is not such a delicate organ as we had supposed, but a very hardy muscle which will stand a good deal of mending at the surgeon's hands. A heart specialist of twenty years ago would gasp to learn that recently operations had been performed successfully upon the heart valves of animals.

Here the new cardioscope makes its bow with promise of immense future service. In principle it is only a small electric lamp. Placed in an incision over the heart its light means the difference to the surgeon of finding his way about a room in darkness and daylight. He has the heart under his eye as he has the appendix or the tonsils.

DAY after day, in infinite pains and in uncounted experiments, adding to the sum of knowledge, the experts continue their efforts in our many laboratories which have been so richly endowed since the war. What next when they have conquered all the major diseases? To make mankind know how to make itself better and sounder of body and mind so that we shall not only be able to live long but to get the most out of life.

We are only just beginning to learn what to eat. Our laboratories have shown how a change of diet will bring on bone malformations and all manner of ailments and how diet will remedy the abnormalities that diet caused.

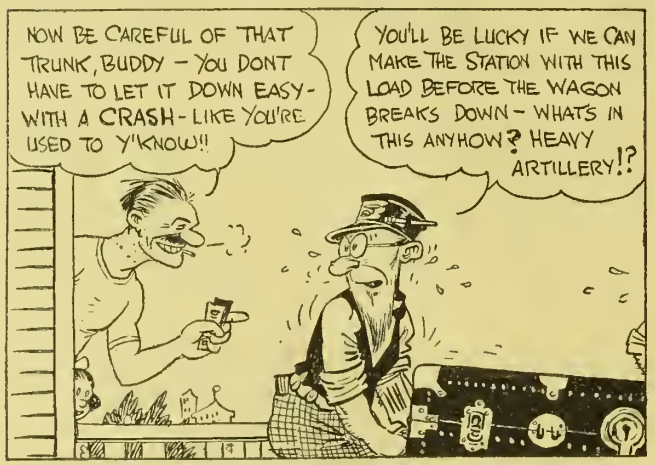
Cleaning alone will not make good teeth. They must be properly nourished in their growth. The right kind of teeth are those so well made in the human laboratory that they will resist decay if you keep them clean. The right kind of body is one so well built that it will resist disease.

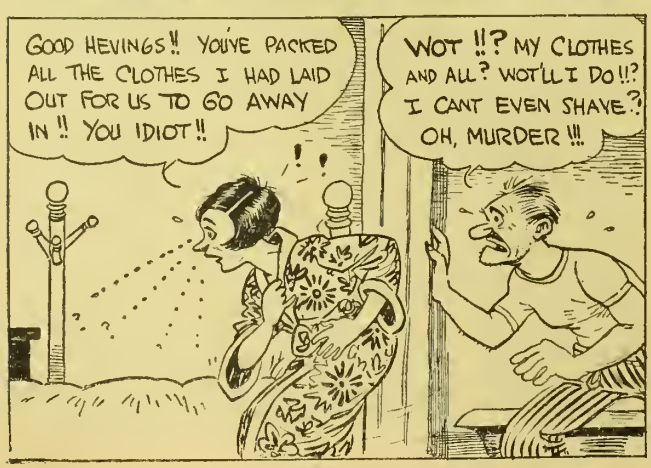
So the thing that counts for the future is to begin with sturdy children if you want a sturdy nation. Child welfare is national welfare. The boy and girl who are started wrong physically and mentally will fail as adults and become a tax upon those who are started right. A sick citizen may be an honest citizen but he is rarely a useful citizen. Too many people cannot be well.

The real ambition of these laboratory workers, who are not dreamers but doers, not drug givers but creators and builders, is to banish disease and pain as we have banished the foul practices of medieval superstition and filth. They want to make a healthy world by making human beings healthy, which seems a direct and sensible way.

They're Off!

By Wallgren





Buddy, Have You Filled Out Your Compensation Blank?

WASHINGTON, July 14th

"I WISH there were some way of broadcasting a message that would impel two million World War veterans to get their adjusted compensation application blanks right away, fill them out and mail them to Washington. The broadcaster of such a message would be doing those veterans a tremendous service. The only bigger service I can think of would be a message which would impel three million veterans to get their blanks and send them in."

The man who said this is Major General Robert C. Davis, Adjutant General of the Army, who has been designated by the Secretary of War to handle the Army's end of adjusted compensation administration. When he spoke he echoed the sentiments of his colleagues in the Navy Department, the Marine Corps and the Veterans Bureau, which are the other government bodies concerned with the big job of carrying out the provisions of the Adjusted Compensation Act.

The Army, Navy and Marine Corps guaranteed to do their part of the job in nine months. Unavoidably they got a late start because the Senate adjourned without appropriating funds with which to pay the help. This might have tied everything up tighter than a drum until next December, when Congress meets again, but for President Coolidge. The President fought the "bonus" as hard as he could until it became a law. Then he accepted the result and gave orders that money would have to be found some place to tide things over and keep the administrative wheels going around until December. The money has been found. A force of clerks aggregating about three thousand at present has been assembled, organized and trained in their duties and are all raring to go as soon as they have something to go on—meaning application blanks, filled out and signed on the dotted line. This clerical force will be increased as the work progresses until it numbers about four thousand.

WHAT the Army and Navy people want is a quick start so as to make up for six weeks of lost time. The Army-Navy end of the job is to receive the completed application forms, see that they are filled out correctly, check each statement made on each form with the official records and then pass the certified forms over to the Veterans Bureau. The Bureau is the paymaster. It issues the insurance certificates and disburses the cash payments to veterans and their dependents.

About three hundred thousand filled out forms have been received already. This seems like a good many, and looks like a good many when you see them all stacked up. It is a good many, but there are more than three million and a half yet to come, and these are the ones that General Davis and his colleagues are thinking about when they speak of broadcasting a message which will electrify the inactive vet and move him to obey that impulse. But considering that distribution of the blanks did not begin until three weeks ago, the three hundred thousand blanks already in represent a good showing.

Legion posts have been quick to act. They are using the newspapers to inform the veterans of their communities that the blanks are on hand, and in some sections posts have mailed blanks, with instructions for filling out, to all Legion members and to all other veterans in the neighborhood. Reports have been received that hundreds of posts throughout the country are seeking refuge from the heat by ignoring it and are going ahead with plans for rallies and mass meetings of all the veterans in their town or county, at which blanks will be distributed and filled out on the spot. While the Legion membership appeal is not stressed at these gatherings—the Legion's service being open to members and non-members alike—many posts have added to their rosters by this concrete example of what the Legion does for those who wear its button.

EARLY action on an application blank is good business for the veteran. Although insurance policies are not dated until January 1, 1925, if the applicant had a policy coming, that policy becomes effective from the moment he executes his application.

IF A VETERAN DIES BEFORE SUBMITTING AN APPLICATION, HIS DEPENDENTS WILL COLLECT SOMETHING, IT IS TRUE, BUT THEY WILL COLLECT ABOUT TWO AND ONE-HALF TIMES AS MUCH IF HE GETS THE APPLICATION IN BEFORE HE DIES.

Twenty-five thousand veterans will die between now and the first of the year, and some of them will be those who least expect it today.

An unfortunate circumstance has been the public announcement by a national welfare organization which also is distributing application blanks that veterans need be in no rush to obtain their forms and send them in because the distribution of insurance policies will not begin until January 1 next and no cash payments will be made until March 15, 1925. These dates are fixed by law. This announcement ignores the fact that the veteran obtains immediate insurance protection on filing his application, and that the earlier the applications come in the easier and less expensive it will be for Uncle Sam. Although the insurance policies cannot be distributed and the cash payments begun until the dates just given, the Veterans Bureau wants applications in its hands as soon as possible so that it can begin filling out the policies and writing the checks now. The Bureau expects to have a couple of million policies ready and hundreds of thousands of checks made out and ready to put in the mail on the dates mentioned. This program cannot be carried out unless applications come in thick and fast now. That's what the Government is up against.

In other words, the situation is squarely up to the individual veteran. If he wants prompt action on his case he must act promptly himself and get his application to Washington with the least possible delay.

OVER in the Veterans Bureau they are all set and resting on their oars awaiting the receipt of the first certified application blank from the War and Navy Departments. Director Hines has created a special Adjusted Compensation Division to handle the work. It is in charge of Assistant Director Omar G. Clark, former chief of rehabilitation. Clark has been pretty busy during the past month getting up a detailed pamphlet of explanation of the law and the rights of veterans and their dependents under it. These are in the hands of the printer now and perhaps by the time this is published will be being distributed. Every Legion post will receive one, and others will be available at Legion department headquarters.

Major Clark also has had his draughtsmen working on the form of the adjusted compensation insurance policy. A tentative design has been completed but has not yet been approved, something like a Liberty Bond or a business college diploma.

The officials in charge of the "bonus" administration want to thank the veterans for having laid off them in the matter of asking questions. One of the things they were afraid of was that they would be so deluged with inquiries, and that if they stopped to answer them they wouldn't have time for anything else. Consequently the Weekly and the press generally were asked to counsel the veterans to have patience for a while. Mostly, the veterans did. Information units have now been established by the Army, Navy, Marine Corps and the Veterans Bureau and are ready to answer questions. Inasmuch as an improperly filled out application blank slows up the game, it will be well for every applicant to be certain in his mind as to all points concerning the execution of the blank before he sends it in. In all but exceptional cases this information can be obtained by a study of the very detailed and explicit instructions which accompany the blanks. But in any case where there is doubt an inquiry to any one of the information units will bring the sought-for information. The American Legion post in your home town is also equipped to answer questions.

M. J.

A Comeback *for* Auld Lang Syne

J. C. Gibson, who won over a score of other old-time fiddlers of western Arkansas in a competition arranged by Frank Fried Post of Mena, and Mrs. Gibson in front of their home

Judge W. N. Martin, runner-up to Gibson in the fiddlers' contest. Gibson and Martin, playing together, captured second prize in the best doubles rendition of "The Arkansas Traveler." Below is shown a part of the program

THIRD ANNUAL

OLD FIDDLERS' Convention and Contest

Auspices Frank Fried Post, American Legion

Bigger and Better Prizes Than Ever Before!
Ample Seating Arrangements for All!

The Legion has arranged for the New Lyric Theatre, which will seat 700, thus insuring better seating than before.

FREE MOVIES BEFORE THE CONTEST!

