

MARCH 26, 1926

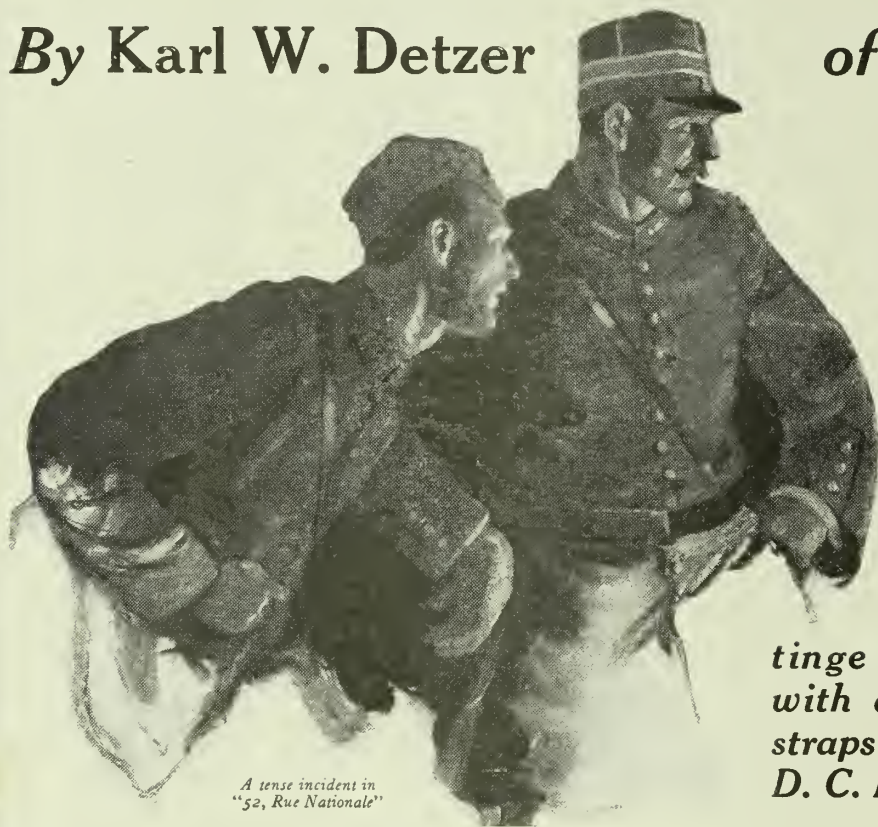
The **A** MERICAN **L** EGION *Weekly*



True Stories of the A. E. F.

By Karl W. Detzer

of the D. C. I.



*A tense incident in
"52, Rue Nationale"*

Experiences in the A. E. F. by the Division of Criminal Investigation of the American Army in dealing with the most accomplished criminals the world has ever known. Baffling mysteries--fascinating horrors tinge the pages. Criminals with and without shoulder straps do their stuff and the D. C. I. goes them one better.

NUMBER 52, RUE NATIONALE

"Remember the riot in Rue Nationale, Le Mans?"

Some five thousand of you former doughboys recall it . . . that pleasant summer evening in 1919 when everyone seemed crazy, when Frenchmen and Americans milled in the street, glass was crashing, pistol shots echoed across the town, and finally, two

hours later, a battalion of French soldiers came charging down on us. Perhaps you remember the house at Number 52, which was the center of that mysterious turmoil.

Weird tales you heard, astounding tales of murder, of executions, of spies. They couldn't be true, all those thousand float-

ing rumors. At least you wondered. . . ."

Everyone wondered . . . but only the D. C. I. KNEW!!

Read this fascinating story in "True Tales of the D. C. I." and get the "Inside Information" which the author divulges in his graphic style.

The Legion Book Service
The American Legion Weekly
Indianapolis, Indiana

Gentlemen:

I am enclosing \$2.00. Please send me, postpaid, my copy of "True Tales of the D. C. I."

Name -----

Address -----

City -----

State -----

3-26-26

STRANGER THAN FICTION

The fabled heroes of detective fiction have nothing on these human detectives of the D. C. I. The stories which are contained in this remarkable book are true—true to life—and true in detail!

You will never regret having this DIFFERENT book—showing the seamy side of our soldiers' lives away from the flag-waving and the cheering.

NOW is the time to get your copy of "True Tales of the D. C. I." the REAL story of the A. E. F. "Underworld."

Get YOUR copy today! Fill in and Mail the Coupon NOW!

← **Mail Coupon Today!**



The AMERICAN LEGION Weekly



FROM what port shall we sail? How much will it cost to get there? How long is it going to take? What steamship line shall we use? These are questions that Legionnaires from Puget Sound to Key West have been asking with regard to the entrainment and embarkation for the 1927 convention of The American Legion in Paris. They are answered completely and graphically by the map appearing on pages 10 and 11. The map, the result of months of research and investigation on the part of the France Convention Travel Committee, tells at a glance the first and last chapters of what will be the greatest peace-time pilgrimage in the history of the world. The map is accurate, complete and authentic. By reference to it the Legionnaire will be able to calculate almost to a two-dollar bill the amount that will be necessary for the entire trip, from home to home. From the map he may determine the railway fare in America, add cost of Pullman and meals necessary to and from the boat, add the cost of his transatlantic ticket, on the basis of the rate he selects, two meals a day in Paris and whatever pocket money will be needed and he will have the whole story.

* * *

STUDY this map with care and make your plans and calculations accordingly. Do you live in North Dakota? You see that from your State capital of Bismarck it will cost \$62.66 to the port of embarkation and return, and will require fifty hours for the journey each way. You see that the line which passes through North Dakota leads to Montreal, your port of embarkation. You see that you will be conveyed abroad on a ship of the Canadian Pacific Line, and that from the same port will sail delegations from the States of Washington, Idaho, Montana, Minnesota, Wisconsin and Michigan.

* * *

THE squares on the map indicate the officially designated ports of embarkation, seven of them, with New Orleans as an auxiliary port of call serving Legionnaires from the State of Louisiana only. In every case the port selected for any State has been designated with a view to giving the quickest and most economical service. The harbor facilities and accessibility of New York means that twenty State delegations will sail from that port. It would appear at first glance that Legionnaires from Oklahoma could more profitably embark from Houston or Galveston, Texas, than from New York. This is not the case. New York can be reached

more quickly and conveniently from Oklahoma than can either of the Texas ports, strange as the fact may seem.

* * *

IN most cases, special trains, or at least special cars on regular trains, will be used to transport Legionnaires to their ports. Delegations will go as State units, under the supervision of department France Convention Committee officers. The fares quoted in each case are those from the State capitals. The exact fare from any town can be obtained from local ticket offices. It will be proportionate to the fare from the capital. Not at all complicated arithmetic.

* * *

IT should be borne in mind that the lines shown in the map do not indicate railway lines, but are merely lines linking all States which embark from the same port. Kansas Legionnaires, for example, will not travel to Oklahoma City in reaching New York. But Legionnaires from both Oklahoma and Kansas will embark from New York. In estimating his probable expenses for the trip, a Legionnaire can approximate the cost of Pullman by allowing twenty percent of the actual fare for an upper. The number of meals required enroute can be determined from the hours set out for the trip.

* * *

IN working out the plans for railroad and ocean transportation of the thousands of Legionnaires who will constitute the Second A. E. F., the France Convention Travel Committee

has been guided by the advice of the country's recognized travel authorities. General Frank T. Hines, Director of the United States Veterans Bureau, who was in charge of the movement of the original A. E. F. to France during the war, recently approved the tentative arrangements the committee had made and expressed surprise at the thoroughness with which they had been prepared.

* * *

BOWMAN ELDER, of Indianapolis, Indiana, General Chairman of the Committee, and John J. Wicker, Jr., National Travel Director, have been assured by all travel experts that the Paris Convention pilgrimage presents no unusual difficulties and that with the preliminary organization handled properly, the whole movement should be carried out in strict conformity with the schedules prepared long in advance. In making arrangements, nothing will be left to chance.

Table of Contents	
Cover Design by Emmett Watson	
The Doubting Dollar at Last Puts the Plane to Work. By Samuel Taylor Moore	4
When the Lights Went Out Everybody Wondered— By Frederick C. Painton	6
Just Like a Man! By Wallgren	7
Editorial	8
<i>The Low-Down on the War</i>	
<i>Now for Everyday Flying</i>	
<i>A Wallop at the Housing Shortage</i>	
A Personal Page By Frederick Palmer	9
The Lines of Advance for the 1927 Paris Convention Pilgrimage	10
Radio	12
Outfit Reunions	17
Bursts and Duds	18

The American Legion Weekly is the official publication of The American Legion and The American Legion Auxiliary and is owned exclusively by The American Legion. Copyright, 1925, by The Legion Publishing Corporation. Published weekly at 2457 E. Washington St., Indianapolis, Ind. Entered as second class matter January 5, 1925, at the Post Office at Indianapolis, Ind., under the Act of March 3, 1879. Price \$1.50 the year. Acceptance for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917, authorized January 5, 1925. In reporting change of address, be sure to include the old address as well as the new.

The Doubting Dollar At Last Puts *the Plane to Work*

By SAMUEL TAYLOR
MOORE

ALONG the hangar line of Henry Ford's model airport at Dearborn, Michigan, one morning last September a varied assortment of flying machines "toed their marks" to take off on a flight the like of which had never before been held in America. It was known as the First Annual Commercial Airplane Reliability Tour.

Light two- and three-passenger biplanes looked like graceful swallows beside the lumbering low fuselages and wide-spread wings of the metal monoplane entries. The larger clean-lined biplanes in turn appeared small compared to a Pullman-cabined monoplane with its three engines roaring as propellers idled.

The sky was overcast and from the sidelines of the field it seemed as though the top of the 210-foot mooring mast for dirigible airships touched the clouds. The threat of rain was in the air. Mr. and Mrs. Henry Ford were prominent among the spectators and by the side of the runway Edsel Ford stood as official starter with a small flag in his hand. Promptly at 10 o'clock the flag dipped and the first airplane roared down the runway, zoomed sharply, circled and headed south toward Fort Wayne, Indiana, the first stop in a 1,900-mile round trip flight which was to cover eleven cities in six days. At two-minute intervals other airplanes followed until seventeen were in the air, the large ships overtaking the smaller ones in a disorganized line of



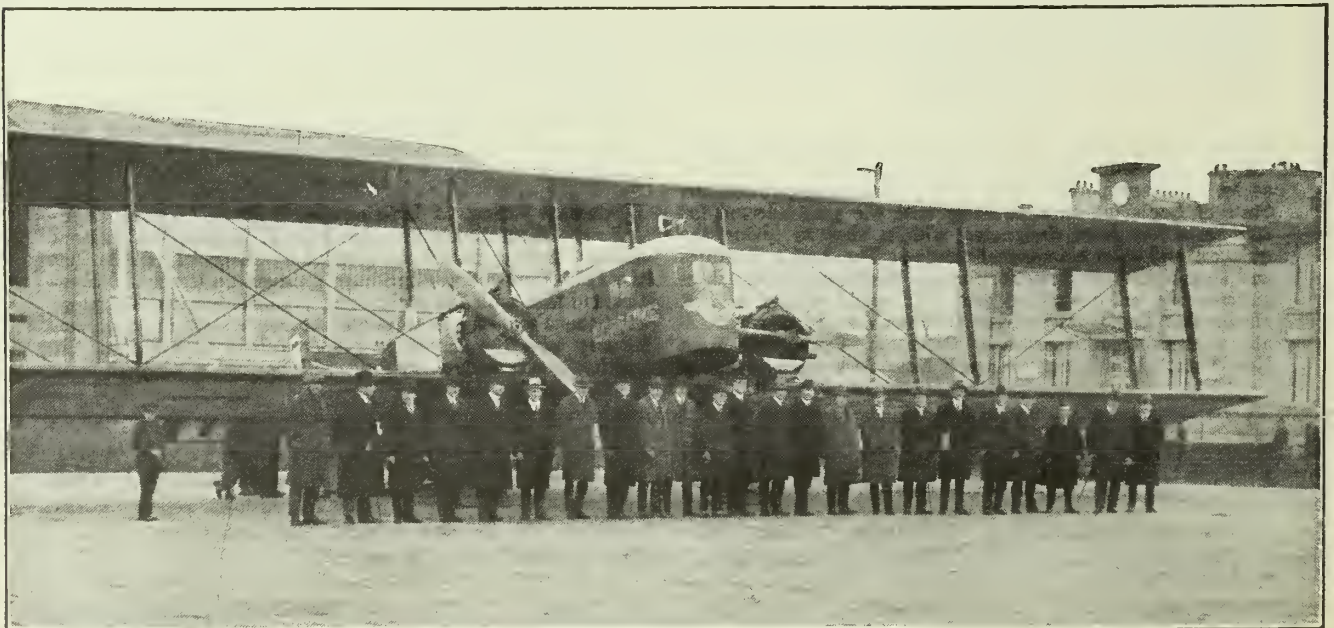
Paul P. Scott flies every day over the Rocky Mountains. He is one of the government's transcontinental air mail pilots who have brought everyday flying nearer for all of us. Below, the Aviation Committee of Paris Post on an inspection trip at the Paris terminal of the London-Paris air line, an indication of the Legion's interest in aircraft development

