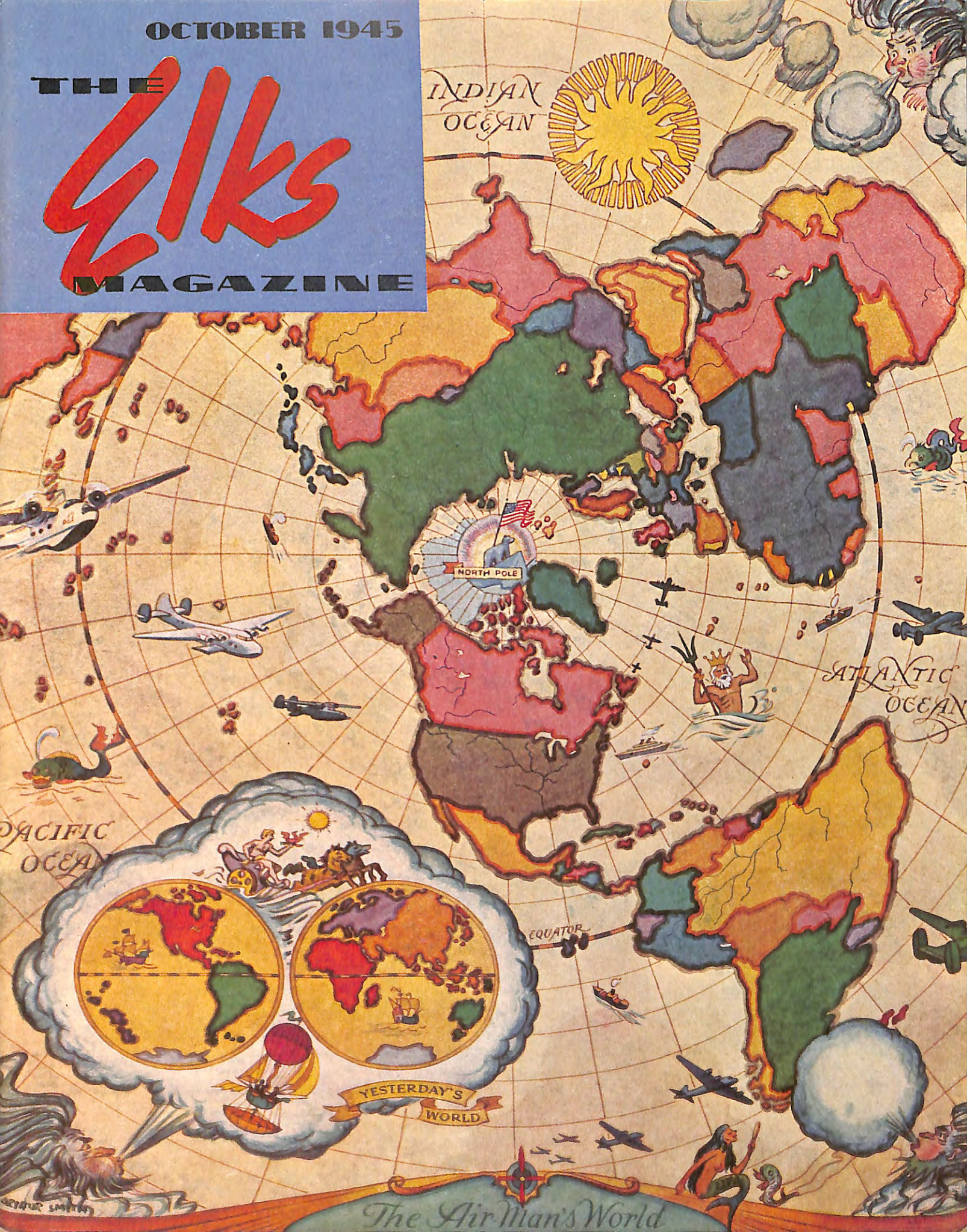
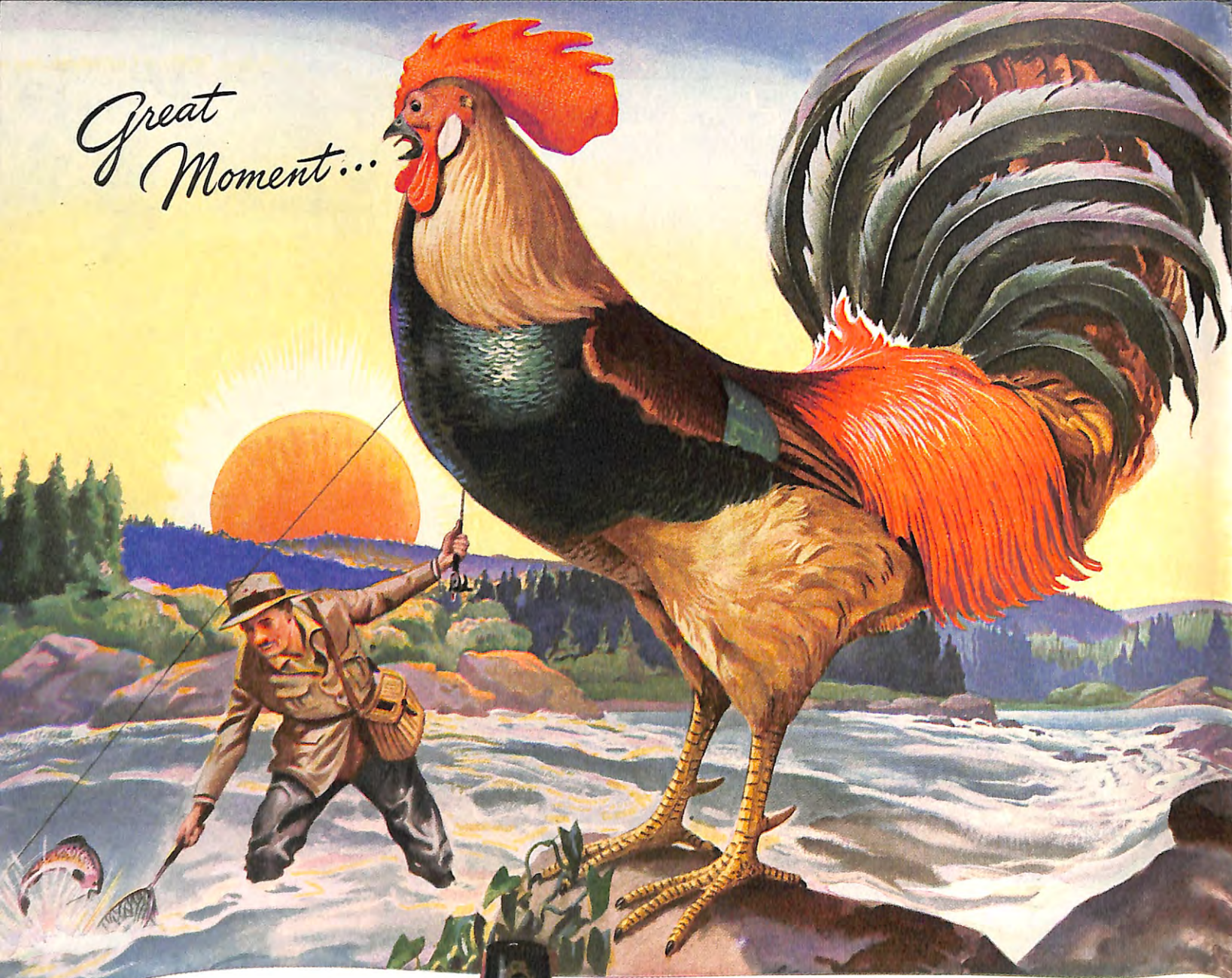


OCTOBER 1945

THE  
**Elks**  
MAGAZINE



Great  
Moment...



You'll agree  
it's "Mellow as a  
Sunny Morning"

It's a *promise* . . . you'll find a bright, smooth flavor that's *different* . . . *unmatched*, we believe, in *any* other whiskey. Try Schenley Reserve . . . finest in a tradition of fine whiskeys . . . the most widely enjoyed whiskey in America today! Blended whiskey 86 proof. 65% grain neutral spirits. Schenley Distillers Corp., N. Y. C.



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# *A Message* from the GRAND EXALTED RULER

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V-J Day has come and with it new responsibilities and new opportunities. The past is behind, the future will be what we make it. Recently I was riding from Los Angeles to La Junta, tremendously fascinated as I watched the receding landscape from the rear of the observation car of the train. While sitting there the conductor came to me and said that he had a request from members of La Junta, Colo., Lodge to take me to the front of the train to observe the operation of the Diesel locomotive. We found our way through four cars of motors generating the electrical power that was pulling the huge train, until we came to the front cab in which was seated the engineer at the throttle. I couldn't help but contrast the approaching scenery with that which I had seen from the rear. There was something far more thrilling about the expectant landscape as we rounded curves at ninety miles per hour, pulling with us cars loaded with men, women and little children—all trusting the wisdom of the man (a Brother Elk) who sat at the controls.

I couldn't help but think of the future as we see the landscape of war passing in the distance and now face change as we round the curves of a postwar world. So much will depend upon the wisdom and skill of the men who sit at the controls! The passing landscape is gone, the future is what we make it. Atomic power can destroy lives and property or wise hands can guide its energy toward an era of world happiness such as has never been known.

I have recently met with my Deputies all over the country. They are strong and able men. I was impressed with their seriousness of purpose and their desire to go to work for Elkdom. They are proven pilots. Their success will depend in a large measure upon the cooperation of State and local leaders. The strength of our Order and its future influence in helping to mold a world of better understanding will depend mainly upon the type of men who sit at the controls — the Exalted Rulers, the officers of the State Associations, the committee members, and all those who help to guide the destinies of a composite Elkdom. It behooves every group within our Order to use the same care in choosing the men whom they put at the helm as we round the curves of Tomorrow, as that used by railroads and airlines in choosing their pilots today.

I have wired the President of the United States that the Benevolent and Protective Order of Elks stands at his side as he now pilots our country into a postwar future. Our Order still pledges allegiance to but one flag, in peace as in war, and stands ready to back that pledge by thought, word and deed.

*Wade H. Kepner*

WADE H. KEPNER  
GRAND EXALTED RULER

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Name..... Age.....

Present Position.....

Address.....

# THE Elks MAGAZINE

NATIONAL PUBLICATION OF THE BENEVOLENT AND PROTECTIVE ORDER OF ELKS OF THE UNITED STATES OF AMERICA. PUBLISHED UNDER THE DIRECTION OF THE GRAND LODGE BY THE NATIONAL MEMORIAL AND PUBLICATION COMMISSION

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## OCTOBER 1945

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Cover Design by Arthur Smith

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## IN THIS ISSUE

### We Present—

OUR cover this month is designed by Arthur Smith who is a young man with talent and ability. Mr. Smith's plan originally was to sell this drawing as an advertisement to one of the large aviation companies but we persuaded him to turn it into a cover. We like it because it takes us away from the war and well into the world in which we are going to be forced to live, willy-nilly. This Department hasn't made up its mind whether or not it's going to like living in it.

The Grand Exalted Ruler, however, has made up his mind on this cogent subject. You will find his Message on page one where he discusses the road ahead.

It took some doing, but we finally managed to get an article out of Eric Johnston. In all honesty we must report that it has taken more than a year to extract this article from the President of the Chamber of Commerce of the United States of America, whose life appears to be full of other things than writing articles. He herein gives us a clear picture of what he believes can be the result of a meeting-of-the-minds between labor and management.

Hiram K. Smith, Jr., and R. Tobey Clark are two clever young men we dug out of our hair to write "Luxury in the Sky", an article on the future of aviation and its attendant comforts as presented by the dirigible. A hasty perusal of Messrs. Smith's and Clark's article convinces us that they have emerged from our hair into the bright white light of public acclaim.

We are also presenting an article entitled "\$1,000,000,000 Fire Sale" by Fairfax Downey. Those ciphers so far as we could count up on our fingers, mean a billion, although in our penny-ante fashion around the office we have been referring to it as a million. Our collective minds stall at any figure over \$25. The way this article reads the Government has gone into trade, thus lowering its social standing.

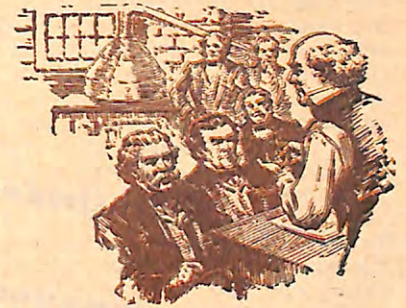
One of our worries has been just how many servicemen are going to be gypped out of their eyeteeth when they get back to civilian employment. We decided to investigate the subject and turned loose our correspondent, Mr. Christopher Vogel, who sets himself up as an authority on how to gyp servicemen. After reading the article carefully, we do not see how it is any easier to gyp a veteran than it is to gyp the common or garden variety of civilian.

It is one of our habits every year or so to brag of how many members of our Order are prominent in the service of the Nation. On pages 14, 15 and 16 we proudly present the list of these men who are prominent in the Government.

There are other things in this Magazine too. Take a look.

C. P.

# One Hundred years ago



*Colonel James Crow taught  
Kentucky distillers how to make fine  
Kentucky Straight Whiskey*



THOSE IN THE KNOW - ASK FOR

# OLD CROW



*A Truly Great Name*

**AMONG AMERICA'S GREAT WHISKIES**

The same quality that founded Old Crow's reputation is yours to enjoy in every drop of this famous whiskey today. Now, as for a century past, Kentucky Straight Bourbon that is surpassingly good.

**TODAY, AS FOR GENERATIONS,**

*Bottled-in-Bond*

**A great stride has been taken by labor**

**and management to put their houses in order**

**and help to preserve the American way of life.**



Press Association

**M**ORE and more the necessity of good labor-management relations in the postwar era is coming to be recognized as essential to full production and maximum employment. This is heartening and encouraging. But such thinking goes only half way.

It is no exaggeration to suggest that good labor-management relations may be one of the factors in the preservation of our American system itself. It is not just a question of full production and full employment, desirable and necessary as they are. It is a question of protecting our way of life from inevitable encroachment of other ideol-

ogies which are in expansionist mood.

Now that this war is over, there are few truly "strong nations" left in all the world. One is the United States, the strongest of all, the chief exponent on any large scale of the free enterprise, private capitalistic system.

Most Americans like this system. It suits their adventurous, imaginative character. More than that, it has done very well by most Americans, and it embodies the very important capability of being able to do better by us tomorrow, next week, next year or for our children. There is nothing stodgy about it and nothing static. In that respect

**Left to right: William Green, President of the AFL; Eric A. Johnston, President of the Chamber of Commerce of the U.S.A., and Philip Murray, President of the CIO, at the signing of the Labor-Management Charter.**

alone, it is at the opposite pole from all breeds of totalitarianism or "statism". It is the closest approach ever known to fulfillment of the individual's inborn desire to express himself, benefit himself and "be himself".

But the rest of the world, we're told, is moving "leftward". The very use of that word, becoming common in this country, means that already opposite philosophies have encroached upon us

to some degree, because the words "leftish" and "rightish" are not of native coinage, but are imported phrases.

The phrases come from the old world where the "left" is approaching a dominating position. Russia, we know about. In France, recent elections indicated definite movement to the left; in England the leftish party is in power and the first political party organized in Germany since Victory Day was the Communist party.

It is easy to say they can stew in their own juice and be hanged to them. But that is not the answer. It is doubtful if we can keep our own private

the internal cancer that produces them can gnaw in silence at the vitals of our economy without the hoorah that attends public demonstrations.

It can exist without a single outward sign. It can go on for years without showing itself beyond the boundaries of the individual concern where it has bred and fattened. As it gnaws, it guts production; it leads to curtailed output. It upsets balance.

It can ruin us.

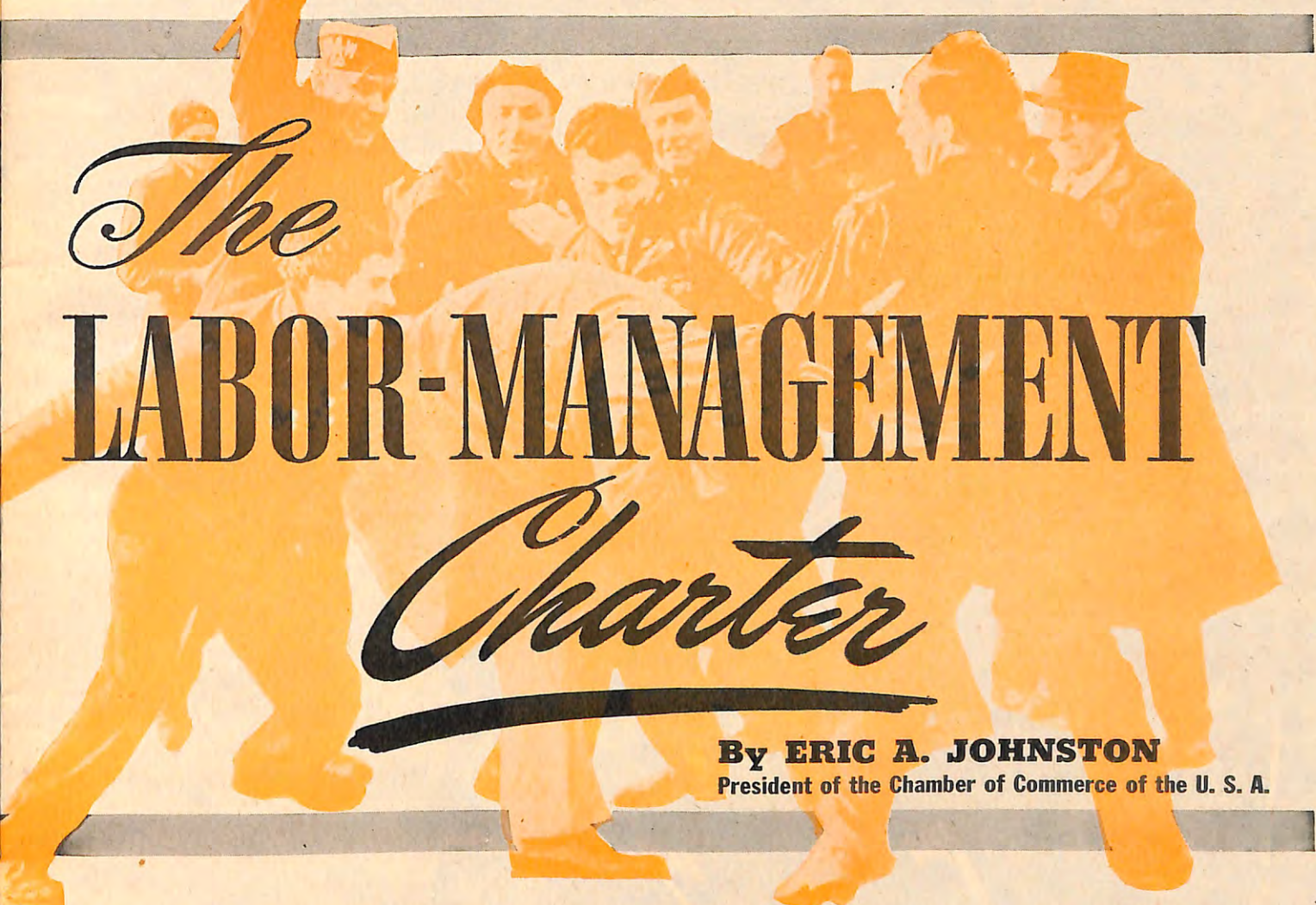
We used to call it "labor trouble".

That is a sad term. It lacks accuracy.

Industrial strife is the direct result of labor-management trouble.

Numerous observers of the national scene predict industrial strife ahead. It would be pleasant to hope they are wrong, but we cannot chance our future on hope alone. They say that once the fetters and manacles of the wartime controls are removed industry and labor will run head on at each other perhaps into a collision which will wreck them both. Gloomily, these observers visualize a situation where this collision will bring a public demand for Government controls so rigid that wartime handcuffs would feel like soft, woolly mittens.

These forecasters are right in one



# The LABOR-MANAGEMENT Charter

**By ERIC A. JOHNSTON**

President of the Chamber of Commerce of the U. S. A.

capitalistic system, if all the world follows some other system, unless we do one certain thing:

Make our private capital system work so well that we'll be the envy and the ideal of the rest of the world. By the force of our example we can help others as well as ourselves.

Making it work will, of course, bring all of us concrete, specific rewards—an abundant life, full prosperity, security.

But to get those things and to keep our system we've got to have peace in industry. Strikes, lockouts, shutdowns and sitdowns are noisy, visible, vociferous evidences of industrial strife, but

It is the result of the failure of labor on the one side and management on the other side in any given concern to resolve their difficulties in a spirit of friendliness and mutual respect for each other's rights. There is no profit in dissension for either labor or management "Victory" by either side in any sustained controversy can never be anything more than temporary.

The armed success we have won in Europe and in the Pacific will not give us total victory if we have reached the end of World War II to find ourselves at the beginning of a long era of war in industry.

respect. An outraged public will not tolerate never-ending industrial warfare.

It has had a bellyful already, and it will stand for only so much. When the situation becomes unbearable it will ask Government to step in on the situation, and if it does, Government can do little else except clamp on firmer gyves and irons that will remain until they cut to the bone. It will not be a question of labor being blamed or management being blamed. To the public, if that day comes, it will be "a plague on both your houses."


*(Continued on page 36)*





**Castles in the air will soon materialize  
when our down-to-earth engineers make  
facts out of fairy tales.**

**By Hiram K. Smith, Jr., and  
R. Tobey Clark**



**T**HE American Ambassador to France stood with friends in the Paris crowd and watched the great paper balloon rise into the autumn sky. This exhibition was the climax of year-long experiments: earlier the Montgolfier brothers had constructed a small

young gallants: J. F. P. Rosier and the Marquis d'Arlandes—first men in history to fly free.

But Franklin's thoughtful mood was rudely disturbed when a well-meaning companion nudged him and said, "Wonderful. Wonderful. But of what use is a balloon?"

Benjamin Franklin, the scientist, stared coldly at his friend. "Of what use," he replied, "is a baby?"

The object of Franklin's interest has justified his faith. For now that peace is here, majestic great-great-grandsons of Montgolfier's "baby" may cruise the world's skies, carrying hundreds of passengers in almost unbelievable luxury

layman. They also have all the facts of the airship's history at tongue's tip. When you make some crack about safety—"Look what happened to the Hindenburg!"—they'll look you coolly in the eye and remind you that up to the time of the Hindenburg crash in the Spring of 1937, regularly operated commercial airships, including blimps, made 114,723 scheduled flights, flew more than 4,400,000 miles, carried 354,265 passengers—without injury to a single one!

The Hindenburg, they'll continue, never missed a scheduled flight on account of weather. And, speaking of weather, they'll tell you, if you've not

## *LUXURY in the SKY*

paper sphere, watched it soar aloft when it filled with air heated by a small brazier hung beneath its open neck. In June they sent up another, larger balloon. Again, at the King's bidding, they sent up a cock, a sheep and a duck in the basket of a still larger balloon, flown from the grounds of the palace at Versailles.

Meanwhile, a Paris physicist named Charles had coated a silk bag with rubber, filled it with the recently discovered gas, hydrogen, which he knew to be much lighter than air, and released it in a pouring rain before some 300,000 Parisians gathered for the event in the Champs de Mars.

Now, soberly, Benjamin Franklin considered the events leading up to the flight he witnessed this November afternoon, 1783. For in the basket slung below the rising balloon were a pair of

and comfort over great stretches of land and sea. Well-appointed "hotels of the air", these huge airships can bring a world cruise within the realm of a two-week vacation—and within the reach of a fairly limited budget!

Pipe dreams? By no means. For lighter-than-air experts already have such plans projected. And while their enthusiastic description of the airship's wondrous future may seem fantastic or at least visionary to most of us, the important fact to remember is that lighter-than-air proponents are not by any stretch of the imagination visionaries. They're a rugged, cool, experienced, calm and well-trained lot for the most part, many of them equally at home involved in some intricate problem of design over a drafting board, or at the controls of a training blimp (blimps are the only lighter-than-air craft, other than balloons, now in our service—since America's last great rigid airship, the Los Angeles, has been decommissioned after an honorable career).

Knowing their business isn't the only advantage the experts have over the

already heard the tale, of the rainy, ceiling zero—visibility zero, evening when the Hindenburg almost *did* miss a scheduled flight.

It seems a commercial airplane line had made arrangements to ferry Hindenburg passengers from the Newark Airport to the airship base at Lakehurst, N. J. On the evening in question, ground conditions were so bad the plane couldn't take off, and the delayed passengers had to travel to Lakehurst by bus. As they went out on the field the top of the great airship was invisible in the mist. Yet, when passengers and freight and mail were aboard, the skipper commanded, "Up ship!" just as though it were a sunny day. Silently the Hindenburg rose into the glowering overcast. Her engines started, and she pointed her nose for Frankfort, Germany—ceiling or no ceiling, visibility or no visibility.

Airships and airplanes really haven't too much in common, and attempts at comparison of the two types of aircraft sooner or later run into the dead end of their dissimilarities. Airships, for ex-

*(Continued on page 40)*

**Illustrated by JAMES LEWICKI**

**A lighter-than-air Colossus dwarfs  
an airport of the future.**



# Postwar Rackets

**You'd better learn the angles, boys, or they'll huff and they'll puff till they blow your house down.**

**By Christopher Vogel**



**W**ATCH out for the postwar rackets.

If past experience is any guide to the future, a host of postwar swindles and frauds may put in their appearance, once reconversion is completed and civilian desires can cut loose. Then people will scramble to buy that postwar home, enter a new business, invest their money in postwar ventures. Will they again make the same mistake as last time—and fall victim to promoters and crooks?

Public and private authorities alike are deeply concerned about this problem.

They're no crystal-ball gazers. They don't know whether, as part of the general crime wave that is feared, there will be a recurrence of the big-time swindling such as swept the nation in the 1920's.