One moving picture show will be given before the contest, *no extra admission being charged for this*

DOORS OPEN AT 6:30 SHARP; MOVIES START AT 7:00
OLD FIDDLERS' CONTEST STARTS AT 7:30.

Prizes That Will Be Given in This Contest
Everybody has a chance to win!

BEST OLD-TIME FIDDLER.

1st Prize .....$10.00 Cash, by American Legion
2nd Prize .....$5.00 in Gold, by Planters' State Bank
3rd Prize .....Set Fiddle Strings, by Nall's Book Store

BEST TWO FIDDLERS PLAYING "ARKANSAS TRAVELER"

1st Prize .....$5.00 Cash, by American Legion
2nd Prize $2.50 in Mdse., by Model Grocery, Neil Ridling, Prop.

WHEN grandpa was a boy the lancers and quadrille held sway. Nobody had ever heard of radio, the movies, jazz or airplanes, and the old-fashioned fiddler was just as necessary for the enjoyment of a dance as the prompter. Today lancers, quadrilles, Virginia reels, prompters and old-fashioned fiddlers are just about as common as Yankee tin peddlers, quilting parties and horsehair sofas.

But in some sections of these United States there are men and women who have not forgotten the pleasures of the old days, and when Frank Fried Post of the Legion at Mena, Arkansas, a couple of years ago cast about for a way to raise money, it occurred to some one that a contest between the old fiddlers whose "Turkey in the Straw" and "Arkansas Traveler" had been the hit of bygone days might draw a crowd. This spring the third annual old fiddlers' contest was such a drawing card that over a thousand people witnessed it, and hundreds had to be turned away because of the lack not alone of seats, but of standing room as well.

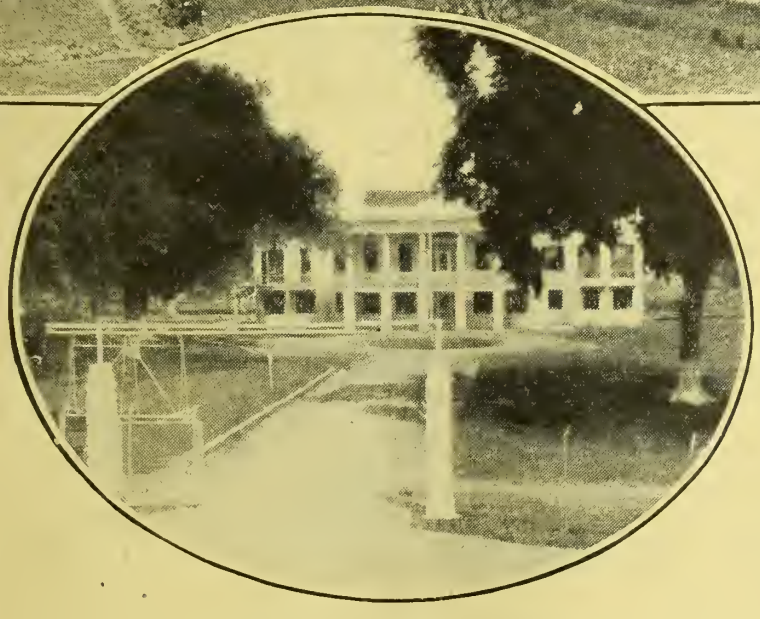
These old fiddlers object to being called violinists. They have a deep and abiding scorn for the violinist, for he doesn't dare go it alone, but must have piano accompaniment. The fiddler can tickle a tune without the help of any such contraption as a piano, and doesn't hesitate to solo even on jazz music.

From all over western Arkansas the old fiddlers came to take part in the affair. The Auxiliary Unit to Frank Fried Post served supper to all the contestants. The crowd in the Lyric theater, waiting for the beginning of the contest, was shown some snappy moving pictures. Local merchants contributed prizes for most of the seven contests and so the expense to the post was small. The good will that the Legion has built up in Mena and the surrounding towns through this annual feature was further enhanced by the fine program this year. Contestants and audience united in agreeing that the competition had become an institution in western Arkansas.

John C. Gibson of Hatfield won the first prize over some twenty other old-time fiddlers from Polk county and other nearby counties in the main competition of the evening. The runner-up was Judge W. N. Martin of Mena, father of two prominent members of Frank Fried Post and one of the best known men in that part of the State. Mr. Gibson and the judge were teamed in the competition for the best pair playing the "Arkansas Traveler," but to the surprise of those who counted on their winning easily, they had to yield to the skill of F. Z. Davis and his son of Big Fork.

It has been suggested that next year the post have the contest broadcast by radio and also that arrangements be made to have phonograph records made so that this peculiarly American contribution to musical art may be perpetuated. The fiddler as an institution is very nearly extinct and unless something of the sort is done future generations will be no more familiar with what he offered in the way of entertainment than are people of today with the peerless voice of Jennie Lind, who lived long before the art of preserving the voice in wax discs and cylinders was invented.

Mercy's Triumph Over Fear



In these cottages, isolated from the outer world, seventeen service men, victims of one of the world's oldest diseases, are fighting to overcome the Biblical scourge of leprosy. Uncle Sam is trying to cure them, in this model hospital colony in Louisiana, with chaulmoogra oil, and The American Legion Auxiliary is doing all it can to help and comfort them. Below is shown the entrance to the hospital grounds, which is a gateway to hope for the afflicted

By Belle Whitehead Brana

Secretary, Louisiana Department,
The American Legion Auxiliary

SEVENTEEN American service men, guiltless of any crimes, innocent of any wrongdoing, are serving life sentences in solitary confinement in a little world of their own on the banks of the Mississippi River.

They may walk about in their little world, but they cannot leave it. They may look out upon the outer world, but they cannot go toward it. For them the horizon is always the same.

Within their little world are wonderful old trees casting shade upon beautiful lawns, and they may wander freely in pleasant places. But always, if they go very far, they come to the border of their world, and that border is of barbed wire.

The barbed wire is not sharp or strong enough in itself to hold them prisoners. But they do not wish to pass it, because behind the wire loom more impenetrable barriers. Ages-old fear, prejudice and superstition rise between them and the outer world.

They were banished from that other world—doomed to lifetime exile, perhaps — because other men fear them and shun them, because they are victims of an ancient disease which is mysterious, infectious and, terror-inspiring—the disease of leprosy.

To these seventeen lonely men the Louisiana Department of The American Legion Auxiliary has been extending the hand of friendship and help. The mothers, wives and sisters of Louisiana service men are doing what they can to keep hope and cheer alive among them.

And despite the prospect of a lifetime in exile, these seventeen service men are not without hope. Nineteen hundred years ago, when Jesus healed the lepers, the crowd cried "Unclean!" —and crowds all through the succeeding centuries have echoed that cry as they drove the unfortunate victims of leprosy into hiding places. But, while society at large still shrinks from the leper, medical science is working on a possible cure for the disease, and the progress already made holds forth to the seventeen service men the possibility that some day they may return to the world, restored to health and incapable of infecting others. Scientists are treating them with chaulmoogra oil, a product of tropical Africa. The treatment already has robbed the disease of its worst manifestations and lessened suffering, and the hope that eventually it will prove a specific cure is very strong.

The little world in which the seventeen service men live, along with more than a hundred other men and women, is United States Marine Hospital No. 66 at Carville, Louisiana, near Baton Rouge. Eleven of the seventeen served in the World War, but official reports state that none of these had active service in regions where leprosy is endemic or of frequent occurrence. The accepted view is that they probably contracted the disease before they entered the service, inasmuch as leprosy requires many years for development. But because the disease was diagnosed while the men were in service or shortly after their discharge, almost all are drawing permanent and total disability compensation from the Government. The Legion helped them get it. The Government's theory in awarding compensation is that their condition probably was aggravated by their service. Six of them served in tropical climates in the Spanish-American War and are supposed to have acquired the disease then.

Research has determined that leprosy results from a definite micro-organism which is transmitted from one individual to another, probably through personal contact. But, like tuberculosis, leprosy has a long incubation period, and does not manifest itself for periods which have been shown to be as long as ten years, and even as long as twenty-seven years. It is also believed that heredity plays an important part in the transmission of leprosy from one individual to another. Scientists believe, incidentally, that most of those referred to in the Bible as lepers were suffering from skin diseases and other ailments, and not true leprosy.

The existence of the colony of afflicted service men at Carville was a challenge

which the Louisiana Department of The American Legion Auxiliary met by extending to the patients every help within its power. Granting that the Government had furnished necessities to the men, the Auxiliary has done what it could to rekindle hope among them and to let them know that the fraternal spirit of the Legion and Auxiliary extends into their midst.

RECENTLY I accompanied a party headed by the hospital chairman of the Louisiana Department of the Auxiliary which made a trip to the Carville colony to learn what further help could be given to the service men patients and to reassure them of a welcome awaiting them when they should be ready to come back. We found most of the service men were in an early stage of the disease, and it required keen observation to tell where the disease had declared itself. They were boys above the average in intelligence and good graces, and at times it required considerable solicitation to make them feel at ease and to counteract the rebellion and bitterness that occasionally showed in their attitude—a wholly natural and understandable reaction.

Following the graveled road that zigzags with the irregular outline of the levee against the Mississippi River, one is startled to find, instead of a brick wall, simply a tall, barbed-wire fence. There is no gate, but a guard stands ready to warn those who might enter the grounds unknowingly. Not even the sign indicates the character of the reserve. "U. S. Government Preserve, No Trespassing," it reads noncommittally.

The grounds are not unlike those of any other institution — well kept and carefully taken care of and charmingly shady with forest trees and shrubbery. Men who are physically able to garden are glad to give their time to improving the grounds.

Upon entering the grounds there are no unusual sights to repel even the most fastidious mind. The patients are moving about in quite a normal manner. After a while spent within the grounds, a person of keen observation might perhaps classify the patients into two groups. It seems as if those who have recently arrived are yet restless and discouraged, and because they are not reconciled to the lot they have drawn from fate, their spirit is beating against the idea of being shut off from the remainder of the world. The other group is made up of those who have fought this same fight and are conscious of the fact that impatience does not assist in a possible cure.

The death list in the colony is remarkably small, hardly averaging one victim a year, and usually the cause is not leprosy, but some other disease.