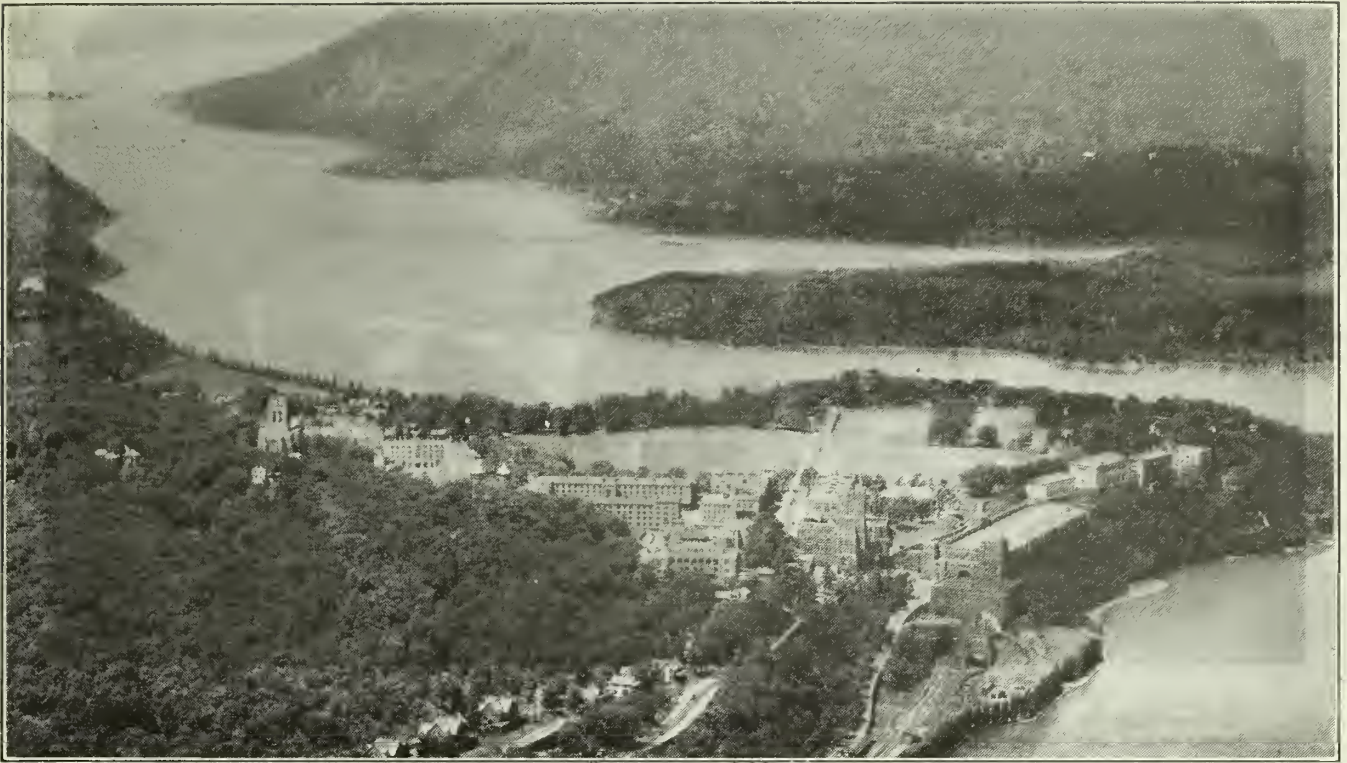
flight. Forty-five men and one woman were pilots or passengers in the planes.

For the next six days various citizens of the Middle West were treated to the unusual spectacle of a long flight of vari-shaped mechanical birds speeding at various altitudes overhead through all varieties of weather. The sun was obscured for most of the tour. Fog, rain or cloudburst were experienced in some measure every day. Yet on only one leg of the flight did the referee order an overnight halt because of bad weather.

The following Sunday afternoon under lowering clouds sixteen of the seventeen entries glided down on the Ford airport at brief intervals after fighting their way through blinding thunderstorms for two hours. Ten of the finishers had achieved perfect scores. Motor trouble had forced the others to make temporary landings for adjustments at other than designated control points. Of the seventeen planes participating but one was damaged beyond repair. A rain-sogged emergency field at New Castle, Missouri, so slowed up the starting speed of the plane that it failed to clear a line of trees bordering one end. The pilot received minor hurts.

In competitive American life a contest which is not a race fails to attract wide attention. The Detroit sponsors emphasized that the reliability tour had but one object—to demonstrate the dependability of commercial





Magnificent views from the windows of fast trains have long entranced travelers in the Hudson River Valley, but vastly more inspiring is that valley seen from an airplane. Here's the West Point Military Academy viewed from aloft

aircraft. Its significance cannot be overestimated for it marks a new national trend in aeronautics. Previously, every public aviation event was dominated by military planes or foolhardy showmen. The commercial airplane tour is comparable to the Glidden automobile tours of a generation ago—and the part played by those adventurous pioneers in popularizing the automobile is too well known to need comment. Glidden tours were an important factor in developing good highways, better machines mechanically, new markets, making possible mass production, with lower prices.

Eleven types of commercial airplanes were represented in the reliability tour, of which two were of foreign manufacture. The nine American-built planes failed to fully represent all of the strictly commercial airplanes turned out by American aircraft makers. There are several American commercial planes of high performance which were not entered. As this is written at least six different types of commercial planes are ready for test flights preliminary to being advertised in a highly competitive market—a market that did not exist a year ago.

It is not a sharply defined field for which these new commercial airplanes are being manufactured. Some part of actual demand is prompted by approved and projected new air lines traversing various sections of the continent in extensions of the United States Air Mail system, to be privately operated under the supervision of the Post Office Department. Ten postal airways totaling some 5,000 miles in length will be in operation by June 1. Bids for further extensions are being invited.

Another factor of demand is the virtual exhaustion of surplus war stocks

of military airplanes which in the past have been utilized for taxi service and pleasure flights, heretofore our only semblance of commercial flying.

The market for which aircraft builders are really planning, however, is now merely potential.

Events of the past year have indicated a change from public indifference to a genuine interest in commercial aviation. For the first time since the war, or for that matter since the Wrights flew at Kitty Hawk in 1903, the aviation industry has been encouraged to look beyond its star and only customer, the Federal Government, for the promise of civilian buyers.

The constructive use of aircraft is at hand after having been a dream of nebulous prophecy for seven years. American commercial aviation is sprouting wings. True, they are fledgling wings with the weaknesses and uncertainties of the untried. Experimental flutterings by their nature will be attended by many a fall. The predominately important fact is that the machine-bird of commerce has at last divorced its martial nestmates, the destructive hawks of Army and Navy. It will fly or fall alone.

And it is with pardonable pride that every Legionnaire must regard this most hopeful progress. For the National Aviation Committee of The American Legion, of which Reed Landis of Chicago is chairman, has been striving for such an ideal for the past four years in spite of every discouragement. While bureaucratic controversy has raged (and the writer is a partisan) Mr. Landis has insisted from the first that the keystone of national air defense is primarily a thriving civil aeronautic industry, supplementing the military and naval forces as the merchant marine supplements our Navy.

A patriotic body of aviation enthusiasts is frankly gambling its time and money to determine whether commercial flying in its present development can be made to pay its way, independent of government subsidy such as characterizes commercial aviation in Europe.

The fibre of these fledgling wings of commerce is rooted in economics. The final test is this. Can commercial flying hope to earn a profit? If trial and error evolve an affirmative answer the next five years will witness a swarm of aircraft, great and small, flying in the heavens above our continent.

Indirectly, every individual has an interest in the experiment of commercial aviation because if it is successful it will relieve the taxpayer of a tremendous burden in supporting a huge aerial defense force. For, if it is proved that airplanes are suited only for military use, the Government must maintain reserves of planes and trained pilots and an aircraft industry as well.

The great unknown factor which makes the commercial experiment uncertain, is how much traffic will be available: mail, freight or passengers. Will superior speed command a fair cash premium from sufficient patrons to earn a profit, thus attracting new capital for expansion?

The operator has a service to sell. He must offer four requisites to his prospective patrons: first, safety; second, reliability of schedule; third, convenience and comfort; fourth, moderate cost when the time-saving element is considered.

Commercial flying is safer than casual newspaper reading would indicate. The Curtiss Flying Service, Incorporated, in five years of operation
(Continued on page 13)



In the pitch dark of a crowded Aurora (Illinois) theater flashlights threw out tiny glares, revealing a number of men walking up and down the aisles and turning the lights on those in the seats. The men disappeared, the organ rolled out "Over There" and on the screen people read "These are members of The American Legion looking for the unknown soldiers." It was one of the many stunts that Aurora Post put over to gain an increase of 600 percent in membership over last year

When *the* Lights Went Out Everybody Wondered—

By FREDERICK
C. PAINTON

THE motion picture theater at Aurora, Illinois, was well-filled just as the second show of the evening began. Upon the silver sheet a comedy flickered, its situations and climaxes registering throughout the audience in occasional gales of laughter and the excited whoops of children. In the half-darkness the rows of white faces strained forward. Over the organist's seat gleamed a faint light. The pipes were playing "Red Hot Mamma."

It seemed just the regular crowd, the week-night audience, peacefully going about its business of getting entertained via the screen.

Then suddenly the screen went dark. All the lights in the house grew black. Impenetrable darkness settled over the theater. The organ ceased to thunder. For perhaps thirty seconds there was no sound. The audience squirmed in suspense and a growing buzz of whispers indicated its excited curiosity.

Then, just as suddenly, tiny lights gleamed at several points in the theater, winking here and there like flitting fireflies. People in the audience gasped as they found helmeted men bending over to peer into their faces. They found themselves temporarily blinded as the globes of light were turned rull in their faces. In the reflected glow the people saw a number of men, trench-helmeted, the chin straps giving a granite-like expression to the clean-shaven faces. Up and down each

aisle the lights moved, their holders gliding along like ghosts of fallen soldiers.

Perplexed laughter charged with curiosity greeted the quick inspection of the house. Then, just when it seemed the suspense was unbearable, the glows of light winked out. A hush settled over the house to be suddenly dissipated by the music from the organ. The theater lights again were lighted.

Then upon the screen there was flashed the following legend:

"These are Members of The American Legion Looking for
THE UNKNOWN SOLDIERS."

The organ thundered "Over There" and in the rear of the theater a squad of khaki-clad men gathered with disciplined swiftness and marched out.