But of this much they're sure:

People are entering upon the postwar world with more savings than ever before in history. Liquid assets in the hands of individuals are generally estimated to total around \$140,000,000,000. Included in that total are nearly \$28,000,000,000, (as of May 31) in the "garden variety" of Series E War Bonds. Some of these wartime savings will doubtless be used to tide over those millions of former war workers now unemployed until peacetime factories resume production. Other portions will be used to finance the thousands of little businesses that will be getting started. Still, it would be a national tragedy if any part of these wartime savings were to be swapped for worth-

less investments in schemes or stocks. Plenty of Liberty bondholders did it the last time.

Then the public lost an estimated \$400,000,000 to glib promoters who talked them into disposing of their Liberty Bonds, buying into their "sure things". One reason for it, aside from the public's gullibility, was that the Liberty Bonds were negotiable—a fault which has been corrected in the World War II series. Nevertheless, today's War Bonds are readily redeemable. In addition, there are many million more War Bond owners this time than last—the majority of whom never before owned a stock or bond in their lives. Will they hold their War Bonds to maturity and fulfill their hopes and dreams? Or will the more vulnerable among them go to make up another crop of postwar suckers?

Focussing attention on the problem, as it relates to the securities field, the Securities and Exchange Commission last October held a conference with representatives of the State Securities Commission, the various stock exchanges, broker and dealer organizations, the Better Business Bureaus and others interested in protecting the public and its interests. The stated purpose of that meeting was, by concerted action and education, to reduce the public's "vulnerability to unscrupulous promoters and securities salesmen".

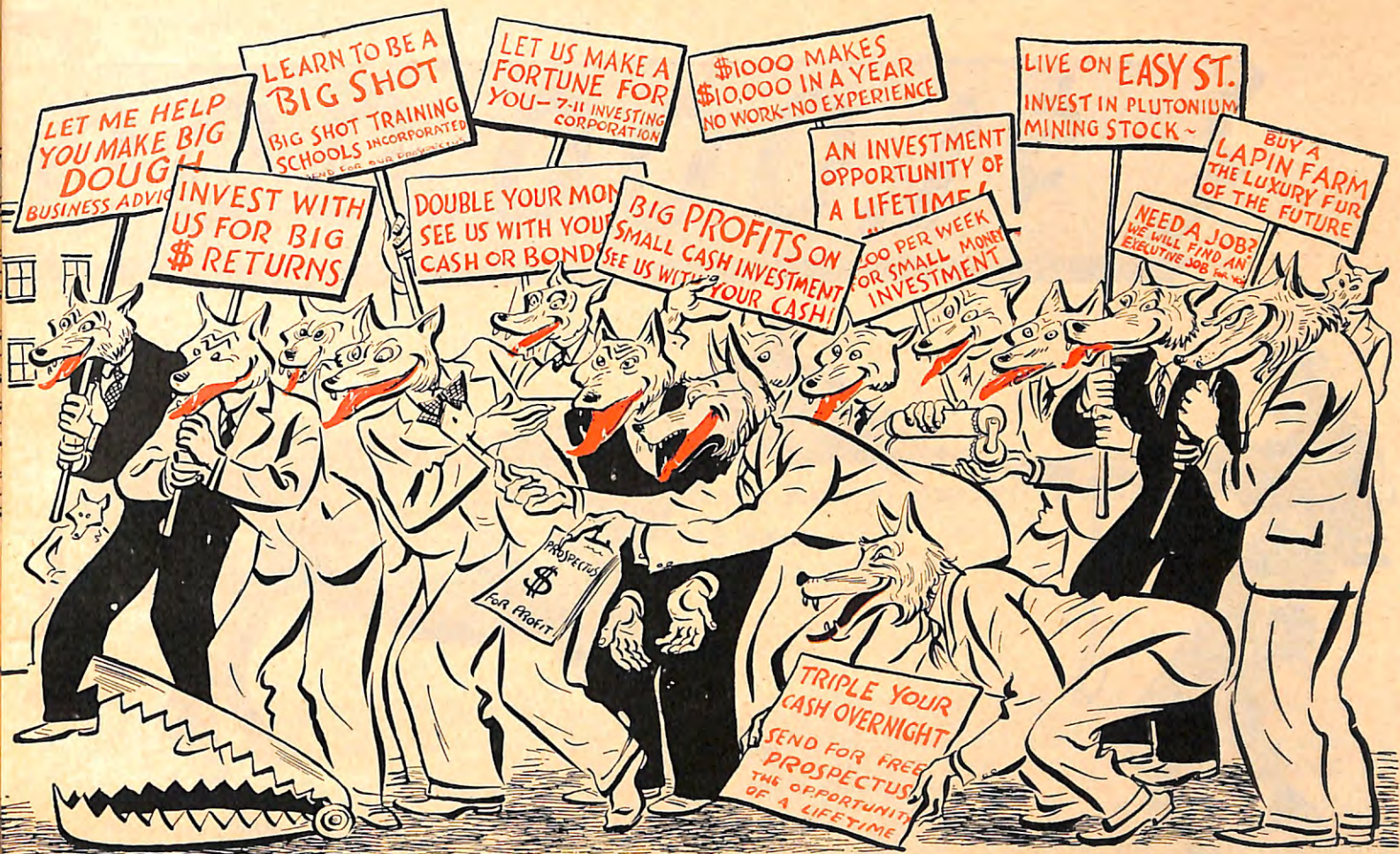
Since then, individual organizations have been laying plans to strengthen further the cordon of protection around the investor, the consumer, the business

man, the returning veteran. Laws and regulations are being tightened, additional curbs are being studied. For their part, the Better Business Bureaus are distributing public warnings on likely schemes, exposing current war-born rackets, keeping an eye peeled for signs and clues. Other agencies are doing likewise.

Thus far, there have been no clear-cut indications of what postwar rackets are most promising—or promising most. The reason is simple. With so much of the nation's productive capacity concentrated on the war, with materials and supplies for civilian enterprises largely unobtainable, any new business—good or bad—has had a tough time getting started.

But now the lid is off. Raw materials are flowing to factories, civilian goods are beginning to reappear in growing volume, people are shaking off their wartime shackles and getting ready to buy—to spend. The mere fact that so many peacetime avenues are being reopened all at once suggests the great possibilities for exploitation that exist.

Commenting on this, H. J. Kenner, one of the pioneers in the Better Business Bureau movement and general manager of the Better Business Bureau of New York City, declared, "To date, there have not been a sufficient number



Your money is going to look very good to people of sharp practice in the near future.

ber of new securities offerings will in time be made to the public. Capitalizing on new developments, new products, companies will be seeking funds to finance their enterprises, create new jobs, provide more and better things for higher living standards. The great majority of these ventures, one can be sure, will be legitimate.

(Continued on page 45)

of cases to indicate the pattern that postwar frauds are likely to take. The various wartime restrictions, which only now are being lifted, have tended to stymie many peacetime rackets and frauds, although there have been various wartime rackets, to be sure."

Mr. Kenner continues, "But from long experience in exposing rackets and frauds, several important points stand out. The first is that the crooks always follow the trend of the times—and capitalize on people's natural desires. Back in the 1920's, it was the get-rich-quick schemes; during the depression, it was frog farms and cemetery lots and sell-and-switch schemes. What will develop in the present postwar era is anybody's guess.

"Yet, time and again, the Better Business Bureaus have found that no matter what the fraud, it is the uninformed consumer or investor who is stung. And more often than not, he gets stung because he has neglected to acquaint himself with the essential facts. The great majority of American business, it should always be remembered, is honest and reputable and de-

serving of the public's confidence. It is the small parasitical fringe of crooks and cheats which create most of the trouble."

Without attempting to predict precisely what rackets and frauds may come about, it is easy to pick out the fields that are most lucrative. They include the securities field, real estate, new industries coming of age, and such assorted others as education, general merchandise and charities. Take the securities field, for one.

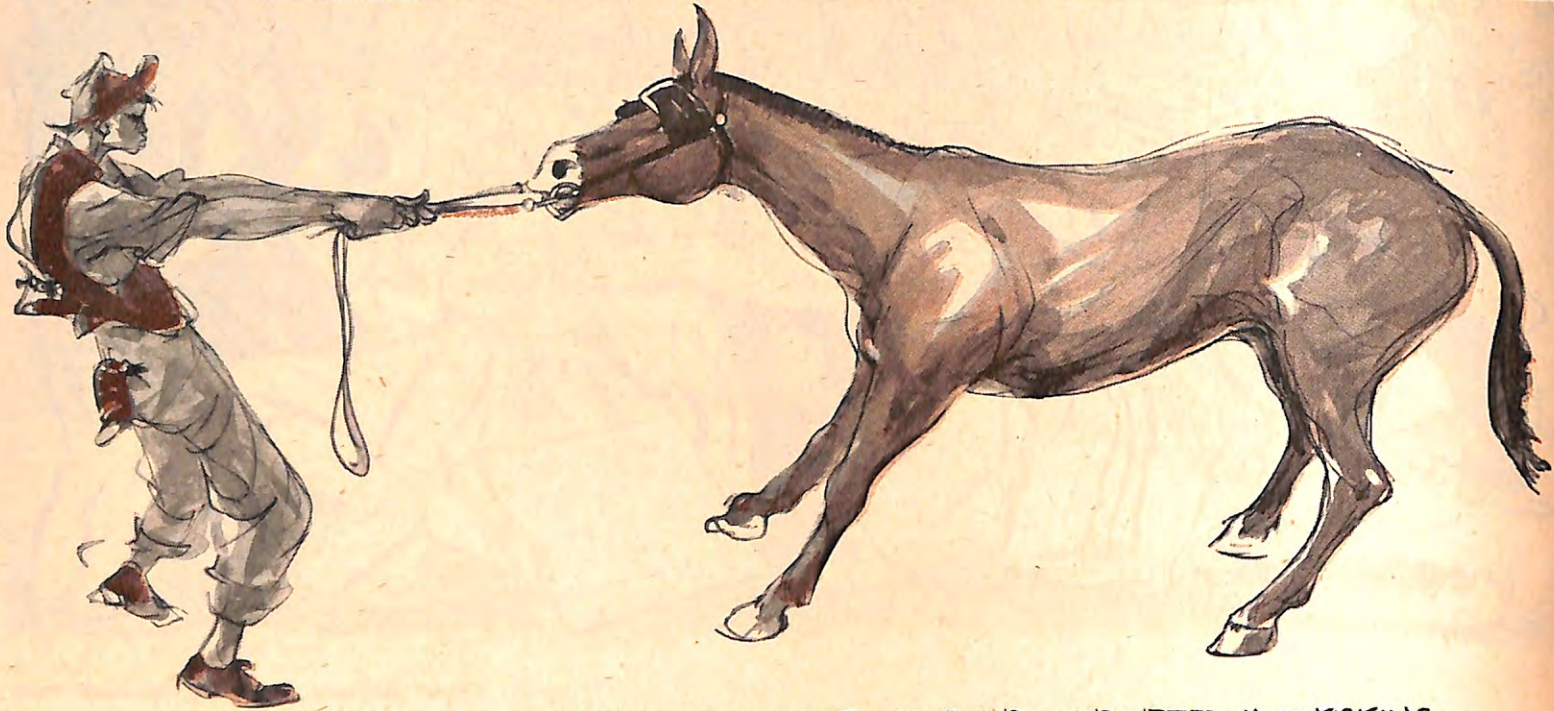
Now that the war is over, any num-



Illustrated by CARL ROSE

Unless you stop, look and listen first, this may happen to you!

# \$1,000,000



YOU CAN BUY ARMY MULES. ALIVE AND — UNDOUBTEDLY — KICKING.

**P**ART of the fire still is smoldering hotly out in the Pacific, but the fire sale is on. It has been going on for some time and going on in a big way—at the rate of millions per month.

It's the sale of our surplus war property. For those who think it's rash to sell war goods so soon after V-J Day, it can be confidently stated that we've got plenty for whatever comes, and then some. What we're disposing of now is, as the movies might term it, a super-surplus. Before the sale is over, it will be a super-colossal-super-surplus.

To visualize it, best give your imagination a military command: Prepare to stagger. Stagger! The Department of Commerce estimates that the volume of consumer goods which will avoid war destruction and be declared surplus at various times in the future may run as high as fifteen billions of dollars.

So step up to the counter and name your bargain. Most of us will buy—some of us already have bought—items of this war surplus. What's yours? A jeep—a pair of shoes—a carbine—some silk and cotton goods? Sorry. Not just

yet. But Uncle Sam's fire sale posters list such buys as these:

Pretty nearly anything that flies, rolls or floats—from bombers to bulldozers to life boats. False teeth and glass eyes. Farm machinery and office furniture. Vitamins and vegetable products. Hardware and Quartermaster crockery, made to take punishment handed out by kitchen police. Mechanical cows (ice cream freezers) and Army mules, alive and—undoubtedly—kicking. Sleeping bags and field telephones and WAC caps and mosquito nets and pickle dishes. In fact, something of anything and everything eventually, for the needs of modern warfare are all-inclusive. Uncle Sam went and bought what he required. But plenty!

Now he's started selling it all from war plants, complete, down to fish-hooks. Mostly, this vast war surplus is being sold through competitive bidding to wholesalers, distributors and retailers for resale to consumers. An Act of Congress gives preference to veterans desiring to establish businesses for merchandising these goods.

Move it, is the motto. There's no time to mark time. It's not that most of the goods will spoil (though some have), but because people want this war-scarce stuff and because this mass of materiel, if dumped on the market all at once, would put the national economy out for the count. With more goods being declared surplus every day, it's a regular rat race, as the saying goes.

Seven Government agencies are, in effect, frantically waving red flags which read "Sale Today", "Auction", or "Clearance. Positively Must Move". There's the Commerce Department (which took over from the Treasury early this year) and the Reconstruction Finance Corporation and the War Food Administration and the Maritime Commission and the War and Navy Departments and the Smaller War Plants Corporation (Brother, could you use a small war plant?). All of 'em merchandising like mad. We bought war goods in prodigious quantities. Now that we're throwing the machine into reverse and selling the

# ,000 FIRE SALE

By Fairfax Downey

**That raucous voice you hear calling, "Hurry! Hurry! Hurry!" belongs to your Uncle Sam**

stuff, for the first time most of us are able to catch a glimpse of the magnitude of it.

The figures are too astronomical to mean anything to anybody except astronomers, statisticians, and General Somervell. A comparison helps some. After the last war the Government sold about thirty-five million dollars worth of surplus through so-called Army and Navy stores. By last Spring, with the flow of goods still only as a trickle to a torrent, Uncle Sam was ringing up more than a million bucks a day on the cash register. Probably the best gauge is a personal eyeful. This writer drove miles along North African roads lined with piled-high supplies. They say the materiel massed for D-Day was mountainous. Servicemen and war correspondents returning from the Pacific can confirm that the proper definition of any of the islands out there is a small body of land completely surrounded by water and completely covered with war supplies. (Right, Phillips?) (Editor's note: Yes.)

All right, who's selling what where and how?

Strategic materials, becoming surplus, are sold by the RFC—metals, chemicals, and such. Also civil and military airplanes, parts, and equipment for personnel. A worn-out bomber may net the Government only a trivial sum, compared to its cost, for aluminum salvage. A light scout plane is another matter. The market is lively there. Enthusiastic purchasers have been gassing them up and flying them right off the

counter, as it were. One flying-field owner is said to be using his twelve-year-old son as an adviser, since the kid has proved he knows plenty about planes by picking the best ship out of a batch offered for sale. Planes, outdated in the rapid development of aerial warfare but otherwise perfectly good,

are being bought by commercial flying school's and the new air academies for boys.

Much of the machinery and vehicles used to make our big cantonments, flying fields, and Japanese relocation camps is being sold by the Commerce Department. It's distributed at re-



OTHERS CONFESS TO DREAD OF THE DAY THE ARMY BEGINS SHEDDING SURPLUS TRUMPETS, DRUMS, FIFES, AND GLOCKENSPIELS.

Illustrated by WILLIAM VON RIEGEN



ADANO HAVING ALREADY BEEN FIXED UP. THE COMMISSION WAS CONFRONTED WITH FINDING 20,000 FOR WHOM THE BELL TOLLS.

gional depots throughout the country where what they call Look-See Sales, well advertised, are held in cycles. Everything possible is done to save further overburdening of the transportation system. Dealers file credentials and take a look at the offerings which may be spread out over acres or massed in a hired hall. Last May Uncle Sam staged the largest spot sale of construction and farm machinery on record in the United States in the huge arena of the Will Rogers Memorial Coliseum, Fort Worth, Tex.

Winning competitive bids get quick action. Dazed dealers, accustomed to Government red tape, have made as rapidly unexpected buys as the fellow who dozed and nodded at an auction, and have found themselves driving off in a couple of ten-wheel trucks. Motor vehicles, by the way, have been running first as the biggest single item in the war surplus sales. The Government is recovering 75% of their cost, even on vehicles badly in need of repairs.

No 5-and-10 emporium has anything on the Commerce Department when it comes to variety. Besides the automotive equipment and machinery, it offers furniture, general products, office supplies, medical and surgical ditto, textiles and wearing apparel, hardware. Any artist materials, tacks, pushcarts, caskets, saddles, jewelry, or musical instruments today? Step up and get your horses, mules, dogs, carrier pigeons, guinea pigs and chimpanzees. The Commerce Department has 'em, has had 'em and sold 'em, or will have 'em.

On the commodities lists of the War

Food Administration are found such intriguing items as cigarettes, sugar, and meat products. Eager inquirers will be told that they're fresh out of those, or more exactly that those items, like the rest, are for sale only when declared surplus. Meanwhile purchasers from this agency will have to settle for pine pitch or pet foods, packaged.

The U. S. Maritime Commission suddenly found itself overstocked to the extent of 20,000 ship's bells, 10 inches high by 9 3/4 at the bottom, with 8-inch sounding clappers—all handsomely embossed "U. S. N." Adano having already been taken care of, the Commission was confronted with finding 20,000 for whom the bell tolls. When last heard from it was tackling that problem manfully, though complaining of headaches and ringing in the ears. The Maritime people probably will do quite well with their wares, for a large proportion of our population is or would like to be considered salty or at least inland-waterwayward. There's a lively market for aximuth, taffrails, windlasses, and winches. (Note to Printer: Careful, please. The second letter in that last word is an 'i'.)

Some there be who shrink from the thought that 20,000 ship's bells with 8-inch clappers will go clanging on right through the happy time of peace, but they are mere landlubbers. Others confess to a morbid dread of the day when the Army begins shedding surplus trumpets, drums, fifes and glockenspiels.

Right now the Army is still holding such items. However, it is loosening up

on and turning over to Commerce for disposal quantities of articles including the following:

Shotgun shells. Good news for sportsmen.

Many flashlight batteries. Blankets and cots—which may indicate less bunk fatigue for those on active duty.

Clothing: Obsolete WAC blues and heavy woollens. (This authority always thought WACs would look well in blues and not have to go on being envious of WAVEs and SPARs. But getting rid of their heavy woollens is okay. (Didn't they itch though, girls! Mine sure did.)

Typewriters—but only to other Government agencies. (Anyone who thinks that means less Army paperwork is crazy. Take it from one who knows.)

The Smaller War Plants Corporation may be able in some cases to turn over the works but not, one trusts, complete with strike.

According to an estimate made earlier this year, the Government averages a saving of about 50% of the cost of the goods declared surplus. OPA ceilings are placed both on the price of items sold by the agencies and on resales by dealers. In spite of the fact that you and I are the ultimate consumers, we had best wish Uncle Sam good sales and fair prices. A bargain's a bargain, but we must not forget that we paid the taxes that bought the war goods originally. The prices they bring in is some of that vanished cash coming back home to Papa in the shape of reduced taxes in the future.

As more and more is put on the mar-  
(Continued on page 50)



WAC HEAVY WOOLLENS ARE NOW OBSOLETE. (DIDN'T THEY ITCH THROUGH, GIRLS!)



Above, left to right: Miss Lois Meier, the Grand Exalted Ruler, Mrs. Walter F. Meier, Grand Trustee John E. Drummey and E.R. C. E. Simmonds of Seattle, Wash., Lodge, when Mr. Kepner placed a wreath on the grave of Past Grand Exalted Ruler Meier.

**GRAND  
EXALTED RULER'S**  
*Visits*

**G**RAND Exalted Ruler Wade H. Kepner made a flying visit to Seattle, Wash., on July 31st for the express purpose of placing a wreath on the grave of the late Past Grand Exalted Ruler Walter F. Meier, P.E.R. of Seattle Lodge No. 92. Mrs. Meier, Miss Lois Meier and Grand Trustee John E. Drummey were among those who attended the ceremony.

Mr. Kepner spoke at **PORTLAND, ORE., LODGE, NO. 142**, on August 2nd, visited informally with members of **McMINNVILLE, OREGON CITY** and **SALEM, ORE., LODGES**, and, accompanied by Past Grand Exalted Ruler Frank J. Lonergan and E.R. F. T. Garesche of Portland Lodge, paid an informal visit to **VANCOUVER, WASH., LODGE, NO. 823**. The party was escorted to Vancouver by the Exalted Ruler of the lodge, Ralph G. Percival, and P.E.R. Joseph P. Breckel, District Deputy for Wash., Southwest. After a noon reception, attended by about 200 local and visiting Elks including Exalted Ruler Russell Polard and Secy. George E. Secord, Past

State Pres., of Kelso, Wash., Lodge, and Exalted Ruler Floyd H. Brown of Longview, Wash., Lodge and his chair officers, the Grand Exalted Ruler was entertained at luncheon by the officers and 22 Past Exalted Rulers of Vancouver Lodge. Among the guests were Col. Lloyd Bunting, Commanding Officer of Vancouver Barracks, and Col. Berle, Commanding Officer of Barnes General Hospital and two members of his staff—Maj. Collette and Maj. Piper. Later Col. Berle escorted the Grand Exalted Ruler and his party to the Hospital where Mr. Kepner enjoyed the privilege of making a detailed inspection of the splendid facilities, visiting the wards and chatting with the patients, among whom was Sgt. Kenneth Decker, a member of Kelso Lodge, one of the heroes of the Shangri-La Valley crash episode.

At the home of **LONG BEACH, CALIF., LODGE, NO. 888**, on Sunday, August 5th, the Grand Exalted Ruler was welcomed by Exalted

Ruler Judge Fred Miller and other officers of the lodge. State Pres. Stephen A. Compas of Huntington Park Lodge, D.D. J. Robert Paine, Pasadena, and many Exalted Rulers of the California South Central District were also on hand to greet him. At a luncheon in the Marine Room at the Hilton Hotel, the key to the city was presented to Mr. Kepner by P.E.R. Russell Pavey, Vice-Mayor of Long Beach. Later he was taken on a tour of the harbor area where he was shown the vast shipyards and various Army and Navy projects.

On the evening of August 8th the Grand Exalted Ruler addressed approximately 450 Elks at **LA JUNTA, COLO., LODGE, NO. 701**. The next morning at nine o'clock he was met by about 100 members of the Order at **PUEBLO, COLO., LODGE, NO. 90**. After a brief but pleasant visit he went on to **COLORADO SPRINGS, COLO., LODGE, NO. 309**, where he addressed a gathering of approximately 300 at a noon dinner given in his honor.

No pomp or circumstance attended any of Mr. Kepner's visits to the lodges, but all were delightful and constructive and District Deputy Conferences were held as scheduled. In addition to the District Deputies, many State leaders attended the meetings.

District Deputies from Oklahoma, Texas, Arkansas, Mississippi and Louisiana attended the Conference at the Rice Hotel in Houston, Tex., on August 13th, with **HOUSTON LODGE NO. 151** acting as host. In addition to those mentioned heretofore, **PASADENA LODGE NO. 672**, **LOS ANGELES NO. 99** and **DENVER LODGE NO. 17** were visited informally by Mr. Kepner on this trip.



# The Order in the NATION'S SERVICE

**The President of the United States**  
 Harry S. Truman, Kansas City, Mo., Lodge, No. 26

**The Secretary of Agriculture**

**The Secretary of Labor**

Clinton P. Anderson, Albuquerque, N. M., Lodge, No. 461    Lewis B. Schwellenbach, Ballard, Wash., Lodge, No. 827

**The Attorney-General**  
 Tom C. Clark, Dallas, Tex., Lodge, No. 71

For many years the Order of Elks has been well represented in the Congress of the United States. Today, thousands of members of the B. P. O. E. hold important public office in conducting the affairs of the Nation.

The public officials shown on these pages are only a small number of the thousands of Elks who could be listed.

In National, State, County and City Government, members of the Order of Elks have played and will continue to play an important part in the building of America.