An experimental planting of Taraktogenes Kurzil trees is being made on the acreage belonging to the institution. From these trees, when they reach mature growth, will come a more abundant supply of chaulmoogra oil. The government greenhouses at Bell, Maryland, are also planting several thousand seedlings which later will be shipped to the colony at Carville. The cost of chaulmoogra oil is now exorbitant, for it comes from Sierra Leone in West Africa and Northwest Burmah in India.

Until 1917 the site upon which the colony was located belonged to Louisiana and was under the supervision of the Sisters of St. Vincent and St. Paul, a religious order. The Public Health Service assumed administration of the hospital in 1917, and since that time almost one million dollars has been appropriated by the Government for buildings and other improvements. A more homelike plan of housing is being provided as part of reconstruction work now under way.

When the camp is completed this summer, it will have thirty-eight cottages, each taking care of eleven patients. The Surgeon General's office estimates there are approximately 1,000 leprosy patients in the United States, most of them slightly afflicted. The Government is striving to furnish accommodations for this number ultimately. At present it has quarters for only 175 at Carville.

The old quarters are too restricted for patients to be grouped according to the degree of malignancy of the disease. So far as contamination is concerned, the need for separation is not urgent, but it depresses those who are in the early stages to be continually in contact with those who have cases of obviously long standing. There is not a known case of an attendant contracting the disease from a patient. There are eleven nurses—Sisters of Charity—in constant attendance. The permanent staff consists of a director, Major O. E. Denney, three doctors, one dentist, and three consulting specialists.

A graveyard which up until a short time ago stretched in haunting grimness in the heart of the grounds has been moved to a far less conspicuous location. The Louisiana Auxiliary has arranged to have the bodies of ex-service men who die in Carville hermetically sealed in coffins and buried in national cemeteries with military honors.

Leprosy does not impair the mind. Nor does it influence adversely the moral sense of its sufferers. The patients haunt the library and eagerly read the books and periodicals that come in, but unfortunately reading matter does not arrive in as great quantities as it should. The Louisiana Auxiliary sends, at intervals, all the late reading matter it can gather.

The Government furnishes music instruments, and the patients have o ganized an orchestra which helps to k some of the eternal enemy—time. Th have some few means of enjoying ou of-door athletics, but no indoor gyr nasium has been provided.

No matter from what path in life tl patients come, the colony does not gra any distinctions based on position life. Everybody within its gates is c an equal footing, and rich and poor a treated alike. Nearly every State i the Union is represented.

It is extraordinary how little troub there is with patients trying to escap This is perhaps due to the fact tha their only hope of recovery lies in ge ting the chaulmoogra oil treatment which can be had only in the colon Last year one of the ex-service me escaped from the colony and travele about for several months, but finall came back. Every year a few are re leased as cured, and so far no relapse have occurred. Of course there is n guarantee made by the Government tha the oil treatment makes a permanen cure, and those who have been infecte and released must report to the Publi Health Service at specified interval for observation.

Of course in such a large number o persons taken from every walk in lif there are bound to be some who giv the authorities trouble, but in the mai the patients have proved tractable, an the new hope of recovery which cam with the successful treatment of man of them with chaulmoogra oil has bee very evident in the demeanor of th rest. They realize that science is fight ing a winning battle with the plagu which has afflicted them and that a con stantly rising percentage of them wil as the years go by be given the righ to return to the haunts of ordinar men. This psychology of a reasonabl hope has been a very potent factor i keeping up the morale of the patient at Carville.

The Legionnaires of Louisiana helpe the ex-service men at Carville obtai government compensation. They profi little by this money unless they send i to their families, as there is no plac to spend money in Carville. Thos who have no responsibilities pass i from one hand to another, wagering on games which they play among them selves. One day penniless. The next a winner. It matters not.

TO break the routine of eating in the mess hall, the Louisiana Auxiliary has assisted the ex-service men in furnishing a little kitchenette where they cook many of their meals sharing the expense of the provisions. The Auxiliary is bringing into the isolated lives of these men a spark of good cheer by preparing home-cooked things to eat and packing boxes in a manner that indicates care and thoughtfulness and personal good will. It helps tide the patients over the dreariness that comes on holidays, which are at present distractingly like all other days in the year at Carville.

The Louisiana Auxiliary also arranged to send movies to Carville regularly once each week. Last year it installed a radio outfit at the colony. And the Auxiliary is still on the job—always ready to lend any help or comfort which will lighten the days of the exiles.

THE American Legion Auxiliary is cooperating with the National Kindergarten Association to establish kindergartens in communities throughout the country. Statistics show that only one child in nine now has the advantages of kindergarten training, and the importance of this branch of education is evidenced by the fact that many States provide by law for the establishment of kindergartens on petition by parents. These States include California, Arizona, Nevada, Kansas, Texas, Maine, Pennsylvania, Wisconsin and Illinois. In most of these States a petition signed by parents of twenty-five children of kindergarten age living in a school district required the educational authorities to provide a kindergarten. In States not having a special kindergarten petition law, parents may in many cases obtain favorable actions on petitions.

Auxiliary units may obtain blank petitions and literature from the National Kindergarten Association, 8 West 40th Street, New York City.

TRY THIS ON YOUR I. D. R.

Phony Details by Wallgren

Introducing to your recollection a full squad — eight good men and true—all members of our dizzoc ratic Army. Prepare for inspection! What's wrong with these sojers' uniforms? The court martial findings are given on page 23

The Legion Sponsors *an* Oasis

THEY were wise in many ways, our Colonial forefathers who lived in the rugged garden of New England and took time to plant trees along their village streets while they carried on a war for independence and laid the foundations of the republic. Their wisdom and their vision have many monuments today—town after town in Massachusetts and Connecticut and their sister States bless them for the huge elms and maples which give character and tradition to highways notable in American history. When the rest of the country thinks of New England, it thinks of old elm trees, and the forested towns of New England are the patterns for countless other rising towns and cities throughout the country.

Aberdeen, South Dakota, is a city young in years but proud of the present and certain of the future, a city rising today like an oasis out of flat, treeless plains. Tomorrow—the tomorrow of scores of years—Aberdeen, thanks to the vision and foresight of Sidney L. Smith Post of The American Legion, promises to be a city of elms, its streets and boulevards flanked with stately trees as beautiful as those which make notable that other nationally-famed city of elms—New Haven, Connecticut.

The people of Aberdeen today are grateful to the Legionnaires of their city, and the cause of their gratitude is eight hundred sturdy saplings planted in rows along the city's principal business and residential thoroughfares. Those trees were planted by the members of Sidney L. Smith Post, and the post has pledged itself to guard them in the future, so that Aberdeen may make its dream come true.

The planting of the trees was observed as a city holiday in which almost all the other organizations of the town joined to give encouragement and help to the Legionnaires. This community effort was made possible by the fact that Aberdeen has a municipal nursery in charge of a Legionnaire, S. H. Anderson.

When Mr. Anderson decided that it had become necessary to thin out a planting of elm, ash and hackberry trees at the nursery, it occurred to him that an opportunity for public service was presenting itself to his Legion post. The Legion quickly voted to transplant the trees in every sun-beaten section of the city. A committee was appointed to handle arrangement. The Rotary, Kiwanis and Lions Clubs gladly joined in the plans by arranging to assemble a big fleet of motor trucks to haul the trees to the planting points.

On tree-planting day practically every member of the Smith Post reported at the nursery in fatigue dress and armed with a spade. The entire city had been divided into districts, and a motor truck loaded with trees and manned by Legionnaire planters was dispatched to each district. So smoothly did the machinery of distribution operate that in only four hours more than 850 trees had been planted. Property owners helped, in many instances, by digging holes and furnishing water needed to pack the soil closely about the roots of the newly-planted trees. Six hundred of the trees planted were elms, and the remainder were ash and hackberry. It is estimated that each tree would have cost property holders by individual purchase at least five dollars, so that the combined planting represented a direct gift of more than $4,000. Adjoining lot owners have pledged themselves to give the trees proper care.

On Three Hours' Sleep *a* Night

"I'LL do everything in the world to protect my gun crews and drivers, but we've got to keep up communications," declared the colonel to the fifty-odd men doing liaison work for the regiment. And the fifty-odd men carried on.

Sergeant Arthur E. Johnson was one of them. He got his on October 13, 1918, when the 149th Field Artillery was scrapping it out in the Argonne. He was on his way back from the front line in broad daylight when an Austrian .77 landed about ten feet away.

A compound fracture of the left leg and somewhat more than one hundred flesh wounds, big and little, comprised his share. After he had watched the stretchers pass him by for four hours Johnson hailed a wounded doughboy who was walking in to have a hand dressed. Between them they wrapped a couple of puttees around the broken leg for a splint. Then the doughboy helped Johnson walk in. "I never learned his name," explains Johnson, "but I'd know him if I ever saw him again. He certainly did a lot for me."

It was February of 1919 before Johnson got out of hospital. He was still hobbling about on a cane. So he went home—this was in Chicago—to recuperate and decide just what he was going to do. He had been an automobile mechanic when he enlisted in May of 1917, but that didn't look so good as it might for a life career, not to mention the difficulties of scrambling around with a stiff leg under a car. "I'm going to have an engineering education," Johnson decided. "I'll work my way through somehow." And a few days later he got word from the Veterans Bureau that he was entitled to rehabilitation training if he wanted it.

They told him he could have a one-year course, not in engineering, but in mechanical drawing. Johnson hurried down to Armour Institute of Technology. And here he met his first rebuff. "You can't pass this course," the dean assured him. "You've had only a seventh-grade education, and we require full high school credits. It can't be done."

"Why not?" inquired Johnson.

"It never has been done, and you can't handle it."

"You doubtless know whether it has been done," Johnson agreed, "but I'm telling you I *can* handle it."

So they kept on contradicting each other until the dean gave up.

"All right, Johnson, you can enter. But you will have to make up all your previous credits. Within six months you will be flat on your face, I'm afraid."

When Arthur Johnson came back from the Argonne with a stiffened leg they told him he couldn't become an engineer because he lacked high school preparation. Today he is an honor graduate of one of the country's best known engineering schools and a salesman for one of the largest electric manufacturing companies. He is the man at the right in the above photograph, which shows him at his daily work of selling power house equipment

"WE'LL see," agreed Johnson happily. His training course had been set for a year of mechanical drawing. Johnson never intended to let it go at that. This Veterans Bureau business was just an unexpected help for his first year; after that he would have to go it alone, was his attitude. He arranged his course as closely as possible to the freshman engineering course, plus his extra make-up courses, and started in.