The next day the residents of Aurora who are listed in the telephone book received a phone call. Upon taking the receiver off the hook, they heard a pleasant feminine voice ask: "Are there any World War veterans living in your house?"

If the answer was yes, then the pleasant voice inquired for the name

and with a pleasant "Thank you," hung up.

Meantime, the city began to buzz with concentrated curiosity.

"What's it all about, anyway?" "Those fellows in the theater?"—"The girls always asking questions about veterans?" and so on.

Then the newspapers announced that the Roosevelt-Aurora Post of The American Legion was conducting a city-wide search to locate all World War veterans living in the town. The newspapers editorially commended such a move. The feminine voices continued to inquire for veterans all week.

Then it was finished, and the newspapers said no more about it. The Auroraites temporarily wondered about it, and then business went on about its usual swing.

But while outwardly everything was as usual, the headquarters of the Roosevelt-Aurora Post was a hive of industry. Preparations were being completed for the biggest membership campaign the post had ever undertaken. In three days it would be under way, and the organizations chairman and the stunt chairman and the publicity chairman were plotting out concentrated activity as carefully as Pershing plotted out the Argonne battle. As you have probably guessed the theater and telephone stunt were the prelude to the most successful membership campaign ever reported in detail

(Continued on page 15)

Just Like a Man!

By Wallgren



3/26/26

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 Low-down on the War

I DON'T know what this war's about, but you bet, by gosh, I'll soon find out." So ran one of the popular songs the doughboy sang in 1918. If he didn't find out all he wanted to know, he now has a mighty good chance to fill in the blank spots of his war knowledge. Colonel House's intimate papers, published in the newspapers and in book form, constitute a reasonably complete history of the war period. House gained his knowledge by poking about quietly among the stage settings of the war while ponderous personalities of all the combatant nations were thundering diplomatic sophistries in the glare of the footlights. Now he is passing out the inside stuff—the low-down on the war.

Now for Everyday Flying

THIS spring, if signs may be trusted, the airplane is going to work for a living. In this country so far it has worn sport clothes and uniforms; now it is about to put on overalls. As Samuel Taylor Moore's article in this issue explains, a dozen commercial air lines are to begin operations on regular schedules this month. Instead of bombing and pursuit planes, buzzing about Army and Navy bases, we shall see freight planes hurtling through the skies between our larger cities. The commercial plane spreads its wings to join the government mail plane. And so, with all auspices favoring, the United States enters a new era.

Doubt and misgivings up to this time have held back commercial aviation in the United States. Capital has demanded tangible evidence that the airplane could provide reliable, safe and economical transportation. It is not yet fully convinced that the airplane will do all that aeronautical engineers claim for it. Only partly convinced, it has watched the operations of the government's transcontinental air mail service. But once the dozen new commercial air lines now being started prove successful, tremendous expansion may be looked for.

Those who have faith in the aircraft industry expect that the airplane will repeat the history of the automobile. They expect skeptical finance to come into this new transportation industry with a rush as the last remaining doubts vanish. The motor truck placed the final stamp of permanence and financial stability upon the automobile industry. Just so will the commercial airplane be the guarantee of the nation's aircraft industry.

No one can deny that this country has been a laggard among nations in developing the possibilities of aircraft. Commercial air lines have been operating regularly in practically all the countries of Europe for several years. Our own aerial undevelopment has justly concerned those who are in the best position to understand how important the aircraft industry is in its relation to plans for national defense.

It is necessary, of course, that the Army and Navy keep abreast of other nations in developing aircraft needed in warfare. But equally necessary is a vital, progressive aircraft industry, which would have to be the country's main reliance if the United States were involved in another war. In the World War we were forced to the expedient of using airplanes made by men trained primarily to make automobiles. Experience has proved that the design and construction of planes calls for specialized training.

The best example of foreign airplane development is the passenger line which operates every day between London and Paris. Thousands of American tourists make the air trip between the two capitals each year, and the percentage of accidents is wholly negligible. Not quite so well known is Germany's peacetime air development. On April 1st forty-two separate air lines will begin operation under a new merger of German air concerns. Seventeen lines will radiate from Berlin—seventeen passenger planes starting from that city and landing in it each day.

In this country the commercial freight plane seems destined to lead the way for the commercial passenger plane. But the development of multiple-engined planes, the constant improvement in designs and operation methods, the growing margin of safety will inevitably win passengers. And when passengers are won, without reservation, the United States will truly make up for all the time it has lost in competition with other countries. For the indispensable factor for enduring development of our flying resources is popular confidence.

A Wallop at the Housing Shortage

ONE of the most important and significant developments in the recent history of the United States is the proposal for the solution of the problem of city housing which Governor Al Smith submitted to the New York State Legislature on February 22d. One may so view this proposal, whether he favors or opposes the remedy which New York's Governor has advocated to eliminate the admittedly growing evils of overcrowding and consequent lowering of standards of living for a large percentage of the population of big cities. For the Governor's message to the legislature marks the beginning of a new approach to one of the most puzzling problems of modern America.

Governor Smith called attention to the fact that, despite previous attempts to improve housing conditions in New York City, fourteen of twenty-three old tenements classified as a public menace in 1885—forty-one years ago—are still occupied wholly or partly for residential purposes. He stated that 70,000 new apartments of four rooms each are at this time urgently required in the metropolis.

The Governor advocated creation of a State Housing Bank, clothed with the power of condemnation of sites for suitable building projects, this bank to loan money at a low rate of interest to privately-organized, limited dividend corporations formed for the purpose of carrying on the building operations at a reasonable return on the money invested.

Profits to stockholders in the limited dividend corporations would be restricted to cumulative six percent on the stock held. A draft bill, submitted to the legislature with the Governor's message, restricts monthly rentals to a maximum of \$12.50 a room in Manhattan, less than this sum in other boroughs of the metropolis and \$9 a room elsewhere in the State.

The housing problem of New York's cities is largely the same problem which faces rapidly-growing cities everywhere in the United States. Millions of Americans will want to see what happens to Governor Smith's proposal and what comes of it.

❖ ❖ ❖

Perhaps the genius who labels Pullman cars also thinks up the trade names for pugilists.

❖ ❖ ❖

It is predicted that the radio will soon be used to transport heat waves but most of us probably feel that we are getting enough hot air now through our sets.

❖ ❖ ❖

Cincinnati has imported a kangaroo from Tasmania that can hop forty feet. The animal will be used, it is understood, to teach a course in rudimentary pedestrianism.

A PERSONAL PAGE

by Frederick Palmer

The Bears slammed stocks down five to thirty points the other day on the New York Stock Exchange, and some Bears made quick fortunes which were lost by speculators who were forced to sell as their margins were swept away. The next day stocks shot upward and the Bears, who turned Bulls and bought low, made another killing. Meanwhile, we all went to work as usual and received our pay for our labor; factories and railroads kept running and stores were selling food and clothes. "Easy come and easy go" the quick fortunes. The tragedy is when hard come is easy go. To prevent tragedy, leave stock gambling to the experts.

Hard Come, Easy Go

The price for tickets to the football games of the Big Three of the East, Harvard, Yale and Princeton, which only graduates and undergraduates can get, has been raised from three to five dollars. More dollars, hundreds of thousands of dollars, are needed for coaches and training. If the cost of college football continues to rise the graduates will have to begin saving money as soon as one football season is over in order to see one game the next year. But we approach the baseball season. Have the boys of the countryside—villages, towns and cities—balls and bats and a place to play? There is an army of millions of them and only a platoon of players and substitutes in a college football game.

Remember the Millions

Walter Johnson, veteran league pitcher, says that he feels that he is going to pitch as good ball as ever this year. May he, and better! One day age must take the cunning out of his great right arm; one day he must yield to youth. We shall rejoice in one more year for him, because we rejoice in his clean living, his steady temper, his spirit in giving all he has to the game; the spirit which will hold off the time when he will have to give way to the youngsters who will the sooner be Walter's equal if they emulate his spirit.

Hail, Walter, Old Master!

Richard Wainwright is dead. His spirit has gone to that other land to join Paul Jones, who will welcome him. Never had the founder of our Navy a truer disciple than Wainwright. Our battleships were engaging the Spanish squadron, as it came out of Santiago in 1898, when his converted yacht *Gloucester* faced two Spanish torpedo boats which had much superior gun power. He closed in; he had a battle of his own while the big battle was raging in the distance. He sunk one torpedo boat; the other surrendered. Wainwright was a timid man to meet; but he was not timid in action.

To Join Paul Jones

The august rule has been waived for Admiral Togo, aged eighty. He is the first man permitted to walk with a cane in the presence of the Japanese Emperor. Japan could do hardly less for him when he did so much for Japan. In 1905, in the Russo-Japanese War, he beat the Russian fleet at Tshumima. Had he lost the Japanese army would have been

cut off from Japan as effectually as the A. E. F. from home if German submarines had mastered the sea; Russia would have won the war; there might have been no Russian Revolution; there might have been no World War for America to be in; Japan would not be a mighty world power; the Sun-Emperor, supposed to be a direct descendant of the Sun-Goddess, might not have a throne.

There is no ruler who should not be proud to receive Miss M. M. Colcock if she used two canes. She, too, is a great warrior—a peace warrior. Her weapons are textbooks and a blackboard. Some of the army of children she has trained are now grey haired; they form the Court that honors her. She began teaching in the public school of McPhersonville, South Carolina, fifty years ago and is still teaching there. When she needs a cane a solid gold one won't be too good.

No Cane Yet for Her

"Gold is where you find it, and still there is plenty of it to be found." This is the lure that calls the prospector; this his plea for a "grubstake" to set his restless feet on the rough trail to the rainbow's end. When it seems as if all the gold has been found, grubstakes are hard to get, another "strike" is made and he is proved right. I am glad to have known his zest as I panned for "colors" though I got none.

The Call of Gold

The latest rush to "discovery" is across the frozen expanses of Northern Canada to Red Lake. Was the romance of the race to "stake" increased or lessened by airplanes that made in less than two hours the distance that took hard mused dog teams six days? Consider planes at one hundred and thirty miles an hour flying over the covered wagons on the way to California in 'Forty-nine!