## The United States Senate (Seventy-ninth Congress)

<b>ALABAMA</b>		
John H. Bankhead, II	<i>Birmingham Lodge No. 79</i>	
<b>ARIZONA</b>		
Carl Hayden	<i>Phoenix Lodge No. 335</i>	
Ernest W. McFarland	<i>Tucson Lodge No. 385</i>	
<b>COLORADO</b>		
Edwin C. Johnson	<i>Craig Lodge No. 1577</i>	
<b>FLORIDA</b>		
Claude Pepper	<i>Tallahassee Lodge No. 937</i>	
<b>GEORGIA</b>		
Walter Franklin George	<i>Waycross Lodge No. 369</i>	
<b>ILLINOIS</b>		
C. Wayland Brooks	<i>Chicago Lodge No. 4</i>	
<b>INDIANA</b>		
Homer E. Capehart	<i>Washington Lodge No. 933</i>	
<b>IOWA</b>		
George A. Wilson	<i>Des Moines Lodge No. 98</i>	
Bourke B. Hickenlooper	<i>Cedar Rapids Lodge No. 251</i>	
<b>KANSAS</b>		
Arthur Capper	<i>Topeka Lodge No. 204</i>	
<b>KENTUCKY</b>		
Alben W. Barkley	<i>Paducah Lodge No. 217</i>	
Albert B. Chandler	<i>Frankfort Lodge No. 530</i>	
<b>LOUISIANA</b>		
John H. Overton	<i>Alexandria Lodge No. 546</i>	
Allen J. Ellender	<i>Haouma Lodge No. 1193</i>	
<b>MAINE</b>		
Owen Brewster	<i>Bangor Lodge No. 244</i>	
<b>MARYLAND</b>		
Millard E. Tydings	<i>Havre de Grace Lodge No. 1564</i>	
George L. Radcliffe	<i>Baltimore Lodge No. 7</i>	
<b>MASSACHUSETTS</b>		
David I. Walsh	<i>Fitchburg Lodge No. 847</i>	
Leverett Saltonstall	<i>Newton Lodge No. 1327</i>	
<b>MICHIGAN</b>		
Arthur H. Vandenberg	<i>Grand Rapids Lodge No. 48</i>	
<b>MISSISSIPPI</b>		
Theodore G. Bilbo	<i>Hattiesburg Lodge No. 599</i>	
<b>MISSOURI</b>		
Frank P. Briggs	<i>Macon Lodge No. 999</i>	
<b>MONTANA</b>		
Burton K. Wheeler	<i>Butte Lodge No. 240</i>	
James E. Murray	<i>Butte Lodge No. 240</i>	
<b>NEBRASKA</b>		
Hugh Butler	<i>Omaha Lodge No. 39</i>	
<b>NEVADA</b>		
Patrick A. McCarran	<i>Reno Lodge No. 597</i>	
E. P. Carville	<i>Elko Lodge No. 1472</i>	
<b>NEW HAMPSHIRE</b>		
Styles Bridges	<i>Concord Lodge No. 1210</i>	
Charles W. Tobey	<i>Manchester Lodge No. 146</i>	
<b>NEW YORK</b>		
Robert F. Wagner	<i>New York Lodge No. 1</i>	
James M. Mead	<i>Buffalo Lodge No. 23</i>	
<b>NORTH DAKOTA</b>		
Milton R. Young	<i>Jamestown Lodge No. 995</i>	
<b>OKLAHOMA</b>		
Elmer Thomas	<i>El Reno Lodge No. 743</i>	
<b>OREGON</b>		
Guy Cordon	<i>Roseburg Lodge No. 326</i>	
<b>SOUTH CAROLINA</b>		
Burnet R. Maybank	<i>Charleston Lodge No. 242</i>	
Olin D. Johnston	<i>Columbia Lodge No. 1190</i>	
<b>SOUTH DAKOTA</b>		
Chan Gurney	<i>Yankton Lodge No. 994</i>	
Harlan J. Bushfield	<i>Huron Lodge No. 444</i>	
<b>TENNESSEE</b>		
Kenneth McKellar	<i>Memphis Lodge No. 1612</i>	
<b>UTAH</b>		
Abe Murdock	<i>Ogden Lodge No. 719</i>	
<b>VERMONT</b>		
Warren R. Austin	<i>Burlington Lodge No. 916</i>	
<b>VIRGINIA</b>		
Carter Glass	<i>Lynchburg Lodge No. 321</i>	
Harry F. Byrd	<i>Winchester Lodge No. 867</i>	
<b>WASHINGTON</b>		
Warren G. Magnuson	<i>Seattle Lodge No. 92</i>	
Hugh B. Mitchell	<i>Everett Lodge No. 479</i>	
<b>WEST VIRGINIA</b>		
Harley Martin Kilgore	<i>Beckley Lodge No. 1452</i>	
Chapman Revercomb	<i>Charleston Lodge No. 202</i>	
<b>WISCONSIN</b>		
Alexander Wiley	<i>Chippewa Falls Lodge No. 1326</i>	



# The Order in the NATION'S SERVICE

## The House of Representatives (Seventy-ninth Congress)

### ALABAMA

Frank W. Boykin.....*Mobile Lodge No. 108*  
Albert Rains.....*Gadsden Lodge No. 1314*  
Luther Patrick.....*Ensley Lodge No. 987*

### ARIZONA

Richard F. Harless.....*Phoenix Lodge No. 335*

### ARKANSAS

Fadjo Cravens.....*Fort Smith Lodge No. 341*  
Brooks Hays.....*North Little Rock Lodge No. 1004*

### CALIFORNIA

Clarence F. Lea.....*Santa Rosa Lodge No. 646*  
Clair Engle.....*Red Bluff Lodge No. 1250*  
Richard J. Welch.....*San Francisco Lodge No. 3*  
Jack Z. Anderson.....*Hollister Lodge No. 1436*  
Bertrand W. Gearhart.....*Fresno Lodge No. 439*  
Gordon L. McDonough.....*Los Angeles Lodge No. 99*  
Carl Hinshaw.....*Pasadena Lodge No. 672*  
Harry R. Sheppard.....*Redlands Lodge No. 583*  
John Phillips.....*Riverside Lodge No. 643*

### COLORADO

Dean M. Gillespie.....*Cripple Creek Lodge No. 316*  
W. S. Hill.....*Fort Collins Lodge No. 804*

### CONNECTICUT

James P. Geelan.....*New Haven Lodge No. 25*  
Joseph E. Talbot.....*Naugatuck Lodge No. 967*

### DELAWARE

Philip A. Traynor.....*Wilmington Lodge No. 307*

### FLORIDA

Emory H. Price.....*Jacksonville Lodge No. 221*  
Pat Cannon.....*Miami Lodge No. 948*  
Joe E. Hendricks.....*De Land Lodge No. 1463*

### GEORGIA

Edward E. Cox.....*Albany Lodge No. 713*  
Stephen Pace.....*Americus Lodge No. 752*  
Robert Ramspeck.....*Atlanta Lodge No. 78*  
John S. Gibson.....*Douglas Lodge No. 1286*  
John S. Wood.....*Gainesville Lodge No. 1126*

### IDAHO

Compton I. White.....*Sandpoint Lodge No. 1376*  
Henry C. Dworshak.....*Burley Lodge No. 1384*

### ILLINOIS

Edward A. Kelly.....*Blue Island Lodge No. 1331*  
Adolph J. Sabath.....*Chicago Lodge No. 4*  
Thomas J. O'Brien.....*Chicago Lodge No. 4*  
Chauncey W. Reed.....*Elmhurst Lodge No. 1531*  
Leo E. Allen.....*Galena Lodge No. 882*  
Anton J. Johnson.....*Macomb Lodge No. 1009*  
Robert B. Chipfield.....*Canton Lodge No. 626*  
Everett McKinley Dirksen.....*Pekin Lodge No. 1271*

Evan Howell.....*Springfield Lodge No. 158*  
Charles W. Vursell.....*Centralia Lodge No. 493*  
James V. Heidinger.....*Fairfield Lodge No. 1631*  
C. W. Bishop.....*Herrin Lodge No. 1146*

### INDIANA

Ray J. Madden.....*Gary Lodge No. 1152*  
Robert A. Grant.....*South Bend Lodge No. 235*  
George W. Gillie.....*Fort Wayne Lodge No. 155*  
Forest A. Harness.....*Kokomo Lodge No. 190*  
Noble J. Johnson.....*Terre Haute Lodge No. 86*  
Gerald W. Landis.....*Linton Lodge No. 866*  
Charles M. LaFollette.....*Evansville Lodge No. 116*  
Raymond S. Springer.....*Connersville Lodge No. 379*  
Louis L. Ludlow.....*Indianapolis Lodge No. 13*

### IOWA

Thomas E. Martin.....*Iowa City Lodge No. 590*  
Karl M. LeCompte.....*Centerville Lodge No. 940*  
James I. Dolliver.....*Fort Dodge Lodge No. 306*  
Ben F. Jensen.....*Atlantic Lodge No. 445*

### KANSAS

Thomas D. Winter.....*Pittsburg Lodge No. 412*  
Clifford R. Hope.....*Garden City Lodge No. 1404*

### KENTUCKY

Earle C. Clements.....*Henderson Lodge No. 206*  
Brent Spence.....*Newport Lodge No. 273*  
Virgil Chapman.....*Lexington Lodge No. 89*  
John M. Robsion.....*Middlesboro Lodge No. 119*

### LOUISIANA

Paul H. Maloney.....*New Orleans Lodge No. 30*  
Overton Brooks.....*Shreveport Lodge No. 122*  
Henry D. Larcade, Jr.....*Opelousas Lodge No. 1048*

### MARYLAND

Dudley G. Roe.....*Easton Lodge No. 1622*  
H. Streett Baldwin.....*Towson Lodge No. 469*  
Thomas D'Alesandro, Jr.....*Baltimore Lodge No. 7*  
Lansdale G. Sasser.....*Annapolis Lodge No. 622*  
James G. Beall.....*Frostburg Lodge No. 470*

### MASSACHUSETTS

Charles R. Clason.....*Springfield Lodge No. 61*  
Pehr G. Holmes.....*Worcester Lodge No. 243*  
Thomas J. Lane.....*Lawrence Lodge No. 65*  
Angier L. Goodwin.....*Melrose Lodge No. 1031*  
James M. Curley.....*Boston Lodge No. 10*  
John W. McCormack.....*Boston Lodge No. 10*  
Richard B. Wigglesworth.....*Quincy Lodge No. 943*  
Jos. W. Martin, Jr.....*North Attleboro Lodge No. 1011*

### MICHIGAN

Earl C. Michener.....*Adrian Lodge No. 429*  
Paul W. Shafer.....*Battle Creek Lodge No. 131*  
William W. Blackney.....*Flint Lodge No. 222*  
Jesse P. Wolcott.....*Port Huron Lodge No. 343*  
Fred L. Crawford.....*Saginaw Lodge No. 47*  
Albert J. Engel.....*Cadillac Lodge No. 680*  
Roy O. Woodruff.....*Bay City Lodge No. 88*

### MINNESOTA

August H. Andresen.....*Red Wing Lodge No. 845*  
Joseph P. O'Hara.....*Mankato Lodge No. 225*  
William J. Gallagher.....*Minneapolis Lodge No. 44*  
Harold Knutson.....*St. Cloud Lodge No. 516*  
William A. Pittenger.....*Duluth Lodge No. 133*  
Harold C. Hagen.....*Crookston Lodge No. 342*

### MISSISSIPPI

Wm. M. Whittington.....*Greenwood Lodge No. 854*  
William M. Colmer.....*Pascagoula Lodge No. 1120*

### MISSOURI

William C. Cole.....*St. Joseph Lodge No. 40*  
Clarence Cannon.....*Louisiana Lodge No. 791*  
John Berchmans Sullivan.....*St. Louis Lodge No. 9*  
John J. Cochran.....*St. Louis Lodge No. 9*

### MONTANA

Michael J. Mansfield.....*Missoula Lodge No. 383*  
Wesley A. D'Ewart.....*Livingston Lodge No. 246*

### NEBRASKA

Karl Stefan.....*Norfolk Lodge No. 653*  
Arthur L. Miller.....*Lincoln Lodge No. 80*

### NEW HAMPSHIRE

Sherman Adams.....*Berlin Lodge No. 618*

### NEW JERSEY

Charles A. Wolverson.....*Camden Lodge No. 293*  
D. Lane Powers.....*Trenton Lodge No. 105*  
Clifford P. Case.....*Rahway Lodge No. 1075*  
Harry L. Towe.....*Rutherford Lodge No. 547*  
Fred A. Hartley, Jr.....*Kearny Lodge No. 1050*  
Edward J. Hart.....*Jersey City Lodge No. 211*

### NEW YORK

Edgar A. Sharp.....*Patchogue Lodge No. 1323*  
Leonard W. Hall.....*Glen Cove Lodge No. 1458*  
James A. Roe.....*Queens Borough Lodge No. 878*  
James J. Delaney.....*Queens Borough Lodge No. 878*  
John J. Delaney.....*Brooklyn Lodge No. 22*  
James J. Heffernan.....*Brooklyn Lodge No. 22*  
John J. Rooney.....*Brooklyn Lodge No. 22*  
Leo F. Rayfiel.....*Brooklyn Lodge No. 22*  
Joseph C. Baldwin.....*New York Lodge No. 1*  
Samuel Dickstein.....*New York Lodge No. 1*  
Sol Bloom.....*New York Lodge No. 1*  
James H. Torrens.....*New York Lodge No. 1*  
Walter A. Lynch.....*Bronx Lodge No. 871*  
Charles A. Buckley.....*Bronx Lodge No. 871*  
Bernard W. Kearney.....*Gloversville Lodge No. 226*  
William T. Byrne.....*Albany Lodge No. 49*  
Clarence E. Kilburn.....*Malone Lodge No. 1303*  
John Taber.....*Auburn Lodge No. 474*  
James W. Wadsworth.....*Rochester Lodge No. 24*  
Walter G. Andrews.....*Buffalo Lodge No. 23*  
John C. Butler.....*Buffalo Lodge No. 23*

### NORTH CAROLINA

Herbert C. Bonner.....*Washington Lodge No. 822*  
Graham A. Barden.....*New Bern Lodge No. 764*  
A. L. Bulwinkle.....*Gastonia Lodge No. 1634*

# The Order in the NATION'S SERVICE

## The House of Representatives (Seventy-ninth Congress)

### NORTH DAKOTA

Charles R. Robertson.....*Bismarck Lodge No. 1199*

### OHIO

William E. Hess.....*Cincinnati Lodge No. 5*  
Edward J. Gardner.....*Hamilton Lodge No. 93*  
Clarence J. Brown.....*Wilmington Lodge No. 797*  
Frederick C. Smith.....*Marion Lodge No. 32*  
Homer A. Ramey.....*Toledo Lodge No. 53*  
Thomas A. Jenkins.....*Ironton Lodge No. 177*  
Walter E. Brehm.....*Logan Lodge No. 452*  
Alvin F. Weichel.....*Sandusky Lodge No. 285*  
P. W. Griffiths.....*Marietta Lodge No. 477*  
J. Harry McGregor.....*Coshocton Lodge No. 376*  
Earl R. Lewis.....*Bellaire Lodge No. 419*  
Michael J. Kirwan.....*Youngstown Lodge No. 55*

### OKLAHOMA

Paul Stewart.....*McAlester Lodge No. 533*  
Lyle H. Boren.....*Seminole Lodge No. 1660*

### OREGON

James W. Mott.....*Salem Lodge No. 336*  
Lowell Stockman.....*Pendleton Lodge No. 288*  
Homer D. Angell.....*Portland Lodge No. 142*  
Harris Ellsworth.....*Roseburg Lodge No. 326*

### PENNSYLVANIA

John E. Sheridan.....*Philadelphia Lodge No. 2*  
James Wolfenden.....*Chester Lodge No. 488*  
J. Roland Kinzer.....*Lancaster Lodge No. 134*  
Daniel J. Flood.....*Wilkes-Barre Lodge No. 109*  
John C. Kunkel.....*Harrisburg Lodge No. 12*  
Leon H. Gavin.....*Oil City Lodge No. 344*

### ARIZONA

Sidney P. Osborn.....*Phoenix Lodge No. 335*

### ARKANSAS

Ben T. Laney.....*Little Rock Lodge No. 1655*

### CALIFORNIA

Earl Warren.....*Oakland Lodge No. 171*

### CONNECTICUT

Raymond E. Baldwin.....*Bridgeport Lodge No. 36*

### FLORIDA

Millard F. Caldwell.....*Tallahassee Lodge No. 937*

### GEORGIA

Ellis G. Arnall.....*Newnan Lodge No. 1220*

### IDAHO

Charles Gossett.....*Nampa Lodge No. 1389*

### ILLINOIS

Dwight H. Green.....*Ligonier Lodge No. 451*

### INDIANA

Ralph F. Gates.....*Columbia City Lodge No. 1417*

### KENTUCKY

Simeon S. Willis.....*Ashland Lodge No. 350*

### LOUISIANA

Jimmie H. Davis.....*Shreveport Lodge No. 122*

Francis E. Walter.....*Easton Lodge No. 121*  
John B. Snyder.....*Connellsville Lodge No. 503*  
Thomas E. Morgan.....*Brownsville Lodge No. 1344*  
Louis E. Graham.....*Rochester Lodge No. 283*  
Harve Tibbott.....*Johnstown Lodge No. 175*  
Augustine B. Kelley.....*Greensburg Lodge No. 511*  
Robert L. Rodgers.....*Erie Lodge No. 67*  
Robert J. Corbett.....*Allegheny Lodge No. 339*  
James G. Fulton.....*Sheraden Lodge No. 949*  
Herman P. Eberharter.....*Knoxville Lodge No. 1196*  
Samuel A. Weiss.....*McKeesport Lodge No. 136*

### RHODE ISLAND

Aime J. Forand.....*Pawtucket Lodge No. 920*  
John E. Fogarty.....*Providence Lodge No. 14*

### SOUTH CAROLINA

L. Mendel Rivers.....*Charleston Lodge No. 242*  
John J. Riley.....*Sumter Lodge No. 855*  
John L. McMillan.....*Florence Lodge No. 1020*

### SOUTH DAKOTA

Karl E. Mundt.....*Madison Lodge No. 1442*  
Francis Case.....*Rapid City Lodge No. 1187*

### TENNESSEE

Brazilla C. Reece.....*Johnson City Lodge No. 825*  
John Jennings, Jr.....*Knoxville Lodge No. 160*  
Estes Kefauver.....*Chattanooga Lodge No. 91*  
James P. Priest.....*Nashville Lodge No. 72*  
Tom Murray.....*Jackson Lodge No. 192*

### TEXAS

Wright Patman.....*Texarkana (Ark.) Lodge No. 399*  
Hatton W. Sumners.....*Dallas Lodge No. 71*

## Governors of States

### MARYLAND

Herbert R. O'Conor.....*Baltimore Lodge No. 7*

### MASSACHUSETTS

Maurice J. Tobin.....*Boston Lodge No. 10*

### MICHIGAN

Harry F. Kelly.....*Detroit Lodge No. 34*

### MINNESOTA

Edward J. Thye.....*Faribault Lodge No. 1166*

### MONTANA

Samuel C. Ford.....*Helena Lodge No. 193*

### NEBRASKA

Dwight Griswold.....*Alliance Lodge No. 961*

### NEVADA

Vail Pittman.....*Ely Lodge No. 1469*

### NEW HAMPSHIRE

Chas. M. Dale.....*Portsmouth Lodge No. 97*

### NEW JERSEY

Walter E. Edge.....*Atlantic City Lodge No. 276*

### NEW MEXICO

John J. Dempsey.....*Santa Fe Lodge No. 460*

### NORTH CAROLINA

R. Gregg Cherry.....*Gastonia Lodge No. 1634*

Albert Thomas.....*Houston Lodge No. 151*  
Milton H. West.....*Brownsville Lodge No. 1032*

### VERMONT

Charles A. Plumley.....*Montpelier Lodge No. 924*

### VIRGINIA

Schuyler O. Bland.....*Newport News Lodge No. 315*  
Ralph H. Daughton.....*Norfolk Lodge No. 38*  
Dave E. Satterfield, Jr.....*Richmond Lodge No. 45*  
Patrick H. Drewry.....*Petersburg Lodge No. 237*  
Thomas G. Burch.....*Danville Lodge No. 227*  
Clifton A. Woodrum.....*Roanoke Lodge No. 197*  
Howard W. Smith.....*Alexandria Lodge No. 758*

### WASHINGTON

Henry M. Jackson.....*Everett Lodge No. 479*  
Charles R. Savage.....*Seattle Lodge No. 92*  
John M. Coffee.....*Tacoma Lodge No. 174*

### WEST VIRGINIA

Matthew M. Neely.....*Fairmont Lodge No. 294*  
Cleveland M. Bailey.....*Clarksburg Lodge No. 482*  
John Kee.....*Bluefield Lodge No. 269*

### WISCONSIN

William H. Stevenson.....*La Crosse Lodge No. 300*  
Thad F. Wasielewski.....*Milwaukee Lodge No. 46*  
Frank B. Keefe.....*Oshkosh Lodge No. 292*  
Merlin Hull.....*La Crosse Lodge No. 300*  
Alvin E. O'Konski.....  
.....*Ironwood (Mich.) Lodge No. 1278*

### WYOMING

Frank A. Barrett.....*Casper Lodge No. 1353*

### OKLAHOMA

Robert S. Kerr.....*Ada Lodge No. 1640*

### OREGON

Earl W. Snell.....*Heppner Lodge No. 358*

### PENNSYLVANIA

Edward Martin.....*Washington Lodge No. 776*

### RHODE ISLAND

J. Howard McGrath.....*Pawtucket Lodge No. 920*

### SOUTH CAROLINA

Ransome J. Williams.....*Florence Lodge No. 1020*

### SOUTH DAKOTA

Merrell Q. Sharpe.....*Rapid City Lodge No. 1187*

### TEXAS

Coke R. Stevenson.....*Seguin Lodge No. 1229*

### VIRGINIA

C. W. Darden, Jr.....*Norfolk Lodge No. 38*

### WASHINGTON

Mon. C. Wallgren.....*Everett Lodge No. 479*

### WEST VIRGINIA

Clarence Meadows.....*Beckley Lodge No. 1452*

### WYOMING

Lester C. Hunt.....*Casper Lodge No. 1353*

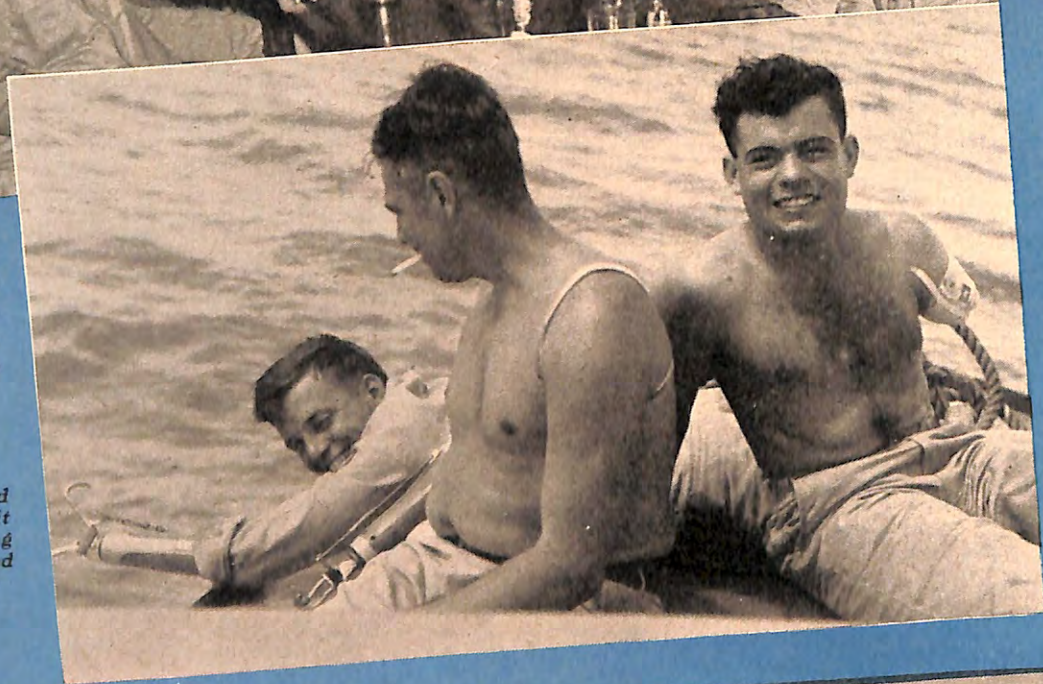


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# DEEP IS THE HEART OF TEXAS



Above: "Happy Warriors", amputation patients from McCloskey General Hospital, live up to their nickname at a party given for them by Houston, Tex., Lodge.



Right: Three one-armed battle casualties take it easy after an exciting fishing party sponsored by the Houston Elks.

McCloskey General Hospital, Temple, Texas, August. Private First Class Bill Collier, who lost both his hands to a grenade in Germany, stood on the back of a swaying cruiser in Galveston Bay to pull in fish after fish and grinningly accept the title of "Champion Fisherman" from wiry little Andy Anderson, sports editor of the Houston (Texas) Press, and a pretty good fisherman himself.

That swaying cruiser and the laughing soldiers who rode her and three others just as sleek, pulled out into the Bay because a group of Texas sportsmen decided to do something to help amputation patients at the Army's sprawling McCloskey General Hospital in Temple, Texas, pass the long hours.

Andy Anderson was the kingpin of the plan, for he had spent many days at the hospital teaching the art of cast-

ing, talking fishing lore and visiting in the wards and recreation rooms. He became one of the hospital's best known civilians.

In addition, he devised a few extra gadgets for arm amputees so they could more easily manipulate a rod and reel. Now it was time, he thought, to try a little fishing.