"It went all right," Johnson explains, "and I got pretty good marks. So the Bureau told me I could have a full four-years' engineering course at Armour. I requested permission to marry, and got it." So in 1919 he was married.

"My wife asked me to keep a record of the time I got to bed each night," he tells it. "She thought it would be interesting, once I was through school, to average it up. We averaged it, when I was graduated, and found it was almost on the dot of three a.m., week-ends included.

"You see, I had to carry eight hours of day class, and laboratory and shop work for my regular course, plus classes four evenings a week to make up my deficiencies. That kept up for the first two years. My third year I had eight hours a day and two evenings a week. Senior year I had no evening classes, but the courses were so stiff I had to stay up to study anyhow."

Of course Johnson went to summer

school, too. But from July 31st to September 12th or so of each year he had a vacation from school. He took out a union card as a painter—he had painted before he became an automobile mechanic—and worked these six weeks each summer to make up the money the family budget lacked. "It certainly was easy," he exclaims, "with nothing to do but paint eight hours a day! That was when I really rested up for the coming school year."

It wasn't an easy life, as anyone knows who has tried to run along on four hours' sleep per night for weeks on end. One of Johnson's buddies tried it and got to within six months of graduation when his strength gave out and they took him to a rest cure for months. Johnson got through in good physical shape, however.

How about his record at school? Well, he led the class of 1923, carrying off first honors. He had practically all marks of A and B—which is not easy to accomplish at Armour Tech.

Then Arthur E. Johnson became a service salesman for the Westinghouse Electric and Manufacturing Company at Chicago. "Even though I'm only a cub engineer, I'm making a little more money already than I would be making as an automobile mechanic. And my future is all before me." That is Johnson's record to date.

Johnson will be twenty-nine next October. He has two boys, one four years and one four months old as this is written. He is a member of Hinsdale (Illinois) Post of the Legion.

TAPS

The deaths of Legion members are chronicled in this column. In order that it may be complete, post commanders are asked to designate an official or member to notify the Weekly of all deaths. Please give name, age, military record.

FRANK V. BERRINS, *Tomalonis-Hall Post, Simsbury, Conn.* Died June 10, aged 32. Served with 20th Co., Third Regt., A. S. M.

ARTHUR B. CLARK, *Revere (Mass.) Post.* Died June 25, aged 31. In the Aviation Service.

JOHN CONNELLY, *Murray Post, Murray City, O.* Died June 20, aged 30. Served with Co. L, 31st Tr. Bn., Camp Sherman, O.

MACK DELK, *Grube-Hunter Post, Broken Arrow, Okla.* Died February 18, aged 29. Served with U. S. N. R. F. at Mare Island, Cal.

ARTHUR M. HARRISON, *Wood County Post, Bowling Green, O.* Died June 27. Major Medical Det., 135th F. A., 37th Div.

CHARLES A. HEATER, *Wood County Post, Bowling Green O.* Died May 23. Major, 109th Aviation Squadron.

ROBERT H. HOLDER, *Frank P. Hommow Post, Huntingdon, Pa.* Died June 24, aged 32. Served with 75th Engineers.

LEO C. KELLY, *Winnebago Post, Buffalo Center, Ia.* Died June 25. Served with S. A. T. C. at River Falls (Ia.) Normal School.

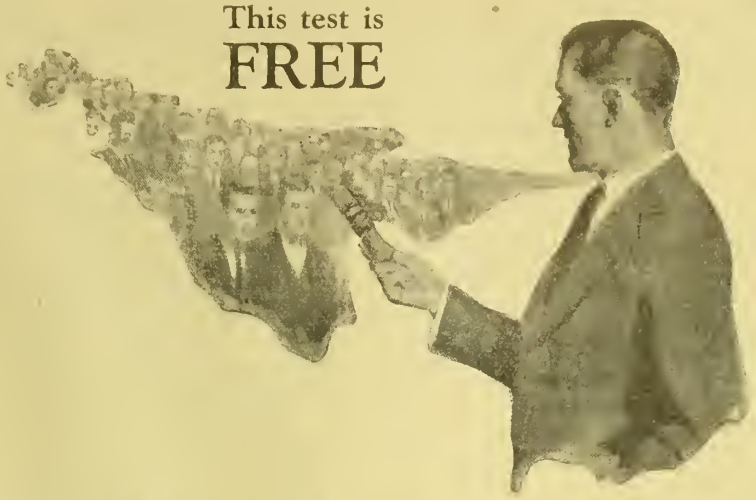
SYLVENE NYE, *Base Hospital 15 Post, New York City.* Died July 4.

GEORGE O. THOMPSON, *Frank P. Hommow Post, Huntingdon, Pa.* Died June 20, aged 30. Was stevedore at Brest.

DR. R. E. TROUTMAN, *Cass County (Ind.) Post.* Died April 22, aged 42. Captain M. C., attached to 150th Field Hospital, 38th Div.

APPLICATIONS for the June 6th issue of The American Legion Weekly, which contains all necessary information about filling out adjusted compensation blanks, continue to stream in. It must be remembered that if a veteran dies before filing his application, his beneficiary loses the extra amount of money provided by the insurance feature of the law. World War veterans are dying at the rate of four hundred a week. It's important to get that application made out and on its way to Washington. That's where the June 6th issue comes in. The price is ten cents a copy. Address The American Legion Weekly, 627 West 43rd Street, New York City.

This test is FREE



How Men Win

A significant Shaving Cream story

By V. K. Cassady, Chief Chemist

GENTLEMEN:

Here for 60 years we have studied soap. Some of the greatest soaps in existence are of our creation. Our Palmolive Soap is the leading toilet soap of the world.

Our problem was to create a Shaving Cream so superior that every man who tried it would adopt it.

We brought to our laboratory every other shaving cream. We put them all to scientific tests. Then we studied to excel them in every quality desired.

We made 130 shaving creams, each better than the others. And we at last arrived at what we deem the utmost in a shaving cream.

Millions of men have adopted it. Tens of millions more will when they know.

Just watch it act

Don't buy it—just ask for a ten-shave test. Compare Palmolive Shaving Cream with the soap you are using now.

If we have done what you desire, adopt it. If not, return to the old. We ask no favors.

But we do ask the courtesy of a test. Concede us that test. You owe it to yourself and to us.

5 BETTER RESULTS

It multiplies itself in lather 250 times, so one-half gram suffices for a shave.

It acts in one minute. Within that time the beard absorbs 15 per cent of water.

It maintains its creamy fullness for 10 minutes on the face.

The super-strong bubbles support the hairs for cutting. That's the major purpose in a shaving soap.

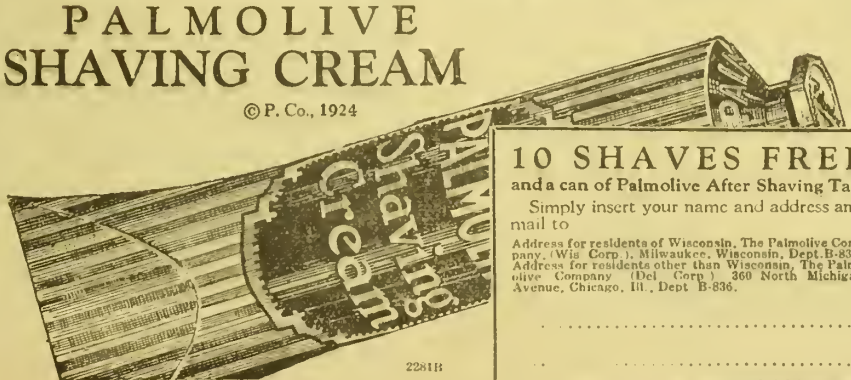
The palm and olive oil blend leaves delightful after effects.

To add the final touch to shaving luxury, we have created Palmolive After Shaving Talc—especially for men. Doesn't show. Leaves the skin smooth and fresh, and gives that well-groomed look.

The Palmolive Company (Del. Corp.), 360 N. Michigan Ave., Chicago, Ill.

PALMOLIVE SHAVING CREAM

©P. Co., 1924



2281B

10 SHAVES FREE

and a can of Palmolive After Shaving Talc

Simply insert your name and address and mail to

Address for residents of Wisconsin, The Palmolive Company, (Wis. Corp.), Milwaukee, Wisconsin, Dept. B-836. Address for residents other than Wisconsin, The Palmolive Company (Del. Corp.) 360 North Michigan Avenue, Chicago, Ill., Dept. B-836.

.....

.....

7% BONDS

Created and Safeguarded by the South's

Oldest Mortgage Investment House

for July Investments

THE secret of accumulating wealth rapidly is simply this: Invest at the highest rate of interest that you can secure *safely*. Reinvest your interest the same way. But remember always that safety of principal must be your first consideration.

Adair Protected Bonds

First Mortgage Real Estate

MONEY accumulates with amazing rapidity at 7%, which is the highest rate consistent with absolute safety. 7% Adair Protected Bonds are safeguarded by the Oldest Mortgage Investment House in the South with a record of 59 years' experience in creating first mortgage investments without loss to a single customer.

We have several attractive 7% issues available for July investment. Mail the coupon today for full information and July offering sheet describing these 7% first mortgage bond issues.

Denominations $1,000, $500 and $100

Adair Realty & Trust Company

The South's Oldest Mortgage Investment House
Healey Building, Atlanta

Adair Realty & Trust Co.
Dept. D-9, Healey Bldg., Atlanta, Ga.

Gentlemen: Kindly send me full information and your July offering sheet describing first mortgage bond issues yielding 7%.

*Address*_____

*Name*_____

EARN MONEY AT HOME

YOU can earn $1 to $2 an hour in your spare time writing show cards. No canvassing or soliciting. We instruct you by our new simple Directograph System, supply you with work and pay you cash each week. Write today for full particulars and free booklet.

WEST-ANGUS SHOW CARD SERVICE LIMITED
Authorized Capital $1,250,000.00
180 Colborne Building, Toronto, Can.

Safe Milk

For Infants, Children, Invalids, the Aged, etc.