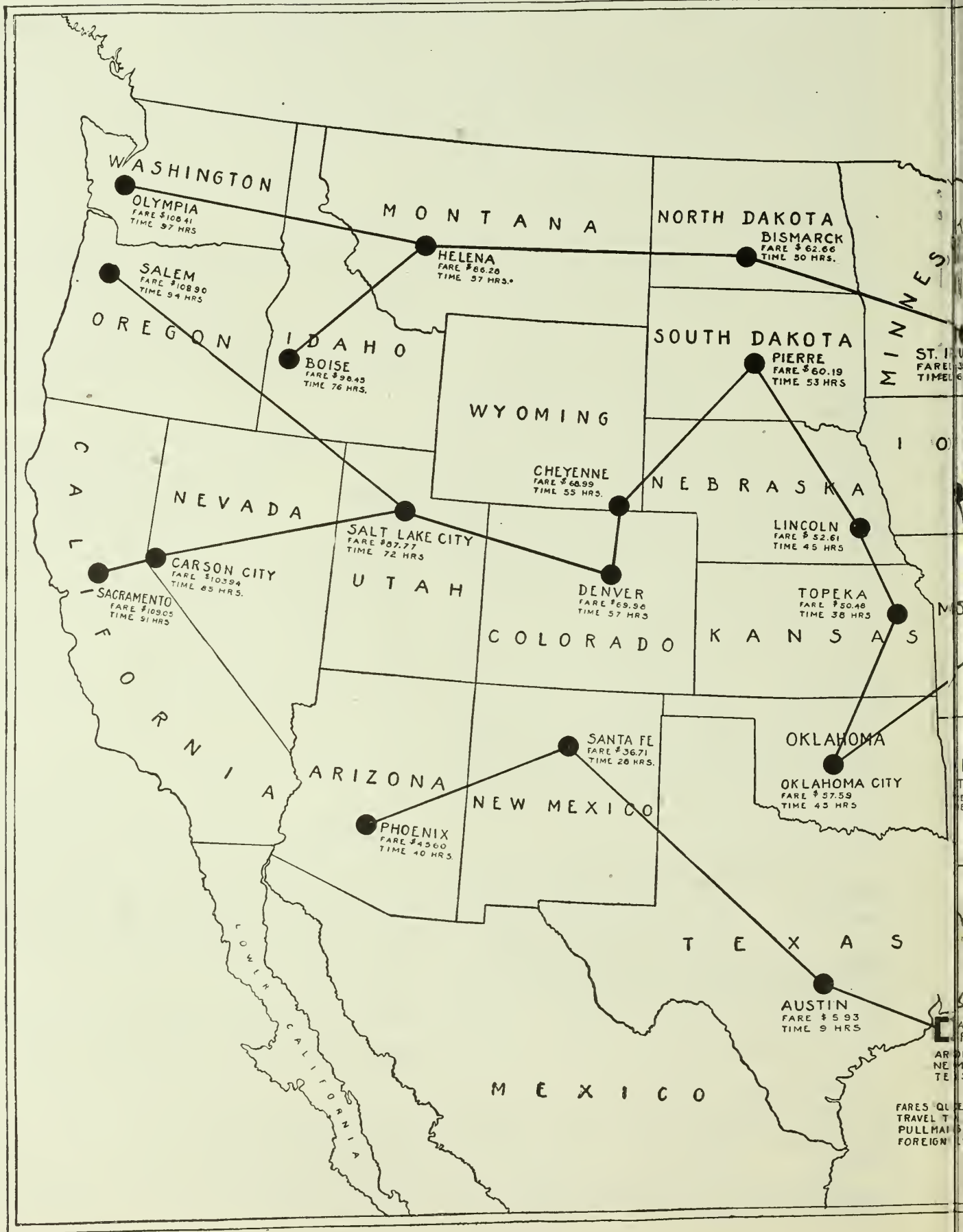
M. G. of Glasgow, Montana, has the sound view. "Only as long as the foreign language papers help the new arrival to adjust himself to his new surroundings and teach him loyalty to his new country are they a benefit," he writes. "I speak from nineteen years' experience, first as an alien, second as a citizen and third as an ex-service man. Had I continued to read papers printed in my language, and been influenced by them in favor of another country, would I have been able to be a real citizen of the United States and to wear the American uniform honorably? I should say not."

A True Note From Montana

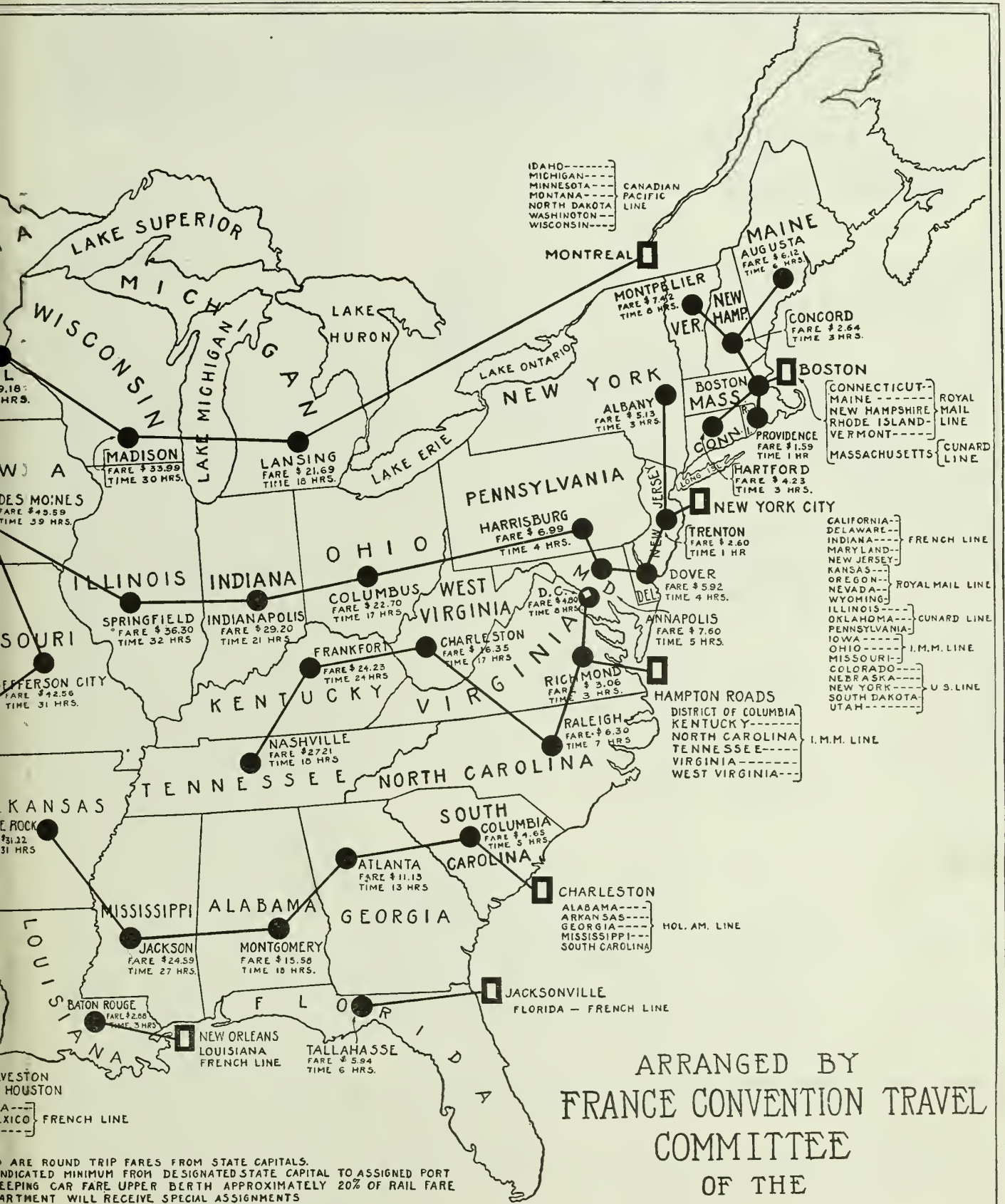
We want French democracy, the wisdom of French democracy, to triumph for the good of the world. France has to face her present troubles as she faced the enemy at Verdun. It must be "They shall not pass" to financial inflation, to scheming politicians afraid to face facts, and all the elements of distraction. She has won through other crises. She will win through this one. Those who know the industry and thrift of her people are confident of the outcome. We do not forget that she lost 363,000 dead in the war, 669,000 from her farms, 235,000 from industry and 40,000 from the professions.

Another Verdun for France

The Lines of Advance for the 192



27 Paris Convention Pilgrimage



ARRANGED BY
 FRANCE CONVENTION TRAVEL
 COMMITTEE
 OF THE
 AMERICAN LEGION

FARES ARE ROUND TRIP FARES FROM STATE CAPITALS.
 INDICATED MINIMUM FROM DESIGNATED STATE CAPITAL TO ASSIGNED PORT
 KEEPING CAR FARE UPPER BERTH APPROXIMATELY 20% OF RAIL FARE
 DEPARTMENT WILL RECEIVE SPECIAL ASSIGNMENTS

FREE Correspondence Courses

For

VETERANS of the WORLD WAR

given by the

Knights of Columbus Educational Bureau

For the past four years the Knights of Columbus has maintained from its war fund a free correspondence school for former war veterans. Open to all war veterans without regard to race, creed, or color. Ex-service women are also eligible for free instruction.

Business Courses

Business Arithmetic
Bookkeeping—2 courses
Accounting—6 courses
Income Tax Procedure
Business Law
Penmanship
Advertising
Salesmanship
Business English—
3 courses
Real Estate

Language Courses

English—12 courses
French—3 courses
Spanish—2 courses
Latin—2 courses
Italian—2 courses
German—2 courses

Mathematics Courses

Arithmetic—4 courses
Algebra—2 courses
Geometry—2 courses
Trigonometry
Applied Mathematics—
5 courses

Technical and Special Courses

Drawing—6 courses
Blue Print Reading—
6 courses
Engines—4 courses
Auto Mechanics—
3 courses
Radio—2 courses
Show Card Writing—
2 courses
Traffic Management—
2 courses
Agriculture
Poultry Raising

Civil Service Courses

Arithmetic—2 courses
English—2 courses
Railway Mail

85
Courses
From Which
to Choose

**Practical
Courses
for
Practical
Men and
Women**

**An
Opportunity
To Improve
Yourself
Culturally
and
Financially**

Mail This Enrollment Blank

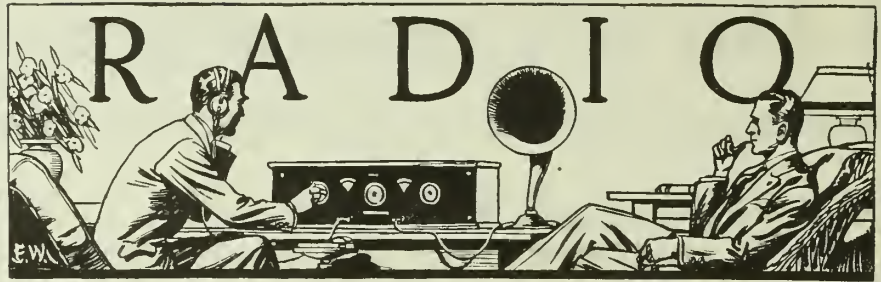
Mr. William J. McGinley, Supreme Secretary,
Knights of Columbus, New Haven, Conn.
Attention Dept. C-36.

Dear Sir: Please send me Bulletin 6 concerning Knights of Columbus Correspondence Courses together with an application blank.

Name _____
(please print)

Street
and Number _____

City _____ State _____



THIS week we can report an addition to the list of "firsts" in Legion radio activities—in other words, to the fast-growing collection of original stunts being thought up and put over by Legion departments and posts which have adopted the radio for letting the world know about the Legion. Our collection contains the first initiation of Legion members by means of a microphone staged by Tioga Post of Philadelphia, followed closely by Calhoun Post of Minneapolis, the first radio patriotic pageant broadcast in 1925 by Fort Cralo Post of Rensselaer, New York, followed by a similar pageant on Washington's birthday this year. In March, 1925, the Department of Ohio celebrated the sixth anniversary of the founding of The American Legion with a Legion-Air Birthday Celebration placed on the air from Station WLW.

The Department of Virginia was first in line with its official department radio program, under the national plan adopted at the Omaha convention, broadcast on January 19th. The Gophers of Minnesota, Legion and Auxiliary, went on the air with the first suppositional trip to the 1927 convention city of the Legion with their "Back to Paris" revue, and Oklahoma Legionnaires took a similar advance trip via the air to Philadelphia, where the Legion will hold its national convention this coming October. Oklahoma scores again with its first officially-chartered radio post whose meetings are held from Station FKFJ each Saturday night, Oklahoma Radio Post of Oklahoma City.

Now we are in receipt of a letter from William G. Murray, past commander of Daniel C. Gibbons Post of Chicago, stating that his post claims the distinction of broadcasting the first installation of post officers. On December 19, 1925, the 1926 officers of Daniel C. Gibbons Post were installed in a meeting held at Rainbow Gardens in Chicago, and the entire ceremony, presided over by Past Department Commander Charles W. (Daddy) Schick of Illinois was sent out on the air through the Calumet Baking Powder-Rainbow Gardens Station WQJ.