So he began to talk around Houston  
(Continued on page 51)



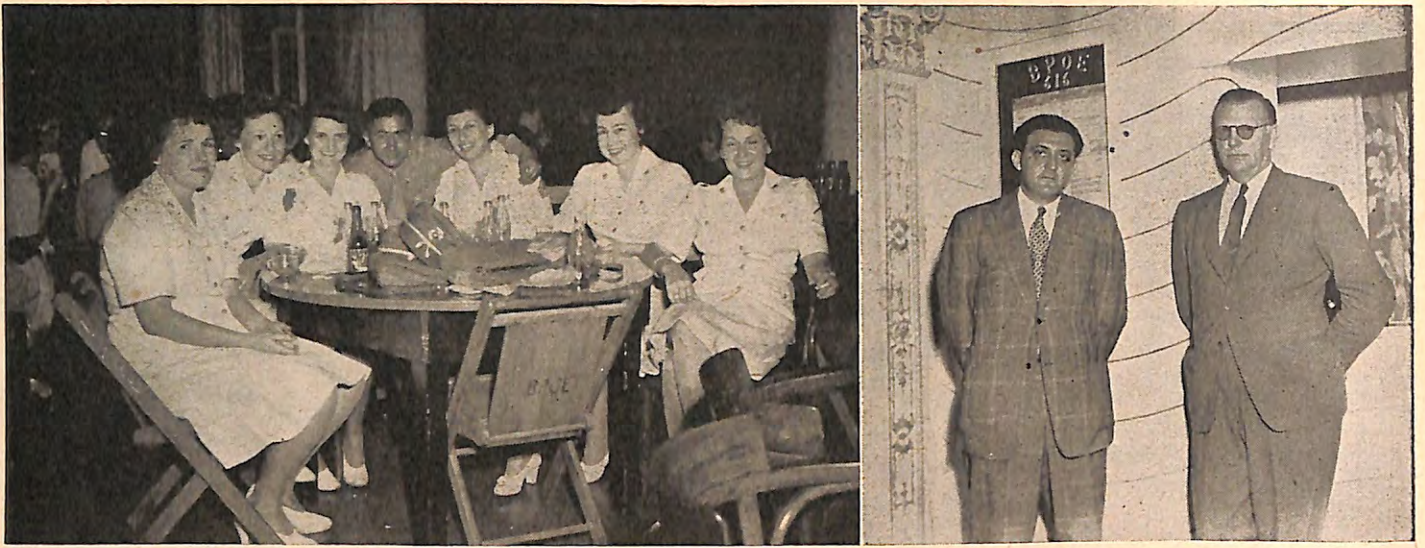
*Above: A view of the impressive ceremonies held by Massachusetts Elks at the famous monument on the Mohawk Trail, in memory of those Elks who have given their lives in the service of their country.*

# *Under the* **ANTLERS**



*Below: Hoquiam, Wash., Lodge was honored recently by a visit from Lt. Col. Ross C. Greening, who flew with Doolittle on the first raid over Tokyo and who is now an Elk, seated with his wife at the left, and Lt. Col. Loren G. McCollum, who was a prisoner at the same German camp with Col. Greening, seated with his wife at the right. Lodge officials stand behind their guests.*



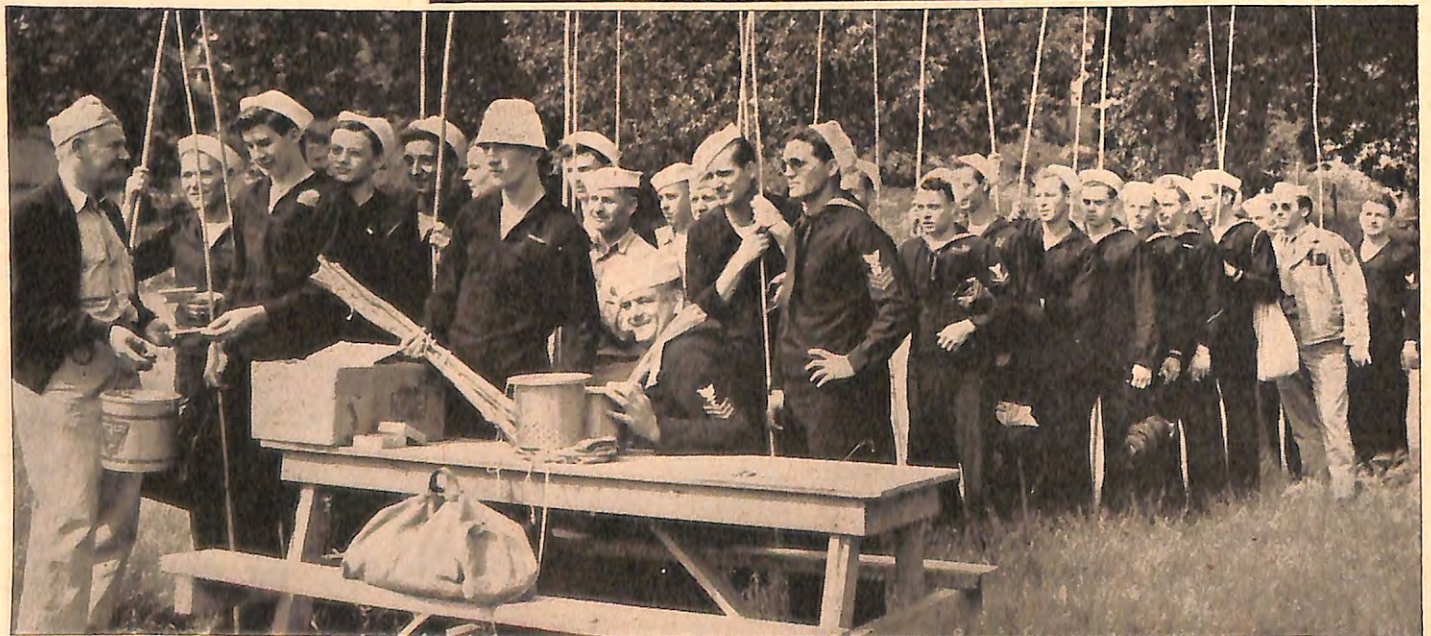


Above, left, are lady Marines who attended one of the many dances given by Honolulu, Hawaii, Lodge which is extending itself in entertaining members of the Armed Forces. At right are E.R. John Linczer and Pete Dowd, the lodge's house manager and impresario, who are active in the Elks war programs and whose hospitality afforded The Elks Magazine's War Correspondent his happiest days overseas.

Right: Officers of the Elks Club at Guam which the several hundred Elks stationed there have established. All are looking forward to the day when Agana Lodge can reorganize. They are, left to right, Lt. Cmdr. Ernest Couloheras, New Orleans, La., Lodge; Lt. Comdr. Fred Overly, President; Electrician E. J. Dufault, New London, Conn. Lodge; Chief Pharmacist's Mate S. B. Hannah, Secy., Ballard (Seattle), Wash., Lodge; B. E. Warren, Treas., El Dorado, Kans., Lodge, and H. H. Miller, Galena, Kans., Lodge.



Below: Some of the 35 sailor patients who were taken on a fishing trip by the Rehabilitation Committee of the Illinois Northeast District.





Above: Wounded veterans celebrate V-J Day at a dinner and floor show given by Freeport, N. Y., Lodge. The young man at the left is Lt. Jack Langley, a member of Hastings, Neb., Lodge. At right are the boys from Mitchel Field Hospital who were taken on a fishing party, with a shore dinner later, by the Freeport Elks.



Left: PFC Joseph Simitsky of Flushing, N. Y., receives a leather wallet, with a \$20 bill enclosed, as the 10,000th serviceman entertained at Hempstead, N. Y., Lodge.

Below is one of the groups which entertain regularly at Fletcher General Hospital at Cambridge, Ohio, under the auspices of Ohio Elks Hospital Service Program.





Above: Veterans from "This Is Your Infantry" who were entertained by Corvallis, Ore., Lodge, after the show they gave to promote the sale of War Bonds.



Left: Officers of Salem, Ore., Lodge with the members of the Rehabilitation and Security Commission, recently set up by the Lodge. The Salem Elks are establishing a trust fund in the initial amount of \$100,000 for the assistance of its members who have served in the Armed Forces.

Right: Servicemen, intent on enjoying themselves, are photographed during a party given for them by Laredo, Texas, Lodge.



Below: The latest contribution by San Diego, Calif., Lodge to the U.S. Naval Hospital out there was a new piano which is being admired here by Elk and Naval officials.







Above: A photograph taken during a show given by Lafayette, Ind., Lodge to aid the 7th War Loan Drive, when \$150,000 worth of Bonds were purchased.



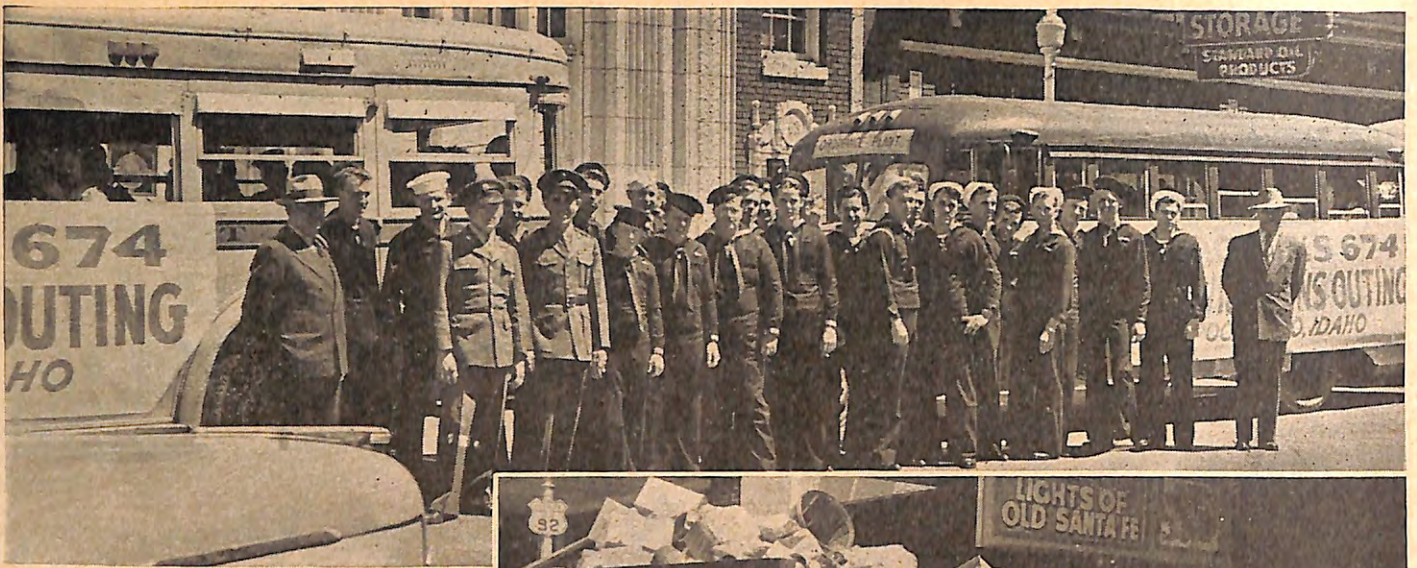
Left is a shot showing some of the 4,154 books collected by Winston-Salem, N. C., Lodge for the American Merchant Marine Library Association.

Right: A dance held by Santa Monica, Calif., Lodge for sixty Cadet Nurses stationed at the Veterans Administration in West Los Angeles, and their soldier escorts from Malibu Beach.



Below: East Point, Ga., Lodge gives a dinner and entertainment for wounded veterans.





Above: Soldiers and sailors about to leave for an all-day outing arranged and sponsored by Pocatello, Ida., Lodge.



Right: Proof that the Elks of Lakeland, Fla., are working hard on the tin can drive down there. Mayor Bill Cade is at the scales; 25,000 pounds have been collected.



Left: With one of their consignments of "G" Boxes for their Brothers in the service is the committee of Butte, Mont., Lodge.



Below is a picture taken at a recent dance held for servicemen by Columbia, S. C., Lodge.



Above: A pleased crowd of visitors watches the officers of Palatka, Fla., Lodge burn the mortgage on the lodge home.

**BATH, N. Y.**, Lodge, No. 1547, crammed top talent into two big buses and sent them off to the Sampson Naval Hospital one July Sunday to entertain the boys there. Outside of those able to show up in person, some 1,500 bed patients enjoyed the entertainment by means of a broadcasting system.

E.R. Joe Hamberger who emceed the affair made a hit with an old-time tap dance, vying for applause with Snowball Johnson, "the old accordion man" who'd just returned from a South Pacific USO trip, a 14-piece orchestra and vocalist from Hornell and an entire nightclub show. Afterward, everybody danced.

**McKEES ROCKS, PA.** Elks are meeting on Iwo Jima. This interesting piece of news was relayed to us by Secy. C. Mowry Wood of McKees Rocks Lodge No. 1263 who was told all about it in a letter from a member of his lodge, John W. Peterman, USN.

Since he landed, Mr. Peterman and the other Elks in the battalion have been holding meetings. Curious to know how many Elks there were on the "Rock", they sent out posters to all the outfits. Sixty attended the first meeting and the number kept increasing until on August 5th there were 106 members on the "book" and it was decided to elect permanent officers.

Mr. Peterman was elected Secretary-Treasurer. He says that although funds are practically nil, everything is free anyhow, so it doesn't make any difference.

**LAKEWOOD, O.**, Lodge, No. 1350, went way over the top at its War Bond Rally and Dance in June, with subscriptions of more than \$102,000. The Elks were given magnificent support by the Coast Guard Band, the "Amphibians"—made up of men who had served overseas.

At right are E.R. A. B. Roach and Florence M. Crute when Danville, Va., Lodge's \$250 annual scholarship award was presented to Miss Crute.

## NEWS OF THE SUBORDINATE LODGES THROUGHOUT THE ORDER

**AMSTERDAM, N. Y.**, Lodge, No. 101, is always ready to do a good turn, and the members were right on the job recently when St. Mary's Hospital was badly in need of equipment to handle infantile paralysis cases. No time was lost in purchasing a polio unit—consisting of an aspirator and oxygen tent, each complete to the last up-to-the-minute detail. E.R. Mark J. Quinn, Secy. Charles H. Schenck and Community Welfare Chairman E. E. Stern presented it on behalf of the lodge to Sister Frederick, the Hospital's Superintendent, and Sister Mary Andrew.

**PALATKA, FLA.**, Lodge, No. 1232, was thirty-four years old in June and celebrated with an entertaining and well-attended cocktail party and dinner. The highlight of this memorable evening was the burning of the mortgage on the home six and a half years ahead of schedule.

Two members were singled out for special honors—Past District Deputy B. C. Pearce who has done much for the lodge and was presented with a life membership that night, and J. Andrew Shelley who has been the lodge's Treasurer since its institution.





Above is a view of the crowd which attended Alameda, Calif., Lodge's recent "Night at the Opera".

**HINTON, W. VA.,** Lodge, No. 821, has a finger in a great many profitable pies, with a membership that's growing by leaps and bounds. It owns its own home—a four-story building right in the business center—and recently spent over \$10,000 remodeling and refurbishing it. The second, third and fourth floors are for Elk use only, with a lounge, billiard room, card room, grill, etc., but the first floor is leased to business firms and nets the lodge a nice income. No. 821 recently leased the Willow Wood Country Club where local and out-of-town members may enjoy the 9-hole golf course or go fishing in the Greenbrier River which runs through the property. This brings in a good profit, too.

Hinton Lodge isn't asleep socially, either. On July 15th it held a picnic and barbecue with Beckley Lodge for 700 Elks and their families, including quite a few State Association officers.

**MIAMI BEACH, FLA.,** Lodge, No. 1601, has something new and startling to report. The members made up their minds three years ago to make GI Joes stationed there feel at home. They opened a Fraternal Center and it was nothing if not a success—to date the boys who visited the place have taken as their brides 367 of the Center's pretty hostesses.

Right: Secy. H.R. Larson presents a check in full payment of Anaheim, Calif., Lodge's second Elks National Foundation Certificate to D.D. Robert E. Walker, right, as E.R. J. D. Ardaiz looks on.

Below: Shown with their officers is a group of new members of Painesville, Ohio, Lodge who were initiated at a meeting attended by 250 in honor of D.D. R. K. Thrasher and Past State Pres. Charles J. Schmidt.

**MICH. STATE ASSN.** Michigan Elks are coming in for a great deal of praise through their State Association's Veterans Hospital Entertainment program. They gave a bingo party, with musical entertainment by a quartet, at Selfridge Field. E. H. Grobschmidt, Red Cross Field Director there, later told Past State Pres. Irvine J. Unger of Detroit Lodge, administrator in that area, that the boys really had a great time and wanted to know when the Elks were coming again.

Prizes totaling \$100 are handed out to Romulus Army Air Field patients at monthly bingo parties sponsored by Detroit Lodge in connection with the State Association program. Nine games are played, and prizes of \$5, \$3 and \$1 are given for each game, with a grand prize of \$10. One lucky patient—a WAC—has won over twenty dollars.

**SAN JOSE, CALIF.,** Lodge, No. 522, closed the lodge year with a membership of close to 1,000, a net gain of 220 during the administration of E.R. James P. Le Deit. The lodge home was modernized and a new recreation lounge installed. San Jose Elks went into the Seventh War Loan Drive with a million-dollar quota, fully confident of another magnificent showing for, in the preceding Drive, the lodge exceeded its quota of \$450,000 with a sales total of \$2,293,298.

On March 1, a check for \$762 was presented to Grand Esteemed Leading Knight F. Eugene Dayton of Salinas Lodge as No. 522's contribution to the Elks War Commission's Rehabilitation Program, and on the 22nd a check for \$1,000 was presented to State Pres. Stephen A. Compas for the rehabilitation of Manila Lodge. Mr. Compas has announced the appointment of Louis A. Rossi, No. 522's new Exalted Ruler, as a member of the State Association's War Commission.





Above is the General Dwight D. Eisenhower class of Terre Haute, Ind., Lodge.

**WOONSOCKET, R. I.,** Lodge, No. 850, has awarded the prizes for the essay contest it sponsored in conjunction with the OPA on "Inflation". J. Adona Lajoie thought the whole thing up and E.R. Thomas Page and Secy. A. F. Lawrence, State Vice-Pres.-at-Large, played a large part, especially in the public meeting, attended by 500 spectators, when the prizes were given out. Bonds in the amount of \$25 were offered to 28 schools, but since only 26 of them submitted contributions, the lodge authorized the OPA panel authority to dispose of the other two; these were given to two pupils from St. Ann's parochial school and St. Clare High which submitted the most essays.

**EVELETH, MINN.,** Lodge, No. 1161, began to remodel its home last year when George Tyssen was Exalted Ruler. Finally, with everything fixed up to the king's taste, the members held a "Grand Opening" on June 8th and 9th, and Elks from all over the "Range" were invited to look the place over and to enjoy dancing and smorgasbord. However, the home folks stole a march on them. On the preceding Saturday the members of No. 1161 and their ladies had themselves a chicken dinner and dancing in the newly decorated building.

Everything about the home is modern and attractive—indirect fluorescent lighting, rubber-tiled floors, leather furniture—all in pleasant color schemes, and the Eveleth Elks are right proud of it.

**ALBANY, N. Y.** The War Commission of Albany Lodge No. 49, headed by P.E.R. T. Emmett Ryan, P.D.D., was honored with the privilege of opening the Seventh War Bond Rally in the city on May 14. Thousands of dollars in pledges were subscribed in the lodge's name on that day.

More than \$7,000 was raised recently at a bazaar given to finance the local Elks Rehabilitation Committee. The first prize was a \$1,000 War Bond.

### Moving Picture of Elks National Home, Bedford, Virginia

The West Virginia State Elks Association has donated to the Elks National Home a sixteen millimeter film showing scenes in and around the Home. It is a silent film and the running time is about thirty minutes.

Any Lodge or State Association may have the use of this film by applying to R. A. Scott, Superintendent, Elks National Home, Bedford, Virginia.

**WIS. STATE ASSN. WAR COMMITTEE.** The War Committee of the Wisconsin State Assn. reports the results of its Veterans Elks Hospital Recreation Program, financed mostly by donations from the State's lodges. Contributions added up to \$5,789, including \$600 from the Elks War Commission, and a balance of \$3,669 was on hand when the report was made.

A \$150 show is put on every month at the four hospital centers in Wisconsin—Truax Field, Wood, Mendota and Camp McCoy. Twenty-five performances with top-flight talent had been given to date, and two lodges on the original list of contributors financed three more additional shows—Racine Lodge No. 252 donated \$300 for two, and Kenosha No. 750 put up \$150 for another.

*Below is the largest class of candidates in 18 years which was initiated into Des Plaines, Ill., Lodge before a crowd of 200 local and visiting Elks.*

**POCATELLO, IDA.,** Lodge, No. 674, one fine Spring day took soldiers and sailors stationed nearby on an outing that was a terrific success.

The Elks took a chance on the weather—and won. Three buses and ten private cars took 150 boys and their dates to Lava Hot Springs to swim, eat and have fun in general. The water was fine, and some really good games were put on by Ken Roth, a member of No. 674 and USO Director, but the food was out of this world. Enormous amounts of hot dogs, hard-boiled eggs, rolls, cookies, pickles, cheese, coffee and cokes disappeared. When everybody got back to the lodge home they should have been ready for a good night's sleep . . . but the boys had other ideas. They cleared out the furniture, got the juke box working and danced till midnight, while their hosts—a little bit older and a little less energetic—looked on wistfully.

**OURAY, COLO.,** Lodge, No. 492, has performed a really important public service in purchasing a portable respirator for the community. The equipment was sorely needed, owing to Ouray's extensive mining activities and its operation of one of the largest natural hot-water swimming pools in the State. The members of No. 492 also supply trained operators for the respirator, who are on call at all times.

**SOUTHINGTON, CONN.,** Lodge, No. 1669, started a promising career with 115 hand-picked members and 31 transfer dimitts. The newly instituted lodge went right into its own quarters and had a most successful opening day.

**ROCKY FORD, COLO.,** Lodge, No. 1147, has fifteen new members on its rolls. The young men, many of whom are in the Service, were initiated recently by the lodge's new officers. One of the boys is the son of E.R. William P. Hardt who was in charge of the ceremonies.





*Above: The officers and members of Barberton, Ohio, Lodge are pictured with other Ohio Elks at a meeting honoring State Pres. Joseph W. Fitzgerald.*



*Left is a photograph taken when Amsterdam, N. Y., Lodge presented an aspirator and oxygen tent to St. Mary's Hospital.*

**ORANGE, CALIF.**, Lodge, No. 1475, recently gave a good time to one hundred and sixteen ambulatory patients from the hospital at the Santa Ana Army Air Base. Chairman Willard Smith, Jr., of the lodge's Elks War Commission, who's an old hand at this game, was in charge of the doings. Last January the ever-ready members of No. 1475 took care of another bunch of these boys with a great deal of success.

**TEXAS ELKS** are joyful over the completion of the Memorial Hospital—the first unit of the Texas Elks Crippled Children's Institution at Ottine—and most grateful for the work accomplished through the untiring efforts of the Institution's Board of Trustees.

*Below: San Diego, Calif., Elks who were present on "Old Timers" Night celebrating the lodge's 55th anniversary.*

**MASSACHUSETTS ELKS.** Up in the Berkshire Hills, where the "Elk on the Trail", the bronze statue erected by Bay State Elks after World War I, overlooks the Mohawk Trail, prominent Massachusetts members of the Order gathered not long ago to pay tribute to Brother Elks who have given their lives in the service of their country. More than 150 automobiles lined the Trail as over 300 people looked on.

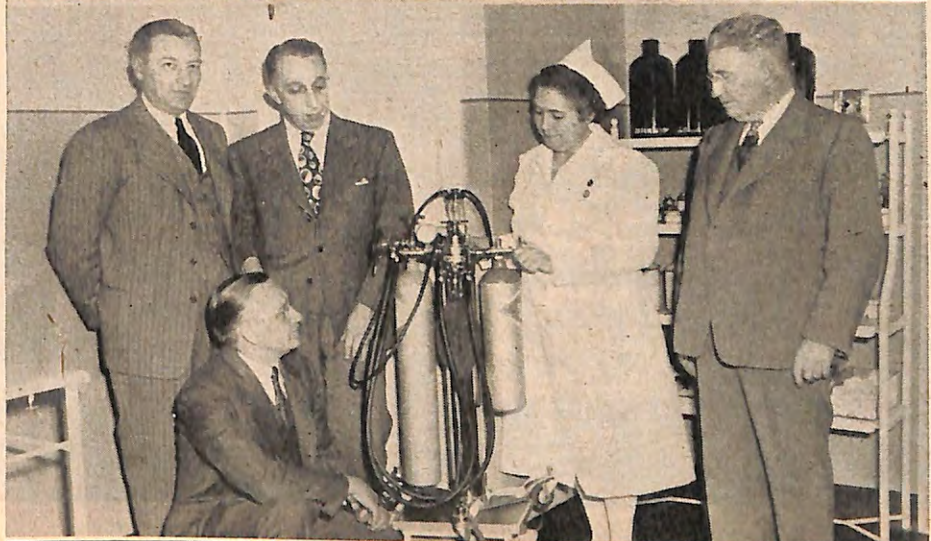
The services were held late in the evening and were broadcast over radio station WBRK, with Chairman Edwin K. McPeck of Adams Lodge, a former member of the Grand Lodge Committee on Judiciary, opening the exercises. North Adams Lodge's Chaplain, Thomas F. Loftus, offered a prayer, followed by an address by State Vice-Pres. Capt. Irving R. Shaw, of Springfield, who represented Governor Maurice J. Tobin of Boston Lodge. The Eleven O'Clock Toast was given by State Pres. George Steele of Gloucester Lodge, and the ceremonies ended with the sounding of Taps from the Watch Tower on Whitcomb's Summit.





Above are the officers of Johnstown, Pa., Lodge with the members of their "On to Tokyo" class of candidates.

Right: Menasha, Wis., Elk officers present the lodge's \$500 gift of a portable combination resuscitator, inhalator and aspirator to officials of Theda Clark Hospital.



**Notice Regarding Applications for Residence At Elks National Home**

The Board of Grand Trustees reports that there are several rooms at the Elks National Home awaiting applications from members qualified for admission. Applications will be considered in the order in which received.

For full information, write Robert A. Scott, Superintendent, Elks National Home, Bedford, Va.

**JOHNSTOWN, PA.,** Lodge, No. 175, can look over its record in war activities with a great deal of pride. These Elks bought \$3,000 in War Bonds during the 7th War Loan Drive, and sent well over 5,000 books to the American Merchant Marine Headquarters in Baltimore. Facilities of the lodge home were made available to servicemen and women and free use of the ballroom was given the local Nurses Aid Committee whenever needed.

The American Red Cross also got the benefit of much of No. 175's generosity and individual Elks in the Service were always remembered with gifts and letters. Some time ago, when "Here's Your Infantry" was presented in Johnstown, the 48 men in the show were billeted—gratis—at the lodge home for two days.