Avoid Imitations

The morning after the tornado in Lorain found National Guardsmen under command of Brigadier General and Legionnaire John R. McQuigg relieving Lorain Legionnaires who had done guard duty throughout the night. The wreckage shown above was a church before the tornado struck the city

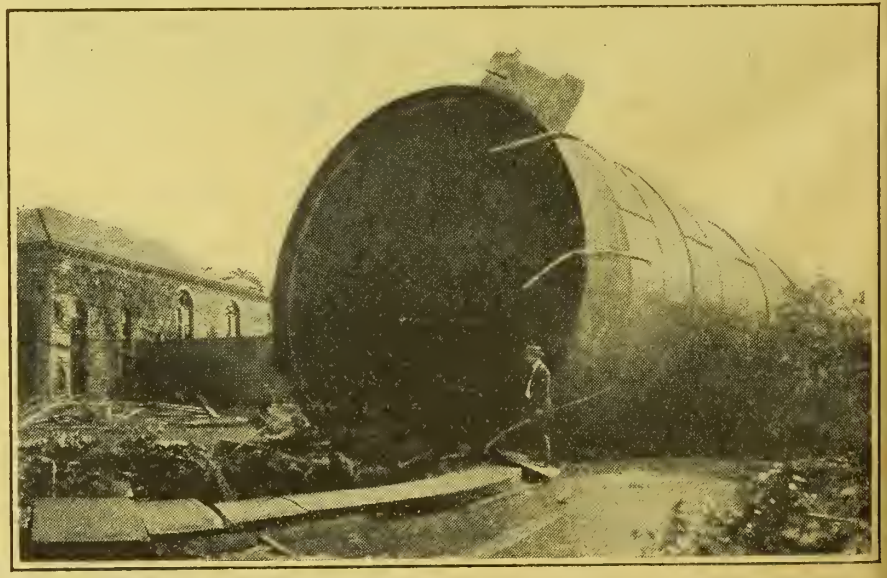
Once More—First in Disaster

(*Continued from page* 6)

ings, to put out the many fires which blazed among the ruins and to guard the stricken area. Twenty-five Legionnaires were sworn in as deputy sheriffs and worked continuously from Saturday night through to Sunday night, their only food the sandwiches and coffee brought them by the Salvation Army. In all more than a hundred Legionnaires were on duty, including those with the police and firemen, those at the hospitals and elsewhere

The Legionnaires rendered invaluable assistance in the wrecked and darkened districts, helping dazed householders who were searching for valuable property and driving out prowling outsiders who might have been tempted to loot. Legion men served as traffic policemen on every corner, helping control the crowds which flocked to Sandusky by automobile immediately after the disaster. Legionnaires from other cities who reported to the Sandusky Legion officials were also assigned parts in the relief work. Especially conspicuous service was given by a group of Legionnaires from Canton, Ohio. Working under the direction of a buddy who was an engineer, they succeeded in placing the Sandusky waterworks in operation speedily when it was feared that days would be required for the necessary repairs.

When the Ohio National Guard units from a half dozen cities arrived in Sandusky soon after midnight they found that the preliminary work done by the



At Sandusky the tornado blew down a standpipe 185 feet high and wrecked the city waterworks pumping station. Sandusky Legionnaires guarded the wreckage all night and Legionnaires from Canton, Ohio, surprised the city officials by their skill and speed in getting the waterworks back in operation

Legion had made their task easier.

With the Legion posts at Lorain and Sandusky on the scenes of the disaster, with posts in other nearby towns ready to rush to the stricken cities if further relief were required, the Legion throughout the State demonstrated its capacity for help. A call for urgent relief was sent out by the headquarters of the Ohio Department of the Legion at Columbus. All Ohio posts were asked to send to Lorain clothing, and especially children's clothing. All posts were also asked to send money contributions to the department headquarters or to deposit relief funds in local banks which had been named by the governor to receive contributions. Among the first contributions to reach the department headquarters was a wire of $100 from Omaha (Nebraska) Post, the largest post in the Legion.

The foregoing article was obtained under unusual circumstances. Immediately after the Lorain disaster the Weekly sent a wire to Robert I. Snajdr, assistant Sunday magazine editor of the Cleveland Plain Dealer, *a Legionnaire, asking him to write an account of the Legion's help at Lorain and Sandusky. Back by airplane mail came the facts requested, but prepared by another Legionnaire, Jay Morton, also of the* Plain Dealer. *"I am writing the story for Snajdr," wrote Mr. Morton, "because Snajdr is in the hospital, a victim of the tornado." Mr. Snajdr and Karl Lemmerman, secretary-treasurer of a Cleveland oil company, were driving through Lorain in Mr. Snajdr's automobile when the tornado twisted the car into junk and injured both men. Mr. Lemmerman died in a hospital, but Mr. Snajdr was less seriously hurt. N. J. Esser, adjutant of Lorain Post, and C. H. Richardson, past commander of Perry Post of Sandusky, complying with the Weekly's telegraphic requests, sent the photographs used as illustrations, as well as many of the details which have been incorporated in the article.*

War Booty from the Skies

(*Continued from page* 4)

ment in case of emergency. If Germany had not been equipped with a factory which had been building passenger Zeppelins for years she never could have organized her war-raiding craft, with trained crews, expensive hangars and extensive ground forces. All that had to be done in peacetime.

Every country has been negotiating with the Zeppelin organization for years in an effort to acquire Zeppelins, but we have done more than that. The Navy's Shenandoah was built by Americans. Everything in it, from fabric to engines, was constructed in this country to the designs of American engineers. Several companies in this country are well equipped to build airships, for they have been producing smaller dirigibles and balloons for the Government. Late last year the Zeppelin company made an agreement with an American concern whereby it conveyed to the latter all American rights of manufacture. A score or more of the leading Zeppelin engineers are arranging to make their homes in this country. It is no exaggeration to state

$50-A-Month Income

from $20 a Month Invested in the Nation's Capital

YOU can command this comfortable income. It is within reach of any man or woman of moderate means. $20 a month—less than $5 a week—taken out of your salary and invested regularly at 6½%, with the income reinvested under our plan, will grow in 20 years to $9,605.54.

Without investing another dollar you will have an independent income of $50 a month from savings which you will not even have missed.

Start now toward financial independence. Take the first step by mailing the coupon TODAY for our

booklet, "How to Build an Independent Income." The booklet will tell you about our 6½% First Mortgage Bonds on Income-producing property in Washington, D. C.

THE F. H. SMITH CO., Washington, D. C.

Please send me a copy of your free Booklet, "How to Build an Independent Income."

Name _____

Address _____

57

No Loss to Any Investor in 51 Years

The F. H. SMITH CO.

Founded 1873

Smith Building Washington, D. C.

Write FOR BOOK ABOUT **Elto**

3 H.P.—The Fastest "Light Twin"

Designed and Built by Ole Evinrude
Weighs less than 17 lbs. per h. p.
Gives half more power, much more speed, yet easy to carry. Instant starting without spinning. Safe rudder steering. Trouble proof carburetor. Push button reverse, without danger of tipping boat. The ideal family motor. Fits carrying case without taking apart. Write for catalog.

ELTO OUTBOARD MOTOR COMPANY
Manufacturers' Home Bldg.,
Dept. 30, Milwaukee, Wis.

New SPREDTOP RING MAKES DIAMONDS LOOK LARGER

WHY spend $500 for a solitaire? This new scientifically constructed Spredtop 7-Diamond Cluster has same appearance. Send for this Spredtop, examine it, be convinced of its value, then pay

$1.25 A WEEK

Pay by the Month
10 MOS. TO PAY

Only $5 Down

Satisfaction or Money Refunded

FREE Latest Diamond and Jewelry catalog, 3000 illustrations, greatest values

AUTHORIZED CAPITAL $1,000,000

L·W·SWEET INC.

Dept. 1094-M 1660 BROADWAY, NEW YORK

Entertaining and Interesting

Every issue of The American Legion Weekly is chuck full of good interesting reading.

The stories, articles, jokes and cartoons provide plenty of satisfactory entertainment for everybody.

Send a friend a subscription for one year. The price is only $2.00 for 52 issues. Your friend will enjoy reading The American Legion's magazine and it will do the Legion good to have more people read

627 West 43d Street
New York City

The AMERICAN LEGION *Weekly*

Welcome to New York and the Alamac

71 ST STREET AND BROADWAY

New York's latest hotel achievement with its 600 Rooms each having bath and shower and Servidor. Three exceptional Restaurants.

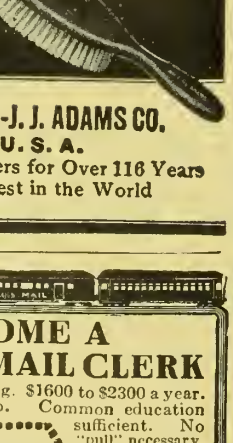
In a cool, uncongested – yet most convenient location.

Reduced rates from May to October

LATZ OWNERSHIP, Management

How Good The Bristles Feel!

The first thing you notice about a WHITING-ADAMS BRUSH is *how good the bristles feel.* How strong and springy they are! Then you notice what a clean-cut, perfectly-balanced, and "usable" article the whole brush is. Ask your dealer to show you one.

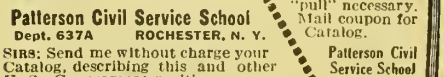


WHITING-ADAMS BRUSHES

Send for Illustrated Literature

Making a Brush to Last a Lifetime is a Lifetime Job

JOHN L. WHITING-J. J. ADAMS CO.
Boston, U. S. A.
Brush Manufacturers for Over 116 Years and the Largest in the World



BECOME A RAILWAY MAIL CLERK

Examinations coming. $1600 to $2300 a year. Steady life-time job. Common education sufficient. No "pull" necessary. Mail coupon for Catalog.

Patterson Civil Service School
Dept. 637A ROCHESTER, N. Y.

SIRS: Send me without charge your Catalog, describing this and other U. S. Government positions.

Name.....

Address.....

Patterson Civil Service School Dept. 637A Rochester, N.Y.

that when the ZR-3 reaches America a large part of the world's lighter-than-air technical talent will have been transferred to this country. Outside of a few engineers in England, France and Italy, the leaders are either here or in Germany.

And according to Allied stipulations the Zeppelin sheds in Germany must come down as soon as the ZR-3 is delivered. That is why the industry wants to move to America. The airship would have been completed a year ago had it not been for the fact that the workmen struck time and again simply to postpone the day when the ZR-3 should sail away and their means of earning a living must be changed.