FORT WAYNE (Indiana) POST advocates the plan of picking members out of the air. On February 5th, Fort Wayne Post broadcast a program consisting of war songs, bugle selections, patriotic airs by the orchestra and a four-minute talk about the Legion, from Station WOWO. Read what Chairman A. H. Welker of the post's Radio Committee has to report regarding results of the broadcast: Reports were received from practically every section of the country, many from ex-soldiers who had never affiliated with

The American Legion and expressing their intention of applying for membership . . . The membership of the local post was increased by several members and we feel that the Weekly should strongly advise every post with a radio broadcast station available to take advantage of this splendid medium of letting the world know The American Legion.

WHILE on the subject of getting members via the air route, we want to broadcast some additional information from L. W. Hamm, chairman of the radio committee of Gilbert C. Grafton Post of Fargo, North Dakota, whose success in Legion radio activities has won for him a recent appointment as State radio publicity man for the Department of North Dakota. Brief mention of the plan of Gilbert C. Grafton Post and its Auxiliary unit to invite prospective members of the Legion and the Auxiliary to remit their dues through Station WDAY, from which the two organizations broadcast programs for three successive Sundays, was made in this department last week. The names of all who thus remitted dues were placed in a prize drawing for a radio receiving set and other gifts. With the assistance of Mrs. Hamm, this plan received much publicity. As the Legion post had recently completed a campaign for members in Fargo, new members were obtained only from the surrounding country districts and from small towns which had no Legion posts. But read what happened in the Auxiliary unit. At the end of 1925, the total membership of the unit numbered 97. When the radio campaign was announced, the 1926 membership stood at 55. Now, following the three weeks' radio campaign, the unit boasts of 192 members.

ON THE AIR

Brief announcements of radio programs to be broadcast by Legion posts will be published in this department. Notices of proposed programs should be sent to the Weekly at least four weeks in advance of date of broadcasting. Be sure to give the wave length.

CASTLE WILLIAMS POST, Decatur, Illinois, will broadcast its regular monthly Legion program from William Gushard Department Store Station WJBL (270 meters), on Monday, March 29, from 9:30 to 11 p. m., Central Time.

CAPTAIN BELVIDERE BROOKS POST, New York City, is on the air every Monday night from Station WFBH (272.6 meters), at 6 o'clock, Eastern Time.

ROBERT E. BENTLEY POST, Cincinnati, Ohio, broadcasts a program every Monday night from 9 to 10 p. m., Central Time, from Station WKRC (422 meters).

FOLLOWING Legion programs will be broadcast at 2 p. m., Central Time, on dates shown from Station WMAQ (447.5 meters), Chicago, Illinois: FORGES POST, March 26; NORTH SHORE POST, March 29; AMERICAN LEGION AUXILIARY, March 30; FREDERICK GALBRAITH POST, March 31.

The Dollar Puts the Plane to Work

(Continued from page 5)

has carried some 22,600 passengers a distance of 450,000 miles without a single fatality. W. F. Poorman, actuary of the Farmers' National Life Insurance Company of Chicago, after a national survey covering the period 1921-1923 found that the average in commercial flying is but one fatality for every 350,715 miles flown. In that period chiefly surplus war planes were in use commercially. It is only in the last year that airplanes designed wholly for commercial service have appeared on the market in numbers. Such commercial ships mark a significant change. The military airplane is designed primarily for performance, maneuverability, speed, or weight-carrying; safety is a secondary consideration in military science. The prime requisite of the commercial airplane is safety—all else is secondary.

If safety depended wholly on the modern commercial airplane itself the average of miles per fatality might be multiplied tenfold. But there are other factors. The new plane may become weakened through hard service. The pilot may be incompetent. The motor may be in need of overhauling. Again, the vital necessity of proper ground organization and adequate weather information is apparent.

The Air Mail has established fair reliability of schedule in flying mails through the night and in all varieties of weather. Fog remains the greatest enemy of the airman. But even now that blinding foe is about conquered. A group of scientists of national reputation have evolved a plan for guiding planes by means of a wired wireless system. An electrically charged wire stretching along the route to be flown will communicate vibrations to the head-set of a pilot so that he may fly safely through the thickest blanket of fog. With ears once attuned to the volume of humming he may guide his ship entirely by the tune of the vibrations. With the wire stretched over the loftiest mountain peak he may find safety by maintaining the pitch of the hum for as the noise grows louder he will know that he is flying nearer and therefore more dangerously, towards earth. The benefits of this system of navigation are almost incalculable and it is entirely within reason to foresee in the near future when the illuminated airway will no longer be a necessity other perhaps than floodlights to mark landing fields.

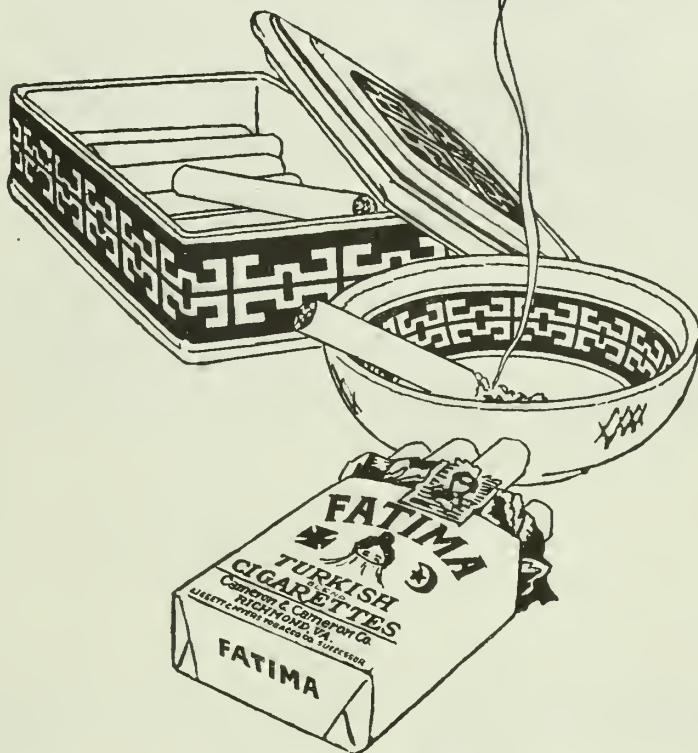
There is little comfort or convenience in the open type airplane. The roar of motor and propeller, the blast of wind in the slipstream of the propeller and the need of goggles and a parachute pack do not permit true ease. Enclosed cabin planes are now on the market, however, and refinements will accompany development as they have in the history of the automobile.

The most significant power plant progress from the viewpoint of commercial aviation is in the field of air-cooled motors.

Several new types of air-cooled aviation engines of varying horsepower are now being advertised as ready for

Naturally preferred

AMONG MEN who can well afford any cigarette they choose, there is a decided preference for Fatimas. They have learned that to pay less is to get less, to pay more, extravagance



What a whale of a difference just a few cents make

LIGGETT & MYERS TOBACCO CO.

HIGH SCHOOL BROUGHT TO YOUR HOME

It is not too late to acquire High School Training! Learn by Question and Answer method, at home in spare time, at astonishingly low cost. Everything boiled down, no long dry essays, no lessons to prepare. Subjects include: **History—Language—Sciences—Algebra—English—Economics.** In use in thousands of High Schools. Gov't. figures show High School Training increases earnings 2300 percent. Write for particulars, sent free. Just mail postal or letter NOW.

HIGH SCHOOL HOME STUDY BUREAU
31 Union Square, Dept. 133 New York

"POKER TO WIN"

(1925 Copyright)

Do you know the tricks and subterfuges of the crooked poker sharp? Do you know the methods of play used by the honest professional? Did you ever see any of the so-called "Factory Marked" Bee and Bicycle playing cards? In short, do you know enough about the intricacies of the game to have any business playing it?

Send two cent stamp for information
SOUTHWESTERN PUBLISHING CO., P. O. Box 135, El Paso, Texas

Not a **MILITARY** history — but, a **HUMAN** document!

LINCOLN And His GENERALS

by Clarence Edward Macartney, D. D.

If you would have a fresh view of Lincoln in his relationship with such military leaders as Scott, Fremont, Butler, McClellan, Sherman, Burnside, Hooker, Meade, Halleck and Grant—of his infinite patience, trials, vexations and the Gethsemanes of sorrow through which he passed; and of his magnificent faith in the Nation and its cause—**READ THIS BOOK!**

Beautifully and expensively bound—Illustrated—Gold-stamped.

PRICE \$2.50

THE LEGION BOOK SERVICE

The American Legion Weekly
Indianapolis, Indiana

"WHITING-ADAMS"
The Household
Buy-word
meaning
Good Brushes



Look for the name **WHITING-ADAMS** on every brush you buy. *Whiting* and *Adams* have been household buy-words for brushes for over 116 years — always standing for service and satisfaction.

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



MATCH

A new pair of trousers will give an extra year's wear to that suit. Send sample of material or the vest and we will match with new trousers. If we can't suit you, we will return vest prepaid. This is a chance for real economy—send the vest now. Satisfaction guaranteed.

Superior Match Pants Co.
 Dept. 13, 115 S. Dearborn Street, Chicago, Ill.

Agents Wanted

TYPEWRITER PRICES CUT

World's best makes—Underwood, Remington, Oliver—prices smashed to almost half.

\$2 and it's yours



All late models, completely rebuilt and re-finished and new. GUARANTEED for ten YEARS. Send no money—big FREE catalog shows actual machines in full colors. Get our direct-to-you easy payment plan and 10-day free trial offer. Limited time, so write today. International Typewriter Ex., 286 W. Lake St. Dept. 315, Chicago

Free Trial



I Make \$25.00 per day writes D.C. Beckham

FREE SAMPLES

Sell Madison "Better-Made" Shirts for Large Manufacturer Direct to wearer. No capital or experience needed. Many earn \$100.00 weekly and bonus. Write for Free Samples.

MADISON SHIRT MILLS, 564 Broadway, New York

INVENTORS who derive largest profits know and heed certain simple but vital facts before applying for Patents. Our book *Patent-Sense* gives these facts; sent free. Write

Lacey & Lacey, 643 F St., Wash., D. C.
 Estab. 1869

Numerous Legionnaire References

Free Suggestions in
BRONZE TABLETS
 MEMORIAL FLAGPOLES, GATEWAYS, ETC.
 The Flour City Ornamental Iron Co.
 2637-27th AVE. SO. MINNEAPOLIS, MINN.

market or completing final tests. Wright, Curtiss, Ford, Fairchild, Rick-enbacker, Pratt and Whitney, are a few. Air-cooled development cannot be truthfully described as an invention because it is really refinement of the motorcycle engine.

In Europe commercial aviation is chiefly confined to passenger carrying. Mail and freight are of secondary importance. The American development of commercial flying may be defined in three phases, as follows:

1. Aerial merchantmen designed to carry mail, freight or passengers on regular schedules over permanently established routes.
2. Aerial taxi service and airplanes for sport and pleasure, the latter analogous to the automobile.
3. Mechanical employment, as in aerial photography and map-making, cotton-dusting, sky writing and messenger service.

All of these services have one common interest—ground organization. Beyond the demand for safety in frequent and satisfactory landing fields is the necessity for convenient fuel supplies and repair and overhaul service, generally a duplication of the service rendered automobiles at filling stations and garages. Already such conveniences have begun to appear, chiefly in the Middle West.

Much has been written of the two major airways systems in the United States, the transcontinental airway of the Air Mail and the Army airways extending from New York to Hampton, Virginia, and westward from Washington to cover the principal cities of the Middle West, thence southward to San Antonio, Texas.

The truth is that neither of these systems can render real service to a civilian flyer. He can purchase neither gasoline nor oil, nor can he employ the expert government mechanics to weld a leaky water jacket or replace a cracked propeller. It is not that the Federal agencies would not like to help. It is merely that the government accounting system prohibits such aid because revenue from outside sources cannot be applied to a given item of appropriation. The money received for gasoline, oil and service must be returned to the United States Treasury. However, a bill recently passed by the Senate would correct this situation by authorizing aid for civil flyers at all Federal landing fields. Nevertheless, it is certain that the Government will never be able to run aeronautic filling stations as a business, rent hangar space and provide reliable mechanics for hire. Such service must be fostered by independent enterprise.