Now with the end of the war, No. 175 already has a Rehabilitation Program in full swing. A recent three-day benefit—consisting of a dance, a dinner and entertainment with the noted news analyst Morgan Beatty as the speaker, and a Stag Party—netted \$2,431.62 for the servicemen members who may need assistance when they've doffed their uniforms.

Right: A few of the 275 youngsters who were taken on a picnic by Fairbanks, Alaska, Lodge recently get right down to business in a pie-eating contest.





Above: Surrounded by P.E.R.'s on the lodge's 50th Anniversary, Davenport, Ia., Lodge's first E.R., C. T. Kindt, is shown shaking hands with E.R. M. W. Andresen beneath paintings of Mr. Kindt and C. H. Korn, the two surviving charter members.



Left: A carload of children who recently had a grand day at Waukegan, Ill., Lodge's Family Picnic.

**FLA. STATE ELKS ASSN.** At the annual meeting of the Florida State Elks Association at Miami Beach July 30 and 31, the delegates elected the following officers for 1945-46: Pres., J. Frank Umstot, Tampa; Vice-Pres.'s: Ralph J. Bennett, Panama City; W. H. Wilson, Jr., Lake City; O. B. Shanley, Daytona Beach; J. Alex Arnette, West Palm Beach; S. A. Brinson, Lakeland; Treas., Claude L.

Johnson, Tallahassee; Historian, Harold Colee, St. Augustine; Tiler, J. A. Hukle, Miami Beach; Member of the Executive Committee, William A. Wall, West Palm Beach. The new president then made these appointments: Secy., James J. Fernandez, Tampa; Sergeant-at-Arms, Peter Gessner, De Land; Chaplain, J. Wayne Allen, Miami; Organist, William Whitehead, New Smyrna Beach. Miami Beach

was chosen for the Association's first full-time convention when travel restrictions are removed by the O.D.T.

The first business sessions were held in the home of Miami Beach Lodge No. 1601; the morning session the next day was held at the Blackstone Hotel. At the annual Memorial Services, presided over by E. R. Arthur Treister of the host lodge, the address was delivered by E. R. Walter J. Matherly of Gainesville Lodge, Dean of the College of Business Administration of the University of Florida. A tribute was paid Past Pres. L. B. Sparkman of Tampa Lodge, who had recently passed away.

Past Grand Exalted Ruler David Sholtz of Daytona Beach Lodge installed the new officers and addressed the convention, explaining the work of the Elks War Commission of which he is a member. Retiring Pres. C. G. Campbell of Lake City presented a \$50 check to E. R. Treister as Miami Beach Lodge's prize for winning the State ritualistic championship at Tampa in June, and President Umstot, who reported on the work of the Harry-Anna Crippled Children's Commission, was presented with three checks for the Home—one for \$1,000 from the Miami Beach Anna-Miller Circle, another for \$5,000 from W. M. Fleming, E. R. of Tampa Lodge, and a third for \$250, from the Sarasota County Crippled Children's Chapter. The Association's activities for the ensuing year were outlined before the meeting was adjourned.

**LORAIN, O.,** Lodge, No. 1301, has high-powered War Bond salesmen in P.E.R. Bill Knerim and C. E. Van Deusan. These two young Elks gave the Seventh War Loan Drive everything they had and netted sales amounting to \$161,050. Since the town's total sales were \$339,650,000, it's quite evident how hard these boys must have worked.



Left: Gov. F. J. Lausche signs the bill for the establishment of blood banks throughout the State, in the presence of the Norwalk, O., Elks who influenced its passage.





**ELKS NATIONAL HOME.** The ritualistic portion of the Flag Day exercises held at the Elks National Home at Bedford, Va., on June 17, was conducted by E.R. Daniel F. Edgington and his associate officers. Lynchburg Lodge No. 321 cooperated in the excellent program. The principal speaker was State Senator Leonard G. Muse, P.E.R. of Roanoke Lodge. Delegations from Roanoke and Lynchburg Lodges attended with citizens of Bedford. Contributing to the program, among others, were the Bedford County State Guard, the local Firemen's Band with their Majorettes, and Boy and Girl Scouts, all in charge of Harry M. Carter of Bedford.



**GREYBULL, WYO.,** Lodge, No. 1431, has a lot of regular activities on its program. A new one was started recently when the members voted to choose from a list of this year's local high school graduates a girl and a boy to receive a \$100 scholarship at the University of Wyoming. The winners were Helen and Albert Scharen, cousins residing on farms east of the town.

Other worthwhile community projects of No. 1431 are the conversion of recently purchased ground into a parking lot to relieve traffic congestion and the presentation of \$10 to each Girl Scout Troop within its jurisdiction.

The lodge's annual Purple Bubble Ball at the Community Hall recently had the largest attendance in its history.

**RICHMOND, KY.,** Lodge, No. 581, lost a devoted member when Timothy C. O'Neil, Secretary for 32 years and nine months, passed away on May 22 at the age of 84. Year after year he was re-elected because of his efficiency in office and his fine character as an Elk and a private citizen. He joined the lodge in 1902.

Funeral services at St. Mark's Roman Catholic Church were followed by a ritualistic service at the grave, conducted by Richmond Lodge. Many members attended.

**FAIRBANKS, ALASKA,** Lodge, No. 1551, loaded 275 children into buses and cars and drove them all one summer morning to the Greimann homestead for a picnic.

There were games and contests with War Stamps for prizes, and then the picnic lunch was eaten—right down to the 400th hot dog and the last spoonful of the 20 gallons of ice cream.

**DAYTONA BEACH, FLA.,** Lodge, No. 1141, boasts a membership unique in its ingenuity. The Elks noticed that many tin cans were going to waste simply because restaurant employees didn't have the time to flatten them. So they gathered up the containers, piled them in the street and let a city steamroller do the job.

At top: At an entertainment given in their honor are the winning basketball teams in the league sponsored each year by San Diego, Calif., Lodge.

Above: Charter members of Huntington Park, Calif., Lodge, on the lodge's 24th anniversary which was also designated Service Pin and Charter Member Night.

Below: Dignitaries present at Elks and American Legion Night at Brooklyn, N. Y., Lodge, which was held for the purpose of planning future patriotic activities.

At bottom: Part of the large crowd which attended the ceremonies in connection with the institution of Southington, Conn., Lodge, photographed outside its new home.





Above is a group of new members of Beloit, Wis., Lodge.

Right: Charter members and Past Exalted Rulers of Ontario, Calif., Lodge chose the lodge's 24th birthday to reduce to ashes the mortgage on its home.



**CALIFORNIA ELKS** made history again in the Seventh War Loan Drive. They sold \$89,001,018 in War Bonds—more than \$39,000,000 over the quota set by State Pres. Stephen A. Compas.

Aid of the California lodges had been requested by the U.S. Treasury Department and Pres. Compas went into a huddle with R. Leonard Bush, General Chairman of the California Elks Rehabilitation and War Commission. It was decided to assign every Elk in the State a quota of \$750 to make a total big enough to buy 80 B-17s—one Flying Fortress for each of the lodges in California. Allen F. DeWitt, Chairman of the War Commission, gave his full support, as he did in the 6th War Loan Drive. Many novel angles were used, resulting in oversubscriptions in a lot of the lodges.

June 11th was the day of days for Long Beach Lodge No. 888, for that was the day a B-17 was dedicated at the Long Beach Municipal Airport by none other than

General George S. Patton, Jr., Third Army Commander, and Lt. General James H. Doolittle. No. 888 was host that morning to Exalted Rulers and representatives of many southern California lodges who had come to town for the ceremonies. E.R. Judge Fred Miller greeted his guests and said that Long Beach Lodge had sold

more than \$12,000,000 in Bonds in the Sixth War Loan and no doubt that figure would be passed in the Seventh. He was right—the final total was \$13,061,020.

After a buffet luncheon at the lodge home, buses from the Sixth Ferrying Group transported the Elks to the airport where Col. K. C. McGregor, C.O. of the

Right: In the presence of her parents and E.R. David Roche of Port Jervis Lodge, left, Miss Jean Hoppey accepts the \$300 N. Y. State Assn. Scholarship Award for the East Central District from Past State Vice-Pres. Philip Parker.



Below are those who took part in "Cairo Night" at Catskill, N. Y., Lodge when a class of candidates from Cairo, N. Y., was initiated.



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Right: John J. O'Connor, Chairman of the Board of Trustees, burns the \$15,000 mortgage on Staten Island, N. Y., Lodge's home as Grand Trustee George I. Hall, Past Grand Exalted Ruler James T. Hallinan, E.R. George L. Evans, P.D.D. Joseph A. McKinney and State Vice-Pres. Leslie Bellows, left to right, look on.



Long Beach Ferrying Division, ATC Base, greeted them officially. Various types of planes were inspected and a special talk was given on the super-duper C-47. Then each Exalted Ruler had his picture taken with the plane his lodge would purchase, after which a tour of the parachute maintenance shops was made.

At 4 P.M. the Elks assembled outside the airport's administration building where a glistening new B-17 carrying the inscription, "California Elks, 7th War Loan", was awaiting dedication. Microphones were placed in strategic positions, since the program was broadcast over local station KGER, and numerous Elk dignitaries told the crowd what the Elks War Commission is doing. Then, with sirens blaring, a cavalcade of military police drove onto the field escorting a special car carrying Generals Patton and Doolittle. Mr. Compas was the first to greet them and then Mayor Clarence Wagner, a member of No. 888 who had escorted the noted visitors from the city limits, presented them with the keys to his city and introduced General Patton to the crowd. General Patton spoke and introduced "the hero of Tokyo, Jimmy Doolittle", who then christened "this bird of war, Miss California Elks", crashing a beribboned bottle of California champagne against the plane. All in all, it was really quite a day.

STATEN ISLAND, N. Y., Lodge, No. 841, made ashes out of the \$15,000 mortgage on its lodge home last July and then handed a \$50 check to each of the 106 members who had advanced that much to make the initial payment on the building in October, 1943. Every one of them,

Right: D.D. Morley H. Golden, center, first row, surrounded by present and Past District Deputies at San Diego, Calif., Lodge.



Below is the first class initiated into Vincennes, Ind., Lodge during its Golden Anniversary year.



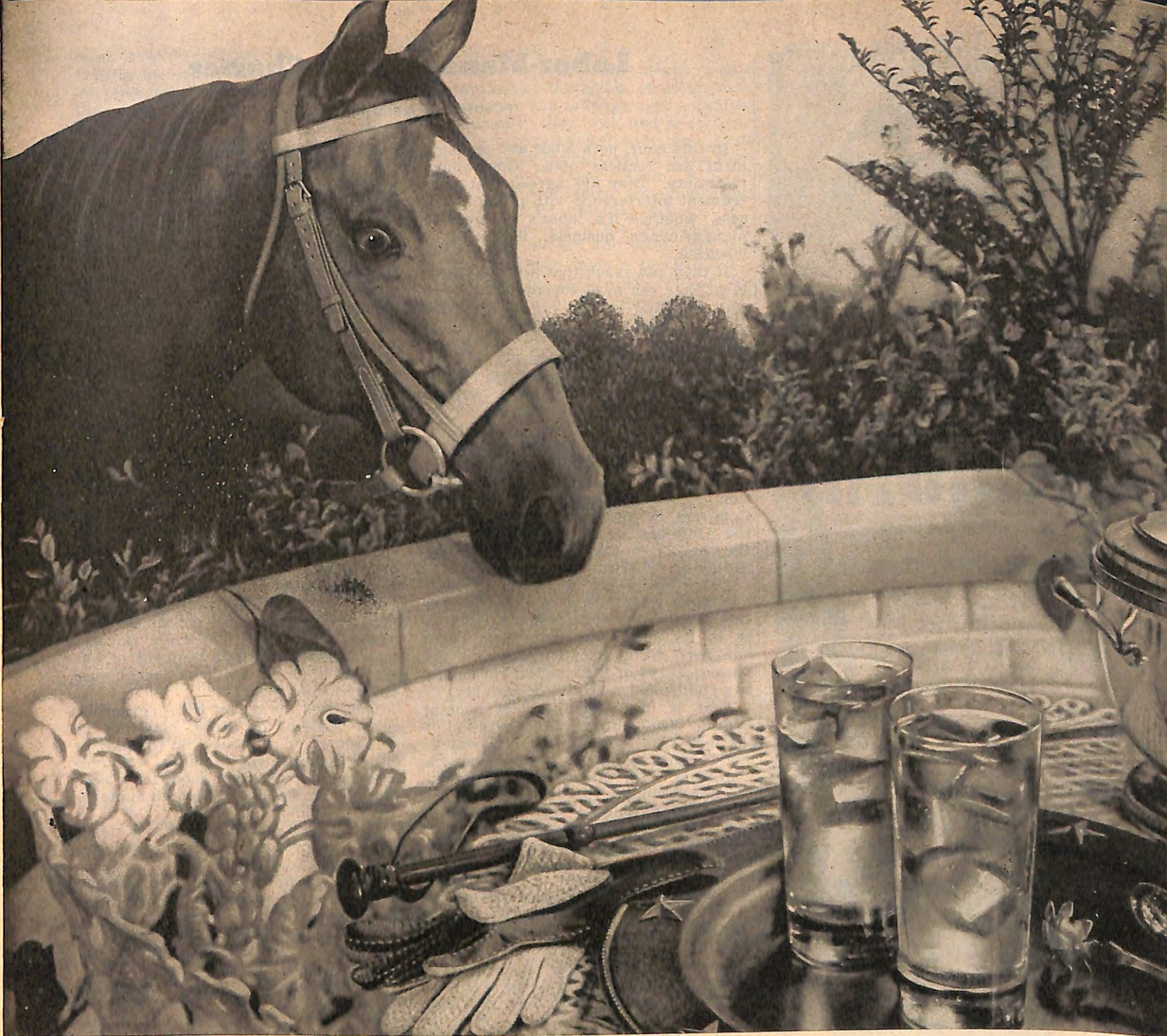
however, turned his check over to the charity or scholarship funds.

Among those who took part in the ceremony and then had their fill of the clams, lobsters and soft-shell crabs served later, were Past Grand Exalted Ruler James T. Hallinan of Queens Borough, N. Y., Lodge; Grand Trustee George I. Hall, of Lynbrook Lodge; E.R. George L. Evans; State Vice-Pres. Leslie Bellows, P.D.D. Judge Joseph A. McKinney, and John J. O'Connor, Chairman of the Board of Trustees.

WEST HAVEN, CONN. It seems that the *USS Cambria*, Coast Guard assault transport operating in the Pacific, has made port so seldom that the crew rarely had any recreation. So Elwood Bescher, the ship's recreation officer, took matters in his own hands and wrote to ask West

Haven Lodge No. 1537 for some boxing equipment for the boys. Immediately after the request was received the lodge's committee which takes care of such things sent out a shipment that had just about everything in it—sets of gloves, headguards, mouthpieces, etc. Although the *Cambria's* mail was always lagging behind, the Elks' package caught up with it somehow and the letter Mr. Bescher sent the lodge's publicity chairman, Byron Guthrie, to thank the West Haven Elks was really heartwarming.

No. 1537 likes everyone to have a good time—whether at home or abroad. To prove it, the members held a five-day carnival and circus on its grounds this summer with all the children from the homes and orphanages in the New Haven area as their guests.



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# Labor-Management Charter

(Continued from page 5)



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In this hour, both labor and management are restless under Government restraints. They are agreed that Government interference with private business, whether it's labor's business or management's business, is not good business.

If they can reach that area of agreement they can most certainly go all the way, set their own houses in order and be good neighbors.

This was the spirit in which the labor-management charter—a charter designed to lay the foundations for the widest possible peace—was written some months ago in Washington, D. C. Representatives of three national organizations took part in the drafting of this charter, and their several boards of directors endorsed it after completion. Those organizations were the Congress of Industrial Organizations, the American Federation of Labor and the Chamber of Commerce of the United States of America.

There have been many and serious objections to details of this charter, but there has been a remarkable agreement as to its underlying principles; there has been some skepticism as to the "practicality" of the charter, but no one has challenged its basic desirability.

That is more than just a hopeful augury. That puts us in the position of the man who is going to buy a watchdog because he knows he must have a watchdog. He looks at Doberman-Pinschers, but he thinks their tails are too short; a Belgian shepherd appeals to him at first, but his wife says it will come home covered with cockleburs and ticks; the bull terriers have the appeal of liking children but they probably will scrap with every other dog in the county.

Still and all, the man knows he must have a watchdog. Eventually he buys a pup with an ancestry as colorful as Joseph's coat. Not everybody is entirely pleased with Rover. His long tail wags over vases, but he is virtuous about staying home, so that's forgiven; he barks at the milk man, but he likes to have the baby pull his ears.

He's a long way from perfect, but he's a good watchdog.

If properly actualized in the spirit in which it was written and strongly sup-

ported by cooperating organizations, the labor-management charter can be our watchdog against burglary of our industrial peace.

Some who do not like the looks of our watchdog complain that the joint labor-management committee authorized by the charter should include representatives of agriculture and the "consumer".

Most certainly we are all interested in agriculture and in the consumer, but labor-management problems are not headaches for the farmers or for the consumer. The labor-management problem is not on the farm; it is not in a veterans' organization, no more than is it in the family kitchen.

Industrial strife occurs between organized labor and management, and organized labor and management must assume the responsibility of getting rid of it. Of course we can always call the "cops"—in this case, government, but that is what both labor and management definitely and positively want to avoid. So, for that matter, does the farmer; so does the consumer. Because, it is only a step from Government control over one segment of our national life to Government control over all segments.

This does not mean that legislation, either Federal or State, may not be necessary to curb abuses on the part of either management or labor. Changes in existing legislation have long been recognized as essential by both management and labor.

But at best such legislation is negative. Its purpose will be to prohibit—not to encourage.

Our goal after this war must be higher levels of production and employment. These must mean higher real wages. But the positive side, the encouragement of this production, cannot be attained by legislation.

For instance, no law can make a man want to do an honest day's work or make him desire to increase his production or make him believe in the capitalist system. These benefits to society flow from the heart. They can only be secured by understanding and desire.

In the final analysis, management-labor problems must be settled on the

## Eric A. Johnston Requests the Order's Aid for Cancer Society

A request has been received from Eric A. Johnston, Chairman, for cooperation on the part of our Order in the National Fund Raising Campaign of the American Cancer Society, 350 Fifth Ave., New York, N. Y.

Impressed by the great importance of this work of the Society and recognizing the high character of its officers and

directors, I commend this movement to the earnest consideration of the subordinate lodges and the members of the Order.

I have in mind in this connection not only cooperation in the fund campaign but in the Society's educational work.

WADE H. KEPNER  
Grand Exalted Ruler

local level. I believe that our voluntary labor-management charter will be effective at the local level. A few of the areas where it is actually "in force", operating, being "implemented", so to speak, include Toledo, Ohio; Portland, Ore.; Seattle, Wash., and Salt Lake City, Utah. Labor and management in those territories have found it useful, applicable to their own situations, practical. They have found, moreover, they need not call on Washington and then wait a month for the wheels of bureaucracy to grind through a difficulty which men of good will can settle across a conference table in a matter of days.

Good will was the key to the philosophy which saw the birth of this charter. The men who drew it first determined that there were certain areas of thinking in which their minds could meet. They put those things down first, and, as always happens when men agree on several major premises, they learned that it is difficult to debate in anger about others. When men operate in that spirit it inevitably happens that the things which join man to man, which make the man in overalls and the overall manager kin, show themselves in all their truthfulness.

The simplicity of that realization is matched in the simplicity of the charter itself. It is a little document in physical size. About all it says is this:

Labor recognizes the inherent right of management to manage; management recognizes the inherent right of labor to organize and engage in collective bargaining; both agree that the rights of private property and free choice of action must not be impaired; both unite on the premise that our system of capitalistic enterprise is the finest foundation for a prosperous and peaceful expanding American economy.

More important than those agreements, however, is the fact that the charter contains a declaration against unnecessary and excessive Government interference and restrictions in the field of management-labor relations.

It is a declaration that labor and management are united in the thought that men ought to settle their own problems and refrain from running to Government for help. It is a recognition of the fact that Government asks hostages for its help; that Government passes out favors today and takes them away tomorrow.

In the eyes of God and man, there are two great tragedies. One is human selfishness, the other is cowardly obedience. Either one or both can drive men to Government to untangle their affairs. Either one or both can keep our industrial life in torment and turmoil.

Both can be reduced to an almost unrecognizable minimum by the application of the doctrine of human consciousness to our conflicts of interests and

our differences in beliefs.

Human consciousness means man's recognition of the rights of other men. When labor and management actualize this charter, they will find that their representatives have already been given the necessary background to treat each other as "just other people" and not merely as spokesmen for conflicting segments of the national economy.

The acceptance of the charter so far proves that we can appreciate and recognize the other fellow's viewpoint.

Management always will seek to improve its product, to search for new ways to increase sales, to avoid waste, to cut production costs. Labor knows that. It knows, moreover, by accepting this charter, that management must do these things or fail in its responsibility to its owners and to its customers. Labor will always seek better working conditions and better income; and management, in indorsing this charter, knows that labor must do those things to keep faith with its members.

Both know, however, and clearly so say in the language of the charter, that full production means full employment, that full employment means an eternal-expanding economy and that an expanding economy means a more abundant life for all of us.

But we are not heading for Utopia. This charter is just a beginning along the long, long road of accepting the doctrine of human consciousness.

The spirit of human consciousness is as old as time but only of late has it been more sympathetically embraced. Many of us now recognize it as almost a third dimension in industrial production. We know there must be something we don't always see which will permit one plant to show a profit where another shows a loss, even though their circumstances are virtually identical. We know that something is almost always good labor-management relations. There are positive records of an "extra" 10 per cent production in concerns with good relations—which may spell the difference between profit and loss.

Human happiness, contentment, willingness, an acceptance of the burdens of work as an adventure and of the spirit of team play—those are elements in the gospel of human consciousness—just as practical as measurements, tooling, packing cases and shipping times.

The charter will not all of a sudden introduce this spirit of human consciousness on a universal scale. But it is a beginning. It is something tangible; it is not just "talk".

In itself, however, the charter means little. No code or resolution, however well written, however hopefully designed means anything until it is operated by men of good will who will see in it some idealism to work for, strive for and fight for.

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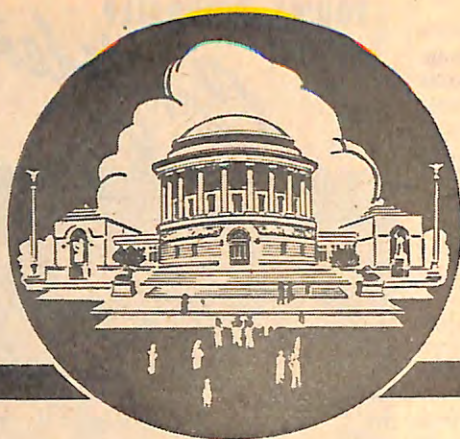
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The Elks National Home at Bedford, Va., is maintained as a residence for aged and indigent members of the Order. It is neither an infirmary nor a hospital. Applications for admission to the Home must be made in writing, on blanks furnished by the Grand Secretary and signed by the applicant. All applications must be approved by the subordinate lodge of which the applicant is a member, at a regular meeting and forwarded

to the Secretary of the Board of Grand Trustees. The Board of Grand Trustees shall pass on all applications. For all laws governing the Elks National Home, see Grand Lodge Statutes, Title 1, Chapter 9, Sections 62 to 69a, inclusive. For information regarding the home, address George I. Hall, Home Member, Board of Grand Trustees, 21 West Street Building, New York 6, N. Y.

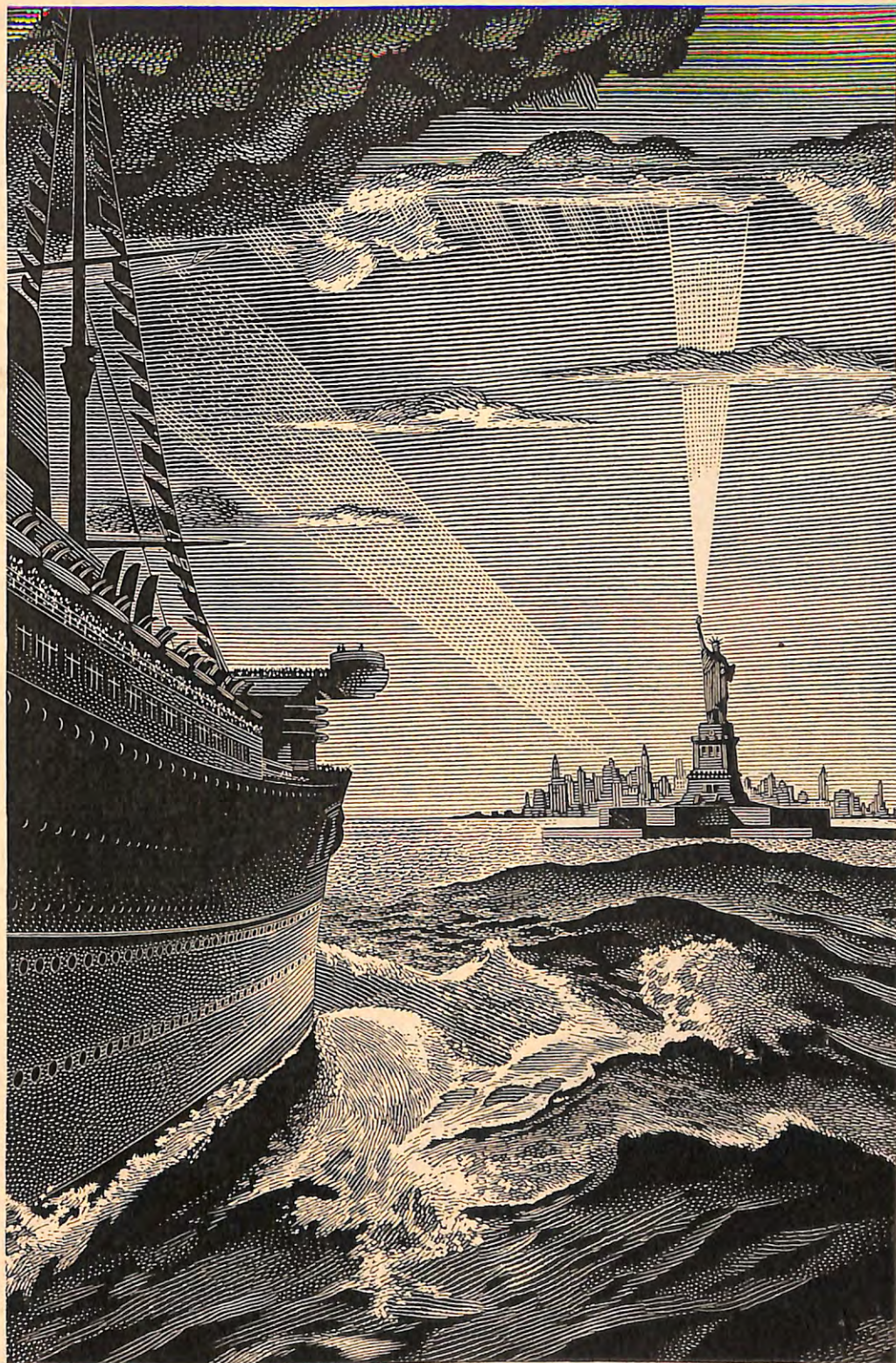


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and all  
that it Means*

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# Luxury in the Sky

(Continued from page 7)



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ample, can carry huge quantities of freight and passengers over astonishingly long distances without refueling—which means that overland operation is not particularly the airship's dish.