We have encountered, in fact, a number of difficulties in securing the new craft. In the early post-war days the Washington authorities were thinking about everything except airships, especially airships which could not be used for military purposes. Finally, after considerable agitation on the part of airship officers in the Army and the Navy, General Pershing went straight to President Harding and convinced him that he should demand a large airship.

The Zeppelins, through their agents, said that if possible they would like to build a mammoth airship for us larger than anything yet developed, and they would build it for the cost of a smaller one. The German government had already agreed that so long as they were going to give us a bit of reparations they might as well make a good job of it. They saw in the projected airship an opportunity for making peaceful overtures—for legitimate and practical propaganda. If they could give us the greatest airship the world had ever seen it would help to restore German prestige in America.

Our official demand for the reparations ship was placed with the Allied council by Ambassador Herrick in Paris. There he struck a snag. The Allies were not keen about letting us have a reparations ship. We asked for one of 100,000 cubic meters gas capacity. The Germans had offered to build such a ship and to fly it all the way around the world on a test flight to prove what it could do. Our late Allies were having considerable trouble with their own airships—every once in a while once would blow up without warning. Finally, after months of haggling and quibbling, they said we could have a ship, but that the limit must be 30,000 cubic meters. Such a craft could not cross the Atlantic, for it could not carry sufficient fuel and supplies.

Thereupon we pointed out flatly that we were entitled to two ships, and if we wanted to take the two in one—and providing the Germans would acquiesce—it was nobody's business but ours. Then, as a special favor, they let us have a 70,000 cubic meter ship. Such is the ZR-3.

The ZR-3 is 656 feet long, as long as the average ocean liner. Yet she weighs only forty-six tons empty. She will carry an equal tonnage in passengers, freight, supplies and fuel. This is the first time that a flying machine has been built to carry a load equal to its own weight. Though shorter by twenty-four feet than the Shenandoah, the ZR-3 is actually larger, for she is twelve feet greater in diameter and carries 322,000 cubic feet more of buoyant gas than the American ship.

And what a craft she will be! Instead of being a war machine she will be a peacetime passenger ship the like of which has never been built before. She will make every other dirigible look like a grim old battleship drawn up alongside the *Leviathan* just out of dry dock. The ZR-3 is actually the new leviathan of the skies.

GIVE the Germans credit for this: We have had inspectors on the job at Friedrichshaven throughout the construction of the craft, and they report that nothing was too good to go into it. Everything is of the best, from the nickel trimmings in the huge passenger cabin to the rugs on the floor. Instead of an ordinary control car swung several feet below the belly of the ship, the main cabin of the ZR-3 is larger than a Pullman and is built solidly against the keel. The forepart of this cabin is outfitted like the bridge of a yacht. There are the levers and the controls and the telegraphic signalling devices by which the chief engineer may signal to his men throughout the ship, even in the engine gondolas.

Behind the control room is the radio compartment, with a set that can send 1,560 miles by telegraph and 315 miles by voice. The antennae includes three wires hanging below the car for about four hundred feet. Back of the wireless room is the main passenger saloon. They might have been fixing up a new passenger liner for her first trip by the way they have equipped this saloon. It will hold twenty passengers, with room for an extra or two if necessary. It is divided into five open compartments, each of which accommodates four persons comfortably. There are long sofas facing each other, and on these the passengers will lounge during the day. They will dine at tables set between the sofas. At night each compartment is divided by curtains, making the cabin virtually an aerial Pullman. The sofas are made up into berths, the seats forming the lowers and the backs the uppers. And always near at hand so that the passenger may reach out and use it if he requires it will be a small flask containing oxygen. On long flights when the ship ascends to high altitudes some travelers are liable to height sickness on account of the rarefied atmosphere. A sniff of the oxygen carries a kick which restores normal breathing.

Behind the main saloon is the kitchen, similar in its appointments to that on a dining car. The chef will cook hot foods and drinks on two different kinds of apparatus. One is electrical, the other is white hot heat supplied by means of open kettles built into the exhaust pipes of the engines. These latter also will supply the hot water for the lavatories. In the rear of the car are the baggage and supply compartments.

Along the keel in the bow of the ship are the officers' quarters. The rest of the crew will occupy small bunks set on platforms off the keel throughout the ship from nose to stern. These bunks are similar to the ones occupied by enlisted men on army transports during the war.

On the journey across the Atlantic the crew and officers will stand watches just as aboard surface craft—though on the flight from Germany to Lakehurst, New Jersey, it is doubtful if any of the crew will secure much rest. They rarely do on long flights, especially over the water, where high winds and vari

ous climatic conditions can make air navigating arduous.

The Germans will inflate the craft with hydrogen and fly the four thousand miles without stopping, though arrangements have been made to have American naval vessels out in mid-ocean, and if the twenty-one tons of gasoline taken abroard in Germany does not last the voyage through the ship will be able to drop down to one of the surface craft and take on more fuel. Strong headwinds might make this necessary; otherwise the ZR-3 should be able to average more than a mile a minute and reach this country within seventy hours after leaving Germany.

On the whole, the crew will not have an easy time of it. They must be constantly on the alert seeking leaks among the huge gas cells, or balloonettes, nearly a score of which fill up the spaces about the framework inside the great pillowslip of an envelope which covers the craft. These balloonettes are as high as six-story buildings, and over them the riggers must crawl at intervals, testing with a gas detector every foot of the vast surface. Others must crawl out on top of the hull and inspect the gas valves with which each balloonette is equipped. In any of a hundred emergencies it might be necessary to release gas, either fore or aft, or both, and the failure of a valve would bring disaster to a hydrogen-filled ship. The crew will have only a fifteen-inch keel to walk upon. As a precautionary measure against striking sparks they will wear felt shoes. Immediately after the ship arrives in this country and is "surrendered" to the Government at the Lakehurst hangar the hydrogen will be released and helium substituted.

There has been a great deal of discussion about the uses to which the ZR-3 may be put. Various private interests have been kind enough to suggest that they be permitted to operate her on a passenger and freight basis. They have been informed that it would require an act of Congress either to lease or to sell the ship. Both the Army and Navy Air Services want it. The joint board has decided to let the Navy have it for the first six months, after which the Army can take it for a like period pending final assignment.

The Navy plans to operate the ZR-3 over the Atlantic Coast States for the first few weeks after its surrender. Later it will be sent into the Middle West and after that through to the Pacific. Finally the Navy will operate it on a model passenger, mail and parcel carrying route between the coasts. If that proves successful it is planned to run a similar line between the United States and England.

The lifting capacity and five four hundred horsepower engines of the ZR-3 combine to give her the widest cruising range of any airship ever built. She can carry enough fuel to fly 3,500 miles at a full speed of seventy-six miles an hour. Cruising at seventy miles she can do more than 5,000 miles without a stop.

Soissons: Where the End Began

(*Continued from page 7*)

inating Soissons itself, and to cut the Soissons-Château-Thierry road. This main effort was assigned to the 20th French Corps, composed of the First American Division on the left, the First Morrocan Division in the center and the Second American Division on the right. The First Division had proved itself at Cantigny. The Second had seen strenuous and successful service along the Marne and in Belleau Wood.

Extreme caution and secrecy covered the preparations for the attack. Every effort was made to make activity behind the front seem as nearly normal as possible. To add to the surprise, no bombardment preceded the advance of the infantry. At 4.35 a.m. on July 18th an intensive barrage was laid down along the front and the infantry started its advance. By 5.30 a.m. more than two kilometers of enemy trench had been taken. Missy-aux-Bois, Ploisy and the Paris-Soissons Road were among the stated objectives of the First Division. Ground was gained only under intense difficulties. Although Berzy-le-Sec was in the sector of the 153d French Division to the right of the First, the staff of the 20th Corps, finding the 153d Division far from this objective ordered that the town be taken by the Americans. At two p. m. on July 20th the attack was begun and finally, under the personal leadership of Brigadier General Beaumont B. Buck, after practically all the officers of his brigade had been killed or wounded, the Second Brigade of the First Division captured Berzy-le-Sec during the early morning of July 21st. The victory was won. The Soissons-Oulchy-le-Château railway was cut; five kilometers to the north the town of Soissons lay open to artillery fire from the Berzy-le-Sec heights, and the First Brigade to the right had overrun the Soissons-Château-Thierry highway. During the night of July 22d the First Division was relieved by the 15th Scottish Division.

In the meantime the Second Division, with the Ninth and 23d Infantry Regiments and the Fifth Marines in line, was forging ahead toward the town of Vierzy, its main objective. After intense fighting, the town of Vauxcastille was taken and by 9.30 a. m. the Americans were on the plateau overlooking Vierzy. Casualties were severe, but by eight o'clock in the evening Vierzy had been occupied. The following morning the Second Engineers advanced through the remnants of the Ninth Infantry and the Sixth Marines through those of the 23d Infantry and resumed the attack, advancing to Tigny and digging in on the edge of the Bois d'Hartennes, less than a kilometer west of the Soissons-Château-Thierry highway. The division had been reduced to little more than half its original strength in the twenty-six hours advance of eight kilometers. On the night of July 19th-20th the Second was relieved by the 58th French Division.

At the right of the Allied line of advance was the 26th United States Division which, with the 67th French Division, formed the First United States Corps under Major General Hunter Liggett. To the right of this corps the 38th French Corps, consisting of the 39th French Division and

Forty Homes for Fifty Cents

Here is a book that shows you how to get the home you want at the price you want to pay.

"Plans for Concrete Houses" is entirely new and is just off the press. It shows forty ideal homes ranging in cost from $3,000 to $10,000—the work of prominent architects in every section of the country.

Through this book, and the house plan service back of it, you can get plans for wide lots and narrow lots; cottages, bungalows and two-story houses.

No matter where or when you expect to build, it will pay you well to write for "Plans for Concrete Houses." Send fifty cents for it today. Address

PORTLAND CEMENT ASSOCIATION
111 West Washington Street
CHICAGO
A National Organization to Improve and Extend the Uses of Concrete
Offices in 30 Cities

Mild Mellow Aromatic

PORTO RICAN "filler" tobacco costs three to four times the price of domestic filler tobacco.

So that when you pay 8c, 10c, 13c or more for a Porto Rican cigar, you are getting several times the value in tobacco that you would in buying a cigar made chiefly of domestic leaf.