The municipal airport and perhaps the county and state airports is the apparent answer to this problem. On the other hand, one of the leading figures in the new aviation development foresees in the near future the privately-owned landing fields, analogous to the automobile garage and filling station.

In two small rooms of the rambling Munitions Building in Washington is quartered the only complete aerial touring information bureau in the United States. A young lieutenant of Air Service and a trio of clerks occupy one room. The balance of the staff consists of two draftsmen. Every

landing field in the United States is listed there with printed sketches to scale and information of the service available. Looseleaf descriptions of landmarks covering every established airway are on file in printed form, comparable to information in an Automobile Blue Book, but necessarily in less detail. New maps are being perfected, printed on cloth that will not tear or fade. The immediate goal is to achieve a map which will reproduce the terrain photographically, since contour lines and symbols are difficult to translate in the mind.

Time lost to air voyagers in traveling to and from flying fields from the business sections of large cities is always emphasized by aviation skeptics. The time required to reach Mitchel or Curtiss Field on Long Island from Times Square and the journey from Bolling Field to Pennsylvania Avenue in Washington, plus the time of flight, about equalizes train time from the central railroad terminals of the two cities.

The development of commercial flying may force the building of airports more conveniently located for prospective patrons. For instance, to serve New York City it has been variously recommended that Governor's Island, at the extremity of Manhattan, be utilized. Already an airport more accessible to New York than the fields grouped about Garden City, Long Island, is being built.

A group of air enthusiasts recently acquired a tract of 200 acres at Hasbrouck Heights, New Jersey, constructed a drainage system and this spring the Teterboro Airport will be ready for business with two cinder runways 3,000 feet long. Modern equipment will be provided and passengers arriving and departing by air will find themselves a 20-minute motor ride from the West Forty-second Street ferry.

New airports are being designated so fast nowadays that the Army Airways draftsmen, whose duty it is to make sketches of each new landing field, are far behind in their work. Another indication of the public interest!

Through the interest of a group of St. Joseph, Missouri, flying fans, including many Legionnaires, a 1,500-mile airway in the Middle West is being prominently marked. Over that territory pilots may find their way as easily as though they were following the color bands which line our national highways.

Such is the bright horizon for civil aeronautics. We have before been told of aviation lines which were to honeycomb the continent. They did not materialize. Is this another dream to vanish in the vacant element above us, in a phrase, hot-air? Not this time! In a second article I will describe the new extensions of the air mail. It is possible that your town or city is included in the new air routes. I will relate something of the men who are promoting the new sky-lines and you may judge of their financial responsibility for yourself. You will want to know who they are for they are conspiring to get you into the air, exactly as your dubious parents were made to purchase their first automobile.

The second and final article by Mr. Moore on commercial flying prospects will appear in an early issue.

When the Lights Went Out

(Continued from page 6)

to National Headquarters of the Legion.

It is with the stunt and publicity aspects of this membership campaign that this article deals. For from the minute that the lights blinked out in the Aurora movie houses until the final announcement of results was made in the local newspapers, the Roosevelt-Aurora Post publicity campaign was well nigh a perfect model. Its original methods of obtaining city-wide (and as it happened, nation-wide interest) from beginning to end constitute a model publicity and stunt membership campaign that will become a classic in Legion circles.

The results speak for success. When Aurora went into the campaign it had eighty-two members on the roster. At the close of the membership drive it had a grand total of 431, a gain of 349, an increase of 425.6 percent that has since passed 600 percent as additional members have come in as a result of the impetus.

And, it may be added, the campaign plan is one that any of the 11,000 posts of the Legion can use with equal success, providing they go at it with the determination and hard plugging shown by the Roosevelt-Aurora gang.

Aurora is a city of 40,000 population, forty miles west of Chicago. It has car-manufacturing shops and some factories. Its one daily newspaper, the *Beacon-News*, is a seven-day publication with a circulation of 18,000. So you see, it is not an extraordinary city. There are thousands like it.

Once a membership campaign was decided upon, the post went to rock bottom to build. Under the supervision of the stunt chairman and the publicity chairman and the organization chairman the first problem was to get a list of prospects other than those already known. Then it was that the "Find the Unknown Soldiers" campaign started.

The whole city was made to be interested in this idea as a real civic asset. Mayor Charles H. Greene, himself a veteran, was chairman of the citizens committee which was formed to carry on the city-wide survey for veterans. The local civic associations such as the Chairman of Commerce, Building Trades Council and the like enlisted alongside the Legion.

As the lists of veteran names came in the *Beacon-News* printed them. In addition a blank coupon was carried daily, so that any citizen interested

ASPECIAL pamphlet, carefully outlining in detail the stunt and publicity campaign of the Roosevelt-Aurora Post described in this article, may be obtained free of charge by writing to The American Legion News Service, Indianapolis, Indiana, and asking for it. Not only does it contain full directions, charts, etc., but also sample stories taken from those used by the Aurora post in its day by day publicity.

The FLORSHEIM Shoe



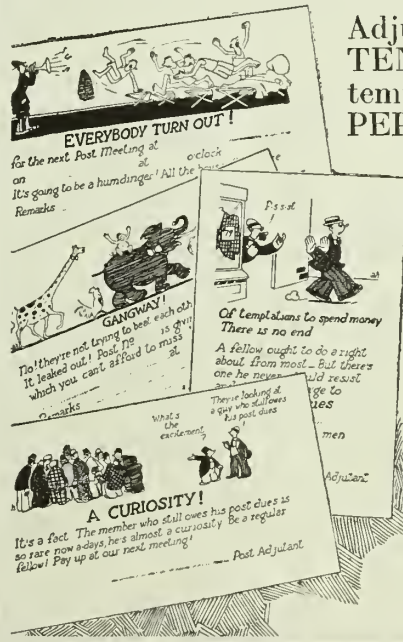
You feel good all over when you satisfy your feet with a pair of fine looking FLORSHEIMS. The easiest, better-fitting kind because they are skeleton lined.

The FRAT-Style M-191

Most Styles \$10

THE FLORSHEIM SHOE COMPANY - Manufacturers - CHICAGO

Post Pep Postals!



Adjutants! Here are FOUR of the TEN famous time, trouble and temper savers known as "POST PEP POSTALS."

The ideal arrangement whereby half of your work can be delegated to these efficient messengers.

This will leave you more time to attend to other and more important matters—and yet keep the POST pepped up!

Write TODAY for a FREE catalog!

POST PRINTING SERVICE
The American Legion Weekly
Indianapolis, Indiana

NU-SHINE

A Scientific Shoe and Leather Dressing

Beautifies Footwear, Restores color, makes old shoes look new. Colors — black, light tan, cordovan, nut brown, neutral, white kid and white canvas. Fine for puttees, handbags, suit cases and other leather goods. 3½ oz. bottle for 25c. If your dealer doesn't have it, send 25c in cash or stamps for trial bottle.



NU-SHINE COMPANY
REIDSVILLE, N. C.

AGENTS Some Seller at \$150

Looks Like \$5.00 Worth Gives You 75c Profit

PERFUMES, TOOTH PASTE, FACE POWDER, FACE CREAMS, SOAPS, EXTRACTS, &c.

YOU should see this "Super 8" Package. Also our 11 piece Assortment selling at \$2.00 with 2 piece Carving Set FREE to each customer. No fancy talk — Experience **UNNECESSARY.** Harris in W. Va. sold 800 in 6 weeks. Profit over \$100 a Week.

MAKE BIG PROFITS right from the start. What more could you ask while introducing line of Soaps, Toilet Articles, Food Specialties, Polishes, Remedies, etc., at **ATTRACTIVE PRICES?**

100% Profit. 250 Products — All Repeaters. 30 years on Market. Write today for illustrated Circulars and **UNIQUE SALES PLANS. ACT NOW.**

E. M. DAVIS COMPANY, Dept. 1135 CHICAGO, ILL.

This Is What Gets the Coin

MEN WANTED

To sell Koch Products. Part or full time. Country or city work.

For country work, auto or team required. Begin at once or later, but secure territory now. Experience not necessary. If interested a 4 oz. bottle vanilla free. Write at once.

Koch V. T. Co., Box L. Winona, Minn.

Fascinating — Profitable Butterfly Art Work



Decorate — with Nature's beautiful Creations. Simple to design. Artistic in effect. Try it. Illustrated circular free.

THE BUTTERFLY BOX, 70 Franklin St., Boston, Mass.

RAILWAY MAIL CLERKS

WANT THIS JOB?
\$158 to \$225 A MONTH

Travel—See Your Country

Special Preference to Ex-Service Men

Mail coupon immediately

FRANKLIN INSTITUTE
Dept. R185, Rochester, N. Y.

Sirs: Rush to me, without charge (1) specimen Railway Mail Clerk Examination questions and free coaching lessons; (2) list of Government jobs now obtainable; (3) full information regarding Preference to Ex-Service Men.

COUPON

Name.....
Address.....

might fill in the name of a veteran acquaintance and send it in. The stunt chairman figured out the idea of sending a squad of men into the movie theaters with flashlights to arouse the interest of the fans.

The publicity used in this survey other than that gained through the creation of "spot news" such as the theater stunt came as follows: One article announced the survey together with reasons why it would benefit the community. The second story announced the chairman and citizens' committee. Statements from prominent persons were printed and there was also editorial commendation.

In a column called "street comment" persons were asked to give their views on "What do you think of the Legion's survey to locate the unknown soldiers of Aurora?"

Occasional articles dealing with local Legion activities, and departmental and national Legion news help to swell the grand total of the preliminary stage.

When the "unknown soldier" survey came to an end the total number of names received as eligible prospects passed the 1,200 mark inside the city limits. And, it may be added, the list was exhaustive. Which you might say is what is described generally as "getting results."

With the organization side of soliciting these prospects this article does not deal. Bill Mundt, organization officer of the Illinois department, can tell you all about that phase.

What we deal with here is the publicity and stunts of the big membership week, the big public hurrah that kept the interest of the citizens concentrated on the Legion and pepped up the team spirits.

This is how it was done. After a brief announcement of the forthcoming drive, after the chairman, teams and workers had been printed up one side and down the other, came the big stunt.

"WORLD'S LARGEST CHECK TO BE SIGNED TOMORROW" said a story in Monday's newspaper, Monday being the opening campaign day. And sure enough, on Tuesday, Mayor Greene paid his Legion dues on a huge check, twenty-four feet long and ten feet high.

While the mayor wielded a pencil four feet long to sign this huge paper, the movie cameras clicked, the photographers used plates and plates to get the photos for the picture pages.

Then the biggest check was rolled up, placed on a military caisson and became the head of a big parade from the city hall to the Aurora Savings & Trust Company. In the parade was the high school band in uniform, two machine guns drawn by mules, two officials of the bank, Mayor Greene and Legion officials. The next week five million people in movie theaters saw the biggest check in the world in the news reels. The make-up of the parade is reported in detail to show that most any post could get up one just as comprehensive.

Aurora looking for a Wednesday stunt held a mutt dog contest and parade for school children with three prizes. The prizes were \$3, \$2 and \$1. The children entered their pet mutts at a given place, paraded down the street to the hall of judgment and again cameras clicked wildly and the newspaper gave reams of space to the activities of a go-getting post.

A special Forty and Eight wreck was held on the fourth day.

All these stunts, it must be understood, had plenty of preliminary publicity, and follow-up.

While on the fifth day, the post was holding its Back to Paris Nite, the newspapers announced the results of the Forty and Eight promenade, and so on.

In connection with the Back to Paris Nite, it is interesting to note that the post was original enough to send 1,000 invitations to the affair, typed on telegraph blanks and delivered by Boy Scouts in uniform.