Airplanes, on the other hand, with their much greater speed can dash cross-country in 400-mile jumps, carrying high-rate cargo and in-a-rush passengers, unloading cargo and mail directed to intermediate points, taking on more fuel and passengers for the next jump. By breaking up its long flights in this manner, the transport airplane can carry a higher ratio of payload, since less of its load capacity need be taken up with fuel.

As a matter of fact, airships have been successfully used as airplane carriers. An amazingly simple technique of taking aboard planes in flight was developed years ago and functions smoothly. Equipped with a huge hook above its fuselage, a plane can fly parallel to the airship and at nearly the same speed, and drop its hook over a trapezoidal device hanging beneath the airship. Moored thus, safely and securely, the plane can transfer passengers and cargo by means of a covered spiral staircase which is lowered from airship to airplane hatch. Or the plane can be hoisted right into the airship's belly.

This airplane-to-airship transfer scheme raises some interesting possibilities for air travel of the future. Like this, for instance:

At the great airdock, Mary Collins pushed her two youngsters out of the cab and ran with them to the waiting airship. As on even the best-planned trips, the last-minute confusion had made her late. Breathlessly she followed the children aboard and waited while an officer checked them off his passenger list. Herding the children ahead of her again, she started through the crowd on the promenade deck, looking about anxiously for her husband. Before they had gone very far everyone seemed to gravitate towards the huge windows, and willy-nilly she followed the youngsters and stood with them at the rail, watching the ground fall away as the ship rose serene and silent into the evening sky.

When the engines began their distant murmur, Mary Collins grabbed her children's hands and hustled them off to find their suite—and Mr. Collins.

The suite was lovely—a living room, two bedrooms, and a bath—but it was empty! Panicky, Mrs. Collins had turned to leave the room when her glance chanced to light on an envelope lying on a desk. It was a radiogram: "Sorry missed take-off. Meeting you at 9:45. Love, George."

Two hours later, her fears calmed

by ship's officers who obviously had faced a similar situation before, Mary and the youngsters stood at the top of the staircase that spiraled down through the hull of the ship to a hatch in a big airplane that had just moored below. Up the staircase climbed a grinning George Collins. He had kept his word and met his sky-cruising family—200 miles at sea!

One of the reasons such an incident is not far-fetched is that with the U.S.S. Macon, the Navy made more than 3000 airplane launchings and hook-ups. And almost every projection of the airship's future includes provisions for pulling airplanes out of the air and launching them again.

Mention of the Macon raises again the fact that America has lost all three of the great dirigibles built in this country: the Shenandoah, the Akron, and the Macon. Why they were lost is subject for a good deal of idle speculation on the part of laymen. Airship experts don't speculate. They know the answers.

Charles Edison, while Assistant Secretary of the Navy, had this to say about airships in 1938:

"It is only natural that the evolution of the airship has been slow. I feel, however, that a majority of fair-minded people who take the time and trouble to study airship history inevitably come in some degree to the conclusion that airships are of value to us as a nation. They are a challenge. I want to see airships proven out."

Let's just glance for a moment at the history of airships, as Mr. Edison has suggested.

For more than a century after the Montgolfiers, ballooning was only a curiosity and a sport. Gradually hot air gave way to common illuminating gas as the popular lifting medium; later, hydrogen became popular. Since the free balloon has no means of propulsion other than air currents, early attempts were made to elongate the bag and to provide some means of forward drive. The first of these developments occurred only a year after the Montgolfiers' first flight, and plans for motive power varied from air-oars to propellers cranked by hand or foot.

One exponent of self-propulsion was the Frenchman, Henri Giffard, who as early as 1851 used a 5-horsepower steam engine to drive an elongated balloon. Although his power plant weighed 100 lbs., or 20 lbs. per horsepower, he reached a speed of 5 miles per hour. His final project, which extreme costs kept from reality, was a ship 1970 feet long, with a diameter of 98 feet, and a gas capacity of 7,800,000 cu. ft. Power was to come from a steam engine weighing 30 tons, giving a theoretical speed of 45 miles per hour.

It was not until the perfection of the

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gasoline engine, however, that self-propelled airships became really practical. One of the first to use the new engine was a young Brazilian, Santos Dumont, who carried on most of his experiments in France and in 1901 won a 100,000-franc prize for flying around the Eiffel Tower. Even with its modern mode of power, however, in his "No. 4" the pilot rode on a bicycle seat with nothing between him and the ground but space!

It remained for the German, Count Ferdinand von Zeppelin, to develop the rigid airship as we know it. From 1898 through the first World War, Count von Zeppelin supervised construction of 130 rigid airships. When war came, experience gained in commercial operations (in the four years 1910-14, 17,000 passengers were carried a total of 100,000 miles) enabled the Germans to use Zeppelins successfully against England as bombers.

Meanwhile, America developed a new lighter-than-air industry. She and her Allies used non-rigid ships (blimps) for coastal patrol against submarines, and the British went slowly ahead with construction of a copy of a captured German dirigible. Hydrogen was still the best lifting gas available in quantity, but engines were somewhat improved.

After the Armistice, designs were carried forward in this country for a large rigid ship which was completed in 1923 and christened the U.S.S. Shenandoah. At the same time, the Army had put into operation a program of non-rigid airship development. Meanwhile, although the Versailles Treaty restrained the Germans from building any airship over 1,000,000 cubic feet, the U.S. as a part of the reparations agreement arranged to have the ZR-3, under construction at the time of the Armistice, completed and flown to this country. In November, 1924, the ship—later christened the Los Angeles—was flown from Friedrichshafen to Lakehurst, via the Azores, a distance of 5,000 miles, in 81 hours.

By 1924, the Goodyear Tire and Rubber Co., at the suggestion of some U.S. Government officials, had reached an agreement making Zeppelin patents and processes available for the use of the Akron firm. In addition, several top lighter-than-air experts were brought to Akron from Friedrichshafen, and in 1928 Goodyear was given a contract by the Navy for construction of two rigid airships—larger than any previously built.

The U.S.S. Akron and the U.S.S. Macon were launched on schedule, and each took part successfully in fleet maneuvers. Military demands on the craft, however, proved more strenuous than those on commercial ships. The Akron crashed into the sea; the Macon broke up in flight in a bad storm during combined air-surface naval operations. A Government commission investigating the causes of the crashes revealed that the design of the two ships had not provided great enough margin in structural strength to stand up under wind gusts of abnormal violence. But the commission's report, in summary,

recommended continuing airship development—because the experience resulting from the crashes had already made possible new improvements in design which would prevent similar disasters in the future.

In the meantime, the German-built Graf Zeppelin, although somewhat smaller than our great Akron and Macon, was operating successfully and safely on a regular commercial basis; and the larger von Hindenburg carried on a precise schedule of transoceanic trips without interruption until the tragic May evening when a spark ignited her inflammable hydrogen, causing the loss of the only passenger lives—13—in the entire history of commercial airship operations.

At the start of World War II the blimps which Goodyear built and flew for more than 15 years were taken over by the Navy and served as prototypes for a large fleet of coastal, anti-submarine patrol ships. Those of us who attended the Golden Gate Exposition, the Century of Progress Exposition or the New York World's Fair are familiar with these easy-cruising blimps which hovered overhead, carrying passengers for a blimp's-eye-view of the goings-on below. When war loomed, the facilities that had developed and built these ships began turning out the blimp fleet which performed yeoman's service in protecting our vulnerable coasts and shipping from the submarine wolf packs.

In peace times, blimps will continue to serve as training vessels for lighter-than-air crews.

Another possible use is suggested by the experiments made with one of the Goodyear fleet in 1940 at New York. Equipped with large neon lighting units on each side, with each unit capable of producing any figure or letter, the ship cruised in the darkness above the city, flashing news messages as the crew received the information by radio and transferred it to perforated ticker tape, which automatically changed the words flashed by the neon units. One typical message was: "Rooms for World's Fair visitors may be had from the Mayor's official World's Fair Housing Committee. See any policeman."

But the chief interest and very heart of the plans of lighter-than-air men now is for construction as soon as possible of a fleet of giant rigid airships, bigger and better, safer and steadier, with more cargo and passenger capacity than any ever built.

These are the airborne, luxury liners of the future. Huge airships, even larger than the Hindenburg, will each have a helium gas capacity of 10,000,000 cubic feet, with a major diameter of 142 feet, an over-all length of 950 feet. (The Hindenburg had a gas capacity of 7,070,000 cu. ft.; the Akron and Macon, 6,500,000 cu. ft.). Such designs, already under consideration, are extremely versatile without basic changes in the hull. Passenger liners to fit three different pocketbooks, low-rate cargo carriers, military aircraft carriers—all have been projected in a



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thrilling glimpse of the future in the air.

First of all, one design provides for a transoceanic airship with a capacity of 288 passengers. Planned to offer accommodations something like those found in "deluxe" railroad coaches such as those introduced by some railroads shortly before the war, the projected airship will have reclining chairs, spacious corridors and lounges, a well-equipped dining room, private dressing rooms, and plenty of space for travelers to move about in and relax—an average of 25 square feet per passenger. Cruising along at a steady 75 miles an hour or more, a 2000-mile trip would be accomplished in less than a day and a night. And the cost? Fares of only five cents a mile are anticipated.

For those whose tastes and pocket-books run to the super-super, those who demand the absolute top in comfort for global travel, a second design offers ultra-luxurious accommodations for 112 passengers. And what accommodations! Super this and super that; suites and staterooms, each with its private promenade-deck window; full beds; luxurious lounges; the best chefs. It all adds up to a total of 63.5 square feet per passenger, offering the relaxation and refreshing comfort of the finest resort hotel.

But probably the most popular, most patronized of all will be the "Pullman-type" airship. This is the one for you and you and you, and us too. Here 232 passengers can be carried in roomy comfort by day in seats that become full-length beds by night. This is the ship ideally suited to trips of a day and a half, two or possibly three days. How smooth is the ride? Travelers who have made long trips by rail, airplane or ocean liner will be interested to know there is so little motion in a large airship that a pencil can be stood on end on a flat surface while the ship cruises through the sky. Hindenburg passengers never tired of performing this stunt.

**C**ARGO airships of the 10,000,000 cu. ft. basic type will be able to carry 180,000 lbs. of freight from San Francisco to Honolulu, for example, or 110,000 lbs. on the longer non-stop jump from Honolulu to Shanghai. And when the day arrives when all first-class mail is carried by air, the large capacity of the freight airship will bring it to the forefront as a heavy-volume carrier.

Certainly it's easy to go off half-cocked, contemplating the future promise of airship travel. But strangely enough, it's the airshipmen themselves who refuse to be drawn into any wild-eyed schemes. Construction wizards, engineers who are at once fliers and designers, are content to build ships

and fly them. Operation of a commercial airship line, they maintain, is a problem for some large transport organization to undertake. After all, the claim is, operating a fleet of cargo and passenger airships is not so very different from operating any other form of transportation.

**A**ND today America holds all the cards when it comes to lighter-than-air facilities and experience. We have a virtual world monopoly on non-inflammable helium gas. We have the only large group of trained flight and ground crews, and the largest group of experienced lighter-than-air construction experts in the world.

Furthermore, due to recent expansion, excellent airship mooring and basing facilities are now available in many parts of the continental U.S., including eleven fully-equipped lighter-than-air bases developed during wartime for the care of the Navy's large blimp fleet. While it's not necessary for an airship to have a great airdock, such as Goodyear's at Akron and Sunnysvale, Calif., or the Navy's at Lakehurst, N. J., at every landing point, each ship should have a home terminus and her own hangar, where she can put in from time to time for a thorough going over, much as an ocean liner periodically goes into dry dock.

Despite their vast size, these projected airships can be operated without great expense. Fuel consumption, for example, is not high. And the airships now on designers' drafting boards will be equipped with engines totaling 6300 horsepower—much less than the horsepower of the largest flying boats and transport planes. For exceptional operating economy, it's worth noting, that the Hindenburg set something of a record. It was possible for her to cross the Atlantic on less than \$300 worth of crude oil, carrying a crew of forty, 26,000 lbs. of freight (at \$1 a pound) and fifty passengers (at \$400 each). The Hindenburg's engines were 16-cylinder Mercedes Benz Diesels of 1100 horsepower each.

For distances under 2000 or 2500 miles, airplanes have an advantage in operating economy, since, as we've already seen, they can carry a higher ratio of payload to fuel on the relatively short continental hops. But as non-stop distances increase, the airship's superior cargo-carrying advantage rises. Consider the following comparison of the projected airship and today's most efficient flying boat:

	Cost per ton mile	
	Airship	Flying Boat
2500 mile trip	9.5c	16.2c
4000 mile trip	12.2c	31.6c

According to one engineer's charts, when the largest flying boat now in

operation flies 3000 non-stop miles, fuel must take up half its capacity and cargo is limited to the other half; the projected airships, carrying half fuel and half cargo, can cruise 5000 non-stop miles—and even half of their cargo space is larger than the flying boat's entire capacity!

On the longest non-stop flights, even in the matter of speed the airship probably can make a good showing in terms of elapsed time, though cruising speeds are lower than those of the heavier-than-air giants. Increasing presently planned speeds, however, is not among the chief concerns of airship men. Airships, they feel, find their rightful place between airplane and ocean liner. And certainly, although offering comparable luxury and comfort, airships can go five or six times faster than big ocean liners. So chief designing emphasis now is on stability (there's no sea or air-sickness), comfort, and safety of airships. Speaking of comfort, airship experts point out that rigid airships are the quietest, most vibrationless form of transportation man has yet devised. One percentage-minded engineer puts it this way: assume that the noise level of a New York subway is 100%. A day coach, then, is 88%; a flying boat, 78%; the Queen Mary, 65%; and the airship, only 56%.

The master plan, as mentioned before, is for a 10,000,000-cu. ft. basic hull design. Estimated cost of the fleet is \$8,000,000 per ship—which seems like a lot of money until you stop to consider the millions and millions of dollars that go into the construction of an ocean liner or a gigantic airplane. The aircraft carrier U.S.S. Lexington, to use a military ocean craft for an example, cost \$45,000,000, and at the time she was lost in the Battle of the Coral Sea probably was carrying about 80 fighter planes. Six airships of the kind now planned could carry ten planes each—and medium bombers, at that, planes too large to operate from most surface aircraft carriers.

**S**URE enough, there's something about an airship that gets into a man's blood. The airship's leading exponents, like our famous auto and airplane pioneers, intend to see their plans through until America has a fleet of proud, sturdy, great-sailing airships, queens of the world's air. It's the same sort of stuff that made the auto and the airplane—this spirit. Meet some of these men and talk to them—and it's hard not to become infected by it. It's inherent in a command they use, a command that's more than order, thrilling to all who hear it, expert and layman alike: "Up ship!"





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*Watson's "Annals of Philadelphia"*

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# Postwar Rackets

(Continued from page 9)

But along with the legitimate offerings, it is feared, will come the inevitable crop of dishonest ones seeking to defraud investors if they're not careful. This may be particularly true among brand new companies in brand new industries, it is believed.

After the last war, crooked promotions in oil, automobiles and radio took their toll among uneducated investors. After this war, there is likely to be a new bunch trading on the intriguing names of "plastics", "electronics", "radar", "synthetics", and other terms that have churned the public fancy. In view of the tremendous publicity accompanying the introduction of the atomic bomb—and the potential peacetime applications of atomic energy—it is not impossible that numerous swindles will appear, capitalizing on the public's knowledge or ignorance of this great development.

Back in 1924, a certain South American inventor made his bow. While in Buenos Aires, he claimed, he had discovered a miraculous new principle of "cold light" by which an electric lamp would burn steadily without current from a power plant.

How did he do it? That was a secret. But he proceeded to let the public in on his discovery through a stock offering—and scores of investors in New Jersey, where his "plant" was located, flocked to the "light" like the proverbial moth. But the public authorities didn't exactly warm up to cold light, and following an investigation they proceeded against him, whereupon the scientist disappeared rather suddenly. Said a report on the inventor: "His only contribution to light and progress in North America was the costly education of hundreds of New Jerseyites in the ways of a stock swindler."

And it can happen again. Suckers are most vulnerable, the experts will tell you, to the most fantastic rackets. The more incredible the promoter's line, the more the unwary investor is inclined to swallow it.

Fortunately, there exists today a strong arm of protection around the investor. There is the SEC with its widespread authority over securities and their sale, the various State Securities Commissions with their corresponding powers, the 86 Better Business Bureaus which carry on a ceaseless war against fraud. At the same time, the various stock exchanges and securities groups are likewise vigilant—as a matter of sound public policy.

But no matter how strong the laws, no matter how wary the policemen, one hard fact remains. Investors, particularly the small fry, are frequently their own worst enemies. They don't take advantage of the vast fund of available basic information about companies and their securities. Conversely, they seem to assume that since the Federal securities laws have come into being,

they no longer need to fear the racketeers. And then they invest in a questionable enterprise, lose out, and wind up blaming "the whole damn thing on Wall Street". The Street gets another undeserved black eye—usually because some securities crook, unconnected with any of the reputable majority of brokers and dealers, has made off with the sucker's money.

Just as after the last war, we are

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Don't rush into an investment or speculation. Take ample time to "Investigate Before You Invest".

Be particularly cautious when anyone tells you, "This is a golden opportunity" . . . "The profits will be enormous" . . . "This is a very special offer, but don't tell anyone else." . . . "If you wait, this chance will be gone, so hurry."

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Don't obligate yourself to pay for anything, either by cash or installment payments, unless you understand all the conditions of the contract.

Read before you sign.

Hold on to your War Bonds.

again seeing a new generation of investors—but this time on a much larger scale. Today, they are War Bond owners; tomorrow, many of them will be stockholders. And it is the uninformed, inexperienced people in this group who most need to be educated against the pitfalls of securities trading. Says Allan Backman, Director of Business Relations of the National Better Business Bureau: "This is particularly true of the small investor, because he is the most frequent victim of fraud. Large investors may guess wrong on a security, but they are seldom defrauded".

Most companies, when issuing securities, must file a registration statement with the SEC—and obtain its permission to issue them. A similar requirement is mandatory in some States. But beyond seeing to it that the statutory requirements are met, these agencies can in no way guarantee the intrinsic value of a security—that is, whether it will go down or up. That's something the individual must decide for himself.

Accordingly, when a person has a securities offer put before him he should make every effort to find out just what kind of a proposition it is. If a prospectus has been issued covering the securities to be sold he should take the trouble to read it; it will tell him plenty. In the case of a new company,

he should remember it has no past record on which to form a judgment. In other cases he may find inflated wartime earnings distorting a company's basic peacetime earning power. In the case of a security that is already outstanding it is easy to obtain an impartial appraisal of its company. In any case, he can turn for information to a banker or broker or the nearest Better Business Bureau.

A second big point to remember is this: Crooks are always looking for new ways to evade the law or, preferably, to operate just within the law. A perfect example of this has been the recently flourishing swindle in some Canadian mining stocks. Until it got its wings clipped, it was raking in an estimated \$1,000,000 weekly from U. S. investors, according to the SEC.

Trading on the war boom in legitimate Canadian mining shares, crooked promoters have issued rafts of wildcat mining stocks—and by letter, telegram and long distance telephone, proceeded to bombard U. S. investors with fantastic claims. "Fabulous fortunes have been made!" "700% profit in one year!" "Here is the opportunity of a lifetime!"

Through their high-pressure tactics they lured investors into putting up their money, deceived them into parting with more—until they hooked them, but good—and then left them holding the bag. One of the less spectacular stocks was run up from 35 cents to \$1.48 a share. A year later, after the promoters had made their killing, it was selling for only 3 cents a share, with few takers.

Interestingly enough, some of these promoters, operating chiefly out of Toronto, are swindlers who were previously enjoined from doing business in the United States. But there they were, riding wide open in Canada—and the American authorities were unable to reach them. The reason for it was that the existing U. S. extradition treaty with Canada didn't cover securities violations. At this writing, the Canadian Parliament was scheduled to act on a new treaty, which if ratified would permit U. S. authorities to nab these crooks. But meanwhile, public warnings by the SEC, the Better Business Bureaus and others have been an effective weapon in curbing these stock swindlers.

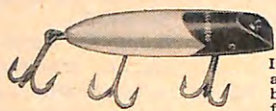
There you have it, then, in securities. As peacetime expansion takes place, many new securities—issued by responsible companies, supervised by government agencies, traded on established markets—will be available to the public. But the public must learn to stay away from the dishonest and fraudulent kinds which are also in the cards. There are plenty of ways to invest your money; the trick is how not to invest it.

Besides securities, direct investments in new companies or going concerns

(Continued on page 55)

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# Rod AND GUN



**Mr. T. went for blues in the night, and got skinned by a shark instead**

**By Ray Trullinger**

UNTIL quite recently your agent was convinced that, for sheer nuttiness, woodcock hunting topped the list. Now we're not so sure. It develops there are other wacky pastimes in the realm of outdoor sports. Nocturnal shark fishing, to be specific. We got sucked in on one such foray this past summer and emerged with a slightly lamed back, a high-octane fishy smell most luring to alley cats and a passionate aversion to sharks of any variety. It all came about something as follows:

Along in mid-August we chanced in on a pal who answers to the name of Ned. This sterling character holds forth on the north Jersey coast for no other reason than it's convenient to salt water fishing. He owns a powerful offshore fishing skiff, a fearsome array of light, medium and heavy tackle and is possessed of a chronic yen to depopulate the Atlantic Ocean via rod and reel.

"You're just in time," he greeted us, as we barged in. "The commercial boats have been catching bluefish like mad for the past two nights and this evening we're going out and get our share. We'll chum for them over Shrewsbury Rocks, where we made that big catch back in '36. Remember?"

Did we remember! What an evening of action that was! Six to 10-pound bluefish, the hardest-fighting and best eatin' oceanic wanderer, pound for pound, of 'em all. Why, it had been years since we'd tangled with a bluefish; there hadn't been any to speak of along the coast for nine long years. Here, indeed, was exciting news.

For along the East Coast the bluefish rates right on top. Tuna get the boys in a dither, a nice run of

striped bass will send them scurrying to the beaches but just let someone yell, "Hey, gang. Bluefish!" and the panic is on.

"They're not particularly large fish," our friend continued, "but some will scale up to four pounds. Nice, eh?"

"You ain't kiddin', are you?" we quizzed him, suspiciously.

"Certainly I'm not kidding," he replied. "One boat brought in 700 pounds last night. We'll go up to the freezer and get some bait right after dinner, gas up the boat and shove off. Tony and Jay are meeting us at the dock. Change your clothes, grab some food and let's get going." It all began as simply as that.

However, darkness had fallen before we churned out of the inlet and headed up the beach past Asbury Park toward the fishing ground. It was a beautiful night. A half moon was dipping into the western sky, the sea was calm and the air soft. An ideal night for chumming.

Did we hear some customer say, "What in hell is chumming?" Well, it's merely the business of luring fish up to a boat, where you slip 'em a baited hook. Along the East Coast this trick is accomplished with ground-up mossbunker, an oily, hering-like fish usually purse-seined and afterwards converted into oil and fertilizer. Nowadays hashed mossbunker can be purchased in frozen blocks. Not so long ago you bought these fish whole, and ran 'em through a hotel-size hamburger grinder. And that, m'lads, was a chore you didn't attempt unless possessed of a castiron stomach. For ground mossbunker doesn't smell like Chanel No. 5, particularly on a hot August day. It has the vilest, most stomach-upsetting odor known



to man. What's more, this penetrating smell lingers like memories of the first time you were caught playing hooky. Soap and water won't wash it off and toilet water won't disguise it. It has to wear off. Chumming addicts can be detected at 100-yard range.

Frozen mossbunker is defrosted in a garbage can or wooden tub and tossed overboard with a dipper or large kitchen spoon at regular intervals after the boat is anchored. This noisome mess of bones, scales, meat and entrails establishes a "slick", or "chum line", which drifts astern with the tide. Predatory fish whiff it from afar and follow it to the boat. The rest is easy, provided the fish are hungry, which usually they are. A chunk of whole mossbunker is impaled on a hook, tossed astern and sooner or later there's action. That's all there is to chumming. It's simple and deadly.

It took us about 45 minutes to reach the scene of the previous night's action, but when we got there no commercial fishing boats were in evidence. Nor did a half-hour of slow cruising and careful ocean scanning with night glasses turn them up. Several times a brilliant phosphorescent glow beneath the surface revealed fleeing fish, and finally Ned elected to drop the hook.