In addition you are getting that mellow quality and alluring fragrance that only tropical soil can produce in tobacco.

These qualities cannot be "manufactured" into a cigar. They must come from the soil. Porto Rico is famous for its rich tobacco soil.

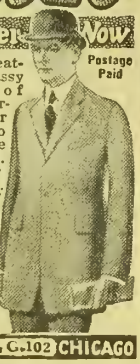
Let us mail you an interesting booklet, "The Story of a Porto Rican Cigar."

TOBACCO GUARANTEE AGENCY
(*A Government of Porto Rico Bureau*)
136 Water Street, N. Y.
J. F. Vasquez, Agent

WRITE FOR FREE
Memorial Suggestions
BRONZE TABLETS, FLAG POLES, MEMORIAL ENTRANCES
The Flour City Ornamental Iron Co.
27th Ave., 27th St., So., Minneapolis, Minn.

$14.95 Suit

Made to Order Now



Postage Paid

SEND NO MONEY

To introduce unbeatable values, classy style, perfect fit of PROGRESS tailoring we offer, for $14.95 tailored to measure any style suit of your choice, delivered postpaid. We Guarantee Satisfaction or Money Back. Other wonderful values up to $39.50.

AGENTS WANTED

EARN $9 to $18 DAILY spare time showing our samples to friends and neighbors, we explain how, no experience needed. Big Outfit, agent's wholesale prices, real wool pieces, fashion styles, tape measure, etc. Complete outfit and simple directions, FREE, write at once.

FREE SAMPLES

The PROGRESS TAILORING CO. Dept. G-102 CHICAGO

This Suit Given also $45 in Cash

Part Time or Full Time!

I must have a live Agent in your locality immediately. If you're ripe for a steady position at top pay write for my sensational offer. Even if you have never sold clothing before, I will teach you how to sell, how to make money fast.

All-Wool Suits & Overcoats $23.75
Boys' 2-pants Suits $11.75

Enormous demand, no competition. Simply show your samples, write the order, collect your commissions in advance! We deliver and collect balance. You make $35 to $65 a week spare time. $75 to $125 a week full time. 91% repeat orders mean a steady income, $5,000 to $10,000 a year for you!

BIG OUTFIT FREE!

Tell me what you have sold before and territory wanted. I will immediately send you big free sample outfit and special offer of $45 in cash and YOUR OWN SUIT FREE. No deposit needed, no waiting. WRITE QUICK!

John G. Longworth & Sons Dept. JA-2 1301 to 1311 W. Congress St. CHICAGO

Sell Shirts

Sell Madison "Better-Made" Shirts, Pajamas, and Nightshirts direct from our factory to wearer. Nationally advertised. Easy to sell. Exclusive patterns. Exceptional values. No experience or capital required. Large steady income assured. Entirely new proposition.

WRITE FOR FREE SAMPLES.

MADISON SHIRT CO., 503 B'way, N.Y. City

WANT WORK AT HOME?

Earn $18 to $60 a week RETOUCHING photos. Men or women. No selling or canvassing. We teach you, guarantee employment and furnish WORKING OUTFIT FREE. Limited offer. Write today.

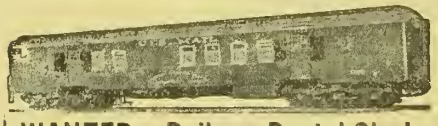
Artcraft Studios, Dept. I, 3900 Sheridan Rd., Chicago

TAILORING $50 to $100 a Week

AGENTS WANTED

If interested in a good opportunity to make big money let us send you our famous book, "What Others Say." It tells you about our new sales plan and shows pictures of scores of men whom we have trained and helped to build a permanent big paying business. Our plan heats owning a store and pays big profits. Success is sure for every earnest worker. J. B. Simpson's suits and overcoats at $31.50, tailored to order, from all wool fabrics are well known and the world's greatest clothing values. They are easy to sell. We protect territory, pay commission in advance. Write for new sales plan and free copy of interesting book.

J. B. SIMPSON, Inc., Dept. 859, 843 Adams St., Chicago



WANTED—Railway Postal Clerks

$133 to $192 A MONTH

MEN — BOYS 18 up

Ex-Service Men Get Preference

Travel—See Your Country

Mail Coupon Today Sure

COUPON

FRANKLIN INSTITUTE
Dept. N186,
Rochester, N. Y.

Sirs: Send me, without charge: (1) specimen Railway Postal Clerk Examination questions; (2) list of U. S. Government jobs now obtainable; (3) send full information regarding preference to Ex-Service men.

Name.....

Address.....

the Third United States Division, was in line. The 26th Division had had an early introduction to this part of the front. In January, 1918, following their training period near Neufchâteau, the New Englanders had taken over a sector in the line just east of Soissons along the Chemin-des-Dames, then a quiet area. In the Soissons attack, movement of the division depended on the success of the advance to the northwest. Pivoting on Bourèsches, the 26th troops took Givry, Belleau and Torcy. On July 21st the enemy was in full rout and the 26th pursued the retreating troops. In eight days of continuous battle it advanced a distance of eighteen and one-half kilometers. Its casualties totalled almost five thousand officers and men.

The Fourth Division was brigaded with troops of the Second and Seventh French Corps, just to the left of the 26th. While in the main only battalions of the Fourth mingled with French units were employed, the 39th and 47th Infantry Regiments operated as disinct units and included in successful advances the towns of Noroy, Hautevèsnes, Courchamps and Chevillon.

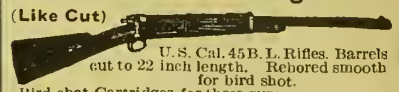
Starting from its old stand northeast of Château-Thierry, the Third Division also took up the pursuit of the enemy to the Ourcq. On the 19th the enemy had succeeded in withdrawing from the southern bank of the river, east of the Third Division sector, and when, on July 20th, an attack had been planned, German lines had been abandoned north of the Marne as well. On the morning of July 21st the infantry crossed the Marne on three floating bridges, a pontoon and a trestle bridge which had been constructed by the engineers under heavy fire. The advance against heavy machine-gun fire continued until July 24th.

Following on the success of the counter-offensive, Marshal Foch determined on a general offensive movement along this part of the line and in this attack, which started on July 25th, the 28th and 42d Divisions participated. The 32d Division was placed in reserve behind the First United States Corps. On August 5th this division was relieved from the Vesle front and on August 27th-28th, being assigned to Mangin's Tenth French Army, relieved the 127th French Division and on the 30th succeeded in recapturing the town of Juvigny from the enemy by an encircling movement. This town lay five kilometers to the north of Soissons.

The history of the town of Soissons is a history of battles through the centuries. Soissons, an ancient Gallic citadel—those who recall their high-school Latin will remember the tribe of the Suessiones—came under Roman domination during Caesar's conquest of the country. In 486 a decisive battle fought at the gates of Soissons brought about the end of Roman domination in Gaul. During Napoleon's era it was captured by the Russians and Prussians. In the Franco-Prussian War of 1870, a German force of 20,000 captured Soissons after thirty-seven days' fighting, which included intense artillery bombardment. During the World War the enemy twice occupied Soissons, first for eleven days during September, 1914, and again in 1918, after the surprise attack against the Chemin-des-Dames linc. The town was again taken by French troops on August 2, 1918.

Shot Guns Breech Loading $4.50

(Like Cut)



U. S. Cal. 45 B. L. Rifles. Barrels cut to 22 inch length. Rebored smooth for bird shot.
Bird shot Cartridges for these guns..... $3.00 hundred
Rifle Barrels interchangeable, same length $2.00 extra
Ball Cartridges..... $3.00 hundred

Best Gun in the World for the Price

Leather Scabbard to hold this gun..... $1.50
Krag Rifles..... $12.50
Krag Sporting Rifles..... $14.00
Cal. 45 Carbines..... $3.50
Utility Bags for bait, lunches, etc. Parcel Post prepaid..... 50 cts.

Send for Catalog

W. STOKES KIRK 1627-E North 10th St. PHILADELPHIA, PA.

$100.00 Weekly Can Be Made At Home

Anyone can quickly learn to make show cards and window signs at home through our short cut method. Be your own boss. Our system of home instruction never fails. Make $100 per week easily. Earn while you learn. Every dealer a customer. Signs that take half hour to make sell for $3.00.

GIVEN Write for full particulars and receive gift brushes, paints and dictionary when taking course, if you want to be successful, write for free leaflet.

Paramount Institute, Dept. 100, 1161 Broadway, New York

HANDS UP!

$1.79

Protect yourself against hold-up, rowdies, etc. with this clever cigarette case of light weight metal. Looks exactly like the real thing! Pull the trigger, back flies the lid showing your cigarettes. Lots of fun scaring your friends, and a great protector. Sold exclusively by us. PAY POSTMAN $1.79 on delivery plus postage. Money back if not satisfied.

Pat. Pending

PATHFINDER CO., Dep. X88, 534 Sixth Ave., N.Y.

$25 A DAY Selling Suits

Fifth Ave. New York Custom Tailors want agents to sell advertised brand all wool tailored to measure suits and overcoats direct to wearer. Lowest Prices in America. Sell on sight. No capital or experience required. Big line swatch samples Free. Biggest Commissions paid daily. Permanent positions. $75 to $100 weekly. Auto Free to Agents.

Monarch Tailoring Co., 100 Fifth Ave., Dept. A1, New York

AGENTS

Make $10 to $20 daily selling Premier Knife and Scissors Sharpeners.

200% PROFIT or more. 9 out of 10 women buy. Produces keen edge quickly. Sells for 50c.

PREMIER MFG. CO.
Dept. 8 Detroit, Mich.

Get Your "Bonus" Without Delay

If you want the Adjusted Compensation you are entitled to at once, be sure to fill out the application correctly.

The sample application blank properly filled out that appears in the Victory Number (June 6th issue) of The American Legion Weekly is an accurate guide for all applicants for Adjusted Compensation to follow.

All service men should have a copy of the Victory Number. Copies cost only 10 cents each. Buy them on the newsstands or order from

The American Legion Weekly
627 West 43d St. New York City

BUDDIES IN DISTRESS

Queries aimed at locating service men whose statements are necessary to substantiate compensation claims should be sent to the Legion's National Rehabilitation Committee, 417 Bond Building, Washington, D. C., not to the Weekly. The committee will be glad to assist in finding men after other means have failed, and, if necessary, will advertise through the Weekly. The committee wants to hear from the following:

MAJOR EMERSON, U. S. M. C., who had charge of EENT work at Base Hospital, Camp Lee, Va., in 1918.