The Back to Paris Nite was simple but effective. On the evening of the fifth day, a huge float was mounted on an electric flat car, to represent the Leviathan. It sailed through Aurora streets and docked at Paris (the armory or some other large suitable building). Here a get-together meeting was held, with local girls putting on a show and free "eats" served by "The Salvation Army."

While this great event was being reported, the announcement was made

To Help Get Members

BACK up your personal invitation to the man you are trying to get to join the Legion with a copy of the special Achievement Number of The American Legion Weekly. It tells him what the Legion is and what it is doing for him and for community and country. This number is ideally suited for distribution among prospective Legionnaires and for general distribution to the public on special occasions such as banquets and open meetings. Every post may obtain a supply of them for use as needed. In quantity lots the price is three cents each. Address orders to the Circulation Manager, The American Legion Weekly, Indianapolis, Indiana. Use this form:

Send.....copies. Inclosed find \$..... Ship to:

Name..... Street

City..... State

SAVE \$3.90 ON Cosmopolitan

**Keep Up With The
Best-Sellers
for 4 1/3¢ a week**

ALMOST two million people read Cosmopolitan every month to keep well-informed about the best writers and newest fiction successes.

Cosmopolitan contains twice as many stories and novels as any other magazine, and each contributor is a star, such as Anne Douglas Sedgwick, E. Barrington, Margaret Kennedy, Cynthia Stockley, Mary Roberts Rinehart, Kathleen Norris, Fannie Hurst, Sir Philip Gibbs, Irvin S. Cobb, and William J. Locke.

The first of the new stories by Captain J. W. Thomason, Jr., who writes of our Marines as Kipling did of the British Tommy, will appear in an early number of Cosmopolitan, with illustrations by the author.

OUR SPECIAL OFFER

to American Legion Weekly readers brings you 8 issues of Cosmopolitan for \$2.00 (including the Captain Thomason stories).

It will pay you to read Cosmopolitan for a longer period. We will send you Cosmopolitan for 24 months for \$4.50,

A Saving of \$3.90

on the single-copy price. Note these special offers

Savings to 2-Year Subscribers

	1 year	2 years	Saving
Cosmopolitan	\$3.00	\$ 4.50	\$1.50
Good Housekeeping	3.00	4.50	1.50
Harper's Bazar	4.00	6.00	2.00
International Studio	6.00	11.00	1.00
MoToR BoatinG	3.00	4.50	1.50
Smart Set	3.00	4.50	1.50

BARGAIN CLUBS

	Full Price	Our Price
Cosmopolitan	\$3.00	\$5.00
Good Housekeeping	3.00	Save \$1.00
Cosmopolitan	3.00	5.75
Harper's Bazar	4.00	Save \$1.25
Cosmopolitan	3.00	5.25
Smart Set	3.00	Save 75c
Good Housekeeping	3.00	5.75
Harper's Bazar	4.00	Save \$1.25
International Studio	6.00	7.50
Harper's Bazar	4.00	Save \$2.50
Cosmopolitan	3.00	7.50
Good Housekeeping	3.00	Save \$1.50
Smart Set	3.00	

(Two-year subscriptions and clubs must go to one address)

Clip Coupon Today

THE LEGION SUBSCRIPTION SERVICE OF
THE AMERICAN LEGION WEEKLY
Indianapolis, Indiana

Enclosed find \$_____ Enter my subscription
for Cosmopolitan 8 months \$2.00, Cosmopolitan
2 years \$4.50 or these magazines at the price quoted:

_____ Term _____

_____ Term _____

Name _____

Street Address _____

Post Office _____ State _____

ALW 326

that a big banquet would be held on the evening of the last day. At this banquet everybody was thanked, the results announced and everybody made to feel that a real job had been put over.

The above hasty outline of the high points of this campaign cannot be said adequately to cover it. There is no space to refer to pictures, cartoons, editorials, window cards, posters, auto stickers, street banners, trolley car streamers, a thermometer device in front of campaign headquarters. With most of these latter devices you are all familiar. They added to the grand total and accounted for the constant repetition of the name American Legion until everybody in Aurora had heard about the drive and knew something of what the Legion was doing locally, departmentally and nationally. That post has millions of dollars' worth of good will.

Not all membership campaigns play on the thundering drums of publicity so successfully. That is why the Roosevelt-Aurora Post with its ingenuity, originality and everlasting work has laid down a classic campaign that can be a model for other posts who want to go over big in this "million-member year."

OUTFIT REUNIONS

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

101ST ENG.—Seventh reunion at Cadet Armory, Boston, Mass., April 10, 6 to 11 p. m., under auspices of women of 101st Eng. Welfare Assn. Address Miss Charlotte M. Flynn, 11 Paisley Park, Dorchester, Mass.

80TH DIV.—Third annual reunion of Philadelphia Post, in McCallister's Blue Room, 1811 Spring Garden St., Philadelphia, Pa., April 22. Address Russell Mahon, 1808 N. Newkirk St., Philadelphia.

104TH INF.—Seventh annual Apremont reunion at Springfield, Mass., April 23-24. Address Earle F. Bliss, Secretary, 534 Main St., Springfield.

Co G, 137TH INF. (35th Div.)—To complete roster and make plans for reunion at time of convention of Kansas Department of Legion at Fort Scott in September, former members of this outfit address Frank W. Harpold, Box 178, Fort Scott, Kas.

128TH INF.—Annual reunion at Fort Atkinson, Wis., Sept. 4-6. Address Gerald Hyde, Fort Atkinson.

71ST N. Y. REGT.—To complete roster former members address Col. Stanley Bulkley, 71st Regt. Armory, Park Ave. and 34th St., New York City.

BTY C, 28TH ARTY.—Members of this outfit as well as of any of the batteries stationed at Fort Andrews, Mass., at the close of the war, interested in proposed reunion in Boston, Mass., during spring or summer, address Frank "Abie" Vancini, Plymouth, Mass.

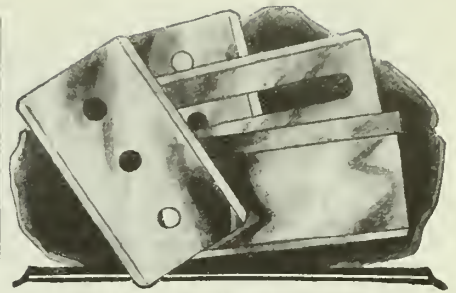
BASE HOSP., CAMP GREENE, CHARLOTTE, N. C.—Former members interested in proposed reunion at Legion National Convention in Philadelphia, Pa., Oct. 11-15, address Theodora R. Converse, Pennsylvania Hospital, Eighth and Spruce Sts., Philadelphia.

305TH SUPPLY Co.—Members of this organization planning to attend Legion National Convention in Philadelphia, Pa., Oct. 11-15, address Harry Feldman, 4151 Girard Ave., Philadelphia.

SUPPLY Co., 108TH F. A. (8th Div.)—Former members interested in proposed reunion during Legion National Convention in Philadelphia, Oct. 11-15, address J. M. DeWitt, 514 City Centre Bldg., Philadelphia.

NAVAL RAILWAY BTY., A. E. F.—Former officers and personnel of this organization, commanded by Rear Admiral C. P. Plunkett, interested in proposed reunion at Philadelphia during Legion National Convention, Oct. 11-15, address H. H. Gawthrop, 29 N. Montgomery St., Trenton, N. J.

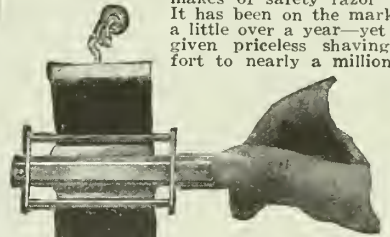
7TH DIV.—Official divisional history to be published in early summer. Former members of division desirous of obtaining copies address E. T. Fell, 1405 Citizens National Bank Bldg., Baltimore, Md.



Why Throw Away Your Razor Blades?

Every dull blade can be made to do the work of dozens of new ones!

ROBT. H. INGERSOLL, to whom the world owes the Dollar Watch and the first line of low priced, dependable watches, is now bringing before the American public another article of great economic value—the Ingersoll Dollar Strop- per, an ingenious invention for resharp- ening all makes of safety razor blades. It has been on the market for a little over a year—yet it has given priceless shaving com- fort to nearly a million men.



The Ingersoll

DOLLAR STROPPER

is based on an entirely new principle. It is so designed as to bring the edge of the blade automatically in contact with the leather strop, at the proper angle, thus insuring the keenest cutting edge. It will last a lifetime and is so simple to use that a child can operate it. Sharpens any make of blade and makes each blade good for three hundred shaves, saving you \$5 to \$10 a year on razor blades.

TEN DAYS' TRIAL

If you have not had the strop- per demonstrated to you and cannot get it at your dealers, mail the coupon with \$1.00 and we will send you the complete outfit, including patent strop- per (blade holder) and fine leather strop. Use it 10 days and if you do not get the most comfortable, quickest, and cleanest shave you ever had, return it and we will re- turn your \$1 at once. It is more than an accessory to your shav- ing kit—it is a life investment in a new kind of shaving comfort



DEALERS

This clever invention is meeting with nation- wide approval—in fact, it is a sweeping the country. Dealers are cashing in heavily. Quick sales, quick profits. Every man a prospect. If interested in dealers' plan, check square in coupon.

which you never dreamed would come to you. Mail the coupon if your dealer cannot supply you.

Robt. H. Ingersoll, Pres., New Era Mfg. Co.
Dept. 53, 476 Broadway, New York City

I enclose \$1 for which please send me the Ingersoll Dollar Strop- per Outfit complete, including the Ingersoll Specially Prepared Leather Strop. It is understood that I can return the Strop- per in 10 days if not satisfied, and that you will return my dollar. (Canadian price, \$1.50.)

Name _____

Address _____

Make of Razor Used _____

I am interested in Dealers' Plan.

Bursts and Duds

Payment is made for material for this department. Unavailable manuscript returned only when accompanied by stamped envelope. Address American Legion Weekly, Indianapolis, Ind.

Tact Before Truth

"I suppose you want a suitable inscription on the stone?" inquired a tombstone worker of the bereaved husband.

"Hm, n-n-no," was the reply. "Just something conventional."

Still More Leisure

"Your son still a patrolman, Si?"

"Nope. They put him in plain clothes so nobody knows when he's loafin' now."

Truth Will Prevail

[Ad in Johnson City (Tenn.) Staff-News]

CHEST OF DRAWERS—A number of antique pieces just being finished.

The Reasonable Explanation

A negro laborer had just fallen from the heights of a tall building being constructed. Head first and like a projectile he crashed downward and disappeared through an opening in the sidewalk connecting with the basement. The foreman rushed down, expecting to find a mangled corpse, but instead discovered Jazzbo reposing in a mass of waste paper.

"Man!" gasped the foreman, "how did you manage to escape being killed?"

"Boss, Ah dunno," groaned Jazzbo, rubbing his head. "Ceptin' dat cement sidewalk must of broke mah fall."

Kindness Indeed

The bride had but recently returned from her honeymoon and her mother was paying her first call on her since the wedding.

"Well, daughter," she asked, "is George good to you?"

"Just darling, mother!" exclaimed the young wife.

"Only yesterday he showed me how to open a can of milk with a nail and a hammer."

Natural Assumption

"My neighbor's lot," sighed the soft-hearted Boggs, "is a most unfortunate one."

"Where did he buy?" asked the practical Biggs. "Florida?"

Waving

We can recall the battle cry,

Enunciated by the brave,

When to the gales the flag would fly:

"Long may it wave!"

But now in beauty shoppes we hear

From maids who latest fashions crave:

"This permanent is quite a dear;

Short may it wave!"

—Thomas J. Murray.

A Gay Bird

Patricia: "Did Agnes marry that mail plane pilot?"

Felicia: "No, he proved to be a fly-by-night."

The Reward of Valor

[From Dearborn Independent]

On September 23, 1880, when Washington's Monument was under construction at 160 feet, a cat jumped from the

top without being killed, and as a result is now stuffed and in the Smithsonian Institution museum.