Within minutes after the first splashes of chum went overboard there were fish around the boat. And they were traveling like rockets, which meant they probably were tuna—and big ones, if the phosphorescent wakes and swirls they made as they zipped past were any yardstick.

"Maybe we'd better stow this light gear and get out the heavy tackle," we suggested. "If one of those babies takes hold it'll be goodbye line." Nobody paid any attention because at that precise instant Ned's rod bucked and line began whizzing off his reel. He'd connected with something heavy.

"Here," he directed, "you play this fish," handing us his rod. "It's a little shark, maybe a 40-pounder. I gotta tinker with the boat engine."

It soon was evident that our host had put over a fast one. That shark was no 40-pounder, or anything near that weight. And a shark on light bluefish tackle spells work. Dull, laborious, long drawn out work. Ned had ducked a chore.

We chided our host for this base deceit and made a few comments about sharks in general and this one in particular.

"Reel him in and quit trying to be a fancy Dan," Ned urged. "You ain't trout fishin' now!"

About a half-hour later the shark was worked up to the boat and finally, after all hands had pitched in, the fish was gaffed in a shower of salt water and secured to the bow with a handline.

"Just a little fellow," someone remarked. "Maybe go 125 pounds."

"What's the idea of saving that thing?" we queried. "You guys going to take a shark ashore?"

"Darn tootin'," Ned replied.



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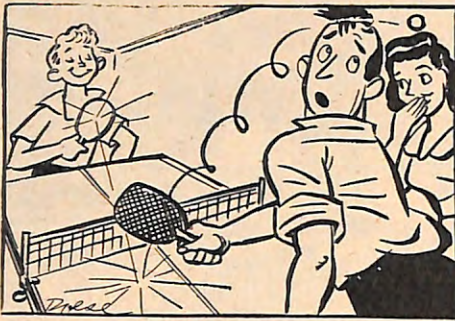
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"Why?" we wanted to know. "They're worth money these days," he answered, "and I never was one to turn down an honest dollar. The fish markets sell 'em for swordfish and most people can't tell the difference. We'll have shark steak for breakfast in the morning. You'll love it."

"Not me, Bub," we answered. "I'll take two, sunnyside up. Shark steak is not for me. I ain't the exotic type. Not only that but I think I'll report you to the Fishermen's Union, or maybe the County Sportsmen's Association. Your commercialism is to be deplored."

"Nuts!" he answered. "Get another bait overboard and hook a fish. Tonight we're gonna make expenses."

This chit chat was interrupted by an explosive "Wow! Did you guys see that!" from Tony, who was occupying the other corner of the cockpit. "It

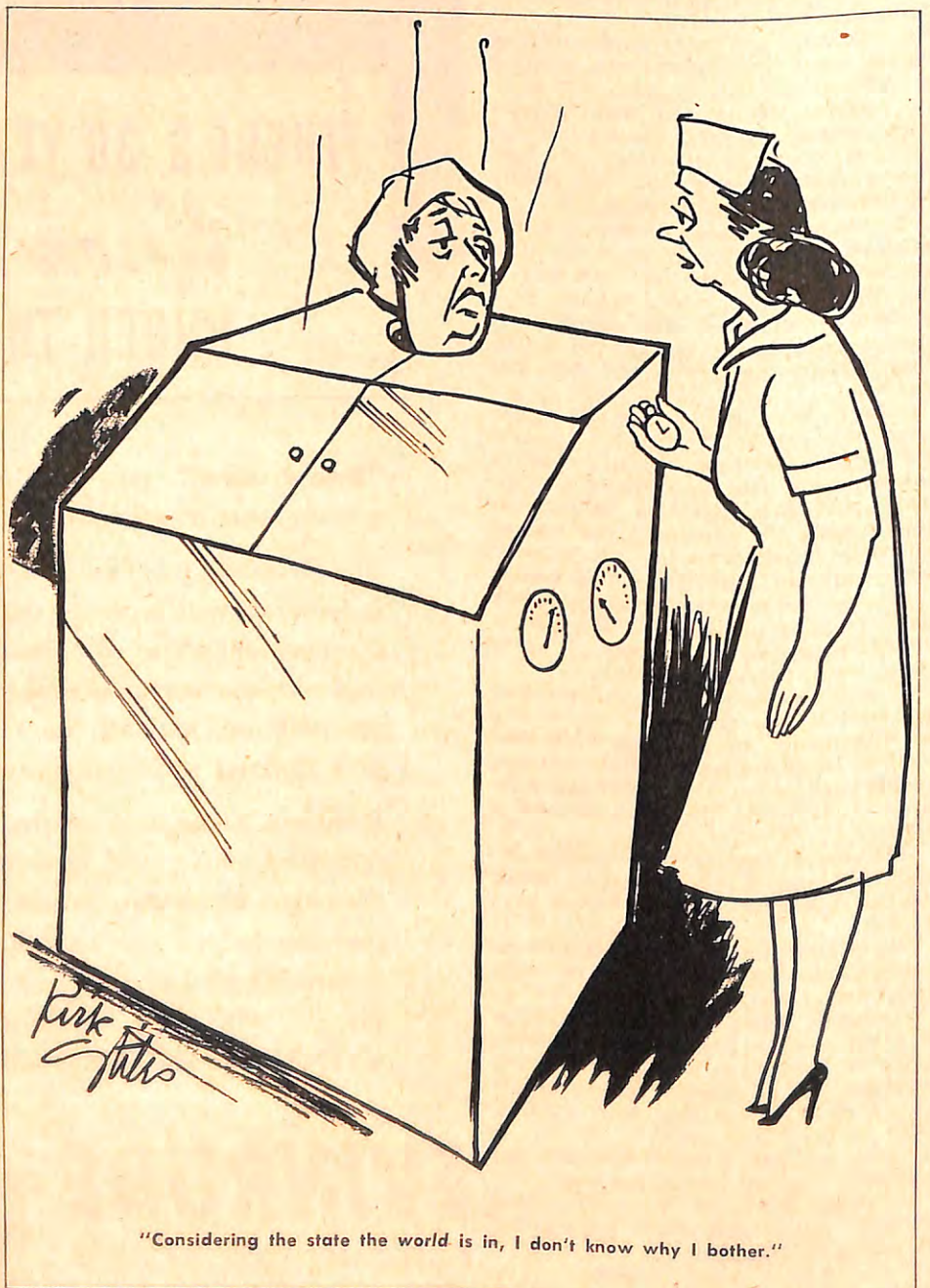
looked like a submarine, and there are more of 'em astern."

These latest arrivals obviously weren't fast-traveling tuna, but whopping big sharks. They left slow, twisting wakes behind as they nosed around a few feet below the surface and the water's phosphorescence outlined their huge, ominous forms.

"Hold your hats, kids," Ned exclaimed gleefully, breaking out a pair of heavy Tycoon rods and 12/0 reels. "Here's where we get a workout."

"But I thought this was going to be a bluefishing party," we protested. "Let's get the hell out of here and leave those things alone. Good gosh! Lookit the size of that baby. He's darn near as big as the boat!"

"We take 'em as they come," Ned answered. "If it comes up bluefish, we take 'em. And if it comes up sharks in



"Considering the state the world is in, I don't know why I bother."

the large, economy size, well, that's grist to our mill, too. Here, take this rod and get a bait overboard."

From then until the dawn's early light there never was a dull moment. Seven of the big scavengers were hooked, dispatched and tethered to the bow of the boat after half-hour battles, tangled lines and utter confusion in that fishing cockpit. All of the fish went 200 pounds or better and a pair of them nudged the 450-pound mark. And there were even larger ones floating around which we didn't hook. Several times other big ones were lost and once one monster picked up a bait, made a surging run and tangled two other lines. The result was three anglers all battling the same fish. That, friends, was something to see. We reeled and pumped by the numbers, with Ned giving with rousing "heave-hos".

Finally one line came clear, leaving two of us fighting the fish and the others standing by with a .45 handgun and a vicious looking commando knife for the final hand-to-hand flurry when the quarry was brought to gaff.

"Hey," we protested again, breathlessly, "you guys watch yourselves with that hardware. Somebody might get hurt." We have an abiding fear of handguns aboard boats. And we didn't hanker to have our kidneys skewered by a foot-long dagger in the excitement of dispatching a big shark in semi-darkness.

"Get him in alongside the boat," Ned urged, brandishing his hoss pistol. "I'll chill him good with a couple of slugs through the noggin and Jay will work on him with the knife. Boy, ain't he big though."

Well, we finally got that big bruiser alongside and bam! Ned let him have it with the Colt. You think that didn't start something? For the next two minutes that cockpit was a shambles. The struggling shark beat the side of the boat with a lashing tail and drenched all hands with showers of water. There was much bad language.

"Somebody break out the heavy steel gaff," Ned commanded, getting in another shot. "This fellow is going to take some killing."

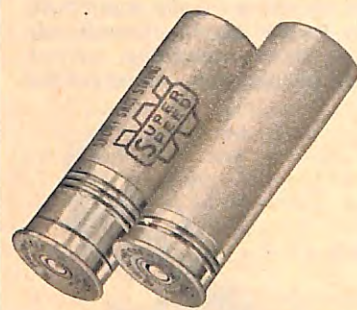
"I hope the Coast Guard doesn't hear that gunfire," we panted, struggling with a gaff in one hand and the heavy rod in the other. "If those bell-bottom pants guys hear all this shooting they'll be out for a look-see, and that might be embarrassing. You got a permit for that shootin' iron?"

"I think so," replied Ned. "Anyway, this is self-defense and they make allowances for that."

Finally, with two of us heaving on the heavy gaff the shark's massive head was lifted high enough out of water to permit slipping a noosed line past its two-foot-long pectoral fins. That ended the struggle.

"Park him up forward beside the others," Ned directed. "That makes six we got, doesn't it?"

We caught another big one before calling it a night and then came the back-breaking task of heaving those



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massive scavengers over the gunwale and into the cockpit for the run back to the dock. Then came a delightful surprise. One big fellow came to life in the cockpit with much snapping of jaws and tail lashings. There was a merry gandy dance while everybody tried to avoid losing a foot between those evil-looking rows of teeth, or getting his brains bashed out by that flailing tail. Finally this death flurry subsided and the anchor was lifted and the boat turned shoreward, with all hands bleary-eyed, tired to the bone and dead for sleep.

We docked with the sun well up, just as boatloads of dropline fishermen were rigging their gear for a day of fluke and seabass angling. The sight of those

huge sharks left them slack-jawed with amazement.

"My Gawd!" exclaimed one of them. "Lookit what those guys came in with. I'll bet they had fun."

"Bud," we answered him, "it all depends on what you consider fun. For my part you can have it. When fishin' becomes hard work, it ain't fun in my book."

"You're just a lousy fresh water worm swimmer," Ned commented. "You have no appreciation of big league fishing. We'll get some shuteye and go out and do it again tonight."

"Not me, chum," we answered. "As our British friends say, 'I've had it.'"

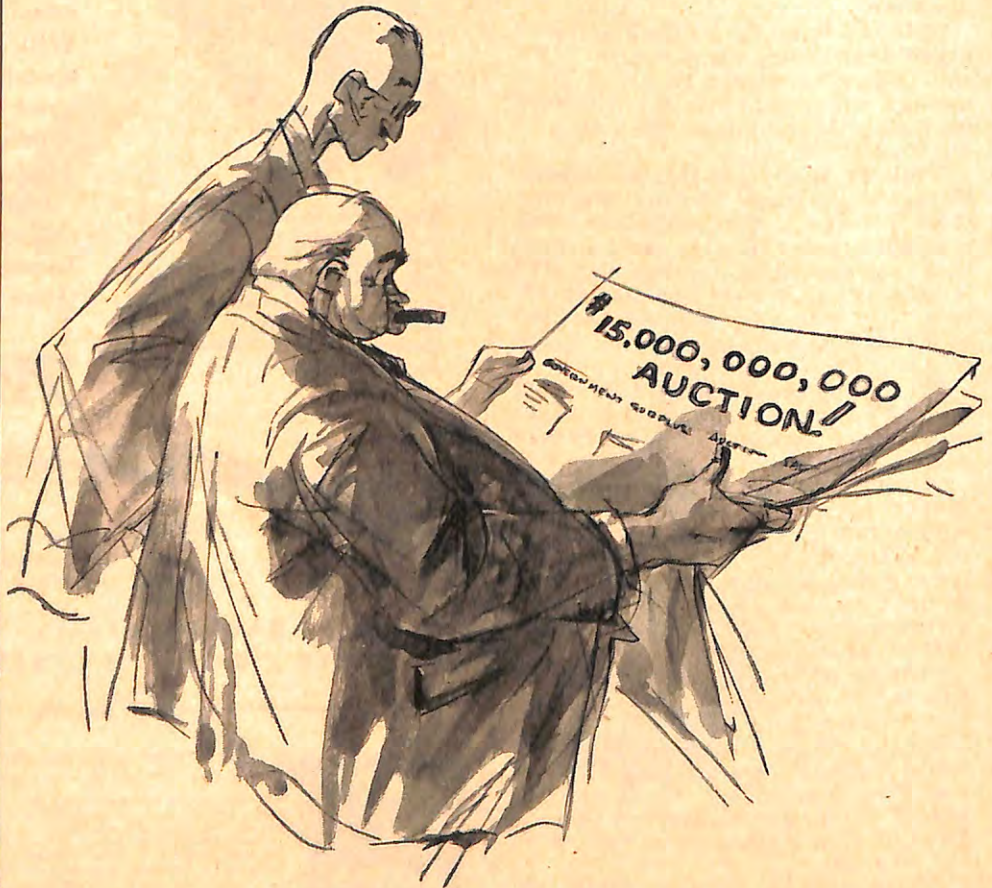
And that, my poor, little innocents, is shark fishing.

## \$1,000,000,000 Fire Sale

(Continued from page 12)

ket, the tremendous proportions of our war surpluses, remaining after so much has been expended in battle, through wear and tear and otherwise, is bound to cause growing wonderment and questioning. The explanation of most of this towering stockpile is that it was inevitable in the vastness of our war effort. It certainly was wiser to overestimate than run short of something critical. Mistakes, cancellations, inexperience

and extravagance all share in the responsibility. So does the haste that makes waste. As for all the other wars in our history, we were ill-prepared and had to hurry. Of course we spared no monetary outlay that would save lives, although we did begrudge expenditure in advance and neglected the military training which might have prevented the war entirely. Well, we have learned our lesson. Or have we?



THE FIGURES ARE TOO ASTRONOMICAL TO MEAN ANYTHING TO ANYBODY EXCEPT ASTROLOGERS, STATISTICIANS, AND GENERAL SOMERVELL.

# Deep Is the Heart of Texas

(Continued from page 18)

to the sportsmen he knew. Elks Lodge No. 151 decided to take on the job of introducing the men of McCloskey to the Bay's excellent fishing.

A committee composed of Arthur (Garry) Gharrett, Floyd Christian, Clarence Riblink, Sid Van Ulm, Adrian Van Kampen, Carl Tambarella, Ernie Hail, Howard West and Frank Glenney, raised the money, promoted boats and laid plans.

Eleven wounded men, all amputation patients, and an attendant from McCloskey were invited. One, Pfc. James Allee of Dallas, was official photographer of the group.

When the men arrived in Houston late in the afternoon they found that fishing was not alone on the weekend docket. The committee had arranged for dates and several parties, and just to start things off right, private automobiles escorted by the siren and motorcycle of Deputy Sheriff "Bink" West, who was designated to escort the men wherever they went, whisked the patients to the Houston Elks Lodge home.

A steak dinner was waiting—steaks cut from a prize beef of the Houston Fat Stock show. Later, Cpl. George Foster of Orrsville, Ohio, an artilleryman who lost both legs above the knees at Anzio, challenged all comers to a game of pool. He won easily, maneuvering around the table in a wheel chair.

After dinner and the pool games, the Elks and their guests took off with the faithful police escort for Clifton-by-the-Sea, some thirty miles from Houston.

Here Howard West and Frank Glenney had provided comfortable homes for the men with all the accommodations a serviceman dreams about.

A ten-minute drive the next morning took the group to Seabrook and DeGeorge's pier where "Andy's Fishing Fleet" — four beautiful craft — were waiting. Captains Bob Beeler, Evan Burrus, George Martin and Dr. Ira Kohler had everything in readiness. Three soldiers were assigned to each boat and the fleet shoved off.

Each of the guests from McCloskey had an experienced deep-sea fisherman with him to aid in baiting hooks and to offer advice if it was needed.

Sgt. Jasper Pennington of Solon, Iowa, who lost both legs while serving with the famous "Baggy Pants" outfit, or Special Service Forces on Anzio, caught the first fish, a speckled trout.

Others were not far behind him, Pfc. Clarence Barthelemy, of Bushnell, Fla., was the most polished fisherman of the group. He lost his right leg at Munda.

Collier was pulling in fish almost as fast as he could throw his line overboard, and he refused to use anything but an old cane pole. Pfc. Henry Valdespino, a 99th Division foot soldier who lost an arm in Germany, caught his share of fish, too.

Pfc. Howard Batzel of Cleveland, Ohio, used his right arm prosthesis with considerable success, as did Pvt. Dick Grasser, of Kenosha, Wis., who'd lost his left arm . . . Both used a special device designed by Andy Anderson which permitted them to cast a bait or reel-in without effort.

About 11 o'clock that morning a voice from one of the cruisers shouted, "Aho, a tug is burning about three miles southeast by south."

Capt. Burrus confirmed the shout with his binoculars and orders were given to pull anchor and see what could be done.

When the fishing fleet approached the burning tug, the crew of the stricken craft could be seen on a small island some three hundred yards away. The tug captain refused to come aboard the fishing craft and warned them to pull away with the words:

"The barge we're towing is loaded with 10,000 gallons of high octane gas, and she may blow any moment . . ."

The little fleet of fishing cruisers made for shore. The Coast Guard was informed, and went to the rescue.

At noon Joe DeGeorge gave his second annual fish dinner for McCloskey patients. Sun-tanned soldiers stuffed themselves with fish gumbo, shrimp, crab, and various kinds of delectable fish. The cots he provided for those who might need rest after a morning of fishing and such a huge meal were never used.

After an hour's speedboating, the fishing fleet returned to sea, and 200 more fish were caught.

Pvt. Martin B. Hutchinson, East Moline, Ill., whose legs are amputated below the knees; Pvt. Bob McElroy, whose legs are off just above the knees, and Cpl. Dale F. Bowlin of Lebo, Kansas, who lost one leg, had most of the luck in the afternoon session.

But the busiest man of all was Allee, the photographer. He was not a professional but had become deeply interested in photography through the occupational therapy department of the hospital.

In the evening after shower baths and clean clothes, Howard West threw a chicken barbecue and the Loyal Allied Girls Club of Houston arrived as dates for the men.

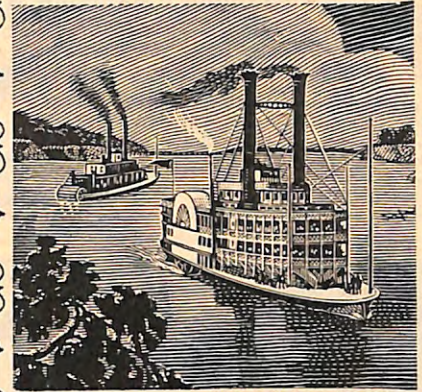
Dawn Sunday found the fishing fleet out on the bay, with Collier, the farmer from Littlefield, Texas, again making amateurs out of the others. He was fishing from Captain Burrus's craft and was still using a plain cane pole.

He bagged 38 Sunday and 17 the day before, and his total made him the champion of the group.

Andy's special tackle for arm amputees was used with considerable success, but the men were able to suggest changes to make it even better on the next try.



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**CONSERVE PAPER**

*In the*  
**DOGHOUSE**

*with Ed Faust*



**Out in the field  
when your pup's luck runs out —  
here's what you do**

IT SHOULDN'T happen to a dog but sometimes it does, which is a way of beginning this recitation dealing with some of the things that put Fido behind the eight ball. Those of my subscribers who began reading this department when it started some seven years ago and are still with me, may recall that one of these priceless epistles was likewise devoted to certain matters that occasionally plague our friend. But since that time a lot of new faces have appeared in the Order and it's for the benefit of the owners of those new faces (handsome rascals, dog owners all—I hope) that I'm going to sound off again on the same subject—accidents. For the benefit of the older customers I want to caution them not to dismiss this as the repetitious mutterings of a grey-beard. In this month's package you'll find new pearls. And before going any further I want to advise that you don't take that word grey-beard too seriously. True, that gargoyle in the small picture at the top of this page is supposed to be me, and while I'll admit that there's some frost in these golden locks, that map does not reveal the true youth that is in me. I dragged these remarks in purposely to answer once and for all those who have written to ask what kind of pooch—one claimed it was a foxterrier—is shown in the small picture. Look here, Faust, stop this rambling and get into your act.

Fair enough and it begins this way—

Right now in many parts of what teacher likes to call our fair land, a passel of citizens is banging and blazing away in sundry hunting

fields. Short of war or police work this means greater likelihood of accidents to those dogs who help in the hunts than at any other time. This is so not because some people are poor shots and certainly not because dogs are deliberately injured this way. But in the field the going is hard for the dogs although you are not to get the idea, which of course you won't if you've ever hunted, that Fido or his sister would rather sit the thing out at home. Far from it, the dogs trained for this work, and most others for that matter, regard this as the greatest of all canine picnics. In the field there are other hazards such as cuts, bruises, broken bones, sprains and even colds and skunks, and if you don't think that a quarrel with the latter is a misfortune then you have an experience coming to you.

Beginning with gunshot wounds, the thing to do if at all possible is to catch the dog if it is still able to move around. A dog thus wounded and able to run may do so frantically. But such action should be prevented when and if the dog can be caught because running induces greater bleeding. It must be remembered that the dog at this time will not only be in pain but badly frightened as well. It may attempt to bite, no matter how loyal and affectionate it might be under normal circumstances. Before making any examination, as a precautionary measure a temporary muzzle should be applied by wrapping a long strip of cloth over the dog's foreface, bringing both ends under the chin in opposite directions and alongside each side of the jaw to tie around the head in back of the ears. A few

strips of handkerchief will do. No time should be lost in rushing him or her to the nearest veterinarian or getting any other skilled medical service you can. If you can't use your handkerchief then your belt may make a good temporary muzzle. The dog should be made to rest as quietly as possible. Don't try to be the doctor and attempt to remove the shot; that's a job only for a skilled hand. If the bleeding is profuse apply a tourniquet if you can. If the wound seems deep, that's all the more reason why the vet should get the dog quickly and still more if that vet has X-ray equipment or access to it. This may be necessary to the examination as that is the only sure way to locate small shot that may have penetrated dangerously close to vital organs. If you happen to be where medical attention cannot be found or may be a great distance away, then and then only should you attempt elementary surgical treatment. In such circumstances the thing to do is to permit the wound to bleed sufficiently to wash out impurities. Following this it should be cleaned and sterilized. Hair should be clipped back about an inch from the edges. Powdered alum or tannic acid are excellent to apply. Boric acid is also good as a wash (a teaspoonful to a half-glass of water). Other antiseptics such as iodine, creolin, lysol are equally effective. If the alum does not stop the bleeding because the injury is deep, the wound should be sewed with a heavy linen thread, horsehair or, lacking those, ordinary string. Each stitch should be an individual one, about a half-inch apart, and all articles, thread and needle, should be sterilized first. A small portion of the lower part of the wound should be left open for draining to prevent infection which may bring on gangrene, a highly dangerous poisoning. When washing the wound before sewing, it should be done deeply to be sure all parts are thoroughly cleansed. If possible a bandage should be applied and removed for examination of the wound from time to time. Some dogs, a few of them, will endure a bandage, many won't and in the latter case and because you should take the dog to a vet eventually anyway, he will know how to put a bandage on that will stay on. As a healing dressing, boric acid, starch, iodine powder, zinc oxide or alum should be applied. To keep the dog from tearing the bandage or licking the wound open, a wide, flat, cardboard collar should be put on him. This prevents his reaching the injured spot. It should always be borne in mind that cleanliness is absolutely necessary as infection may result in lockjaw or blood poisoning which spell death for the dog.

When applying a tourniquet for this or any other kind of wound, the pressure should be alternating—not continued for long periods. When bleeding stops or slows so a powdered dressing will halt it, then the tourniquet should be removed that instant.

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seem unnecessary to add that no dog wounded in the field should go unattended until the hunt is over—and yet this has unfortunately been done. In such and happily rare cases the wrong animal was shot.

Bad cuts should be treated the same as gunshot wounds.

Unless you know a lot about canine anatomy and have the training and skill to do it—which the average person hasn't—make no attempt to set a broken bone or dislocation. This is strictly a job for the vet. But until you can get the dog to its doctor the most you can do and should, is to see that it remains perfectly quiet.

Sometimes a dog will go lame in the field—or elsewhere—due to a sprain, a sudden slip or fall. Or it may catch its leg in a fence or in brush too heavy for it to force its way through. The injured part may swell rapidly, particularly if it is a joint. It will become painful when touched and have a feverish, hot feeling. Again, absolute quiet is necessary. The dog should be kept off its legs if possible. The sprain should be bandaged and this should be wet frequently for the first two or three days. After this, massage—gentle at first—should follow and if the joint has been injured it should be moved a little during the massaging. A good, but not strong, liniment should be used. If this causes blisters the liniment should be diluted with water and in order to prevent further rubbing, vaseline should be applied.

For bruises or contusions simply apply cold water at frequent intervals for about a day and after this period hot water or compresses should be put on the injury.