DOCTOR MURRAY BLAIR, formerly with Canadian E. F. and now supposed to be practicing medicine in New York.

LIEUT. EVERETT ANDERSON, of Kentontown, Ky., who served with 1st Bn., 166th Depot Brigade, Camp Lewis, Wash.

LIEUT. ROBERT P. NESTLER, and other officers, of Co. D, 308th M. G. Bn.

SIMON L. TURNER wishes to hear from comrades who were stationed at Camp Luce, Great Lakes, on or about Sept. 8, 1918, who know of his injury incurred while at that place.

CHARLES WISKOW is anxious to hear from former comrades of the Chemical Warfare Service who were stationed at Chinon, France.

CLIFFORD OSWIN WILLIAMS, former student at Jefferson Medical College, Philadelphia, and ex-Navy man.

OUTFIT REUNIONS

Announcements for this column must be received three weeks in advance of the events with which they are concerned.

CO. E, 329TH INF.—Second annual reunion, July 26-27. Address Earl Lowry, McClure, O.

308TH ENGINEERS—Fourth annual reunion, Canton, O., Aug. 3-5. Address Earl Baringer, 405 Second St., N. W., Canton.

304TH AMMUNITION TRAIN—Reunion some Saturday in August at Reading, Pa. Address Richard B. Cook, Allegheny Av. and Tulip St., Philadelphia.

NINETEENTH (RAILWAY) ENGINEERS—Fourth annual reunion, Atlantic City, N. J., Aug. 8-10. Address W. Fred Todd, 3215 Woodland Av., Philadelphia.

30TH (OLD HICKORY) DIV.—Reunion at Charleston, S. C., Aug. 12-13. Address Arthur J. Stoney, 57 Laurens St., Charleston, S. C.

90TH DIV.—At Brownwood, Tex., Aug. 18-20. Address 90th Div. Reunion Committee, Brownwood, Tex.

147TH INF. and 37TH DIV.—Regiment's first reunion at Findlay, O., Aug. 31st, afternoon. 37th Div. reunion at same place next day. Address Victor Heintz, 18 East Fourth St., Cincinnati, O.

51ST PIONEERS—Reunion at Kingston, N. Y., Sept. 13. Address Clarence Cooper, Walden, N. Y.

129TH INF.—Sixth annual reunion, Elgin, Ill., Sept. 27-28. Address Ralph H. Kluender, 626 Washburne St., Elgin.

BATTERY F, 30?TH HEAVY F. A., 78TH DIV.—Those interested in proposed reunion address Lester C. Lyon, 402 Marquette Bldg., Detroit, Mich.

32ND (RED ARROW) DIV.—Reunion at Milwaukee, Wis., Sept. 13-15. Address R. E. Browne, 1201 Trust Co. Bldg., Milwaukee, Wis.

1ST DIV.—At Washington, D. C., Oct. 3-5. Address 1st Div. Reunion Committee, Army Bldg., 39 Whitehall St., New York City.

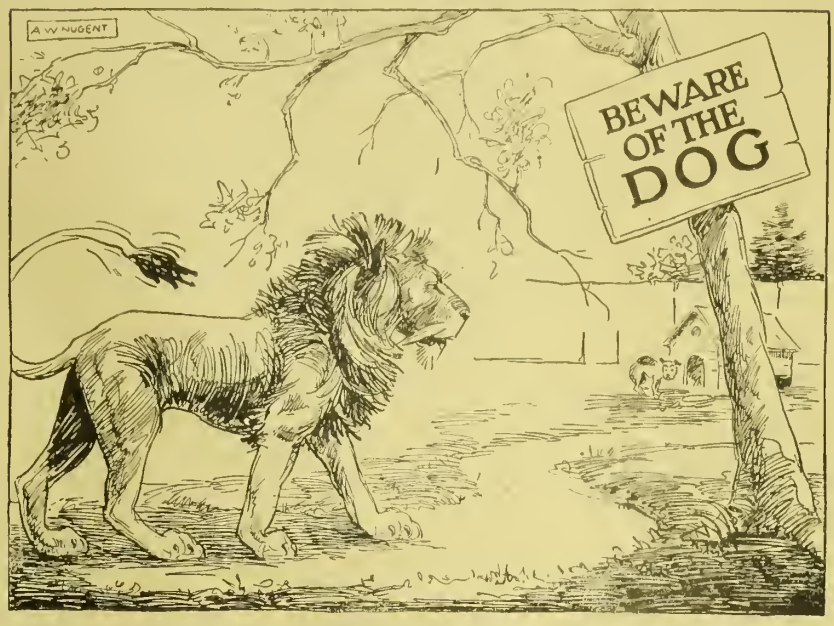
Try This on Your I. D. R.

The numbers correspond with those below the figures shown on page 15.

1. Top sergeant with officer's collar insignia and sleeve braid.
2. Colonel's insignia on shoulders, major's on cap.
3. Corporal wearing officer's trench coat and saluting with left hand and pipe in mouth.
4. Lieutenant carrying enlisted man's pack and rifle.
5. Sentry failing to render rifle salute. The revolver is on the wrong side and is superfluous.
6. Colonel's overcoat and brigadier-general's cap.
7. Air Service lieutenant wearing canvas leggins and brigadier-general's sleeve cord.
8. Marine private wearing army hat cord and Y. M. C. A. insignia on wrong sleeve.

Bursts *and* Duds

Payment is made for material for this department. Unavailable manuscript returned only when accompanied by stamped envelope. Address 627 West 43d St., New York City



COLD PUPPY

Why, Gene, You Little Tomboy!

[*From the Orlando (Fla.) Reporter-Star*]

The Golf Club Expects to have Miss Gene Sarazen and Mr. Walter Hagan for an exhibition match either the 21st or 22nd of this month.

At the Top of the Ladder

Farmer: "I believe you're the very same identical Wild Man o' Borneo I seen more'n twenty-five years ago."

Wild Man: "Musta been me, boss, considehin' Ah'm now known in circus circles as de dean o' de wild men."

A Miss

Now this is a fact;
Don't call it folly;
A miss in a motor's
Worth two in a trolley.

History Would Repeat Itself

The father of the wild youth received a letter from the president of the college the youth was attending. It read:

"Your son is making his subjects here 'Wine, women and song.'"

"Any post graduates accepted?" wired back the old man, who was something of a bear himself.

It May Glitter, But—

Midas was crowing over the gift that enabled him to turn everything he touched into gold.

"But think of me," grumbled Mrs. M., "having to keep all this stuff polished!"

Slightly Off Color

Cannibal Waiter: "So you think this hash doesn't taste right, my lord?"

Cannibal Chief: "It certainly doesn't. It tastes as if you had a commercial traveler mixed in with a missionary."

Cause for Thanksgiving

A tramp sat eating in the kitchen of an aristocratic domicile, while the child of the household curiously watched him.

"That's not good manners!" interposed the youngster. "You put your knife in your mouth."

"It might be worse, kid," blithely retorted the tatterdemalion. "If me partner was here, he'd stick dat knife in his pocket."

Hard Luck, Indeed!

Lady (visiting prison): "And how did you come to be put in here, my good man?"

"I'm unlucky," declared the imprisoned wood alcohol vendor, who was in a confidential mood. "One of my customers didn't go blind and he identified me."

Income Tax

(*Enacted some years after Poe.*)

See the public pay its tax,
Income tax.
How the worn and weary citizen his tired noodle racks.
Filling blanks, blanks, blanks,
For a lot of red-tape cranks,
Until he gets all muddled by the rules and laws and acts
Of the tax, tax, tax, tax,
Tax, tax, tax,
Of the periodic, idiotic tax.

—*George B. Staff.*

In Philly

"I guess that man Butler sort of surprised some of the boys in Philadelphia."

"Yes, he certainly took their breath away."

So Luxurious!

Mrs. Click: "I suppose the boys in the Army get terribly tired at times."

Mrs. Clack: "Yes, I guess they do, but you know they always have fatigue clothes to wear."

Local Pride

Tourist (after bumping over unusually bad road): "My Lord, sir! Have you people no pride in your roads?"

Native: "Well, I'll say we have. They call this the worst road in eighteen counties."

Who Wouldn't?

Jack: "Imagine two horses racing for one hundred thousand dollars!"

Jill: "Imagine them not racing!"

Ten Minutes More

Mr.: "Aren't you ready to go yet?"

Mrs.: "Tell me, doesn't my gown look as if it were slipping off my shoulders?"

"No; let's go."

"Well, you'll have to wait. It's supposed to look that way."

Two Tours *in* August *to*

France and the Battlefields

First Tour (Leaves Aug. 16th)

37 days - $300

Sail from New York, on August 16th, by S. S. "LEVIATHAN." Leave Cherbourg, September 16th, by S. S. "LEVIATHAN." Total days in France, 24. Total for entire trip, 37.

Second Tour (Leaves Aug. 23rd)

30 days - $275

Sail from New York, August 23rd, by S. S. "PRESIDENT HARDING." Leave Cherbourg, September 16th, by S. S. "LEVIATHAN." Total days in France, 16. Total days, 30.

THE PRICES include all expenses such as round trip steamship fare, train and bus fares; room and meals during entire tour—everything except miscellaneous personal expenditures.

No Passports --- No Visaes

EXCLUSIVE accommodations for veterans in especially prepared cabins which are clean, airy and comfortable. The berths have soft, sanitary mattresses and clean linen; water and other conveniences in each stateroom. The food is wholesome, appetizing and plentiful and service of the best.

Get up a party and make this ideal vacation trip. Time is short. You should investigate these tours at once. Write now for illustrated booklet containing full information and views of scenes in France and accommodations on board ship.

Send the Coupon Just fill in the coupon now, tear it out and mail it to the United States Lines. You will receive the booklet by return mail.

INFORMATION BLANK
United States Lines 45 Bway, New York
Veteran's Tour Dept., B-2253

Please send me without obligation the booklet and literature describing low price trips to Europe.

Name_____

Address_____

City_____

UNITED STATES LINES

45 Broadway — Veteran's Tour, Dept. B2253 — New York City

Or your local agent

Managing Operators for

UNITED STATES SHIPPING BOARD