An Offer

"What could you give my daughter that she doesn't have now?"

"Well, sir, I could give her something to worry about."

Trained

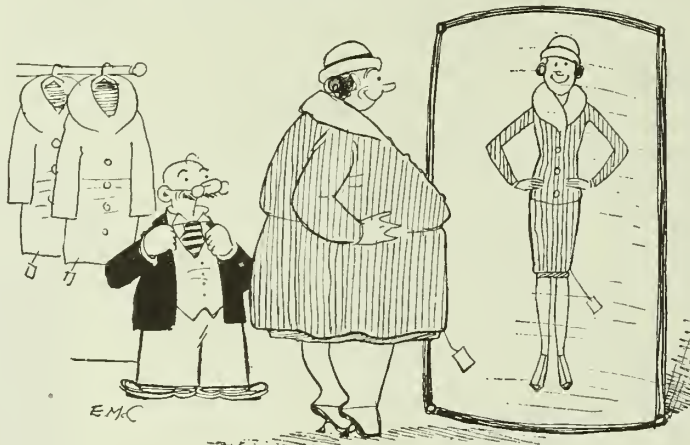
"What makes that child so quiet?"

"His mother's a bridge fiend and his father's a radio fan."

Cruel Justice

"Did you hear," asked Dolly, "about the terrible way the judge acted in Helen's divorce case?"

"Yes," replied Polly in disgust. "Imagine barring her very best friends from such an interesting affair!"



THE ADVANTAGE OF A TRICK MIRROR

Salesman: "That's the new spring 'true-form' coat."
Customer: "Simply grand—I'll take it."

Not a Blow

"Gracious, but you were gone a long time!" exclaimed Nell. "Have a blow-out?"

"No!" replied Ada in disgust. "He never spent a cent!"

Difficult to Answer

[Ad in Boston American]

MARRIED—Couple will adopt baby at birth between now and Nov. 12th. Expectant mother give particulars and baby's complexion.

Ambition

Kindly Mrs. Henderson had taken an interest in the tramp who appeared at her door one morning.

"So you can't read or write?" she said to him. "Dear, dear!"

"No, mum," replied the tramp. "But I'm thinkin' of takin' up a correspondence course in readin'."

Shock Proof

"It's no use," said the farmer despondently. "I can't shoek that corn in the south forty next to the picnic grove."

"Why not?" inquired his wife.

"Well, first there's been too many hikers all summer and now there's an aesthetic dancing exhibition going on."

When Peace Is Necessary

"You seem to be awfully sweet with Marvin lately," remarked Lucille.

"Yes," answered Lois, sighing. "If we quarrel he might ask for his ring back, and I can't get it out of pawn till Saturday."

Evolution

"What happened to the little boys who used to read 'Diamond Dick' behind their geographies in school?"

"Oh, now they're reading the college comics behind their opera programs."

Ride 'Em, Bookworm!

[Ad in Beloit (Wis.) News]

GAS HEATER—For sale; also combination bookcase and saddle.

A Regular Picnic

It was a hot summer Sunday afternoon and the tired motorist was weary of the heavy traffic of which he was a part. He stopped at a village oil station.

"Can you tell me," he asked the proprietor, "where I can find a nice quiet road away from the traffic?"

"Well," replied the oil man, "that fork down to the left's where I been sendin' all the folks that's asked me today."

A Logical Request

The house telephone rang and the hotel clerk answered. Came the query:

"This is Room 444 and will you please ask the prohibition enforcement officer if I can have a pitcher of ice water?"

Still Submerged

File: "What do you suppose they did with all those duckboards overseas?"

Closer: "I didn't even know they'd unearthed them."

"Pioneer Life"

(A school composition by Helen Moritz, age 8)

Once upon a time man went to get ready to go to town, he got his gun, and his food, and his cloths, and went out to get his hours, and saed good By to his wief and started of.

he saw a deer he started to shoot it But Mised it.

and wen he got to town he got his grocreis and started Back home.

he saw a rabbet and shot the rabbet and took it home and lived happy ever after.

Mixed Foursomes

There was a man in our town;

We called him Prying Bill.

He jumped into a bramble patch

And found his neighbor's still.

—B. C. B.

Smile and the world smiles with you,

According to convention,

But you will often have to kick

To get some close attention.

—J. A. S.

Anything But

The newly married man had been piloted into a restaurant by his old friend. He studied the menu for a moment and then rose abruptly.

"Let's get out of here," he gasped. "Let's try another place."

"What's the matter with this place?" asked his friend in wonderment.

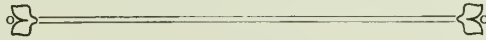
"Man, don't you see what they have at the head of that bill of fare?" answered the benedict. "Home cooking!"

Selective Immigration

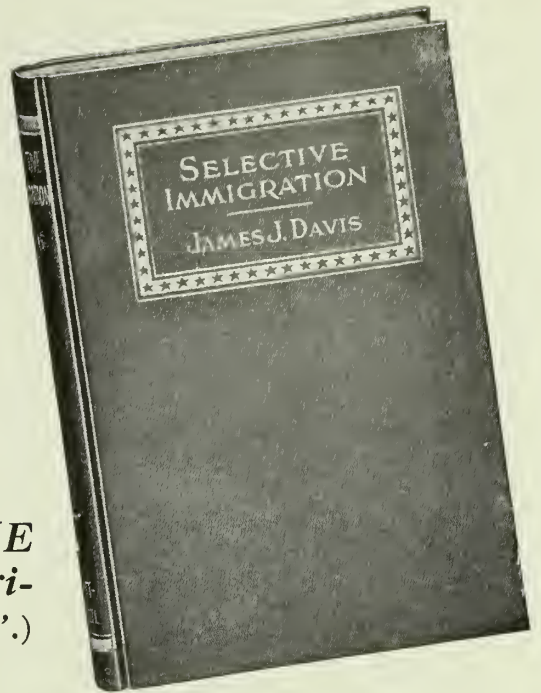
By

Secretary of Labor

JAMES J. DAVIS



“SELECTIVE IMMIGRATION or NONE at all” should be the motto of every American voter. (Extract from “Selective Immigration”).



SECRETARY of Labor James J. Davis, presents in this book our immigration history and policies in such a clear and interesting style that the reader cannot help but understand the situation as it really is.

Immigration affects us not alone as a matter of economics and of political benefit, but as a direct and lasting effect on the life blood of America.

There is a longing almost universal in our alien population to become part and parcel of this great Republic, to join in the life, language and customs of this country. It should be our purpose and responsibility to foster this desire; to make clear and easy the way to true Americanism; and to see to it that these people are given the opportunity to know America, to learn our language, and to embrace our customs and our ideals.

It is with the full knowledge of the feelings of our alien population that this book has been prepared, and with the hope that it will serve in some small degree to awaken a deeper interest in the stranger within our gates.

America Should Have the Best

A strong feeling is being kindled in the breasts of responsible men of affairs that the time has come for America to “Hand-pick” her immigrants!

Mr. Davis, insisting that we should have only the BEST of immigrants for the further perpetuation of American ideals and America’s destiny among the nations, voices this feeling from the depths of his experience and from exhaustive research into crime, insanity and other social evils resulting from a too lax system of immigration. His book will be an eye-opener to you. Get it today!

Price \$2.00

THE LEGION BOOK SERVICE
The American Legion Weekly
Indianapolis, Indiana

Gentlemen: I enclose \$2.00 in full payment for one copy of “Selective Immigration.” Send the book, postpaid to:

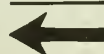
NAME _____

ADDRESS _____

CITY AND STATE _____ (3-26-26)

CONTENTS

- | | |
|----------------------------------|-----------------------------------|
| 1. American Immigration Policies | 6. Effects of the World War |
| 2. Bootlegging In Orientals | 7. A Look Into the Future |
| 3. Dumping of Immigrants | 8. Immigrant Groups In Our Cities |
| 4. Deportation | 9. Criminalistic Aliens |
| 5. Enrollment of Aliens | 10. The Quota Law |



Mail Coupon Today!

FREE! Charleston Dance Instructions

DURING THIS SALE BY MAIL

With Every Set of

SIXTEEN LATEST CHARLESTONS

Fox Trots and Songs

On Eight Full Size 10-Inch Double-Faced Records **\$2.98** FOR ALL

New Improved Recordings



NOW the Charleston is easy to learn. Illustrated instructions (especially prepared by Oscar Duryea, president of the American Ass'n. Masters of Dancing) sent FREE if you accept this wonderful record bargain in Charleston, Fox Trot and Song Hits. See what you get in this big SALE BY MAIL. Look at the list. EIGHT BRAND-NEW 10-INCH DOUBLE-FACE RECORDS—sixteen latest selections—every one a sensational HIT, including Irving Berlin's latest song sensation "Always." Also "Who," from Marilyn Miller's New York success "Sunny." Also the famous "Song of the Vagabonds," from The Vagabond King, another wonderful New York hit; look at the complete list shown in the panel—EVERY ONE A HIT. New improved recordings. Louder, clearer, more faithful reproductions. Compare these records with those costing 75 cents each elsewhere. Prove to yourself that we offer you \$6.00 value for only \$2.98, and give you these Charleston lessons FREE!

Here Is What You Get

- Always (Irving Berlin's latest hit).....Tenor Solo
- Who (from "Sunny").....Fox Trot (Vocal Chorus)
- I Wonder Where My Baby Is Tonight.....Charleston Fox Trot (Vocal Chorus)
- Song of the Vagabonds (from "The Vagabond King").....
-Fox Trot (Vocal Chorus)
- Charleston With Me.....Charleston Fox Trot
- I Love My Baby, My Baby Loves Me... Fox Trot (Vocal Chorus)
- Down by the "Winegar Woiks".....Tenor Solo
- National Charleston.....Charleston Fox Trot
- Pretty Little Baby.....Fox Trot (Vocal Chorus)
- That's Nobody's Business.....Male Duet
- Smile a Little Bit.....Fox Trot (Vocal Chorus)
- Broadway Charleston.....Charleston Fox Trot
- Charleston Love.....Charleston Fox Trot
- Where the Mountains Meet the Sea.....Baritone Solo
- Sleepy Time Gal.....Fox Trot (Vocal Chorus)
- Save It for a Rainy Day.....Tenor Solo

—and Charleston Dance Instructions FREE

Send No Money!

National Music Lovers, Inc., Dept. 353K, 327 W. 36th St., New York City

Please send me for ten days' trial your collection of eight new "National" records containing 16 very latest Charlestons, Songs, and Fox Trots. I will pay the postman only \$2.98 plus delivery charges on arrival. I reserve the right to return them at any time within 10 days and you will refund my money. Also include FREE complete instruction for dancing the Charleston (Outside U. S., \$3.75 cash with order.)

How can we offer such a tremendous bargain? By manufacturing records *in sets* and selling *direct to you!* That is why 300,000 people have purchased records from us! We'll send you this complete set of SIXTEEN SELECTIONS for 10 days' trial.

Don't send a penny now. Just mail the coupon. Give the postman only \$2.98 plus delivery charges. Then TRY the records and the Charleston dance instructions. If not completely satisfied, return for full refund. Send your order NOW and get Oscar Duryea's illustrated instructions for dancing the Charleston FREE. Mail the coupon at once.

National Music Lovers, Inc.

Dept. 353K

327 West 36th Street
New York City

Name _____

Address _____

City _____ State _____

If you like the great songs from Grand Opera you may also care to have four of the most popular airs ever written. La Donna e Mobile from Rigoletto; Medley of Pinafore songs; Habanera from Carmen; and Soldiers' Chorus from Faust. All beautifully sung by great artists, with full orchestra. If you care to have these Grand Opera Songs in ADDITION to the set listed above, place an X in square above. The price is only 85c for all four selections. SOLD ONLY with the set advertised above—not sold separately.