A burn is rarely suffered by a dog while in the field. Scalding too is out of the ordinary run of accidents. But if either should happen to the dog no matter where, the injured part should not be washed with water. Shake a mixture of linseed oil and lime water together in equal parts. Apply to the injured area and then soak a pad of absorbent cotton with the mixture and bind it to the burned or scalded place with a bandage. Renew the soaked pad twice a day. Or you can have your druggist make a solution of one part of picric acid to one hundred parts of water and soak the pad in that. Be sure to remove dead skin when you

can. It's needless to point out that no one, no matter how much he or she cares for the dog, will permit it to live if it is badly burned. Death at the hands of a vet who can administer it almost painlessly to the dog is the only humane thing to prescribe.

Occasionally a dog roaming loose will eat something poisonous. This as well as other mishaps I've previously mentioned may be the lot of dogs that do no more real hunting than for rats or mice, imaginary or otherwise, on their own home grounds. There are a number of commonly known poisons that have from time to time taken the lives of dogs. Among these are strychnine, mercury, arsenic, phosphorus, carbolic acid, tar, creosote, lye, soda, caustic lime. Illuminating or coal gas are also in this bad actor class. The main thing if you suspect that your dog has been poisoned is to get its stomach cleaned out immediately before the poison has further chance to invade the blood stream. Excellent emetics are a teaspoonful of washing soda in a half-pint of warm water. The same amounts of sulphate of copper or zinc or mustard or plain table salt will also serve as substitutes. Lard, warmed to a liquid state and poured down the dog's throat, or whites of eggs alone will do. But lose no time in getting that purp to a vet immediately—if not sooner. Some of these poisons work fast. Symptoms usual to poisoning are violent retching, emptying of the stomach with blood or greenish content showing, swollen lips, mouth, loins, inordinate thirst, trembling, twitching, extreme sensitivity to touch around the stomach or sides, and unaccountable yelping. Don't try to do more than have the dog empty its stomach. Get that dog to a vet as soon as possible because you are running a race with death and the odds are against your dog.

This is only heresay but I've been told that many intelligent animals other than dogs have an instinctive fear of poisonous snakes and this may be so. I'm never around where this could be demonstrated. But this I do know for a fact, many intelligent dogs do possess the same instinct. I'll amend this to say that it doesn't go for the pooch when it's just a rattle-brained nitwit, as all normal puppies are. But many of



"How to Know and Care for Your Dog" is the title of Edward Faust's booklet, published by the Kennel Department of *The Elks Magazine*. One canine authority says, "It is the most readable and understandable of all the books on this subject". This beautifully printed, well-illustrated, 48-page book covers such subjects as feeding, bathing, common illnesses, training and tricks, the mongrel versus the pedigree, popular breeds, etc. It costs only 25c. Send for your copy **NOW**. Address—*The Elks Magazine*—50 E. 42nd St., New York.



the older dogs have more savvy when it comes to Mr. Lethal Snake. It wasn't so long ago that I saw examples of both. A hare-brained pup that I owned, a wire-haired incidentally, sat on a copperhead that lay concealed close to a clump of forsythia near my garage. Within a few short minutes he went into convulsions and died. We found two punctures on his tummy and the vet said that his innards showed a condition of that kind of snake poisoning. The other incident was the cautious approach of an older dog of mine to a reptile that was wiggling its way across the front lawn. The latter was of a harmless variety but that pup wasn't taking any chances. Now the dog that is gallivanting around through woods and fields helping his boss in the business of hunting may, if the weather is still warm enough, get bitten. Most dogs on the hunt are so intent with the business of the day that almost everything else becomes secondary with them. If you are close enough to be able to see and know that the dog has been bitten then you'll have to work fast. You'll have to, because the poison of the rattler or moccasin or copperhead makes no stop-overs on its way to getting in its deadly licks. Catch your dog as quickly as you can and put the muzzle on that I mentioned earlier. You'll need the muzzle because the next thing that should be done is to make a cross cut with a sharp knife over the bitten part about a quarter-inch deep and about a half-inch wide for each cut. Squeeze until the blood flows freely. If you can get salt, apply

plenty of it to the wound. If the bite is on a leg then apply a tourniquet above the punctures. Streak for the vet with your dog as quickly as you can. He will be able to give injections that may save the dog's life but not likely to keep you from having a pretty sick pooch on your hands. Some dogs running freely in the country do get bitten and take a kind of nature cure on their own by seeking the nearest swamp or marsh land and remaining buried in the mud for a number of days. The mud serves, so it seems, to draw out the poison.

Now for the final risk that your hunting partner may run and very likely will and that's from our little black and white kitty, the skunk. Nothing fatal here and no injury except—. In this, dogs generally do not possess the respect for Br'er Skunk that marks most wild animals. If your dog should get skunked drop me a line. To be ready for such an emergency if those cute little sachet pussies are around your hunting grounds, drop me a line anyway and I'll tell you about a chemical de-skunker that's sold and has often been effective. It's a good deodorant. Another remedy, although I have never used it, is tomatoes. No, I'm not clowning unless doing so without intending to. The tomato-cure has been passed along to me by three readers who wrote from widely separated parts of the country. If they are kidding me then the Lord forgive them because I won't. They claim that canned tomatoes used as a bath for the unlucky dog does the trick. Take it away!

## Postwar Rackets

(Continued from page 45)

promise to be another tempting field for swindlers.

And here they'll have a chance to capitalize on the cherished hopes of several million little people: to own a small business. For these people, their big postwar aim is to open a radio shop, a service station, a meat market, a lunchroom. What they forget, though, is that in normal times over a thousand new concerns close down for good every day, which is all the more reason why they must be careful.

Veterans are high on the sucker lists of swindlers who are waiting to take them for all they are worth. And that can be plenty. At the minimum, a newly discharged soldier has on hand between \$200 and \$300, consisting of any back pay due him, the first installment on his mustering-out pay, and traveling expenses to his home. Add to this the soldier's personal savings and War Bonds—and you have a sizable nest egg. If a soldier, by chance, has been a prisoner of war, his accumulated back pay may run this up several hundred or thousand dollars more.

Hundreds of thousands of veterans are eager-beavers about starting their own business. From the experience of a group of Philadelphia banks handling GI loans, approximately one out of five

veterans wants to open a bar and grill; 12% want to open groceries or fruit and vegetable markets; 10% want to go into the trucking business; 7% will start electrical and radio shops; 6% expect to operate service stations; 5% will open dry cleaning stores; 4% choose drug or cigar stores.

How, then, are these budding business men, veterans and civilians alike, vulnerable to swindlers? In lots of ways.

One dodge is for the swindlers to pose as business advisors or brokers ("I am only doing this for you because you're a veteran"), collect a juicy fee for their services, and sell the sucker a debt-ridden business or one that could be carried around in a hat.

Then there are other advance-fee artists who try to extort money for "services" or "expenses" not yet incurred—or sell you "exclusive" territorial selling rights to a product. And, as always, there are those who hoodwink people into becoming absentee farmers—investing in a fruit, nut or fur farm hundreds of miles away. The investor then sits back and awaits his profits, but they seldom materialize.

One of the biggest is the partnership racket. A veteran, replying to a PARTNER WANTED ad, sees an office hum-

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ming with activity. Telephones are clanging, secretaries are scurrying about, the pace of the office is slightly terrific. ("We're having one of our busy days, you know.") Not until after the veteran has plunked down his dough and become a "partner" does he find out if his firm has (a) any assets, (b) any business.

There are as many tricks to the game as fleas to a dog.

A war worker made a deal to buy a lunchroom, was amazed to find the place literally packed with people—before he bought it. Later he found out that the former owner had been passing out free cigars at the time.

Another person, dickering over a bakery, was overcome by the perpetual stream of cakes and pies and pastries coming up out of the basement ovens and into the store. He didn't see that the same stream of baked goods went right back down into the basement, through a back door, and then right up again. Sort of a vicious circle.

Two veterans in San Francisco laid \$8,500 on the line for a store, thought they had bought themselves a profitable business. Then they discovered it had been consistently losing money and had no inventory, and that they had been taken for a pair of chumps. The legal authorities have hopes of prosecuting the gyms who sold the veterans the store; but meanwhile they're still out their money.

What should people do to keep from losing their money in a business even before they get started? Don't take hasty action. Make a thorough investigation before investing. Get claims and representations in writing. See if the promises and predictions really make sense.

The veteran has many special agencies to help him. They range from the Army Separation Center itself, where he is first warned against swindles, to the Veterans Administration and local agencies—all of which have able counsellors to give advice. The strict check-up of loans under the GI Bill of Rights gives him added protection.

In addition, there are a number of other agencies whose services are available to servicemen and civilians alike. The Department of Commerce, for one, is greatly expanding its informational service on small business. The Better Business Bureaus have prepared a whole series of helpful pamphlets, including "Facts Veterans Should Know Before Starting a Business". Chambers of Commerce, local banks, credit agencies can also be helpful. But it is highly important that people remember to take advantage of these aids.

Along with little businesses, employment also offers a lush field for the racketeers. Now that the war is over, millions of war workers must pull up stakes and find new jobs. The same is true of the returning veterans who have no peacetime jobs to come home to. In the past, thousands of job seekers have been victimized by racketeers trading on their misery. Now the same old rackets are being dusted off again.

What do these employment rackets look like? One consists of a "cash bond", payable in advance, for a job that doesn't materialize. Another is the "registration fee" which a fake employment agency will charge, without doing anything for the applicant in return. One of the biggest lies is the phony trade and correspondence schools which "guarantee" you a job upon completion of their expensive training courses.

As with employment agencies, there are many reputable trade schools. But during the war some disreputable schools have mushroomed into being. With inferior equipment, fifth-rate teachers, expensive fees, they have lured thousands of people into taking their courses with the promise of a job held out after graduation. During the war it was easy for them to pay off on their promises; people with any kind of training, good or bad, could get a job. But now jobs are not going to be so easy to come by. For that reason any trainee should thoroughly investigate a trade school's promises, before signing on the dotted line to take a course.

Are you one of those who have been saving up to buy a home? Then you owe it to yourself to be sure of what you're getting and not buy it blindly.

In the postwar housing boom that is anticipated, millions of new homes will be built incorporating the many new advances in design, insulation, heating and lighting that have been developed in recent years. These new homes, all told, will bring a new measure of comfort and happiness to people. But if what happened in the 1920's is any criterion, there are bound to be a definite number of jerry-built houses, and those with other faults, which are going to turn that postwar dream house into a nightmare.

For that reason, it is highly important that the prospective home buyer carefully check its construction, location and improvements; examine closely the selling price, the assessed valuation, the probable resale value, and make sure that he has a clear title to his property. The Better Business Bureaus have prepared a helpful booklet along these lines, entitled "Facts You Should Know About Buying or Building a Home".

Similarly, many people may be tempted to invest in real estate subdivisions. Many did so the last time, buying on the strength of pretty pictures or artists' conceptions of the developments—and then discovered that the land was undeveloped or under water. There is little likelihood that these rank frauds will be repeated—the average investor is a little smarter—but he may still stub his toe on a real estate development by failing to see how far from real transportation facilities the property may be and what the improvements will cost.

Countless thousands of people will be turning to farming as a livelihood now that the war is over. They figure that no matter what happens in this postwar world, they'll still have enough to eat and a roof over their heads.

And that's where many of them will be making a big mistake, farm economists will tell you.

The average city dweller should not buy a farm, they say, unless he intends to keep his job in the city. Operating a farm calls for seasoned experience. The average small farm, moreover, will not support a family comfortably. And abandoned farms are particularly to be avoided—they almost always mean that an experienced farmer has been a failure at it. That's the reason why it's abandoned.

In general merchandise, a number of deceptions and misrepresentations are quite possible in the present transition from war to peace.

One of them lies in the sale of goods previously denied and now desired by civilians. For early delivery of that postwar radio, refrigerator or what-have-you, the unscrupulous dealer may tack on an extra profit to his selling price. If so, the OPA can be expected to take a lively interest in the proceedings, for as long as it is still operating. Wartime grades of merchandise may be represented to be better than they are, in a retailer's desire to unload them. The disposal of surplus war goods poses many retailing problems, as it comes into competition with newly produced merchandise. A committee of the Better Business Bureaus has worked out a voluntary code for advertising and selling Army-Navy goods, which, it is believed, will obviate many misrepresentations. The deliberate chiseler, however, will still have to be reckoned with.

Charities are a final postwar field which will bear watching.

Out of this war, as out of the last, many new veterans' organizations are being formed. Approximately 100 new ones have been organized thus far. The majority of them, one can be sure, will be reputable and contribute much to the welfare of veterans. Others, however, while well intentioned, may suffer from inept management or in other ways be prey for promoters. For that reason, veterans should insure that any organization they are asked to join is either well-established or otherwise recognized to be fully reputable. Similarly, civilians should apply the same tests before contributing any funds. Certainly veterans are entitled to every support insofar as their organizations are concerned. But it should be remembered that in any dishonest organization that may arise, there exists a big opportunity for exploiting the public and the veteran both.

Looking ahead into the future, no one can predict with any accuracy either the kinds of postwar frauds that will be seen or their size. In coming months, the fact that millions of war workers will be unemployed and seeking new jobs, will in all likelihood be a restraining factor in many directions. Doubtless the real test will come when reconversion has run its course and the expected postwar replenishment boom is in full swing.

The advertisement features a central illustration of a fisherman in a hat and plaid shirt, holding a fishing rod and a pipe. The pipe is a large, dark-stemmed pipe with a light-colored bowl. The text 'VanRoy' is written in a large, stylized font at the top left, with 'Signet of Quality in Pipes' written below it in a cursive script. A small circular logo with a fleur-de-lis is positioned below the text. The background shows a body of water and a boat. The overall style is that of a classic magazine advertisement.

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What America is  
**reading**

With the coming of Autumn,  
Mr. Hansen gives us new  
leaves to turn

By Harry Hansen



EVERYONE who read John Hersey's "A Bell for Adano" or saw the motion picture must have realized that this was one of the few books about the war that improved on a reporter's experiences and concerned itself with the spirit of the men who were fighting. Now comes a novel that goes even farther and digs much deeper into human motives. It is "The White Tower", by James Ramsey Ullman, and it deals with the spectacular attempt of an American flyer, who drops by parachute on Switzerland, to climb a mountain that has always challenged him. Martin Ordway lands there after a bombing mission and finds himself in the district of Kandermatt, where he meets again an old friend, the guide Andreas Brenner. He also discovers that a girl he knew is there—Carla Dehn, an Austrian who had married a Nazi and left him in disgust. Since this is a Swiss resort several men of other nationalities are holed up here: Delambre, the Frenchman, who represents the disunity of France by his troubled, depressed spirit; Radcliffe, an Englishman, and finally a German, Siegfried Hein, who sees through Ordway's explanations but makes no attempt to be hostile.

Ordway wants to climb the mountain, the Weissturm, which is the Swiss way of saying the White Tower; he prevails on Brenner to guide him and the others to go along. The adventure soon becomes a contest of endurance and ingenuity between Ordway and Hein. The chapters dealing with this adventure are superb story-telling, often thrilling, and the climax has implications

greater than the action itself, for when Ordway, the American, faces Hein, the German, on the final ledge, the fundamental traits of both nationalities are involved. The American spirit is youthful and eager, but cooperative; for the German there can be no mutual effort, and that spirit of rule or ruin that has laid Germany in the dust is reflected likewise in the attitude of Siegfried Hein.

One reason why the passages dealing with mountain climbing are so good is that Mr. Ullman is a mountaineer and a writer on mountain climbing. He is a New Yorker by birth and residence; he has gone in for difficult adventures, such as traversing the Andes on a mule, but he has also written and produced plays on Broadway. He tried his best to get into the United States Army but was turned down because of near-sightedness; he then joined the American Field Ambulance and served in North Africa with the British 8th Army. "The White Mountain" is his first novel. To me it is the best novel that has come out of the war. (J. B. Lippincott Co., \$3)

BOOKS dealing more directly with experiences in the war continue to appear, and one of the best is "Beachhead on the Wind", by Carl Jonas. Ordinarily I would not be interested in a small expedition in the cold Aleutians, but that just proves that I cannot afford to let my bias guide my reading. For "Beachhead on the Wind" is a story that by its very circumscribed nature gets closer to the small group that is part of a "beach party" on

Tartu. It is cast in the form of the memories of a sailor who has something on his mind and has to tell the whole story. Ensign Flood, a chief bosun's mate and five men are landed on a reef in the bleak Arctic and for months are engaged in salvage. There was only one Jap visible on the island and one of the men shot him. The routine is described with great skill, and when the men find a payroll of \$40,000 and plan to hide it as a nest-egg against the future the situation becomes tense. The remarkable fact in this story is that the characters are not heroic; several are not merely commonplace but completely unfitted for the job. Mr. Jonas has made them completely comprehensible; he has also described the cold, the weather, the depressing effect of the surroundings and the demoralized spirits of the men so well that our feelings get involved. I don't know how many readers will reach for this story, but I am sure that if they open the book they will respect the author's writing ability and agree that it must be an authentic picture. (Little, Brown & Co., \$2)

OTHER books of the month that should be of special interest are: "Spies and Traitors of World War II", by Kurt Singer. (Prentice-Hall, \$2.75). This contains dozens of thrillers, as well as considerable information on how the chief of the German espionage, Admiral Canaris, operated. Some of the stories have had mention in newspapers, others are freshly told; all read like mystery fiction. "The Coming Age of Rocket Power", by G. Edward Pendray, describes rockets in every form and discusses their future usefulness. (Harpers, \$3.50). If you are interested in an excellent book describing the progressive work of science from the earliest times to the point where it is smashing atoms, read "The Autobiography of Science", prepared by Forest Ray Moulton and Justus Schifferes, with many extracts from the original papers of scientists, especially on radiation and atom-smashing. (Doubleday, Doran, \$4). And then turn to a book of warmth and goodwill and keen understanding, "No Greater Love", by Francis J. Spellman, Archbishop of New York, which describes his journey through war-torn Europe. (Scribner's, \$2).

It seems illogical that a young sailor should get appendicitis just when his submarine is on a dangerous mission in hostile waters, but that is the way it occurs. A number of months ago George Weller cabled the details of an appendectomy performed on board a submarine by a pharmacist's mate under difficult conditions; the patient lived. In "Battle Below; the War of the Submarines", Robert J. Casey, the war correspondent who can always tell a good story, describes another operation under even worse conditions, and in "Silversides", by Robert Trumbull, the true story of life on board Lieut. Commander Creed Burlingame's sub, there is another. In each instance the pharmacist's mate did the job for the

first time; Mr. Casey's man, who is not named, had the hardest time, for depth-bombs were jarring the sub when the operation was performed; they ran out of Novocain and had to use ether, and having improper containers the ether spilled and the attendants, including the surgeon, passed out. A crew from the battery room took out the patient's sponges and sewed him up and that he lived is not a credit to the amateurs but to the tenacity of the human constitution. It doesn't seem efficient—for men in the naval service have long since been inoculated against various diseases, yet somehow they succumb to appendicitis. Perhaps the remedy is to remove all appendices before boarding ship.

There's a reason why these crackling yarns about under-sea warfare are reaching us now; the Navy has just released them. Robert J. Casey's book was written over a year ago. He went to New London and inspected training and then interviewed many skippers and crews and recorded some hair-breadth escapes, some extraordinary deeds of daring. The boys who man the subs have had a thrilling life; how they are ever going to settle down to such prosaic jobs as we can offer them in civilian life is hard to tell. Some of the youngsters are in their teens; the captains are usually older, sometimes in their 30's. They have picked off enemy vessels under the most incredible circumstances; they have run the risk of being shattered by depth bombs—and lying in a smelly tin fish, speaking in whispers, waiting for the ash-cans to stop is no picnic. They have lost their way in storms, have had instruments break and have become tangled in Japanese fish-nets—Silversides picked up one with a Japanese flag and dragged it for some distance. Mr. Trumbull's book, dealing with one submarine only, permits us to see a crew in all kinds of weather and under many hazards. A third book along this line is "U. S. S. Seawolf, Submarine Raider of the Pacific", in which Gerold Frank and James D. Horan have set down the running narrative of Chief Radioman Joseph M. Eckberg. Of course the account is much more detailed and fuller than a submariner would make it in conversation, but that does not affect either its authenticity or its value as a record of how sailors act and feel. The Wolf, as the men called her, was a sister ship of the Squalus. She started out from Cavite immediately after Pearl Harbor and was one of the first subs in action. All submarine stories tell about sinking Japanese ships, but this book tells of another matter that plagues captains—missing a good shot by failing to be in position in time. When the captain found he had overlooked a brand new carrier while he was trying to draw a bead on a destroyer he "could have bawled".

"Battle Below" is published by Bobbs Merrill (\$3.50); "Silversides" by Henry Holt & Co., (\$2.50); "U. S. S. Seawolf, Submarine Raider of the Pacific" by Putnam's \$2.75).

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# Editorial

## Victory

**A**FTER ten years of "blood, sweat and tears", the fighting is over and victory rests with Allied arms.

As the smoke of battle clears away, we see more clearly the ruin war has wrought; the twisted heaps of debris, once monuments of the world's finest culture and of centuries of civilization, battered into chaos by the guns and bombs of opposing armies—one fighting to destroy the fundamental concept of man's right to freedom; the other to preserve the right of self-determination against the domination of brute force.

The people of America have been spared much of the devastation of war, the destruction of their homes and farms and factories, the enslavement of hundreds of thousands of men, women and children and the brutal debasement that goes with human slavery. But America has paid the price in "blood, sweat and tears". The victory has been stupendous but it will not bring back those who paid for that victory with their lives and the songs of triumph do not drown the sound of mourning for the slain.

The fighting is over. The terrible loss of life has ceased. America emerges from global war in a position of world leadership and our people must face the responsibilities that go with strength, courage and ability to lead in the rebuilding of a peaceful and prosperous order out of the ruins of a shattered world.

The immortal souls of those who died to bring about a new world of peace and good will are symbolized by hundreds of thousands of gold stars shining from service flags throughout the land. Each star is a reminder of a life given for God and freedom, and charges every citizen of our Republic with individual responsibility for bringing out of a chaotic world of hatreds and suspicions a living doctrine of peace and goodwill.

The "next war" will blot out all vestige of civilization. It will bring havoc and destruction too terrible to contemplate. If the "next war" comes, it will be chargeable to this generation's failure to build a new and better human society, founded upon mutual understanding and universal good will.

## California, Here I Come

**T**HE Order has done its share of buying War Bonds. Every lodge in the Order has invested to the extent of its ability and many lodges and State Associations have sponsored drives which have rolled up enormous sales. Outstanding in this respect is the work of the California State Elks Association for the Seventh War Bond Drive.

The quota allotted to the Elks of California was \$50,000,-

"TO INCULCATE THE PRINCIPLES OF CHARITY, JUSTICE, BROTHERLY LOVE AND FIDELITY; TO PROMOTE THE WELFARE AND ENHANCE THE HAPPINESS OF ITS MEMBERS; TO QUICKEN THE SPIRIT OF AMERICAN PATRIOTISM; TO CULTIVATE GOOD FELLOWSHIP. . ."  
—FROM PREAMBLE TO THE CONSTITUTION, BENEVOLENT AND PROTECTIVE ORDER OF ELKS

000. When the California Elks War Committee submitted its final report, it listed total sales of \$89,001,018, thus exceeding its quota by \$39,001,018.

This splendid result was accomplished by organization, coordination and the whole-hearted enthusiasm with which the Elks of California entered upon this patriotic undertaking. Pride in this achievement of the California Brothers may well be shared by the Elks of the nation.

The war is over and there will be no more War Bond Drives. But, in the light of the achievement of the California State Elks Association's successful efforts in behalf of the Seventh War Bond Drive, without question when the Victory Loan Drive is launched the Brothers of California will hear the U. S. Treasury Department shouting vociferously, "California, here I come."

## The Work Must Go On

**T**HE war is ended but the work of the Elks War Commission is far from completed.

When war was declared the Commission immediately began the establishment of Fraternal Centers and continued until 120 were in operation in key cities. The object of these Centers was to provide amusement and recreation for our service people as they passed through our cities on the way overseas. Some of those who spent their last days in America in our Elk Centers will never come back. Some 7,000,000 or more are still overseas. When they return they must find our Fraternal Centers ready to welcome them home.

The Elks War Commission has been fostering letter writing, the sending of gifts to servicemen and has kept a constant supply of cigarettes flowing across the oceans. These little attentions have done much to keep up morale and are needed more than ever with the excitement of actual warfare over and military duty becoming a matter of dull routine. Sick and wounded veterans are arriving by thousands every day and the Elks War Commission is expanding its already extensive program to meet this need.

In the Far East the work of the Elks must go on until the last internee is safe at home and the property of the lodges of Manila and Guam, destroyed by the Jap invaders, has been restored. The Rehabilitation Committees, which the War Commission has requested every lodge in the Order to organize, are standing by to aid our returned veterans with any problem in connection with their return to civil life.

The Order of Elks embarked upon its program of war activities not only for the duration but to be continued during the reconversion period. The fighting on the battle front is over but we are just beginning the battles necessary to win the peace. The winning of these battles is the responsibility of the home front and the Elks War Commission must carry on.

# How do we treat returning vets?



**1865** SEVEN HUNDRED thousand veterans of the War Between the States got their \$60 to \$100 mustering-out pay and went home to look for work. America was a land of boundless opportunity in this seventh year after Corby's was introduced in Canada.



**1898** SPANISH-AMERICAN War veterans (250,000 of them) got no bonuses. Pensions for wounded were small, no continuing medical attention was provided. But once again America was heading into years of peace and plenty as Corby's saw its 40th year of Canadian fame.



**1919** VETERANS OF World War I went job hunting. Lifetime medical attention, paid-up endowment insurance, free education for ex-students—these were some of the rewards for 2 million victors over Germany as Corby's became a 61-year tradition in Canada.



**1945** THE G. I. BILL of Rights is the broadest program in history for veterans, yet it will need efficient handling to be helpful in peaceful days to come. And as you look forward to peace, you may enjoy your favorite drink made with Corby's—the light, sociable blend. The whiskey with the grand old Canadian name is being distributed regularly. Watch for Corby's. You'll meet a friend you'd like to keep for now and for the future.

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